

POLAR STAR FILMS and LE COMPTA DES TAXI-BROUSSE  
PRESENT



# FREIGHT TENDED

THE REAL PRICE OF SHIPPING

a film by Denis Delestrac

PRESS KIT

# FREIGHTENED

THE REAL PRICE OF SHIPPING

## PRODUCTION

Director Denis Delestrac  
Executive Producers Spain Carles Brugueras  
Marieke van den Bersselaar  
Executive Producers France Laurent Mini  
Karim Samai

## TECHNICAL INFORMATION

Duration 52 min // 84 min  
Screening Format HD  
Shooting Format 4K HD  
Video/Audio Colour/Stereo

## WORLD SALES

ABOUT PREMIUM CONTENT  
Contact  
Email

Julia Pillet  
julia.pillet@aboutpremiumcontent.com

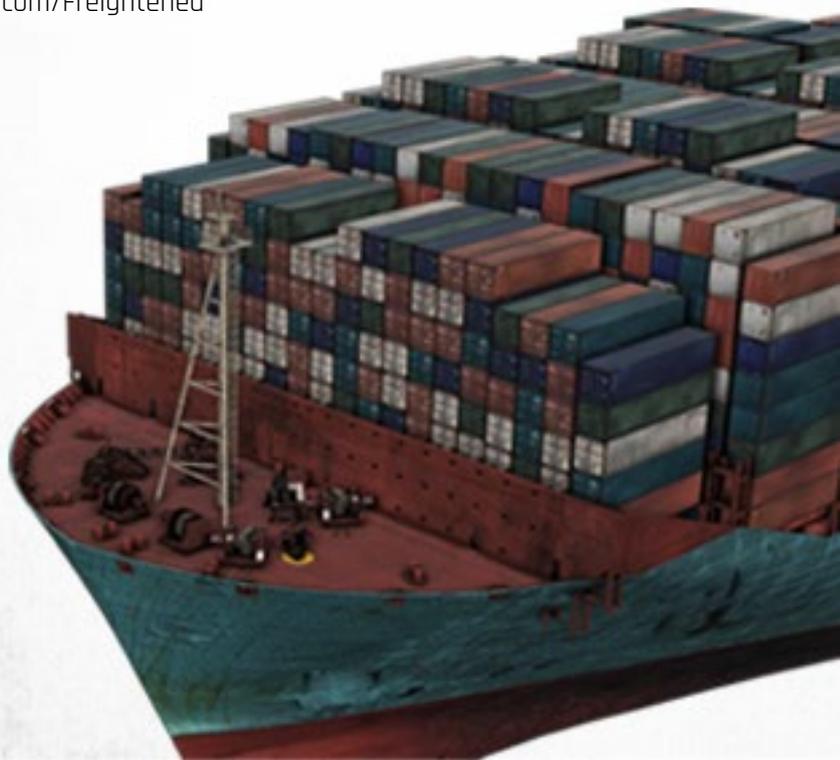
## WEBSITE

[www.freightened.com](http://www.freightened.com)

## SOCIAL MEDIA

Twitter  
Facebook

@freightfilm  
[www.facebook.com/Freightened](http://www.facebook.com/Freightened)



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# PRESS RELEASE

## **Polar Star Films premieres a new documentary that reveals the real cost of imported goods. Selected for DOCS BARCELONA!**

*FREIGHTENED - The Real Price of Shipping* is the latest investigative documentary produced by Polar Star Films in coproduction with La Compagnie des Taxi-Brousse. This time the team turns its gaze to the cargo shipping industry; an industry that silently keeps our world spinning yet we know nothing about.

No less than 90% of the goods we consume in the West are manufactured in far-off lands and brought to us by ship. This fact makes cargo shipping a key player in world economy; the biggest companies have revenues comparable to Microsoft, and ships are a vital link in the supply chain for modern society. Yet the functioning and regulations of this business remain out of the spotlight while its hidden costs affect us all.

Faced with these facts but increasingly aware that locally produced goods often cost more than imported ones, director Denis Delestrac begins the film asking: How can a jacket that has travelled 48,000 km, more than once round the globe, still cost so little? This very question prompted the beginning of worldwide research into the domain of sea shipping. Delestrac realized there were lots more questions to be answered, such as: What's the influence of shipping on the environment and marine life? Who pulls the strings in this multi-billion dollar business? How is the industry regulated and what's life like for modern seafarers?

Taking us on a journey over seas and oceans, *FREIGHTENED - The Real Price of Shipping* is the result of an audacious, worldwide investigation that reveals the many faces of the freight shipping industry.

The feature version of *FREIGHTENED - The Real Price of Shipping* will have its **television premiere on Das Erste, Germany** on 30th March. The **World Festival Premiere is at San Francisco Green Film Fest** in April. The Spanish premiere will take place during **DOCSBARCELONA** scheduled for May. A short version of the film was shown on France 5 and RTS, Switzerland in February to a record audience.

*FREIGHTENED - The Real Price of Shipping* is Polar Star Films and La Compagnie des Taxi-Brousse production, in coproduction with **SWR/NDR, France 5, AlJazeera Documentary Channel**, in collaboration with **TVC, SRF, SVT, RTS, NRK, Knowledge, TéléQuébec**, and is supported by MEDIA Development, MEDIA TV Programming, ICEC and CNC funding.

[www.freightened.com](http://www.freightened.com)

POLAR STAR FILMS and LE COMPACTE DES TAXI-BROUSSE  
PRESENT



# FREIGHTENED

THE REAL PRICE OF SHIPPING

a film by Denis Delestrac

PRODUCED BY CARLES BRUGUERAS, LAURENT MINI, KARIM SAMAI & MARIEKE VAN DEN BERSSELAAR

EDITED BY DRAGOMIR BAJALICA, JEAN DE GARRIGUES & IBON OLASKOAGA PHOTOGRAPHY BY J. ESGLEAS MARROI MUSIC IAN BRITON & ROD BOYD

WWW.FREIGHTENED.COM



## LOG LINE

*FREIGHTENED - The Real Price of Shipping*, reveals the mechanics and perils of cargo shipping, an all-but-visible industry that holds the key to our economy.

## BRIEF SYNOPSIS

*FREIGHTENED - The Real Price of Shipping* reveals in an audacious investigation the mechanics and perils of cargo shipping; an all-but-visible industry that relentlessly supplies 7 billion humans and holds the key to our economy, our environment and the very model of our civilisation.

*Staalvul Scheepsbouwstaal Grade A, St. 47  
min. treksterkte 570N/CM<sup>2</sup>*

## SHORT SYNOPSIS

90% of the goods we consume in the West are manufactured in far-off lands and brought to us by ship. The cargo shipping industry is a key player in world economy and forms the basis of our very model of modern civilisation; without it, it would be impossible to fulfil the ever-increasing demands of our societies. Yet the functioning and regulations of this business remain largely obscure to many, and its hidden costs affect us all. Due to their size, freight ships no longer fit in traditional city harbours; they have moved out of the public's eye, behind barriers and check points. *FREIGHTENED - The Real Price of Shipping* answers questions such as: Who pulls the strings in this multi-billion dollar business? To what extent does the industry control our policy makers? How does it affect the environment above and below the water-line? And what's life like for modern seafarers? Taking us on a journey over seas and oceans, *FREIGHTENED - The Real Price of Shipping* reveals in an audacious investigation the many faces of world-wide freight shipping and sheds light on the consequences of an all-but-visible industry.



## SYNOPSIS - one page

9 out of 10 products consumed today in the Western world come from over seas. This has created a disturbing paradox: buying a product manufactured in a far-off country is often cheaper than purchasing goods made within reach of terrestrial transport. The true backbone of today's globalised economy is the sea freight apparatus, its armada of gigantic vessels and its invincible business model (sea shipping costs just 2% of air transport), that controls 90% of all products shipped on the planet.

Freight shipping has been no less world-shattering than the invention of the printing press or the Internet, yet it remains largely obscure to many. Due to their size, freight ships no longer fit into traditional city harbours; they have moved out of the public's eye, behind barriers and check points. But who pulls the strings in this multi-billion dollar business? To what extent does the industry control our policy makers? How does it affect the environment above and below the water-line?

*FREIGHTENED - The Real Price of Shipping*, investigates the mechanics and perils of world-wide freight shipping to discover how this industry has ended up holding the key to our economy, our environment and the very model of our civilization. The film exposes the revolutionary changes that the shipping industry brought to society in the 60's and 70's, reducing costs and maximizing benefits in the import/export business. Today shipping has become the most efficient means of transporting goods: there are 60 thousands vessels constantly sailing the world's shipping lanes supplying 7 billion humans. This industry is now crucial for fulfilling the ever-increasing demands of our society.

Furthermore, freight shipping has allowed subversive economies to exist. Each year, 18 million containers move across the world shipping lanes. Only 2% of them are scanned or inspected by customs, turning them into an ideal means of conveyance for arm traders, drug traffickers and illegal immigration networks. Companies maximize profits by escaping tax and international labour regulations through corrupt practices and the shady system of "flags of convenience". But just as in other sectors, lucrative business models only empower a few and the entire industry lies with just a handful of magnates with power to influence world policy makers and governments. Not to mention the devastating consequences both on an environmental and human scale. It perpetuates the employment of cheap labour from emerging countries and has become one of the most dangerous sources of pollution on the planet.

Taking us on a journey over seas and oceans, *FREIGHTENED - The Real Price of Shipping*, reveals in an audacious investigation the many faces and contradictions of massive shipping and sheds light on the consequences of an all-but-visible industry.

## SYNOPSIS - two pages

Taking us on a journey over seas and oceans, *FREIGHTENED - The Real Price of Shipping*, reveals in an audacious investigation the many faces and contradictions of massive shipping and sheds light on the consequences of an all-but-visible industry.

9 out of 10 products consumed today in the Western world come from over seas. This has created a disturbing paradox: buying a product manufactured in a far-off country is often cheaper than purchasing goods made within reach of terrestrial transport. The true backbone of today's globalised economy is the sea freight apparatus, its armada of gigantic vessels and its invincible business model (sea shipping costs just 2% of air transport), that controls 90% of all products shipped on the planet.

Freight shipping has been no less world-shattering than the invention of the printing press or the Internet, yet it remains largely obscure to many. Due to their size, freight ships no longer fit into traditional city harbours; they have moved out of the public's eye, behind barriers and check points. Only few people are aware that the entire freight shipping industry is in hands of only a handful of magnates that have a significant influence on the world's economy and even on governments. But who pulls the strings in this multi-billion dollar business? To what extent does the industry control our policy makers? How does it affect the environment above and below the water-line?

*FREIGHTENED - The Real Price of Shipping*, investigates the mechanics and perils of world-wide freight shipping to discover how this industry has ended up holding the key to our economy, our environment and the very model of our civilization. The film exposes the revolutionary changes that the shipping industry brought to society in the 60's and 70's, generating an entire economy around the import and export of goods overseas; reducing costs and maximizing benefits in the import/export business. For the first time, huge amounts of goods carried in containers could be unloaded in less than 24 hours. This revolutionary invention of the container boosted the freight shipping industry converting it into one of the most lucrative businesses in the world today with 60 thousands vessels constantly sailing the world's shipping lanes supplying 7 billion humans.

In our consumer-based society, everything is attainable in a short time period. We can buy shoes made in China, a shirt made in Indonesia or a jacket in Bangladesh. Most likely, the fabrics and accessories of these pieces are assembled in different places across oceans. The end products are shipped around the world and usually sold at a very low price. The whole world is seen as a single factory; different tasks can be completed in different places where manufacturing costs are low. This business model based on cheap maritime transport has some sinister consequences however: it perpetuates the exploitation of labour forces in emerging countries and is one of the most dangerous pollution sources of the planet contributing massively to climate change. It is calculated that the 20 largest vessels pump more sulphur into the atmosphere than all the billions cars on the planet. Every day, 5,000 tons of toxic waste is dumped into the sea destroying the oceans' fauna and flora. Moreover,

one third of whales and dolphins suffer irreversible hearing damage, directly resulting from the ships' acoustic pollution. Unfortunately neither the Kyoto Protocol, nor the COP 21 climate agreement - signed by nearly 200 nations - mention "shipping" in any way or form.

The IMO (International Maritime Organization) is slowly taking steps to limit pollution from ships in northern Europe and parts of North America. But enforcing the regulation is proving problematic for member states as, rather unusually for a United Nation organisation, the IMO is funded by its' member governments. The highest contributor to the IMO budget is Panama, followed by Liberia and the Marshall Islands, the three biggest fleets in the world. These countries sell their national flag to shipping companies so they can maximize profits by escaping tax and home territory labour regulations. This is the practice of "flags of convenience" which converts the freight shipping in an international lobby, where a few powerful IMO members make the decisions.

The illegal practices of the freight shipping industry have enabled subversive economies to exist. Only 2% of the million containers transiting the world's shipping lanes is scanned or inspected by customs, turning them into an ideal means of conveyance for arm traders, drug traffickers and illegal immigration networks. 18 million boxes transit the planet's relentless supply chain each year, 18 million steel boxes, about which we don't know much...

Despite all this, the industry is highly necessary to fulfill the ever-increasing demands of our society, as it has become the most efficient and cost-effective means of transporting goods. Changes in this sector would require fundamental shifts in the foundations of our economical and social model. In the search for alternatives to help reduce the hidden costs of freight shipping, *FREIGHTENED - The Real Price of Shipping*, shows some of the different initiatives that are proving to be effective and economically viable. Alternatives such as wind power, which combined with other existing innovations, can reduce a ship's fuel consumption by 30 to 40%. Other initiatives such as the online platform "ShippingEfficiency.org" launched by the NGO, The Carbon War Room and RightShip helps to increase information flows and transparency around the efficiency of the international shipping fleet. The ability to access accurate, transparent and timely information helps to generate a more efficient shipping industry and engages us buyers in a better practice of consumption.

Nevertheless there are still big improvements to be done and compromises to be taken; policy-makers and institutions should take a firm stand to reform this industry and guide it towards better practices, so that shipping can become nonetheless a true driver of growth that does not leave anybody on the wayside.

## DIRECTOR'S MOTIVATION

All of my life I've been interested in investigating the invisible pillars of our society: how the different international industries work and who is pulling the strings of our economy, our environment, and our lives. In my recent film, *Sand Wars*, I did this by focussing on sand, a resource we all take for granted and of which we ignore the crucial role it plays in our daily lives. Our roads, bridges, airports, buildings, glass, cosmetics, computer chips and much more are basically made of sand. After water, sand is the most consumed natural resource on the planet, and it has become one of the big economic and environmental stakes of this century.

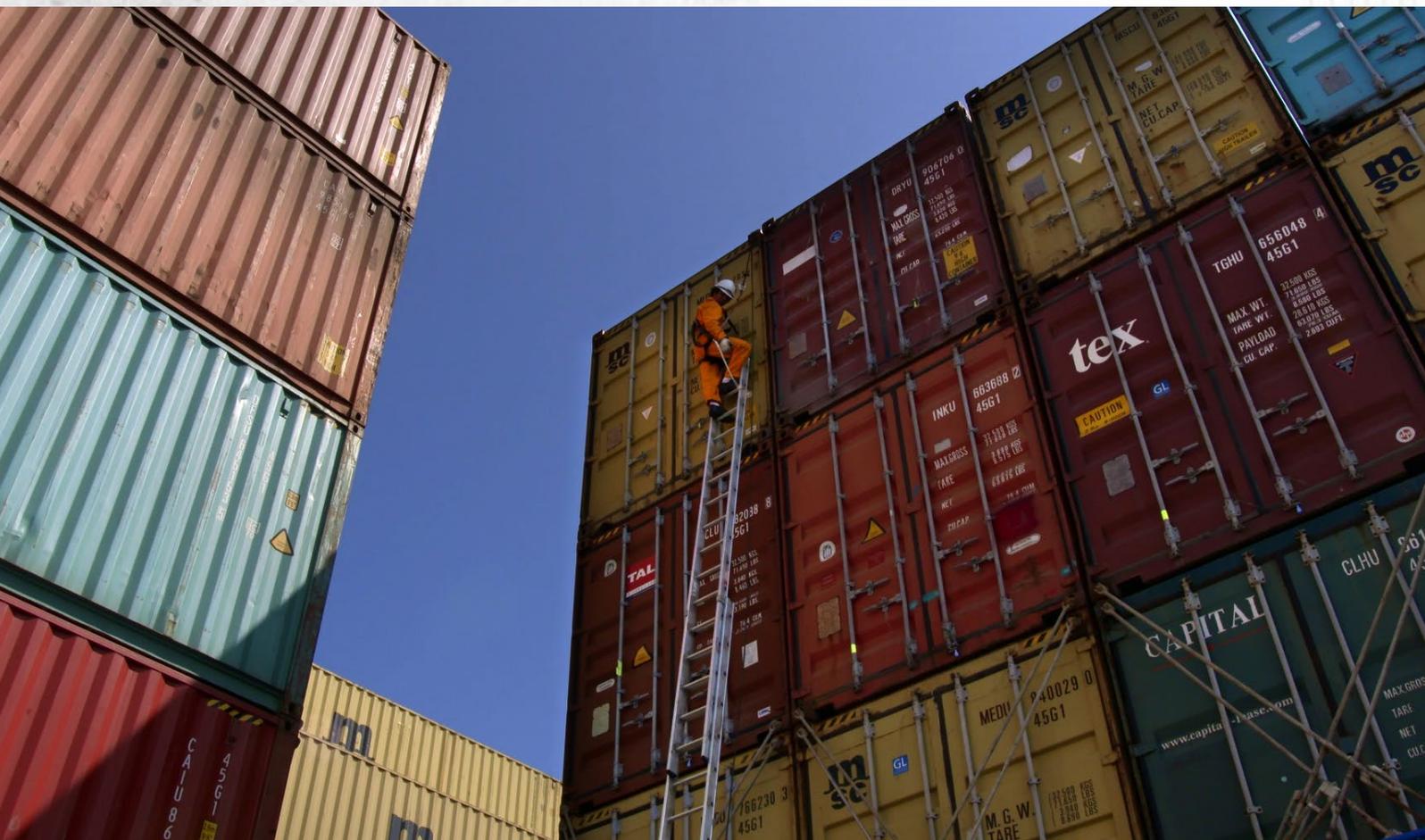
And there seems to be an audience interested in these "invisible-yet-vital" subjects: When that film was broadcasted on Arte, it got a 4.8 market share, which made it the highest rated documentary in 2013. The film triggered a special UNEP (United Nations Environmental Program) report titled "Sand, rarer than one thinks"; policy change in France, the US and India; and won 15 awards at festivals around the planet.

The idea of making a film about sea shipping came to me after investigating - by curiosity - where the clothes I was wearing really came from. After several months, Internet searches and phone interviews, I discovered what's really behind the "made in"-label on the products we take for granted: Shipping pollutes much more than is generally assumed (1 ship pollutes as much as 50 million cars), the monopoly of sea shipment and with that the entire world industry is dominated by a handful of magnates (of which more than one is involved in shady businesses) and flags of convenience make it possible for big companies to employ seamen that work in slave-like labour conditions. All these mind blowing facts made me passionate about the unknown - often obscure - world of cargo shipping and its hegemonic role in our lives. .

As all embracing and of crucial importance as the topic might be, there seemed to be no documentaries made that show in a clear and impacting way how the shipping industry affects every facets of the lives of almost everybody on this planet.

I hope this film helps to shed some light on this part of our globalized society and inspires a change in our habits as consumers, to turn the tide and create a more sustainable development scheme, whether you live in the East, the West, the North or the South.

*Denis Delestrac*



## DIRECTOR Denis Delestrac

After launching his career as a writer and photographer in the United States, Denis Delestrac stepped into filmmaking in 2001 when he met legendary photographer Steve McCurry, later to become the subject of *The Face of the human Condition*. This was the first segment of the *Nomads* series that took the young director around the globe and forged his creative voice.

In 2009, he teamed with executive producer Mark Achbar (Director of *The Corporation*) and signed *Pax Americana*. The theatrical documentary examines the origins and today's reality of the militarization of space. It received numerous accolades and led Denis to his next film *Sand Wars*, an epic eco-thriller unveiling a disturbing fact: after water, sand is the most consumed resource on Earth, and the world's beaches are disappearing.



*Sand Wars* has been selected in over 40 festivals and won 15 awards including a Gold Panda, the Greenpeace Prize and a Gemini Award, placing Delestrac as one of Europe's most bankable non-fiction directors.

In the recent *Banking Nature* (8 Awards, including the Greenpeace Prize 2016), he investigates how the same banks and institutions that provoked the 2008 meltdown are now seeing biodiversity and endangered species as the next financial Eldorado.

His films unstitch the hidden mechanics of our society, ones that blatantly stare us in the face and yet we are completely oblivious to. The force with which Delestrac exposes controversial issues has sparked public debate and influenced political decision-making internationally, positioning him as one of the most influential investigative filmmakers this past decade.

Website: <http://www.denisdelestrac.com/>

### A selected filmography

*Freightened* - 2016  
*Banking Nature* - 2015  
*Sand Wars* - 2013  
*Pax Americana* - 2009  
*Adventure on the Nile* - 2005  
*Mystery of the Nile* (IMAX) - 2004  
*Nomads* - 2003 (series, 5 chapters)

**For interview requests with the director please contact:** [info@polarstarfilms.com](mailto:info@polarstarfilms.com)

# PRODUCTION COMPANIES

## Polar Star Films



Polar Star Films is an independent production company based in Barcelona, Spain, with a track record in creative documentaries, short fiction and commercials. Executive producer Carles Brugueras established the company in 1997, after fifteen years of working as an independent film and television producer. Marieke van der Bersselaar joined the company in 2013 as producer and head of the documentary department.

At present Polar Star Films specialises in the production of innovative feature length documentaries, co-producing with broadcasters such as ARTE, BBC, SWR, ALJAZEERA, FRANCE TV, RTVE, and TVC. It receives the support of institutions such as the MEDIA PROGRAMME of the European Union and EURODOC.

Our films have won numerous international awards, including the FIPRESCI (Jury Prize at Hot Docs), the PBS Independent Lens Audience Award, Prix Europa and the Max Ophüls Prize.

Recent productions by Polar Star Films include:

- *FREIGHTENED The Real Price of Shipping* (2016, 84 min), by director Denis Delestrac. This film is a Polar Star Films and La Compagnie des Taxi-Brousse (France) production, in co-production with SWR/NDR (Germany), France 5, Al Jazeera Doc Channel (Qatar), in collaboration with TVC, SRF (Switzerland), SVT (Sweden), RTS (Switzerland), NRK (Norway), Knowledge (Canada), TéléQuébec (Canada), supported by MEDIA Development, MEDIA TV Programming, CNC (France) and ICEC (Catalonia, Spain).
- *Falciani's Tax Bomb* (2015, 88 min), directed by Ben Lewis, and produced by Gebrueder Beetz Filmproduktion (Germany) and Polar Star Films. This project is accompanied by a transmedia webdoc called *Falciani's Swissleaks*. The film was co-produced by SWR / ARD (in cooperation with Arte, Germany), TVE, TVC RTS and SRF, in collaboration with DR, SVT, YLE, supported by NRW Creative Europe - Media and ICEC.
- *Google and the World Brain* (2013, 89 min), World Premiere in competition at Sundance Film Festival 2013. The film, directed by Ben Lewis, is a coproduction with Germany (ARTE / ZDF), UK (BBC) and Spain (RTVE and TVC). The film has been shown at more than 60 festivals and 20 television Channels.

Currently Polar Star Films has several new documentaries in development with the support from the MEDIA Programme from the European Union.

## La Compagnie des Taxi-Brousse



La Compagnie des Taxi-Brousse, based in Paris, is one of the ten leading French independent production companies, producing contemporary, original programming for a world-wide audience.

Founded in 1991, and now directed by Laurent Mini and Karim Samāi, we focus on producing thoughtful, innovative, challenging, yet highly accessible programs for television. Our editorial choices are guided above all by the encounters we make and a director's impassioned outlook.

Our dedication to quality has allowed us to build strong relationships with French and international broadcasters, including: Arte, France 2, France 3, France 5, RFO, RAI, Société Radio Canada, the Canadian Broadcast Corporation, History Channel, Planète, BBC, Canal+, NHK, NOVA-WGBH, RTBF, SSR, ERT, Teleacnot, Télé-Québec, TVO-TFO, the Discovery Channel, Cezka TV, ETV, Slovak TV, RTV Slovenija, TVP2, NRK, Skai TV, DR, SVT, WDR.

Nominated five times for the award for Best French TV Producer, La Compagnie des Taxi-Brousse received the Jury's Prize in 2003.

## INTERVIEWEES



### ROSE GEORGE

Rose George is a British journalist and author of *Ninety Percent of Everything: Inside Shipping, the Invisible Industry That Puts Clothes on Your Back, Gas in Your Car, and Food on Your Plate* (2014). She writes regularly for The New York Times, The Guardian, The Independent, The New Statesman, and The Scientific American.

Website: <http://rosegeorge.com>

Twitter: @rosegeorge3



### CAPTAIN RAZVAN ADRIANITA

Citizen of Romania, he is Captain of cargo ship *Puelche*. The crew includes officers from several countries such as Romania, Ukraine, Poland and Philippines.



### ELIZABETH CLINE

Elizabeth Cline is a New York-based journalist and Political Philosophy expert with particular interest in sustainability, fast fashion and consumerism. She is the author of *Overdressed: The Shockingly High Cost of Cheap Fashion* (2013), explaining the concept of fast fashion and its consequences.

Website: <http://www.overdressedthebook.com/>

Twitter: @elizabethcline

Book's Facebook: overdressedthebook



### STEPHEN COTTON

Stephen Cotton is General Secretary of the International Transport Workers' Federation (ITF), an international association of more than 700 transportation-related unions from 150 countries. Cotton has overseen an expansion of the ITF's inspectorate program whereby inspectors are positioned around the world in port cities to check on the working and living conditions of seafarers.

Website: <http://www.itfglobal.org>



### JAMES CORBETT

Professor James Corbett conducts policy research related to transportation, including groundbreaking research on air emissions from maritime transport, and assessment of technological and policy strategies for improving freight transportation at the University of Delaware.

Website: <https://www.ceoe.udel.edu/our-people/profiles/jcorbett>

Twitter: @jcorbettudel

## CHRISTIAN BUCHET

Christian Buchet is an historian of the sea; his research focuses on the interactions between Marine, Economy and Society. In 1997 he founded Centre d'études de la mer (Cetmer) at l'Institut catholique of Paris, he is member of the Académie de Marine and scientific director of Océanides project, an international project of research in maritime history that gathers 300 experts that work in 5000 years of maritime history.

Website: <http://www.icp.fr/fr/Recherche/Les-enseignants-chercheurs-de-l-Institut-Catholique-de-Paris/Christian-Buchet>



## NOAM CHOMSKY

Noam Chomsky is an American linguist, philosopher and social critic as well as a major figure in analytic philosophy and cognitive science. He is one of the most cited academics of all times and author of over 100 books. He is Institute Professor Emeritus at Michigan Institute of Technology where he has spent more than half a century researching and teaching.

Website: <https://chomsky.info>

Facebook: [Noam-Chomsky/294468630182](https://www.facebook.com/Noam-Chomsky/294468630182)



## ALEX MACGILLIVRAY

Alex MacGillivray is the author of *A Brief History of Globalization* (2006), a popular account of global trends in which he discusses the concepts of Global Intent and globalization. He is a corporate responsibility and sustainable development expert and has been responsible for policy making at the non-profit research institute AccountAbility, the New Economics Foundation and CDC Group PLC.



## MARC LEVINSON

Marc Levinson is an economist, historian, and journalist especially focused on trade economics, international finance and regulation, transportation and energy. His award-winning book *The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger* (2008) has been widely translated.

Website: <http://www.marclevinson.net/>



## PEEJAY LOPEZ CATOY

Coming from the Philippines, Peejay works as a welder at cargo ship *Puelche*. Working on a ship guarantees a better life for his family in the Philippines. He spends most of his time working at cargo ships and has hardly any contact with his family.





## ALISDAIR PETTIGREW

Alisdair Pettigrew is a Senior Advisor to the Carbon War Room and an expert contributor to media and analysts on maritime developments. He has over twelve years' experience working in the marine and allied fuel and commodities markets.

Twitter: @BLUECOMMS

Website: <http://www.blue-comms.com/about/our-people/alisdair-pettigrew/>

Website: <https://carbonwarroom.com>



## IVELISSE MINCEY

Resident of Newark, New Jersey, USA. Ivelisse and her family suffer health consequences because of the pollution the nearby port.



## LEE ADAMSON

Lee Adamson is the Head of Public Information Services at International Maritime Organization. The IMO is a branch of the United Nations, responsible for regulating the shipping industry. The organization is formed by the largest national fleets in the world, led by Panama, Liberia and the Marshall Islands.



## ERIC T. WIBERG

Eric T. Wiberg is an author, historian and researcher. His career since he began sailing professionally in 1989 has largely been in maritime logistics and recruiting. He is author of *Tanker Disaster* (2005), a study of the *Erika*, *Prestige*, *Castor* and 65 other maritime casualties and their impact on maritime and EU law.

Website: <http://www.ericwiberg.com/>

Twitter: @EricWiberg



## KETIL OTTERSEN

Ketil Ottersen is the Senior Programme Coordinator of the Container Control Program at the United Nations Office on Drugs and Crime (UNODC). He is an expert in container security and border management.

Website: <http://www.unodc.org>





**"URGENT"**  
**TANKER**  
**2/0**

**BULK**  
**C/E**  
**SEISMIC**  
**C/O**  
**2/O**  
**3/E**

**TANKER VLCC**  
**URGENT!**  
**2/O 3/E**  
**3/O 4/E**  
**FITTER,**  
**PUMPMAN**  
**BULK**  
**C/O**



## PARTNERS

### Co-producers



### Presales



### Supported by



# CREDITS

## Written and Directed by

Denis Delestrac

## Producers

Carles Brugueras

Laurent Mini

Karim Sami

Marieke van den Bersselaar

## Narrator

Trevor Hayes

## Photography

Jordi Esgleas Marroi

## Editors

Dragomir Bajalica

Jean de Garrigues

Ibon Olaskoaga

## Original music

Ian Briton

Rod Boyd

## Featuring

Ursula Benning

## Assistant Director

Davina Breillet

## Script Development & Research

Isabel Andrés Portí

## Researcher

Thierry Dunyach

## Archive Researcher

Nancy Marcotte

## Production Manager

Júlia Aragay

## Additional Production Assistance

Elia Urquiza

## Post-Production Director

Rose Kowalski

## Post-Production Coordinator

Marianne Jestaz

## Motion Graphic Design

Farr

## Motion Graphic Composers

Joan Aliaga

Marc Esteban

Alexis Gallardo

Jordi Matosas

Clara Pons

Oriol Rello

Peter van der Zee

## Additional Photography

Tim Balcomb

Mark Carson

Albert Pericas

Florian Pey

Àlam Raja

## Online Editor

Guillermo Cobo

## Visual Effects Editor

Jesús Rodríguez

## Sound Recording

Thibault Delage

Benjamin Falsimagne

Benoît Leduc

## Sound Design

Lucas Masson

## Sound Mix

Carlos Jiménez

Renaud Natkin

## Colour Grading

Pepin Pedraza

## Production Secretaries

Elvira Alves

Joanaina Font

## Production Assistants

Luis Alfaro

Ignasi Brugueras

Omar Haffaf

Núria Palenzuela

José María Parcerisa

Hélène Ratero

## Fixers

Rica Concepción

Weiyi Feng

Nuria de Palma

Anel Moreno

## **A**

Polar Star Films

La Compagnie des Taxi-Brousse

### **Production**

#### **In co-production with**

SWR / NDR - Kai Henkel / Dirk Neuhoff

France Télévisions - Geneviève Boyer

Aljazeera Documentary Channel - Mohammed Belhaj

#### **In association with**

Televisió de Catalunya - Joan Salvat

Schweizer Radio und Fernsehen - Christa Ulli

Sveriges Television - Axel Arnö

Radio Télévision Suisse - Gaspard Lamunière, Irène

Challand

Knowledge Network - Murray Battle

Norsk Rikskringkasting - Tore Tomter

Télé-Québec - Geneviève Royer, Ian Oliveri

#### **Supported by**

MEDIA Creative Europe Programme of the European Union

Centre national du cinéma et de l'image animée

Institut Català de les Empreses Culturals

#### **International Distribution**

About Premium Content

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## PRODUCTION COMPANIES



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## DISTRIBUTION COMPANY



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