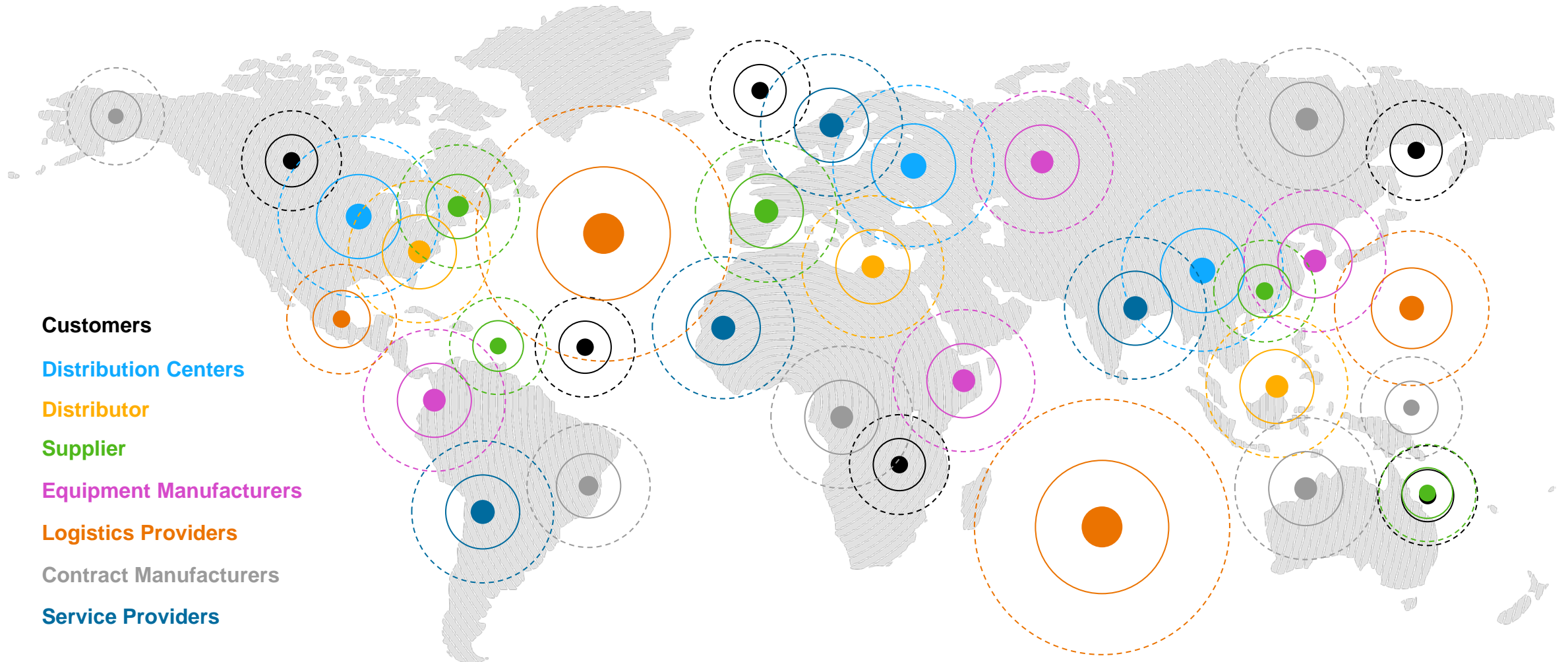




Supply chain in 2022 calls for creativity

Businesses are more dependent on each other than ever before ...supply chains are at the center of that dependency

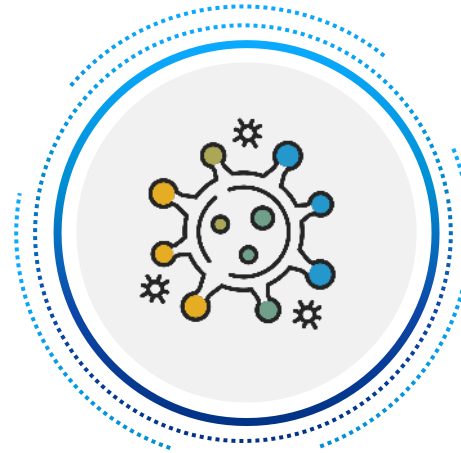


The Impact of Global Disruption

Instability requires resiliency



Disruption of Global Supply Chains
*due to macro-economic impacts,
such as trade wars, Brexit and
sustainability expectations*



COVID-19 and other pandemics
*demonstrated huge
vulnerabilities in Supply Chains*



Cost and Productivity Pressure
*force companies to shift
suppliers, production and labor*

The Impact of Global Disruption

Need for a resilient supply chain

Uncertain supply of critical materials

Demand volatility for goods and services

Constrained capacity in manufacturing & logistics

Human risk of balancing labor shortages and health and safety of employees

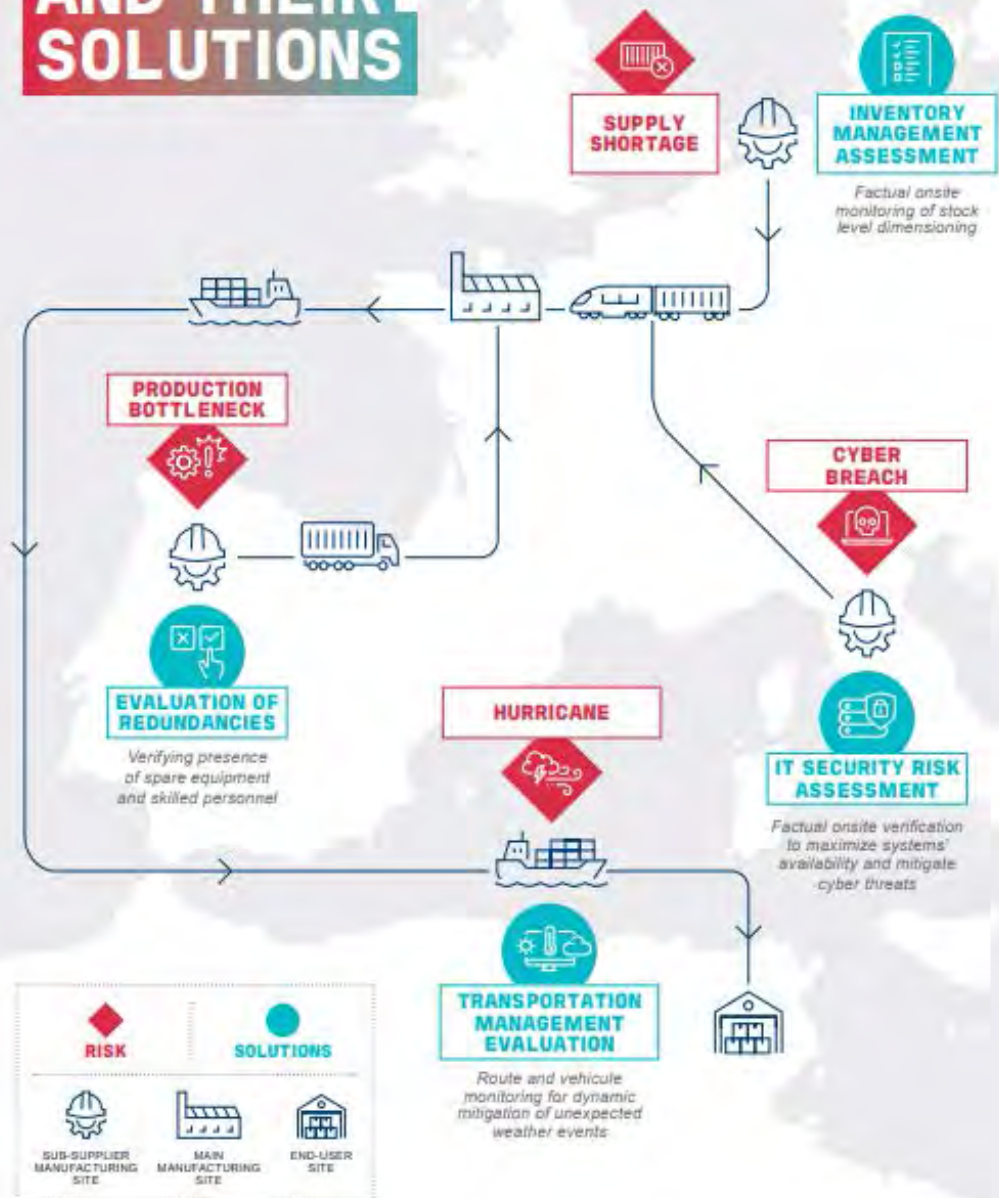
Oversteering intensifies the bullwhip effect



Your supply chain is a source
of *strength* or *vulnerability*?



SUPPLY CHAIN DISRUPTIONS AND THEIR SOLUTIONS



Strategies intended to reduce costs have actually exposed risks:

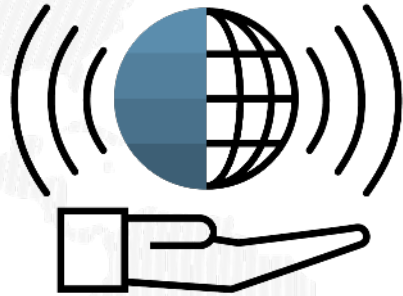
Planning: Supplier consolidation, cost-based sourcing, and added buffer industries

Production: Global, low-cost suppliers and outsourced manufacturers as the predominant

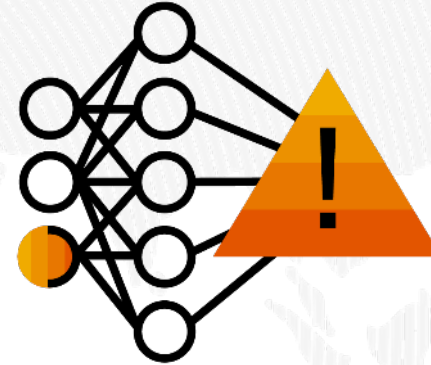
Logistics: Preferred and limited transportation providers supplemented by expedited shipping fees

Operations: Reactive service and maintenance, service violation fees, and internal service workforces

Supply chain can be a source of **strength** or **vulnerability**



52% of EU manufacturing executives have started buying more supplies in the EU in response to COVID-related supply disruptions



A single severe event that disrupts production **for 100 days...** could erase almost a year's earnings in some industries

Supply chains adoption 3 models:

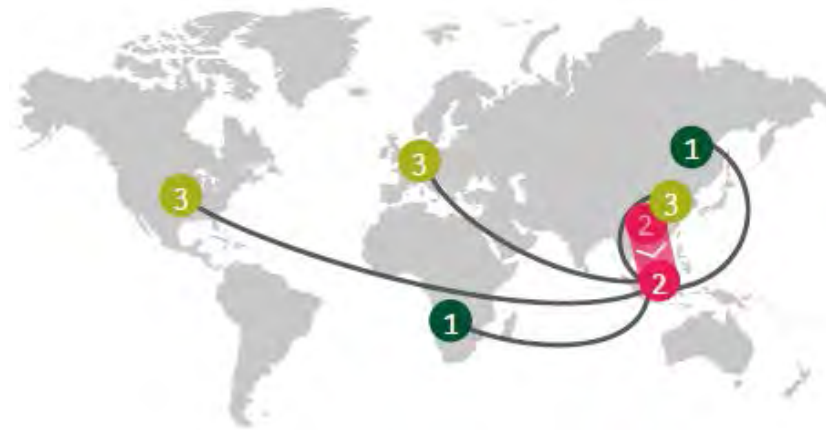
1) Global

Limited footprint changes due to cost and access constraints; digital enablement for agility



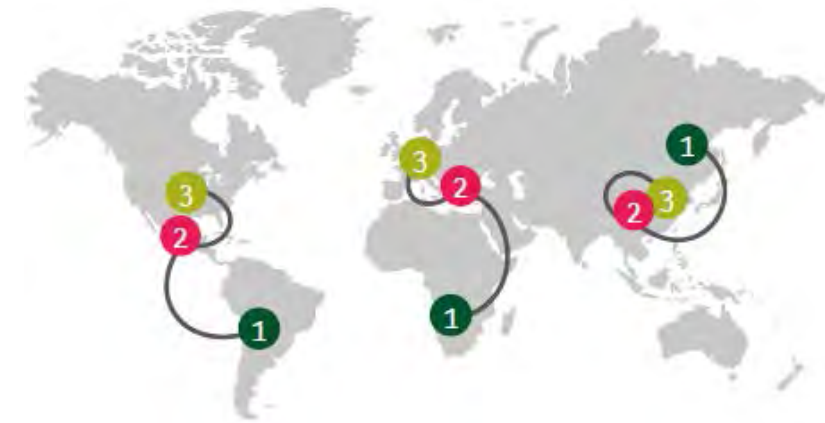
2) Migrated

Shift manufacturing to new location to reduce geopolitical risk exposure



3) Regional

Move closer to end-markets, due to government restrictions/incentives



- 1 Sourcing
- 2 Manufacturing
- 3 Distribution

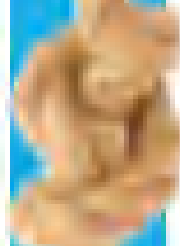
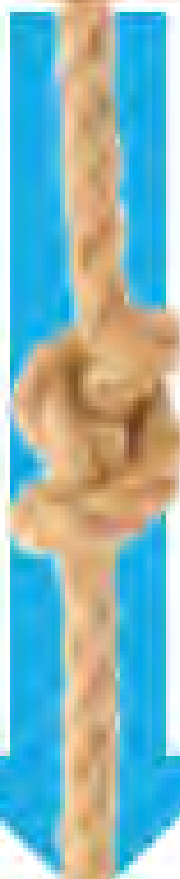


Logistics
challenges of
2022

Freight forwarder – on board with solutions!

Perception

SUPPLY CHAIN



SINGLE EVENT

Reality

BCOs

PORTS

CONTAINERS

SHIPPING LINES

WORKFORCE

RAIL CARRIERS

DRAYAGE

CHASSIS



Connections means everything!

XLP
PROJECTS NETWORK




PANGEA
LOGISTICS NETWORK

Baltic & Black sea transportation corridor

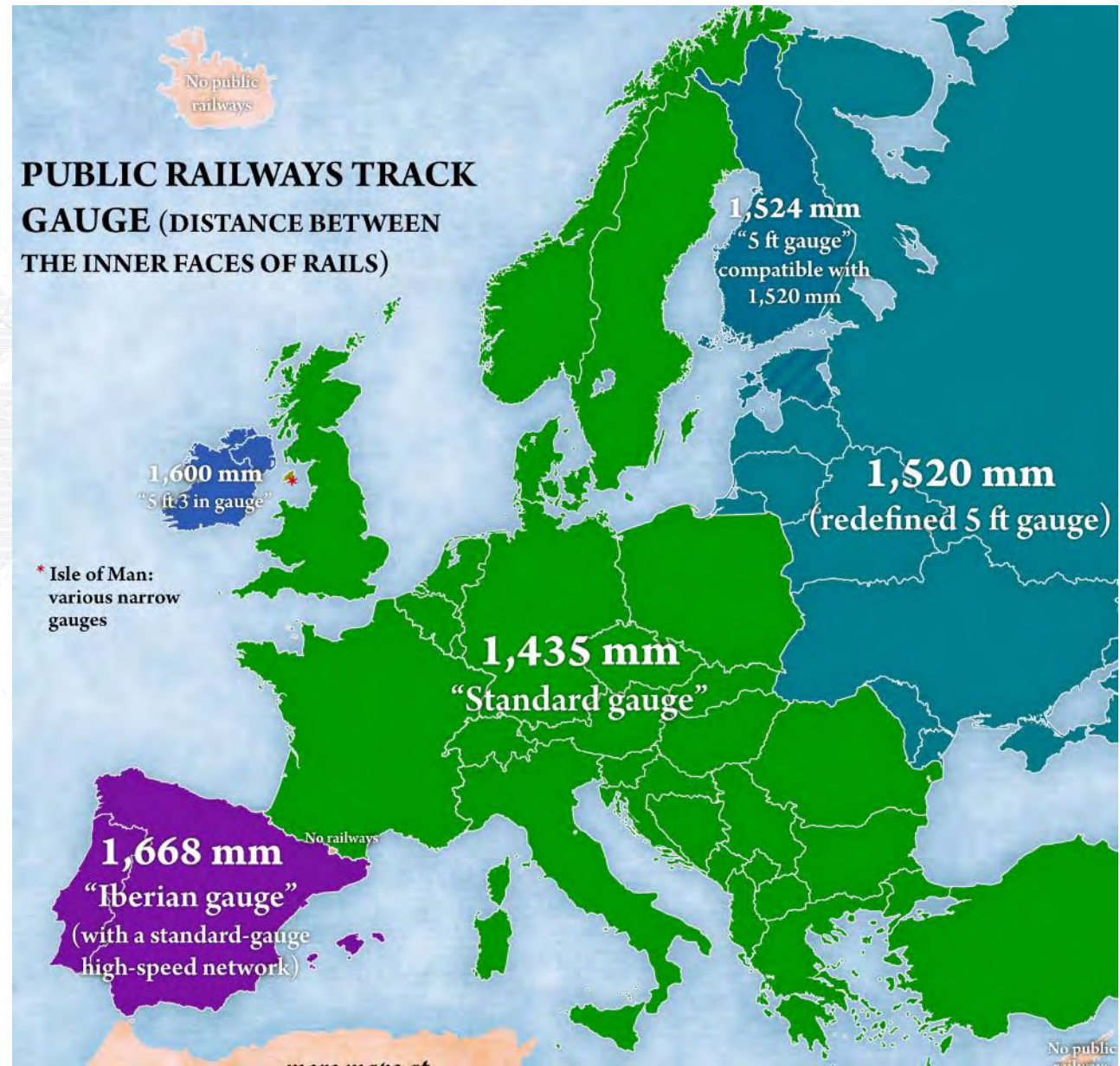
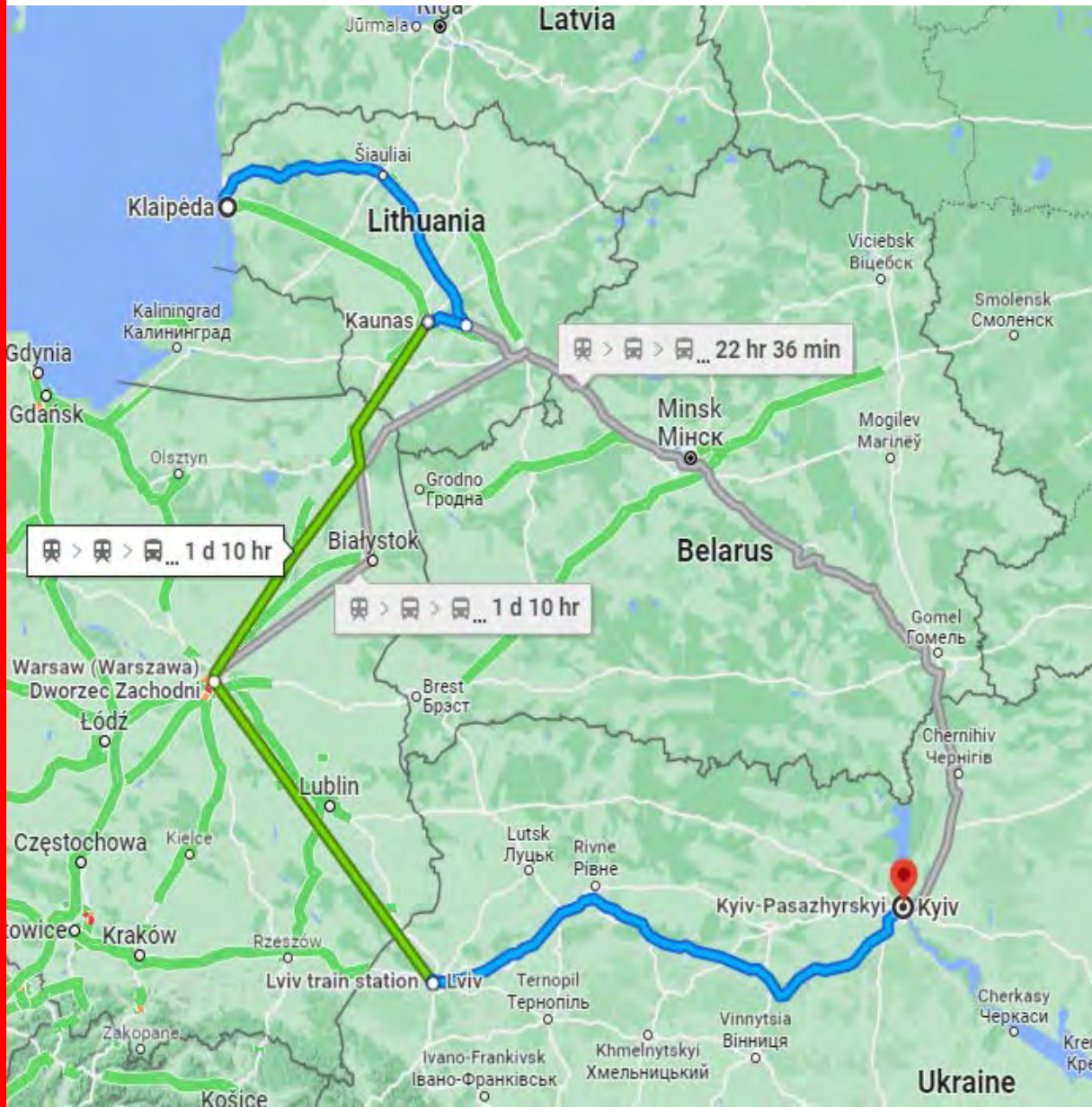




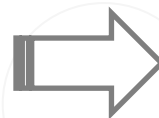
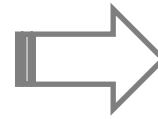
Case studies



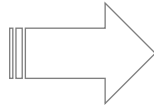
Case study I: Railway truck gauge differences



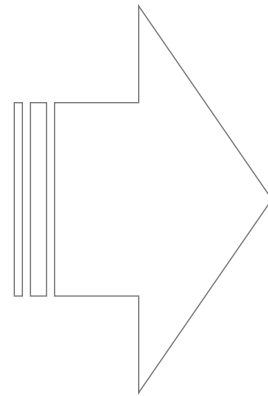
Case study I: Railway truck gauge differences



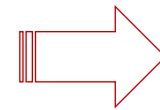
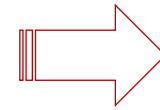
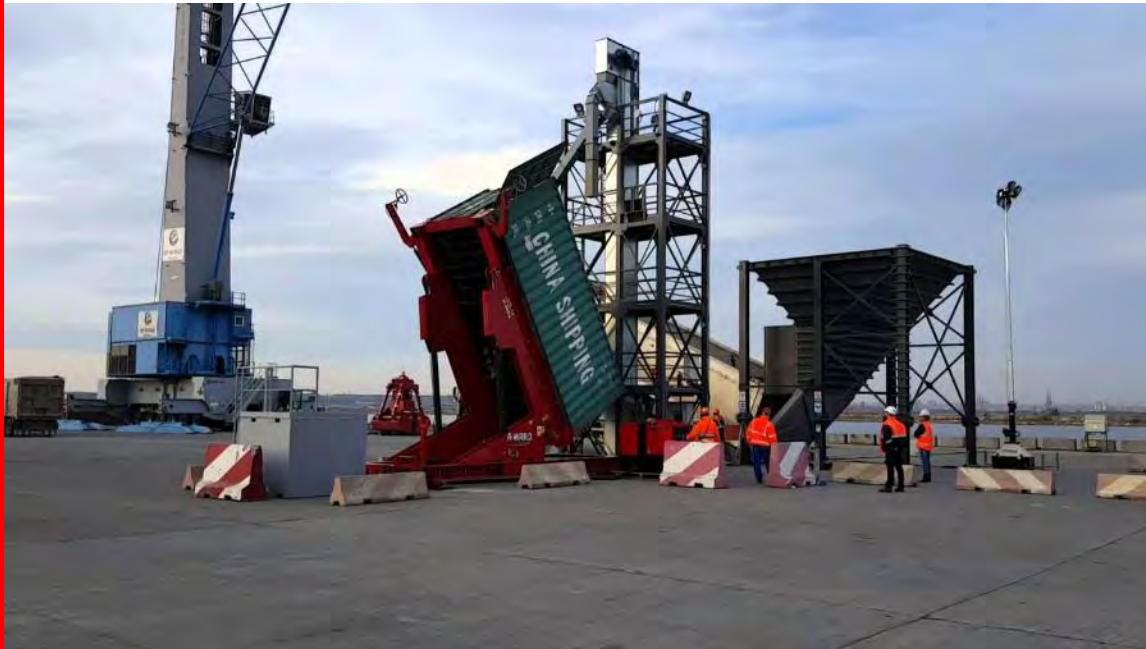
Case study II: Gas transportation



Case study III: Liquid cargo



Case study IV: Bulk cargo

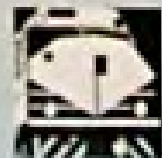


Case study V: Transport size



Para transportar la carga de un buque de 10 mil contenedores en un tren, camión o avión se necesitan:

To transport the cargo of a 10,000-TEU ship in by train, truck or plane, you would need the following:



18 trenes
de 8,000 pies
*18 trains
of 8,000 feet*



5,800
camiones
5,800 trucks



570 aviones
Boeing 747
*570 Boeing
747 planes*



www.tlclogistics.it

About us:

Being part of group



Container terminal:
700 000 TEU per year

Ro-ro & general cargo terminal:
7.5 million tons per year



Dry Bulk cargo terminal:

2.5 million tons per year





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Thank You!



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