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## Loading process

Cargo loading process consist of three steps.

1. Definition of cargo dimensions
2. Definition of equipment
3. Loading cargo using auto or manual mode

After the cargo is loaded according to your needs, stuffing plan can be exported.

- **Definition of Cargo Dimensions**

There are four ways how to quickly enter list of dimensions into the loading project.

1. Manual – in case of low number of box dimensions it might be the easiest way
2. Predefined – in case of using same dimensions over and over, define cargo dimension into the list of predefined cargos so next time it can be easily and quickly chosen.
3. Automatic – copy dimensions from spreadsheet, email, text file and click the button to get data from clipboard.
4. EDI – set up EDI connection via network shared folder or FTP to process flat and xml files.

- **Definition of Equipment**

Choose or define new equipment (Container or Truck) into loading project.

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- **Loading Cargo using Auto or Manual mode**

After the cargo and equipment is defined in loading project, choose appropriate mode for your shipment. Auto mode uses built-in algorithm taking into consideration many aspects like stackability, weight, if box can be turned and in which axis, package prioritization, package grouping, in which order the shipments must be unloaded, etc.

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## Objectives and Benefits

The main objective of the application is helping users to load cargo of various dimensions into different equipments programmatically, avoiding mistakes from „pen & paper“ approach. 3D Visualization and interactivity helps to check loading results quickly and make appropriate changes if needed.

Next objective is to provide standalone software capable to run without internet connection on all main platforms. Windows, Mac OS X and Linux for reasonable price.

The main benefit is time saving, avoiding mistakes and at the end also cost savings. As our customers experience shows, in urgent situations when operation need to act quickly and decide how many trailer or container are need, application can save substantial costs for additional trailer or container.

Full licence is per PC and is valid forever, there are no additional fees. Also all future updates are for free.

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## Cost Savings and Payback analysis

It's not easy to find common rule for cost savings as every shipment is different and in most cases it's not possible to load equipment to its full capacity, but in a nutshell it's all about using full capacity of container or truck.

### Example: Import 40 High Cube container from China to Prague

Container volume: 75,070 cbm

Cost per Container: USD 1800

Cost per 1 cbm: USD 23,98

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If container is loaded from 65% (48,80 cbm), cost per 1 cbm increase to USD 36,89. If you have to order second container due to not properly used capacity (no optimization). Using LoadCargo.in you can lower the number of used containers.

In above example a second container must be ordered. Even if it would fit 20' container, that's another USD 1250 on this lane, which could be theoretically saved.

As you can see application costs can be returned after one shipment.

It's also important to take into consideration time spent on calculation, very often made using „pen and paper“ approach. If you spend 2 hours with manual calculation instead of few minutes with Cargo Loading Calculation Software, here is another way how to save money.

SOLAS (Safety of Life at Sea), valid from 1st July 2016, when all containers will have to be weighted by shippers is another reason for using automated solutions.

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## **Cost Savings and Payback Analysis – Real example described by LoadCargo.in customer**

LoadCargo.in software enables cargo loading optimization of trucks, containers, wagons and barges. In order to demonstrate specific advantages and usage we will describe procedure on actual shipment of our customer - first class machinery trader and supplier to Jakarta (CFR).

First picture shows customer specification from tender period. Customer's condition was 15 trucks. We optimized quantity for transportation in containers from FOB Hamburg to CFR Jakarta. In first phase we counted with 6 special containers for so called overdimensional cargo and 9 dry box containers (8x40ft and 1x20ft).

After we won the business we further optimized number of trucks and containers using LoadCargo.in application, see picture number 2.

### **The result was following:**

- For transportation from customer to the port of Hamburg we used „only“ 13 trucks instead of 15 as indicated at the beginning
- For main leg (sea part) we saved 1x20ft container, so whole shipment was shipped on 6 special containers and 8x40ft containers.

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## **Savings after optimization with LoadCargo.in as follows:**

- 2 trucks – **2 x EUR 750**
- 1x20ft container stuffing – **EUR 400**
- 1x20ft freight to Jakarta – **USD 1.184**

In total we saved **EUR 2.970** on middle size shipment just because we used cargo loading optimization software LoadCargo.in. Costs for the software returned 7x. No additional comments needed!

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Takže to vychází na 8x 40HC + 1x 20DC.

#### 40FR OW/OH

coll	Název zařízení	balení	L	Š	V	m3	Btto:
5.	Manipulátor QKK 5 - smontovaný	Bedna - 2115	730	336	289	70.89	26,150

#### 20FR OH

coll	Název zařízení	balení	L	Š	V	m3	Btto:
20.	Horní příčnik	Bedna - 2135	415	191	279	22.11	26,000

#### 20FR OW

coll	Název zařízení	balení	L	Š	V	m3	Btto:
22.	Spodní příčnik	Bedna - 2137	405	324	190	24.93	25,500

#### 40FR OH

coll	Název zařízení	balení	L	Š	V	m3	Btto:
9.	Hlavní nádrž	Bedna - 2119	541	230	280	34.84	6,500
10.	Záložní nádrž	Bedna - 2120	556	211	280	32.85	6,800

#### 40FR OH

coll	Název zařízení	balení	L	Š	V	m3	Btto:
1.	Rozvaděče	Bedna - 2111	462	211	294	28.66	4,300
12.	Filtrovní jednotky a aku stanice (6ks)	Bedna - 2122	432	230	308	30.60	7,400

#### 40FR OW/OH

coll	Název zařízení	balení	L	Š	V	m3	Btto:
8.	Hlavní agregát	Bedna - 2118	526	171	312	28.06	10,700
21.	Pohyblivá traverza	Bedna - 2136	340	304	200	20.67	14,300

#### 8x 40HC + 1x 20DC

Číslo coll	Výrobek Název zařízení	Druh balení Bedna -	Balené díly zařízení (roz. LxŠxV cm)				Hmotnost celkem (kg)
			L	Š	V	m3	
1/1	Díly do základu	Bedna - 2110	231	230	122	6.48	1,800
2.	Elektro - kabely	Bedna - 2112	232	230	140	7.47	2,400
3.	Ovladačí pulty, žlaby, spoj.a mont.mat.	Bedna - 2113	482	230	158	17.52	4,300
4.	Nakovávací stojan 2ks	Bedna - 2114	282	201	147	8.33	5,500
6.	Kabelové nosiče man.a vozu, díly kolejistě	Bedna - 2116	331	230	140	10.66	1,500
7.	Ingotový vůz QHZ - smontovaný	Bedna - 2117	332	171	172	9.76	4,800
11.	Vzdušník	Bedna - 2120	332	211	222	15.55	3,800
13.	Ventilová stanice,dekomp.blok,plnicí agr.	Bedna - 2123	486	230	175	19.56	11,800
14.	Potrubní rozvody-tvarové potrubí	Bedna - 2124	636	230	202	29.55	8,000
15.	Potrubní rozvody-tvarové potrubí	Bedna - 2124	636	230	202	29.55	7,000
16.	Tvarové potrubí a metráž	Bedna - 2125	632	230	170	24.71	5,200
17.	Pokrytí nádrže,příslušenství a RD hydraul.	Bedna - 2126	632	230	200	29.07	5,800
18.		Bedna - 2127	336	230	170	13.14	12,200
19.		Bedna - 2127	336	230	170	13.14	11,600
23.	2x sloup	Bedna - 2128	765	211	140	22.60	23,000
24.	Zpětné válce,rám přesouvání ,stůl, stojan	Bedna - 2129	586	230	110	14.83	7,300
25.	Podélný posuv 2 nosníky a válec	Bedna - 2130	307	230	102	7.20	4,500
26.	Zásobník zpětných nástrojů	Bedna - 2131	706	230	112	18.19	10,000
27.	Kovácí deska, deska zásob. a 2x kryt	Bedna - 2132	416	161	110	7.37	10,500
28.	Horní a spodní držáky kovadel,2x rovné kovadlo	Bedna - 2133	236	230	128	6.95	7,700
29.	Kotevní materiál	Bedna - 2134	322	230	142	10.52	2,000

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## Terms of Use

LoadCargo.in determines an efficient spatial fit without consideration of safety or legal issues. The user must determine, and take responsibility for, the suitability of the layout.

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## More details

For more details click below links.

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