

Freinberg, 25 February 2022

Trailers shipped by boat up the Danube

- *New method of vehicle delivery tested successfully*
- *Special transport by tailored type of vessel*
- *International rollout to riparian Danube states is feasible*

Last Friday, 25 February, 35 trailers from Schwarz Müller's Hungarian plant in Dunaharaszti arrived in the Bavarian port of Passau. They are the first delivery made along a new transport chain between the Hungarian site and the Hanzing Headquarter in the Austrian town of Freinberg on the outskirts of Passau. The pilot test will be followed by regular deliveries by boat, said Schwarz Müller Group's CFO, Mag. Michael Hummelbrunner, at the unloading site in Passau.

The new platform vehicles travelled about 575 kilometres up the Danube. First of all, lorries hauled them from the Dunaharaszti site to the port of Budapest where they were brought aboard the Bulgarian special-purpose vessel with a total length of over 100 metres. The cargo was "rolled on/rolled off" the vessel and not lifted aboard like a container. From the port of Passau, lorries hauled the trailers to their final destination in Austria and Southern Germany.

First vessel to carry new trailers up the Danube to Passau

This was the first vessel ever to carry new trailers up the Danube to Passau. After ten months of preparation, Schwarz Müller and its partners bayernhafen Passau, Spedition Hitzinger and Rosenheim logistics provider BTK were ready for take-off. At the end of a perfect premiere, BTK was able to welcome 20 new vehicles. Loading in Budapest

was faced with a couple of surprises, though. One thing was that 40 instead of 35 trailers can be taken aboard. The other was that the Megatrailer won't fit on deck and that such deliveries have to be continued on the road .

Obvious benefits

Schwarz Müller benefits from waterway transport in various ways. Moving off congested highways, a vessel on the Danube has a strict timetable and fits a lot better into delivery schedules, extending the transport time by just a little. Transporting many vehicles by vessel replaces deliveries to distinct destinations which, all in all, reduces the carbon footprint. Bundled transport is also more economical. Planning must meet stricter requirements, though: On the one hand, a sufficient number of orders for the target region need to be available within a narrow timeframe. On the other hand, tractors are required for loading.

New perspectives for practical implementation

Schwarz Müller wants to start detailed tests of the new logistics module. "We don't know yet where this will take us. We're currently planning on six to eight vessels a year. Practical experience will teach us new perspectives", says CFO Hummelbrunner. Schwarz Müller Group serves the markets of most riparian Danube states. The Group's focal market, Poland, is also located within the Danube basin. In a couple of years, today's trial shipment might well develop into a new international module of vehicle delivery.

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Subject: Unloading the trailers in the port of Passau

The first 40 new Schwarz Müller trailers manufactured in the Budapest plant arrived at bayernhafen Passau.

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Subject: Group photo: bayernhafen,
Schwarz Müller, BTK

Extremely satisfied with the first transport by
Danube vessel (from left to right): Stefan Ring
(bayernhafen Passau), Mag. Michael Hummelbrunner
(CFO Schwarz Müller Group, Freinberg) and Josef
Heiß (Managing Director BTK Logistik, Rosenheim).

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Schwarz Müller Group is Europe's most prominent niche supplier in the field of trailers and superstructures. The company manufactures over 150 types of vehicles and claims to produce added value for its customers by using these vehicles. In its long history since 1871, Schwarz Müller has become the leading specialist for tailored transport solutions. The company supplies its products of the Schwarz Müller and Hüffermann brands to the construction sector, infrastructure companies, the raw materials and recycling industries and long-haul transport services providers in 21 countries.