



INNOVATIVE TRANSPORT SOLUTIONS

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INNOVATIVE TRANSPORT
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Save \$1000's shipping via RAIL verses LONG-HAUL Flatbed

Today clients are forced to ship via Flatbed long-haul as there's noway for them to load their heavy and/or long cargo into the rear doors of a container or intermodal trailer. The MTT (Mobile Transport Tray) allows clients to preload their cargo onto the MTT and simply roll the unit through the back doors of any rail trailer (ocean or intermodal).

Rail transportation in some instances can be a third of the price of flatbeds. It also allows for the operations to be handled inside the facility and avoiding the need to move cargo outside to load and/or unload out in the chills of winter. Cargo moves enclosed on the rail verses being exposed to the elements via flatbeds. Clients also enjoy less handling of their materials during the loading process and not to mention, NO MORE TARPS!

*Load and unload Intermodal trailers in literally
MINUTES.*

There's also the health and safety risks that clients must consider for their employees.. It 's not uncommon for cargo to fall from the flatbed during (un)loading as well as drivers themselves assisting with loading and the eventual tarping of the load.



Steel bars that previously had to be loaded into special ocean containers. Time, money, & risk reduced significantly



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Intermodal transportation via the MTT verses shipping via Flatbeds

ACTIVITY	INTERMODAL	FLATBEDS
COST - Consistently around \$1.00 per mile	✓ \$1500 conservative saving	✗ Moving long-haul rates can be anywhere from \$2.00 - \$4.00 depending on availability and the day of shipping. Rates very unpredictable
Less than 30 minutes to load or unload from conveyance	✓ \$90.00 saving	✗ Up to 4 man-hours in some case
Cargo transported out of the elements protected from wind and rain?	✓	✗ Flatbeds require tarps which often are damaged or have holes in them
Transit from CHICAGO to LOS ANGELES	5 days	4-6 days single drive, all depends on the drivers, road delays, weather, breakdowns
Avoid lifting cargo over-head, less health and safety risks	✓	✗ Safety risks, not uncommon for drivers/cargo to fall from flatbed during (un)loading
1 Man operation	✓	✗ generally 2 workers
Possibility to pre-load cargo	✓	✗
Secure method of shipping once loaded	✓	✓
Capacity Readily available?	✓	✗ certain lanes no and not during high oil prices. Oil gas industry increases demand immensely
Never pay driver detention?	✓ \$25.00 saving	✗ \$75 per hour after 2 free hours, flatbeds often result in driver detention
Cargo safe from elements, weather, salt?	✓	✗