



ANNUAL REVIEW

2020



PREFACE

NOT OVERWHELMED BY THE CRISIS



2020 BROUGHT GREAT UNCERTAINTIES FOR ALL BUSINESSES. SUMMING UP, ONE THING IS CERTAIN FOR INNOFREIGHT: THE MODULAR CONCEPT HAS PROVEN ITSELF ONCE MORE AND, DESPITE THE PANDEMIC, WE ARE LOOKING BACK ON A SUCCESSFUL YEAR.

WE GOT OFF WELL

A pandemic entails great challenges for which you can hardly prepare. What is the best possible way to respond to these uncertain circumstances? What strategy should you follow to conquer this situation successful? How do you react to a global pandemic?

There is no recipe of success, but Innofreight has decided to get through this, without registering reduced working hours, with saving jobs and focusing on the future. Looking back on 2020, it turned out that Innofreight has come out of this with only minor cuts and bruises.

The modular concept has proven itself once more and we are starting with a positive and very optimistic mindset into the future.

OPTIMISM THANKS TO LOYALTY

The past year, however, also showed how valuable good partnerships can be in difficult times. It took loyal customers, reliable suppliers and committed employees across all of Europe to be able to navigate through

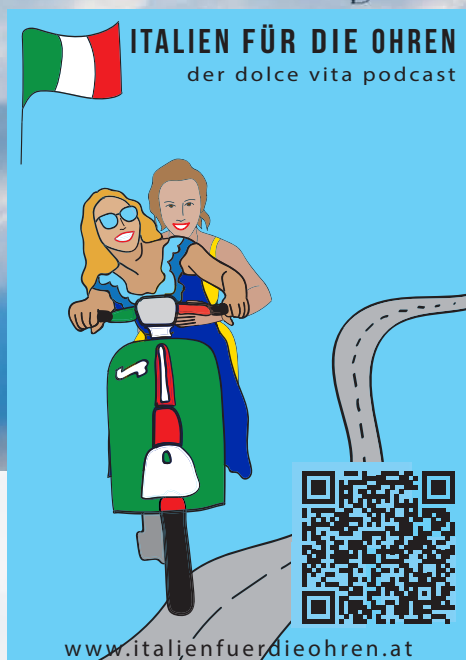
this crisis. Without these valuable relationships, it would have been hardly possible for Innofreight to continue with a positive mindset and to go forward with the same optimism in the coming years. We would like to express our deep gratitude for this and are looking forward to a successful co-operation in the future, building upon mutual trust.

THINKING OF TOMORROW ALREADY TODAY

Despite the difficult economic situation, we used 2020 to move innovation even further into the centre of our work. Challenging projects are now waiting to be realised to push freight transport even further ahead. Environmental protection and the establishment of the unique modular Innofreight concept as European standard will be in the focus even more.

As always we act according to our company's motto: "Moving Limits" since 18 years.

**MANUELA IRIS MAYER &
PETER WANKE-PUSSET**



LISTEN TO THE PODCAST!

The little break in between: Simply packing your suitcase and going on vacation is hardly possible due to the current situation. If the desire for sunny beaches strikes anyway, you can bring a little holiday feeling into your living room with the podcast "Italy for the ears".



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SCAN QR-CODES
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INNOFREIGHT

INNOVATION MAKES IT POSSIBLE

Everything, starting from the idea and its realisation, followed by production and service in running operations – with us everything comes from one source. Innofreight is the ideal partner for freight transport by rail and shows in 2020 as well that limits are there to be moved.



For 18 years, Innofreight has been redefining the standards in rail freight transport over and over again.

Our values are the same today as they have been in the past: Innovative, European, Professional, Ecological and Modular.

INNOVATIVE: NO TIME TO STAND STILL

Innofreight is an innovative rail logistics company. This means that we develop wagons and containers to transport a wide variety of goods for diverse industries and customers on the rails. The unique modular concept of Innofreight,

18
years is the age of Innofreight and we are as innovative as we were on day one.

17
European countries have our equipment on track right now.

110
employees are part of the international team and we keep growing.

in which the wagon frame and freight container are separated from each other, shows what is possible in logistics today.

Another milestone for innovation was set in 2020. By founding the Innofreight IT Solutions GmbH we have made a big step towards digitalisation. A JointVenture with Budamar Logistics is another promising business model.

Innofreight does not have the time to stand still – and rising demand proves the need for new and innovative concepts and models.

EUROPEAN: THINKING GLOBALLY

It has already been proven in the past

that the Innofreight system works and even while we were still in the start-up phase, it was clear that we would think beyond country borders.

The greater vision is to develop the modular Innofreight concept even further and to implement it on the market as the European standard. The strong demand proves that we are already on the right track of doing so.

As a company, Innofreight does not think nationally, but internationally and our equipment can be found on the rails all over Europe: from the North to the Central European region, on the Iberian Peninsula and even in the East of Europe by now.

Innofreight adjusts the equipment to the needs of the different countries and, at the same time, we are always focussed on putting customers first and meeting their requirements.

PROFESSIONAL: EVERYTHING FROM ONE SOURCE

Innofreight stands out not only by its unique business model but also for the offered service. Before our equipment is taken into operation, it passes through elaborate approval testings to guarantee its functionality. When it is in use, Innofreight takes care of maintenance and repairs on an ongoing basis.

Before our equipment goes into operation, it runs through extensive approval tests to guarantee functionality. When it is in use, Innofreight takes care of maintenance and repairs on an ongoing basis. Last year, the level of professionalism was increased again because production was brought directly into the company as well. This means that we can optimize all processes in order to serve our customers even better.

This also increases our professionalism in the future, because the know-how and learning effects from all projects stay.

ECOLOGICAL: TOGETHER FOR A GREEN FUTURE

By now we are all familiar with Greta Thunberg and Fridays for Future. Environmental protection and sustainable transport solutions have been a major concern of Innofreight since the beginning.

A major contribution is already made by shifting transports away from the road and towards the rails. However, that is no longer enough for us. In the future, we want to offer even more options for transporting alternative energy sources in order to work ecologically.

The keywords here are biomass and the return of wood as an appealing raw material. We will further increase our production to meet the needs of our customers and support them in working sustainably.



GIGAWOOD WAGON IN ACTION AT ZELLSTOFF PÖLS



SUSTAINABLE WITH RAIL CARGO GROUP AND FRIDAYS FOR FUTURE

MODULAR: A MODEL KIT OF THE SPECIAL KIND

The modular Innofreight concept is unique in its form on the European market. Innofreight has separated the two components, wagon and container, which has made the complete rolling equipment a kind of model kit.

Wagons and containers can be combined individually, adjusted to the individual needs of the customer and goods, which are being transported. This raises both flexibility as well as the loading capacity immensely.

This modularity, the drive for constant innovation, the unusual logistics concept and the proximity to our customers are the reasons that make Innofreight the leading logistics provider in rail freight transport.

We are offering an optimized and innovative logistics concept that will always put the needs of our customers first.



DIFFERENT CONTAINERS AND PALLETS THANKS TO THE MODULAR SYSTEM



INNOWAGGON NO BASE, NO-GO

Three track gauges for three different lengths: No matter where in Europe you are on the rails, InnoFreight has for sure the right wagon for it.

At the first glance it might not differ much from other wagons but if you take a closer look, it becomes obvious very quickly that this wagon is the basis for the modular InnoFreight concept – and, as we all know: no base, no-go.

A SMALL BIG FAMILY

The idea of building our own wagon first appeared in 2011 and became reality about three years later. The InnoWaggon family has been continuously expanded over the following years.

To guarantee that the developed wagons are ideally adjusted to the needs of our customers we are part of the development from the very beginning:

Starting from the concept idea, to the engineering process, prototype tests, the approval process and serial production.

Lightweight design and high resilience clearly distinguish these wagons from others and form today's essential base for the modular "InnoFreight model kit". A clear advantage of additional loading capacity is just one of the benefits the InnoWaggon brings along.

AVAILABLE FOR ALL GAUGES

All common track gauges in the European region have been conquered with our FinnoWaggon and the IberoWaggon in 2020. While the FinnoWaggon is running on tracks in

the North, the first IberoWaggon was sent on its way in Spain and Portugal.

The different lengths of the wagons offer ideal options to combine them with various containers and pallets.

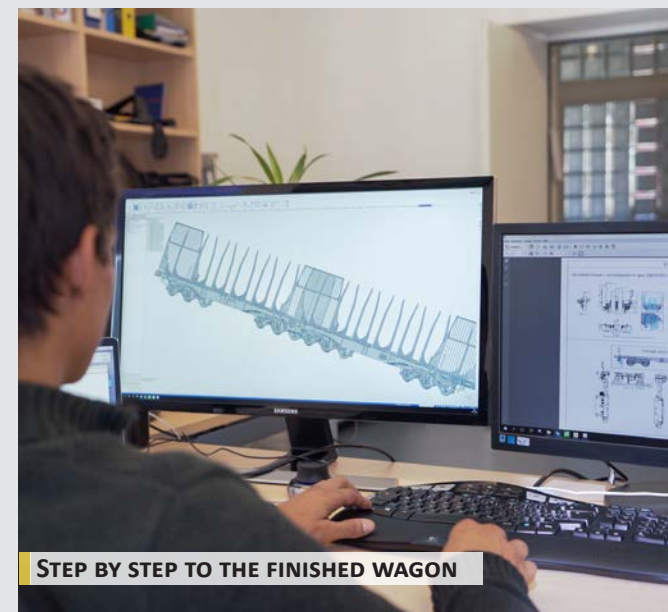
NO STANDARD IS TOO HIGH?

Driving dynamics, stability, and noise emissions are just three of the hundreds of standards a wagon must meet to be approved. The regulations of individual countries are documented in the "Technical Specifications for Interoperability", TSI for short.

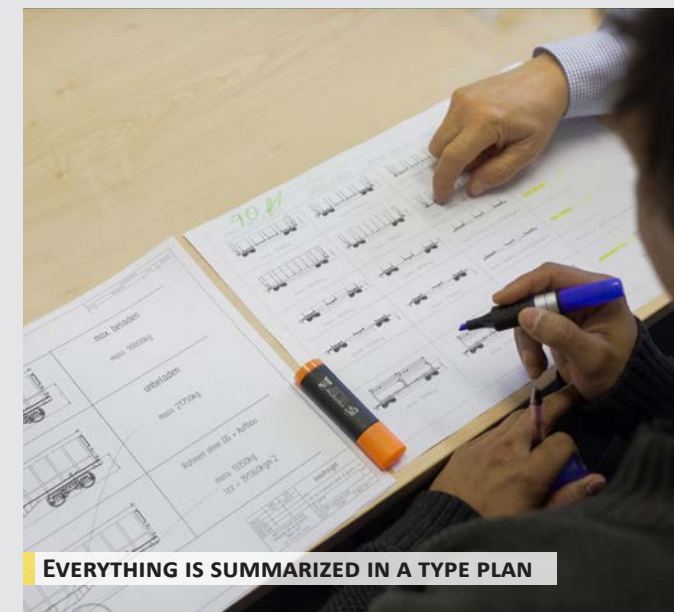
All tests and the procurement of single parts during serial production are carried out by us. We accompany the entire production process.

The process until a prototype is approved and ready for series production is extremely extensive. At InnoFreight, a team with eight members ensures that every standard is met and complies with each individual part of the TSI, also during production.

For us design, development and production is a continued process in which we take part from the very beginning.



STEP BY STEP TO THE FINISHED WAGON



EVERYTHING IS SUMMARIZED IN A TYPE PLAN

All three gauges and a fleet of wagons optimize the transport of a diverse range of goods, in combination with the containers. However, there is always room for new developments at InnoFreight and innovation will never take a break.

OPTIMIZED 2X30 FT INNOWAGON SOON ON TRACK

An optimized 2x30 ft InnoWaggon is currently in the development phase. The notice of approval is expected in January and 352 wagons will be delivered next year. This wagon type was specifically adjusted to the needs of DB Cargo and will be on its way to the German company ArcelorMittal Eisenhüttenstadt soon.

FROM WEST TO EAST

When you take a look at the map of Europe, the IberoWaggon prepares the way to the west. Going further than Spain and Portugal by rail is practically impossible.

Looking East, in contrast, there are still a few countries offering great potential for InnoFreight. The FinnoWaggon, adapted to the wide gauge in Scandinavia for example, can be used in the Ukraine or Russia as well.

So, we already know where the next journey is going for InnoFreight and are preparing ourselves.

“There is always room for innovation and even if there is an InnoWaggon for each gauge on the rails – we are thinking further.”



INNOWAGGON AS A LIGHTWEIGHT AND FLEXIBLE BASE





CONTAINERS & PALLETS NOTHING WE WON'T BUILD

Less is more: Sometimes the hardest part is the development of simple solutions. Innofreight is optimizing by narrowing down to the necessary.

Sometimes, you need to think outside the box. The development process at Innofreight does not start with a first draft in the office. It starts already long before that, together with the customers' and directly on site.

The aim is to optimize the entire logistics chain and develop freight containers that are customised to the individual needs of our customers.

WHAT IS REALLY IMPORTANT

The transport of goods should be as uncomplicated as possible. This requires containers and pallets that can be

handled as easy as possible and at the same time, are conformed to the latest state-of-the-art.

It is obvious that this process can present great challenges, but this is another reason why Innofreight is so successful. We do not shrink back from risk – we seek it actively.

We get started when others have stopped trying and develop equipment, that enables the most efficient use considering the payload capacities and clearance profile possibilities, in order to generate the greatest utility for our customers.

QUICK AND COMPETENT

Starting with the first idea, we can build prototypes within just three months and go into serial production after only six months.

In addition, adjustments to our assets can be implemented very quickly. This speed is anything but a matter of course in rail freight transport and has obvious advantages for our customers.

Innofreight Equipment is always state-of-the-art and that enables our customers to plan long-term and future-oriented.



The criteria of success for our containers and pallet systems are the optimized development, efficient handling during loading and unloading, and the long lifetime of the containers. If you want to be innovative, sometimes it is also about finding out what you may not need at all.

The development process starts with an idea and ends when the equipment is rolling out of serial production.

DEVELOPMENT IN-HOUSE: THE KNOW-HOW STAYS

There are countless advantages when the whole development process is kept within the company, starting from the first drawing until serial production. The person who collects the requirements from our customers on site will be involved in the design process later on and accompany the manufacturing process. The know-how stays, information is not lost along the way and experience brings competence.

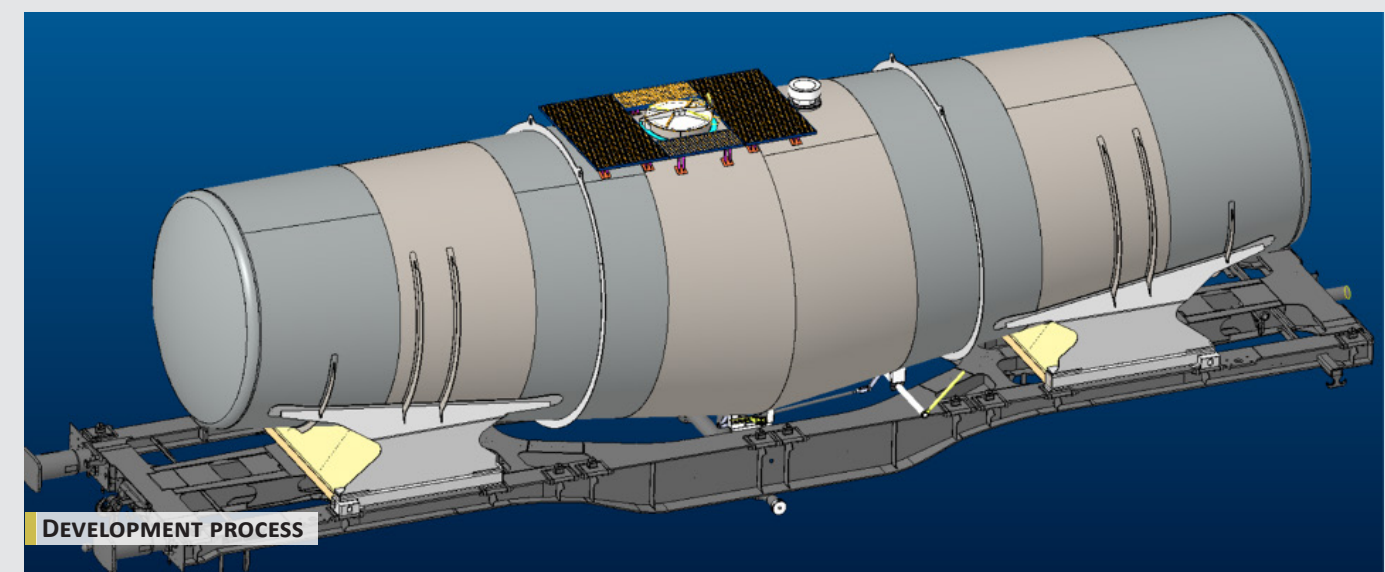
Calculations for the stability, production drawings, the subsequent support of the production process, initial sample testing, test transports of the prototypes, quality control and the

release for serial production: We are exploring the limits and offer complete logistics solutions.

Our modular concept is what makes intermodal transport possible in the first place. We work step by step with our customers on not merely optimizing their transport solutions but making them even more sustainable as well.

Countless truck transports are being avoided by shifting transports to the rails and reducing the number of trains by increasing the payload. All of this only works if rail freight transport is competitive. That is exactly what we achieve through our efforts in innovation. In doing so, we are not afraid of making mistakes because we can learn from them. Important is to notice them fast and keep ourselves from repeating them. Ultimately, it is experience that makes the difference.

Innofreight has 18 years of experience when it comes to the development of containers and pallets.



DEVELOPMENT PROCESS



PROTOTYPE



SERIAL PRODUCTION



STATIONARY UNLOADING MACHINES

The all-round carefree package: Complete unloading throughout the year, maintenance and service on site and an optimized workplace.

To fully map the logistics chain in freight transport, one essential process cannot be left out – unloading. Regardless of the situation on site, Innofreight also offers the perfect solutions for the unloading process.

User friendliness, a winter-proof system sustaining harsh weather conditions and process reliability – all of this is offered by a stationary unloading machine.

A CAREFREE SOLUTION FOR THE WHOLE YEAR

Demand speaks for itself. Five out of six machines have been built and installed in the past five years. Maintenance concepts, cost management, and

warehouse management in running operations remain under the full control of Innofreight.

System supervisors on site ensure that all problems are solved as quickly as possible and that the system guarantees complete unloading throughout the whole year.

The system is being optimized constantly and work safety is also a big plus for the stationary unloading machine. Innofreight provides an all-round package for its customers, which does not use up any resources for daily operations and does not make any investments necessary because of the rental concept.

“
Innofreight represents the entire process and not just some parts of it. We rely on systems that are optimized for the future.
”

A stationary unloading system consists of a tipper, a shunting robot, a bunker and a suction system, as well as conveyor technology.

One person in the cabin is responsible for unloading. The goal for the future is to automate the entire process further so the system is even easier to handle and the operator ultimately takes on an observing role.



Before a stationary unloading machine is being installed, the current situation on site has already been analyzed in detail. Nobody benefits from a system that has not been adjusted to the particular local conditions.

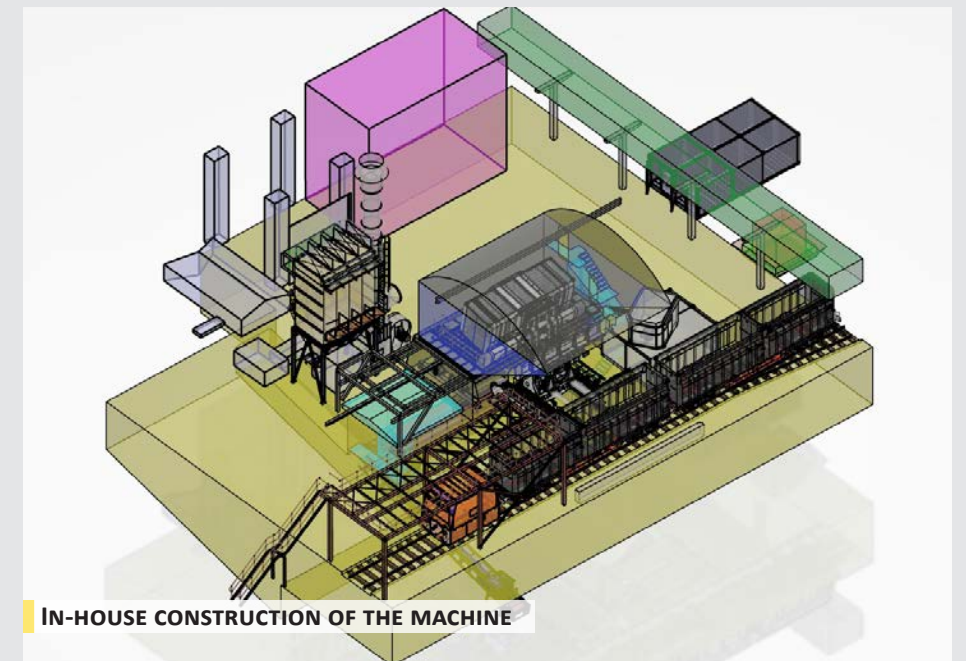
Because we are always focused on the current situation, we continue our development as fast as possible. Innofreight learns with and from its customers to ultimately offer an ideal unloading solution.

EQUIPPED FOR THE FUTURE

The stationary unloading machine has already proven its effectiveness in recent years. However, this does not mean that this system cannot be optimized even further in the future.

Next year four unloading machines of the new generation will be built. Each system is characterized by increased quality, extremely high availability, easier handling and a future oriented concept for maintenance.

Additionally, each unloading machine increases our level of experience.



Maximum lifting capacity	40 t
Cycle time per container	2 min
Measurements	L: 36,000 mm W: 12,000 mm H: 10,600 mm
Max. conveying capacity	1,200 m ³ /h
Min. distance between 2 tracks	14,8 m
Personnel for operation	1 person





FORKLIFT THE MOBILE UNLOADING SYSTEM

A system that has proven itself for many years and which has not lost a bit of innovative power. The forklifts are a mobile solution with highest possible flexibility.

Of course, the conditions to set up a stationary system are not given in all places.

This is why there is also a mobile variation. InnoFreight's forklifts enable the quick and safe unloading of various raw materials.

What is the big advantage? This solution is mobile. With the forklift, all containers can be transported to the place of the unloading and the unloading does not have to happen next to the rail tracks. Increased flexibility is a huge advantage this system brings with it.

Depending on the density of the transported goods and the size of the containers, the matching forklift will be selected.

Service and maintenance are of course done by InnoFreight together with their partners.

FLEXIBILITY IS THE NUMBER ONE PRIORITY

58 forklifts are currently in use across Europe. From Sweden to Romania, people rely on the mobile unloading solution and they therefore have the opportunity to increase the flexibility of

their unloading processes in daily operations immensely.

Open communication on a regular basis ensures that the exact requirements are determined from the outset, which is why each produced forklift is precisely adjusted to the requirements of our customers.

Kalmar has been producing our range of forklift for many years now, which is why the entire process is extremely reliable. We use Kalmar's Europe-wide service network for maintenance of all forklifts in running operations.

The container size and the suitable forklifts are selected depending on the density of the goods to be transported. This ensures optimal use of the train and makes efficient unloading possible.



UNLOADING SYSTEM FOR THE CHEMIETAINER

Unloading not necessarily next to the tracks: Our ChemieTainer unloading system brings more flexibility – especially for the “last kilometer”.

The unloading system consists of a terminal tractor, a transifter and a cassette. Because the unloading does not necessarily have to take place directly next to the rail tracks, the flexibility is strongly increased.

In addition, work safety is brought to a new level, because the unloading is carried out by a remote control. Thus, a safety distance can be kept at any time.



Our ChemieTainer has been transporting abrasive and corrosive material for quite a while. New is our unloading system, specifically developed for this container.

PROCESS OPTIMIZATION AT THE HIGHEST LEVEL

When the unloading point is reached, the full container is lifted onto the cassette and can be unloaded anywhere afterwards. With twist locks transifter and cassette are connected to each other and fixated. Therefore, the vehicle can be moved during the unloading process as well. A possible tilt angle of up to 55 degrees guarantees the maximum of possible flexibility.

We develop what is needed to optimize processes. To do so we followed the path of innovation in 2020 as well.

ALL-ROUND PROTECTION FOR HUMAN AND MACHINE

The entire unloading process, meaning the opening of the flaps and the unloading itself, can be guided with a remote control, strongly increasing safety at the workplace.

In addition, the wagon is protected from the corrosive materials that are transported in our ChemieTainer because for the unloading process the container is separated from the wagon.

This guarantees efficiency through and through, and the unloading process is fully optimized down to the “last kilometer.”



PRODUCTION FROM A-Z EVERYTHING IN HOUSE

Starting from the first sketch until the last piece is delivered: As of 2020, Innofreight has improved the wagon and container production and can therefore offer the entire logistics solution.

What happens when the prototype is released for serial production? When the concept is finalized, all contracts are finally signed and the plan becomes reality? Right — it goes into serial production.

Regardless of whether it is a wagon, an unloading system or a container. Additionally to the development of the equipment we have now our own container production facility as well and are able to customize our innovations even further.

This opens up new possibilities for innovations that can be adapted even more specifically and individually to the needs of our customers.

1.260
containers were produced at Innoduler this year.

2.000
wagons will be produced annually starting 2022 when we celebrate 20 years of Innofreight.

4
stationary unloading machines will be realized next year.

COOPERATION AS THE KEY TO SUCCESS

Again and again you hear how important cooperation is for individual companies. If you take a look behind the scenes, you will quickly realize that those cooperations are often just based on phrases without real meaning.

For Innofreight it is different. We do not only talk about working closely with partners and customers, however we are actually working according to these principles every day.

Regular communication on an equal level with all people involved in the process guarantees that the products ultimately rolling out of the production halls are bursting with

technical innovation. For Innofreight this means that we can finally call ourselves a provider of complete logistics solutions.

From loading, to transport and unloading — from development to delivery and maintenance during operation: Innofreight has a solution ready for everything and because all processes run directly within the company, no knowledge is lost on the way.

We keep learning from every project and the experience is growing constantly. We develop together with our customers and produce what they need. The optimum can only be achieved if you are prepared to move your limits.



INNODULER D.O.O. CONTAINER PRODUCTION

Implementing production into the core business opens up new possibilities for innovation, complex equipment and a logistics offer that is state of the art: Innoduler as our in-house production.

innoduler

The cooperation between two established companies which create something new together: Innoduler. An innovative production centre for our containers with modern equipment and ideas.

REALIZING AN IDEA

Innofreight is growing constantly, projects are becoming more and more complex and the customer's demands for functionality, quantity and delivery requirements are rising. To ensure high-end equipment for the future it was necessary to implement our own container production into the company.

In 2020 we succeeded with Innoduler, a strategic partner for our production.



SURFACEWATER TANK IN PRODUCTION

Innoduler is not only producing equipment. They take part in the process of design optimization and production automatization, with a focus on aftersells as well.

Currently the production space is being expanded to create space for even more state-of-the-art equipment. New robots make even faster production possible what gives us room to increase our capacities as well. For the future, standardizing the engineering process, new production technologies and a new laboratory will increase flexibility even further.

FASTER THAN EVER

The biggest advantage we get from our own production is the increased speed and again keeping the

know-how in house. We are able to produce and deliver serial equipment in only a couple of months. This gives our customers the opportunity to optimize their logistics chain within a short amount of time. The gained knowledge is being used to improve the built equipment even further.

For 2021 the goals are big, since a couple of containers are going into serial production. RockTainer ORE, WoodTainer XML, SurfaceWaterTanks, AcidTainers, stanchions and pallets will be built in the production halls of Innoduler, constantly taking innovation to a new level.

Following their slogan „Tradition for the future“ Innoduler will constantly strive to produce even faster.



NEWEST TECHNOLOGIES

“

Successful production at Innoduler means increasing speed by keeping up flexibility to meet customers' needs.

”



FIRST ACIDTAINER FOR BROAD GAUGE



TATRAVAGÓNKA A.S. WAGON PRODUCTION

When it comes to the production of wagons, we have relied on Tatravagónka Poprad since 2015. We are in the position of keeping the wagon production state of the art – by virtue of an exclusive production line.



The fact that our InnoWaggon is different from conventional wagons has already become obvious. Accordingly, producers are necessary, who can implement these special requirements.

For this reason, as one of eight production lines, Tatravagónka exclusively produces InnoWaggon in all lengths and track gauges.

In general it takes eight months for a wagon to go into production after it has been ordered and all parts have been delivered. Due to the high level of standardization, this lead time is much shorter at Innofreight. Speed that hardly anybody else can match.

From the wheel sets to the smallest screws, all the necessary parts have to be ordered from different manufacturers and it takes time for them to be delivered to Poprad. After all, these special parts are not available in every supermarket nearby.

In addition, every installed part must be approved and recorded in the "Technical Specifications Interoperability" (TSI). We are only allowed to install certain parts from certain manufacturers.

Because Innofreight is so heavily involved in Tatravagónka's production process, the wagons can be continuously optimized. Furthermore, the successful cooperation also contributes to the fact that we know each other very well and can rely on one another when it comes to production.

GOALS FOR CELEBRATING 20 YEARS OF INNOFREIGHT

Apart from our loyal partner Tatravagónka Poprad, we also produced in the small town Niesky in Germany for the first time in 2020. This way, we can raise our production capacities even further in the coming years and provide even more wagons for our customers.

Next year we will already produce 1,800 InnoWaggon and the big goal is the production of 2,000 wagons per year for Innofreight's 20th anniversary in 2022. As far as we are concerned we are well on the way of achieving this goal.

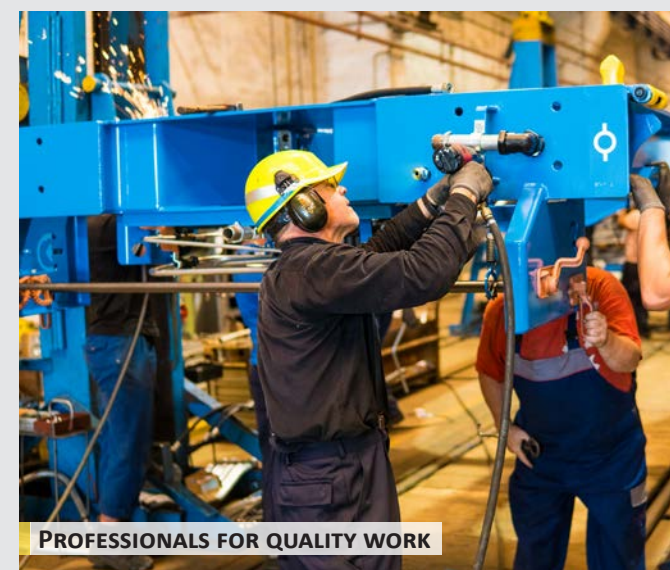
In the future, we will continue to rely on successful partnerships that have proven themselves over the past few years and will become even stronger in the future.

The big goal for our wagon production:

2,000 wagons per year for 20 years of Innofreight in 2022.



INNOFREIGHT ON SITE AT EVERY STEP



PROFESSIONALS FOR QUALITY WORK



THE PRODUCTION TEAM IN POPRAD



KALMAR AUSTRIA GMBH

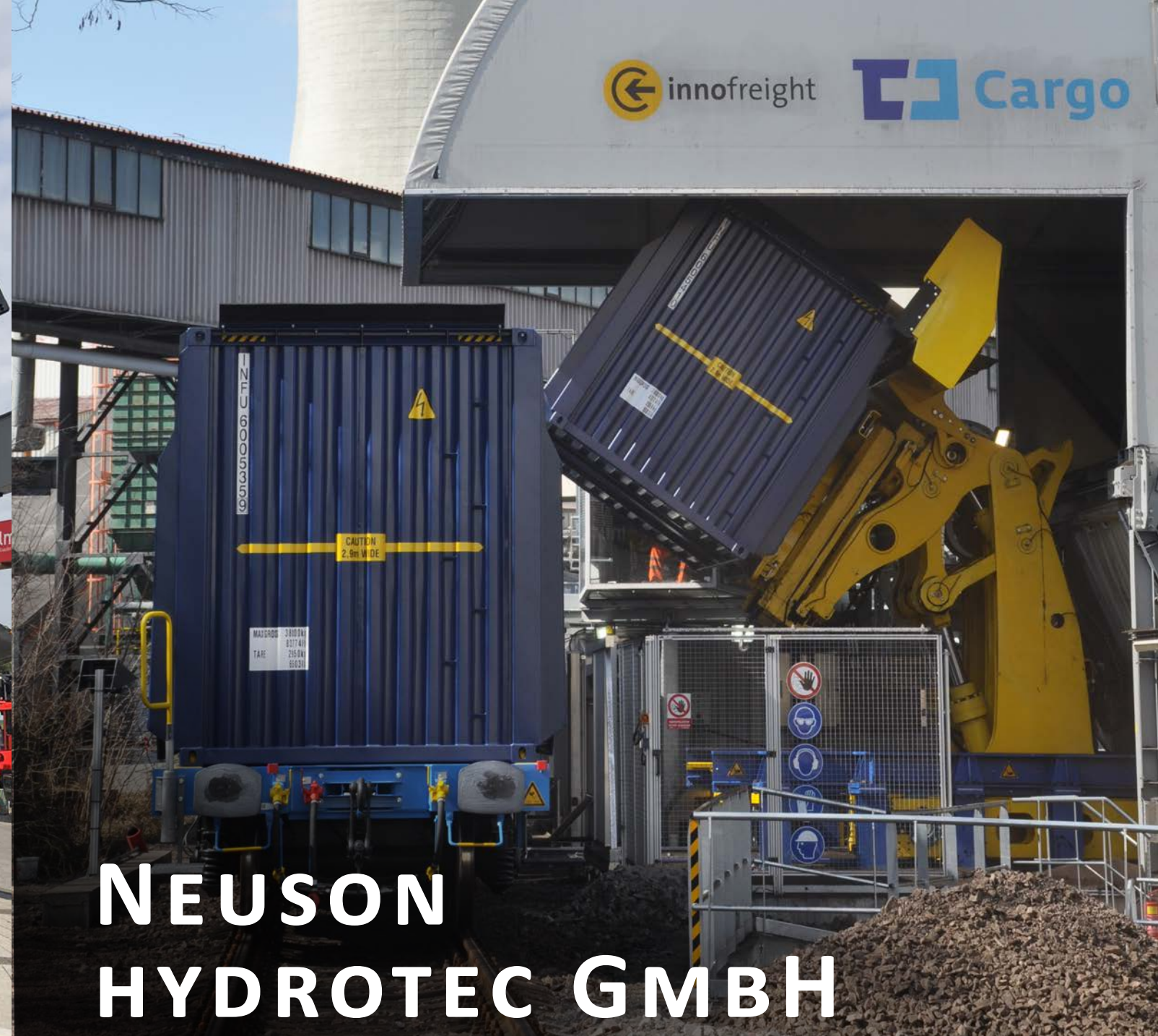
The flexibility provided by our mobile unloading systems would not be possible to this extent without our strong partner Kalmar Austria.



A service network all over Europe and a company that has been developing and building forklifts since 1949.

Innofreight determines the needs and Kalmar reviews the feasibility of the requirements. In order to meet individual needs as best as possible, regular communication is essential. What customers needs are considered right from the start.

All forklifts are manufactured by Kalmar, taken over by Innofreight and delivered to the customers. Kalmar's Europe-wide service network enables regular maintenance during ongoing operations – a recipe for success.



NEUSON HYDROTEC GMBH

We rely on Neuson for the production of our stationary unloading systems. The hydraulics manufacturer is involved in the process from the very first step.



neuson
hydrotec

Neuson Hydrotec is already involved in the concept development of our stationary unloading machines. Together we develop a timeline and an offer elaborated solutions based on the technical descriptions.

In the presence of the Innofreight team, the components are installed on site and checked for functionality. The entire process is accompanied by clear and regular communication in order to guarantee an optimized process.

With Neuson Hydrotec we have a partner who, like us, focuses on quality and is not satisfied with half solutions. And of course, the focus is always on our customers.



SALES & SERVICE DIRECTLY ON SITE

Proximity to customers is only really possible if we are on site. The international Sales & Service companies of InnoFreight make this proximity possible and ensure that there are competent contact persons for every customer whenever they are needed.

When you ask our customers and partners across Europe, how InnoFreight differs from other logistics providers, you almost always get the same answer: The InnoFreight team is there when you need them.

FROM BRUCK TO ALL OF EUROPE
The home of InnoFreight is a small town in southeast Austria, Bruck an der Mur. From there, InnoFreight works with companies across Europe. While all information converges in Bruck, the proximity to customers, for which InnoFreight is repeatedly praised, is only possible because the international Sales & Service companies are on site.

4
international offices
across Europe.

2
Terminals für optimized
maintenance work.

100%
proximity to our customers all
year long.

In Austria, the Czech Republic, Germany and Sweden, the individual Sales & Service companies work directly with customers, know local needs and are there as soon as something does not work right away.

The logistics solutions are tailored to the individual customers, because of what use is a block train with 18 wagons, if there is only space for 15 on the unloading track?

KEEPING AN EYE ON THE BIG PICTURE
It is not particularly difficult to put containers on the tracks for the transport of goods if you do not want to worry about what happens afterwards.

We however are not satisfied with that. Instead, the local conditions are being analyzed and only then tailor-made transport solutions are created and offered to our customers.

Solutions that might go in a completely different direction than originally planned. After all, it is about innovation and thinking outside the box.

InnoFreight supports its customers so they no longer need to worry about logistical problems. This is possible because of the Sales & Service companies who ensure that InnoFreight is present all over Europe at all times.



INNOFREIGHT AUSTRIA GMBH

Renewing contracts, realizing planned projects from the last years and a locomotive in our colours. It was a busy year for Inno freight Austria.

The wood industry is booming and especially timber transports are becoming more and more important for us.

For Inno freight Austria 2020 was about realizing all projects that have been planned in the last year, maintaining the first choice for all existing and new customers.

There were a lot of projects to coordinate and even though the pandemic had impact on our daily life, Inno freight Austria managed to stay on track.

THE PERFECT PARTNER FOR EVERY CUSTOMER

Keeping up good communication was

the main challenge in times when it is not possible to visit customers in person. However, we were able to stay reliable with only some small delays and managed to guarantee perfect service even in those difficult times. It was always possible to solve any occurring problems immediately.

One of the biggest customers of Inno freight Austria is the Rail Cargo Group. In 2020 a lot of contracts were running out, however the majority of these contracts was renewed for the next renting period.

Rail Cargo wants to keep rolling with Inno freight as it brings many benefits to their customers, for example higher payload and safer unloading.

The Slovenian railway SŽ-TP is going to replace their entire old fleet of self-unloading wagons for the transport of iron ore with our equipment.

They already rented 240 RockTainer ORE together with 120 InnoWaggon and are very satisfied with the state-of-the-art equipment we offer. SŽ-TP is only one of our customers replacing their old fleet with Inno freight equipment.

For the small Swiss-German company BoxTango our GigaWood wagons are ideal, especially in combination with their powerful EuroDual locomotives. This enables them to deliver heavy trains with big volumes of timber to their customers.

Whether you are lucky you might spot the Inno freight locomotive in Austria or Slovenia. Two years ago this loco was painted in Inno freight colours together with the Slovenian railway SŽ-TP to honour the great cooperation between the companies.

Two years later this cooperation has grown even stronger and this is why the contract has been extended. So keep your eyes open.



WE GO „ALL IN“

In the second half of 2020 we expanded our activities by offering forwarding services to our customers as well. The initial services were successfully implemented. Together with our railway traction partners we are delivering timber with our GigaWood wagons. With the development of these new business models our goal is to maintain the first choice of all existing and potential customers.

NO HIDDEN AGENDA

We have long term relations with customers as they can rely on us and our services. They see opportunities for their future growth with Inno freight ideas and solutions. Rail Cargo Group for example expanded its business with RockTainer SAND and the Polish company Skarna is managing almost all biomass supplies with our WoodTainer system.



NEW ROCKTAINER SAND FOR RAIL CARGO GROUP



STEELPALLETS TRANSPORTING BLOOMS

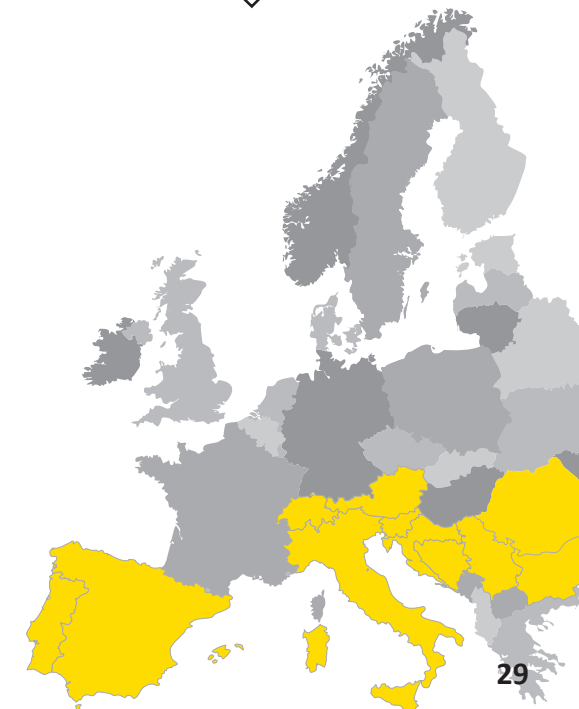
“ For me it is innovation when it solves the problems of the customer in reality and not only on paper. ”



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INNOFREIGHT CZECH S.R.O.

Higher payload and less wagons. New projects for long-term customers. Inno freight Czech also used 2020 to implement new projects.

What is the purpose of 18 wagons if only 15 can be moved at the same time? The unloading track of Mondi in Štětí (CZ) has its capacity limits and if more than 15 wagons arrive at the same time, the train has to be split.

Last year, the logistics process was optimized in such a way that the same quantity is delivered with less wagons. It is possible due to the higher payload that Inno freight containers allow.

Now there are 25% less wagons, which means both labor and cost savings, because the shunting costs are reduced. This shows that more is not always better. It is about intelligent

logistics, which is only possible because Inno freight knows what the customers' conditions on site are like.

TRUST THANKS TO LONG-TERM COOPERATION

If you have known a company for years, mutual trust in the team and the technology continue to grow. In addition to Mondi, the Czech timber supplier Wood & Paper and the Czech railways ČD and EP Cargo are prime examples of long-term and successful cooperation.

The cooperation between the JointVenture Budamar Innovations and Inno freight Czech has also intensified within a short time. Right now we are working together on

an enormous logistical optimization of the entire raw material supply for regional steelworks in the Czech Republic.

The modular system makes it possible to transport freight from Ukrainian mines directly to European end customers without complicated reloading at the borders when the gauges change.

Because ČD Cargo has switched more and more of its equipment to the modular Inno freight system in recent years, it has now been decided to build a stationary unloading machine for the power plant in Mělník (CZ).

The WoodTainer XXXL make the highest payload possible. They transport woodchips for our long-term Czech customer Wood & Paper.

Together with ČD Cargo, this cooperation has last for many years and started with the first woodchip transports of Inno freight.



ROCKTAINER ORE FOR ČEZ



WOODCHIP TRANSPORTATION WITH WOODTAINERS XXL



GIGAWOOD WAGONS FOR MONDI

INNOFREIGHT CZECH

Construction work started despite the COVID pandemic and is already in full swing. The new system is expected to go into full operation by the end of 2021.

The reasons why the energy supplier ČEZ decided to use Inno freight equipment, are primarily the easier handling our equipment offers and the higher payload our containers offer. Almost 800,000 tons of limestone are transported by 160 RockTainers ORE per year and, together with Budamar Innovations, the number of transports was even increased again last year.

Thus, despite restrictions in everyday life, new projects could be implemented and existing ones maintained. Like the other Sales & Service companies, Inno freight Czech has remained active and has been able to continue working without a break. Together we can overcome the crisis and respond to all eventualities.

“For me, innovation is that we bring customers something that they never thought would be possible.”



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INNOFREIGHT GERMANY GMBH

352 wagons, four times as many containers and two unloading facilities: Innofreight Germany secured the biggest project so far in 2020 for ArcelorMittal Eisenhüttenstadt.

One major project after another. For Innofreight Germany, 2020 revolved around finalizing the contract for Innofreight's biggest project until now and conquering of new market segments.

SurfaceWaterTanks for the transport of surface water, ScrapTainer for the transport of scrap, InnoTainer Coils and PlateTainer for the steel processing industry.

Innofreight Germany used the equipment palette and focused on implementing cross-sectorial projects in

2020. Above all, the speed when it comes to delivering new wagons helps with realizing so many projects in one year.

MARKET LEADER MEETS MARKET LEADER

The German company Schütz is the market leader in metal and plastics processing which is precisely why it is open to innovation.

Schütz decided to use Innofreight equipment in order to transport steel coils and preliminary products between the two in-house plants in Selters

and Siershahn by rail. Innovation meets innovation: 16 InnoTailer Coils and eight PlateTainer are in use and show that complex containers can also be offered as a modular logistics solution.

During ongoing operations, Innofreight is still responsible for the maintenance and repair of wagons and containers, which was another decisive reason for Schütz to choose Innofreight.

The containers have been in use since August, to the satisfaction of our customers.

The new containers replace old Schütz wagons and, above all, have one major advantage: noise reduction. The reduced noise of the new equipment not only pleases Schütz, but also the neighbors.



ONE CONTAINER – DOUBLE USE

The name ScrapTainer fits, because that is exactly what is transported in these containers: scrap.

The ScrapTainers are being used to transport steel scrap between two plants and to recycle it properly. The transported remains are melted down and can be used again.

The containers for Salzgitter AG travel from Ilseburg to Salzgitter and back again. They use 16 containers in total. One unit is even on the road for voestalpine, but transports coal.

The ScrapTainer has to withstand particularly high burdens because the individual parts are often very large and bulky. This makes the transport challenging once again.

But, precisely because Innofreight is not afraid to build such complicated containers, customers, like in this case the Salzgitter AG, decide to use our equipment.

They are satisfied with what they get as we keep our promises and offer the solutions they need to run their freight on the rails successfully.

“Innovation is something completely new that has never existed in this form before.”



SCRAPTAINER FOR SALZGITTER AG

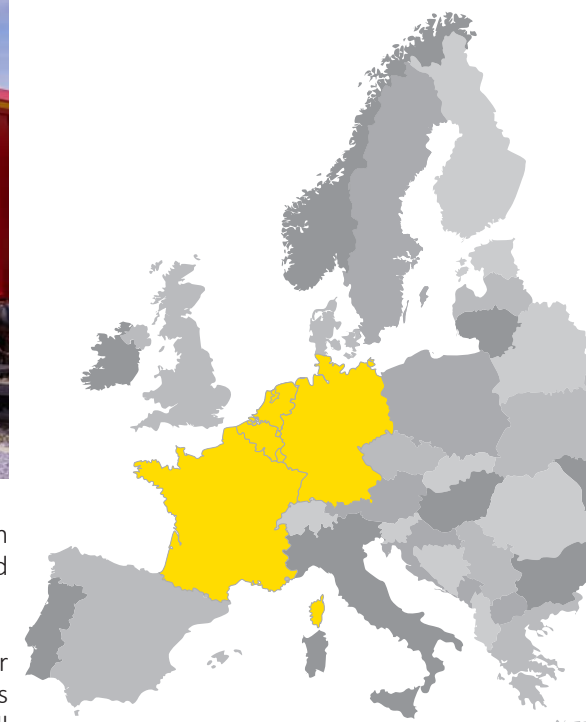
INNOFREIGHT GERMANY IS GROWING

With the contract for the biggest project so far being signed, Innofreight Germany has lots of work to do in the coming years.

Therefore, the team of our German Sales & Service company was expanded and Jörg Hilker was brought on

board. As the second CEO, he has been taking care of projects in the steel and mineral industry since November.

As a long-time division manager for Industrial Sales at DB Cargo, he brings a lot of experience with him and will work with Mario Carl on implementing projects in Germany, Belgium, the Netherlands and France.



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A total of 100 SurfaceWaterTanks was delivered to our German customer K+S AG during the last months. The German raw materials producer has decided to handle future transports of saline surface water with Innofreight equipment.

Another 140 tanks will follow next year. With the delivery of these containers, K+S AG is completely separating from

other suppliers and will only rely on Innofreight in the future. Innofreight Germany will take care of the entire maintenance.

STRONG LOCOS FOR STRONG WAGONS

30 percent more payload per wagon is not that easy to manage, but the powerful locomotives from HLG Holzlogistik and Güterbahn

are particularly suitable for pulling GigaWood wagons through the landscape.

The German timber logistics company has years of experience and in 2020 they rented their first wagons. Now they have already 40.

This cooperation has great potential for the next few years.



The greatest success Innofreight Germany achieved this year was signing the contract for the ArcelorMittal Eisenhüttenstadt project together with DB Cargo.

ArcelorMittal is the largest steel group in the world and the optimization of their entire raw material

transport is currently the top priority. DB Cargo is the overall logistics provider and decided to partner with us up once again for this project.

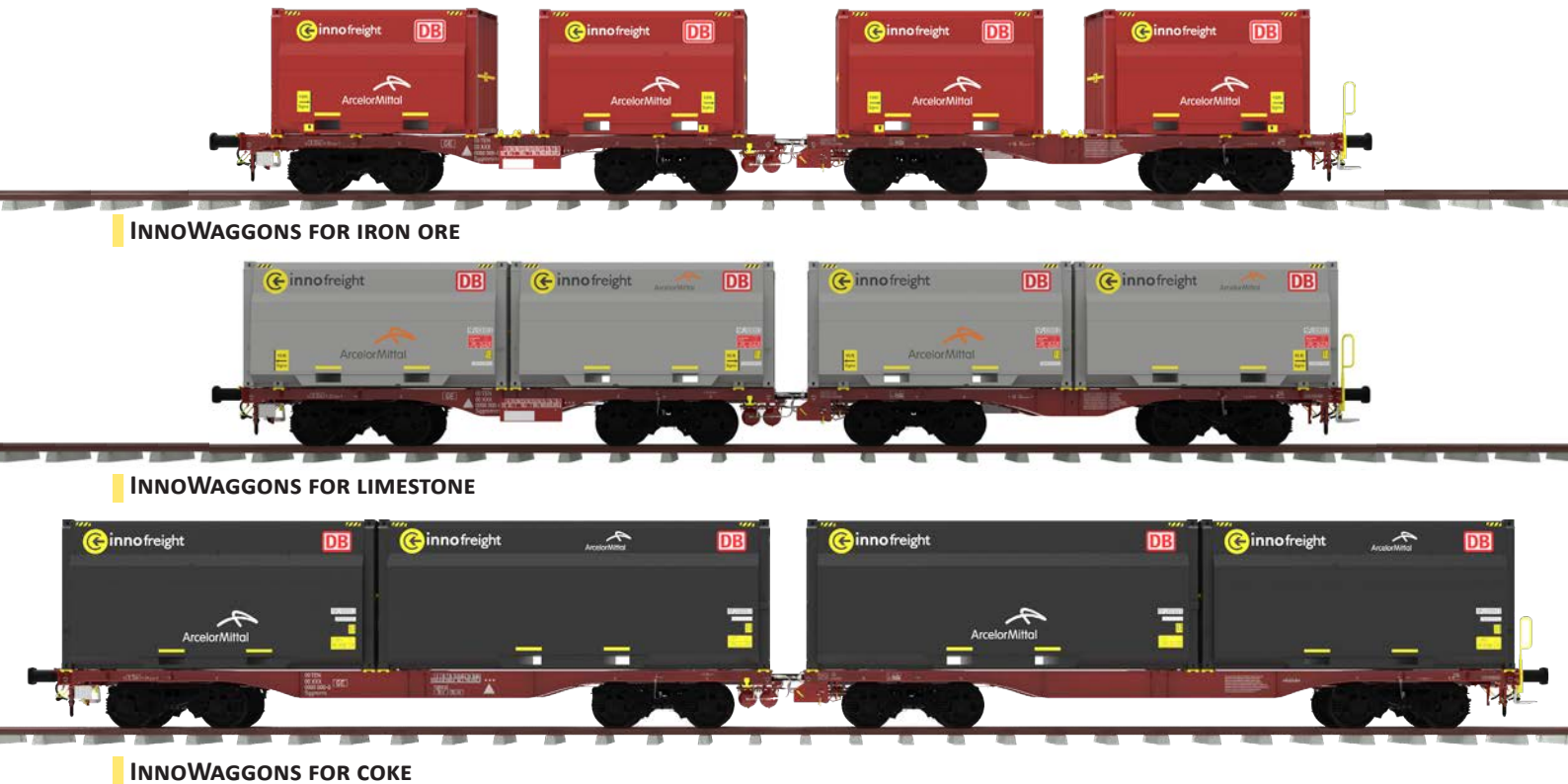
To realize this project, exactly 352 InnoWaggons, 1,408 containers for the transport of coke, limestone, ore and ore pellets and two stationary

unloading machines, which will already go into full operation in 2021, are required. Up to 4.2 million tons of raw materials will run through the newly built stationary unloading machines in the future.

At the end of October, the contract was for the next ten years signed.



PROJECT TEAM DB CARGO - INNOFREIGHT



INNOWAGGONS FOR IRON ORE

INNOWAGGONS FOR LIMESTONE

INNOWAGGONS FOR COKE



INNOFREIGHT SCANDINAVIA AB

The first FinnoWaggons for the Finnish wide gauge are delivered and the gained knowledge will be used for the implementation of future projects.

The main focus of Innofreight Scandinavia in 2020 was the business in Finland. The first FinnoWaggons for the Finnish wide gauge have been delivered during autumn. The FinnoWaggons are equipped with AcidTainers, InnoTainer Coils and OreTainers.

Additionally, we kept the Innofreight promise of modern equipment. The successful cooperation with VR Transpoint started already in 2008 when the first WoodTainer XS were delivered. Last summer part of this fleet was replaced, so our customers only run state-of-the-art equipment.

FROM NOW-HOW TO SHOW-HOW
When it comes to Sweden the focus in 2020 was the wood industry. Because of our GigaWood wagons the Swedish company SCA is now transporting the largest amount of timber in Europe. One block train can transport 2,600 solid cubic meters which increases the loading capacity for one block train about 30 percent compared to other wood trains in Sweden.

Also new customers like the growing Norra Skog decided to try their first set of GigaWood wagons during the last months of 2020. Early in 2021 the first GigaWood wagons will be delivered

to Finland as well and we will go from know-how to show-how in the Finnish market.

Furthermore, the woodchip transports with our WoodTainer XXXL and XXL proved themselves again. For many years these containers have been running without any problems and the increased loading capacities have brought huge advantages to our customers also in 2020.

We believe in smart and sustainable transport solutions today and for the future with equipment that is highly optimized in terms of volume and payload.



We are far ahead, however we have to keep up the work. The goal is to transfer the knowledge we are gaining now in Finland to Sweden as well and realize projects in the coming years.



BLOCK TRAIN FOR BIOMASS

WINTER TEST DURING SUMMER
To ensure winter compatibility our new InnoTainer Coils 40ft were tested in an indoor climate chamber at the Arctic Falls Piteå in June. The goal was to collect data about the sub-zero performance of our

equipment as the weather in Scandinavia is very rough during the winter months. The InnoTainer Coils were exposed to very low temperatures, heavy wind and snowfall to simulate the

conditions of a winter day in the North of Europe. The outcome was as we expected: Rough weather does no damages to our equipment and the containers will run without problems even when they have to handle the Scandinavian winter.



INNOTAINER COILS IN A CLIMATE CHAMBER

“Innovation is thinking outside the box and allowing hundreds of ideas even if only one of them comes to reality.”



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MAINTENANCE PERFECT SERVICE

Fast response to avoid downtime. This is the principle behind our maintenance system of containers, wagons and unloading systems during ongoing operations.

Maintenance-free equipment that is never damaged and as ready for use after years, as it was after delivery. It all sounds a bit utopian, but this is our goal.

Basically, our equipment is built in such a way that as little as possible can be damaged and during development, we try to integrate as few moving parts as possible.

MAINTENANCE FROM A-Z

However, if there is damage, we will ensure that it is repaired as soon as possible. Regardless of whether it is a container, a wagon or one of our unloading systems. There is a solution to all problems and Innofreight takes care of them.

MAINTENANCE



IN CASE OF DAMAGE CONTAINERS ARE BEING REPAIRED

Of course, container maintenance takes up the most capacities because these steel boxes are where the greatest forces act.

When a container can no longer be used, Innofreight is characterized by its speed. Light maintenance is carried out on site by our international Sales & Service companies. For major maintenance, the containers are brought to one of our two terminals, in St. Michael (AUT) and Břeclav (CZ), and repaired there.

If necessary, the container can be exchanged and the train can continue to run even on the same day. No conventional railway company can match this speed.

There are certified international partner workshops that take care of the wagon maintenance and repair them if damage occurs.

In order to improve the coordination of these repairs and the communication with the workshops, a software is currently being implemented into the structures of Innofreight.

For the unloading systems, we rely on Kalmar's international service network for the forklifts and the Innofreight team on site for the stationary unloading machines. Every machine has people responsible and spare parts on site to guarantee smooth operation.



MAINTENANCE AT THE UNLOADING MACHINE IN ŠTĚTÍ



MAINTENANCE OF THE WAGONS IN CERTIFIED WORKSHOPS



BUDAMAR INNOVATIONS A.S.

When two well-known and innovative companies team up, you get a cooperation that reflects the best of all involved parties. In the first year of operations Budamar Innovations already proved itself.



Budamar Innovations is the name of the new JointVenture that was founded in 2020 together with Budamar Logistics, one of the biggest forwarding and logistic groups in Central Eastern Europe.

A LONG HISTORY

More and more companies are thinking about replacing equipment as it is getting older and losing functionality. Budamar was already one of InnoFreight's customers when the idea started to grow. Both parties invested in something new, something nobody has really tried before.

For Budamar it is a unique opportunity to use state-of-the-art technology

2020
is the year Budamar Innovations started active operations.

160
RockTainer ORE for limestone are in use right now.

100
GigaWood wagons are on track after one year.

and InnoFreight has found a strong partner in Eastern Europe Rail Logistics. For the first time it is possible to offer the full logistics solution to the European market.

HUGE ACHIEVEMENTS IN A SHORT AMOUNT OF TIME

When the operations of Budamar Innovations started this year they had to face quite some difficulties. COVID made it almost impossible for the international team to meet in person and it is no surprise that when a company is founded, there are a lot of things to discuss.

However, the huge achievements of 2020 show that Budamar Innovations

is already a great success after only one year of active operations.

Since March 2020 two big projects were implemented. On the one hand the transport of timber for customers in the Czech Republic using GigaWood wagons and on the other hand they provided new RockTainer ORE for ČD Cargo and their limestone transports for the state owned company ČEZ.

In the future Budamar Innovations will create opportunities for customers in all sectors and open up new markets for InnoFreight especially in the steel industry in Central and Eastern Europe. This JointVenture is a promising business model for the coming years.



Budamar Innovations had a busy first year. Limestone is being transported together with ČD Cargo for the Czech company ČEZ.

120 RockTainer ORE were already in operation and Budamar Innovations managed to implement 40 containers more this year. Currently, 160 containers are on the rails and there is potential for more.

So there is a lot to do and a busy year is waiting for Budamar Innovations.

BIG PLANS FOR 2021

Since it was founded, Budamar Innovations has been working on implementing innovative logistics solutions for several large customers in Central and Eastern Europe. Negotiations for major projects have already started and point to a

very promising future for the Joint Venture.

In detail, Budamar Innovations will procure another 300 InnoWaggons in 2021. The wagons will be mainly used to implement projects in the steel industry.

In 2023, the InnoWaggons will also be used in Ukraine for the first time.



EXPRESS-SPED RAIL & LOGISTICS GMBH

We know: Today everything needs to be done as fast as possible – anywhere and anytime. All transports are handled reliably with our partner Spedition Express.



When it comes to moving equipment from one place to another, InnoFreight relies on Express Spedition GmbH. And since wagons are moving on the rails, there is quite a number of transports.

All transports, whether from our producers to the terminals for finalizing the equipment, or from the terminals to the end customers. Everything is handled together with Express – quickly, flexible and reliable.

They are now also driving their own transports with InnoFreight equipment. Next year another set of our GigaWood wagons will be added as well. A cooperation from which both parties profit.



INNOFREIGHT PLUS

DIGITAL INTO THE FUTURE

Innofreight IT Solutions GmbH has been taking care of integrating the digital plus into the Innofreight package since the beginning of 2020. New business models and a digital fleet are the plan for 2021.

Digitalization is the buzzword on everyone's lips. Every industry insists on adapting its services to the digital standard of our time. We talk about Industry 4.0 more frequently. Freight traffic is lagging behind this digitalization process and there have been hardly any attempts to make up for this deficit so far.

Innofreight is now adding the small plus to the big picture and in the coming year we will offer added value that no one else has: A digitalized fleet with sensors that determine the location of the InnoWaggons in real time and display the loading status. In addition, company-internal programs are installed that digitalize the entire maintenance of our equipment.

18
years we optimized our equipment — the „Hardware“ of Innofreight. But that is not enough.

4.0
Industry 4.0 is the new buzzword and for Innofreight the plus in modularity.

2021+
Because in the future the digitalization of our „hardware“ will bring an enormous boost.

THE SMALL PLUS WITH THE BIG EFFECT

From the digitalized fleet to the implementation of software in order to optimize ongoing maintenance. The small plus has a big effect on the daily operations of Innofreight. Ultimately, this plus is a benefit for our customers in the end and will once again offer new possibilities that nobody thought would be possible.

With the implementation of these systems, Innofreight will also stay ahead of the game in the future, additionally to the already well-known advantages of our system such as modularity, flexibility and higher payload. Starting next year we will also offer the „candy“ of digitalization.

In order to push this process forward, Innofreight IT Solutions GmbH was founded in early 2020 with the aim of integrating all Innofreight services into new business models under the cloak of digitalization.

The main goal is to map the entire logistics chain. The process should start at the loading point and end when the last container has been unloaded. Information about the whereabouts of the equipment will be available online and in real time 24/7.

Furthermore a “sharing platform” is being developed that allows several companies to share equipment in order to optimize processes.



“ In our industry, innovation is not necessarily highly complicated, but it offers great added value. ”

SENSORS ARE BEING TESTED

In the second half of this year, sensors from various providers were tested. The reason behind these tests was to find out which of these sensors will accompany the Innofreight equipment in the future.

For this purpose, test sensors were attached to various wagons over a time period of three months and the results were evaluated afterwards.

On the one hand, the life of the battery is very important. It is very difficult to change the battery regularly when the sensors are travelling across Europe.

The second important criteria was the subsequent processing of the collected data and how precise

it is. The results of these tests show which sensors can be best integrated and which will offer our customers the biggest benefits in the future.

FIRST STEPS FOR 2021

Next year, step by step, we will start to digitalize the entire Innofreight fleet. First, the GigaWood wagons will become Smart GigaWoods.

For the wood industry in particular, it is important to know at all times where the wagons are, because the loading points are often very deposited and you can hardly know when the rolling equipment will finally be ready for transport.

When the GigaWood wagons are equipped, the sensors will be attached

to all other wagons step by step. Data such as loading status, position, speed or the ambient temperature are available with the click of a button.

With the help of geofencing, local frames can be determined precisely. For example, when a train enters and leaves the loading station. So you can know exactly how long it takes to load or unload, and sharing this information can be helpful when it comes to optimizing this process for the future.

All data will be provided in an online portal for our customers and can be accessed at all times. This means that 24 hours a day, seven days a week, it can be determined where and in what condition the wagons are currently.



Everyone is connected online. We will use this possibility and set up a platform to which several companies will have access. An “equipment pool” will be provided, that contains specified capacities for wagons, containers and pallets.

If capacities are available, individual companies can book them. This reduces downtimes, there are fewer empty runs and the trains running are optimized. The whole idea is accompanied by a train configurator. The

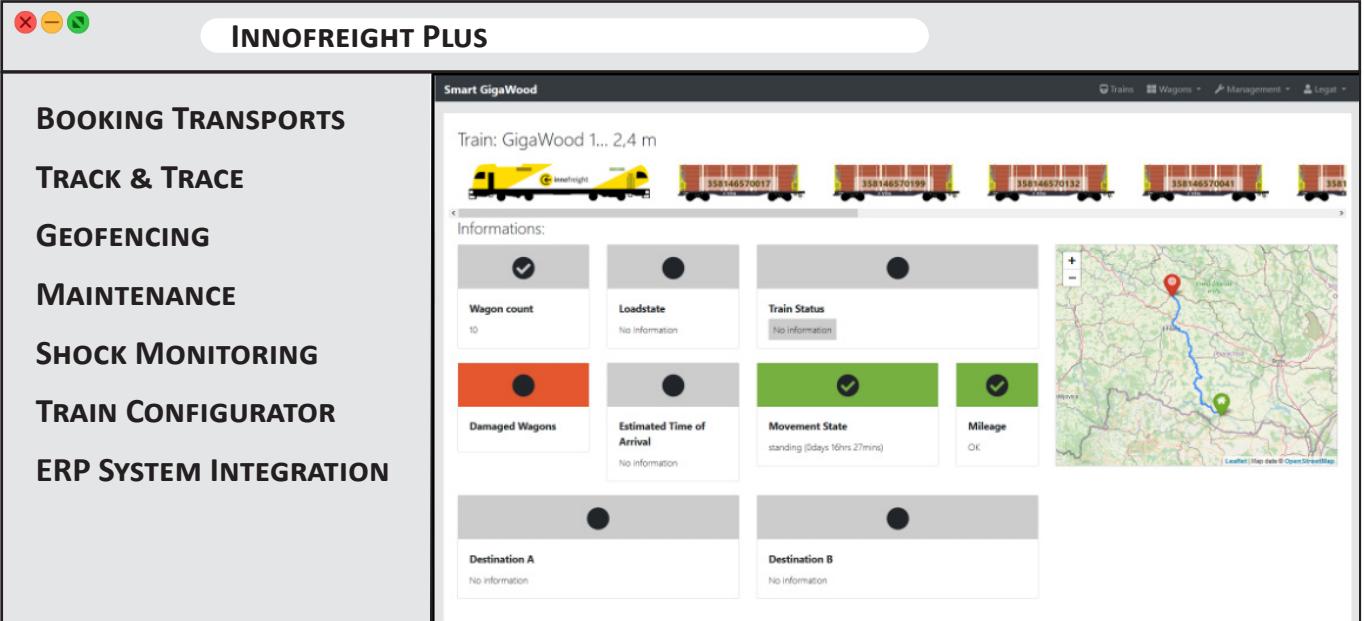
configurator puts the trains together based on the booked capacities and data collected in the system.

Everything will be online and available with just a few clicks. Freight traffic at Innofreight is going digital and brings all the advantages for customers, and one big advantage for us as well.

Maintenance can be digitalized, what makes communication with international workshops a lot easier. All damages and problems can be recorded

online and you can see at a glance which repairs have already been carried out in the past and where they have taken place. Furthermore, you can check how long it takes until the wagon or container can be used again.

The small plus ultimately adds great value. Freight transport on the rails will finally be digital, the rail remains competitive to transports on the road and we will continue to replace the trucks with our equipment.



“ Innovation does not always have to be complex, it has to work. ”



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GIGAWOOD PARADE

TIMBER ACROSS EUROPE



With the GigaWood wagon, we offer great possibilities for the wood industry. The new timber wagons are characterized by optimum payload, safety in handling and the greatest possible flexibility.

The wood industry is on the advance and has grown to be more and more important in recent years. There is increasing demand for wood as a raw material and the market demands effective transport solutions.

From wood heating to wooden houses – environmental protection is playing an increasingly important role in people's minds. The first large industrial sector in which Innofreight felt at home was also the wood industry.

Customers from Sweden to Austria and back are already using Innofreight equipment to transport woodchips. Now there is a new big player: the GigaWood wagon.

30%
higher payload compared to
conventional wagons.

2-12 m
long timber can be transported
with GigaWood wagons.

350
GigaWood wagons are on track
all across Europe.

RIGHT PLACE, RIGHT TIME

At a point, when the European forests suffer from the bark beetle and when damaged wood has to be transported out of the forests in great quantities, Innofreight with the GigaWood wagon is in the right place at the right time.

Customers all over Europe have already realized the huge advantages of this wagon and the number is increasing every year. Right now our high-performance timber wagons are already rolling in Spain, Romania, Portugal, Switzerland, Austria, Germany, the Czech Republic, Poland and Sweden. With up to 30 percent more payload than conventional timber wagons, the possibilities for round wood transport

across Europe are raising into new dimensions. Without any problems wood from two to twelve meters length can be transported with these powerful wagons.

No belts increase work safety immensely when it comes to the handling of the GigaWood wagons and, thanks to the InnoWagons, the GigaWoods can be used on every one of the three common European gauges.

In the next year the GigaWood fleet will be digitalized, which means that the wagons will be equipped with sensors in order to be able to call up both the location and the loading status in real time. Definitely a success for the wood industry.



SERVUS!

In 2020, the high-performance GigaWood wagons also found their way to Austria. Together with B&S Logistics one fully loaded block train per week is being delivered to the sawmill MayrMelnhof in Styria.

The company is located not far from the InnoFreight headquarter and that shows how the transport of timber in the region is also promoted.

HOLA!

At the end of the year, the GigaWood wagon conquered two new European countries.

For Takargo, the fiery red wagons drive through Spain and Portugal and are now rolling on the Iberian Peninsula.

It was also the first use for the IberoWaggon – the InnoWaggon, adapted to the Iberian broad gauge.



J.S. SEVILLANO

AHOI!

The benefits of the GigaWood wagon have already been recognised in the Czech Republic some time ago. 150 wagons are in use for various customers and they supply them with timber between two and twelve metres length.

Together with the Czech state railway ČD Cargo the primary destination is the woodyard of Mondi Štětí, where thousands of solid cubic metres of timber are processed each day.



In addition, the Slovakian sawmill Rettenmeier is being supplied with timber and wood is also being transported across the border to Holz Maresch in Retz (AUT).

Because the stanchions can be attached to the wagon in different ways, efficient loading and unloading is also made possible. Czech customers use these combination options to get the most out of their transports.



GRÜZI!

The Swiss GigaWood has also been on track since this year for the international company Swiss Krono.

With its deployment in Switzerland, the GigaWood wagon has conquered another European country.

Together with Widmer Rail, 14 GigaWood wagons are now transporting timber between three and five meters length to the land of cheese and chocolate.

HALLÅ!

In Sweden, the GigaWoods are slightly adapted to 80ft wagons. This increases the payload even further.

160 wagons are on the rails for the Swedish paper manufacturer SCA. They particularly appreciate how robust the timber wagons are.

Norra Skog will now also receive their first wagons and put them into operation in 2021.





BIOMASS TRANSPORT GREEN TODAY FOR TOMORROW

Biomass is gaining more and more relevance as an energy source. We are optimizing the solutions for our customers in order to make environmentally friendly work even easier.

It is no longer enough to shift transports from road to rail in order to protect our environment and work sustainable.

In the coming years, Innofreight intends to focus heavily on optimizing logistics solutions for the biomass transports in order to make it even easier for our customers to work in an environmentally friendly manner.

The demand for biomass is rising and offering effective transport options is becoming increasingly relevant.

TWO BIRDS WITH ONE STONE

With the optimization of biomass transports, we cannot only pursue our internal ecological values. Now it is possible for us to support our customers in converting their energy supply to sustainable solutions as well.

Innofreight is killing two birds with one stone because sustainability is more than just a catchphrase for us and in the future it will no longer be enough to just shift transports from road to rail to keep the level of environmental protection high. Sustainable together already today for a green tomorrow.



STATIONARY UNLOADING MACHINE FOR BIOMASS

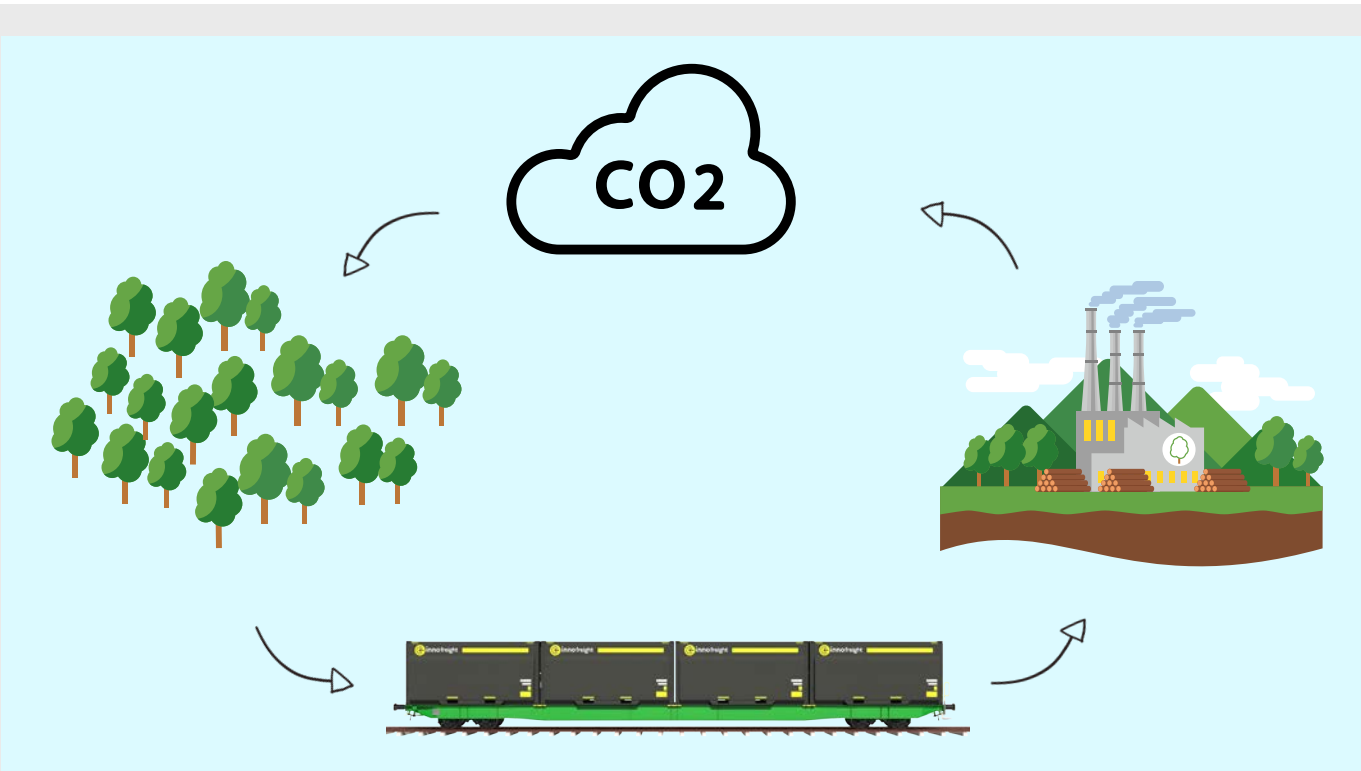


WOODTAINER XXL FOR SKARNA



BIOMASS IN THE FORM OF WOOD CHIPS

“ Together towards a green future — with biomass as a sustainable raw material. ”



What is biomass actually? Biomass in form of wood is known as the oldest form of energy in the world. Until the discovery of fossil fuels, wood was the only source for heat.

Basically, biomass is all organic matter produced by humans, animals and plants. For energetic purposes, however, biomass comes from agriculture and waste.

A distinction is made between solid (wood), liquid (biofuels) and gaseous (biogas) forms and in Austria around

17 percent of energy consumption is currently covered by biomass.

EXPANDING WOOD TRANSPORTS

For Innofreight, biomass is particularly relevant in the form of wood. With the WoodTainers XXXL and XXL, woodchips are already being transported in large quantities.

A stationary unloading plant for biomass has already been built in Scandinavia. In the future, these transports will become even more and Innofreight has the right equipment to meet the increasing demand.

With the expansion of capacities and new developments for timber transports, we follow the rising trend and react to what a future oriented market and customers want to work with, as sustainable as it is necessary for a green and ecological future.

Because environmental protection has priority and in future there will be more and more emphasis on biomass as a sustainable energy source.

We will increase production and meet the demands of our customers.



ROLLING EQUIPMENT

WE BRING COLOUR ON TRACK

The range of our products speaks for itself and is growing every year. Steel, energy, wood, building materials, liquids and agriculture. Solutions for every industrial sector rolling across Europe on the rails and being a real eye-catcher on their way.

The InnoWaggon family with our different containers and pallets has been the heart of Innofreight since it was founded. The modular system, the construction kit, that allows different wagons to be combined with different containers and pallets in order to meet individual needs. Furthermore, it brings some colour on the rails as well — in contrast to conventional equipment.

YEARS OF EXPERIENCE

The topic of modularity is becoming an increasingly important issue in freight transport by rail and intermodal. While others are still only talking about it, Innofreight already has years of practical experience.

15.000
are currently rolling through Europe with Innofreight logo.

2.000
InnoWaggons are on track for international customers.

200
Block trains are rolling exclusively with Innofreight equipment.

Although quality always comes first, quantity is also important in order to meet all market needs. Our range of products is now extensive enough to ensure a certain quantity of equipment is always available. We do not have to produce everything from scratch and develop every container or wagon again. The modular system enables individual combinations with already existing options.

This equipment park we now have in our repertoire is constantly growing. New innovations are added every year to keep up with new trends.

In order to meet the needs of our customers, we are closer to them

than anyone else in the industry. Only through regular communication we can meet their wishes and develop tailored solutions for different industries. Frequent communication during the entire cooperation helps to ensure that these solutions are implemented on time.

Higher productivity, flexibility, workplace safety and speed in delivery, due to high standardization and reliable technology.

You get all of this when you choose Innofreight as your logistics partner. The following pages describe the range of our products and what they can be used for.



INNOWAGGON

THREE TIMES THREE OPTIONS

InnoWaggon, FinnoWaggon and IberoWaggon: The basis of the modular Innofreight concept is available for all common European gauges.

Standard gauge, Russian and Iberian wide gauge and that in three different lengths. At the end of 2020, the InnoWaggon family finally conquered Europe and is available for all three important gauges.

Taking a look at the figures below, it becomes clear very quickly, that an InnoWaggon consists of two individual wagons instead of one.

Starting with 2x 30ft, further to 2x 40ft and then 2x 45ft — these are the possible options when choosing an InnoWaggon. Those wagons serve as the basis for the modular container system of Innofreight.

Depending on which industry you operate in and what kind of goods you need to transport, you can select the

suitable InnoWaggon which will — together with the container or pallet system — permit the highest possible payload.

From the conception to the engineering process and production: The Innofreight team accompanies the development process of the prototype, the approval process and finally serial production.

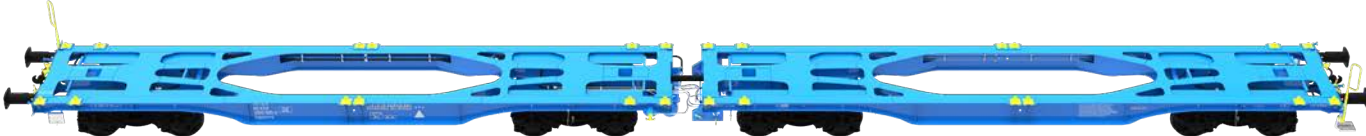
2x30 FT INNOWAGGON



2x40 FT INNOWAGGON



2x45 FT INNOWAGGON



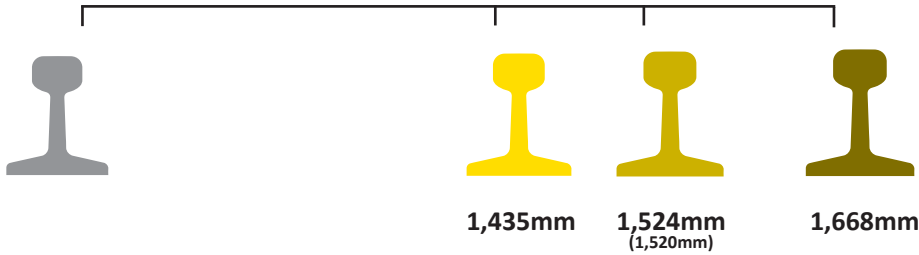
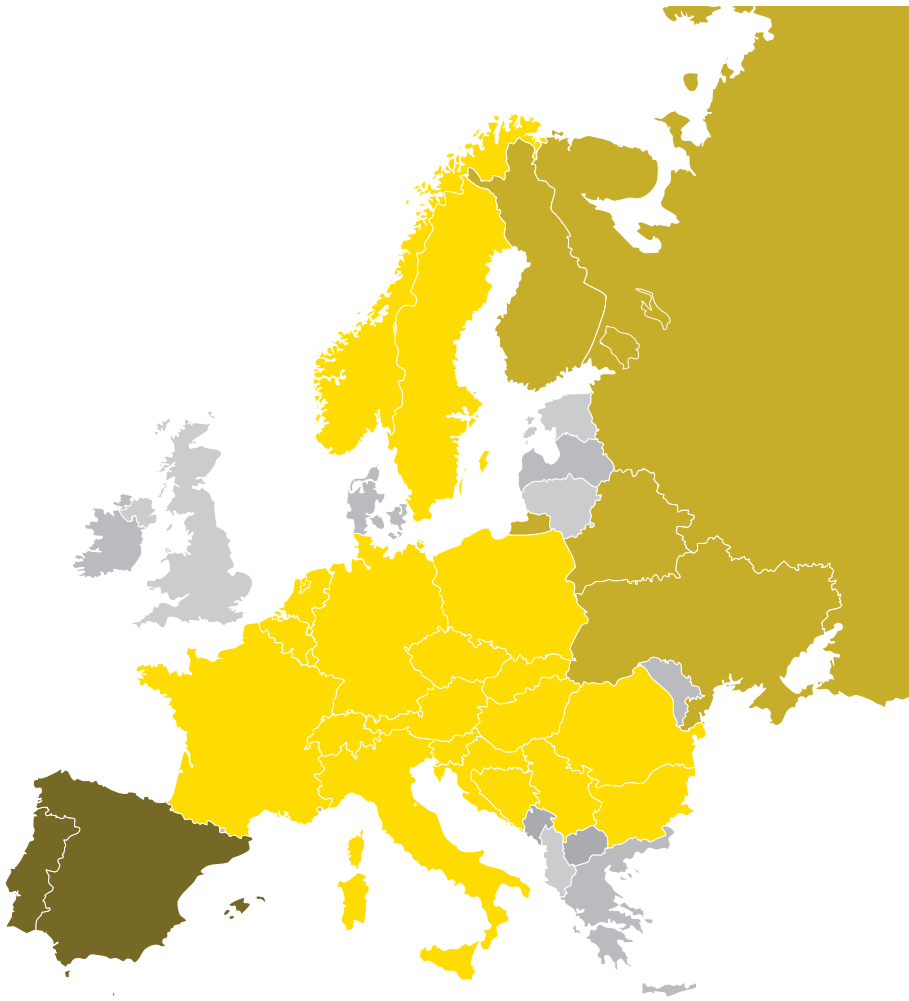
INNOWAGGON FAMILY

A FAMILY FEELING AT HOME IN ALL OF EUROPE

Three quarters of all tracks worldwide can be used with the same wagon width — the so-called standard gauge. Exactly 1,435 mm are measured between the inner heads of the rail edges in Central Europe.

If you are planning a trip to the East, the distance between the inner heads increases to 1,520 mm. In Spain and Portugal they even go one step further and for the Iberian broad gauge, proud 1,668 mm are the norm.

With InnoWaggon, FinnoWaggon and IberoWaggon, the InnoWaggon family is now at home in all of Europe and on every relevant gauge.



Wagon	2x30 ft InnoWaggon	2x40 ft InnoWaggon	2x45 ft InnoWaggon
Classification	Sggmmrs	Sggrrs	Sggmrrs
Classification code	4854	4657	4658
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4	A, B1, B2, C2, C3, C4, D2, D3, D4	A, B1, B2, C2, C3, C4, D2, D3, D4
Number of axles	8 per double wagon	8 per double wagon	8 per double wagon
Tare mass	14,100 kg per single wagon	14,500 kg per single wagon	14,950 kg per single wagon
Length over buffer	22,500 mm	26,710 mm	29,610 mm

**SLURRYTAINER**LOADING VOLUME PER
CONTAINER: 43 m³

LENGTH: 30 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 142 t

LOADED GOODS: Slurry

UNLOADING POSSIBILITIES:
Unloading by gravitation**SURFACEWATER
TANK**LOADING VOLUME PER
CONTAINER: 62 m³

LENGTH: 40 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 140 tLOADED GOODS: Surface
waters contaminated with saltsUNLOADING POSSIBILITIES:
Gravitation, hose connection
DN 100 or flange DN 150**INNOTAINER COILS**NUMBER OF COILS
PER CONTAINER: 3

LENGTH: 30 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 142 t

LOADED GOODS: Coils

UNLOADING POSSIBILITIES:
Forklift or unloading crane**CITY LOGISTICS
CONTAINER**LOADING VOLUME PER
CONTAINER: 27.1 m³

LENGTH: 20 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 138 tLOADED GOODS: Building
materials, excavation material,
rubbleUNLOADING POSSIBILITIES:
Truck tipping chassis or
stationary unloading machine**ORETAINER XM**LOADING VOLUME PER
CONTAINER: 23 m³

LENGTH: 13 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 143.5 tLOADED GOODS: Iron ore,
limestoneUNLOADING POSSIBILITIES:
Stationary unloading machine**CHEMIETAINER**LOADING VOLUME PER
CONTAINER: 32.5 m³

LENGTH: 20 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 139.1 tLOADED GOODS: Corrosive bulk
materialsUNLOADING POSSIBILITIES:
Truck tipping chassis or
stationary tipping device



ROCKTAINER ORE

**LOADING VOLUME PER
CONTAINER:** 47 m³

LENGTH: 30 ft

**MAX. PAYLOAD PER
DOUBLE WAGON:** 138 t

LOADED GOODS: Iron ore,
ore pellets, limestone

UNLOADING POSSIBILITIES:
Sudden unloading into hopper

GRAINTAINER

**LOADING VOLUME PER
CONTAINER:** 36 m³

LENGTH: 20 ft

**MAX. PAYLOAD PER
CONTAINER:** 32.4 t

LOADED GOODS: Grain, corn,
soy

UNLOADING POSSIBILITIES:
Sudden unloading into hopper



ROCKTAINER SAND

**LOADING VOLUME PER
CONTAINER:** 68 m³

LENGTH: 40 ft

**MAX. PAYLOAD PER
DOUBLE WAGON:** 134.3 t

LOADED GOODS: Sand, gravel,
cement

UNLOADING POSSIBILITIES:
Sudden unloading into hopper

SCRAPTAINER

**LOADING VOLUME PER
CONTAINER:** 71.1 m³

LENGTH: 40 ft

**MAX. PAYLOAD PER
DOUBLE WAGON:** 136.5 t

LOADED GOODS: Iron ore, coal,
scrap metal

UNLOADING POSSIBILITIES:
Magnetic unloading or
unloading crane



ROCKTAINER INFRA

**LOADING VOLUME PER
CONTAINER:** 51 m³

LENGTH: 30 ft

**MAX. PAYLOAD PER
DOUBLE WAGON:** 136 t

LOADED GOODS: Track ballast

UNLOADING POSSIBILITIES:
Adjustable unloading to the
centre or to the sides

GIGAWOOD SWEDEN

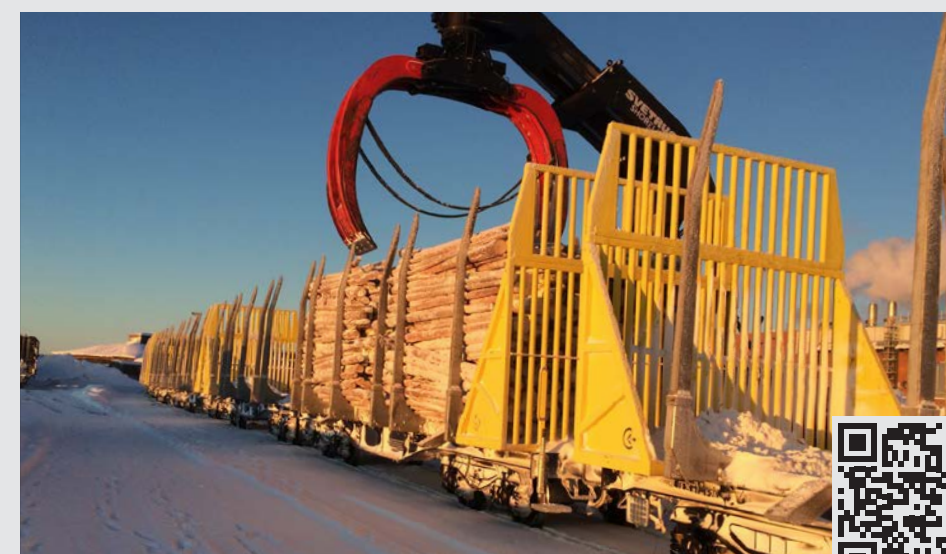
LOADING VOLUME: 110 m³

LENGTH: 40 ft

**MAX. PAYLOAD PER
DOUBLE WAGON:** 142.1 t

LOADED GOODS: Timber

UNLOADING POSSIBILITIES:
Logstacker or highlifter





WOODTAINER XM

LOADING VOLUME PER CONTAINER: 23.6 m³

LENGTH: 13 ft

MAX. PAYLOAD PER DOUBLE WAGON: 139.6 t

LOADED GOODS: building material, coal

UNLOADING POSSIBILITIES: Forklift or stationary unloading machine

WOODTAINER XXM

LOADING VOLUME PER CONTAINER: 29 m³

LENGTH: 13 ft

MAX. PAYLOAD PER DOUBLE WAGON: 137.5 t

LOADED GOODS: Building material, coal, iron ore

UNLOADING POSSIBILITIES: Forklift or stationary unloading machine



MONTAINER XXL

LOADING VOLUME PER CONTAINER: 46 m³

LENGTH: 20 ft

MAX. PAYLOAD PER DOUBLE WAGON: 137.5 t

LOADED GOODS: Coal or coke

UNLOADING POSSIBILITIES: Forklift or stationary unloading machine

COIL PALLETS

LENGTH: 10 ft

MAX. PAYLOAD PER DOUBLE WAGON: 143 t

UNLOADING POSSIBILITIES: Unloading crane or forklift

LOADED GOODS: Coils (Ø: 800 - 2,250 mm, weight: 35.75 t, temperature: up to 500° C)

LOADING WIDTH: 2,170 mm

LOADED GOODS: Steel slabs, blooms, pipes

LOADING WIDTH: 2,652 mm



WOODTAINER XXL WITH DOORS

LOADING VOLUME PER CONTAINER: 43 m³

LENGTH: 20 ft

MAX. PAYLOAD PER DOUBLE WAGON: 138.7 t

LOADED GOODS: Woodchips, building material, coal, sugar beets

UNLOADING POSSIBILITIES: Forklift, stationary unloading machine or unloading with water cannons

STEEL PALLETS

LENGTH: 10 ft

MAX. PAYLOAD PER DOUBLE WAGON: 143.7 t

UNLOADING POSSIBILITIES: Unloading crane or forklift

LOADED GOODS: Steel slabs, blooms, pipes

LOADING WIDTH: 2,652 mm





INNOTAINER COILS VR TRANSPORT

NUMBER OF COILS PER
CONTAINER: 7

LENGTH: 40 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 138 t

LOADED GOODS: Coils

UNLOADING POSSIBILITIES:
Forklift or unloading crane

GIGAWOOD WAGON

LOADING VOLUME: 110 m³

LENGTH: 45 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 141 t

LOADED GOODS: timber

UNLOADING POSSIBILITIES:
Logstacker or highlifter



ACIDTAINER VR TRANSPORT

LOADING VOLUME PER
CONTAINER: 49 m³

LENGTH: 40 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 136 t

LOADED GOODS: Phosphoric
acid, nitric acid, sulphuric acid

UNLOADING POSSIBILITIES:
Gravitation, hose connection
DN 100, Camlock

MONTAINER XXL & XXLL

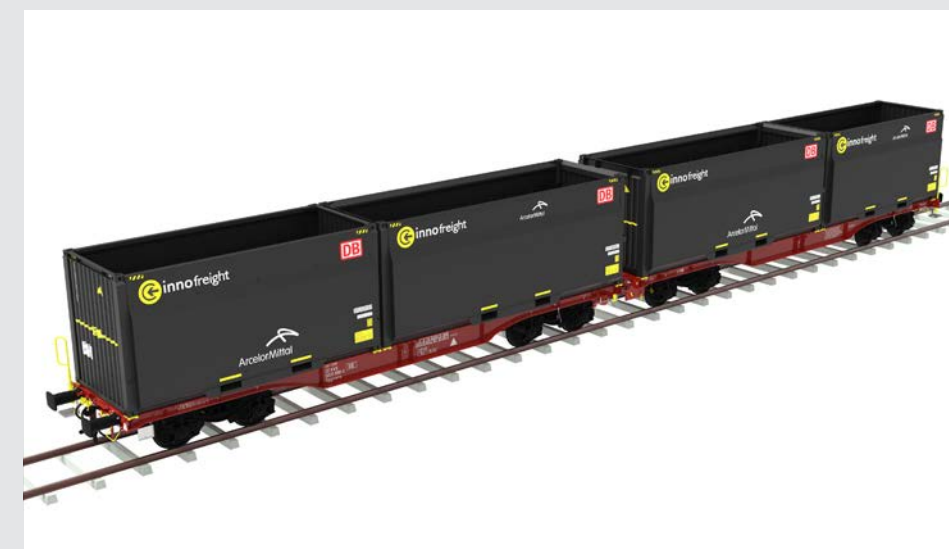
LOADING VOLUME PER
CONTAINER: 47 m³ (XXL),
59 m³ (XXLL)

LENGTH: 20 ft and 25 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 69.1 t

LOADED GOODS: Coal, iron
ore

UNLOADING POSSIBILITIES:
Forklift or stationary unloading
machine



ORETAINER VR TRANSPORT

LOADING VOLUME PER
CONTAINER: 18.1 m³

LENGTH: 13 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 140 t

LOADED GOODS: Iron ore

UNLOADING POSSIBILITIES:
Forklift or stationary unloading
machine

BOX-IN-BOX SYSTEM

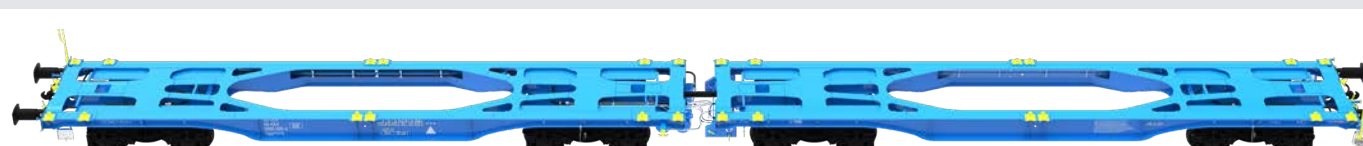
LOADING VOLUME PER
CONTAINER: 45 m³

LENGTH: 22.5 ft

MAX. PAYLOAD PER
DOUBLE WAGON: 138 t

LOADED GOODS: Coal, iron
ore, building material

UNLOADING POSSIBILITIES:
Forklift or stationary unloading
machine





The one-piece extension of the Innofreight wagon fleet: the 80 ft Sgns InnoWaggon for an even higher payload.

80 FT INNOWAGGON

In addition to the InnoWaggon family, a colossus among the wagons will be built next year. After successful tests, a one-piece 80 ft Sgns InnoWaggon will be added to the Innofreight portfolio.

The prototype will be developed and approved at the beginning of 2021. The first 50 pieces will roll out of production at the end of next year.

Four 20 ft containers fit on one of these new InnoWaggons and optimize

the payload for light bulk goods such as woodchips on the one hand and for Innofreight pallet systems on the other hand.

The wagon will be particularly light and loading tests that took place in 2020 with a similar wagon already showed how diverse the options are.

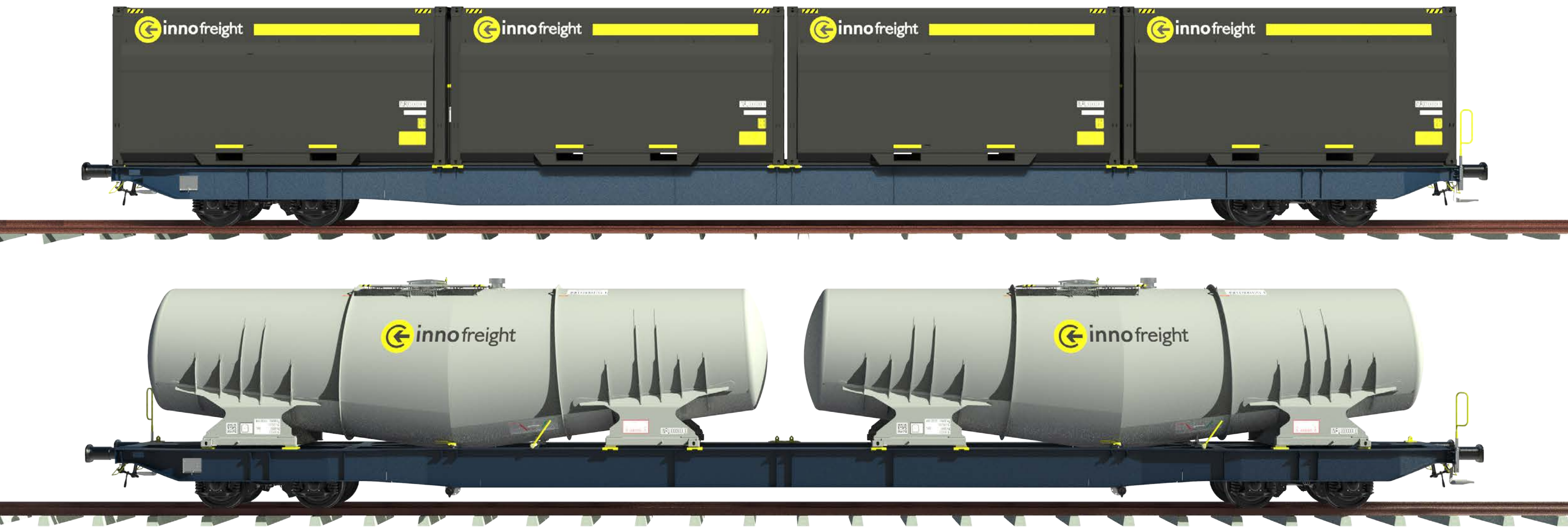
Goods such as pipes, rails, billets, sheet pilings or even steel with a length of up to 4 meters can easily be transported with the new 80 ft InnoWaggon.

Classification	Sgns
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4
Number of axles	4
Tare mass	19,000 kg
Length over buffer	25,710 mm

4x 20 ft
containers can be placed on one new wagon.

4
axes instead of eight for higher payload.

15%
higher payload per blocktrain.





**AGROTAINER
OPEN TOP**

**LOADING VOLUME PER
CONTAINER:** 50 m³

LENGTH: 30 ft

MAX. PAYLOAD: 66 t

LOADED GOODS: Coke,
short wood

UNLOADING POSSIBILITIES:
Truck tipping chassis or excavator

WOODTAINER XXL

**LOADING VOLUME PER
CONTAINER:** 46 m³

LENGTH: 20 ft

MAX. PAYLOAD: 67 t

LOADED GOODS: Light bulk
materials

UNLOADING POSSIBILITIES:
Forklift or unloading machine



AGROTAINER XXL

**LOADING VOLUME PER
CONTAINER:** 50 m³

LENGTH: 30 ft

MAX. PAYLOAD: 66 t

LOADED GOODS: Cereals
sugar, palletised goods

UNLOADING POSSIBILITIES:
Truck tipping chassis or forklift

WOODTAINER XXXL

**LOADING VOLUME PER
CONTAINER:** 57 m³

LENGTH: 20 ft

MAX. PAYLOAD: 65 t

LOADED GOODS: Light bulk
materials (biomass)

UNLOADING POSSIBILITIES:
Forklift or stationary unloading
machine



MONTAINER XL

**LOADING VOLUME PER
CONTAINER:** 41 m³

LENGTH: 20 ft

MAX. PAYLOAD: 67 t

LOADED GOODS: Coal or coke

UNLOADING POSSIBILITIES:
Forklift or stationary unloading
machine

PALLET SYSTEM

LOADING WIDTH: 2.750 mm

LENGTH: 10 ft

MAX. PAYLOAD: 68 t

LOADED GOODS: Pipes,
timber

UNLOADING POSSIBILITIES:
Unloading crane or logstacker



SOCIAL MEDIA

Website, LinkedIn, Facebook and Co: With a modern online presence, Innofreight shows every day what is happening behind the scenes.

Current information about new developments and collaborations, an overview of our visions and values: The

aim is to demonstrate what innovation means for Innofreight in everyday life. Modern media are an important part of the appearance of a young and innovative company.

This is why both, website and Social Media channels, are being updated with the latest information. Everything

from new developments to current news reports and the latest videos about our products can be found online.

Innofreight found its way into the Social Media world in 2020 and you can now follow us on LinkedIn, Facebook, Instagram and YouTube.



WEBSITE

Job openings, news and an overview of offers. Everything at a glance.



VISIT OUR WEBSITE

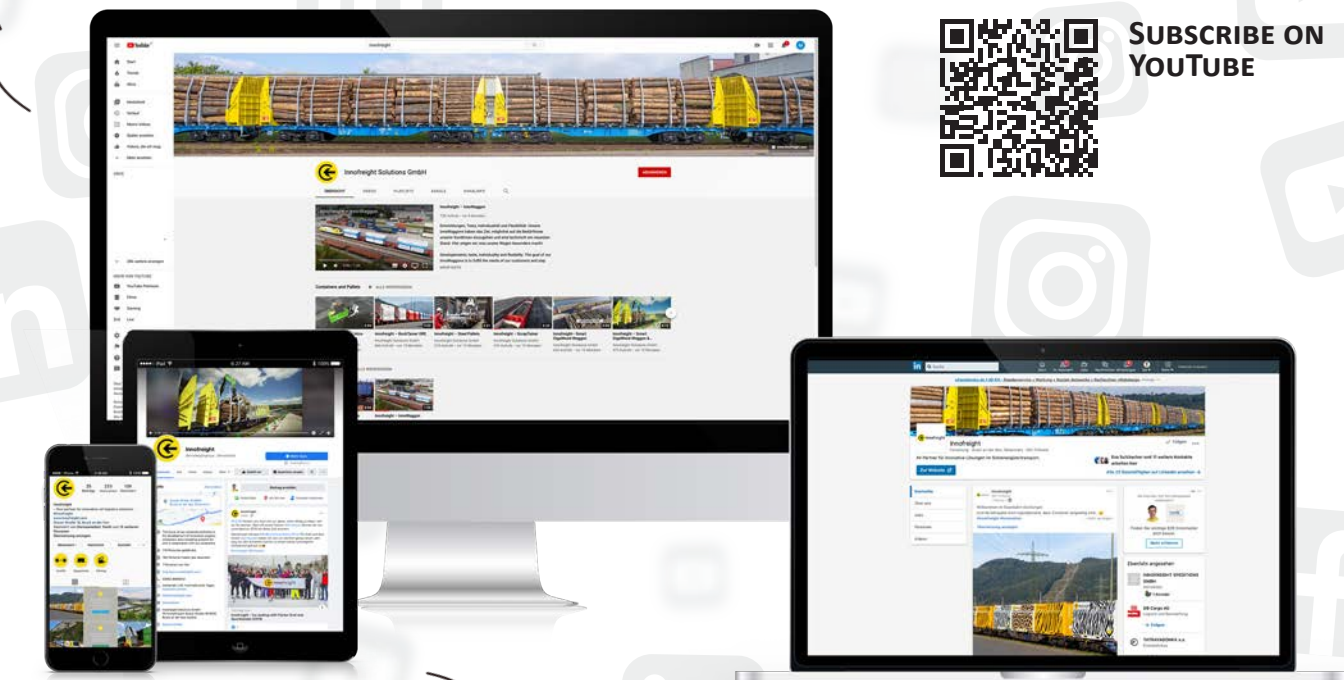


YOUTUBE

Quick and compact in videos. Wagons, containers, unloading techniques — a video says more than 1000 words.



SUBSCRIBE ON YOUTUBE



INSTAGRAM

Because trains and containers are prettier to look at than you might think.



FOLLOW US ON INSTAGRAM



FACEBOOK

Updates on what is going on in everyday life at Innofreight and insights into our work.



LIKE US ON FACEBOOK



LINKEDIN

Everything you need to know. Equipment, collaborations and what else we have to say.



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SOCIAL ENGAGEMENT



FSC ZELLSTOFF PÖLS



SPECIAL OLYMPICS



ESV ST. MICHAEL



DC BUTTERFLY CHEERLEADER ASSOCIATION



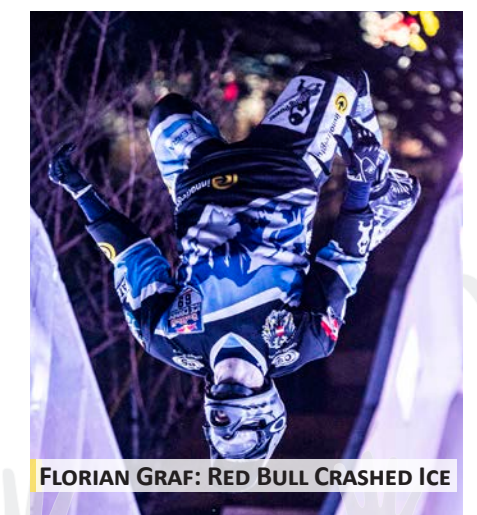
AFRICAN INTEGRATION ASSOCIATION



PITEÅ IF DFF



ASSOCIATION SPORTBÜNDEL



FLORIAN GRAF: RED BULL CRASHED ICE



WEBSITE



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