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▶ The President of Airbus Visits Dresden



At the beginning of April, Noel Forgeard, the president and chief executive officer (CEO) of Airbus and the future co-boss of EADS, visited Dresden, a prime location of aviation.

There he announced that the Airbus A 380 will be taking off for its maiden flight in April. Saxon companies make their contribution to help Airbus be successful in international competition. After all, EADS Elbe Flugzeugwerke GmbH (EFW) has emerged as the

Thomas Jurk (Saxon State Minister of Economics and Labor), Noel Forgeard (President and CEO Airbus S.A.S.), Georg Milbradt (Prime Minister of the Free State of Saxony), Dietmar Staffelt (Parliamentary State Secretary and coordinator for German aviation and space travel (from left to right).

competence centre for retrofitting Airbus passenger aircraft into A 300 and A 310 freight aircraft within the European Aeronautic Defence and Space Company (EADS). Beyond this, its 850 employees are designing and producing freight space linings and floor plates for the A 380.

The Dresden-based IMA Materialforschung and Anwendungstechnik GmbH with its 119 employees is joining forces with IABG mbH to examine the A 380-800 super-jumbo aircraft for its operating and material strength and tests are anticipated to continue to the end of 2008.

The Saxon/Thuringian Aviation and Space Flight Competence Centre focuses the activities of 25 companies with 2,800 employees, including 20 companies from Saxony with 2,400 employees. Their common target is outstanding achievements in materials, production technology, calculation, simulation and design.

www.lrt-sachsen-thueringen.de



► EasternAirCargo GmbH

Interview with Stephan Blank, the MD of EasternAirCargo GmbH

EasternAirCargo GmbH looks upon itself as niche supplier on the German and international freight market

The freight broker EasternAirCargo was set up in 2001 and since then it has been carrying on business operations on the market under the roof of the Central German Airports Group (Mitteldeutsche Flughafen AG). It mediates freight services and operates a global charter service.

What is EasternAirCargo's mission for you?

We're not just there to transport freight from point A to point B for our freight forwarding customers. We look for the solutions that are matched best to specific shipments. We know no bounds as a freight broker. The products transported by our company ranges from SIM cards for mobile phones and dental laboratory equipment right down to luxury cars.

What role does the Leipzig/Halle Airport play in your work?

EasternAirCargo doesn't just live from local trade, but from the German and European market. We profit from our outstanding geographic location in the heart of Europe in an emerging commercial axis from Scandinavia to South-East Europe. We use the Leipzig/Halle Airport as a hub for handling transport to Central and Eastern Europe and Asia. We also transfer shipments from the United States at our Central German airport and transport them onto Moscow.

The major portion of the freight generated is distributed through Leipzig/Halle and in 2004 half of our tonnage was brought to our customers from there. A quarter of the freight quantity was shipped by the Hahn Airport and the rest by Luxemburg. We don't keep any aircraft ourselves. Instead we avail ourselves of the services of several airlines such as Atran, Aeroflot and Siberia.

In general, we are a customer of the airport just like any other airline or broker. We welcome any company that wants to use the Leipzig/Halle Airport, be they competitors or business partners because this is the only way we can generate the synergies needed in areas such as trucking to boost our location's chances.

Are you considering expanding your company?

I see EasternAirCargo GmbH as still being in the building phase. But our company is becoming known on the market these days. We prefer to think of ourselves as a niche supplier that is more flexible, often faster and better priced than other suppliers.



EasternAirCargo with headquarters in the Cargo Center South of the Leipzig/Halle Airport has operations in Frankfurt/Main and maintains relations to business partners in Luxemburg. I could imagine an office in Berlin, although not at one of Berlin's numerous airports.

Where are the priorities that your company is targeting with the help of others?

ATRAN Cargo Airlines has become our most important business partner. This is a Russian airline that brings freight von Leipzig/Halle to Moscow one to three times

Stephan Blank, the MD of EasternAirCargo, was accompanied by a camera team on his way from Frankfurt am Main to Moscow in a cargo plane of AirbridgeCargo on February 17, 2005 for a report to be aired by the Moscow Studio of Deutsche Welle TV.

a week. And there are more than 100 connecting destinations in the CIS states from Moscow Domodedovo at high quality standards. With the custom carrier licence, the freight transported to Moscow does not have to pay customs in the Russian capital, but only at the final destination and expediting status can be traced at any time. That's worth its weight in gold to us and our customers.

We bank on a European network of freight acceptance stations including the work of sales agents who offer EasternAirCargo's products on the market. We can rely not only on ATRAN's Antonow 12 cargo planes for our mediated transports that can stow as much as 15 tonnes of freight in their fuselages. We also have access to the AN 124 that transports as much as 120 tonnes of freight.

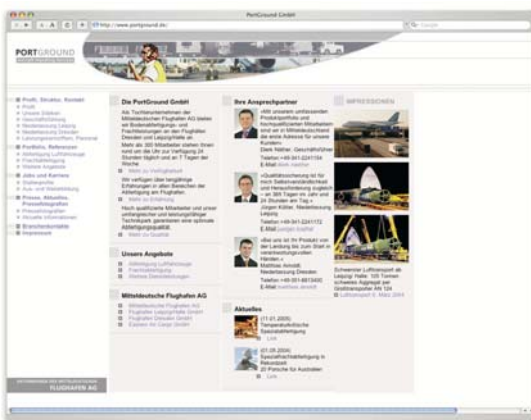
► www.portground.com

PortGround GmbH's New Website was Put on the Air in Mid-March

Since mid-March, PortGround GmbH has been in the global data network with a new website to give its customers and potential customers faster and better insight into its

own operative capability and range of services. PortGround GmbH was set up in 2001 as a subsidiary of the Central German Airports Group emerging from the ground traffic services of the Leipzig/Halle and Dresden Airports. More than 300 employees at both locations make sure that aircraft can be smoothly serviced and freight is loaded and unloaded 24 hours a day 365 days a year.

www.portground.com





▸ Central German Airports Group at the 'transport logistic' Fair

The Central German Airports Group Links up to the tradition of attending at the 'transport logistic' Fair

The Leipzig/Halle and Dresden Airports, PortGround GmbH and EasternAirCargo GmbH will be appearing at a joint stand at the 10th international fair for logistics, telematics, freight and passenger transport in Munich. 'transport logistic' is set for May 31st to June 3rd and aims at reflecting the role that transportation and logistics play in the process of burgeoning globalization.

Last year, the Central German Airports Group showcased its operative capability at the transport logistic fair in Shanghai along with its subsidiaries. This year, the CEO Volkmar Stein will participate in a podium discussion on May 31st on Germany as a Prime Location for Logistics at the fair. There will also be an event on Logistics Real Estate on the same day.

Transport logistic's internal statistics state that there will be a boost in international exhibitors and visitors. The last fair in 2003 had 40,000 trade visitors from 81 countries. There were 84 percent more foreign exhibitors than at the previous event and they recorded a plus of 35 percent among trade visitors.

The German air cargo locations will their ranges at the Air Cargo Europe in the framework of the 'transport logistic' fair. The Arbeitsgemeinschaft Deutscher Verkehrsflughäfen (ADV) states that 2.3 million tons more air cargo were transferred in Germany between January and October of 2004, making an increase of 14.1 percent in relation to the previous year. Unloading activities rose to a greater extent (by +16.2 percent) than loading activities (+13.2 percent).

The Leipzig/Halle Airport will be able to rely on high growth rates in the next few years since the European logistics handling hub of DHL (the subsidiary of Post-Express) is set to relocate from Brussels to Leipzig/Halle. The Leipzig/Halle Airport beat the competition with a series of convincing arguments including its high capacity in flight movements, 24-hour operation and the infrastructure available for development in the surrounding area of the airport.

www.transportlogistic.de, www.eurailfreight.com

▸ The Joy of Traveling – Airports with Burgeoning Passenger Growth

The airports of the Central German Airports Group are poised for the future. In Q1, the number of passengers rose measurably in comparison to last year and Leipzig/Halle experienced a boost in tourist traffic while the number of passengers in scheduled traffic grew at an above-average rate in Dresden.



With a total of more than 354,000 airline passengers from January to March, the Leipzig/Halle Airport experienced a 7.4 percent increase in passenger volume in relation to last year with vacation traffic indicating marked growth rates. Tourist traffic had 181,436 passengers by the end of March of 2004. This year, the number of vacation travelers grew to 210.000, an increase of 15.7 percent, although the scheduled traffic volume remained stable in comparison to last year.

Last year, the Leipzig/Halle Airport had a total of 2,041,046 airline passengers, spelling out a 4.4 percent increase in passenger volume in relation to 2003.

At the Dresden Airport, the number of passengers rose to 336,000 in Q1, an increase of 10 percent in relation to the previous year and scheduled traffic had the highest growth rates of 15 percent. In the first three months alone, 242,000 travelers were serviced in this area and vacation traffic was boosted to 93,000 passengers adding 1 percent. The number of aircraft movements rose to 7,100, meaning a plus of six percent as compared with Q1 2004.

▶ Starting off the Summer with New Targets and More and Better Deals

The Leipzig/Halle Airport is really getting off the ground in the summer season: 143 tourist flights are taking off every week to 55 destination airports in Europe, Africa and the Caribbean featured by 27 airlines. By way of comparison, last year's season only featured 135 weekly flights to 52 destinations.



The flight schedule has non-stop flights to Moscow and the Russian Siberia Airlines is scheduling a resumption of the weekly connections to Moscow-Domodedovo starting on July 2.

Air Berlin is expanding its Majorca shuttle launched in November of 2004 from five to seven times a week. One Boeing 737-800 is taking off for Palma de Mallorca Monday through Sunday and from there connections to 14 other Spanish and Portuguese destinations are available. And for the first time, Air Berlin is featuring daily connections through Palma de Mallorca to Bilbao,

Siberia Taking Off

Lisbon and Porto. Something new in the flight schedule this summer is also Zadar in Croatia and Debrecen in Hungary. Atlas Blue flies to Agadir from Leipzig/Halle on Tuesdays and Nordic Leisure flies to Palma de Mallorca several times a week.

Air Berlin continues to be the number one in tourist traffic this summer with 37 flights per week. Condor and Hapag Lloyd take off from Leipzig/Halle for 19 vacation flights a week. LTU services long-distance routes to Varadero, in Cuba and Punta Cana and Puerto Plata in the Dominican Republic with 5 flights per week. The destination most frequently flown to this summer season is Antalya, followed by Majorca and Burgas on the Black Sea.



Its range of service features 169 weekly flights to 13 airports from Leipzig/Halle this summer targeted by 8 companies. This expands the range of flights from Leipzig/Halle in comparison to the winter period when 164 flights were offered to 9 destinations per week. The low-cost connection between Leipzig/Halle and London Stansted is served three times a week in the summer season. Lufthansa flies to the two major handling hubs Frankfurt/Main and Munich in domestic scheduled traffic, thus connecting Leipzig/Halle with virtually all destinations in the world.

► The Summer Flight Plan with a Burgeoning Network

The Dresden Airport is becoming increasingly attractive for travelers. Its network of flight destinations from Dresden is adding 5 foreign destinations/airports in its new summer flight plan.

235 airplanes will be taking off to 11 domestic and foreign airline destinations per week in scheduled summer traffic while 70 connections are offered per week to tourist destinations either direct or through handling hubs. That means that the Dresden Airport is shoring up its position as a regional hub for connecting Saxony with the foremost commercial and tourist centers in Europe. Lufthansa is expanding on its flight connections to Frankfurt/Main and Düsseldorf and the airline with the crane as its symbol is using one more airplane on the two routes in addition to its other connections. Germanwings is also boosting the frequency of its flights to Stuttgart to two connections a day.

Lamezia in Calabria and Podgorica in Montenegro will be among Dresden's vacation destinations for the first time. Eberhard Travel, Saxony's largest tour operator, will bring vacationers to Podgorica with charter planes of Montenegro Airlines every Saturday from April 30th to May 14th and from September 3rd to October 8th. Another new thing in the flight schedule is Debrecen in eastern Hungary that Cirrus Airlines will be flying to from late summer on. Air Berlin will be featuring Palma de Mallorca three times a week now and using it as a handling hub for the additional Spanish mainland destinations of Bilbao and Reus.

The airline flight schedule includes connections to eight German cities, and Munich is staying number one with nine connections a day. dba has also made its range of services more attractive notably for business travelers by placing flights to destinations in the early morning and from the same destinations late in the evening. Frankfurt am Main is number two of the destinations most frequently flown to from Dresden, followed by Düsseldorf, Stuttgart, Hamburg, Cologne/Bonn, Mannheim and Dortmund.

That means that the foremost economic centers in Germany can be reached direct from Dresden. Its foreign flight destinations are Vienna and Zurich with Frankfurt/Main, Munich, Vienna and Zurich constituting four prominent handling hubs in the global air traffic on Dresden's flight schedule.

40 destinations in 14 countries of South Europe, North Africa and West Asia are on the tourist flight schedule this season. Antalya on the Turkish Riviera is number one followed by the Balearic Island Palma de Mallorca and the Bulgarian Black Sea cities of Varna and Burgas.



► AirCargo Club Meeting in Leipzig/Halle



The Central German Leipzig/Halle Airport Played Host to a Conference of the AirCargo Club Deutschland at the Beginning of April

This association was set up more than 40 years ago as a non-affiliated group of experts and decision-makers dedicated to the joint motivation of promoting air cargo transport. The club presently has roughly 300 members.

At this three-day conference, Eric Malitzke, the MD of the Leipzig/Halle Airport GmbH, announced the start of reconstruction and expansion work on the freight dispatch centre in the south of the airport. The freight area measuring 36 hectares is slated for completion by October of 2005. It will replace the apron zones that will no longer be available when the scheduled expansion of the South Runway takes place.

Eric Malitzke talking with Wolfgang Korte (the President of ACD), Peter Weiller (Schenker) and Ludwig Hamburger (Air New Zealand) (from right to left)

► TakeOff

Eric Malitzke, the MD of the Leipzig/Halle Airport GmbH (on the left), at the TakeOff round of discussions initiated by Wüpper Corporate Consultancy, Wüpper Aerospace Consulting and e.go MediaService



This event was put on at the end of March in Frankfurt/Main and it focused on the issue of Whether the Local Air Cargo Industry Needs Secondary Airports such as Leipzig/Halle and Nuremberg? Wolfgang Plantholt (the chairperson of Barig Cargo), Christian Fink (the CEO of Lufthansa Cargo Charter Agency), Dr. Heinrich Frye (the head of the Airport Project Centre at the Fraunhofer Institute for Material Flow and Logistics) and Eberhard Asché (the traffic manager of the Nuremberg Airport) were on hand. Eric Malitzke stressed how far-sighted the plans for expansion were at Leipzig/Halle

and its outstanding potential. Its ideal location and equipment put it increasingly in demand from the logistics industry.



▶ Taking the Bus from Breslau (Wroclaw) to the Dresden Airport

The fourth-largest Polish city once again has direct connections to Dresden. Since mid-March, the buses of Taeter Tours and the Polish Polbus company have been running regularly between Breslau (Wroclaw) and the capital of Saxony.

This intermediate stop is giving the inhabitants of the capital of Lower Silesia a good connection to Dresden Airport with its wide range of destinations.

When the Deutsche Bahn AG changed its timetable at the end of 2004 and the InterRegio trains between Breslau (650,000 inhabitants) and Dresden were stopped, there was no longer a direct connection between these two cities. Taeter Tours GmbH is a joint venture of the private Connex Group and the Dresdner Verkehrsbetriebe. Buses start at 5.30 a.m. and 6.30 p.m. in both city centers and they arrive at their respective destinations in about five hours.

▶ Travelers Rated the Dresden Airport “Very Good”

Flying colors for Dresden Airport: According to a recent survey among 2,000 passengers and visitors to Dresden Airport conducted by Leipziger Institut für Marktforschung, the airport's image was voted “very good”.

Just as last year, people were highly satisfied with the overall impression the airport makes. 98 percent of the persons surveyed gave number 1 and 2 with the average mark being 1.5. Virtually everyone asked (98 percent) said they would use the Dresden Airport the next time they traveled and that they would recommend it to someone else.

▶ New Visitor Record – 274,000 Came to Leipzig for AMI

Once again, Leipzig has proven its quality as an international location for trade fairs. 274,000 visitors came to Leipzig for this year's Auto Mobil International (AMI), three percent more visitors than a year ago.

Wolfgang Marzin, the boss of the trade fair, says it paid to position the fair as a central European car exhibition because the event's catchment area has grown both nationally and internationally and the proportion of foreign visitors has tripled to five percent. Most of the 14,000 foreign visitors came from the Czech Republic and Poland.

467 exhibitors from 23 countries presented their new models from the automotive industry at the Leipzig exhibition centre for nine days where visitors experienced more than 100 premieres of cars, including 8 entirely new models.



Interview at the Leipziger Messe GmbH

Where do you see points of contact between your company and the neighboring Leipzig/Halle Airport?

The airport is vital to international fairs and congresses. It's true that there aren't enough European airline connections for these events, but we are working very closely with the airport and Lufthansa to cover peak times and we are flexibly adapting aircraft capacities to needs. Furthermore, we can double or triple the seats with major fairs to get everybody going to fairs to Leipzig and back.

Wolfgang Marzin,
Chairperson of the
Management of the
Leipziger Messe
GmbH



For the future, we would like to have regular connections to European capitals and air hubs. We're still missing Scandinavia, Amsterdam and big eastern and southern European cities. Admittedly, we are just one company so we can't guarantee that our lines will regularly work at full capacity. But, fairs and congresses have to keep to tight schedules. However, the more the region's development advances, the closer we will come to the target of better flight connections. In any event, the fair supports launching and advertising for new lines.

What does the trade fair company expect of the airport's expansion slated for the near future and DHL Post-Express service supplier relocating to the Leipzig/Halle Airport?

Both will have a positive impact on the private economy and bring jobs to the region. The airport's expansion and the new DHL centre will enhance arguments for other industries to relocate here. If the surrounding area is doing well, that will boost the purchasing power of our customers, meaning the fair will also be doing well. Beyond this, we profit from the international aura and the image of a viable airport and industries relocating here along with the region.

The groups for the 2006 FIFA World Cup in Germany will be raffled off at Leipzig Fair exhibition centre in December. How is the trade fair company getting ready for this major event?

This is something special for us too, since there's an enormous amount of media attention being paid to it. Many millions TV viewers all over the world will be watching Leipzig and the Leipzig Trade Fair on the day when they're raffled off and it's axiomatic that we're not sparing any expenses to show Leipzig from its best side. That starts with the way we have planned the space for Hall 1 where the raffle will actually be taking place and an exhibition and gala dinner in the Glass Hall right down to setting up the media centre in Hall 2. We want to get the local players and the TV viewers in the right mood for the World Cup and also get them interested in Leipzig.



▸ Saxony-Anhalt has the Highest Sales Growth

Saxony is the front runner in exports among the three Central German states. In 2004, the total export rate in the three states (the proportion of foreign sales of total sales) rose to 27 percent or 2 percentage points.

Saxon industry was at 30 percent, putting it far beyond the average in Central Germany. Thuringia trailed at 27 percent and Saxony-Anhalt at 21 percent. In 2004, there were a total of 6,280 industrial undertakings in Saxony, Saxony-Anhalt and Thuringia and they earned sales of roughly 90 billion euros. The Saxony-Anhalt State Statistical Office calculated that 45 percent went to Saxon companies, 29 percent to Saxony-Anhalt companies and 26 percent to Thuringian companies.

In 2004, sales in Central Germany spiked 9.1 percent in comparison to last year and the growth rates were the highest in Saxony-Anhalt at 10.3 percent. Saxony scored a growth of 9.1 and Thüringen 7.9 percent. The number of new persons employed was a total of 1.8 percent in the Central German region in 2004 where 4,800 women and men in Saxony, 2,300 in Thuringia and 1,440 in Saxony-Anhalt found a new job.

▸ Quelle Center of Distribution will Become a Logistics Node

More and more companies see Central Germany as an important transfer point in the enlarged Europe.

After DHL, the global player and Post-Express subsidiary, has opted for Leipzig/Halle as its air cargo handling hub, plans are on the drawing board for developing the Quelle center of distribution located next to Leipzig's New Exhibition Centre and the airport into the central logistics node for the Group expanding into Eastern Europe. Mid-year could see Poland and Finland supplied with merchandise from Leipzig.

▸ 82 Enterprises from Saxony-Anhalt at the World's Biggest Technology Show

82 exhibitors from Saxony-Anhalt attended the world's biggest technology show, the Hannover Fair, keeping the number of exhibitors almost the same in the last few years

It was not only colleges and commercial promotion agencies, but especially Saxony-Anhalt's small and medium-sized businesses that showcased their goods and services in Hannover. At the Research for the Future joint stand alone, 27 exhibitors presented the results of applied research projects from Saxony-Anhalt including eight projects from the Magdeburg-based Otto von Guericke University. The university together with a folding boat manufacturer of Pouch presented a new house boat and a way to improve conventional folding boats.



At the Hannover Fair 2005, a total of eleven lead fairs demonstrated at one place how technologies and markets converge and interconnect. These international lead fairs are at the forefront of their industries. More than 6,000 exhibitors from 60 countries came to Hannover.

The exhibition on the fabled celestial disc will be extended

▶ Record-Breaking Disc – 200,000 Visitors to Date Have Seen the Oldest Representation of the Heavens

The organizers couldn't have imagined that their exhibition "The Forged-Metal Heavens" at the Saxony-Anhalt State Museum for Prehistory in Halle would attract so many visitors.

This exhibition opened up in October of 2004 focusing on the 3,600-year-old "Celestial Disc of Nebra". Since then, upwards of 200,000 people have seen it, twice as many as initially expected. 1,600 exhibits are being shown from the stocks of the State Museum for Prehistory in Halle and 68 lenders from 18 countries.



This highly respected exhibition has been extended by one month because of the great demand and it can now be seen to May 22nd. Press officer Alfred Reichenberger stressed the point that "visitors are coming from all over the world" and people in Canada, Japan and Argentina have shown interest in the disc. It is considered to be the oldest actual representation of the heavens and visitors have also come from virtually every European country.

Afterwards, the exhibition will be going to Copenhagen, Vienna and Mannheim. Then the 2.2 kilogram bronze disc with a diameter of 32 centimeters will be made a part of the permanent exhibition at the Halle State Museum from 2006.

A "perfect copy" of the celestial disc can presently be seen at the world exhibition in the central Japanese city of Nagoya. It is being shown in the Global Pavilion along with a Mars probe, rocks from the Moon and the spacesuit of the last astronaut to be on the Moon, Harris Schmitt, who was also a geologist.

www.archlsa.de



► The Tourism Barometer Sees Saxony-Anhalt as the Winner

Tourism in Saxony-Anhalt is the national winner in the tourism barometer presented by the Ostdeutscher Sparkassen- and Giroverband

This fact-based survey comparing the German states' tourist operative capability indicates that Saxony-Anhalt had the highest growth rates in 2004 among the federal states (except city states). The number of overnight stays in hotels rose by 4.2 percent with a total of 5.9 million nights booked. Saxony trailed with a plus of 3.5 percent and Brandenburg with a growth rate of 0.6 percent.

Altogether the number of overnight stays in eastern Germany stayed virtually constant (-0.1 percent) and the number of overnight stays booked by foreign guests rose by 10.3 percent in eastern Germany, making it more than in western Germany (+9.7). There was slight relief in the hotel and restaurant business in 2004 while the number of bankruptcies in Saxony-Anhalt and Saxony plummeted.

OSGV's tourism barometer has been observing the development of tourism in the German states and regions of eastern Germany with a monitoring system, regional benchmarking and answers to questions on tourism. OSGV's tourism barometer was conceived in 1998 and since then it has developed into a valuable tool for dealing with common challenges. The Deutsches Wirtschaftswissenschaftliches Institut für Fremdenverkehr e. V. at the University of Munich (dwif) provides academic guidance.

www.s-tourismusbarometer.de

► Dresden will be the 2006 City of Sciences

Dresden is not only a prime location for the microelectronic and automobile industries, it will also be declared the City of Sciences next year as decided by a jury of the Stifterverband für die Deutsche Wissenschaft.

Dresden beat its competitors, Magdeburg (the state capital of Saxony-Anhalt) and Tübingen. The reason why the Saxon state capital won was its European aura and the particularly strong link between the private economy, sciences and its people. This title will be conferred along with prize money of 125,000 euros.

Görlitz has good prospects

While the City of Dresden can already be sure of its title, the eastern Saxony City of Görlitz is still unsure about the next important decision. A jury from the Permanent Committee of the Ministers of Education and Cultural Affairs proposed Görlitz on the Neiße River together with Essen as the German applicant for the title of „European Capital of Culture" for 2010 at the beginning of March.



The members of the jury were enthusiastic about Görlitz/Zgorzelec applying since it is an excellent example of reconciliation and convergence in Europe after a century of wars, expulsion and division. Görlitz and Zgorzelec are jointly applying for the title as a way of pragmatically taking advantage of the opportunity to resolve this division presented by the enlargement of the European Union towards east. They justify their application with its visionary nature given the history and present problems of these two divided cities. The decision as to what German city will be the European Capital of Culture in 2010 after Weimar has still not been made.

www.goerlitz2010.de

▶ The Number of Publishing Companies in Central Germany has Increased Five-Fold

Central Germany is apparently a land of bookworms since the number of publishing houses in this region has spiked in the past 15 years

The Börsenverein des Deutschen Buchhandels states 264 publishing houses are publishing books in Saxony, Saxony-Anhalt and Thuringia, although there were only 47 in 1989. The Börsenverein estimates that 100 of the 264 publishing houses are small or one-man publishing houses. 157 publishing houses call Saxony their home as compared with 40 in Saxony-Anhalt and 67 in Thuringia.

The Leipzig Book Fair that broke a new record for visitors saw a total of 149 Central German publishing houses with most coming from Saxony (89).

▶ Imprint

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