# **MPP Shipping**

An integrated, electric, semi-autonomous and modular transport concept

Ocean Exchange 2025 Main Awards

### PROBLEM

- Shipbuilding industry is cost- and labor-consuming.
- The last inification was the introduction of container in 1952
- Aging and expensive to replace river and coastal fleet (average 30 years)
- All the existing new technology nuclear and electric propulsion, semi-autonomous navigation lacks scalability
- Nuclear-powered fleet is not allowed in commercial ports
- Modular approach based on ground-braking technology took place in car- and space-production, but not shipbuilding.



### VISION

Imagine a large carrier (mothership), stopping in Europe, North, Central and South Americas, to load and discharge electric, self-propelled and modular barges at sea.

The use of standardized barges, carrying dry-bulk, wet-bulk, break-bulk and containers would revolutionize inland and coastal navigation, while offering a very simple, cheep-to-build and easy-to-operate design.

Barges can be bought by shippers, traders or independent investors, and leased back to the operator, unlocking passive investment opportunities while reducing shipbuilding and operational costs.

Our concept is unique for including all the existing technology, while providing a scalable solution for its deployment, including: nuclear and electric propulsion, semi-autonomous navigation and uberization.





# WHY US?

#### MPP used and revolutionized the concept designed and built in the 70s, which was later abandoned due to existing and unresolved problems at the time:

- The Barges were not self-propelled, which required tugs and thus increased cost of transportation
- The Barges could not be tracked, leading to complexity of storage, and leading to their loss and theft on rivers
- The mother ship had a high consumption of fuel 70-120 mt HFO per day

#### This is the only way to allow zero-emission navigation using existing ground-braking tested technilogy.





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## TECHNOLOGY

MPP Shipping consolidates all the existing field-tested equipment



#### FLEET

Modular identical shape aimed at simple, cheap, robotized manufacturing.



## **MODULAR BARGE**

MPP designed a simple, modular, chap-to-build and easy-to-operate barge.

#### **Operational Advantages:**

- Possibility to build locally
- Good for navigation on rivers, lakes and coastal trades
- Reduction in transportation costs by about 40%
- Resistant to congestion, and could be used as floating storage
- Capable to trade in shallow drafts
- Net-zero propulsion (electricity) Real-time operational and commercial control through a digital platform

#### **Investment Opportunities:**

- Low cost of building
- Low operating costs
- Passive investment opportunities
- Leasing options





#### IMPACT

- Reduction in transportation costs by 40%
- Reduction in CO2 emission to 0
- Introducing a bigger modular "container"
- Unlocking nuclear-power potential in maritime transport
- Making ship an easy-to-invest, fast-to-build, & cheep-to-operate asset

#### **RISK**

No risk is expacted, since all the technology is field-tested.

The full equipment set, wchich includes electric propulsion and semi-autonomous and autonomous navigation is provided by the industry leader - ABB (Switzerland).

The risk or slow legislation allowing autonomous navigation can be solved by semi-autonous navigation, and the use of modular crew accomodation.

Software for uberizational pricing and operations is launched, and equipment for manned and automous navigation is used today.





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### **FINANCIALS**

Construction cost: +/- USD 4.000.000 per barge (-vs- USD 7.000.000 for the standard barge today)

**Operational cost:** +/- USD 300-500 per day (-vs- USD 1.000 today for the standard barge today)

Crew requirement: 0-2

**Reuction in transportation cost:** 40%

Start of operation: 3rd Quarter 2026

#### **Partners**





The new era in shipbuilding...

- **\$** +32487371482
- ™ av@mppfleet.com

