

Report Stellantis Factory

Sample

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Table of contents

Report Stellantis Factory.....	1
XXXX.....	3
XXXX.....	3
XXXX.....	3
XXXX.....	3
XXXX.....	4
XXXX.....	4
XXXX.....	5
Production.....	7
Manufactury activity.....	7
Estimated production based on stocks on Parking P1.....	7
.....	9
Estimated production based on stocks on Parking P2.....	11
Estimated production based on stocks on Parking P3.....	12
Estimated production based on stocks on Parking P4.....	14
Extra-plant activity.....	16
Loading zone L1.....	16
Loading zone L2.....	19
Car Loading and dispatch area.....	20
Transport by train T1.....	20
.....	20
.....	20
Transport by train T2.....	22
Transport by trucks T3.....	23
XXXX.....	24
XXXX.....	24
XXXX.....	24
XXXX.....	24
XXXX.....	24
XXXX.....	24
XXXX.....	24
Site Evolution.....	25
General map of the current site.....	25
Captioned map.....	25
XXXX.....	29
Building work zone.....	30
Change over 6 months.....	30
Evolution compared to the initial project.....	32
.....	32
Meeting completion deadlines.....	35
XXXX.....	37
XXXX.....	44
XXXX.....	44

Production

Manufactury activity

Estimated production based on stocks on Parking P1

This photo analysis looks at the P1 car park at the Stellantis factory. This is the most northerly car park on the site. It contains new cars that have just been produced and are waiting to be moved to a loading area.

Each vehicle in the zone is counted. Carried out using our artificial intelligence.

Calculation method :



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Across the different months of June 2023, December 2023 and January 2024.



Figure 1 : Photo of 23 june 2023

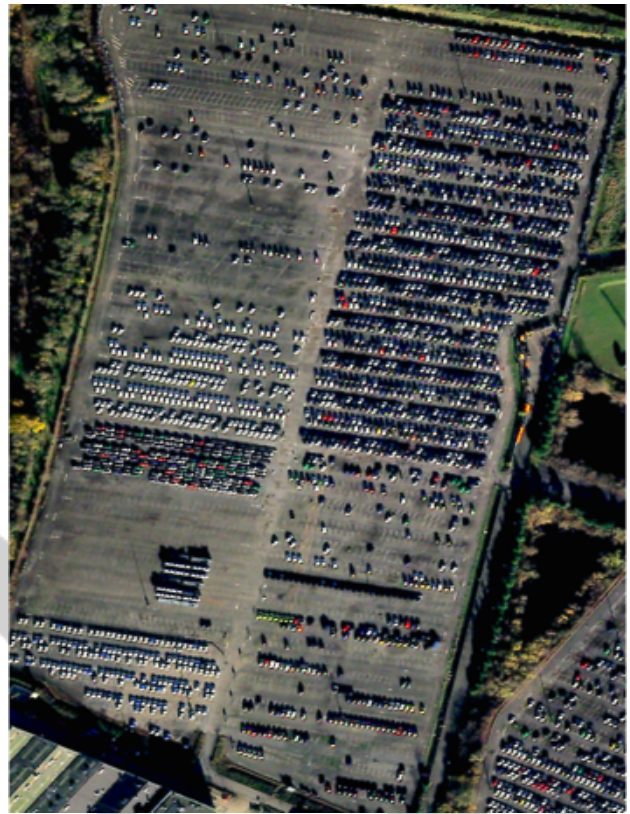


Figure 2 : Photo of 16 december 2023

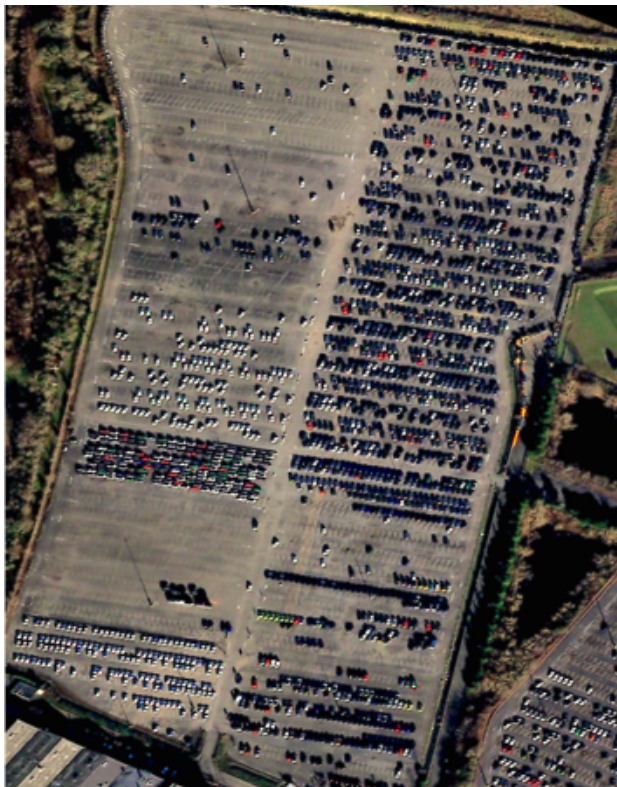
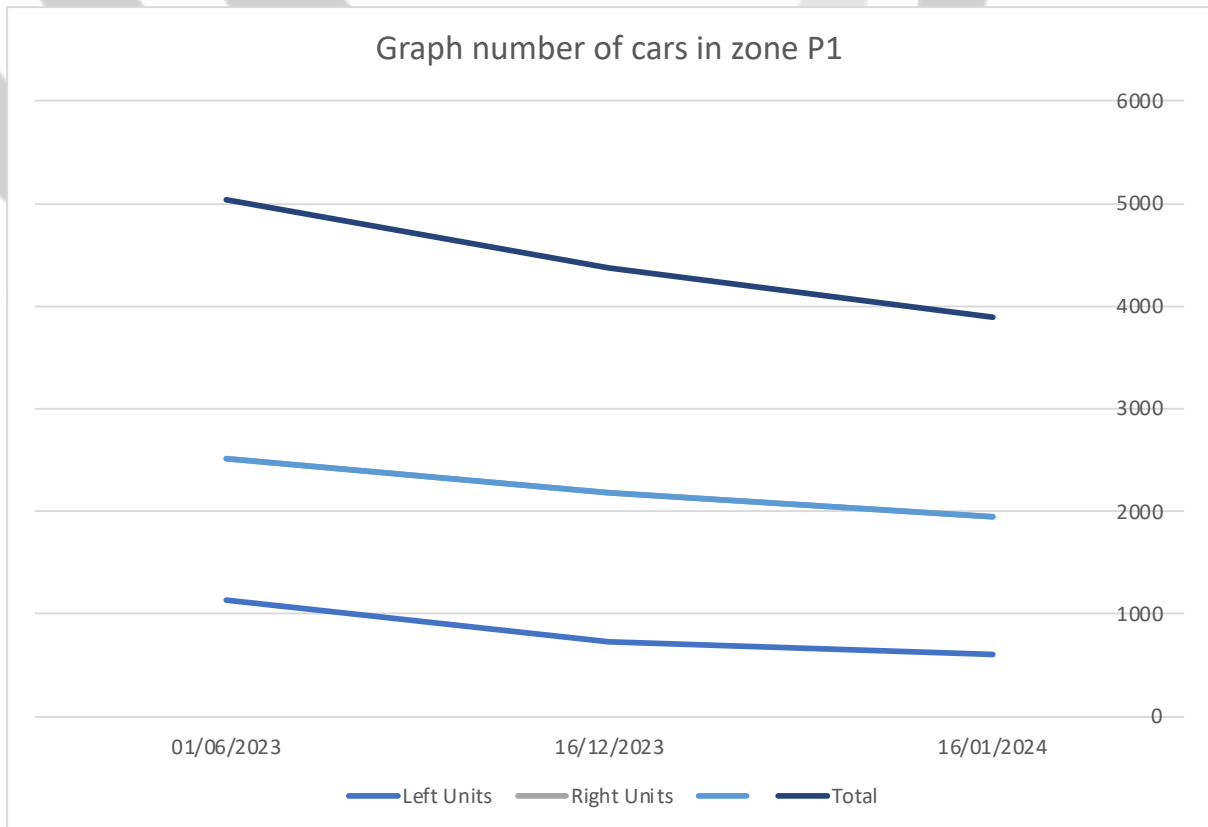


Figure 3 : Photo of 16 january 2024

- There has been a clear downward trend in the number of vehicles in the car park.

	01/06/2023	16/12/2023	16/01/2024
Left Units	1133	732	601
Right Units	1386	1453	1344
Total	2519	2185	1945

Table numbers of cars in zone P1



In conclusion, the number of cars in car park P1 has fallen over a 6-month period.

However, there is some similarity between the June and December figures.

We can assume that orders at the begin of last quarter of the year were good, possibly driven by the closing of the annual accounts in December for companies that placed orders before the closing of the annual accounts.

The start of the year, on the other hand, is more complicated, and a fall can only be expected in the figures.

At Citroen, the average time from sale to market launch is 6 to 10 weeks, at Peugeot 8 to 12 weeks. The car parks represent and validate the sales theory for the months of September/October. End-of-year sales are therefore down.

Extra-plant activity

Loading zone L1

The photo shows the loading bay on the north side of the factory.
This is where the components manufactured by the subcontractors are unloaded.



Figure 1 : Photo of 23 june 2023



Figure 2 : Photo of 16 december 2023

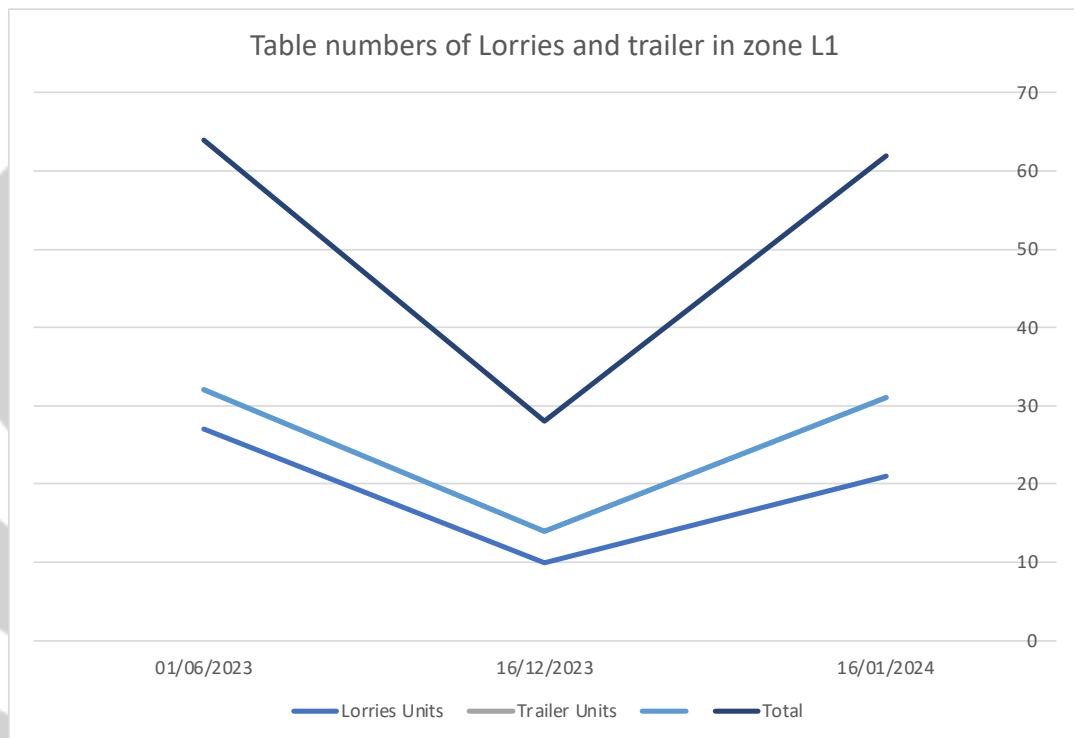


Figure 3 : Photo of 16 January 2024

	01/06/2023	16/12/2023	16/01/2024
Lorries Units	27	10	21
Trailer Units	5	4	10
Total	32	14	31

Table numbers of Lorries and trailer in zone L1

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In conclusion, as the components are brought in ahead of the launch of car production, we can see that the significant drop in December correlates with the drop in car production in January.

The increase in deliveries in January suggests that production for March will pick up again, even if the figures are below the 2023 production level.

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Car Loading and dispatch area

Transport by train T1

This photo shows the number 1 train loading area and its car park. The area is located in the centre of the complex between the two buildings.



Figure 4 : Photo of 23 june 2023



Figure 5 : Photo of 16 december 2023

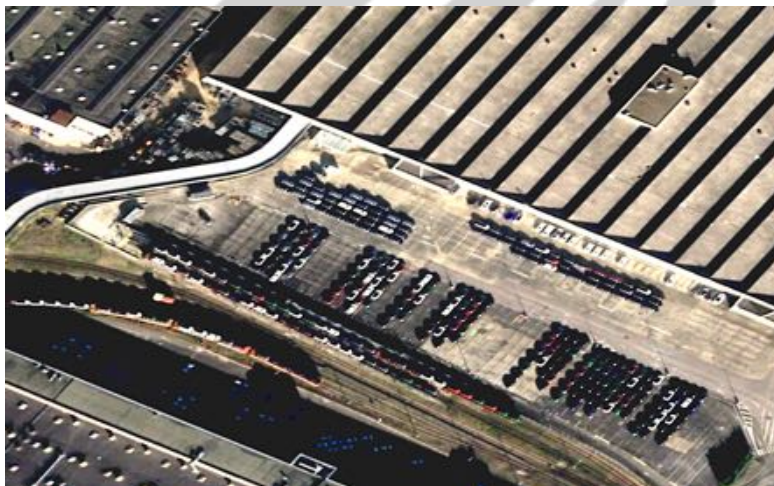
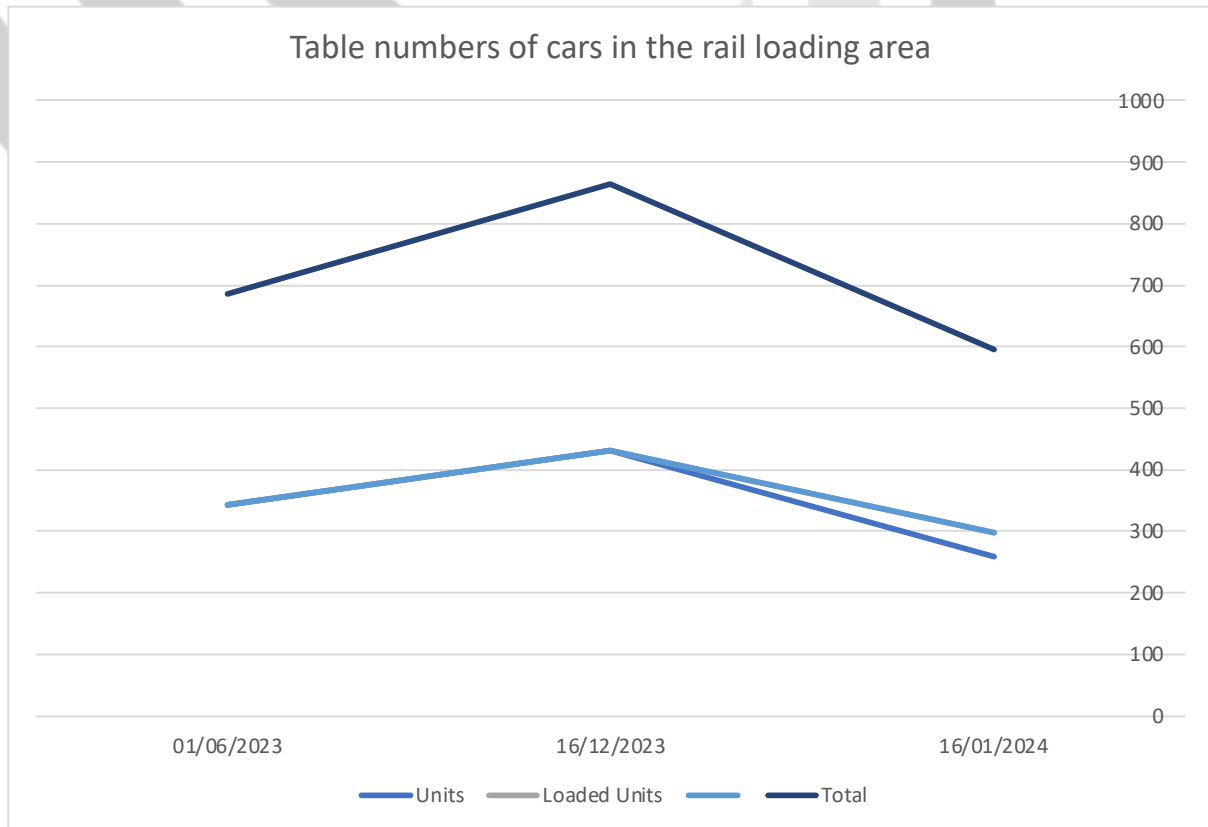


Figure 6 : Photo of 16 january 2024

	01/06/2023	16/12/2023	16/01/2024
Units	343	432	258
Loaded Units	0	0	40
Total	343	432	298

Table numbers of cars in the rail loading area



In conclusion, the increase in the number of cars placed on the rail system was clearly marked in December.

These figures correspond to production from 6 to 10 weeks before.

This analysis is correlated with the low number of shipments in January, which can be seen in the drop in production in November-December (see Chapter 2.1).

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Transport by trucks T3

This photo shows the number 1 train loading area and its car park. The area is located in the middle of parking P3.

There has been a steady decline over the months, with very few deliveries made at the start of the year.



Figure 7 : Photo of 23 june 2023

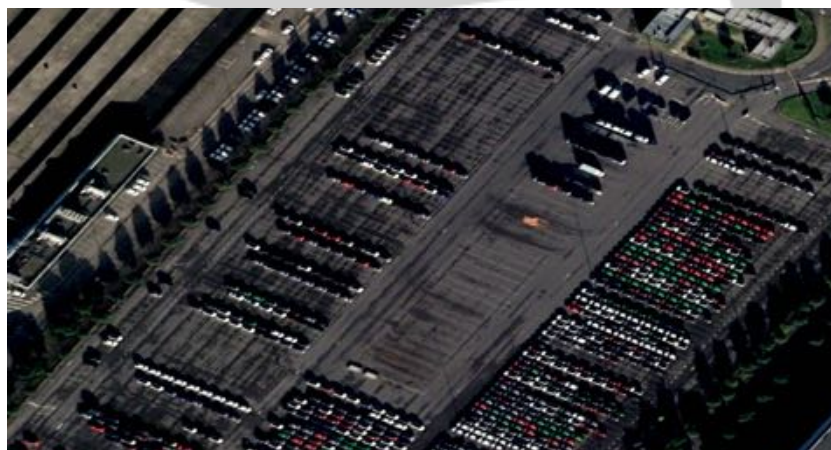


Figure 8 : Photo of 16 december 2023

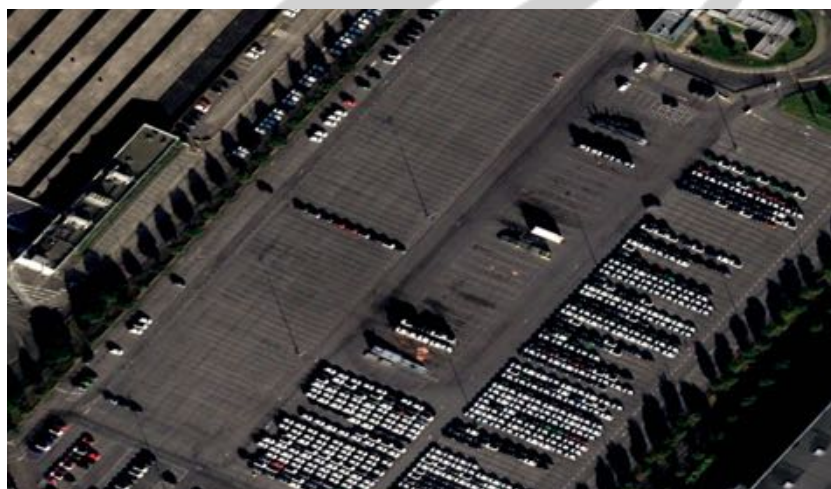


Figure 9 : Photo of 16 january 2024

Site Evolution

General map of the current site

Captioned map

The map opposite shows the site of the Stellantis factory in Poissy, France. Work is currently underway on the southern part of the site (chapter p25).

The layout of the map divides the parts of the factory into different coloured zones. An analysis of the different areas is available in the report.

- The total surface area of the site is 1.4 km²
- The coordinates are : 48.94381856519726, 2.0500269013250323

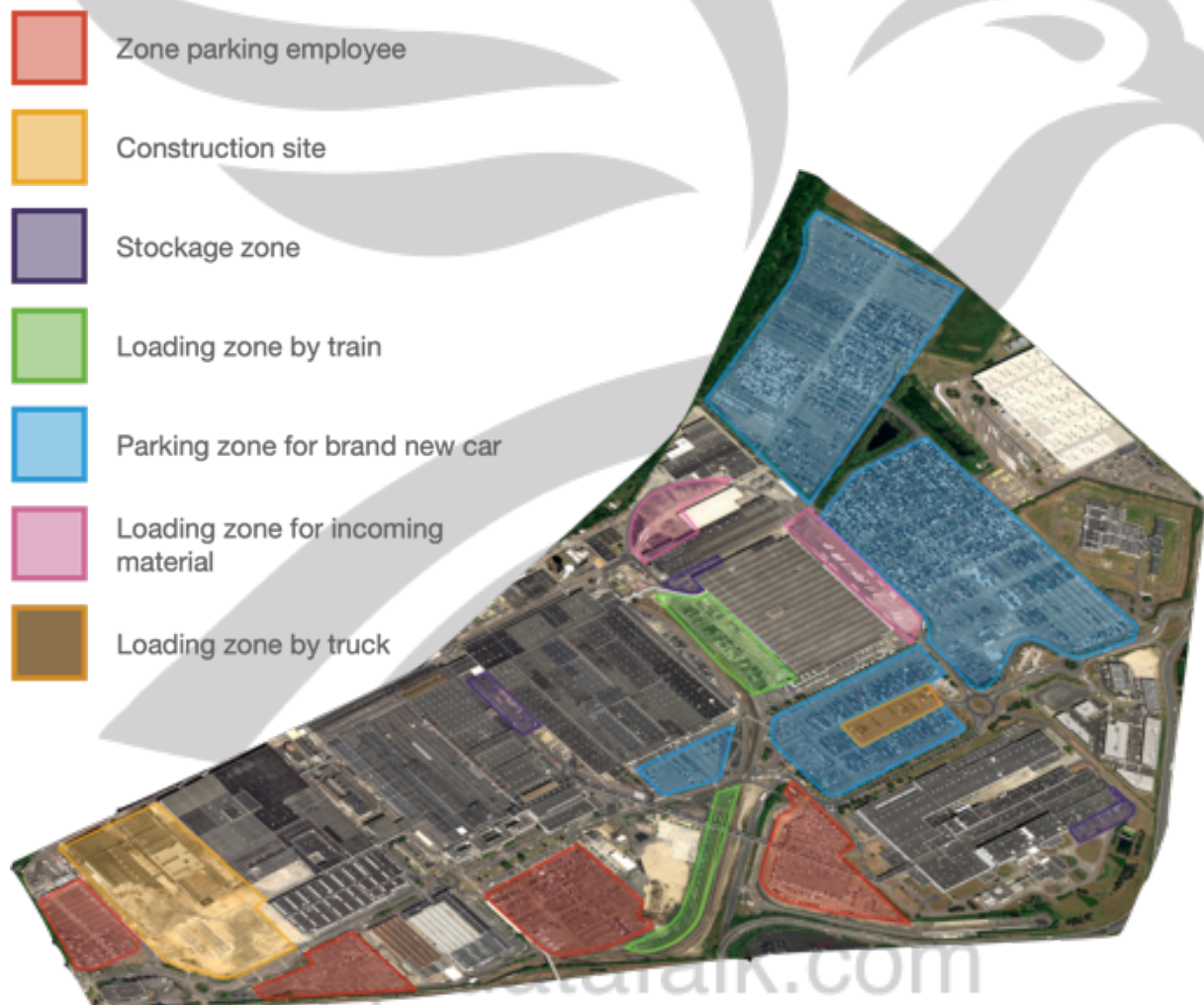


Figure 8 : Zone on factory site



Figure 9 : Factory map with zone names

B1, B2, B3 : Equipment storage area

C1 : Construction site

E1, E2, E3, E4 : Employee car park

L1, L2 : Unloading area

P1,P2, P3, P4 : New car storage

T1, T2 : Loading area, rail track

T3 : Loading area, roadway

S1, S2, S3, S4, S5 : Place of manufacture: moulding, assembly, paint component

Building work zone

Change over 6 months

The destruction took place before the summer of 2023 and was completed very quickly. The next stage of construction at the start of the 2023 school year was also very efficient, with the installation of prefabricated modules.

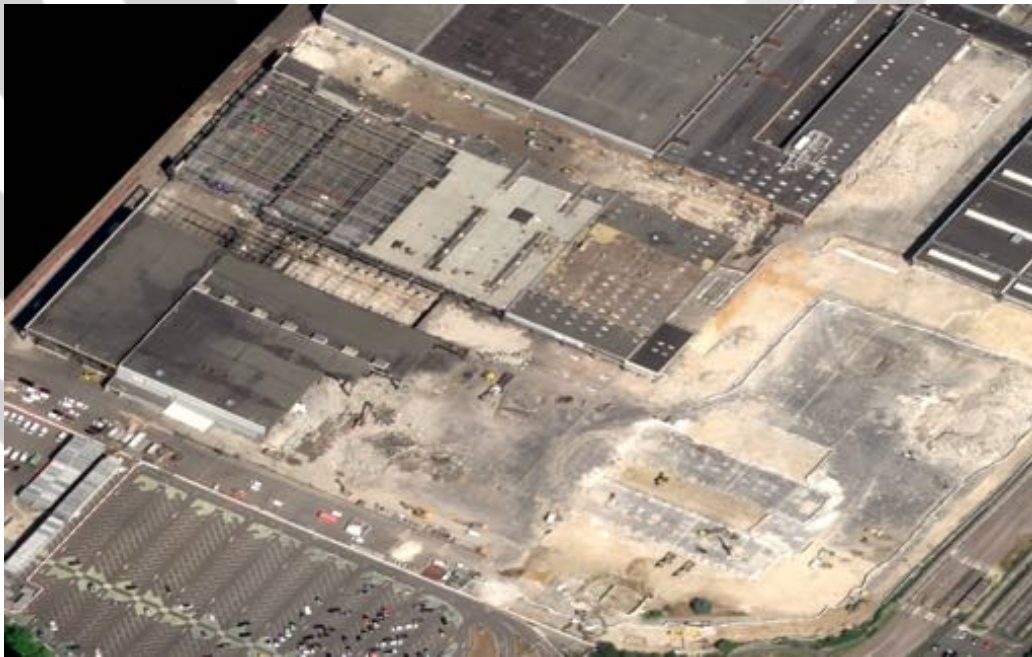


Figure 8 : Photo of 23 june 2023



Figure 9 : Photo of 16 december 2023



Figure 10 : Photo of 16 January 2024

In conclusion, work seems to be progressing without any major problems. Progress is steady and consistent.

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Evolution compared to the initial project



Figure 11 : Photo of 16 January 2024



Figure 12 : 3d modelling of the final rendering



Figure 13 : Annotated construction site

In the annotated images opposite, you can see in blue the buildings for which construction has begun and which should be ready for delivery on schedule.

Parts of buildings where construction has not yet begun. Some of these buildings are simpler than others and will be delivered on time.

For B2, there is some doubt.

B8 is a future multi-storey car park, which should therefore require less specific development.



Figure 14: Annotated rendering site

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In detail, the main buildings appear to be progressing at the expected pace.
Delivery on schedule should be good.

However, there are still doubts about two new buildings that do not seem to be progressing at the same pace



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Meeting completion deadlines

Figure 15 : projection of construction in progress on the 3d model

Progress on the grEEn-Campus project does not appear to be significantly behind schedule. It is conceivable that the deadline for completing the work, set for the end of 2025, will be met.

If this is the case, the teams will be able to move in during the following month. The former stellantis premises (Velizy and Trappes) will be vacated, with the possibility of resale of the tertiary complexes. This will generate additional cash flow for the Group.