



RON VAN VLIET

PORTFOLIO

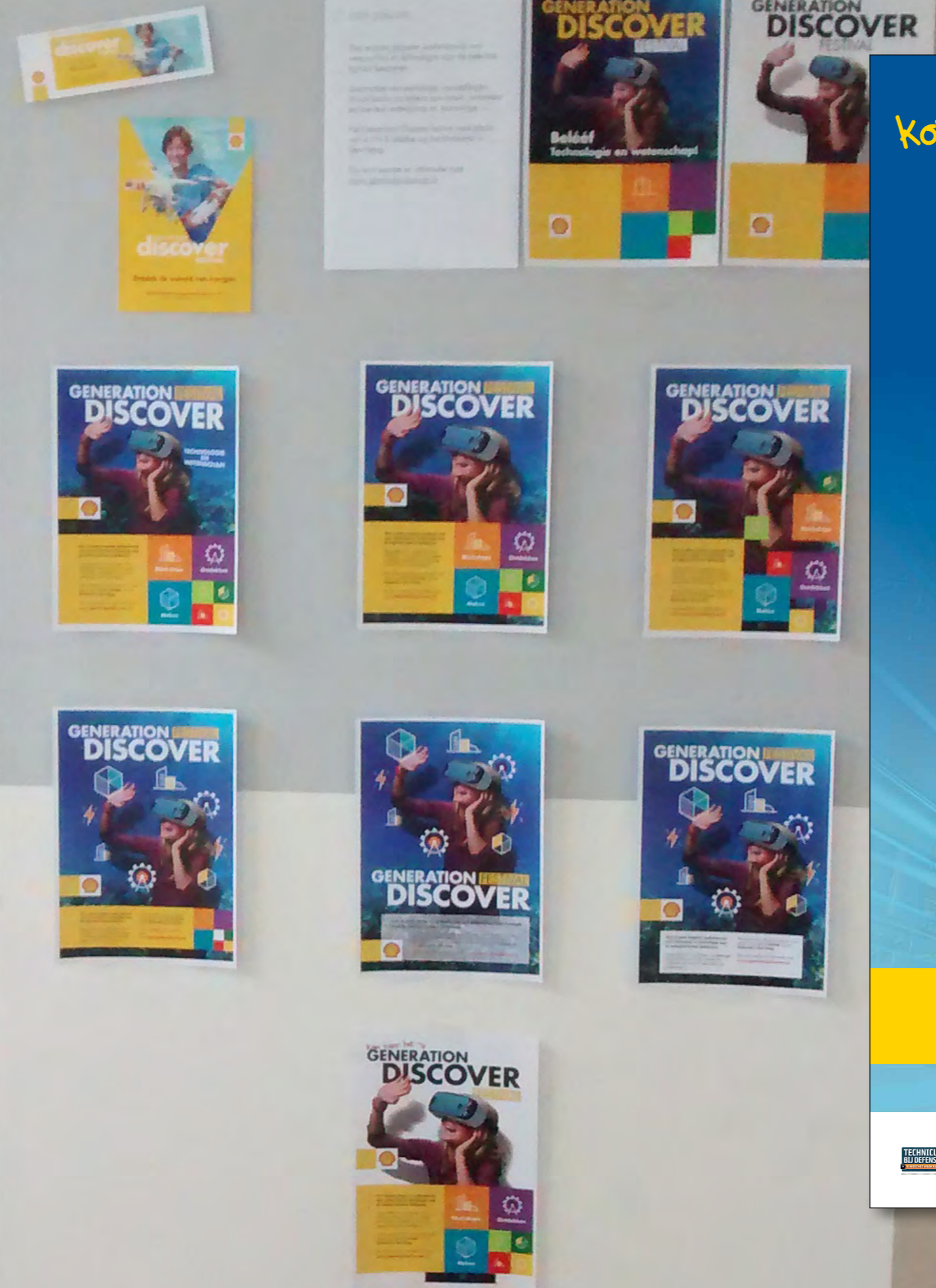
Generation Discover festival

Shell, Malieveld, Den Haag

Concept - ontwerp main image;

Lay out en art direction op alle externe uitingen.





Kom naar het →

GENERATION FESTIVAL DISCOVER

4-8 OKTOBER, MALIEVELD, DEN HAAG

↖ Bestel nu gratis tickets!

generationdiscover.nl

TECHNICUS BLD DEFENSIE ABN-AMRO MUSEUM ONE PLANET OWN YOUR FUTURE BASF Geofort Hobby KIVI BOERHAAVE POLITIE JUNIOR renew Stichting C Tenner

RON VAN VLIET



RON VAN VLIET





RON VAN VLIET

Transform

Stakeholder event, Mauritshuis

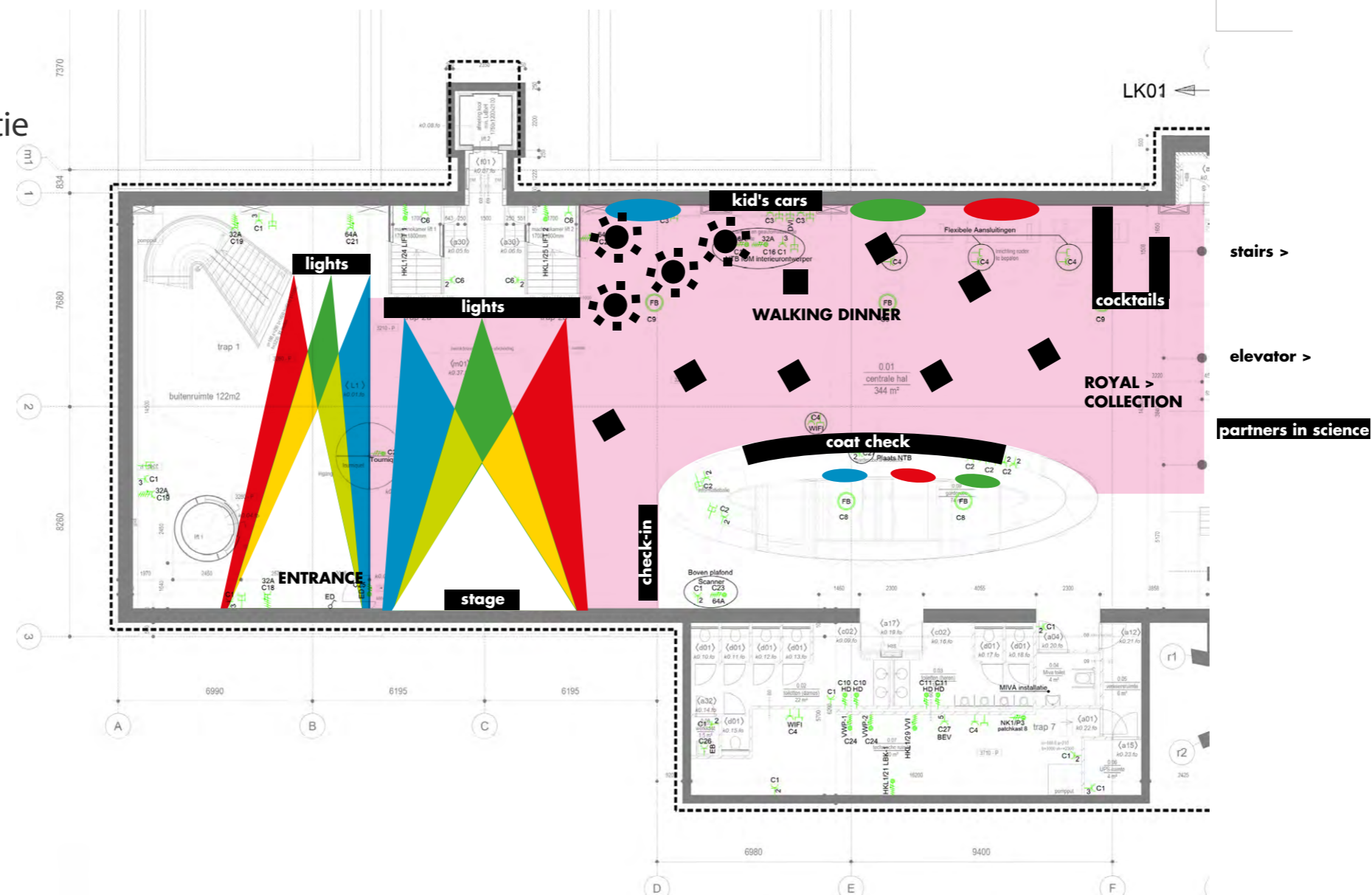
Concept - uitnodiging - aankleding event locatie




FUTURE GENERATION FUTURE CARS

Samen met partners willen wij met het Generation Discover-programma 1 miljoen jongeren inspireren om de ontdekkers van de toekomst te worden. In dit kader geven Shell-medewerkers regelmatig gastlessen over energie. Basisschoolleerlingen tekenden tijdens zo'n les de vervoersmiddelen van de toekomst.

Together with our partners and the Generation Discover programme we want to inspire one million young people to become the discoverers of the future. Shell employees frequently give guest lessons about energy. During one of these lessons primary school children drew vehicles of the future.



ANNUAL RECEPTION JANUARY 11, 2017

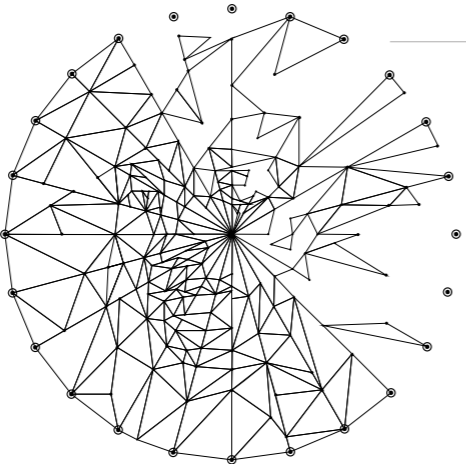
RON VAN VLIET



RON VAN VLIET

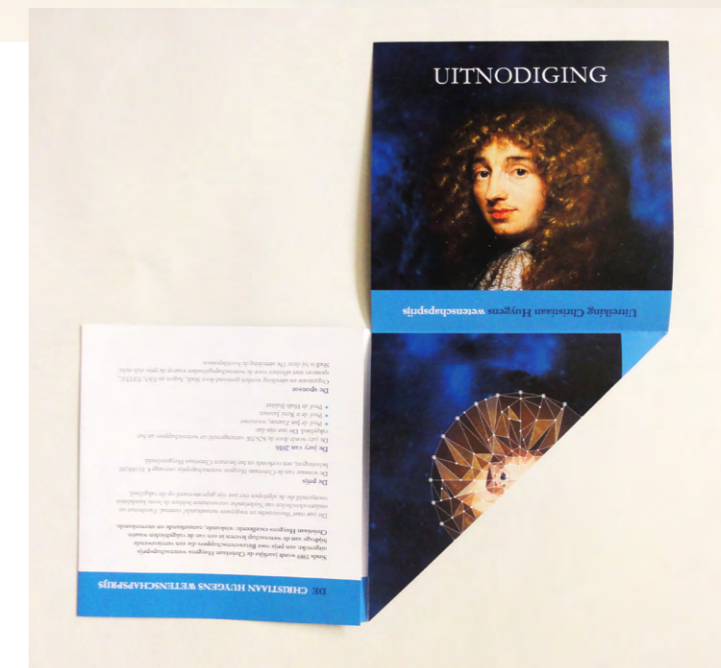
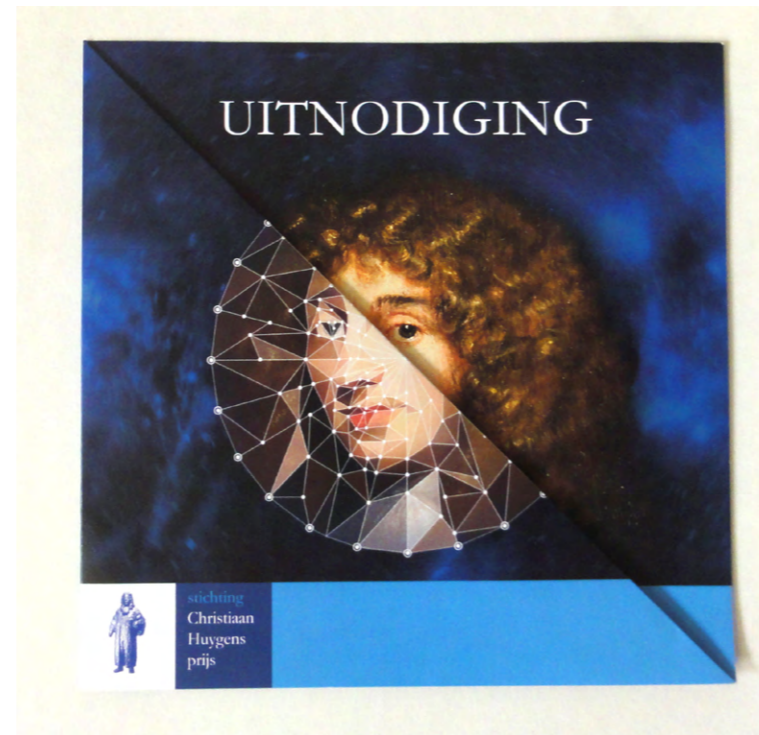
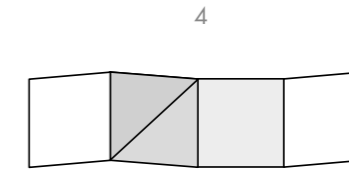
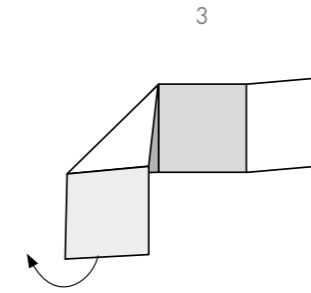
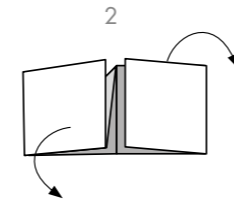
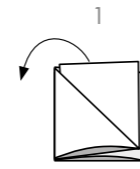
Christiaan Huygens prijs

Concept, ontwerp en illustratie hero image



RON VAN VLIET

Uitreiking



RON VAN VLIET

infographics

Concept - Design - Illustratie



Making a positive difference in the lives of millions

For over a century, we have been manufacturing raw materials into the products that keep the world moving. In a rapidly changing world with a growing population, we need **sustainable energy solutions**. Each day, our refineries located across five continents use the power of human ingenuity and **cutting-edge technology** to produce **clean and affordable energy** for customers around the globe. We produce **3.1 million barrels of crude oil per day** at our refineries which allows us to:

Produce **jet fuel** for 290 747 planes

Remove **2,900 tonnes** of sulphur to make cleaner-burning fuels

Produce **heavy fuel oil** to power 220 large container ships

Create **30,000 tonnes of chemicals** used to make thousands of everyday products

Produce **gasoline** to fill over 1.8 million cars

Develop enough **LPG** to fill 450,000 BBQ tanks

Extracted sulphur can fertilize **90 square kilometres** of crops

Produce **diesel** to fuel 650,000 commercial vehicles for their daily routes

Produce **sulphur** which is used to make fertilizers

Produce enough **asphalt** to pave 6.3 km of roads

OP ZOEK NAAR NIEUWE ENERGIE

CO₂

2050 max 2°



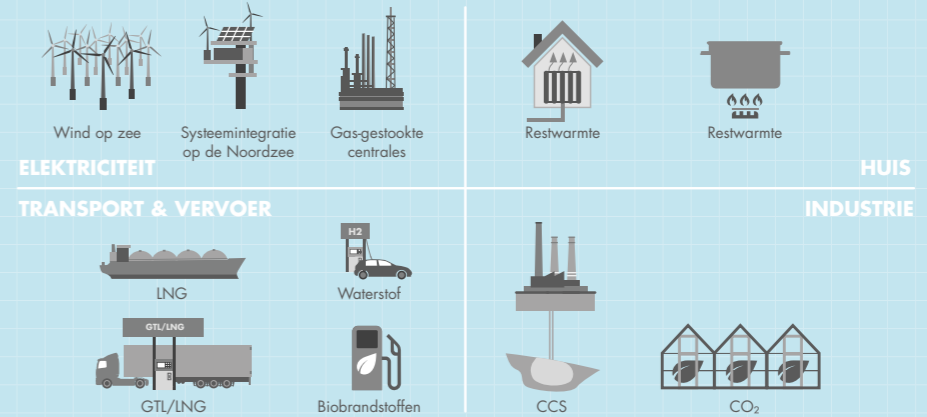
WAT IS ENERGIETRANSITIE EN DE ROL VAN SHELL NL?

In een wereld die steeds meer en schonere energie vraagt, wil Shell een **relevante energiestrategie** blijven door naast **schonere en betaalbare fossiele brandstoffen** ook hernieuwbare energiebronnen te ontwikkelen.

Shell wil bijdragen aan de **versnelling** van de Nederlandse **Energie-transitie** in Nederland door actief te **zoeken** naar een **nieuwe Energie Mix** waarin o.a. een verbond gesloten kan worden tussen wind en gas.



HUIDIGE ACTIVITEITEN SHELL NL



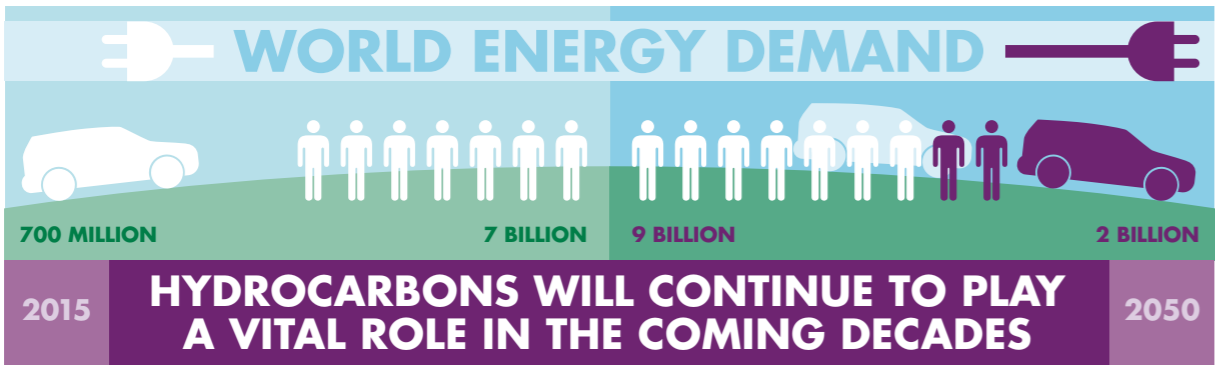
INNOVATIE & INITIATIEVEN



WELKE ROL KAN JIJ SPELEN?

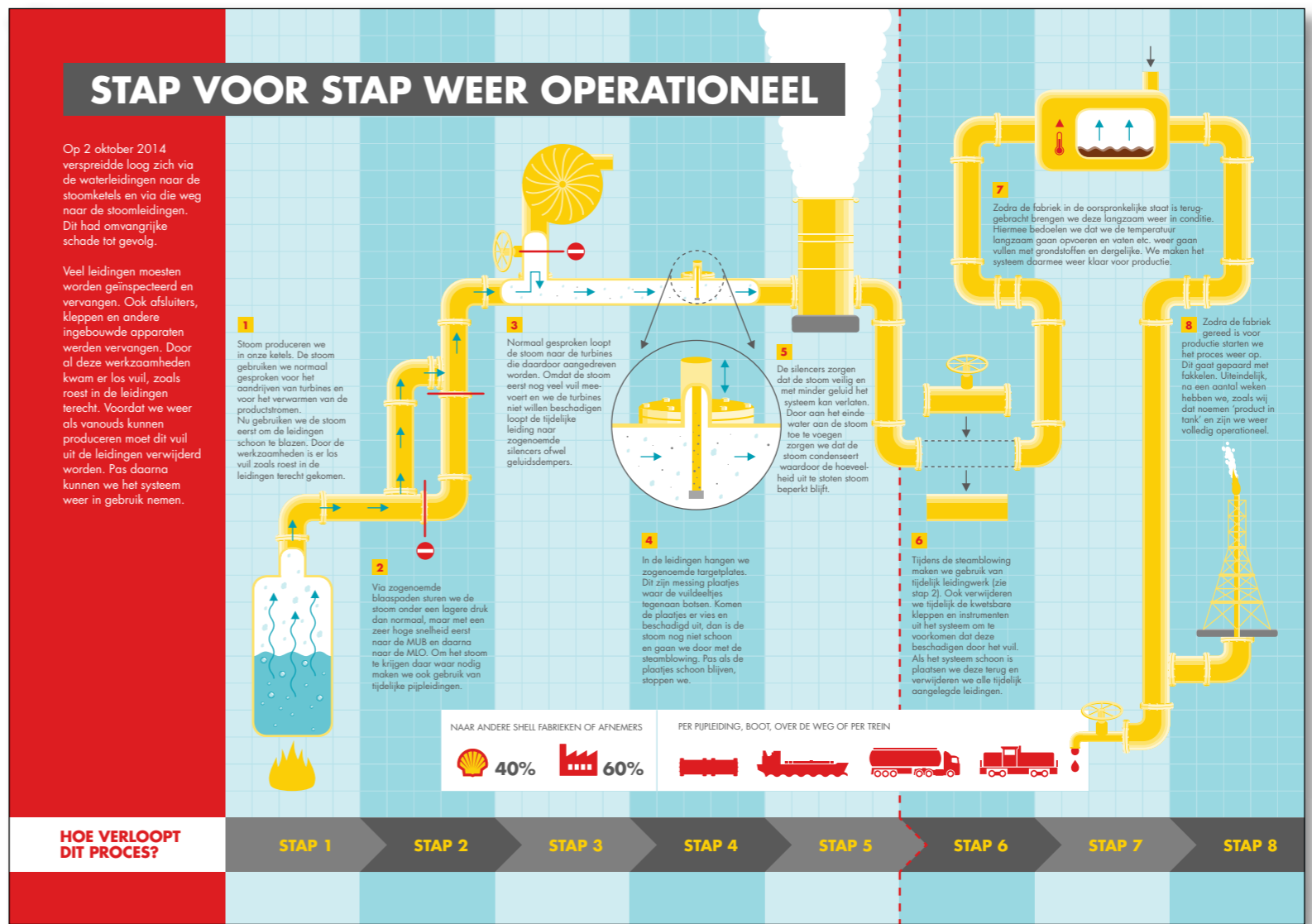
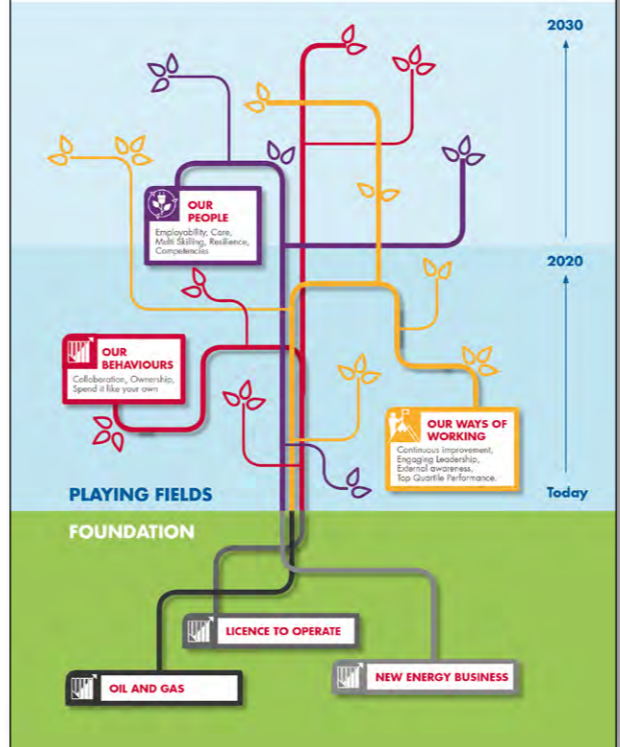
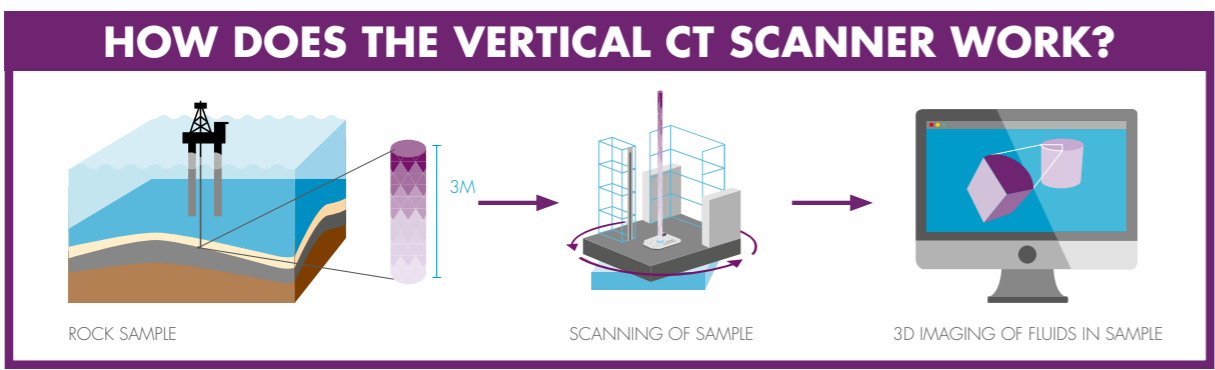
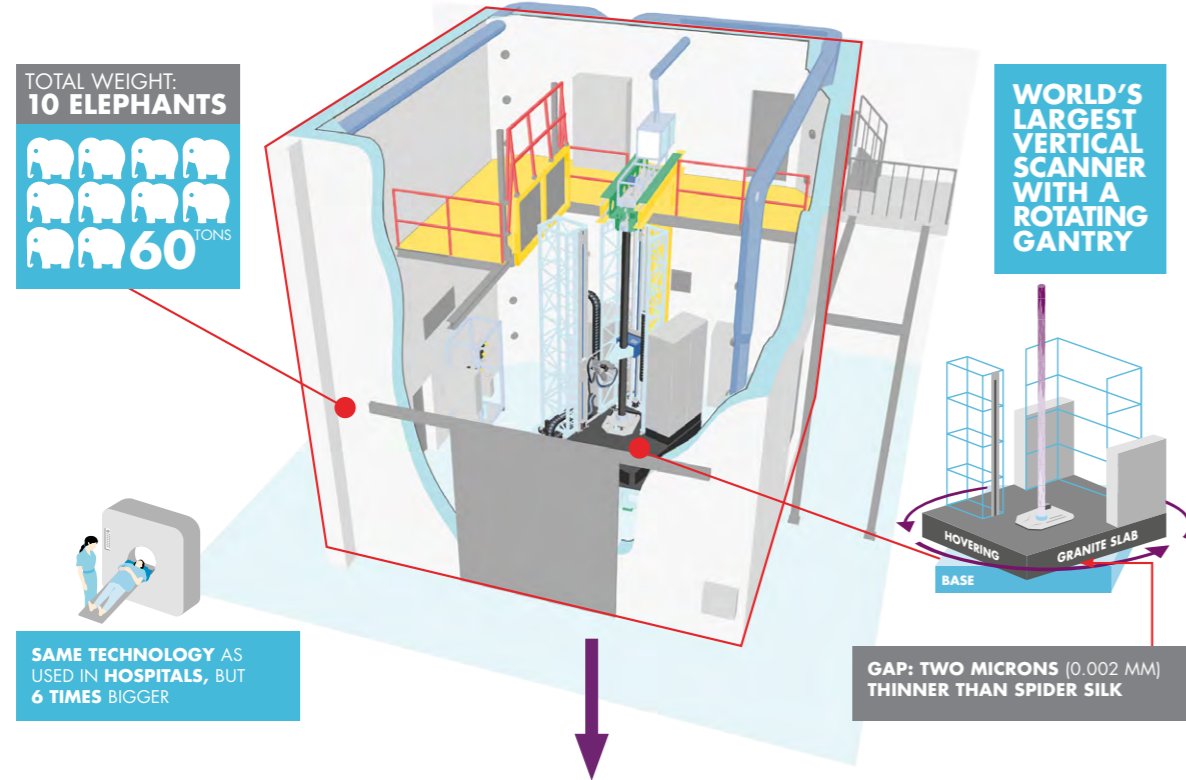


RON VAN VLIET

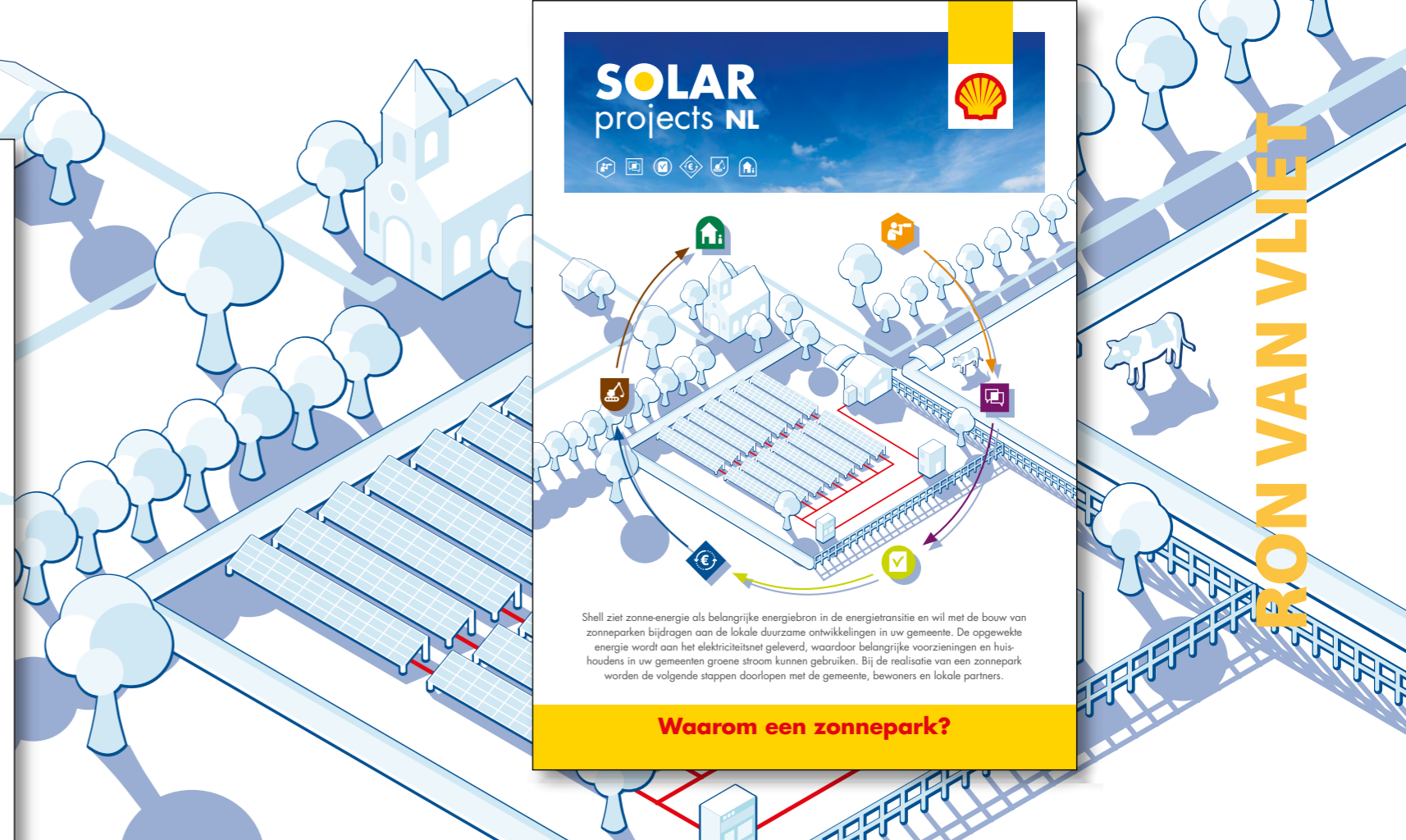
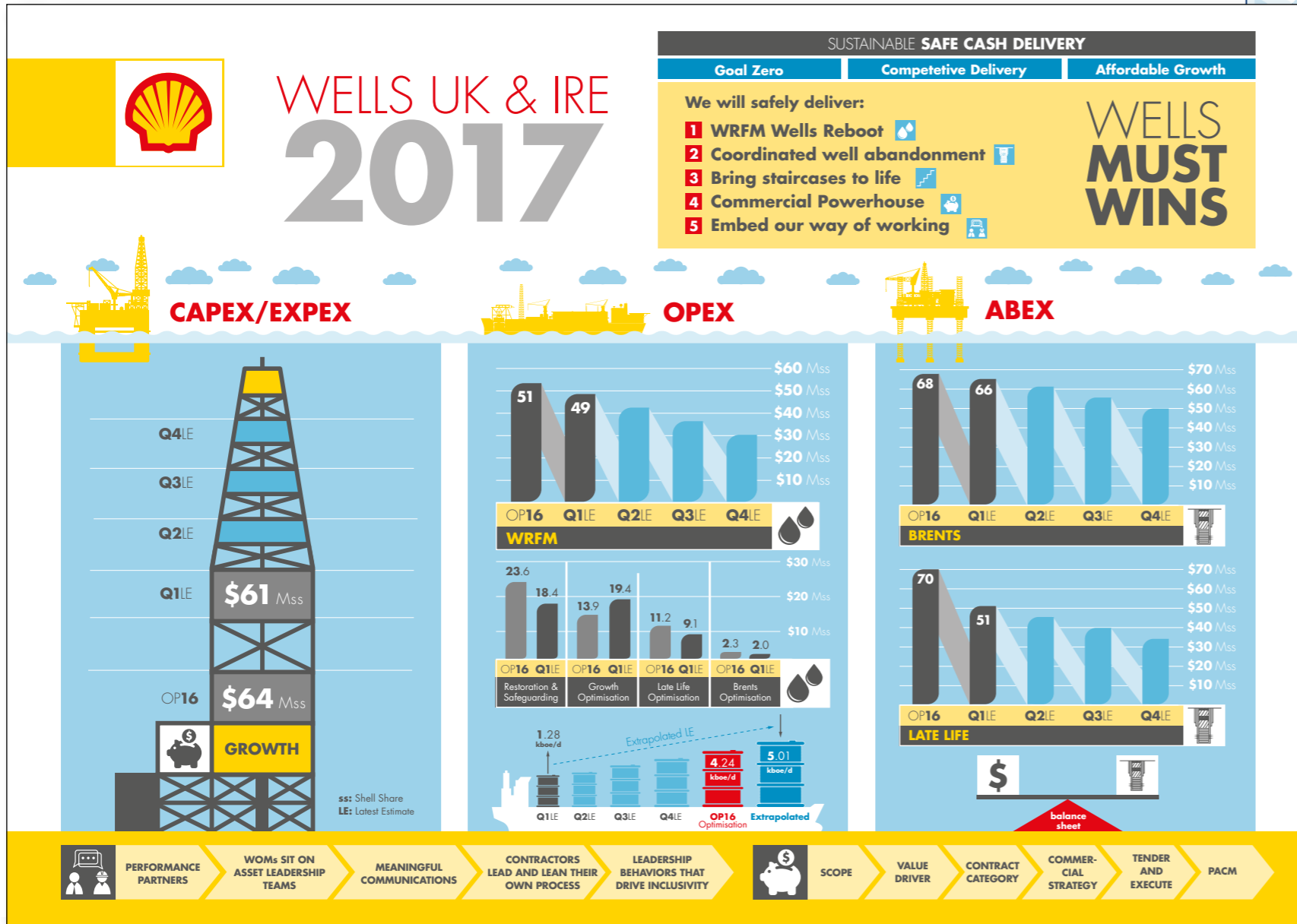


VERTICAL CT SCANNER

STATE-OF-THE-ART RESEARCH REQUIRES STATE-OF-THE-ART EQUIPMENT



RON VAN VLIET



SOLAR projects NL

Shell ziet zonne-energie als belangrijke energiebron in de energietransitie en wil met de bouw van zonneparken bijdragen aan de lokale duurzame ontwikkelingen in uw gemeente. De opgewekte energie wordt aan het elektriciteitsnet geleverd, waardoor belangrijke voorzieningen en huishoudens in uw gemeenten groene stroom kunnen gebruiken. Bij de realisatie van een zonnepark worden de volgende stappen doorlopen met de gemeente, bewoners en lokale partners.

Waarom een zonnepark?

RON VAN VLIET

SHELL TECHNOLOGY CENTRE AMSTERDAM (STCA) BAKERMAT VAN INNOVATIE

VERBETERING VAN PRODUCTEN EN PRODUCTIEPROCESSEN OP HET GEBIED VAN OLIE, GAS EN CHEMIE. STCA LEVERT EEN BIJDRAGE AAN HET BESCHIKBAAR MAKEN VAN BETAALBARE EN ZO SCHOON MOGELIJKE ENERGIE AAN ZOVEEL MOGELIJK MENSEN.

NIEUWE VLEUGEL

STAP 1 INNOVATIE START MET EEN IDEE

STAP 2 HET IDEE WORDT ONDERZOCHT

STAP 3 ONDERZOEK LEIDT TOT EEN CONCEPT

STAP 4 HET CONCEPT WORDT ONTWIKKELD TOT PRODUCT OF PROCES

STAP 5 HET PRODUCT OF PROCES WORDT GETEST VOORDAT HET IN DE PRAKTIJK INGEZET WORDT

MEER DAN **1000** WERKNEMERS
77% MAN 23% VROUW

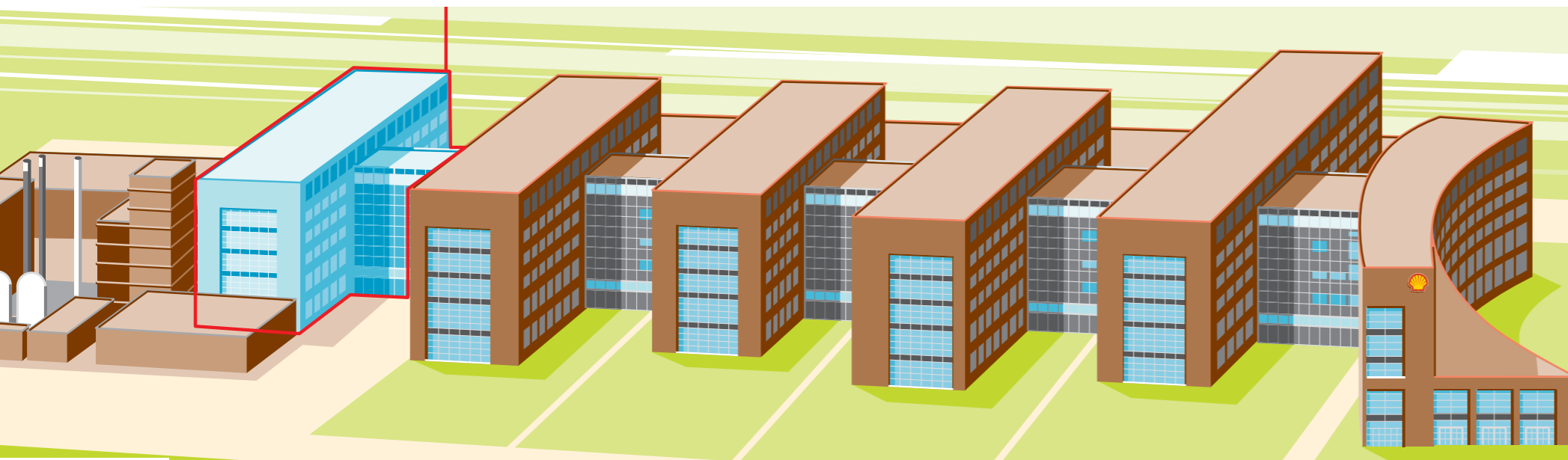
49 nationaliteiten

88.000 m²
(11 voetbalvelden)

RESEARCHBUDGET: ONGEVEER **1 MILJOEN DOLLAR PER DAG**

PARTNERSHIPS met universiteiten en kennisinstellingen. STCA werkt met andere partijen samen in diverse initiatieven.

Sinds de jaren negentig doen STCA-onderzoekers wetenschappelijk kunsthistorisch onderzoek o.a. in samenwerking met Van Gogh Museum, Het Mauritshuis en National Gallery.



AkzoNobel Mixit Cloud system


Promo film

Concept & Art direction
Storyboard , Design


RON VAN VLIET




STORYBOARD 15 SECONDS SHORT MOVIE

- 


1

Time: 0:00
Startpoint
- 


2

Time: 0:02
Zooming out from clouds
- 


3

Time: 0:05
We stop at a full view of the cloud, colour droplets are falling out.
- 

4

Time: 0:06
We zoom in on the falling colour droplets and focus on a blue one.
- 

5

Time: 0:08
We follow the blue droplet falling on the same coloured vehicle.
- 

6

Time: 0:10
The vehicle drive towards the camera. Colours appear under and in the back of the car.




✓
BEST MATCH

✗
FEWER ERRORS

↓
LOWER COSTS


↻
SHORTER CYCLE TIMES

STORYBOARD DRAFT

- 

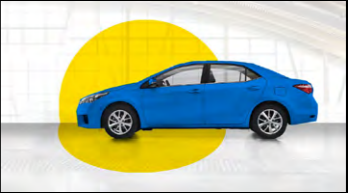
1

Text:
Driving the power of color innovation
mixitcloud.com
AkzoNobel

Time: 0:00
- 


2

Text:
We are color.

Time: 0:04
- 


3

Text:

Time: 0:06
- 


4

Text:
It is our business

Time: 0:10
- 

5

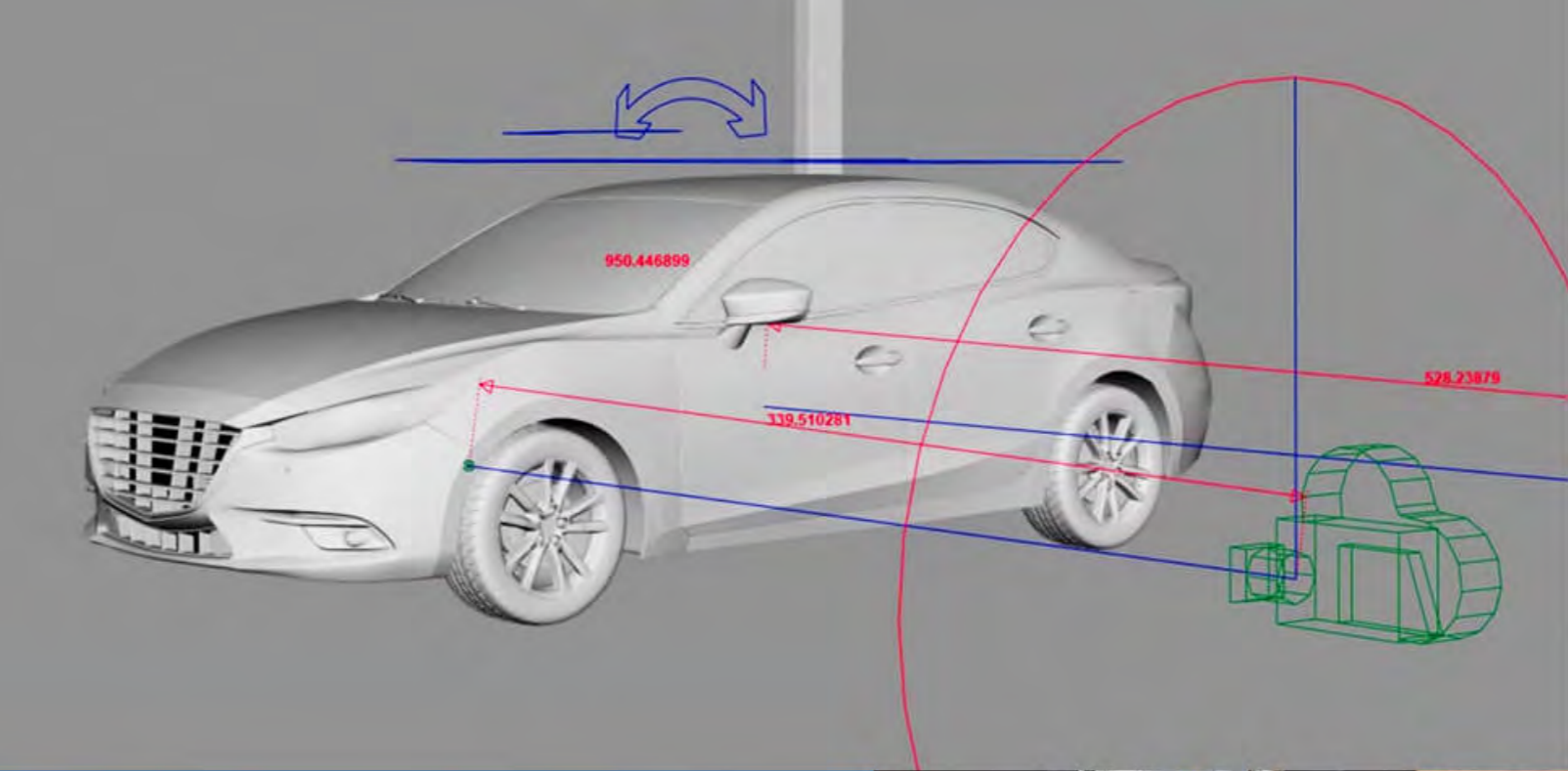
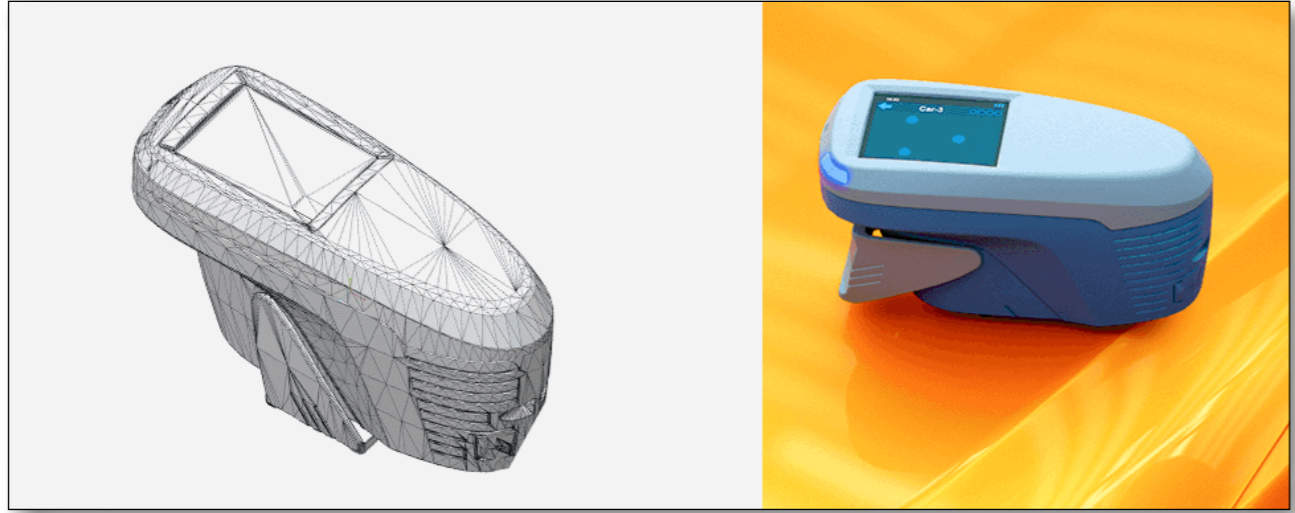
Text:
to give you the exact color you need.

Time: 0:11
- 

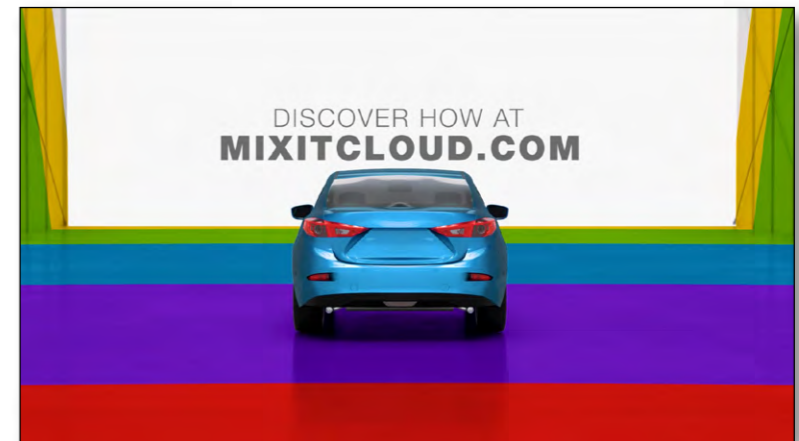
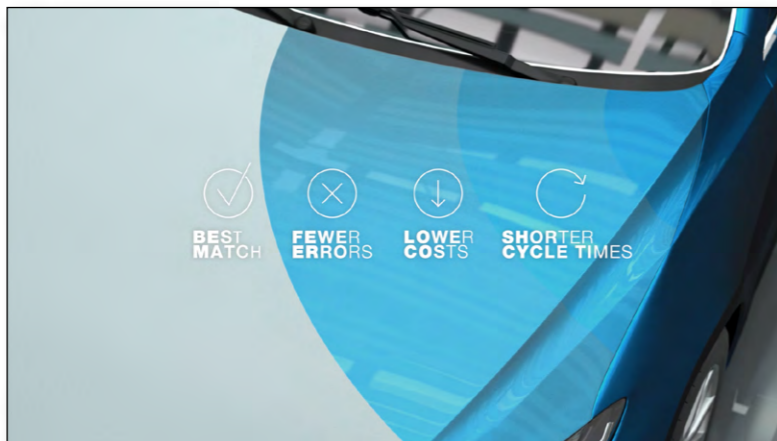
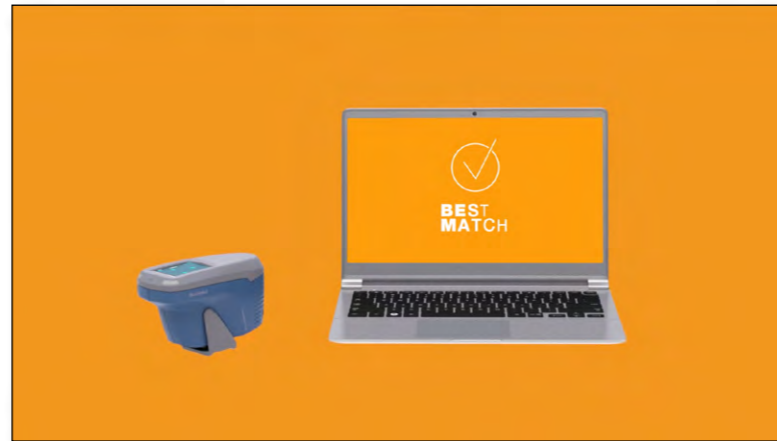
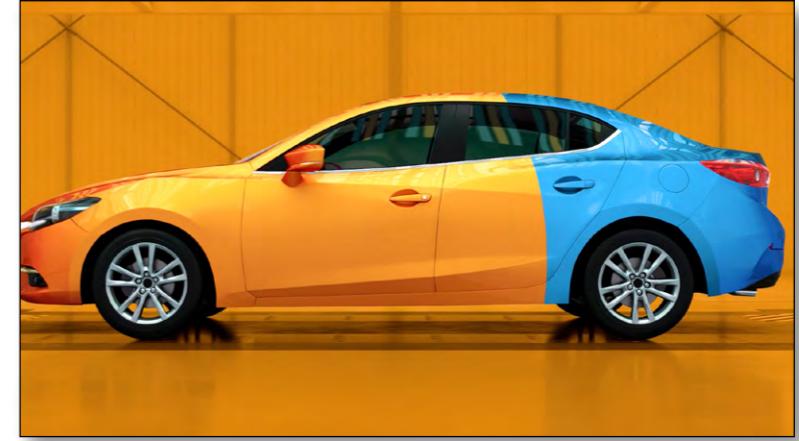
6

Text:
For decades, we have been providing you

Time: 0:14



RON VAN VLIET



RON VAN VLIET

Magazines

Diverse Shell magazines

Vormgeving, soms redactie,
opmaak & illustratie



RON VAN VLIET

72 WATERBOUW

Op waterstof naar Buitenpost

PER JAAR
700 TON
MINDER
CO₂ UITSTOOT
DAN DIESELTRAIN

H₂

1.000
KILOMETER
PER TANKBEURT

150
ZITPLAATSEN
140
KMPU

De spoorlijn tussen Groningen en Leeuwarden is meer dan 150 jaar oud. Maar dat is niet te oud voor een primeur. Volgend jaar start op het traject een proef met een waterstofreint. Op naar Zuidhorn, Grijskerk, Feanwâlden en Buitenpost.

TEKST ERIC DE KOUER BEELD RENÉ FRAMER

Tussen Groningen en Leeuwarden start in de loop van 2019 een proef met een waterstofreint. Het is een traject zonder bovenleiding, waar vervoerder Arriva nu dieseltreinen inzet. Die provincies Friesland en Groningen willen op dit traject en op andere trajecten vanaf 2025 alleen nog treinen toestaan zonder schadelijke emissies, zoals bijvoorbeeld de waterstofreint van de Franse fabrikant Alstom.

Bovenleidingen aanleggen kan ook, maar kost alleen al voor alle trajecten in de provincie Groningen zo'n zeshonderd miljoen euro. Arriva, die concessiehouder is tot 2025, zit ook veel in treinen die rijden op batterijen en die op sommige plaatsen via een stroomafnemer onder een bovenleiding op te laden zijn.

PENDELEN
Sinds half september, rijden in Duitsland twee waterstofreint van Alstom in commerciële dienst tussen Cuxhaven, Bremerhaven, Bremerförde en Buxtehude. Zo'n zelfde type treint – Coradia iLint – gaat volgend jaar pendelen tussen Leeuwarden en Groningen. Daar leedt 150 zitplaatsen, haalt maximaal 140 kilometer per uur en legt na een tankbeurt dierend kilometer af.

Een brandstofcel zet waterstof met zuurstof uit de lucht om in water en elektriciteit. Op die elektriciteit draait de elektrische aandrijving van de treint. Er komt daarbij geen CO₂ vrij en geen stikstofoxyden, want het gaat om een elektrochemisch proces, niet om een verbrandingsproces. De treint heeft ook batterijen. Bij het afslaan van de treint laden die op en als de brandstofcel tijdelijk een overschot aan elektriciteit produceert gaat dat ook naar deze batterijen.

TANKEN
Per jaar stoot de waterstofreint circa zeventienhonderd ton CO₂ minder uit dan een dieselreint, vergelijkbaar met CO₂ van vierhonderd auto's per jaar. "De CO₂ uitstoot van vierhonderd auto's per jaar, dat een waterstofreint leuk kan maectoren in de dienstregeling", zegt Erik Geersen, bij Alstom Transport Nederland verantwoordelijk voor het afsluiten en uitvoeren van contracten. Hij doet mee in een team van een consortium van onder anderen de provincies Friesland en Groningen, ProRail, Arriva en leveranciers

van waterstof, dat de proef in het Noorden voorbereidt. Eén van de vragen is waar de treint moet tanken. Dat kan momenteel maar op twee plaatsen: bij Alkzo/Nobel op Chemie Park Delfzijl, waar waterstof als bijproduct van de chloroproducie vrijkomt, en bij gasleverancier Hölthausen, op een bedrijfsterrein aan de autohoofkint van de stad Groningen. Die locaties zijn per spoor bereikbaar. Maar Hölthausen kan ook waterstof leveren met een mobiele installatie. "We zoeken naar de beste oplossing", aldus Geersen.

De huidige types waterstofreint, daterend van 2016, kunnen 135 kilogram waterstof tanken, de geplandte waterstofreint die Alstom vanaf 2020 af 2021 gaat aanbieden 180 kilogram. De samengestelde waterstof (350 bar) is venseldek over acht cilinders op het dak van de treint. Het tanken duurt even lang als bij diesel.

DUURZAMER
"Wij werken er hard aan om de nieuwe waterstofreint nog duurzamer te maken. Als een waterstofreint zwiniger rijdt, is namelijk niet alleen minder energie nodig om de treint te laten rijden, maar zal deze ook qua kosten eerder kunnen concurreren met de dieselreint, die een actieradius hebben van 1.100 kilometer.

Voorlopig is de waterstofreint nog duur in aanschaf. Daar staan dan twee lagere onderhoudskosten tegenover, omdat de waterstofreint – met als een elektrische treint – veel minder bewegende delen heeft dan een dieselreint. "Wat de onderhoudskosten precies zijn, weten we pas als de treint in de praktijk veel rijden heeft gemaakt", legt Geersen uit.

VEILIGHEID
Waterstof is een brandbaar gas dat een zorgvuldige omgang vereist. Het gedraagt zich anders dan aardgas, omdat het zeer licht is. Bij bijvoorbeeld een lekkage, verdwijnt het meteen in de atmosfeer. Geersen: "Als het brandt, is het maar kort. Het is zo weg. Op twee meter afstand van een lek is het al niet meer gevaarlijk. Feitelijk is het minder gevaarlijk dan benzine, want als dat weglekt kan een plastransportbrandstof vrij nieuw is. Het groot-schalige gebruik ervan vraagt daarom om de nodige voorzorgs- en veiligheidsmaatregelen."

52 NIEUWE MOEDEREN

“ IK LEEF VAN DAG TOT DAG EN GENIET VAN MIJN WERK ALS VRACHTWAGENCHAUFFEUR ”

Geortje Korhuls (27 jaar)

53 REPORTAGE

Op het moment dat de waterstofreint in de loop van 2019 een proef met een waterstofreint. Het is een traject zonder bovenleiding, waar vervoerder Arriva nu dieseltreinen inzet. Die provincies Friesland en Groningen willen op dit traject en op andere trajecten vanaf 2025 alleen nog treinen toestaan zonder schadelijke emissies, zoals bijvoorbeeld de waterstofreint van de Franse fabrikant Alstom.

GOEDER
Dit traject is een proef met een waterstofreint. Het is een traject zonder bovenleiding, waar vervoerder Arriva nu dieseltreinen inzet. Die provincies Friesland en Groningen willen op dit traject en op andere trajecten vanaf 2025 alleen nog treinen toestaan zonder schadelijke emissies, zoals bijvoorbeeld de waterstofreint van de Franse fabrikant Alstom.

BIJEN EN DRONEN
Binnen no bivevaren we trending topic

54 WINDSTIJN

SHELL VENSTER #2 APRIL 2017 35

NICA BOLLWEG

SCHOLIER

Wind geeft mij energie

Wat heeft de wind gebracht?
"Vooral avontuur! Maar ook drie uur leren per dag, toetsen maken en daarnaast het schip bemannen en alles leren over het zeilen zelf. Het was een prachtige ervaring. Als je de voorstuwend kracht van wind zelf hebt gevoeld, dan begrijp je het echt veel beter."

Hoe kijk je als scholier naar de toekomst van energie?
"Het is goed dat we wat gaan veranderen. Met windenergie kun je veel bereiken, dat heb ik nu ondervonden. Het heeft echt indruk op mij gemaakt dat zo'n groot schip met bemanning en lading, zelfs met weinig wind, binnen een paar weken de oceaan over is. Dat heeft me verbaasd, de kracht van wind is enorm."

Nica Bollweg (16) leerling van klas 4 van College Hageveld in Heemstede, nam deel aan een bijzondere studiereis en stak per zeilschip de oceaan over

"Ik ben aan het begin van dit schooljaar anderhalve maand mee geweest met een speciale studiereis natuurkunde en techniek. Aan boord van het zeilschip kregen we les in exacte vakken. Alles gerelateerd aan onze reis, dus navigeren op de sterren, meteorologie en vooral ook de kracht van de wind in de zeilen. Het is heel intens om zo te leren, je beleeft wat je leert."



Living on a small island in the middle of the Irish Sea, I count myself extremely lucky. On a beautiful summer's day there isn't anywhere I'd rather be! Unfortunately those days can be few and far between and my desire to travel drives me to try and visit as many places as I can.

My holidays as a child were always spent in the UK visiting family, so my sights were set on the wider world and long-haul destinations – until 2017, when my partner said to me: 'Let's go on a history tour around the UK.'

This type of holiday was on my bucket list but still quite a few years off! Intrigued by what I'd find on the internet for this type of holiday, I started to plan. Two months later I had our itinerary - Salisbury, Bath, Oxford, Windsor and Bristol. No hire car needed, we would fly to Bristol and then hop on and off the train/bus/coach. The hardest decision was to decide when to visit. Due to the great British weather, would summer time really mean long, hot days? We took a chance and booked for June!

First stop Salisbury, home to Britain's finest medieval cathedral which has the country's tallest spire and best preserved original 1215 Magna Carta. It didn't disappoint. The streets were lined with tempting tearooms and coffee shops; it really was as pretty as a picture! No visit to Salisbury would be complete without seeing the World Heritage Site of Stonehenge. My favourite form of transport, 'hop on hop off buses', arrived and off we went to see this

historic site. The thought of hundreds of tourists visiting the same place at the same time didn't fill me with excitement, but I was pleasantly surprised at how organised and well run the site was.

When we reached our destination you may as well have been standing there alone, there was an eerie silence, and thoughts running through my head of all the millions of people that have stood where we were to look at some stones, it actually seemed quite peculiar but extremely fascinating. Salisbury done, next stop Bath.

One of the UK's most beautiful cities, with breath-taking scenery and Georgian architecture, Bath is the only place in the UK to have the whole city designated a UNESCO World Heritage Site. Stepping back in history to Roman times we visited the Roman Baths, the well-preserved remains of one of the greatest religious spas of the ancient world, and one of the most impressive historic sites in Northern Europe. Of course, I had to visit the Thermae Day Spa and view the stunning city from the roof-top pool; it's the country's only natural thermal

springs. I would have to rate this as one of the best spas I have visited!

In Bath you have to visit the Royal Crescent, an elegant row of 30 houses. It's one of the country's most iconic architectural landmarks. For any literature-lovers, Jane Austen made Bath her home from 1801 to 1806. You may also recognise backdrops from some Oscar-winning movies; Pulteney Bridge was featured in Les Misérables!

Stop three – Oxford, and I have to say I felt like I was in a scene from Harry Potter! Home to one of the most famous universities in the world, it was another city steeped in history and alive with culture, not to mention the hundreds of students cycling everywhere.

We made the most of the hop on hop off bus again and I was blown away with the buildings. The architecture was absolutely stunning. From golden, stately university buildings to 13th century pubs and cobbled streets, you were truly swept away. Unfortunately, the British weather let us down so we had to endure the quaint pubs for an afternoon!



Head of the Royal Court

When told that I had been accepted to start as a Shell Tankers Deck Apprentice, I was overjoyed. The pay at £20 per month was not much, but the prospects were good. Six months at Plymouth Polytechnic was followed by a flight to Singapore to join 'Halla', a white oiler trading in the Far East, often on the Vietnam coast. This seemed wonderful until matters became all too real when the ship came under direct fire. The next adventure was 'Fingale', an elderly bitumen carrier trading out of Curacao, mostly up the east coast of the USA. After college, it was back to 'Herzog' which proved to be my last job as an apprentice. I had been nominated as Cadet of the Year, the main benefit of which was being promoted to Uncertificated Third Mate.

As Second Mate and a newlywed, we went to stand by 'Genots' at La Seyne-sur-Mer. Her satellite system gave us a position every few hours – Shell How times have changed. Unusually, my son also sailed on her at the same rank. Promotion to Chief Officer soon followed, then a year off pay to complete my Extra Master's Certificate. This led to a position ashore with Shell International Marine, advising on Port Facilities. I must have been doing something right as this was followed by a two year secondment to CIM, representing the industry at IMO. While fascinating, this was not really for me and next came Brunel, where the family had five wonderful years. I was in my element, piloting ships, oil rigs, drilling and crane barges, towing pipelines, salvage, jacket launches, SAR, helicopter medevacs – Who could wish for more!

Returning to London, I saw involvement in Ship Inspection, an engrained yet undervalued part of the industry, followed by the Port and Terminal Project Team where previous experiences and lessons could be usefully reinvented worldwide. Shell South Africa needed a new pipeline for their SSM at Durban and I was assigned there to provide marine input for three years.

By 2005, a pension was available and the job of Harbour Master in Guernsey – where I had been born – came up. It was sad to leave Shell and all the wonderful folk there, but I had always wanted this. A decade later, retirement arrived. Unable to sit still, I was persuaded to successfully stand for election as a Junor – on the Bench of the Royal Court – the highest honour that the Island can confer on its residents.

Who would have thought where a Shell Deck Apprentice would end his career!

Peter Gill – Ex-Shell Fleet

23 SHELL SHIPPING FLEET NEWS ISSUE 7

HEALTH PROMOTION

ASK

What if you were able to predict health risks before they even happen? You could be the first to know about health risks before they even happen. You could be the first to know about health risks before they even happen.

LOOK

DO: ...

DON'T: ...

LISTEN

DO: ...

DON'T: ...

24 SHELL SHIPPING FLEET NEWS ISSUE 7

RON VAN VLIET



Transition énergétique

L'Eurosuper 95 E10 contient jusqu'à 10 % de éthanol

L'Eurosuper 95 est également remplacée par l'Eurosuper 95 E10 au Luxembourg

L'Eurosuper 95 E10 est disponible depuis longtemps dans quelques-uns de nos pays voisins. Il y a deux ans, les autorités ont imposé aux stations-service belges de vendre l'Eurosuper 95 E10. Une décision similaire est entrée en vigueur au Luxembourg.

Sur décision du gouvernement luxembourgeois, l'Eurosuper 95 E10 remplacera l'Eurosuper 95 à partir du 1er janvier. Dès lors, le taux de bioéthanol dans l'Eurosuper 95 augmentera pour atteindre 10 %, maximum. Les autorités luxembourgeoises répondent ainsi aux directives européennes relatives à l'utilisation d'énergies renouvelables qui encouragent l'utilisation de biocarburants. Le mélange de bioéthanol contribue à la réduction des émissions de gaz à effet de serre. Étant donné que la composition de l'Eurosuper 95 va changer, Shell a changé le nom de « Eurosuper 95 » en « Eurosuper 95 E10 ».

Que faire en cas de doute ?
L'Eurosuper 95 E10 contient plus de bioéthanol que l'Eurosuper 95 actuelle. En général, ce carburant au bioéthanol peut être utilisé dans 9 véhicules à essence sur 10. Les clients qui souhaitent savoir s'ils peuvent utiliser l'Eurosuper 95 E10 dans leur véhicule peuvent le vérifier sur le site du Groupement Pétrolier Luxembourgeois (<http://410.lu/>). En cliquant sur le bouton « Vérifiez la compatibilité de votre véhicule », ils sont redirigés vers le « test E10 ». Si votre client émet des doutes sur l'utilisation de l'Eurosuper 95 E10, vous pouvez toujours lui conseiller d'utiliser Shell V-Power.

En cas de doute, conseillez un contrôle

D'ici 2020, la part des énergies renouvelables dans les besoins en énergie devra être de 20 % minimum. La part des énergies renouvelables dans le secteur des carburants de transport est de 10 %. L'introduction de l'Eurosuper 95 E10 contribue à réduire les émissions de CO₂. L'Eurosuper 95 E10 est un mélange d'essence et de maximum 10 % de bioéthanol, qui est produit à partir de la biomasse. La part des énergies renouvelables dans le secteur des carburants de transport est de 10 %. L'introduction de l'Eurosuper 95 E10 contribue à réduire les émissions de CO₂. L'éthanol est un carburant renouvelable non fossile. Il est fabriqué à partir de sous-produits de l'industrie sucrière ou de céréales telles que le blé, le grand mil (jorgo - une céréale appelée aussi dura ou kafir) ou le maïs.

Le mélange de bioéthanol contribue à la réduction des émissions de gaz à effet de serre.



Voice of the Customer / Magic Moments

Des clients satisfaits, c'est agréable pour nous aussi

Notre vision de l'avenir. Une vision qui nous inspire et nous motive à continuer à améliorer nos services et à offrir une expérience client exceptionnelle.

Le caractère humain, c'est ce qui nous rend uniques. C'est ce qui nous permet de créer des moments magiques pour nos clients. C'est ce qui nous fait passer de simples vendeurs à des conseillers experts. C'est ce qui nous permet de créer une expérience client exceptionnelle. C'est ce qui nous fait passer de simples vendeurs à des conseillers experts. C'est ce qui nous permet de créer une expérience client exceptionnelle.



HSSE

Restez calme et ne prenez pas de risques

Sécurité en cas d'agression

Les jours d'hiver, le risque est plus élevé d'être confronté à des tentatives (agressives) de vol ou à des braquages.

Prévention

Les mesures préventives permettent de limiter fortement les risques.

Sécurité en cas de manifestation

N'engagez pas de discussions

En cas de manifestations dans les abords de la station, nous devons éviter toute discussion ou prise de position. Pour minimiser les risques, il est essentiel d'apaiser les tensions, de se montrer compréhensif et de ne pas provoquer les manifestants.



HSSE

Que faire en cas de manifestation ?

- Néanmoins, la police des manifestations autorisées ne s'immisce pas dans les discussions et ne prend pas de position.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.
- Si les manifestants tentent de passer à l'action, informez-le en la responsabilité de la station.



Bienvenue chez Shell

Le nouveau fournisseur de vêtements De Waard offre des garanties en matière de responsabilité sociale.

Bye bye blue jeans...

Les pantalons les plus populaires, c'est-à-dire les blue-jeans, et les pantalons d'une autre couleur que le noir ne pourront plus être portés sur le lieu de travail en 2019. Cette année, Shell va prescrire une nouvelle réglementation vestimentaire dans le monde entier : un pantalon noir pour toutes les stations Shell, à savoir pour tous ceux qui travaillent dans une station-service. Les jeans ou pantalons d'une autre couleur que le noir ne seront donc plus autorisés. En 2019, nous vous conseillons de porter un pantalon noir et nous demandons à tous les managers de station et à tous les Distributeurs et Distributeurs d'y veiller particulièrement. En 2020, le port de pantalons noir sera obligatoire pour chaque hôte et hôtesse.

Une entreprise de production à Hongkong avec laquelle De Waard coopère, à 200 kilomètres au sud de Shanghai.



Faire le Plein

- 08 Nouveau : WOW Story
- 18 La transition énergétique
- 27 Prêts pour l'hiver

Des vêtements de travail confortables

Un nouveau fournisseur de vêtements

Les vêtements de travail soignés et représentatifs des hôtes et des hôtesse contribuent à donner une image identifiable et professionnelle de Shell. Pour vous, le confort des vêtements est également important : les vêtements que vous portez pendant tout votre service doivent être confortables. Nous avons trouvé un bon fournisseur de vêtements qui répond à nos exigences en matière de représentativité et de confort.

Auparavant, les vêtements de travail Shell habituels provenaient d'un fournisseur approvisionnant les stations Shell dans toute l'Europe. Une seule exception : les vêtements de la société Deli by Shell et Deli2go étaient fournis par De Waard Beroepskleding. Cette société installée à Alkmaar a désormais été sélectionnée pour fournir tous les vêtements de travail portés dans les stations Shell. De Waard est un bon choix en termes de qualité et de confort, et garantit que les vêtements sont fabriqués de manière responsable.

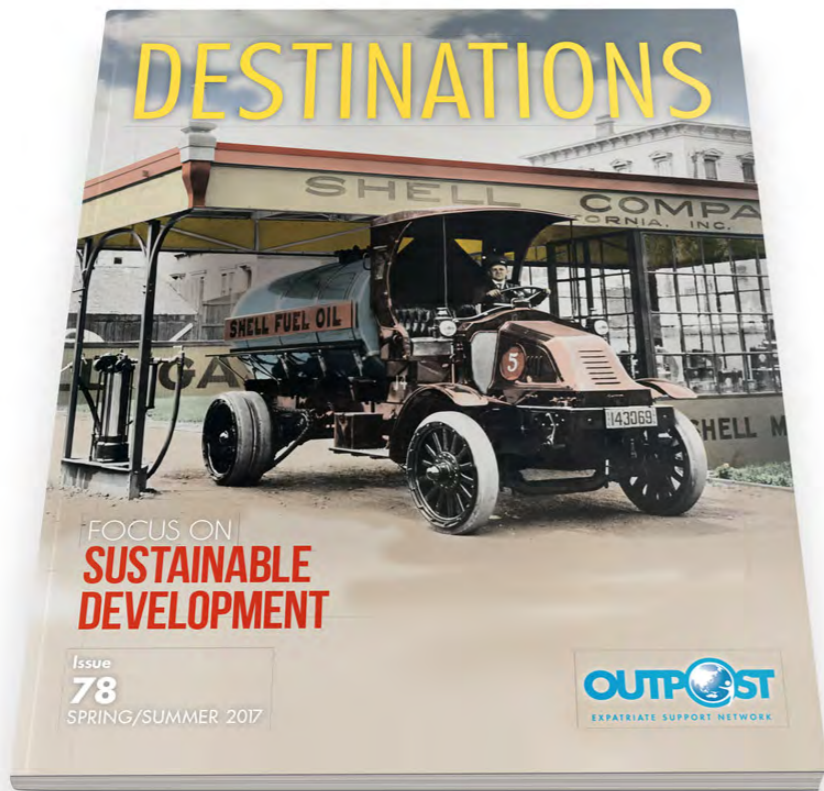
Pas de travail des enfants
De Waard offre des garanties en matière de responsabilité sociale. Notre fournisseur travaille avec des entreprises membres de l'Initiative BSCI (Business Social Compliance Initiative) et/ou WRAP (Worldwide Responsible Accredited Production). Les membres BSCI et WRAP veulent éviter que leurs produits (ou des parties de ceux-ci) soient fabriqués dans de mauvaises conditions. Par exemple, ils veulent exclure le recours au travail des enfants. De Waard possède son propre bureau de contrôle qualité à Shanghai. Cela offre des garanties supplémentaires, afin que les clients puissent être assurés que la qualité est contrôlée et que leurs vêtements de travail sont fabriqués de manière responsable.

Plus de confort
La conception des vêtements n'a pas changé. Les changements concernent la qualité des vêtements et le matériel dans lequel sont fabriqués les tissus. Ce sera



La conception des vêtements n'a pas changé, mais la qualité des vêtements et des tissus a changé.

RON VAN VLIET



MUSCAT TO SALALAH COASTAL RIDE FOR CHARITY

Chris joined the C&P department in Shell in 2002 after working in Ukraine for some years. He currently works for the Drilling Department in Petroleum Development Oman (PDO). He and his family had previous postings in the Netherlands and Libya, and are enjoying life in Oman.

CHRIS REIJMER AND SEVERINO SIMEONE

Severino (Sev), 51, joined Shell in 2005 and currently works for the Drilling Department in PDO. He and his family have lived in Holland, Libya, Kuwait, Bahrain and Saudi Arabia.

It all started some years back when three friends—Sev, David and Chris—set themselves a challenge to cycle across Oman from Muscat to Salalah to raise money for a special charity. What finally came to pass in early 2017 was the coordination of eight like-minded people forming a motley crew, somewhat “global” in its makeup, to achieve this challenge.

It was a diverse group of three Englishmen, three Canadians, a Dutchman and an Australian-Italian that left early morning from Shatti Beach in Muscat on February 25. Pedalling away on their bicycles,

they had 1,420km of coastal road ahead of them with over 6,500km in elevation to climb, and a target of raising £10,000 for their charity: the Rainbow School in Sri Lanka.

‘A target of raising £10,000 for the Rainbow School in Sri Lanka’

Chris (our Dutchman) was navigator and set our targets for each of the seven days while David (an English chap) focused on the charity element. On average we needed to cycle just over 200km per day—approximately seven hours of riding. In reality, our longest ride was over 260km and shortest was 100km. Chris kept insisting this was our rest day. He has a very dry sense of humour.

At the beginning of our adventure, we did not know each other very well, with two of the

Canadians flying in especially for the event. We spent some time getting to know each other on the first day, in particular, learning how each person rode. We quickly discovered that we were all there for similar goals: participating in a physical challenge, raising money for the charity, having a great time and experiencing the beauty of Oman along its amazing coastline. We discovered that a shared sense of humour kept us going and, along with consuming jelly beans when we hit micro targets, we worked well as a team and kept the pace up.

The challenges of each day did not break us, partly due to our fantastic support crew who followed us in two cars. They provided us with protection on the road, supplies during the ride, transported our gear (spares, clothing and camping equipment), kept us motivated and, at the end of the day, provided us with a warm meal around a campfire. ▶

ROUTE:

- DAY 1 - 260 Km**
Muscat - Ras Al Jinz Turtle Beach
- DAY 2 - 220 Km**
Ras Al Jinz - Wahiba South
- DAY 3 - 170 Km**
Wahiba South - Khalouf
- DAY 4 - 100 Km**
Khalouf - Duqm
- DAY 5 - 260 Km**
Duqm - Labki
- DAY 6 - 220 Km**
Labki - Shuwaymiyah - Hasik
- DAY 7 - 190 Km**
Hasik - Mirbat - Salalah

MARINE CONSERVATION IN THE PERHENTIAN ISLANDS

Nuraini is a contaminated land professional supporting Shell assets across much of Asia. She also writes travel stories under the pen name, Tejo, advocating sustainability and immersive, mindful travel on the blog 'Tejo on the Horizon' (<http://tejobabiya.com>).

Perhentian Islands, Malaysia
Perhaps best known as a stopover on the backpacker's trail through Southeast Asia, tourism on the Perhentian Islands has expanded since the islands were designated a Marine Park. Consisting of two main inhabited islands, the Perhentian Islands are one of the more popular marine parks in Malaysia. Today, the backpacker scene is still visible on Long Beach, the traditional party area, but this exists shoulder-to-shoulder with other tourism segments like "voluntourism", capitalising on the beauty of the Perhentians' shorelines and laidback living.

I had never done this voluntourism thing before. I was on the waiting list for Project Better World (PBW) but that year I was determined to give my

inclined volunteer was putting the finishing touches on the amazing turtle mural that decorates the front of the house.

Island life in the village was relaxed and pleasant. There were tom cats coming to court our resident mog, Stella, and chickens that roosted in the compounds, randomly laying eggs on the front porch. Occasionally local children gave chase to these free-range birds. There was waiting to be done for the bananas to ripen on the trees and doughnuts at the ladies' co-op in the afternoon. Kids came by the house after school, because that was the way it was. Children were basically raised by the village and the Blue Temple was part of it—plus we had colouring books. It was a communal way of living I had missed out on, growing up in urban suburbia.

I could see why a lot of outsiders wash in with the tide and some simply never wash back out.

Accidentally auditioning for a job
Wandering around the village, I could see that Neil and Sabina, the founders of Blue Temple, had gone to a lot of trouble to try to assimilate into the neighbourhood; however, conversation was rudimentary due to the language barrier on both sides. Almost without thinking, I began translating. Neighbours would pull me aside, relieved to be able to finally convey more

complicated messages. After some days, Sabi asked if I would return the following year as their communications officer!

We quickly became friends. I asked my line manager for a part-time work arrangement and returned to the Blue Temple.

#FreeFromPlastic
It is no secret that managers of marine parks the world over, and especially in Asia, are overwhelmed by the myriad of threats to their precious charges. Illegal fishing, sewage and ▶

RON VAN VLIET

ZEO

Ontwikkeling 'systeem' logo en huisstijl

ZEO

ZEO

ZEO

ZEO

RON VAN VLIET



RON VAN VLIET



Innovation Day

Event voor de innovation community binnen Shell

Main image, uitnodiging, poster,
aankleding event locatie

INNOVATION

RON VAN VLIET

INNOVATION DAY DEC 18 2017

INNOVATION DAY 13:00 - 17:00

INNOVATION DAY 2017 STCA

www.shell.com

INNOVATION DAY 2017

SHELL INNOVATION DAY 2017

WORKSHOPS

TITLE	LOCATION
1. Blockchain	AW 01-13 Coulomb
2. Counter-intuitive Problem Solving Session	AW 01-26 Einstein
3. Design Thinking	AW 01-18 Joule
4. Ideation - Brilliant Failures	AW 01-14 Kelvin
5. Innovation Across Silos	AW 01-24 Ampère
6. Lean/Agile in Action [®]	CW-04
7. Technology Identity Journey [®]	CW-04
8. Machine Vision	AW 01-17 Tesla
9. Patent Inspiration	AW 01-15 Debye
10. Systems Engineering in Action	AW 01-28 Ohm

LAB TOURS

TITLE	MEETING POINT
A. Analytical labs	Atrium, EO Entrance
B. Instrument Workshop and 3D Printing CoE	Atrium, CO Entrance
C. Process Research and Development	Atrium, GO Entrance
D. Catalyst Innovation	Atrium, EO Entrance
E. Mechanical, Materials and Integrity	Atrium, JO Entrance
F. Long Range Research: Novel routes to Fuels program	Atrium, GO Entrance
G. Carbon Capture and Storage (CCS)	Atrium, JO Entrance
H. Innovation Lab [®]	GW-01

(*) free to enter at any time.

PANEL DISCUSSION

TITLE	MEETING POINT
Open Innovation: Nice to have or Essential for future success?	Newton Room AO 01

A highly interactive session with external guests from academia and industry to discuss Open Innovation. You are invited to play an active role and vote on challenging questions using an app. Please come and join the discussion!

PANEL MEMBERS

BERT WECKHUYSEN
Full professor Inorganic Chemistry and Catalysis at Utrecht University

The Weckhuysen group has been active for many years in the design, synthesis, characterization and application of catalytic solids for the conversion of fossil (crude oil & natural gas) and renewable (biomass) feedstock into transportation fuels, chemicals and materials. More recently, research is devoted to the catalytic activation of CO₂ and the splitting of water into hydrogen and oxygen. The goal is to shed detailed new insight in the working principles of catalytic solids while they really work (i.e. high temperatures and pressures, and real-life conditions).

SARAH POTTS
Incoming Vice President Innovation Excellence at Shell

Sarah Potts currently has the role of Manager Technology Portfolio in PTI, having joined Shell in September 2016 following the BG-Shell merger. Over her 15+ year career with BG Group, Sarah has held a variety of international Upstream Commercial Manager and Negotiator roles on new and brownfield projects, operations and new business development with assignments to Tunisia, Egypt and Argentina. In 2012 she moved to Brazil to help establish BG Group's Research and Development organization as both Partnerships Manager, setting up the model for supporting external technology collaborations, and then Portfolio and Governance Manager.

PANEL MEMBERS

MARNIX BOORSMA
CEO of Airborne Oil & Gas

Marnix Boorsma became CEO of Airborne Oil & Gas in June 2017, after starting as CFO in February 2017. Prior to joining, he spent 13 years in Shell in a range of finance roles, predominantly in Shell Upstream in Europe and Asia and Shell Integrated Gas in Asia, also with responsibilities for Africa and the Middle East. In addition, Marnix gained strategy consulting and investment banking experience at McKinsey & Company and Kempen Merchant Bank.

FLORENT BRENGUIER
Founder of Sisprobe and Head of R&D

Florent Brenguier is a professor at the University of Grenoble Alpes and founder of the startup company Sisprobe. He pioneered the development of passive, noise-based seismic exploration and monitoring. He is the first author of three highly cited Science and Nature papers that received enough citations to be placed in the top 1% of the academic field of Geosciences.

SHELL INNOVATION DAY 2017

STCA DEC 18

Dear Colleagues,

We are pleased to announce Innovation Day 2017 to be held in STCA.

An innovation day will take place in STCA on the 18th of December as part of a global initiative in all three technology hubs. You are cordially invited to join the innovation day activities in the Netherlands. The aim of the event is to foster innovation and collaboration to create our own identity and a sense of pride within the technology community in Shell.

This invite serves as a placeholder and more information will follow in the weeks leading up to the event. There will be a range of activities for you to enjoy and connect with and within the innovation community of Shell. Some of these events will require registration for which you can pick up tickets on the day itself. More information on the registration process will also follow.

Looking forward to see you there!

Please, let us know if you are interested in assisting in the organization with us to make this day a success!

Innovation Day 2017 STCA site program:

DECEMBER 18th	
LOCATION: STCA	
13:00	Activities (i.a. lab tours and workshops)
15:30	Keynote speaker
16:15	Closure
16:30	Drinks

Beste collega,

Het is ons plezier om innovatiedag 2017 aan te kondigen voor STCA.

Op 18 december vindt innovatiedag plaats in het STCA, als onderdeel van een wereldwijd initiatief in alle drie de technologiehubs. U wordt hartelijk uitgenodigd om deel te nemen aan de innovatie dag activiteiten in Nederland. Het doel van het evenement is om innovatie en samenwerking te stimuleren, en om een eigen identiteit en een gevoel van trots in de technologie gemeenschap van Shell te creëren.

Deze uitnodiging dient als plaats houder en meer informatie volgt in de komendeweken. Er zal een scala aan activiteiten zijn om te genieten en de innovatiegemeenschap van Shell te verbinden. Sommige van deze gebeurtenissen vereisen registratie waarvoor u op de dag zelf tickets kunt afhalen. Meer informatie over het registratieproces volgt ook.

Wij kijken ernaar uit om je daar te zien!

Laat het ons weten als u geïnteresseerd bent in het helpen bij de organisatie en met ons deze dag een succes te maken!

Sender Name Sender Name
Sender Name Sender Name
Sender Name Sender Name



WELCOME INNOVATION DAY 2017

VISITORS
from outside STCA
please register here

SHELL INNOVATION DAY 2017

PROGRAMME

TIME		LOCATION
8:30	Ticket desk open	Atrium
11:00	Poster Session	Atrium
13:00-13:10	Kick off	Atrium
13:10-14:45	Start of activities <i>(lab tours, and workshops)</i>	Several locations STCA <i>Tickets at ticket desk, Atrium</i>
14:30-15:00	Coffee break	Atrium, Newton Room
14:55-15:40	Panel discussion on Open Innovation	Newton Room
15:40-16:30	Get your tickets for the Christmas Raffle	Atrium, Ticket Desk
15:50-16:35	Keynote speaker, Prof. Dr. Vanessa Evers	Atrium
16:35-16:45	Price for poster competition & Raffle	Atrium
16:45 -17:30	Music & Drinks	Atrium

TIME
14:25 - 14:45

LAB
TOURS

TIME
14:55 - 15:40

PANEL
DISCUSSION

TIME
13:10 - 13:30

LAB
TOURS

TIME
13:35 - 13:55

LAB
TOURS

TIME
14:00 - 14:45

WORK-
SHOPS

RON VAN VLIET

WORKSHOPS

➔

PANEL DISCUSSION SESSION

➔

This vertical banner features a dark blue background with a pattern of red and yellow dots. It contains the text 'WORKSHOPS' at the top, a right-pointing arrow, 'PANEL DISCUSSION SESSION' in the middle, and another right-pointing arrow at the bottom.

WORKSHOPS

(Tickets available in the Atrium)

➔

This vertical banner features a dark blue background with a pattern of red and yellow dots. It contains the text 'WORKSHOPS' at the top, '(Tickets available in the Atrium)' below it, and a right-pointing arrow at the bottom.

LAB TOURS

(Tickets available in the Atrium)

➔

POSTER SESSIONS

This vertical banner features a dark blue background with a pattern of red and yellow dots. It contains the text 'LAB TOURS' at the top, '(Tickets available in the Atrium)' below it, a right-pointing arrow, and 'POSTER SESSIONS' at the bottom.

WORKSHOP 1 INNOVATION

16:00 - UPPER ATRIUM LAB 2ND FLOOR

DAY 2017

This horizontal banner has a yellow left border and a Shell logo in the top right corner. It features the text 'WORKSHOP 1 INNOVATION' in large white letters, with '16:00 - UPPER ATRIUM LAB 2ND FLOOR' and 'DAY 2017' in smaller text below.

WORKSHOP 2 INNOVATION

16:00 - UPPER ATRIUM LAB 2ND FLOOR

DAY 2017

This horizontal banner has a blue left border and a Shell logo in the top right corner. It features the text 'WORKSHOP 2 INNOVATION' in large white letters, with '16:00 - UPPER ATRIUM LAB 2ND FLOOR' and 'DAY 2017' in smaller text below.

WORKSHOP 3 INNOVATION

16:00 - UPPER ATRIUM LAB 2ND FLOOR

DAY 2017

This horizontal banner has an orange left border and a Shell logo in the top right corner. It features the text 'WORKSHOP 3 INNOVATION' in large white letters, with '16:00 - UPPER ATRIUM LAB 2ND FLOOR' and 'DAY 2017' in smaller text below.

WORKSHOP 4 INNOVATION

16:00 - UPPER ATRIUM LAB 2ND FLOOR

DAY 2017

This horizontal banner has a green left border and a Shell logo in the top right corner. It features the text 'WORKSHOP 4 INNOVATION' in large white letters, with '16:00 - UPPER ATRIUM LAB 2ND FLOOR' and 'DAY 2017' in smaller text below.

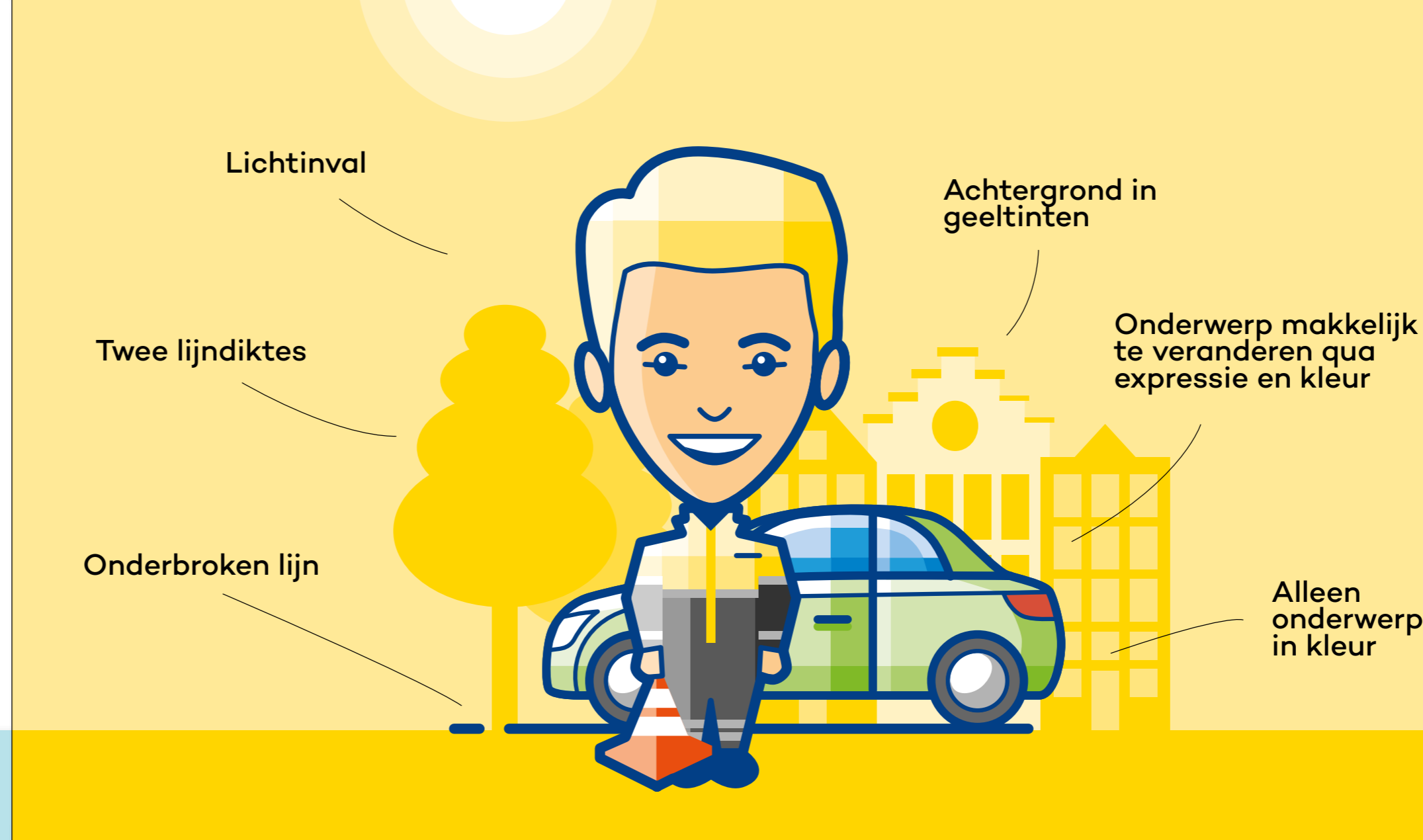
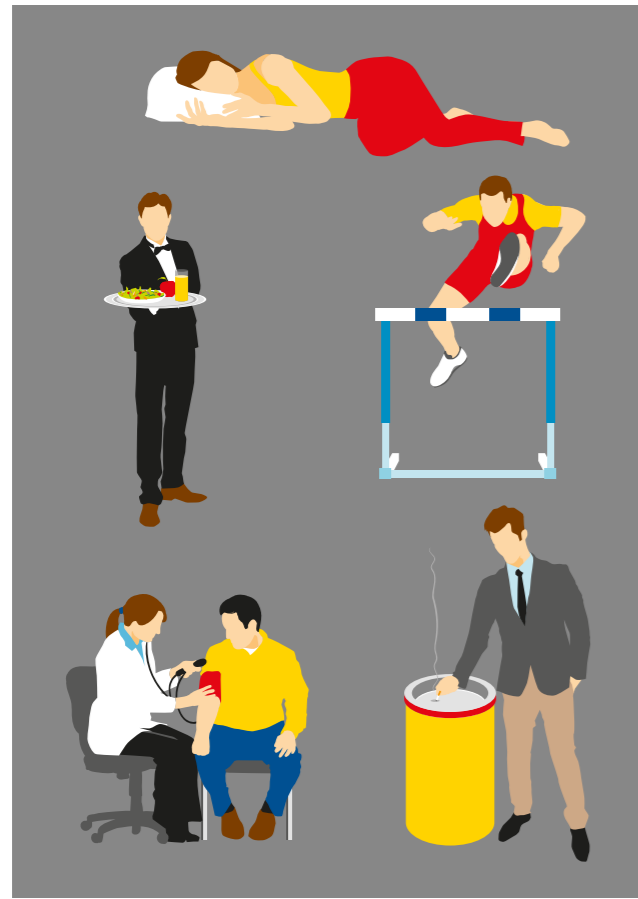
RON VAN VLIET

Illustraties

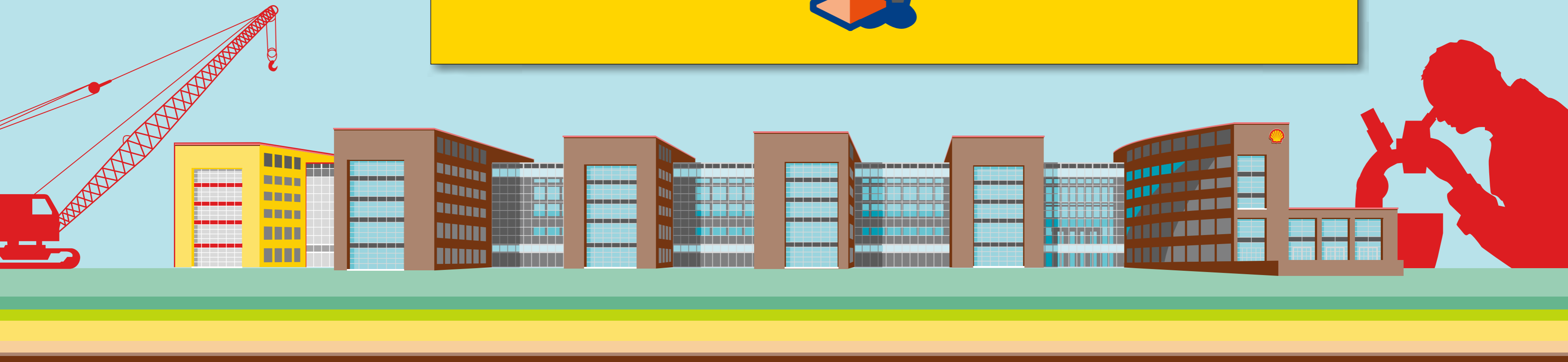
Illustraties voor verschillende opdrachtgevers

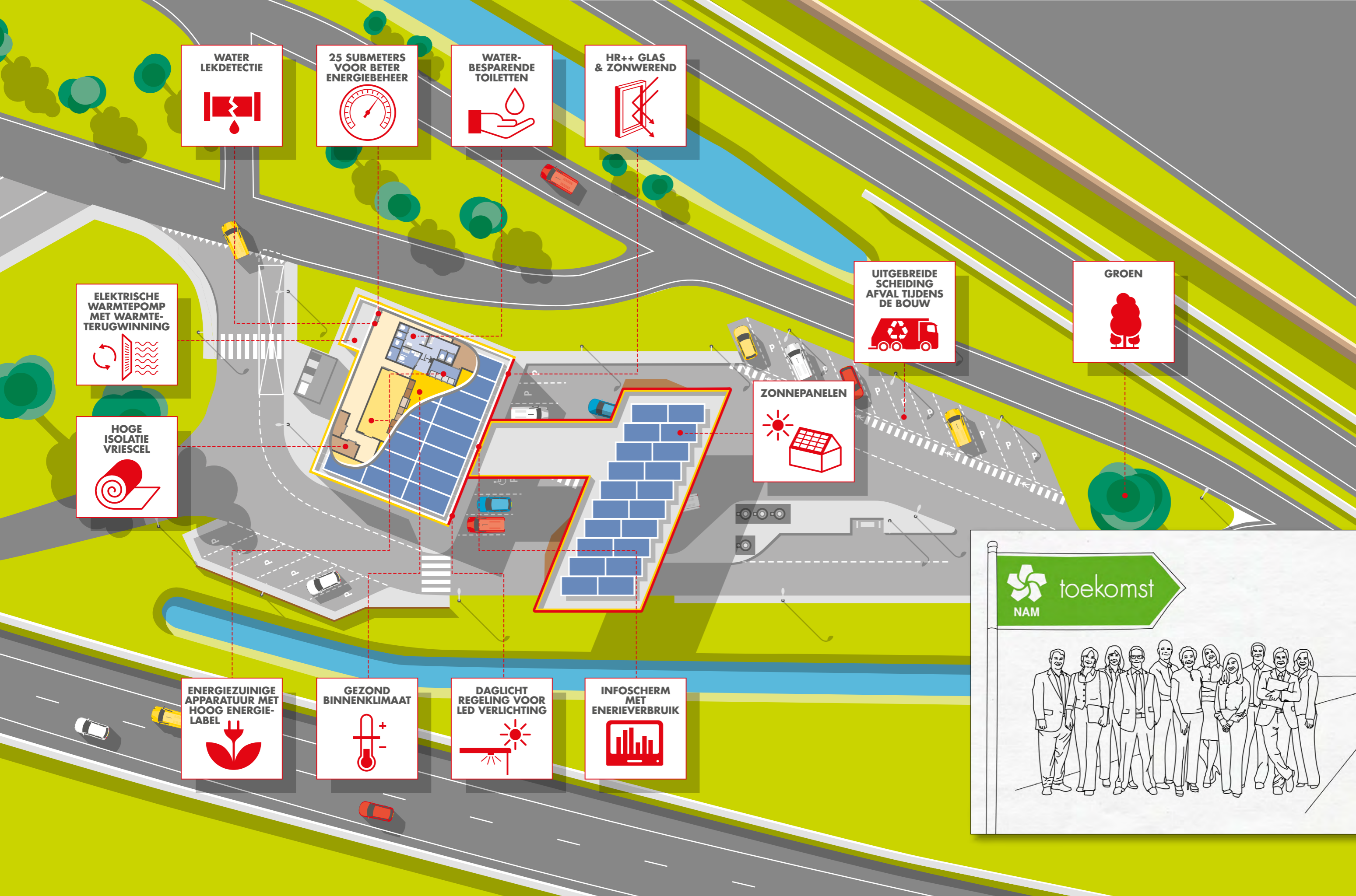


RON VAN VLIET



RON VAN VLIET

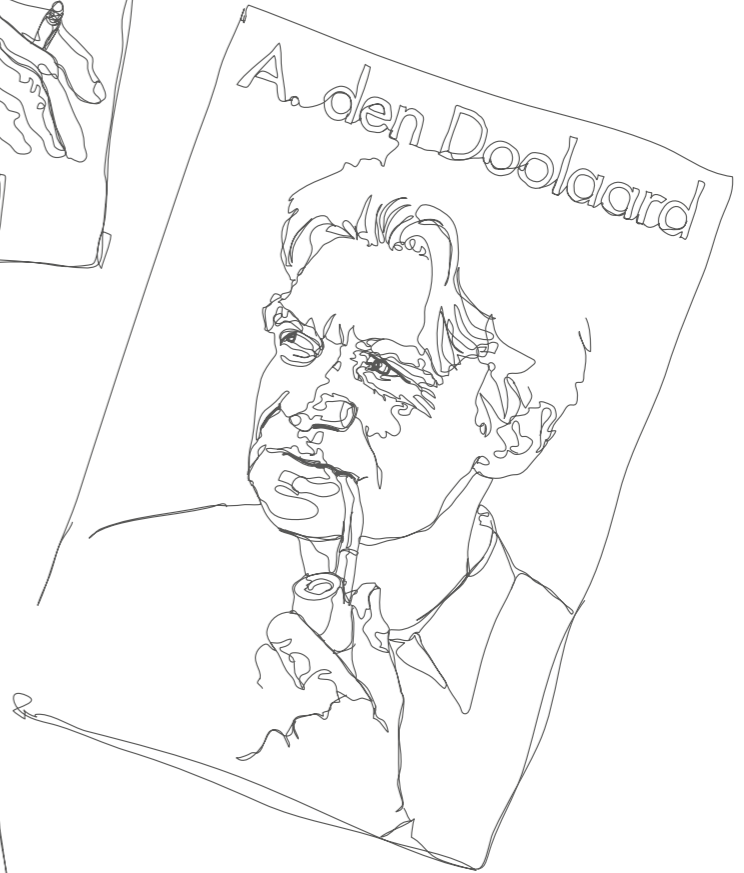
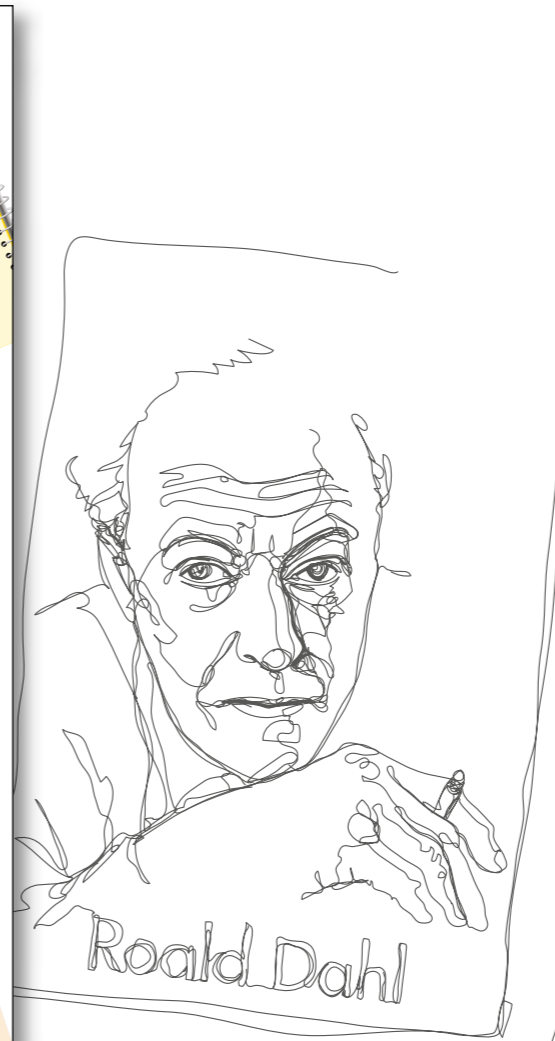
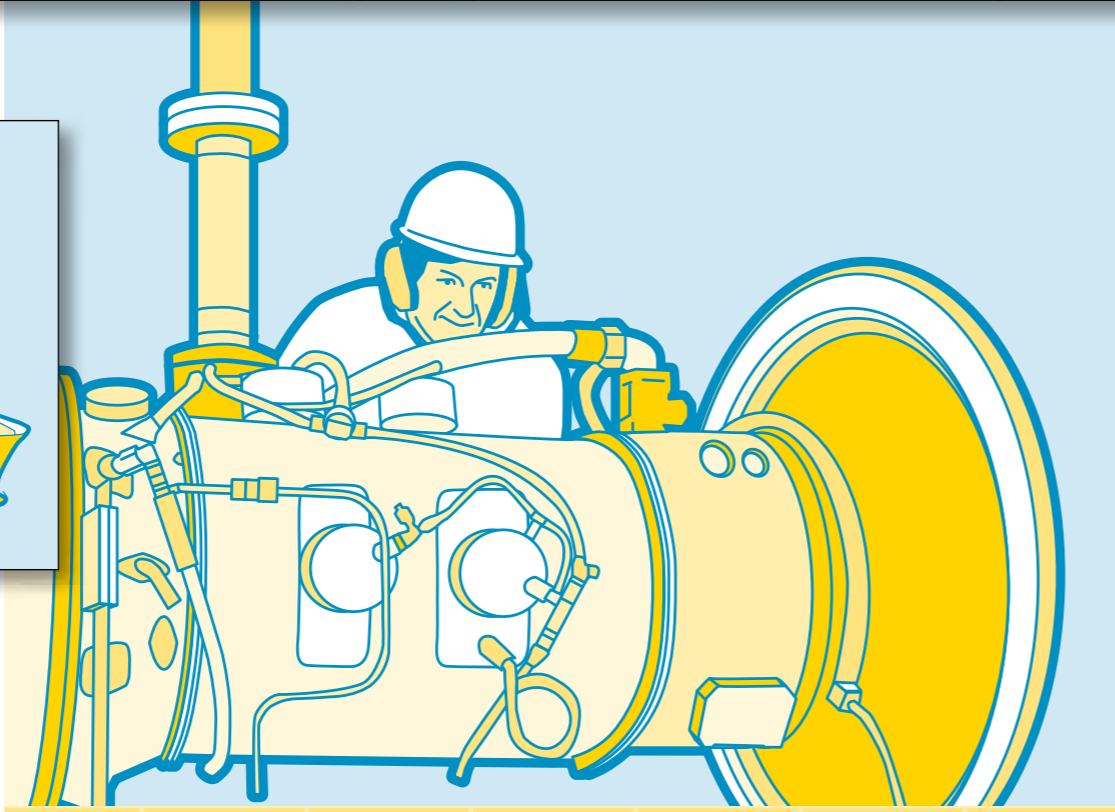
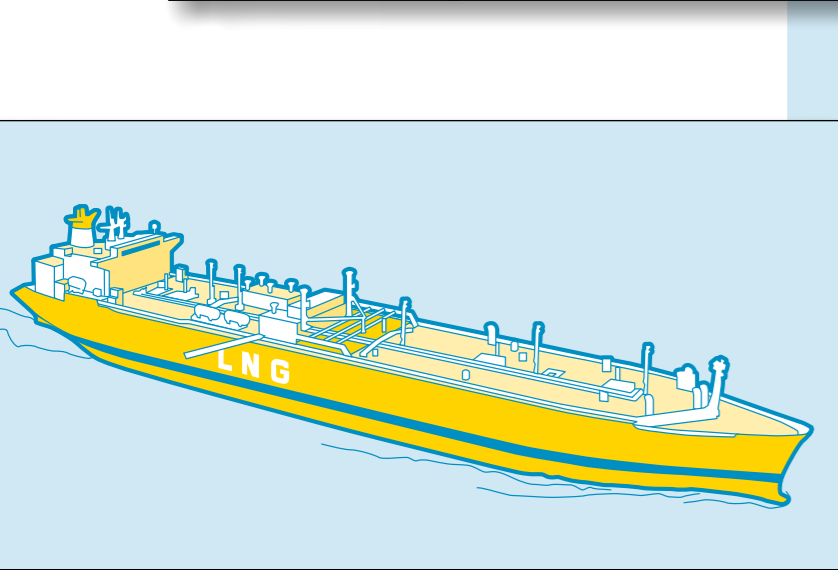






DURING NIGHT AND DAY
IS YOUR DESK OKAY?

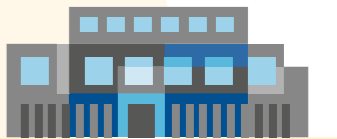
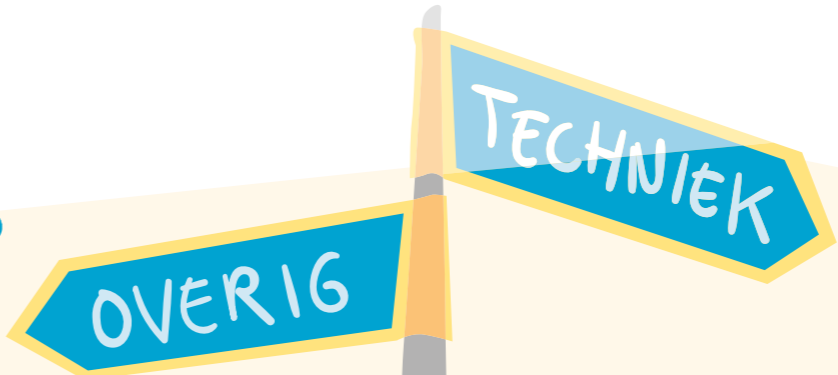
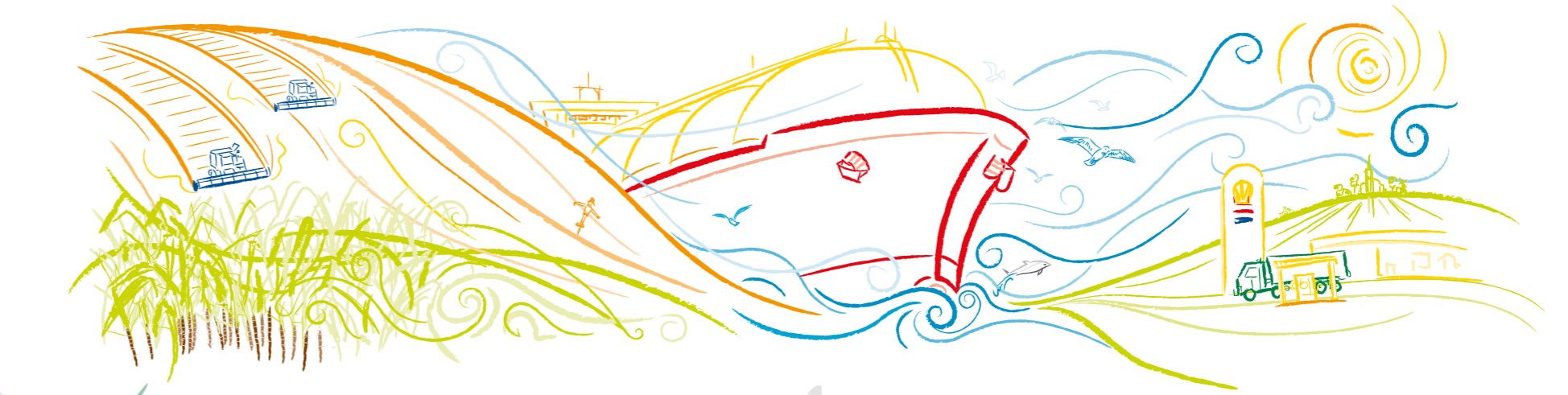
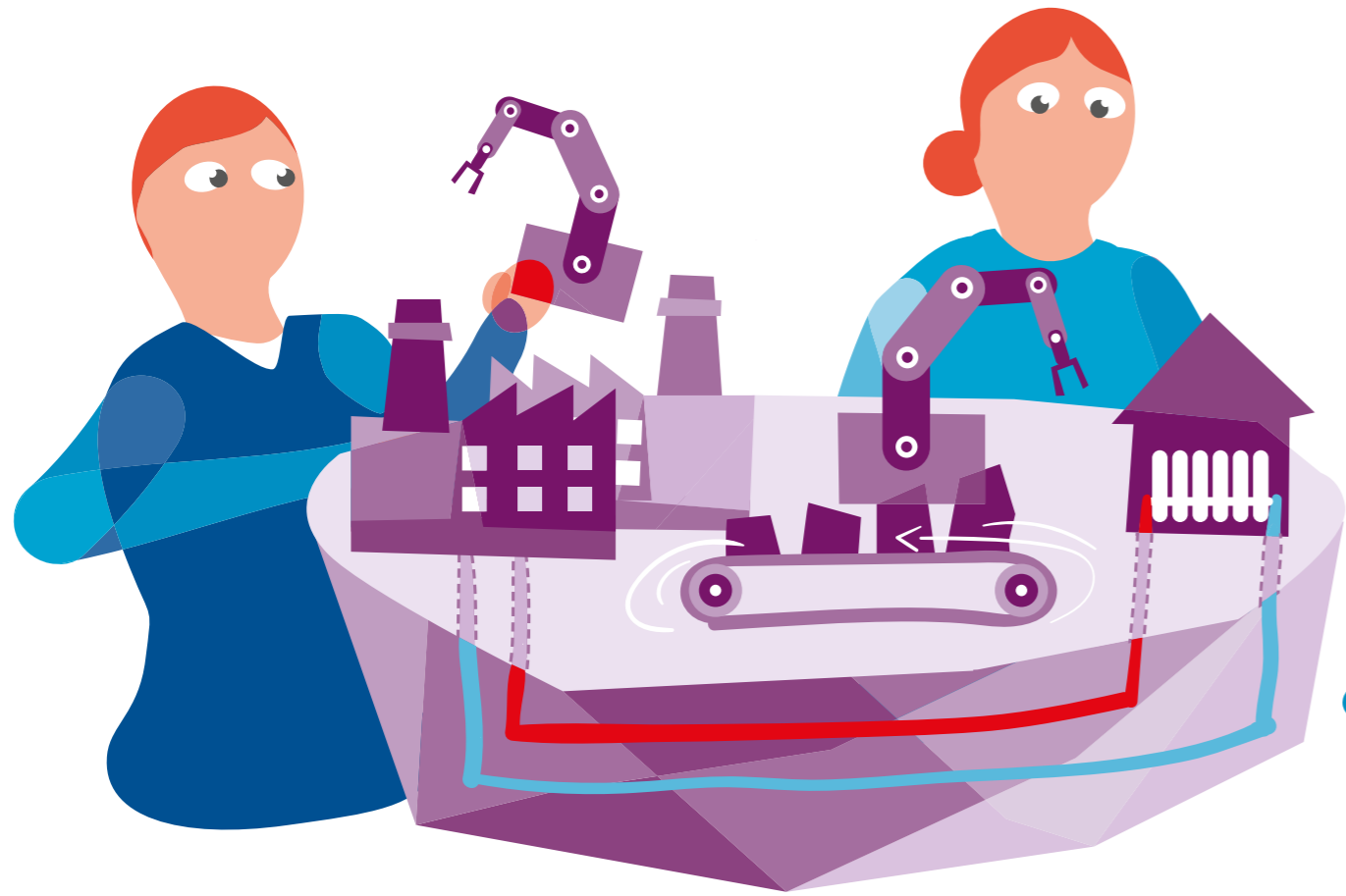
CLEAR X
CLEAN X





RON VAN VLIET





Lesonal

Rebranding - Ontwikkeling nieuwe brand guidelines

Lay out en Design onderdelen

LESONAL VISUAL IDENTITY

BRAND GUIDELINES

Version 1.0 December 2018

RON VAN VLIET

LESONAL®

GREAT FINISH. FAST.

Ak

OUR BRAND

VISUAL ELEMENTS

We all take fast decisions. That is why it is important to make a good first impression. Bring the Elements, color, typography and images together to create that distinctive Lesonal look and generate immediate impact for your audience.

THE POWER OF OUR IMAGES TELLS OUR STORY.

BRAND GUIDELINES 6

OUR BRAND > VISUAL ELEMENTS

LOGO

This is our logo. From packaging and brochures to advertising, it should be present on all brand communications.

We have two versions of our logo: a black one and a white one.

To ensure optimum legibility, our logo (without tagline) should never appear smaller than 18 mm (width of the black name bar) on printed applications and no smaller than 100 pixels on screen.

18 mm print

 100 pixels digital

[Download our logo-pack](#)





BRAND GUIDELINES 8

OUR BRAND > VISUAL ELEMENTS > LOGO

Great finish. Fast.

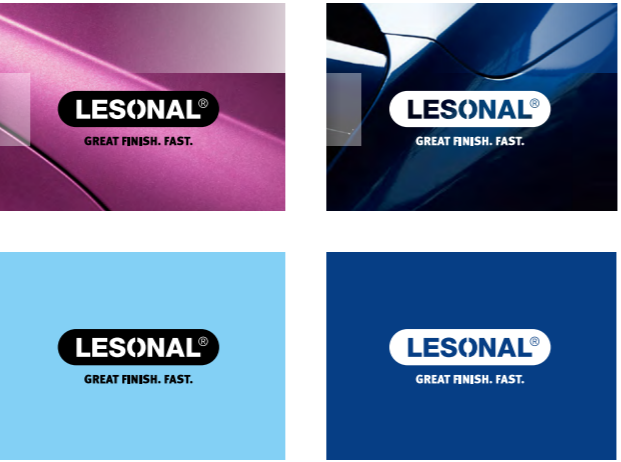
A special logo variant has been developed for the use of the 'Great finish. Fast.' tagline, locked on the Lesonal logo.



27 mm print

 150 pixels digital

The minimum size of the logo used together with the tagline is 28 mm for print and 250 pixels for digital use. For smaller sizes use the logo without tagline.

[Download our logo-pack](#)



BRAND GUIDELINES 11

OUR BRAND > VISUAL ELEMENTS

ICONS

Simple, clear and recognizable.


We have a suite of icons for use in a wide variety of deliverables and for different purposes.

The pictograms are styled in a very recognisable and specific Lesonal style. Their form is simple and clear, to ensure that they are recognised and understood immediately. The icons are always built with two different lineweights, the thicker line being three times as thick as the thinner line. The line colour is always black.

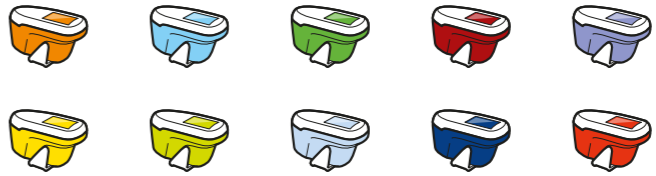
The icons can be used in black and white with gray (40% black and multiply) or in one of the Lesonal colors and should of course fit the color scheme it is placed in. The highlight colour is always in white with 40% transparency. There are also icons for small use (smaller than 1 cm). They are in black and white.

Please note that these pictograms can be only used for marketing purposes. On packaging the official pictograms need to be used.

Icons are comprised of simple shapes with two lineweights and a white or 30% colour highlight. The icons for small use (smaller than 1 cm) have just one color, no highlights and no thin lines.



Icons can be used in black and white or with one of the Lesonal colours



BRAND GUIDELINES 32

OUR BRAND > VISUAL ELEMENTS


GRID SYSTEM

For consistency in organising visual elements we use our grid.

A grid is like gravity: invisible, to the point where we take it for granted. The grid anchors everything in place. Always start with our grid.

The grid is created for and helps with:

- Positioning and sizing of branding
- Aligning typography
- Organising layouts or interfaces




BRAND GUIDELINES 22

OUR BRAND > VISUAL ELEMENTS > **GRID SYSTEM**

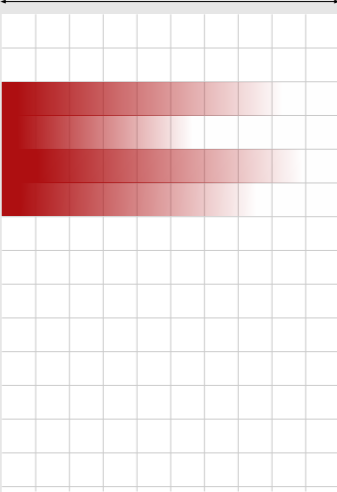
Text placement and the grid.

Text boxes are always aligned to the grid.



Gradient striping and the grid.

Gradient striping is always aligned to the grid. Color direction is from left to right.



BRAND GUIDELINES 25

A GREAT FINISH. DESERVES A GREAT START.

Hoe sneller u de juiste kleur heeft gevonden, hoe sneller het werk afgerond is, hoe sneller u door kan naar de volgende opdracht. Daarom is het belangrijk dat een lakstelsel uitstekende kleurwaakbaarheid garandeert, zodat u het volgende vertoewent heel in een oogblikse reparatie. Great match. Fast.

www.lesonal.com

LESONAL
SPEED FINISH FAST.

A GREAT FINISH. DESERVES A GREAT START.

Hoe sneller u de juiste kleur heeft gevonden, hoe sneller het werk afgerond is, hoe sneller u door kan naar de volgende opdracht. Daarom is het belangrijk dat een lakstelsel uitstekende kleurwaakbaarheid garandeert, zodat u het volgende vertoewent heel in een oogblikse reparatie. Great match. Fast.

www.lesonal.com

LESONAL
SPEED FINISH FAST.

A GREAT FINISH. DESERVES A GREAT START.

Hoe sneller u de juiste kleur heeft gevonden, hoe sneller het werk afgerond is, hoe sneller u door kan naar de volgende opdracht. Daarom is het belangrijk dat een lakstelsel uitstekende kleurwaakbaarheid garandeert, zodat u het volgende vertoewent heel in een oogblikse reparatie. Great match. Fast.

www.lesonal.com

LESONAL
SPEED FINISH FAST.

GREAT FINISH. FAST.

SPEED AND QUALITY

Two characteristics that go hand in hand for us at Lesonal. Providing you with the best paint products with maximum performance is what drives us. We know how important your customers are to you. To achieve the highest quality standards with minimal cycle time means you need to be agile, driven and creative to deliver this customer promise - especially when it's a race against the clock.

As a professional bodyshop, you need a fast and efficient premium brand for your refinishing process. With one of the most comprehensive assortments in the industry, Lesonal focuses on speed without compromising on quality. Our clever product portfolio ensures you always have the right product at hand for every job while optimizing stock levels.

Our promise to you is to deliver industry leading products. The goal: to provide you with the fastest premium quality system and most efficient refinishing process. Backed by one of the world's most advanced color bars offering fast time right color match, we help you deliver consistent results for your customers. With over 30 years' experience and a proven track record of first class repairs delivering superior color repairs, we get the perfect finishing job. Every time.

A great finish deserves a great start, so you can remain on top with great customers in this fast-moving industry and stay focused on what's next.

www.lesonal.com

LESONAL
AkzoNobel

GREAT FINISH. FAST.

www.lesonal.com

LESONAL
AkzoNobel

RON VAN VLIET