

PORT SOLUTIONS FOR EFFICIENT, EFFECTIVE AND SUSTAINABLE MULTIMODALITY



MultiRELOAD

# Bulk Materials as Enabler for Multimodal Transportation on the Danube?

(What's in it for the Industry?)

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# Traditional bulk business model



First Mile – Landsilo's - trucks



Storage port



Loading vessel



Discharge port of destination



Storage or direct delivery



Last Mile – truck



Grains from Vienna to Bucharest

Oilseeds, Urea, Fertilizer from Rouse to Bratislava

# The idea: Bulk material 2 multimodal



## TECHNICAL DATA

### External dimensions

Length	mm. 6.058
Width	mm. 2.550
Height	mm. 2.755

### Internal dimensions

Length	mm. 5.890
Width	mm. 2.470
Height	mm. 2.517

### Letterbox Opening

Width	mm. 2.220
Height	mm. 340

### Weights & Capacity

Loading Capacity	m <sup>3</sup> 36
Max.Gross Weight (MGW)	Kgs 34.000
Tare Weight	Kgs Abt. 2.500
Payload	Kgs Abt. 31.500



- \* **Multimodal Equipment**
- \* **20', 30' or 40'- Agri & Euro-Pallet Wide**
- \* **No silo in ports**
- \* **Weather independent**
- \* **No shrinkage / loss of cargo**
- \* **Low water – offload & truck it**
- \* **New service offering – door2door**

# The idea – what’s in it for the industry?



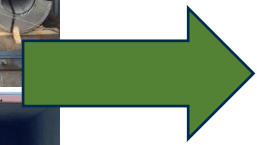
**\* It is NOT to shift this 1.000 tons bulk cargo to 1.000 tons in multimodal containers**

**\* It is ABOUT the lot size, flexibility, new market, new customers**

Corn  
Wheat  
Soybeans  
Rapeseeds  
Oat  
Sunflower seeds  
Bio – non Bio

Fertilizer  
Salt  
Sand  
Cement  
Urea  
Stones  
Sodium

Iron  
Scrap  
Waste industry  
(paper, plastics, glas ...)  
Anything in Big Bags  
Coils in container  
PP Granulates





# MultiRELOAD

PORT SOLUTIONS FOR SUSTAINABLE MOBILITY

## Thank you for your attention!

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