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innocube and innoworld 2024

Since 2023, innocube has been overseeing the marketing agendas of the Innofreight Group, making its first public appearance with innoworld 2024.

For over 20 years, the Innofreight Group has been optimizing rail freight transport, while gradually shifting more goods from road to rail. This growth has taken place at an incredible pace right from the start and has allowed the Group to grow rapidly. This expansion creates space for new structures and opportunities to continue growing.

In order to effectively cover the marketing agendas for Innofreight Group and its partners, innocube was founded this year as the central marketing agency within the group. innocube's core task is to communicate the different strengths of all the companies involved in innoworld to all partners as effectively and comprehensibly as possible.

The tasks range from internal and external communication to designing container and wagon branding, event planning and video production. Like Innofreight equipment, innocube operates throughout Europe and works both on a regional and an international level.

At the heart of this effort is our annual magazine, which from this year on is no longer called "Annual Review" but has been renamed to "innoworld". In this way, innocube is creating the space to include everyone who is part of the innoworld.

Innofreight Group is evolving from a pure technology provider into a full-service provider, and supports its customers in all matters, always with a focus on Innofreight technology. The innovative rail logistics solutions enable us to embrace this growth and strive for more.

The group includes more and more companies, joint ventures and partners. All of these entities are meant to find their place in the innoworld and be presented here. Only together can we continue to grow and shift even more transports from road to rail.

innocube and innoworld are the voice of Innofreight Group

A big thank you – moving forward

At the very beginning, we would like to take a moment to thank those without whom the growth of recent years would have been impossible.

In these increasingly uncertain times we live in, it is important to have someone you can rely on. Each and every one of us needs people or institutions that we can look up to and trust. Only when there is trust, can cooperation succeed and strong relationships be built.

As the owner family of Innofreight, we are proud to have found many partners who share our values and with whom we have entered into fruitful collaborations over the years. In this first issue of 'innoworld', we introduce you to these partners, our joint projects and visions.

This year, however, we want to say a particularly big thank you to those who achieve extraordinary things every day and keep pushing Innofreight Group forward: our employees.

Thank you to the technicians and developers who are always finding new solutions and implementing them with their expertise. Thanks to the service technicians who are always on hand during ongoing operations, minimizing downtime and failures. Thanks to the sales teams who ensure that our equipment is in use even in challenging times. Thank you to the administrative and management staff, who may not be as visible to the outside world, but who make an important contribution in the background, ensuring that everything runs smoothly. Each and every one of you is crucial to continuing our path of success.

Together, we make the impossible possible. Without the dedication and commitment of our employees and partners, we would never have been able to build all of this. With our new joint ventures, we are now taking the next big steps towards the most efficient freight logistics.

We know that our innovative ideas will not run out, and together we continue to advance rail freight transport with our unique technology. Come along with us on this journey and welcome to the innoworld!

Sara, Antonella & Peter

Thanks
to all employees
of innoworld

Content

Innofreight family and friends on board of MSC Seaview

Innofreight – innovative solutions

Always true to our values – European, innovative, professional, ecological and modular – we push developments in rail freight transportation even further.

Since its foundation in 2002, Innofreight has been driven by one motto: 'moving limits' – the constant shifting of boundaries. In addition to these boundaries, the standards in rail freight transportation have also gradually evolved over the last two decades. The story began with a modular concept for the wood industry and has now made its way into various industry sectors.

What started with two people in a small office has developed into a cross-border collaboration with more than 140 employees currently. Together with reliable suppliers and loyal business partners, the transformation of rail freight logistics has been achieved.

Innovative approaches, the courage to turn ideas into reality and a great deal of passion pave the way for a promising future. From our headquarters in Bruck, which opened in 2022, we will accompany diverse industries on their next steps. These steps will be influenced by the Green Deal, the EU's initiative to make Europe the first climate-neutral continent. Net greenhouse gas emissions are to be reduced by 55 percent by 2030, eventually reaching zero by 2050.

An ambitious undertaking that requires appropriate solutions, which can be found through the railway. It is considered the most CO_2-efficient mode of land transport and makes Innofreight a crucial partner on the path to a greener future. As technology continues to develop over the years it allows for significantly higher transport capacities, which not only frees up rail capacities but also gives the railway a competitive advantage over road transport.

We currently transport tons of goods per year in intermodal traffic, making a significant contribution to environmental protection.

moving limits since 2002

Smart GigaWood – an eye-catcher also painted pink

Innovative

We have remained true to the innovation factor, but have also adopted a number of other characteristics. It is the diversity that makes Innofreight what it is. A synergy of ideas, dedicated employees and a wide range of products. From agriculture and building materials to the transport of steel, energy, chemical products and liquids, there is a sustainable rail

01
INNOVATIVE

02
EUROPEAN

03
PROFESSIONAL

04
ECOLOGICAL

05
MODULAR

transport solution for almost all goods. A crucial point is that no two industrial plants are the same, which requires a high degree of flexibility that we can offer thanks to our extensive experience.

European
Wagons, superstructures and unloading techniques are not only used in various industries but are also in demand throughout Europe. We operate more than 200 block trains across the continent every day, connecting 20 European countries from Finland to Portugal.

With the opening of the intermodal transport terminal in Ostrava-Mošnov, Czech Republic in 2022, Innofreight affirmed its commitment to cross-border trade. Conveniently located on the Czech, Slovakian and Polish borders, the terminal connects neighboring regions with European ports and serves as an important economic driver for the entire region.

Professional
It is no longer enough just to transport goods from one place to another. It is about an entire logistics chain. Those who choose Innofreight not only receive a tailor-made solution, but they also benefit from the knowledge of our current employees. Every opportunity is taken to use the accumulated knowledge to optimize all processes. From research to design and development, the know-how of our experts flows into all of the products in our extensive range.

Ecological
When Innofreight was founded, sustainability did not have the status it has today. Today, the term is not only socially acceptable, it also holds its own in industry. Industry is responsible for around 20 percent of all global CO_2-emissions. With the EU's Green Deal aiming to reduce net greenhouse gas emissions to zero by 2050, there is a need for action. More than 30 million tons of goods are already transported by rail instead of on the road every year.

Projects such as the one for the ArcelorMittal steel plant in Eisenhüttenstadt are setting new standards by protecting the environment even better with state-of-the-art, semi-automated stationary unloading machines that reduce particulate matter and emissions. Shifting transportation from road to rail will not be enough in the future; new efforts are required, in which we and our strong partners will be involved.

Modular
In 2004, our first container system was successfully put into operation: the WoodTainer XXL in combination with forklift rotation unloading, designed for the wood industry. The number of structures has since grown to over 40, and we have remained true to our principle of modularity. Usable in all three European gauges and combinable with the various lengths of InnoWaggons, the superstructures benefit from constant innovation. If a specific industry requires a unique solution, we develop, test and build it.

RockTainer ORE on track with DB Cargo

InnoWaggons – the most efficient base since the freight wagon was invented
The InnoWaggon is the base of Innofreight technology. In operation since 2014, the various versions have ensured that rail freight transport is as efficient as possible.

Three different types of InnoWaggon are currently in daily use on all common European gauges. Whether standard gauge, Finnish or Iberian broad gauge – the different lengths are perfectly tailored to the goods being transported. An InnoWaggon consists of two half-wagons that are closely coupled together. This configuration provides more axles and, consequently, higher payload per wagon. In combination with a special lightweight design, the right wagon can be used for each cargo, ensuring maximum payload.

The fourth member – 80 ft InnoWaggon
In 2023, our engineers have further refined the optimal solution for our 80 ft InnoWaggon. They have extensively revised the design of the wagon and initiated a new approval process. As a result, the construction has been optimized for the transport of 40 ft containers and the wagon is to be equipped with a handbrake as a standard feature in the future.

The 80 ft InnoWaggon is designed for the even more efficient transport of biomass, wood chips, other lightweight bulk goods and ISO or refrigerated containers.

Production facility in Zagreb
The InnoWaggons are produced at TŽV Gredelj in Zagreb, Croatia, where around 700 of our 2x30 ft, 2x40 ft and 2x45 ft InnoWaggons have left the production

High-quality production in Zagreb

TŽV Gredelj produces roughly 700 InnoWaggons every year

halls in 2023. The new 80 ft InnoWaggons will also roll off the production line in Zagreb in 2024.

TŽV Gredelj is currently converting an old refurbishment hall for this purpose in order to manufacture the frames for the wagons. All the equipment on-site will be manufactured in accordance with the specifications and requirements of Innofreight's engineers. With our expertise and the high-quality production and welding technology from TŽV Gredelj, together we can guarantee the highest standard in the production of our InnoWaggons.

In 2024, around 700 InnoWaggons are expected to be produced at the Croatian location – roughly equivalent to one block train per week.

Future-ready rail freight transport

With the Green Deal, the European Union has committed to becoming the first continent to achieve climate neutrality and reduce all emissions by 55 percent by 2030. In order to achieve this goal, rail freight transport is indispensable. Road traffic must be relieved and the environmentally friendly railway must be used as the primary means of land freight transportation. In addition, many truck drivers will be retiring in the coming years and it will not be easy to replace them.

Innofreight has been working for years to make the railway a more attractive alternative. Currently, the average freight wagon in Europe is 31 years old and can only be used for specific goods, e.g. for grain transportation. With our modular solutions, we are on the right track to make wagons more maneuverable and practical for the transport of various goods and superstructures.

Efficient intermodal transport reduces road traffic and cuts emissions. The solutions must be designed in such a way that rail is the preferred mode of transportation and the road is only used for the last mile. To make the rail even more attractive, we are looking for solutions to efficiently transport a wide variety of products by rail.

Refrigerated container transport on the InnoWaggon

Refrigerated containers are intermodal containers used for the transportation of goods that require temperature control, such as fruits, vegetables, meat or pharmaceuticals. It is crucial for the cold chain never to be interrupted, the temperature is to be maintained, and continuously monitored.

The container's refrigeration unit does not operate on its own, but is dependent on an external power supply. The electrical power connections are located either on the container ship or at the dock. During rail or road transportation, the refrigerated containers are powered by diesel-driven generators, known as GenSets. In traditional solutions for refrigerated containers on the rail, two 40 ft refrigerated containers are transported on a six-axle 90 ft wagon with a fixed diesel generator in the middle, providing energy during transport.

As a first step, our technicians equipped and tested a 2x45 ft InnoWaggon with a removable GensetTainer.

Since our InnoWaggons have a space between the longitudinal beams of the wagon frame, this area can be equipped with our generator unit for powering two refrigerated containers.

Our GensetTainer can be attached as a replaceable part of the cargo when needed and it is not a fixed part of the wagon. Therefore, no special wagon is required, and the unit can be added as needed.

GensetTainer – an exchangeable loading part for refrigerated container transport

GensetTainer on a 2x45 ft InnoWaggon

Superstructures – tailored transport containers for all freights

It all started with the WoodTainer. Our initial container system designed for the wood industry, specifically crafted for transporting wood chips. The first WoodTainer XXL was unloaded using a rotating forklift – swift and secure.

Over the past 20 years, our portfolio has expanded immensely. Innofreight now offers a range of over 40 different superstructures, capable of transporting various goods. While still rooted in the wood industry, we transport more than just wood chips or biomass; we also carry round timber and sawn timber by rail. But that's not all; Innofreight equipment is utilized across many industries, transporting light or heavy bulk goods, liquids, building materials, agricultural products and chemical goods.

The relentless pursuit of our technicians for an optimally tailored transport container brings numerous advantages. Lightweight containers with optimized volume allow for the highest payload per wagon throughout Europe. More payload per container, in turn, leads to additional space on the rail network, as shorter and fewer trains are needed for the same transports.

Develop, test, standardize

Also in 2023, we developed new transport solutions for various goods. The main focus was on evolving containers to transport goods in both directions. To begin with, let's go back to the wood industry, where we introduced the Smart GigaWood Round & Sawn. The prototype proved successful, and the first wagons with this stanchion system are already circulating throughout Germany. Finished sawn timber packages are transported from the sawmill to the port, and on the return trip, new round timber is brought to the mill.

This allows two different products to be transported with the same wagon. Our new OpenSideTainer XX20 aims to achieve the same in the future. The container boasts many technical features, including a hardtop roof that can be opened, a side door and openings on the front. Both recycled wood and finished wood products can be transported with the OpenSideTainer XX20.

Recycling wood is loaded and unloaded from the top, while other light bulk goods can be unloaded at the front. Finished products are protected from weather influences inside the container and can be loaded and unloaded from the side using a forklift. In combination, the OpenSideTainer XX20 provides a significant competitive advantage for our customers.

The OpenSideTainer X40 is a new solution to simplify handling and transport finished products easily and securely. This 40 ft container is also conceived as a ‘mobile warehouse’ where products can be temporarily stored. It features tarpaulins on both sides for quick loading and unloading, along with an additional door on the front wall. The fixed roof protects the transported goods from above.

With the increased demand for transport solutions for grain this year, our technicians have come up with seven different solutions, three of which are already in the testing phase or in use. The first and second-generation GrainTainer achieve high payloads, and our modular system comes into play, allowing the wagons to be used for other transports after the grain harvest season. Our WoodTainer XXL equipped with Big Bags is a quick solution already in use.

Tailor-made solutions for all types of transported goods

Smart GigaWood Round & Sawn

OpenSideTainer X40 on 80 ft InnoWaggon

Three Innofreight solutions for grain transport: GrainTainer, WoodTainer XXL with Big Bag and GrainTainer II

For those exploring future energy supply, hydrogen is unavoidable. Regarded by many as the solution for the future, our new H2-Tainer offers a solution for the intermodal transport of hydrogen on both rail and road.

The steel tank container is equipped with up to 60 stacked tube bundles that transport hydrogen in a gaseous state. The storage pressure in the container is up to 700 bar. The eleven-meter-long tube bundles are connected in groups, from which the hydrogen is then extracted. The system works similarly to a gas cylinder: the required hydrogen is withdrawn, and the semi-filled container continues to the next unloading point.

We offer various transport containers for the construction material industry. The two intermodal solutions, CemTainer and CityLogistics Container, help the construction industry shift its transports to the rail, allowing more environmentally friendly operation. These containers can be transported in a CO_2-neutral manner by rail for long distances, with only the last mile covered by truck. Here, with our joint venture InnoRiedel, efforts are being made to make the truck mile CO_2-free as well.

Our goal is to offer as many advantages with our technical solutions compared to conventional ones, thereby creating a standard and simplifying the system.

H2-Tainer for hydrogen transports

CityLogistics Container

More detailed information and further developments from this year can be found on the following pages for projects implemented and, further on, for developments in collaboration with our joint venture partners.

Our superstructures have been manufactured since 2019 in Europe's most modern container production facility. Innoduler, our joint venture with Duler from Slovenia, produces the complete range of Innofreight superstructures, always adhering to the highest quality standards. This year, around 1,700 superstructures were produced in Slovenia.

Unloading technology á la Innofreight

Merely transporting on the rail is not enough to optimize the logistics chain. Efficient loading and unloading has always been an integral part of Innofreight's business model. Unloading in particular must be carefully considered to ensure a smooth process. Depending on the conditions on-site, we offer two systems: stationary unloading systems or mobile rotating forklifts.

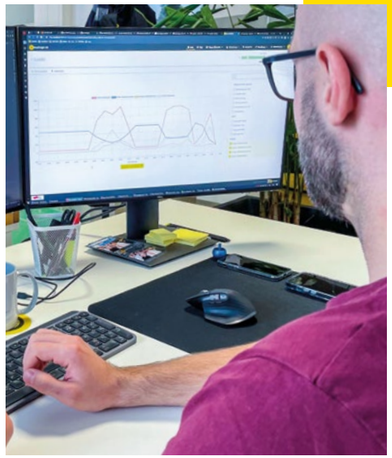
Stationary unloading machine – engineering heavy machinery

Standing in front of one of our stationary unloading machines (SUM) gives you a feel for the quantities that these machines process on a daily basis during operation. For instance, our new unloading machine in Třinec, Czech Republic unloads approximately 1,000 tons of iron ore per hour, securing the supply of raw materials to the Třinecké železárny – Moravia Steel plant. The Třinec facility is a heavy machine that is even more robust than the previous tippers. This tipper is so massive that it can unload frozen material directly from containers. The system can efficiently and completely unload various types of fine ore and iron ore concentrates.

Our stationary unloading machine essentially consists of a tipper, shifting device, conveying technology, bunker and a dedusting system if needed. These systems ensure smooth operation all year-round and offer very high availability in daily use with minimal downtime.

Stationary unloading machine for Třinecké železárny – Moravia Steel

Operator cabin of the Třinec unloading machine



Digital monitoring of the SUM

They provide a safe working environment for operators. The work is carried out from an air-conditioned cabin – no noise, no dirt, and only one person operating the joystick to control the entire system. The 'boxes', as some operators affectionately call our MonTainers or WoodTainers, are unloaded with optimum user-friendliness and safety.

This year, our unloading technicians focused mainly on engineering and developing new and optimized concepts for future projects. The technicians' portfolio ranges from loading to unloading and includes many other areas. Whether in the tipping system, dedusting or shunting, Innofreight technology can be found everywhere.

We've also made progress in the digitization of stationary unloading machines, particularly in the further development of predictive maintenance to increase availability for our customers.

The system becomes transparent as it is digitally equipped with condition monitoring. Deviations from this golden model trigger alerts, allowing us to detect and correct irregularities early which reduces downtime and breakdowns.

Customer requirements in these areas are increasing, especially in terms of automation. We are working towards meeting these demands and aiming to offer highly automated stationary unloading machines in the future.

Rotating forklifts – lid off and rotate

Our rotating forklifts come into play whenever direct rail access is unavailable on-site and a mobile solution is required. The right forklift is selected based on material density and container size and ensures the necessary flexibility during unloading.

The planning and design of our rotating devices is carried out in-house and the complete steel production is done by our joint venture, Innoduler. The final assembly takes place at Kalmar, our long-standing partner in unloading systems. Innofreight technicians carry out the assembly of the technology on-site.

Next year we will receive our largest forklift to unload containers with high payloads using a rotating forklift. This forklift has a nominal load capacity of 54 tons and is intended for iron ore or grain. We have adapted our rotating device for this large machine so that the forklift can unload 38 gross tons.

Electromobility remains an important topic in transport logistics. Not only trucks, but also forklifts are being converted to electric drive. At the beginning of 2024, we will deliver a battery-powered, fully electric forklift, along with a charging station, to the Sappi paper mill in Gratkorn, Austria.

The electric truck with a load capacity of 33 tons will replace a diesel forklift. By switching from a diesel-powered machine to the electric forklift from Kalmar, energy savings of around 70 percent per year are expected.

Our new transport solutions for various goods also bring new challenges for forklifts. The OpenSideTainer XX20, which is designed to transport both recycled wood and particleboards, can be loaded and unloaded from both the top and the side. Equipped with a lid, which must be removed for manipulating the transported goods before unloading, the rotating device is also equipped with a hardtop manipulator to lift the lid before unloading.

Our technicians and service staff are actively involved in corrective and preventive maintenance of both unloading machines and rotating forklifts. Whether for annual inspections or standardized maintenance measures, our teams contribute significantly to maintaining high customer satisfaction.

Hardtop manipulation with the OpenSideTainer XX20

Rotating forklift with 54 t lifting force

Innovative projects successfully implemented

Loading of MonTainer XXM

Assessing how a market will develop over the course of the year is somewhat like looking into a crystal ball. Making predictions is always challenging, but with our wide range of solutions, we were able to close good deals this year despite the challenging market environment. Thanks to Innofreight's presence in almost all industries and, above all, thanks to our modular system, we can quickly adapt to market requirements and react to changes.

This year Innofreight successfully implemented various projects in cooperation with its partners. Whether it's new developments for wood transport, solutions for the steel industry, liquid transport or handling containers on standard and broad gauge tracks, our equipment has provided the best solutions for all challenges. On the following pages, you will find an overview of our projects and logistics solutions.

Forklift transfer bunker – the best of both worlds

One project that we successfully implemented this year is the forklift transfer bunker for the SHS Dillingen steelworks. The forklift transfer bunker is located in the port of Dillingen and is used to transport coal for steel production. The coal delivered via the port of Rotterdam is unloaded into the bunker using two new 38 ton rotating forklifts and then transported further via a conveyor belt. Our solution for Dillingen also includes two complete train sets with 50 pieces 2x40 ft InnoWaggons and 300 MonTainer XXM.

Project team SHS Dillingen

Rotary unloading in the forklift transfer bunker

Geminos took care of the electrical engineering and automation of the forklift transfer bunker. The company from Kapfenberg is our partner for everything from electrical engineering to daily operational support. Find out more about Geminos later on.

Smart GigaWood Round & Sawn – a new benchmark for round and sawn wood transport

With the Smart GigaWood Round & Sawn, Innofreight has developed a wood wagon that not only delivers top performance in transporting round wood but also excels in terms of the payload for sawn timber transport.

The adapted system features 2.5-meter-long stanchions, allowing efficient round wood transport. A 2x45 ft InnoWaggon with the Round & Sawn stanchions can transport 120 solid cubic meters of round wood — 25 percent more than conventional wagons. For sawn timber, up to 191 cubic meters fit on a double wagon, with a maximum payload of 144 tons, as with the Smart GigaWood 5x5 system.

Flexibility and customer friendliness are at the heart of all Innofreight superstructures. Since the stanchions on the Smart GigaWood Round & Sawn are screwed and not welded, they can be adjusted flexibly. Depending on the length of the wood, the stanchions are attached to the wagon, and can be modified later if necessary. The outer end walls also increase safety during transport.

Smart GigaWood Round & Sawn for Schwaiger Holzindustrie

This development is particularly advantageous for the sawmill industry. The use of Smart GigaWood Round & Sawn minimizes empty runs and the significantly higher capacity reduces additional train traffic.

Since 2023, 23 Round & Sawn wagons have been optimizing transport flows for our customer Schwaiger Holzindustrie. The wagons are loaded with sawn timber packages at the Hengersberg plant in Germany and transport them to the North and Baltic Sea ports for export. On the return journey through northern and central Germany, the wagon stops at loading points, taking on

Standard ISO container loaded in a Smart GigaWood Round & Sawn

round wood to bring it back to the plant. The Smart GigaWood Round & Sawn travels across Germany in a transport cycle and is loaded most of the time.

This is a fantastic project that showcases the versatility of Innofreight equipment. But just transporting round and sawn wood is not enough for us. The straight stanchions of the Smart GigaWood Round & Sawn make it possible to transport a standard ISO container in one direction instead of sawn or round wood. Initial tests have been successful, and, if customers ask for this solution, we will be able to offer it.

Smart GigaWood handovers

Flexibility and maneuverability have always been the key words for the standard Smart GigaWood system. By using high and widely spaced stanchions, a complete train can load up to 30 percent more wood compared to conventional wagons.

The specially designed stanchions eliminate the need for straps and there is no need need for people to be in the immediate track area. This speeds up loading and unloading considerably and also increases work safety. Depending on the length of the wood to be transported, the stanchion system can be adapted for round wood with a length of 2 to 12 meters.

In Sweden, 2x40 ft InnoWaggons with Smart GigaWood stanchions are in use as these already have a very large loading volume due to the clearance gauge in Sweden. In 2023, we were once again able to deliver new wagons to the far north.

Representatives of the Swedish railway company Hector Rail, along with our team from Innofreight Scandinavia, visited our production facility at TŽV Gredelj in Zagreb, Croatia, during the delivery. At the Zagreb site, the Hector Rail representatives learned how our wagons are manufactured and were able to inspect them before the 18 InnoWaggons headed to Sweden. Due to the clearance gauge, the stanchions can only be assembled in Sweden; they would not fit on the rails in Croatia and Germany.

For our new Swedish customer ProTrain, we also delivered 10 pieces 2x40 InnoWaggons with the Smart GigaWood stanchion system to Bräcke, Sweden.

Delivery of Smart GigaWoods to Hector Rail

Many Smart GigaWood systems were delivered this year through our joint venture inno4wood, which you will find out more about later. The system's flexible stanchion adjustment enables the safe and fast transport of different wood lengths. With the 5x5 variant, the wood is transported via the short coupling of the wagon, which enables optimum transport of five-meter-long round timber.

This year, we successfully completed an external risk analysis for the system. Railway Competence and Certification (RCC) conducted extensive tests and assessed the risks of the loading method. Everything worked flawlessly, and now we have a neutral assessment that the Smart GigaWood 5x5 variant works perfectly.

The Future Pyramid: Introduction of the DryTainer at transport logistic

This year, the transport logistic fair took place again in Munich. Innofreight presented a new product development together with DB Cargo. A 30 ft InnoWaggon with a MonTainer and our new DryTainer was shown on the tracks. It was the first time we had shown the DryTainer to the public. The pyramid shape stood out among the 'normal' containers at the fair.

The steel industry faces major challenges. In order to be fit for the future, it must take a more environmentally friendly path. The German industry in particular is working

The Smart GigaWood is the most efficient wagon for timber transport

Loading Smart GigaWood in Sweden

Presentation at the transport logistic fair in Munich

DryTainer – new standard for moisture sensitive bulk goods

intensively on new reduction processes and options for CO_2-saving steel production. The DryTainer is tailored to the requirements of DRI (direct reduced iron) – the future CO_2-saving raw material for the production of high-quality steel products.

The pyramid shape minimizes the air left in the container, which prevents dust pollution during loading and unloading. The shape of the DryTainer is also adapted to a cone, which facilitates unloading. This minimizes abrasion and breakage during loading, and preserves the high-quality properties of DRI.

Innofreight is the first company to implement the rail transport of this reactive material.

In addition to DRI, the DryTainer can be used for other moisture-sensitive, dusty and corrosive goods, such as salt, cement clinker, quicklime or quartz crystals. Together with our partner K+S, we conducted initial tests for the transport of gritting salts in the DryTainer in Germany in 2023.

Optimized wire transport from plant to plant

The WireStanchions system enables the stacked loading of wire rod coils. Since August 2023, 15 pieces 2x45 ft InnoWaggons have been in use in voestalpine Wire Technology's inter-plant traffic of from Donawitz, Austria to Finsterwalde, Germany. The wagons, equipped with the WireStanchions system, set new standards in terms of load securing, payload and manipulation of the bundles. The services are provided by DB Cargo.

Wire rod coils are an intermediate product of steel production. These 2 to 3.6 ton coils often need to be transported from one plant to another for further processing. Innofreight has developed a new solution to optimize this transport: The WireStanchions system enables the stacked loading of wire coil bundles.

Instead of a long train with the bundles in a single layer, fewer wagons are now needed, as each wagon can accommodate about 40 to 50 percent more payload. Up to 38 wire coil bundles with a payload of 141 tons can be transported per 2x45 ft InnoWaggon with the WireStanchions system.

The stanchions and end walls ensure optimal load securing, eliminating the need for additional securing. Special pads protect the high-quality wires. Unloading is safe and fast, and the staked loading reduces the amount of moving required.

These 15 InnoWaggons travel in groups and can be adapted as required. Carried out by DB Cargo, the transport ensures inter-plant traffic for voestalpine between Donawitz and Finsterwalde. This project will shift approximately 2,000 truck transports to rail every year, saving about 1,500 tons of CO_2.

InnoTainer Coils Lite: Optimized transport of hot and cold-rolled coils

At Innofreight, we are always striving to optimize our products. We want to offer our customers the best possible solution for their needs. With the InnoTainer Coils Lite, we have developed an even more efficient and cost-optimized solution for the transport of hot and cold rolled coils.

The InnoTainer Coils Lite enables the flexible transport of hot and cold rolled coils with temperatures of up to 80 °C, of vari-

Loading and unloading of the DryTainer system

Loading of wire rod bundles

Stacked loading of the wire rod bundles

Testing of the InnoTainer Coils Lite

ous diameters and widths. The tarpaulin protects the coils from environmental influences, can be opened from any side and is operated by a single person. The optimized central locking system and automatic keypad lock ensure the highest safety standards.

In combination with our 2x30 ft InnoWaggon, the InnoTainer Coils Lite offers a high payload of up to 143 tons and fully utilizes the wagon capacity for track class D. The new InnoTainer Coils Lite is the solution for the transport of semi-finished products.

HBI Transport in BoxOnBox

Together with DB Cargo, Innofreight transports HBI (Hot Briquetted Iron) from the Netherlands to Austria. By using HBI in steel production the use of coal in the blast furnace process can be reduced – a crucial raw material on the way to CO_2-neutral steel production.

21 pieces 2x40 ft InnoWaggons with our new BoxOnBox containers bring the required raw material to the steelworks twice a week in a round trip. The lightweight construction of the containers has made it possible to increase the loading capacity of the raw material and the compact dimensions of the containers make loading and unloading easier.

One special feature of the BoxOnBox system has not yet been utilized in this initial transport, but is planned in the future: After the BoxOnBox containers have been unloaded, they can be stacked on top of each other. This creates space on the wagon to load more containers. In this way, the train can transport materials in both directions, saving railway capacities and making the transportation of goods by rail even more efficient.

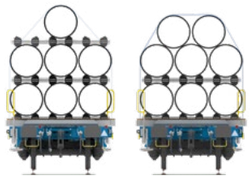
Unstacked BoxOnBox containers

A wide range of solutions for the steel industry are now part of Innofreight's standard repertoire. We will continue to work on solutions in the coming year to support the steel industry in its transition to green production.

HighPerformanceBase: Efficient pipe transports – rapid implementation

A complete train with 20 pieces 2x45 ft InnoWaggons transports pipeline tubes between Mülheim an der Ruhr and the port in Brake, Germany. Our technicians quickly developed the HighPerformanceBase to carry out these transports.

The HighPerformanceBase has a square profile with a wooden surface. Together with DHATEC's standard system for pipe transports, the HighPerformanceBase allows the loading of two to four additional pipes per wagon. The maximum payload of 147.5 tons per wagon increases the loading capacity by a third. For this transport, which DB Cargo is carrying out for pipe manufacturer Europipe, four bases are fitted to an InnoWaggon.



Only a few months passed from the inquiry in August 2022, the first prototype tests in October and the delivery of the first 80 bases at the end of January 2023 — a re-

HighPerformanceBase as a base for the transportation of pipeline tubes

markable example of our ability to react quickly.

The HighPerformanceBase serves as a carrier on which a wide variety of products can be transported. With this development, Innofreight has created a universal structure that can transport a variety of goods thanks to its surface. In addition to pipes, slabs or concrete parts can also be transported easily and safely on the HighPerformanceBase — flexibly adapted to the respective cargo.

SurfaceWaterTanks in operation for K+S

SurfaceWaterTanks for K+S

The German mining company K+S has almost completely converted its transport of saline surface water to Innofreight equipment. There are now 180 InnoWaggons with 360 SurfaceWaterTanks in use.

The SurfaceWaterTanks are tailored to K+S's requirements: with optimized capacity and payload per double wagon, the SurfaceWaterTank is Innofreight's largest tank container.

In addition, the Innofreight Group is responsible for the complete maintenance of the wagons and containers. IC ContServ, the service provider for the maintenance of structures and wagons, is investing in the expansion of a professional freight car workshop at the Vacha site in Germany, close to the K+S Werk Werra plant. You will find out more about this later.

One transport – two gauges

Innofreight containers were transferred from broad to standard gauge during a transport for the first time – without moving the loaded material. Together with the Lithuanian railway company LTG Cargo, we handled important energy transports in Poland last winter.

In order to secure the energy supply in Poland, coal had to be procured from other countries during the winter. Since

the ports in Poland have limited capacities to handle the required delivery volumes, new transport routes were needed. LTG Cargo and Innofreight found a solution: The coal arrived by ship at the port of Klaipėda, Lithuania and was transported by train to Braniewo, Poland.

Trains in Lithuania run on broad gauge, while standard gauge is used in Poland. To overcome this challenge, the wagons were loaded with 60 MonTainers XXL by LTG Cargo at the port of Klaipėda and transported to a terminal in Kaunas or Šeštokai, where the MonTainers were reloaded onto 15 pieces 2x40 ft InnoWaggons. From there, the train travels to Braniewo, where the transported coal is distributed to end customers and industries.

This reloading process has several advantages. It is more efficient and faster than unloading the entire train in a bunker or with large machines, and the coal no longer needs to be manipulated. The coal always stays in the same container, which means there is no air pollution and no dust development in the villages next to the terminal.

Offering solutions quickly

The modular system allows us to react quickly and offer fast solutions. One such solution for the transport of moisture-sensitive wood pellets was implemented this year for OTL Polaniec in Poland in a very short space of time.

WoodTainers XXM were equipped with Big Bags to protect the sensitive cargo from

One transport – two gauges

Transportation of moisture-sensitive wood pellets in Poland

RockTainer SAND in operation for Rohrdorfer

RockTainer ORE für die Slovenian state railway SŽ-Tovorni promet

water during transport. Each WoodTainer offers a volume of 29 m^3, and two sets with 20 pieces 2x40 InnoWaggons and a total of 240 WoodTainers XXM are in use in this project.

Cooperation with Railways

Innofreight has always maintained a special cooperation with railways. A large proportion of our equipment, with which our end customers are supplied, is directly rented from state railways and private railways in Europe.

Together with Rail Cargo Austria, we delivered another 20 pieces 2x40 ft InnoWaggons with 40 RockTainer SAND wagons in 2023, which carry out transports between voestalpine and the cement manufacturer Rohrdorfer.

For the Slovenian state railway SŽ-Tovorni promet, we completed a large delivery for iron ore transportation. 120 pieces 2x40 ft InnoWaggons and 40 pieces 2x30 ft InnoWaggons with 320 RockTainer ORE were successfully handed over.

InRail in Italy was supplied with further 2x40 ft InnoWaggons with steel pallets for the transportation of slabs and blooms.

ČD Cargo also rented InnoWaggons and steel pallets for the transports of slabs to the Czech steelworks Vítkovice. Around 120,000 tons of steel from the Polish ports of Gdansk, Gdynia and Szczetin are transported to the Vítkovice plant.

Together with SBB Cargo, a subsidiary of the Swiss Federal Railways, we launched a major infrastructure project last year. We delivered 22 pieces 2x40 ft InnoWaggons with 132 MonTainers XM 2000 and a rotating unloading forklift to Switzerland. The containers are loaded in Geneva with uncontaminated excavation material from a large construction site and transported to Lake Neuchâtel. The earth material unloaded on a dumper is then sunk into Lake Neuchâtel to fill holes created during gravel excavations.

The project is still ongoing and more and more construction companies are becoming aware of Innofreight technology. Public tenders in Switzerland require a significant portion of bulk goods to be transported by rail. Here, the Innofreight system proves its worth, as loading and unloading are efficiently done using the rotating unloading forklift.

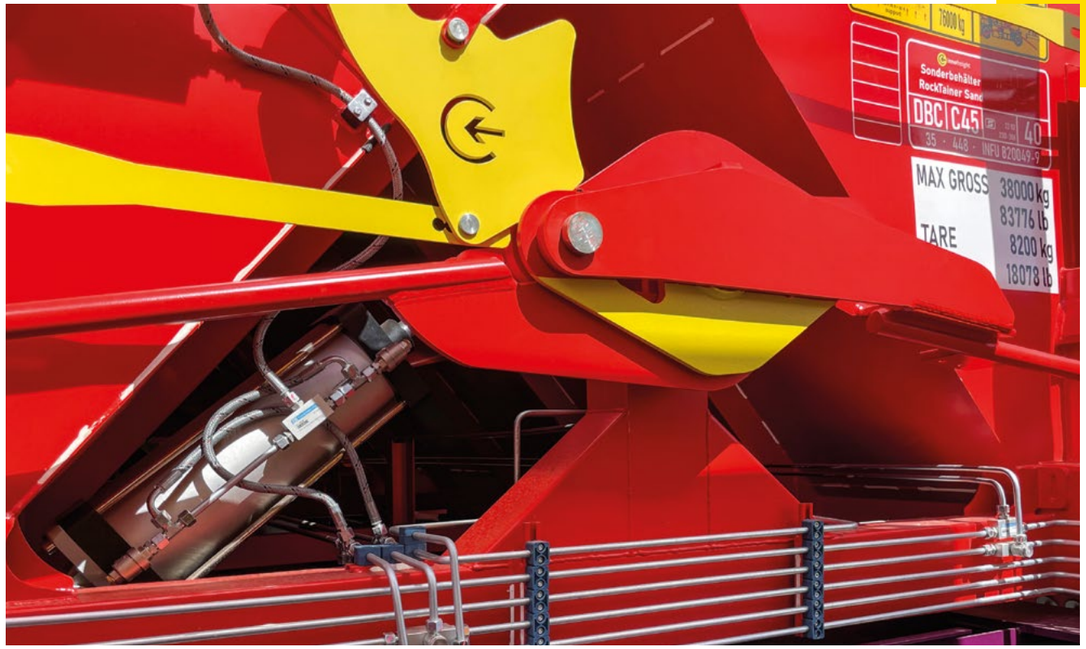
Steel transport with ČD Cargo

Infrastructure project with SBB cargo

Steel pallets in operation for InRail

Innofreight equipment

On the following pages you can find the Innofreight product range.
Get an overview of the wide range of equipment and the various fields of use.



The rolling equipment and our unloading solutions are at the heart of Innofreight. The extensive product range is presented on the following pages.

Depending on the gauge and wagon type, there are more than 40 different superstructures that can be combined with our different InnoWaggons.

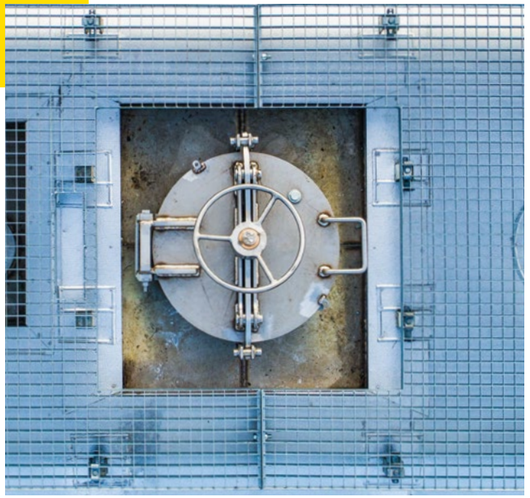
With this product range we currently serve the pulp and paper industry, the wood industry, the energy sector and the steel industry. Furthermore, we transport building materials, liquids, agricultural and chemical products using the European rail network.

When it comes to superstructures, the number of products we put on the rails increases every year. The portfolio is comprehensive, but this does not stop us from continuing to research, develop and bring new innovations to market. For new raw materials, we are working on solutions to meet the changing requirements.

The next pages show the rolling equipment from Innofreight with information on loading volume, payload, size, loaded freight and unloading options.

Unloading technologies are an important part of our overall solutions. Our stationary unloading machines and the forklifts help to optimize logistics processes as a whole. The overview map in the last part of the product range shows where in Europe our unloading solutions are successfully in operation.

product video



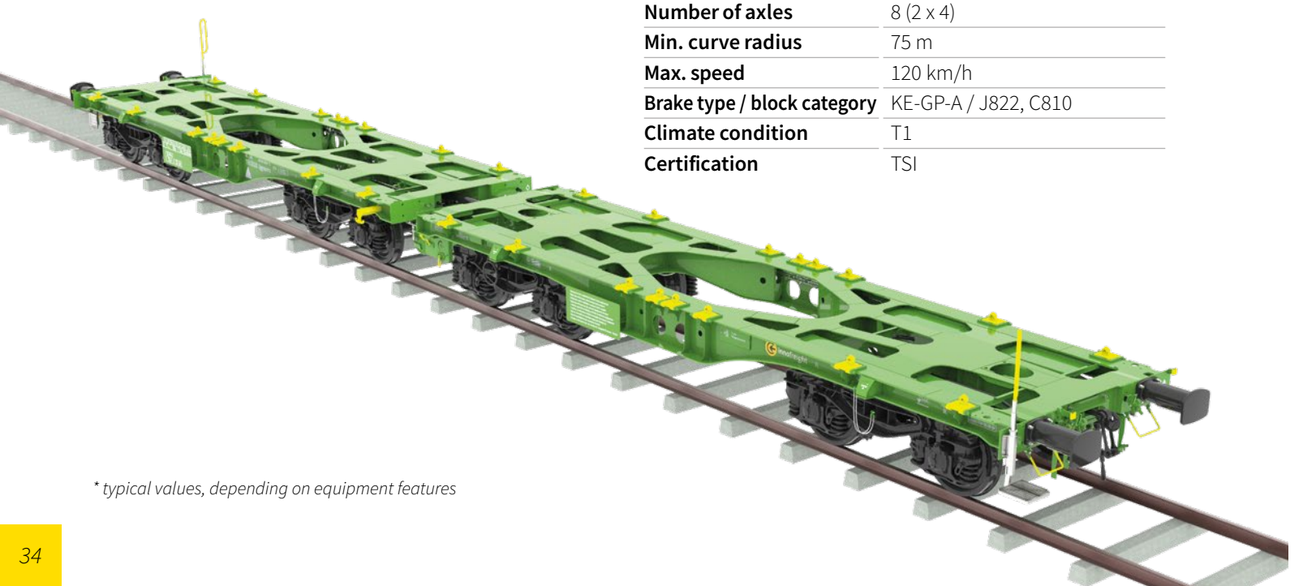
2x30 ft InnoWaggon

The 2x30 ft InnoWaggon is the shortest member of the InnoWaggon family. Compared to longer wagons, it has a higher load per meter so that, depending on requirements, shorter trains or higher payload are possible with the same train length.

This makes the wagon suitable for all types of goods with a very high specific weight, such as those required for the supply of raw materials in the metal industry. The 2x30 ft InnoWaggon is also a top choice for transporting finished metal products.

Technical data 2x30 ft InnoWaggon*

Classification	Sggmmrrs
Classification code	4658
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4
Tare weight	28.4 t (2 x 14.2 t)
Max. payload	151.6 t
Max. axle load	22.5 t
Max. meter load	8.00 t/m
Max. container pins	32
Floor height above rail level	1,155 mm
Loading length	2 x 10,310 mm
Length over buffer	22,500 mm
Width	2,874 mm
Track gauge	1,435 mm
Dist. between bogie pins	6,500 mm
Bogie wheel base	1,800 mm
Wheelset diameter	920 mm
Number of axles	8 (2 x 4)
Min. curve radius	75 m
Max. speed	120 km/h
Brake type / block category	KE-GP-A / J822, C810
Climate condition	T1
Certification	TSI



** typical values, depending on equipment features*

RockTainer ORE

Loading volume per container: 47 m³
per double wagon: 94 m³

Length: 30 ft

Max. payload per double wagon: 138 t

Loaded goods:
iron ore, ore pellets. ore concentrate, limestone

product video

Unloading:
sudden unloading into hopper

DryTainer XM

Loading volume per container: 22 m³
per double wagon: 88 m³

Length: 13 ft

Max. payload per double wagon: 140 t

Loaded goods:
DRI (direct reduced iron) and other moisture sensitive bulk goods

Unloading:
dosed gravity unloading with forklift or stationary unloading machine

MonTainer XM

Loading volume
per container: 23.6 m³
per double wagon: 94.4 m³

Length: 13 ft

Max. payload per
double wagon: 143.3 t

Loaded goods:
iron ore, ore pellets, limestone

Unloading:
forklift or stationary
unloading machine

MonTainer XML

Loading volume
per container: 30 m³
per double wagon: 120 m³

Length: 15 ft++

Max. payload per
double wagon: 141.5 t

Loaded goods:
iron ore, limestone

Unloading:
forklift or stationary
unloading machine

MonTainer XML II

Loading volume
per container: 27 m³
per double wagon: 108 m³

Length: 15 ft

Max. payload per
double wagon: 143.8 t

Loaded goods:
iron ore, ore concentrate,
fine ore, limestone

Unloading:
forklift or stationary
unloading machine

MonTainer XXXML

Loading volume
per container: 43 m³
per double wagon: 172 m³

Length: 15 ft++

Max. payload per
double wagon: 140 t

Loaded goods:
coal, coke, limestone

Unloading:
forklift or stationary
unloading machine

CoilPallet

Length: 10 ft

Max. payload per double wagon: 141.8 t

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

Unloading:
unloading crane or forklift

SlurryTainer

Loading volume per container: 43 m³
per double wagon: 86 m³

Length: 30 ft

Max. payload per double wagon: 142 t

Loaded goods:
Slurry, glue

Unloading:
unloading by gravitation

product video

InnoTainer Coils

Number of coils per container: 3
per double wagon: 6

Length: 30 ft

Max. payload per double wagon: 142 t

Loaded goods:
Coils

Unloading:
unloading crane or forklift

InnoTainer Coils LITE

Number of coils per container: 3
per double wagon: 6

Length: 30 ft

Max. payload per double wagon: 143 t

Loaded goods:
Coils

Unloading:
unloading crane or forklift

2x40 ft InnoWaggon

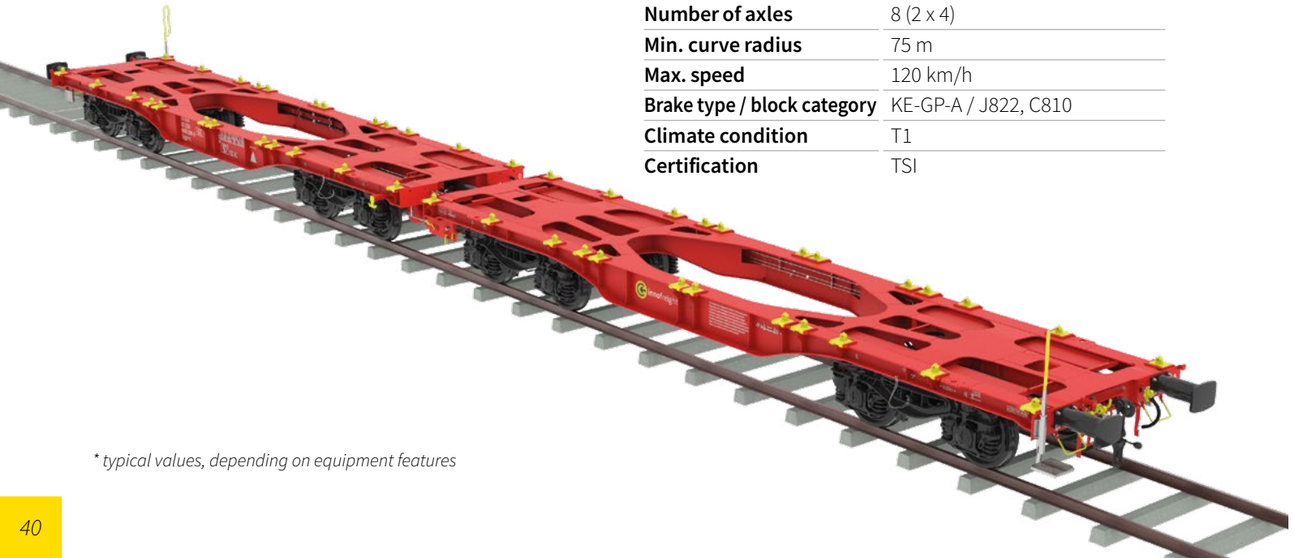
The 2x40 ft InnoWaggon was the first member of the InnoWaggon family and is the perfect combination of payload and loading length for many types of cargo.

The wagon is best suited for goods with high mass, such as building materials, ores, limestone or even grains.

The 2x40 ft InnoWaggon is also available as a Finno version for the 1,524 mm broad gauge commonly used in Eastern Europe.

Technical data 2x40 ft InnoWaggon*

Classification	Sggrrs
Classification code	4854
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4
Tare weight	29.7 t (2 x 14.85 t)
Max. payload	150.3 t
Max. axle load	22.5 t
Max. meter load	6.76 t/m
Max. container pins	48
Floor height above rail level	1,155 mm
Loading length	2 x 12,370 mm
Length over buffer	26,620 mm (long stroke buffer: 26,710 mm)
Width	2,878 mm
Track gauge	1,435 mm (Finno: 1,524 mm)
Dist. between bogie pins	8,070 mm
Bogie wheel base	1,800 mm
Wheelset diameter	920 mm
Number of axles	8 (2 x 4)
Min. curve radius	75 m
Max. speed	120 km/h
Brake type / block category	KE-GP-A / J822, C810
Climate condition	T1
Certification	TSI



** typical values, depending on equipment features*

MonTainer XM

Loading volume
per container: 23.6 m³
per double wagon: 141.6 m³

Length: 13 ft

Max. payload per double wagon: 139.1 t

Loaded goods:
building material, coal, iron ore

Unloading:
forklift or stationary unloading machine

MonTainer XM 2000

Loading volume
per container: 19 m³
per double wagon: 114 m³

Length: 13 ft

Max. payload per double wagon: 139.4 t

Loaded goods:
building material, soil, crushed stone, excavation material, rubble

Unloading:
forklift or stationary unloading machine

MonTainer XXM

Loading volume
per container: 29 m³
per double wagon: 174 m³

Length: 13 ft

Max. payload per
double wagon: 136.2 t

Loaded goods:
building material, coal, iron ore

Unloading:
forklift or stationary
unloading machine

product video

MonTainer XXL

Loading volume
per container: 46 m³
per double wagon: 184 m³

Length: 20 ft

Max. payload per
double wagon: 137.3 t

Loaded goods:
coal, coke

Unloading:
forklift or stationary
unloading machine

product video

InnoTainer Dry XXM

Loading volume
per container: 23 m³
per double wagon: 138 m³

Length: 13 ft

Max. payload per
double wagon: 134 t

Loaded goods:
urea, moisture sensitive
free-flowing bulk goods

Unloading:
reachsteaker, forklift or portrotator

DryTainer XM

Loading volume
per container: 22 m³
per double wagon: 132 m³

Length: 13 ft

Max. payload per
double wagon: 133.5 t

Loaded goods:
salt, cement clinker and
other moisture sensitive bulk goods

Unloading:
dosed gravity unloading with forklift
or stationary unloading machine

ChemieTainer

(intermodal)

Loading volume
per container: 32.5 m³
per double wagon: 130 m³

Length: 20 ft

Max. payload per
double wagon: 136.6 t

Loaded goods:
corrosive bulk materials

Unloading:
truck tipping chassis
or tipping platform

product video

OpenSideTainer XX20

Loading volume
per container: 38.5 m³
per double wagon: 154 m³

Length: 20 ft

Max. payload per
double wagon: 137 t

Loaded goods:
recycled wood, palletized goods

Unloading:
forklift or stationary unloading
machine

GrainTainer

Loading volume
per container: 33 m³
per double wagon: 132 m³

Length: 20 ft

Max. payload per
double wagon: 129.6 t

Loaded goods:
grain, corn, soy

Unloading:
sudden unloading into hopper

GrainTainer II

Loading volume
per container: 41 m³
per double wagon: 164 m³

Length: 20 ft

Max. payload per
double wagon: 128 t

Loaded goods:
grain, corn, soy

Unloading:
reachsteaker, forklift or portrotator

ScrapTainer

Loading volume per container: 71.7 m³
per double wagon: 143.4 m³

Length: 40 ft

Max. payload per double wagon: 138.6 t

Loaded goods:
scrap metal, iron ore, coal

Unloading:
magnetic unloading or unloading crane

product video

BoxOnBox-System

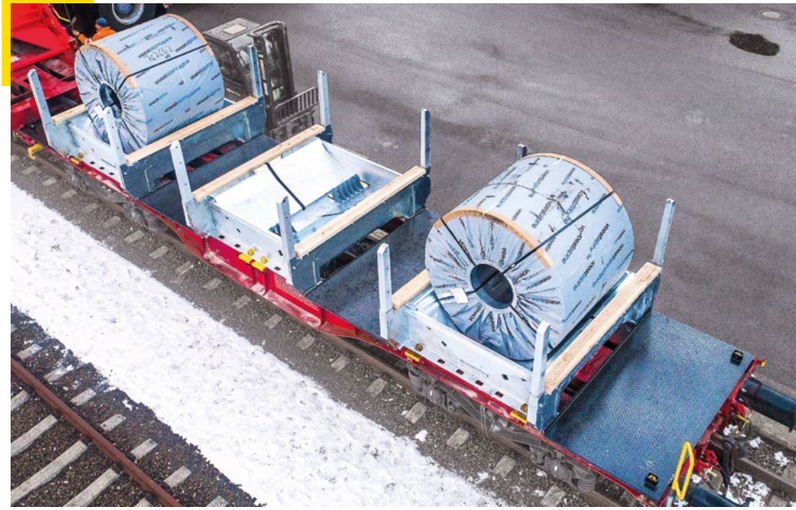
Loading volume per container: 32.5 m³
per double wagon: 65 m³

Length: 40 ft

Max. payload per double wagon: 140.7 t

Loaded goods:
HBI, scrap, iron ore, coal

Unloading: unloading crane



CoilPallet

Length: 10 ft

Max. payload per double wagon: 143 t

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

Unloading:
unloading crane or forklift

SteelPallet

Length: 10 ft

Max. payload per double wagon: 143.7 t

Loaded goods:
steel slabs, blooms, pipes

Unloading:
unloading crane or forklift

product video

RockTainer SAND

Loading volume
per container: 68 m³
per double wagon: 136 m³

Length: 40 ft

Max. payload per double wagon: 134.3 t

Loaded goods:
sand, gravel

Unloading:
sudden unloading into hopper

RockTainer INFRA

Loading volume
per container: 51 m³
per double wagon: 102 m³

Length: 40 ft

Max. payload per double wagon: 136 t

Loaded goods:
track ballast

Unloading:
adjustable unloading to the centre or to the sides

CityLogistics Container
(intermodal)

Loading volume
per container: 25 m³
per double wagon: 100 m³

Length: 20 ft

Max. payload per double wagon: 137.7 t

Loaded goods:
natural gypsum, building materials, excavation material, rubble

product video

Unloading:
forklift or stationary unloading machine

SurfaceWaterTank

Loading volume
per container: 62 m³
per double wagon: 124 m³

Length: 40 ft

Max. payload per double wagon: 140.3 t

Loaded goods:
saline surface water

Unloading:
gravitation – hose connection DN 100 or flange DN 150

AcidTainer
(broad gauge)

Loading volume per container: 49 m³
per double wagon: 98 m³

Length: 40 ft

Max. payload per double wagon: 136.5 t

Loaded goods:
phosphoric acid, nitric acid, sulphuric acid

Unloading:
gravitation – hose connection DN 100, camlock

OreTainer LM
(broad gauge)

Loading volume per container: 18.1 m³
per double wagon: 108.6 m³

Length: 13 ft

Max. payload per double wagon: 140 t

Loaded goods:
ore

Unloading:
forklift or stationary unloading machine

InnoTainer Coils
(broad gauge)

Number of coils per container: 7
per double wagon: 14

Length: 40 ft

Max. payload per double wagon: 140.6 t

Loaded goods:
Coils

Unloading:
unloading crane or forklift

SmartGigaWood Sweden

Loading volume: 255 m³

Max. payload per double wagon: 142.1 t

Loaded goods:
timber, 4 to 6 m

Unloading:
logstacker or highlifter

product video

2x45 ft InnoWaggon

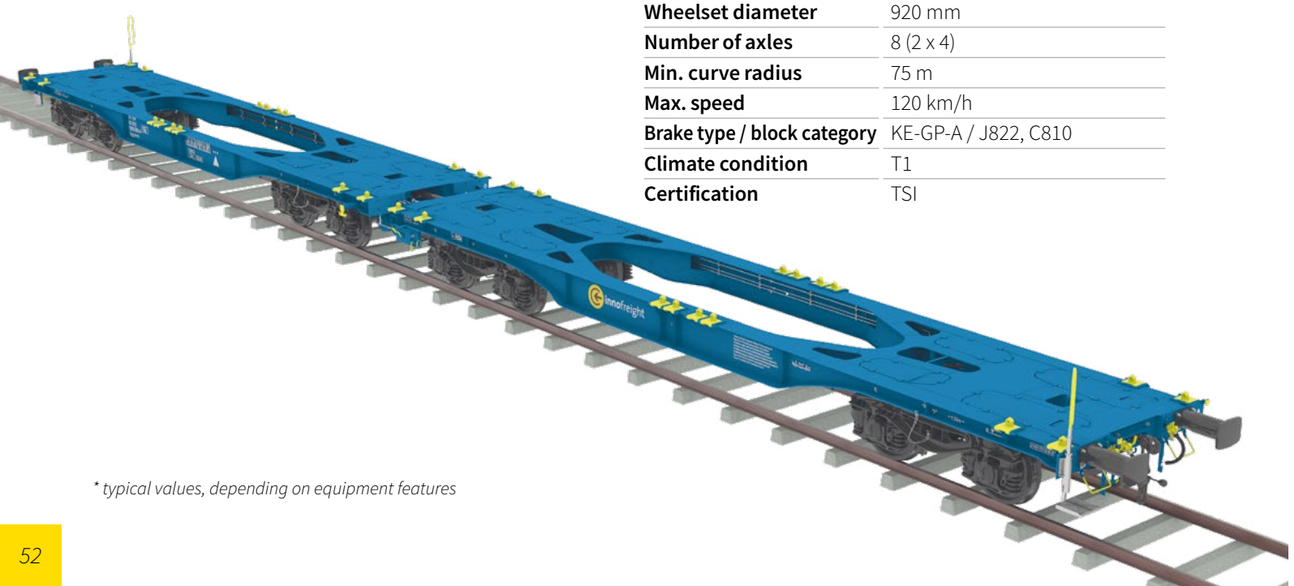
The 2x45 ft InnoWaggon is the longest member of the InnoWaggon family and has a greater loading length compared to the shorter wagons, combined with an equally high payload.

The longer loading surface compared to other wagons and the resulting higher loading volume enables the efficient transportation of goods with a high volume at a lower specific weight or very long goods.

The 2x45 ft InnoWaggon is also available as an Ibero version for the Iberian broad gauge.

Technical data 2x45 ft InnoWaggon*

Classification	Sggmrrs
Classification code	4657
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4
Tare weight	29.9 t (2 x 14.95 t)
Max. payload	150.1 t
Max. axle load	22.5 t
Max. meter load	6.09 t/m
Max. container pins	32
Floor height above rail level	1,155 mm
Loading length	2 x 13,820 mm
Length over buffer	29,520 mm (long stroke buffer: 29,610 mm)
Width	2,890 mm
Track gauge	1,435 mm (Ibero: 1,668 mm)
Dist. between bogie pins	9,520 mm
Bogie wheel base	1,800 mm
Wheelset diameter	920 mm
Number of axles	8 (2 x 4)
Min. curve radius	75 m
Max. speed	120 km/h
Brake type / block category	KE-GP-A / J822, C810
Climate condition	T1
Certification	TSI



** typical values, depending on equipment features*

WireStanchion System

Loading volume:
38 wire rod bundles

Max. payload per double wagon: 141 t

Loaded goods:
wire coils, tube bundles, flat products, long goods or construction steel

Unloading:
unloading crane or forklift

HighPerformance Base

Loading length: 2x13.65 m

Max. payload per double wagon: 147.5 t

Loaded goods:
pipes, long steel products, concrete finished parts

Unloading:
unloading crane or forklift

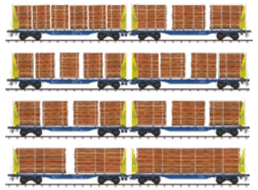
Smart GigaWood

Loading volume: 220 m³

Max. payload per double wagon: 141 t

Loaded goods: timber, 2 to 12 m, depending on the number of stanchions

Unloading:
logstacker or highlifter



product video

SmartGigaWood 5x5

Loading volume: 225 m³

Max. payload per double wagon: 144 t

Loaded goods:
timber, 5 m or 4, 6 or 12 m

Unloading:
logstacker or highlifter

Smart GigaWood Round & Sawn

Loading volume: 220 m³

Max. payload per double wagon: 144 t

Loaded goods:
timber, 5 m or 4/6/12 m, sawn timber packs

Unloading:
logstacker, highlifter or unloading crane or forklift

CemTainer

(intermodal)

Loading volume
per container: 32 m³
per double wagon: 128 m³

Length: 22.5 ft

Max. payload per double wagon:
4x30 t for the intermodal traffic

Loaded goods:
cement

product video

Unloading:
compressed air discharge with tilting

DryTainer XL

Loading volume
per container: 26 m³
per double wagon: 156 m³

Length: 15 ft

Max. payload per double wagon: 132.1 t

Loaded goods:
lythium ore, quicklime and other moisture sensitive bulk goods

Unloading:
dosed gravity unloading with forklift or stationary unloading machine

DryTainer XXL

Loading volume
per container: 32 m³
per double wagon: 192 m³

Length: 15 ft

Max. payload per double wagon: 130.5 t

Loaded goods:
wood pellets, grain and other moisture sensitive bulk goods

Unloading:
dosed gravity unloading with forklift or stationary unloading machine

MonTainer XXL & XXLL

Loading volume
per container: 46 m³ (XXL) & 57 m³ (XXLL)
per double wagon: 206 m³

Length: 20 ft & 25 ft

Max. payload per double wagon: 138.5 t

Loaded goods:
coal, coke

Unloading:
forklift or stationary unloading machine

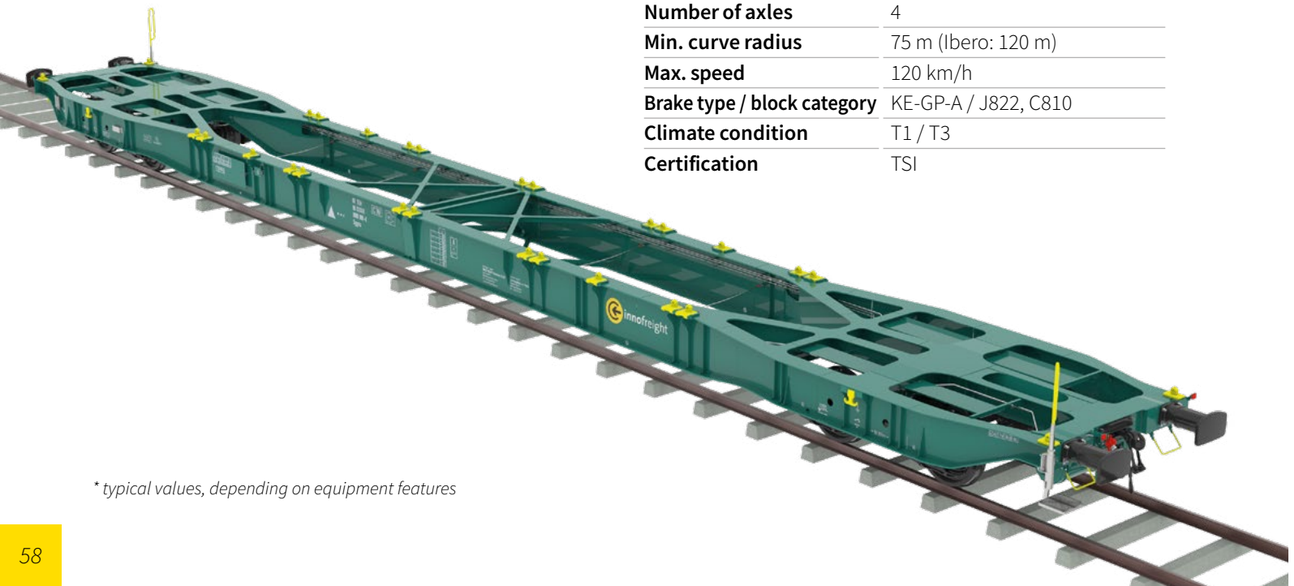
80 ft InnoWaggon

The 80 ft InnoWaggon is the newest member of the InnoWaggon family. In contrast to the other InnoWaggon types, it is only a single-piece wagon. The wagon, which is also weight-optimized, is the ideal base for light (finished) products, very long products and for transporting intermodal or standard ISO containers. The wagon has around 7 percent less tare weight than comparable 80 ft wagons.

The one-piece 80 ft InnoWaggon is also available as an Ibero version for the Iberian broad gauge.

Technical data 80 ft InnoWaggon*

Classification	Sggns
Classification code	4561
Track class	A, B1, B2, C2, C3, C4, D2, D3, D4
Tare weight	19.7 t
Max. payload	70.3 t
Max. axle load	22.5 t
Max. meter load	3,50 t/m
Max. container pins	36
Floor height above rail level	1,155 mm
Loading length	24,470 mm
Length over buffer	25,710 mm
Width	3,068 mm
Track gauge	1,435 mm (Ibero: 1,668 mm)
Dist. between bogie pins	19,070 mm
Bogie wheel base	1,800 mm
Wheelset diameter	920 mm
Number of axles	4
Min. curve radius	75 m (Ibero: 120 m)
Max. speed	120 km/h
Brake type / block category	KE-GP-A / J822, C810
Climate condition	T1 / T3
Certification	TSI



** typical values, depending on equipment features*

WoodTainer XXL

Loading volume
per container: 46 m³
per wagon: 184 m³

Length: 20 ft

Max. payload per wagon: 59 t

Loaded goods:
light bulk materials

Unloading:
forklift or stationary unloading machine

product video

OpenSideTainer X40

(intermodal)

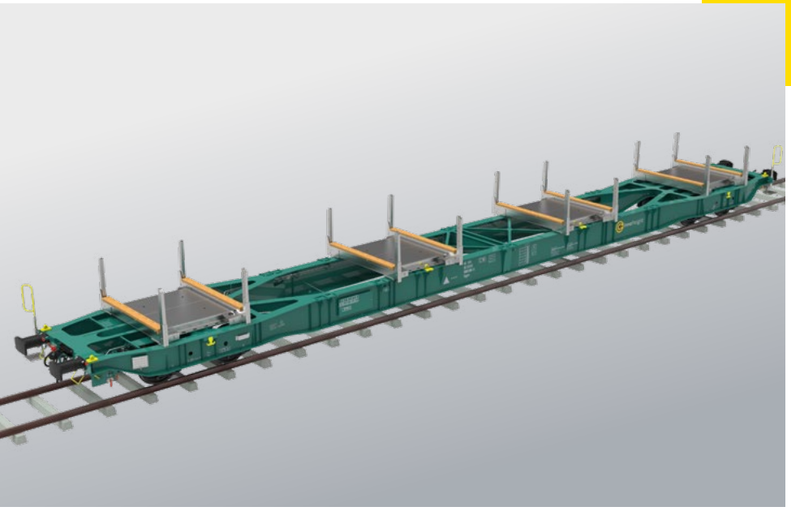
Loading volume
per container: 65 m³
per wagon: 130 m³

Length: 40 ft

Max. payload per wagon: 60 t

Loaded goods:
packaged goods, palletized goods

Unloading:
forklift



SteelPallet

Length: 10 ft

Loading length: max. 24.4 m

Max. payload per wagon: 67 t

Loaded goods:
steel slabs, blooms, pipes

Unloading:
unloading crane or forklift

Standard Reefer Container

(intermodal)

Container length: 20 ft / 40 ft

Max. payload of the wagon without container: 68 t

Besonderheit:
GensetTainer for reefer energy supply integrated in the wagon frame

Standard ISO Container

(intermodal)

Container length: 20 ft / 40 ft

Max. payload of the wagon without container: 70 t

60 ft Sgns container wagon

The modular Innofreight system naturally allows the transportation of all superstructures on standardized container wagons.

Since the Sgns container wagon is equipped with many container pins, it can accommodate various container sizes. It is mainly used for standard ISO containers with a length of 20 ft or 40 ft.

Bulk goods with low mass, such as wood chips or biomass, can be transported perfectly and without restrictions using these container wagons.

In order to achieve full weight optimization during transport however, it is advisable to opt for an InnoWaggon.

WoodTainer XXL

Loading volume
per container: 46 m³
per wagon: 138 m³

Length: 20 ft

Max. payload per wagon: 67 t

Loaded goods:
light bulk materials

Unloading:
forklift or stationary unloading machine

product video

WoodTainer XXXL

Loading volume
per container: 57 m³
per wagon: 171 m³

Length: 20 ft

Max. payload per wagon: 65 t

Loaded goods:
light bulk materials (biomass)

Unloading:
forklift or stationary unloading machine

MonTainer XL

Loading volume
per container: 41 m³
per wagon: 123 m³

Length: 20 ft

Max. payload per wagon: 67 t

Loaded goods:
coal, coke

Unloading:
forklift or stationary
unloading machine

Pallet system

Loading width: 2,750 mm

Length: 10 ft

Max. payload per wagon: 68 t

Loaded goods:
pipes, timber

Unloading:
unloading crane or logstacker

AgroTainer OpenTop
(intermodal)

Loading volume
per container: 50 m³
per wagon: 100 m³

Length: 30 ft

Max. payload per wagon: 66 t

Loaded goods:
coke, short timber

Unloading:
truck tipping chassis or exvacator

AgroTainer XXXL
(intermodal)

Loading volume
per container: 50 m³
per wagon: 100 m³

Length: 30 ft

Max. payload per wagon: 66 t

Loaded goods:
cereals, sugar, palletized goods

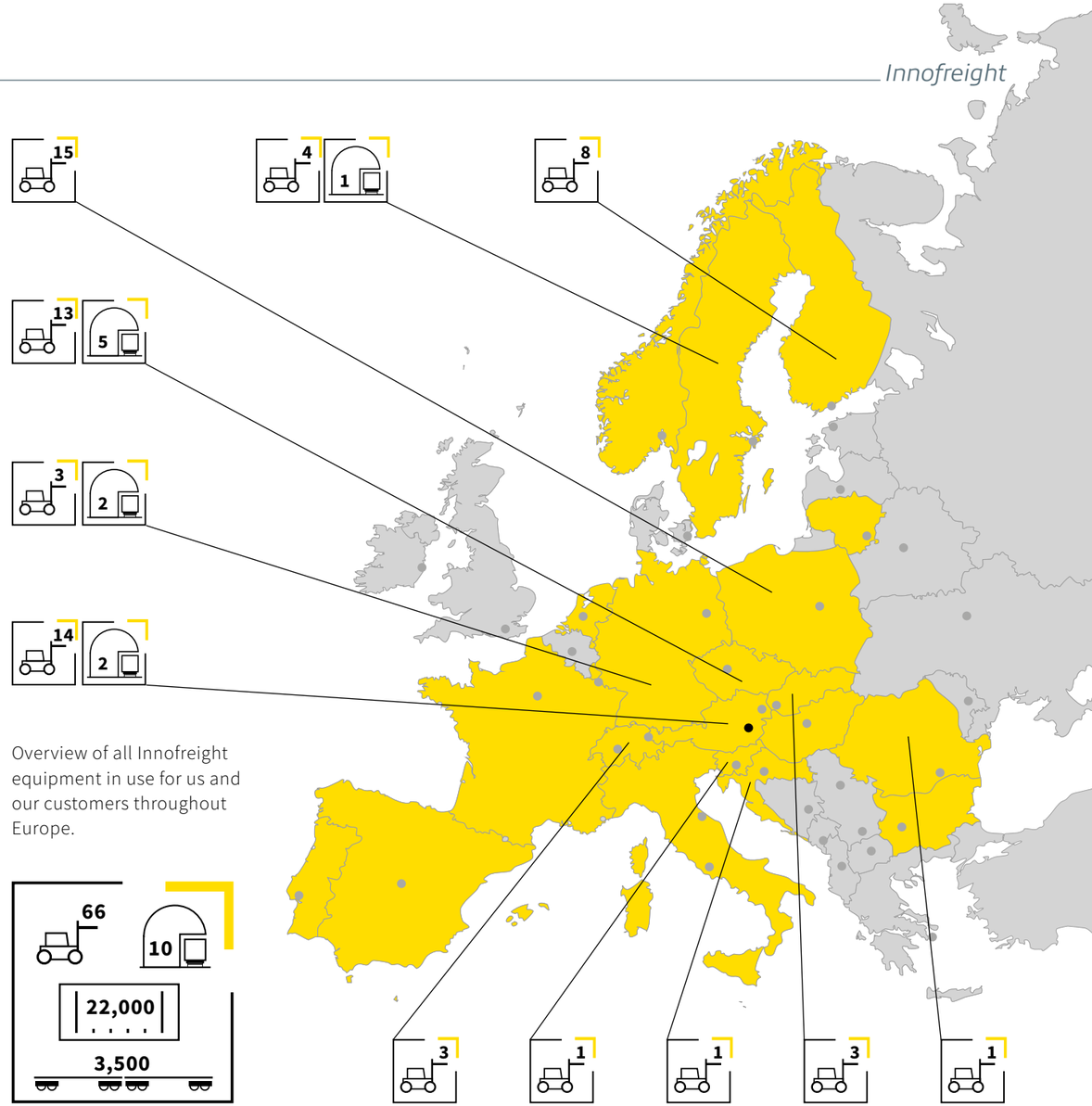
Unloading:
truck tipping chassis, excavator
or forklift

Stationary unloading machine with dedusting system

Natural gypsum unloading with rotary forklift

Stationary unloading machine for biomass

Biomass unloading with rotary forklift



Overview of all Innofreight equipment in use for us and our customers throughout Europe.

Growth with joint ventures

If two partners work together effectively, it is beneficial for everyone involved. With joint ventures, Innofreight aims to achieve added value for the entire Group.

Innofreight has been moving rail freight transport forward with fundamental innovations for more than two decades. The success story has not only attracted attention throughout the industry but has also enabled entirely new forms of collaboration.

What began in 2019 with the opening of a joint production facility for superstructures has continued in various sectors and industries in recent years.

The future is intermodal, encompassing not only rail but also road and maritime transport. The key advantage of this concept: It doesn't involve transferring the transported goods; it is only the loading unit that changes the mode of transportation.

Innofreight offers a wide range of modular products to tailor solutions for every logistical requirement. The modular concept is gaining increasing attractiveness, making Innofreight a sought-after partner.

In 2023, the foundation was laid for several new joint ventures. With all these newly established partnerships at eye level Innofreight wants to enable further growth and contribute to establishing this form of transport as a global norm. Simultaneously, individual partners within this network benefit from a variety of innovations. What has been designed for one joint venture can also benefit another.

However, this development is only possible through the excellent work of the employees who successfully implement new ideas, pushing the boundaries of what is possible day by day.

Innofreight and its established partners receive additional momentum from two billion-dollar projects. The expansion of the Koralmbahn, strengthening the Baltic-Adriatic Corridor in Europe and scheduled for completion by the end of 2025, will significantly enhance rail freight transport.

This major infrastructure development not only transforms the logistics landscape but also intensifies economic activities in the region. Another milestone is the ongoing construction of the Semmering Basistunnel until 2030, bringing sustained economic growth and additional jobs to Upper Styria. The industrial region benefits from sustainable development, reinforcing its position as a key economic hub.

What is especially noteworthy is the environmental impact of the billion-dollar investments in the Southern route: Every ton of freight transported by rail results in approximately 30 times fewer CO_2 emissions compared to truck transport. The substantial investments in the Southern route are bringing about a positive influence on the environment, providing an additional drive for Innofreight and its partners to contribute to this development with innovative ideas.

What was developed for one joint venture can also benefit another

Automized production of superstructures

The longstanding collaboration with company Duler led to Innofreight's first joint venture. The Slovenian welding specialist is responsible for the production of all superstructures.

Together with Duler, Innofreight has built up the most modern container production in Europe: Innoduler. The joint venture was founded in 2019 and the entire range of Innofreight superstructures can be produced perfectly in the Slovenian halls.

The high quality of the products is already evident in the design and development process – from the first draft to the finished product. The quality is obvious when you look at a completed container. Innoduler ensures that only the best equipment rolls out of production and provides customers with rail freight logistics not only through efficiency, but also through high-quality equipment.

Whether it's WoodTainer, MonTainer, RockTainer, SurfaceWaterTanks, or other superstructures – every container and every lashing system is welded to perfection in Innoduler's halls. Even our rotating devices for forklifts are precision-manufactured in the production halls.

State-of-the-art robot production

From the shortest 13 ft containers to superstructures with a length of 40 ft, all Innofreight containers are produced at Innoduler. This is done using high-end technology and the most modern welding robots in Europe.

Robot-assisted MonTainer production

About our partner:

Duler

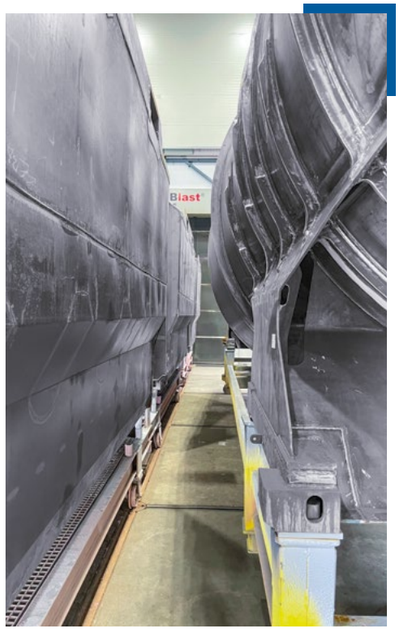
Leading the way in automated, robot-supported production

Family-owned, rich in tradition, and innovative – these are the principles with which the company Duler operates on a daily basis. Founded in 1986, Duler, based in Slovenj Gradec in the north of Slovenia, has dedicated itself to welding. Many partner companies appreciate this commitment, as they have been associated with Duler for 30 years or more and are among the largest and most successful in their industry.

A significant part of the portfolio includes the development, production, maintenance and mechanical processing of welded products and machinery. The focus is on welded parts weighing up to 20 tons, which are used in areas such as hydropower, mining or in the form of pipes. Spiral casings and high-pressure pipelines are among Duler's most sought-after products.

Duler strives not only to supply its internationally active partners with good products, but also to improve them step by step, raising the bar even higher. For this reason, Duler continues to invest a considerable amount of energy in improving product quality, processing technology and work processes in its Slovenian home country.

Through continuous improvements and strategic investments in people, machines and production facilities, Duler fulfills its mission: to meet the wishes and quality standards of its business partners.



MonTainer and SurfaceWaterTank

Individual weld lines are applied manually

What makes it special is that the entire process has been automated to the extent that entire containers can be welded in one go. It is possible to process a 40 ft container or two 20 ft containers at the same time.

The innovative welding robots are adaptable and controlled by artificial intelligence, which enables the most precise welding work and minimizes the error rate immensely. Two facilities weld the containers fully automatically, positioning the large workpieces with millimeter precision and checking them with state-of-the-art sensors.

Specialists for every manufacturing step

Thanks to close coordination with the production team on-site, even the smallest changes and modifications can be implemented immediately, further increasing the production speed. In addition, Innoduler relies on highly qualified specialists who professionally accompany every process step from welding and painting to labeling. In addition to the manufacturing halls, there is also a state-of-the-art office building covering a total area of 6,000 square meters.

Automation enables Innoduler to remain flexible and adapt well to circumstances. It enables further growth and competitiveness. Working with artificial intelligence and robots as colleagues makes it interesting for young professionals to strive here. The automation of production creates jobs, ensuring that the workforce is well-trained and prepared for the future. Innoduler is ready for all the challenges the market has to offer, allowing Innofreight to secure production capacities for a successful future.

Innoduler has produced 1,700 different Innofreight superstructures in 2023

Robotic welding technology

Maritime and intercontinental combined transport

With Yellow2Rail, the high-performance InnoWaggons will become the European standard and connect the ports even more efficiently with the hinterland.

The European Green Deal calls for a significant portion of today's inland freight transport on roads to shift to rail and inland waterways. Around 70 percent more trains will be needed to achieve this modal shift by 2030. MSC and Innofreight joined forces this year to develop solutions for an even greater shift of transportation from road to rail.

The two family-owned companies are making an incredible difference with their logistics solutions. MSC transports 22 million TEUs (20 ft standard containers) worldwide every year and Innofreight moves 2 million TEUs across Europe by rail with its solutions.

New standard for Europe

Across Europe, freight wagons have an average age of 31 years and are approaching the end of their service life. Yellow2Rail, a joint venture between MSC and Innofreight, aims to secure financing for rail technology, new freight wagons and access to these wagons for European distribution. The InnoWaggons are to become the European standard.

There is a great need for new freight wagons particularly in Spain and Portugal. Yellow2Rail will supply InnoWaggons for Iberian broad gauge in the coming years to meet this demand. Innovative wagons

80 ft InnoWaggon for Yellow2Rail

About our partner:

MSC

Leader in global maritime container traffic

It was a ship named Patricia that marked the beginning of it all. In 1970, Captain Gianluigi Aponte laid the foundations for today's MSC Group by purchasing a small, used cargo ship. The second ship, Rafaela, followed soon after, and more were to come. This marked the first chapter of an ongoing success story, significantly influenced by Aponte's passion for the sea. Today, MSC owns 760 ships, yet the founding family is still firmly at the helm.

With secure, efficient, and sustainable goods transportation, MSC has risen to become the world's number one container shipping company. Today, it transports goods by sea, land and air. Whether medicines, perishable goods or precious raw materials, the global network of road, rail and sea transport brings the world's major economies closer together.

Operating on 300 routes, 180,000 employees work hand in hand to connect 675 branches in 155 countries. MSC currently calls at 520 ports worldwide, moving 22 million TEUs (20 ft standard containers) annually. Investments at the headquarters in Geneva are not only focused on growth, but also sustainability.

Green technologies provide answers to the pressing issues of the 21st century and are constantly driving MSC's development steadily forward after more than five decades at sea.

are essential to continue securing the demand for equipment for rail freight transport and at the same optimizing conventional rail transport.

The combination of standardized freight wagons with Innofreight's modular container system helps to reduce empty runs, contributes to resource conservation and increases the attractiveness of rail freight transport. The cooperation between the two companies connects European industries with the rest of the world. Offering environmentally friendly transport on a global scale creates opportunities for the European economy to expand and further develop intermodal transport.

Joint traffic

The first milestone in the cooperation between Innofreight and MSC was the establishment of a transport loop for the Austrian refractory company RHI Magnesita. In a single round trip, finished products are delivered to the port of Trieste, Italy and raw materials are brought to Kapfenberg. In March of this year, the first block train of 2x40 ft InnoWaggons carrying empty MSC sea freight containers arrived at the Montan Terminal Kapfenberg, Austria.

This transport loop runs three times a week between Kapfenberg and Trieste. Combining transports is not only economically beneficial but also good for the environment. The combination of raw material and finished product transports in a single loop is a significant step towards a greener and more sustainable future.

The official opening of the new railway line took place in mid-April at the Montansped Terminal in Kapfenberg. Constantin Beelitz, President Europe, CIS & Turkey, Daniel Prutti, Head of Global Logistics, René Hirzberger, Head of Regional Indirect Procurement (all RHI Magnesita), officially inaugurated the line operation together with Nicola Lelli, Managing Director of MSC/MEDLOG Austria, Christian Glauninger, Managing Director of Montansped and Peter Wanek-Pusset from Innofreight. Patrizia Langer, Management Austria and Johann Pötsch, owner and managing director of ecco-rail, were also present to launch this project.

In addition to this service, Innofreight and MSC are already working on other projects. Another set of 2x40 ft InnoWaggons is already running weekly in a transport loop between Linz and Trieste. Discussions are underway in other countries on how MSC can equip and optimize wagon fleets with Innofreight technology.

MSC is pursuing the vision of a net zero future and expects CO_2-free fuels to be increasingly available for shipping from 2030 onwards

Loading at the Montansped Terminal in Kapfenberg

RHI project launch in Kapfenberg

Innofreight meets MSC in Bruck an der Mur

Innovative networking of European production plants

Malta Multi Modal invests in innovative rail transportation equipment, connecting various production sites in Europe by rail.

As the world's leading manufacturer of particleboards, the Kronospan Group has an extensive European production network with sawmills and factories in Austria, Germany, Romania and Croatia, as well as many other locations.

Many transports involve the movement of raw materials or semi-finished products between these production sites. Some of these transports already take place by rail, while others are handled on the road.

In order to optimize Kronospan Group's logistics, shift truck transports to rail and improve existing rail transport using the reliable Innofreight system, the group has entered into a partnership with Innofreight through the Malta Multi Modal joint venture. The aim of this collaboration is to improve the group's logistics and invest in innovative rail freight equipment.

Innofreight technicians have been analyzing Kronospan's existing transports and developing new solutions to make these transports more efficient. Building a trustworthy collaboration requires both partners to commit fully. Optimizing logistics within a company provides insight into how that company operates. Visiting facilities, understanding current transport solutions, challenges and getting to know the people involved are essential steps. When two companies

2x40 ft InnoWaggon fleet for Malta Multi Modal

About our partner:

Kronospan

Leader in wood-based building materials

Anyone who lays laminate flooring or assembles a shelf from a furniture store today is likely to come into contact with products from Kronospan. Founded in 1897 by the Kaindl family in Lungötz, Salzburg, the company is now recognized as the world's largest manufacturer of particleboards. Kronospan's first particleboard was produced in 1962, shortly after the opening of the second plant in 1959.

Benefiting from a family-owned ownership structure and the collapse of the Iron Curtain in the late 1980s, Kronospan expanded into Eastern and Southeastern Europe, laying the foundation for its continued success. Today, the company employs 14,000 people in 123 countries and operates 39 production facilities.

One focus is on the innovative development of wood products, with Kronospan being a driving force behind many major developments in the industry.

Sustainability plays a crucial role in this, as Kronospan, after more than 100 years in wood processing, is an expert in the efficient use of wood. Therefore, the company now specializes in the use of alternative energy sources, striving for a zero-waste economy and producing carbon-negative products.

work together effectively, it results in partnerships and joint ventures where both partners contribute their expertise to improve the solutions for existing challenges.

The collaboration began in 2023, and there are already many creative solutions for optimizing transports. The Smart GigaWood is the solution for roundwood transports. In an initial step, Kronospan is using some of these wagons for more efficient timber transportation. Innofreight SlurryTainers are used to transport glue by rail instead of by road between Romania and Bulgaria. Other new container developments are currently in the test phases and appear to be promising solutions that can be implemented in the first half of 2024.

InnoTainer Dry XXM for urea transport

One container – different goods
One of the solutions is the OpenSideTainer XX20. It is designed to transport two completely different goods from one facility to another in one round trip. In one direction, the container is loaded and unloaded from the top and in the other direction, the container can be loaded and unloaded from the side.

The OpenSideTainer XX20 has many technical features, such as a hardtop roof that can be opened and closed with an additional manipulator on the rotating unloading forklift. The side door is used for loading and unloading the container with particleboards.

The OpenSideTainer XX20 is loaded and unloaded with recycled wood from above. For the unloading there is an additional opening in the front for other lightweight bulk goods. By combining the transport of multiple different goods with just one container in two directions, empty runs are minimized and transports are saved.

Special goods – special containers
Special goods require special transport solutions. Innofreight technicians are working on various solutions to optimize the transport of additional products for particleboard production, such as urea.

The InnoTainer Dry XXM, with a length of 13 ft, enables urea to be loaded through the lid on the roof and unloaded through a flap on the front using a rotating unloading forklift.

The challenge of transport optimization for Kronospan is great, but Malta Multi Modal finds the right solution for every problem.

Kronospan has established clear priorities in sourcing of wood:

First choice – recycled wood

second choice – sawmill residue

third choice – sustainable forestry wood

Test loading of the OpenSideTainer XX20

SlurryTainer for glue transport

Innovative logistics from the east of the European Union

Budamar Innovations implements various logistics solutions in Eastern Europe. The range extends from optimized ore unloading to the transportation of grain.

The diverse nature of projects in a joint venture is showcased by Budamar Innovations (BIN). Founded in 2020 through a collaboration between Budamar Logistics and the Innofreight Group, BIN focuses on a variety of logistics projects in Eastern Europe.

These innovative projects and logistics solutions contribute added value to unity and cooperation within the European Union. In September 2023, Valdis Dombrovskis, Vice President of the European Commission, visited Slovakia to see, among other things, the logistics solutions provided by Budamar Innovations.

During his visit GrainTainers were loaded at the Dobrà transport terminal in Slovakia, to demonstrate the possibilities of transporting grain by rail. As an alternative to conventional grain wagons, Innofreight developed several solutions to meet the demand for grain transportation. Budamar Innovations plans to put several sets of GrainTainers into operation in 2024.

Optimized grain transport by rail

The modular Innofreight system makes it possible to use a loaded GrainTainer on both broad gauge and standard gauge tracks – only the wagon needs to be changed. This shortens loading and

GrainTainer loading at terminal Dobrà

About our partner:

Budamar Logistics

Leading logistics provider from Slovakia

Since its founding in 2002, Budamar Logistics has only known one direction: forward. Over time, as increasingly demanding and complex projects were successfully executed, Budamar Logistics quickly took a leading position among logistics companies in Slovakia.

As the largest logistics and transport corporation in Central and Eastern Europe, the Slovak Budamar Group is home to more than a dozen companies, all of which excel in their respective fields.

A key driver of continuous development is rail transport, where the transportation of iron ore from Ukraine plays a significant role in terms of environmentally sustainable practices. This commitment is evident in the recent appearances of the Budamar Group at the transport logistic fair 2023 in Munich, where a bear on a Vectron locomotive underlines their connection to nature.

In addition to rail transport, the Budamar Group offers services in road, river, sea, multimodal and intermodal transport, as well as in customs and declaration services, storage services and comprehensive consulting.

Together with its subsidiaries, Budamar Group employs over 4,500 people, mainly serving customers in the Czech Republic, Poland, Hungary and Austria.

unloading times and speeds up transport processes.

The first-generation GrainTainer offers a payload of around 23 tons of grain per container and a volume of 33 m^3. It is loaded from the top through a silo with three openings and unloading is gravity-driven through six flaps on the container's longitudinal sides.

The evolution of the GrainTainer offers an even larger volume of 41 m^3, fully utilizing the payload capacity of the InnoWaggon. Loading is again carried out via three inlets on the roof, unloading at the end of the container with a standard reachstacker, our rotatory forklift or a portrotator (adapter on the portal crane).

Both GrainTainers are waterproof and painted with a special paint for the transportation of foodstuffs.

MonTainer XML II loading in Čierna nad Tisou

Stationary unloading machine for Třinecké Železárny - Moravia Steel

BIN's largest project this year has also been successfully completed: the implementation of a stationary unloading machine for the largest Czech steel company, Třinecké Železárny - Moravia Steel. The stationary unloading machine enables the unloading of up to 5 million tons of iron ore and iron ore concentrates per year, with approximately 1,000 tons unloaded per hour. The wagons are shifted by a cable-shunting device called 'Turtle'. The machine ensures smooth operations all year round, providing a safe working environment. It is operated from an air-conditioned cabin: no noise, no dirt, and just one person operating the joystick to control the entire system.

Up to seven trains per day transport iron ore to Třinec, securing the raw material supply for the steel plant. In addition to building the unloading machine, Budamar Innovations is also supplying 330 units of 2x30 ft InnoWaggons and 1,320 MonTainer XML II.

The implementation of the stationary unloading machine is a flagship project for Budamar Innovations, establishing the joint venture's reputation in the region and gathering positive references in the market.

In the coming year, BIN intends to focus even more on the steel industry and carry out projects in various sectors. The newly developed Innofreight product for the construction industry – the CemTainer – is also an interesting product for BIN, offering new business opportunities.

Whether it's grain, iron ore or cement, Budamar Innovations finds a tailor-made solution for every type of cargo.

Budamar wants to promote intermodal transport – because: a train that is part of a combined transport system can replace up to 46 trucks

MonTainer XML II in operation

Stationary unloading machine for Třinecké Železárny - Moravia Steel

inno4wood – wood logistics with strong partners

Specializing in traction, forwarding, planning, wagon positioning, service and digitization, inno4wood is a reliable partner for wood transport by rail.

Innofreight, which has always been deeply rooted in the wood industry, offers various solutions for the transportation of round wood or wood chips by rail. It is therefore a logical step for the company to join forces with the wood procurement company Wood & Paper to jointly improve wood transports.

The aim of the inno4wood joint venture is to provide a complete rail logistics solution from a single source. The offer ranges from taking over forwarding activities to planning, wagon positioning and service through to digitization. inno4wood covers all aspects necessary for a smooth and efficient rail transport process in the wood, pulp and paper industry.

By combining the expertise of the two companies, inno4wood has become the one-stop-shop for the entire rail logistics process.

inno4wood doesn't just aim to handle transportation for Wood & Paper but also strives to be a solutions provider in the wood industry.

The joint venture completed its first order in January 2023. The joint venture provided 16 Smart GigaWood 5x5 for the

Smart GigaWood 5x5 for Stallinger Holding

About our partner:

Wood & Paper

Leader in international wood purchasing

The new millennium was still very young when Wood & Paper was founded in November 2000. Driven by the three shareholders Mondi Štětí, Holzindustrie Maresch and Papierholz Austria, Wood & Paper evolved into a significant trading company in the raw wood market in the Czech Republic and abroad.

This ownership structure combines a wealth of experience in wood processing, logistics and wood trade and enables great flexibility in wood procurement.

Wood & Paper engages in the trade of fiber and pulpwood, timber, wood chips and biomass. The company also offers a comprehensive range of wood transport-related services by rail, truck and ship. Wood & Paper recently achieved a turnover of more than 515 million euros, which corresponds to a sales volume of an incredible six million solid cubic meters of wood. This success is attributed to the efforts of 43 employees.

In addition to its core business, Wood & Paper is actively involved in environmental initiatives. The company is committed to sustainable forest management, supports rail transport as an ecological means of transportation and is actively involved in activities that have a positive impact on the wood industry, forestry and transport.

sawmill of Stallinger Holding, for wood transport between the Pilsen region in the Czech Republic and the sawmill in Frankenmarkt, Austria.

Adapting quickly to the market

inno4wood leases the wagons themselves, benefiting from the pooling effect, meaning the wagons can also be used by other customers if required. This allows the company to react quickly and flexibly to changes in transport relationships, adjusting the transport route as needed.

This was demonstrated in August 2023 in Thuringia, Germany, where severe storms led to a significant amount of storm-damaged wood.

inno4wood reacted quickly, transporting the wood by rail to assist in the cleanup efforts.

Timber unloading

Europe-wide wood and biomass transport

2023 was a challenging year for the wood industry due to factors such as the downturn in the construction sector, high inflation, rising interest rates and significantly increased energy prices. Nevertheless, inno4wood successfully implemented many projects and is a partner in almost all of Innofreight Group's wood transports.

In the Czech Republic, Poland and Slovakia alone, around 150 InnoWaggons with Smart GigaWood stanchions are in operation for clients. inno4wood handles the logistics for these transports. The joint venture also offers solutions for biomass transportation, utilizing the new 80 ft InnoWaggon as an efficient solution for wood chip and biomass transport. Biomass, derived from the substance of all living beings, is considered a crucial future raw material in the energy sector.

The WoodTainer XXL, the second-largest Innofreight container, has been transporting biomass for the Polish company Skarna for years. From 2024, inno4wood will take over the complete handling of these transports.

Given the regulations related to the European Green Deal, all EU states must generate around 40 percent of their energy from renewable sources by 2030. Countries such as the Czech Republic, which cannot generate sufficient energy from wind, water or sun, are opting to convert their coal power plants into biomass power plants.

With inno4wood's combined expertise, the joint venture is the perfect partner to support this transition.

When purchasing wood, Wood & Paper pays great attention to ensuring that it comes from sustainable sources

WoodTainer XXXL in operation for Wood & Paper

80 ft InnoWaggon loaded with four WoodTainer XXL

Innovative and sustainable intermodal transport

New efficient environmentally friendly transport solutions are needed to make the construction industry greener and fit for the future.

InnoRiedel emerged as a joint venture between Innofreight and Silo Riedel to optimize transport solutions for intermodal cement transport. Silo Riedel specializes in bulk good transport and, in addition to cement for the largest Austrian manufacturers, it also transports gypsum, various plasters, dry mortar, dry pre-mixed shotcrete, ash and slag.

Such a diverse portfolio requires corresponding logistics' solutions, which is where Innofreight's expertise comes into play. Together, InnoRiedel offers a competitive range of services for the combined transport of cement from the cement manufacturer to the consumer. The CemTainer was newly developed for optimal transportation, combining ecological and economic aspects. In this 22.5 ft long container cement can be transported by both road and rail, with only the last kilometers covered by truck for long distances.

Optimized cement transport by road and rail

Gravity loading on the InnoWaggon takes place via two inlet openings. For unloading, an operating pressure of up to two bar is connected, which virtually 'liquefies' the cement, making unloading easier. The cement is then emptied by tipping the tank.

The CemTainer offers several advantages over conventional transport solutions. This length is considered optimal for cement transport and fits well into Innofreight's system. Four CemTainers can be accommodated on one InnoWaggon.

With the relatively short length of 22.5 ft and a payload of 30 tons, the CemTainer provides additional flexibility in urban and construction site traffic. To ensure environmentally friendly transportation, the CemTainer is also compatible with electric trucks.

About our partner:

Silo Riedel

Leader in transportation for the construction industry

Wilhelm Riedel was originally on his way to a new job at Hoch Tief in Stuttgart when he first laid eyes on a construction site silo during a stopover in Munich. While he turned down the job offer, his interest in construction site silos was piqued and so he founded Silo Riedel in Salzburg.

What began in 1954 with a converted tractor has evolved over the decades into a company operating throughout Europe with more than 200 vehicles. For nearly 70 years, Silo Riedel has been significantly involved in major construction projects in Austria and neighboring countries, including the A9 tunnels, the Semmering railway tunnel, the Koralpe railway tunnel and the A5 motorway.

Today, the company's core competence lies in the transportation of bulk goods, containers and special transports in Austria and abroad. Silo Riedel transports bulk materials such as cement, plaster or shotcrete, as well as goods from the plastics and chemical industries, feed or special.

Geographically, the focus is on countries such as Germany, Italy, Romania, Slovakia and Hungary, where Silo Riedel has earned an excellent reputation with various projects.

Intermodal and fully electric

Thanks to the cooperation between Innofreight, Silo Riedel and Knauf, a long-time partner of Innofreight, these electric trucks will become more widespread in road transport in the future. Knauf mines natural gypsum in Tragöß in Styria, but its headquarters are in Weißenbach near Liezen. Not only is there a distance of around 120 kilometers between these locations, but also the question of how the transport can best be handled. There is no direct connection to the rail network and the road is the only option.

The environmentally friendly solution is to transport the materials using Volvo electric trucks equipped with the CityLogistics container, an intermodal solution for the construction materials sector. With a length of 20 ft, the CityLogistics container can transport 138 tons of building materials, excavated material and rubble per double wagon. Equipped with a flap the container, can be unloaded using a rotating unloading forklift or a tilting chassis, thus offering maximum flexibility.

In the future, the CityLogistics container, in combination with the new electric trucks, will optimize transport between Tragöß and Weißenbach and make a significant contribution to environmental protection. The natural gypsum will be loaded directly in the mine onto the electric trucks equipped with CityLogistics containers, which then head to the nearest terminal, where the transport shifts to the rail in the direction of the factory.

Notably, the route through Tragöß has several bottlenecks. The CityLogistics container, in combination with the electric truck, navigates these tight bends effortlessly and drives past the houses almost silently – much to the delight of residents. The residents also benefit from a specially fitted tarpaulin that prevents particles from escaping from the container, further contributing to environmental and resident protection.

With projects like this, InnoRiedel aims to make the construction industry future-proof and help the industry reach its climate goals. Environmentally friendly logistics are a crucial factor, as logistics processes have also been included in CO_2 balance.

In order to take a decisive step in the right direction, sophisticated intermodal solutions are needed that favor rail transport while at the same time being well-suited for road use.

The construction industry in particular is making great efforts to improve its carbon footprint and work more sustainably

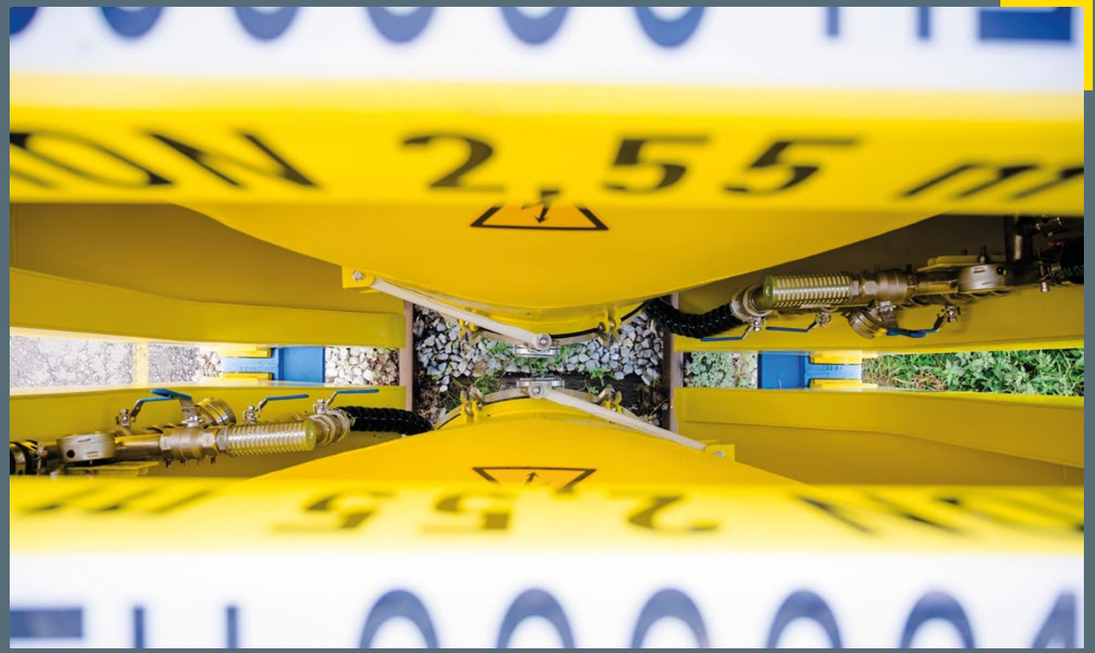
CemTainer front side

CityLogistics Container

CityLogistics container on the road with an electric truck

Customer service is a top priority

With continuous expansion and the integration of new partners into innoworld, customer service is constantly being improved.



Innofreight has been a reliable partner to numerous industries for years. Its longstanding success story is based on a clear commitment to continuous development and the consistent fulfillment of a wide range of customer requirements. Innofreight remains true to this commitment through the continuous expansion of its service capacities and the integration of companies into innoworld.

Innofreight's strategic orientation is aimed at positioning itself as a provider of complete solutions and serving its customers all respects as a full-service provider. This commitment is reflected in both technological innovations and the expansion of the service portfolio.

The collaboration with IC ContServ ensures the smooth operation of superstructures and wagons, a crucial component for a smooth logistics process.

The partnership with Geminos enables the integration of innovative automation technologies into logistics solutions, which leads to increased efficiency and further process optimization.

Innofreight IT Solutions significantly contributes to the digitization of all business areas, further increasing process effectiveness and offering our customers significant added value.

The Mošnov intermodal transport terminal in the Czech Republic represents a significant expansion. This strategic partnership enables Innofreight to react flexibly to the increasing demands in the field of intermodal transport.

Innofreight Transport Logistics and innosped are also new to innoworld, two forwarding service providers that complement Innofreight's portfolio comprehensively. These companies strengthen Innofreight's position as a full-service provider, allowing it to support customers in all logistics matters.

Another integral part of innoworld is innocube, Innofreight's in-house marketing agency. It acts as a central hub for the marketing of all companies in the group and ensures consistent brand communication and presence.

The MiraMonti restaurant and the InnoBahn, which provide perfect catering and a bit of distraction at the headquarters, round off innoworld’s line. These additional services underline Innofreight's holistic service orientation and contribute to creating a pleasant working environment.

Innofreight not only remains true to its reputation as a reliable partner, but is also setting clear signals for the future with the consistent development of its service capacities and the integration of additional companies into innowelt. As a pioneer for innovative logistics solutions, Innofreight remains committed to its mission: to fulfill customer wishes in the best possible way and to act as a comprehensive provider of logistics solutions.

Service is very important in innoworld

IC ContServ – the service station for superstructures and wagons

IC ContServ has been entrusted with the maintenance of Innofreight superstructures since 2021. Having received ECM4 certification in 2023, the company now also carries out all maintenance work on the wagons. The branch at the St. Michael terminal is conveniently located next to the railway connection, enabling the hassle-free intake of superstructures from all over Europe. IC ContServ breathes new life into containers that are normally destined for scrapping by carrying out service, modernization and maintenance work. General overhauls extend the service life of superstructures, benefiting not only customers but also reflecting a commitment to sustainable practices.

In addition to maintenance, IC ContServ employees also complete and configure the stanchion systems for all newly delivered InnoWaggons.

The second branch in Vacha, Germany, founded in 2022, was also expanded this year. The focus at the Vacha site is on wagon maintenance. The employees at the site, together with two mobile teams, are ready for action at any time and the entire central German region if required.

A significant next step is the construction of a freight wagon workshop at the Vacha site. In the 2,000 m^2 workshop with two pit tracks and one cleaning track, revisions and complete wagon refurbishments can be carried out in future.

In order to cover the Czech Republic effectively, mobile workshops will be offered there in 2024 to ensure flexibility and avoid being tied to a single location. These workshops will be set up temporarily near the end customers' locations to minimize downtime.

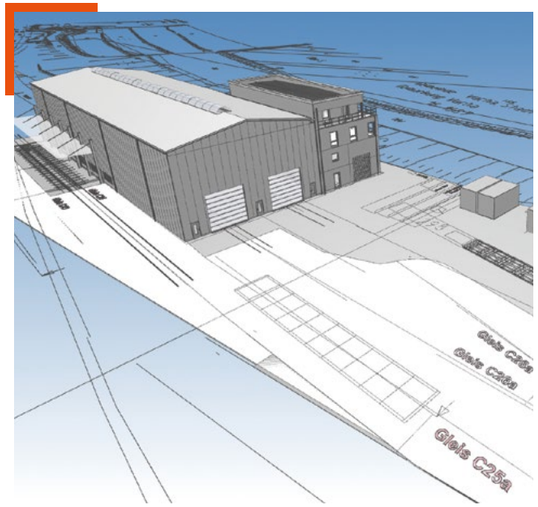
IC ContServ not only works for the Innofreight Group, it is also an independent service provider for other companies. Since this year, the maintenance specialist has been servicing Zagro's fleet of two-way vehicles.

By looking after shunting devices as well, IC ContServ has become a complete service provider for shunting and rail operations.

Superstructure, wagon or shunting device – IC ContServ keeps them all in good condition

Maintenance of Innofreight equipment

Servicing a Zargo two-way vehicle



Wagon maintenance site in Vacha, Germany

Innofreight IT Solutions – digital solutions for Innofreight group

Digitization and a smoothly functioning system administration are crucial cornerstones for the success of a company. Innofreight IT Solutions takes on these vital tasks for the entire Innofreight Group and fleet.

Since 2023, Innofreight IT Solutions has been operating as an independent service company, divided into two divisions. In addition to digitization, the company also manages in-house IT and administration for all the companies within innoworld.

This ensures that employees at all Innofreight locations across Europe have the best service options.

A key component of the Innofreight technology toolbox is the digitization of the wagon fleet. Over 2,000 InnoWaggons have already been equipped with Nexxiot GPS sensors and the sensors are standard equipment for new deliveries.

As soon as a new InnoWaggon leaves the factory halls, this information is available on the Innofreight OS platform or app. This data enables better planning for the "marriage" of InnoWaggons with their corresponding superstructures.

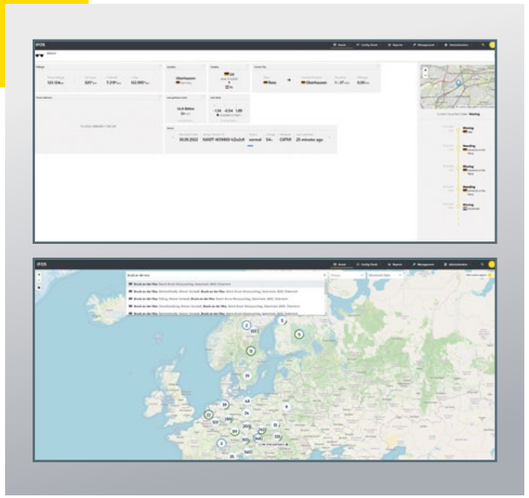
This data not only offers advantages during delivery, but also during ongoing operations. By analyzing location, mileage and recording shock events, this data helps to optimize maintenance. This makes it possible to predict when a revision or maintenance is necessary and the wagon is serviced at the right time. Since the location of the wagon fleet is always known, the coordination of transport to the workshop can be well-managed.

This data can be accessed on the Innofreight OS platform or app. Wagon information from other ERP systems can be easily integrated into Innofreight OS. This allows customers to plan better and increases the availability of their systems. The platform is modular and tailored to customer requirements.

Innofreight IT Solutions manages digitalization of the wagon fleet and in-house IT

Nexxiot GPS sensor on 2x40 ft InnoWaggon

In-house IT service



Innofreight OS platform

Geminos – automation technology for SUM and forklifts

Whether in the automotive and aviation industry, pharmaceutical and steel industry or the broad field of food and water processing, the Upper Styrian plant engineering company Geminos is active in all these areas on a daily basis. Founded in 2007, the company initially focused on automation technology, quality assurance and project management.

Gradually, Geminos began specializing in plant modernization, dedicating itself to the automation of special plants, the programming of robots and data recording and logging.

The LinkiT logging system, a software solution for recording, forwarding and processing sensor data, control values, and events from control or measurement systems plays a key role in this.

Geminos also supports its customers' automation projects from the initial idea to the last component produced. These components can be found in sterilizers and burner systems as well as in filling systems and agitators, in material testing systems and in recording and monitoring systems.

In 2018 Geminos moved into a newly constructed office and workshop building in the High-Tech-Park Kapfenberg in order to be able to handle increasingly larger projects. Embedded in a landscape of innovative companies from various industries, Geminos expanded there in 2021 to include a photovoltaic system.

Part of Innofreight Group since February 2023, Geminos is responsible for the development of visionary products. This includes the automation of special systems, such as the stationary unloading machines developed by Innofreight. Current projects include the further development of unloading bunkers, which Geminos is bringing into action beyond Austria' borders.

The collaboration between Innofreight and Geminos focuses on testing ideas and prototypes as well as the optimization of exisiting stationary unloading machines.

Geminos supports the further development of stationary unloading machines

Location of Geminos in Kapfenberg, Austria

LinkiT logging system

Optimization of control systems

Innofreight Transport-logistik and innosped – traction on rail

In order for Innofreight Group to act as a full-service provider and offer the complete logistics solution for the end customer, it is simultaneously addressing multiple aspects. In order to better handle the forwarding business, two new companies have joined the group this year to take care of these tasks. Innofreight Transportlogistik and innosped are freight forwarding companies that purchase rail tractions on the market for Innofreight Group and handle the rail and truck transportation. This includes everything related to transport planning: from freight rights for rail and trucks to the preparation of the necessary transport documents. The aim of both companies is to take over the entire process of transportation, customs and exports to third countries.

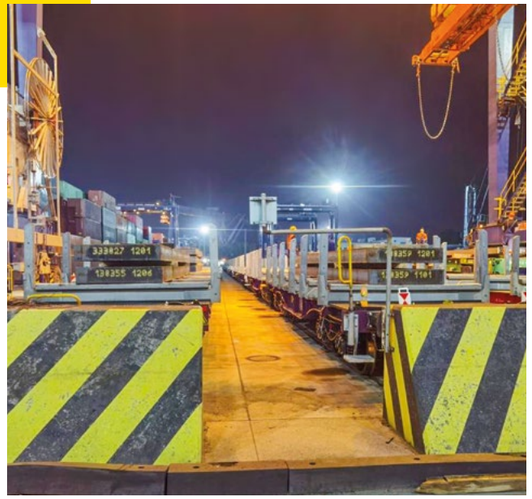
The companies are also responsible for the delivery of new wagons from the plant in Zagreb. Since the InnoWaggons are built using a lightweight construction and as basic wagons, have a low weight, they had to be loaded with additional ballast in the form of plates for delivery. In addition, the double wagons have eight axles, which is why, as bare wagons, they do not reach the 32-ton axle load. Together with the Hungarian railway company CER Cargo, Innofreight Transportlogistik has succeeded this year in obtaining a license to operate InnoWaggons without ballast for certain routes. This means that the InnoWaggons can travel by rail at lower speeds without plates from the factory in Croatia to Slovenia or Germany.

Most InnoWaggons travel directly from the TŽV Gredelj plant to Innoduler in Slovenia or to IC ContServ in Austria, where they are ‘married’ to their superstructure. The ballast-free transportation saves a lot of costs and effort, as the additional ballast previously had to be transported back to the plant.

Innofreight Transportlogistik also handles the spare parts management for the group. Wherever a spare part is needed, they ensure that it is in the right place at the right time. innosped also carries out its own projects, such as slab transports for Vítkovice-Steel.

Innofreight Transportlogistik and innosped take care of the entire transport planning

Delivery of InnoWaggons without ballast



Slab transport on 2x40 ft InnoWaggons

Delivery of MonTainer XXM

International intermodal transport – Terminal Mošnov

Intermodal terminals play a central role in the transport chain. They handle the transfer, redirection and distribution of containers.

The terminals serve as critical transition points in the logistics chain: Smooth and efficient operations depend on the effective cooperation of all stakeholders. In addition, the terminals require specialized equipment to cope with the volume of the traffic, e.g. giant cranes or reachstackers that move containers from one transport vehicle to another or set them aside for temporary storage.

By participating in the intermodal transport terminal in Ostrava-Mošnov, Czech Republic, Innofreight is making an important contribution to the expansion of intermodal transport. Together with partner operators Medlog Czech Republic, Budamar Logistics and ČD Cargo Logistics, Innofreight is ensuring that thousands of tons of goods are transported by rail rather than by road.

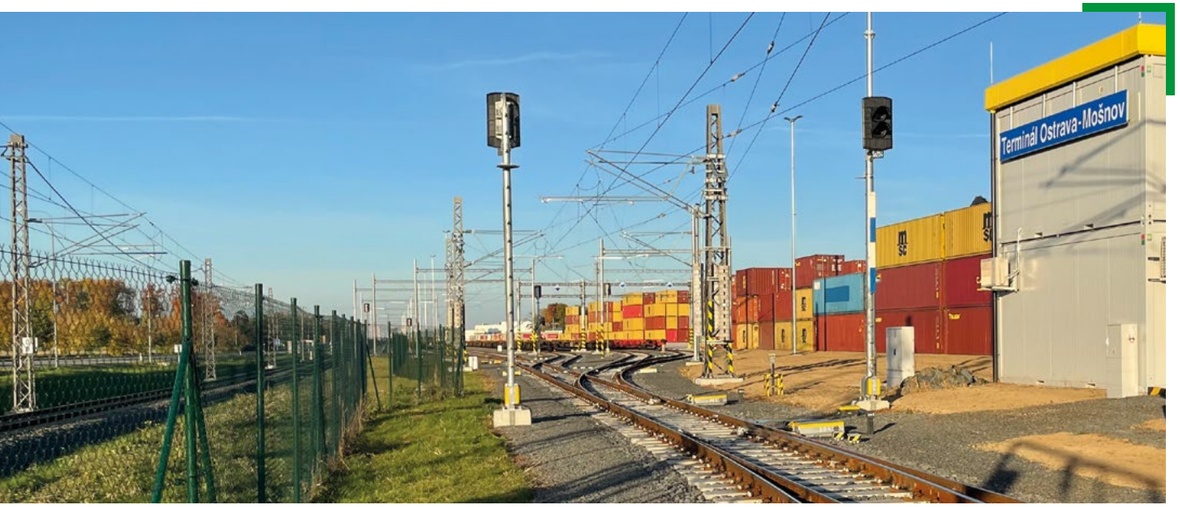
The Mošnov terminal has been in operation for just over a year, opening in 2022. In this short time, significant progress has already been made and the terminal has developed well. Mošnov currently handles 16 block trains per week.

Thanks to its strategic location on the Czech, Slovakian and Polish borders, the terminal connects neighboring regions with European ports in both Northern and Western Europe as well as the Adriatic Sea. In addition to shifting freight traffic to rail, the terminal also contributes to the sustainable development of the entire region.

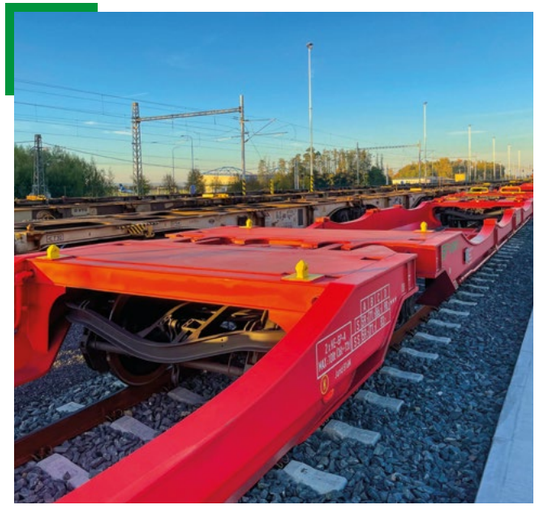
It has six tracks ranging from 655 to 723 meters in length, a traction of 3 kV and a direct connection to the railway corridor. The existing container storage area covers 55,000 km². Handling is carried out with three Kalmar reachstackers and in the future with portal cranes as well.

Situated in a large industrial area near Leoš Janáček Ostrava Airport, the terminal also offers quick access to the highway network.

16 block trains are handled at Terminal Mošnov each week



Entry Terminal Mošnov



The terminal has six tracks

Control booth of the terminal

innocube – marketing, communication and organization

Behind every successful business model lies a vision. Implementing these ideas sustainably requires a significant degree of creativity, innovation, organization and communication. In 2023, all these qualities have found a new home in innocube. Located in the Brucker Wirtschaftspark and rooted in one of Europe's most innovative economic regions, we as an agency offer a vibrant space for sustainable ideas.

Our experts from diverse disciplines turn creative visions into real concepts. innocube sets the course for forward-thinking communication and ensures targeted solutions in a dynamic environment.

This relentless pursuit of progress shapes both the businesses based in our region and the people who live here. To vividly showcase passion, idealism and initiative, we rely on our many years of experience in video production, corporate communication and event management. Our experienced team works purposefully and service-oriented on the realization of workshops, conferences, concerts and B2B and B2C events. Our aim is to implement projects of the highest quality and to make them sustainable in terms of the environment and the customer.

In cooperation with Innofreight, we represent the company's values and in an ecological, innovative and cross-border manner. This applies both to the procurement of promotional materials and to the branding of all Innofreight equipment. In the spirit of sustainability, we use electric cars and carry the innocube message "Only good news is good news" throughout the region.

For a slightly younger audience, we have designed a train for the wood railroad. The train, made of beech wood by the Viennese company LaLok and packaged in collaboration with Lebenshilfe Wien, combines ecological principles with the idea of popularizing the train as a forward-looking mode of transport for the youngest and thus setting a sustainable course for future generations. Available in the online shop at LaLok.eu.

innocube is the publisher of innoworld

Wood train with WoodTainer XXL in safari look from LaLok

Only good news is good news – innocube's motto

Internationally on the road for reporting

Restaurant / bar MiraMonti and InnoBahn

If you want to take a trip to Italy, you won't need a train, car or a plane. Italy is just a simple elevator ride to the fifth floor of the Brucker Wirtschaftspark away, where you can dip into the Italian way of life. Above rooftops of the city, the MiraMonti restaurant is awaiting you with culinary specialties from Styria and Italy.

Whether you're craving a delicious breakfast, a varied lunch, or Italian delights and Styrian delicacies in the evening, MiraMonti offers something for every taste. The employees at the Innofreight headquarters can see this for themselves every day, enjoying their lunch at reduced prices and taking a short break from their daily work routine.

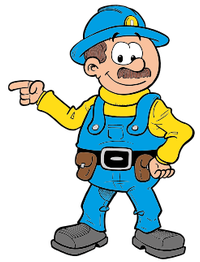
View of the MiraMonti rooftop

Thomas Luschnik and his team complement these meals with a breathtaking panorama, thanks to the sun terrace and the seemingly endless windows, both in summer and winter. MiraMonti is not only a restaurant, but also the headquarters of the comic character Innofred and a venue for various events. Exclusive Orient Express evenings, business meetings and the occasional traditional 'Frühschoppen' (morning pint) all take place here.

The MiraMonti restaurant also serves as the starting point for excursions to the Brucker InnoBahn. This is a 45-square-meter model railway layout that has been open to the public since September 2022. Built to a scale of 1:87, it is designed to introduce both young and adult railway enthusiasts to the topic of environmentally friendly transport logistics. This is achieved with 4,600 trees crafted by the Pius Institute, 700 meters of tracks, 300 switches, 150 trains and a funicular on the Brucker Schlossberg. The InnoBahn is lovingly maintained by the Brucker Model Railway Club, under the direction of Peter Schlagbauer, who is always ready to assist interested visitors with tips and tricks.

If you like, you can also take one or two pieces home with you. After all, the MiraMonti restaurant not only serves as a culinary meeting place, but also as a shopping opportunity for railroad enthusiasts. Anyone interested can choose from a wide range of products there to get their own railway landscape going at home.

Innofred is the comic character of innoworld



Popular meeting point for events

Advertising model for InnoBahn and MiraMonti

Social and regional engagement

Innofreight is also a socially committed partner and supports sports clubs, schools and initiatives to strengthen cooperation in the regions.

Since its beginning, Innofreight has operated under a tried and true motto: 'moving limits'. But it is not only in everyday life that obstacles need to be overcome; there are also challenges in social interactions that sometimes require a collective effort. Such efforts require not only dedicated individuals, but a broad spectrum of supporters.

Rooted in the region and crossing Europe with its sustainable ideas, Innofreight is undoubtedly aware of its pioneering role. Social awareness is not just a buzzword, but a practice lived. Beneficiaries include sports clubs for individuals with and without disabilities, facilities for people with disabilities, schools and various organizations dedicated to sports and cultural events.

As a longstanding partner, Innofreight adorns the costs of Sportbündel Kapfenberg bus, and thus has an impact beyond regional borders. Established over 15 years ago by Petra and Martin Sommerauer, Sportbündel advocates for enabling individuals with mental impairments to participate in sports activities. What began as a small initiative in 2008 has evolved into a prominent fixture in the local sports landscape. The wide range of activities on offer now includes over a dozen sports, enabling athletes to take part in various competitions on a regular basis. Even if not everyone can win, they are encouraged to give it a brave try, in keeping with the Special Olympics motto.

Once a year, the Integra Cup takes place in the Kapfenberg stadium and over the years it has become a significant event for participating schools. Young footballers from all over Styria and often from neighboring provinces travel to Kapfenberg to take part in sports and, at the same time, to set an important example for inclusion on the field. When hundreds of students chase the ball, it's not about possible disabilities but about the joy of playing football.

Integra Cup

Innofreight has supported various clubs and organizations through sponsorship and collaboration since it was founded. This commitment reflects the company's desire to give something back to the region and promote solidarity in the community.

Anyone strolling through Bruck's city center can discover new urban furniture in various places, inviting them to linger. This is one of the latest examples of how the cooperation between Innofreight and the city of Bruck an der Mur is being put into practice, benefiting as many citizens as possible.

Investment in the future: InnoPark

Discussions had been ongoing for many years, but since its opening in May 2022, the Brucker Wirtschaftspark has become tangible and real. Situated directly at the traffic junction the five-storey building combines modern design with the assorted requirements of a modern service provider. Entrepreneurs and established companies have found a home on an area of almost 5,000 square meters. Among them is Innofreight Group, which has been a major user of the space from the beginning. Besides office spaces, the lovingly constructed InnoBahn and the rooftop restaurant MiraMonti, blending culinary delights from Italy and Styria, both contribute to the vibrant atmosphere.

It didn't take long for the tenant to become the owner. In May 2023, Innofreight Group announced the acquisition of shares in Wirtschaftspark GmbH, which owns the newly built Wirtschaftspark and the Europan site, from the city of Bruck an der Mur, effective January 1, 2024. The signing of the contract marks the beginning of a collaboration that will significantly strengthen the ties between Innofreight and the city of Bruck in the future. The proceeds from the sale of Brucker Wirtschaftspark will be invested in the development of Bruck's city center.

In addition, the area around the turbo roundabout will undergo sustainable development in the coming years, with 15,000 square meters available. This space will be developed in line with the city's vision, with Innofreight once again taking a leading role and turning the area into a showcase project. This project includes a sustainable service center, a small hotel for customers and staff, a restaurant, storage and seminar rooms, as well as workshops. The construction is scheduled to start in the fourth quarter of 2024.

As Innofreight is not only promoting rail transport, but also looking to advance transportation by electric truck, the necessary infrastructure will be built on the as yet undeveloped site. A filling station for electric-powered trucks and hydrogen vehicles, along with generous photovoltaic areas will contribute to advancing freight transport in line with sustainability goals.

15,000 m²
are developed
sustainably for
the region

Project InnoPark

Peter Wanek-Pusset and mayor Andrea Winkelmeier take a look at InnoPark

Filling station for electric-powered trucks

Regional responsibility

With the acquisition of Wirtschaftspark, Innofreight Group and the City of Bruck an der Mur became even closer. After spending over two decades in Bruck an der Mur, the current cooperation ensures that Innofreight will actively contribute to shaping what's going on in the city center in the future as well.

This commitment became evident in the course of 2023 when Innofreight became the main sponsor of the annual Brucker Business run. A must-attend event for Innofreight employees for many years, they experienced a true home game among almost 2,000 participants.

However, Innofreight's commitment goes far beyond sports and is not limited to the Brucker Business run. In 2023 alone, Innofreight supported the iconic Brucker event "Beach an der Mur" and the Do-Biker, who, like Innofreight, are ambassadors for sustainable mobility. The bikers, who tour the region every Thursday, were delighted to receive a container set up at the Murinsel in Bruck, to safely store spare parts, bikes and accessories at the edge of their pump track facility. The handball players from Bruck and Trofaiach's BT Füchse also benefit from Innofreight's support. Starting this season, the restaurant MiraMonti will provide exquisite culinary experiences on the sidelines of the exciting handball matches.

Many people, both from Bruck and the entire region, came to the anniversary open-air event organized by Radio Grün Weiß at the beginning of July 2023. The crème de la crème of the Austrian music scene treated thousands of fans to many enjoyable hours, once again thanks to the support of Innofreight.

Innofreight running team at Brucker Business run

Ball donation to BT Füchse through Peter Wanek-Pusset

Handover of a container for Do-Bikers

Radio Grün Weiß Open Air in Bruck an der Mur

Breaking down barriers is a central aim of ÖZIV

ÖZIV

ÖZIV represents the interests of people with disabilities and chronic illnesses and offers them support services. In order to assert these interests, ÖZIV relies on active support. ÖZIV has found such a supporter in Innofreight, which is why there has been a special connection between these two partners for many years.

The owner of Innofreight, Peter Wanek-Pusset, in his role as Vice President of ÖZIV Steiermark, is also involved in ÖZIV in favor of an inclusive society that enables all people to participate on equal footing.

Innofreight has been a sponsor of ÖZIV Steiermark, and the district group Bruck-Kapfenberg-Mürzzuschlag in particular for many years. The sponsorship includes support for the association's events for its members, whereby the Integra Cup, which has been held since 1999, is of particular importance.

Innofreight also sponsors the maintenance of the district group's social bus. This bus is used for excursions for residents of nursing homes or for trips for members to ÖZIV Steiermark events.

Collaboration with HTL Kapfenberg

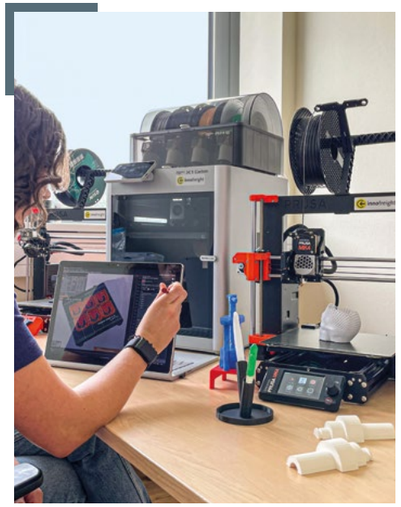
In spring of 2023, HTL Kapfenberg not only celebrated its 60th anniversary, but also broke completely new ground. In order to meet the challenges of school life in the future, the technical high school was looking for class sponsors – and quickly found one. Once again Innofreight lived up to its pioneering role, and took on the sponsorship for the two classes in the Mechatronics department for an initial period of five years.

This marks the beginning of a partnership that will be fruitful on multiple levels. On the one hand, the company establishes contacts with potential future specialists at an early stage, and on the other hand, the young students gain practical experience through internships and scientific projects.

One example of the collaboration between Innofreight and HTL can be seen in a practical project. In collaboration with Innofreight, the two students Nico Lueger and Mathias Kornsteiner, developed a cargo bike for transporting a wheelchair, which was handed over to ÖZIV at the beginning of October 2023. Since then, families have been able to borrow the cargo bike to to go on carefree outings with their loved ones.

A second project is already taking shape. The students are constructing a 1:87 scale model of the stationary unloading machine at voestalpine in Donawitz, Austria. Afterwards the model of the stationary unloading machine will be integrated into InnoBahn model railway layout at the Innofreight headquarters in Bruck an der Mur.

Christmas party and celebration of ÖZIV district group Bruck-Kapfenberg-Mürzzuschlag



Modern teaching materials

Cargo bike for transporting a wheelchair

Social engagement

Bulls Basketball Kapfenberg

Austrian Red Cross

FSC Zellstoff Pöls

Riding and carriage driving club Rainhof

Bad Yellow Bananas Flag Football


Fund for the blind and visually impaired


Alpinestars Enduro Riders Club


Andreas „Rambo“ Ropin


Frohnleiten gymnastics club


Volunteer Firefighters Kapfenberg-Parschlug

F. Ebner and Gues Box charity for Benjamin


KSV Athletics


Piteå IF DFF


Elementary school Kapfenberg-Hafendorf

KSV Ice Hockey Juniors

African integration association


Beach an der Mur

Judo club Bruck an der Mur

inno world 2024

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