



MultiRELOAD

PORT SOLUTIONS FOR SUSTAINABLE MOBILITY

European cooperation for the development of innovative inland port solutions for efficient, effective and sustainable multimodality



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MultiRELOAD enhances the collaboration between different freight nodes in Europe to jointly test innovations and create favourable market conditions for multimodal freight transport solutions. To this end, MultiRELOAD will demonstrate solutions in three Innovation Areas with specific aims by 2025, mirroring the measures of the EU's Smart Mobility Strategy.

Innovation Areas



DUISPORT



Smart multimodal logistics: facilitate a shift from road to rail & IWT of 5%



Digital & Automated Multimodal Nodes and Corridors: increase operational efficiency by 20% raise of handling capacity



Innovative business models: leading to an average cost reduction of freight transport by 10%

RHINE-ALPINE TEN-T CORRIDOR



PORT OF BASEL

RHINE-DANUBE TEN-T CORRIDOR



PORT OF VIENNA



For a total of 36 months, the MultiRELOAD consortium comprising of ports, highly innovative technology, logistics and service providers, leading European research institutions and well-connected networks will cooperate intensely to facilitate significant modal shift to sustainable modes of transport, radical efficiency increase of supply chains and capacity-sharing (data, infrastructure, loading space, etc.) for all operators within the key Trans-European Transport Networks (TEN-T) Rhine-Alpine and Rhine-Danube Corridors.



MultiRELOAD: Port solutions for efficient, effective and sustainable multimodality

Project duration: 01/09/2022 – 31/08/2025

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<https://www.linkedin.com/company/multireload-project>

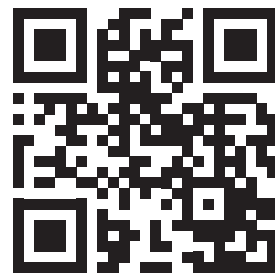
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MultiRELOAD is structured along three Innovation Areas with a total set of **7 demonstrators**, that provide answers to the specific challenges of ports & terminals in their transition to effective and efficient multimodal freight transport operations.

- A1: **Flexible, high volume, fully automated multimodal shift from road to rail** (Port of Duisburg & other European terminals)
- A2: **Transporting Bulk Cargo in Multimodal Containers** (Port of Vienna and Rhine-Danube corridor)
- B1: **Automation of handling processes in inland terminals by determining the position of loading units** (Multimodal terminals at duisport & Port of Vienna)
- B2: **Predictive maintenance for port handling equipment** (Multimodal terminals at duisport)
- B3: **Terminal Simulation and predictive container positioning** (Multimodal terminal at duisport)
- B4: **Multimodal Node Digital Twin** (Ports of Duisburg & Basel)
- B5: **Multimodal Corridor Digital Service** (Ports of Duisburg, Vienna & Basel)

For more information, visit our website:



Project Consortium

duisport – Duisburger Hafen AG (DE) – Coordinator	CargoBeamer (DE)
Port of Vienna (AT)	Rupprecht Consult – Forschung & Beratung GmbH (DE)
Schweizerische Rheinhäfen (CH)	Rhine-Alpine Corridor EGTC (DE)
RhinePorts (DE)	Hungarian National Association of Radio Distress-Signaling and Infocommunications (RSOE) (HU)
Pro Danube Management GmbH (AT)	Prodevelop (ES)
Transport Trade Services - TTS Austria (AT)	eYard (ES)
Advanced Security Engineering (ASE) (DE)	Alliance for Logistics Innovation through Collaboration in Europe (ALICE) (BE)
FH OÖ Forschungs & Entwicklungs GmbH (AT)	Institut du Droit International des Transports et de la Logistique (FR)
FH OÖ Studienbetriebs GmbH (AT)	Smart Freight Centre (NL)
DST - Development Centre for Ship Technology and Transport Systems (DE)	NOSTA Holding GmbH (DE)
Fraunhofer-Gesellschaft zur Förderung der angewandten Forschung e. v. (DE)	Hungarian Federation of Danube Ports (HU)

