



MODULAR CYCLING

Accelerating a safe growth for active mobility



OUR VISION

We will contribute in making the world's infrastructure climate-neutral and safe for all types of road users.

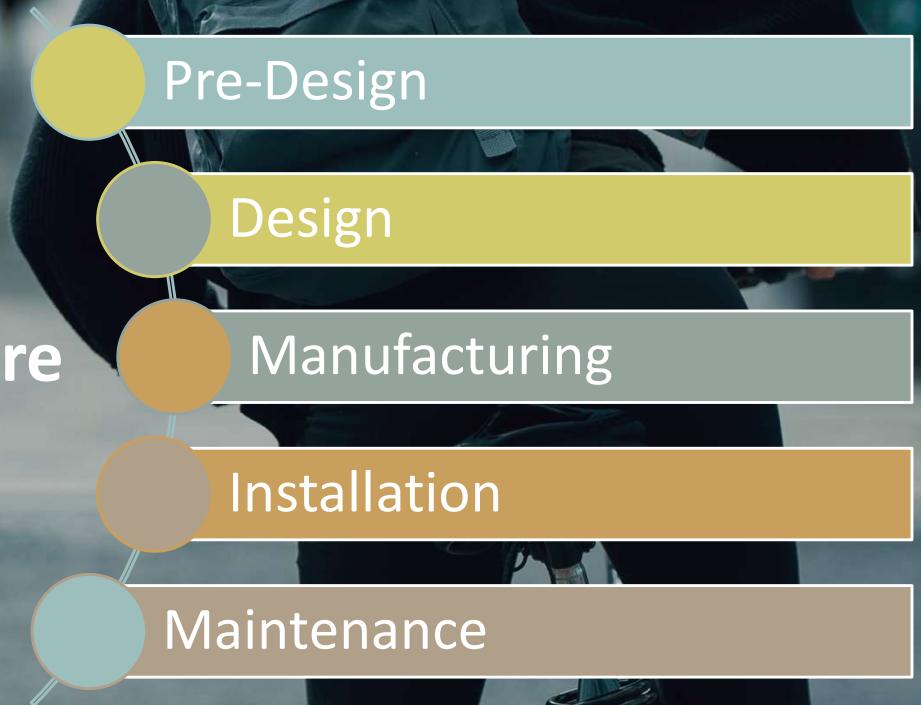
We achieve this by anchoring our products in cutting-edge science and age-old lore.

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WHAT

Circular, climate-improved infrastructure



VELSOL



Rolling surface's width: 2,5 - 4 m

Modular length: 12 m

Standard support span: 4 m (4.5T service vehicle)

Useful service life: 40 years

Standard rolling surface: planks with anti-slip design

Installation rate (1 team): 168 m / day

Pathway preparation requirements: free of bushes, high vegetation, boulders, objects

Design basis: Eurocodes and Trafikverket's rulebooks

VELAIR = VELSOL + truss cradle to reach 12 m span



WHY

- Environmental impact of cycling infrastructure often ignored
- Large needs, incremental progress. We offer radical innovation.
- Active mobility is a key vector of good health and clean transports
- Wood and modular methods provide important benefits

CLIMATE BONUS



Circular concept: less materials, easy repair, easy re-use, easy recycling

Up to 95% lighter than asphalted constructions

Permeable cover reduces flash floods, costs

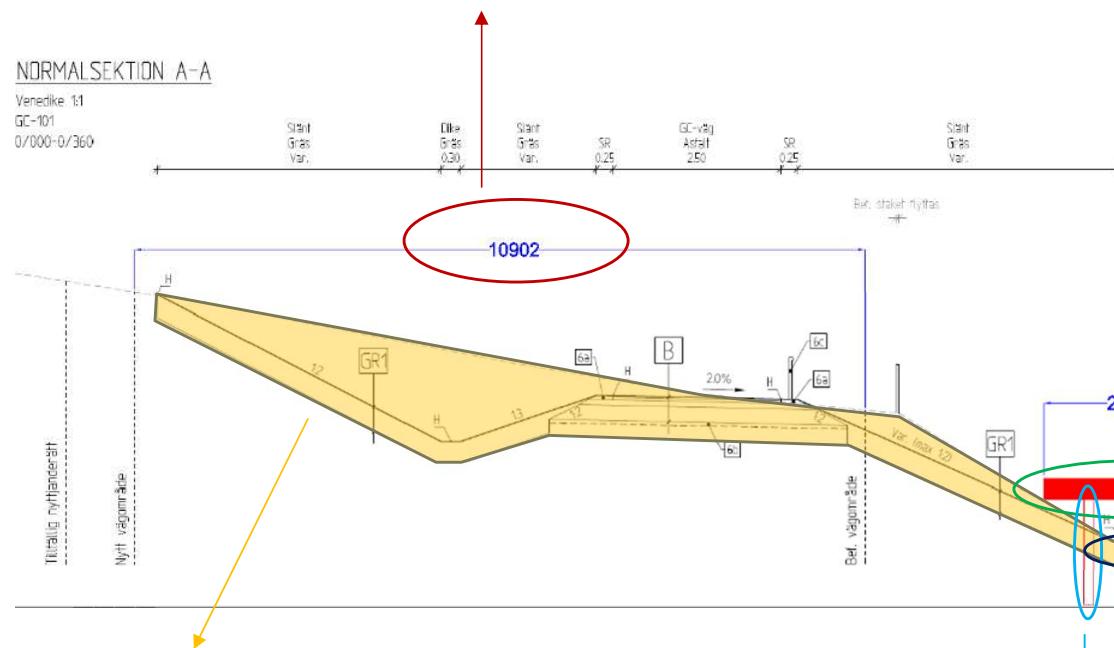
Leasing option enables pay-for-use model (temporary infrastructure)

Up to 90% less garbage, no excess soil to manage

No fossil fuel needed

COMPARISON (LV 1723)

Less ground needed, no cost for land access



No need for excavation (ca 1,5T/m)

Ground anchor damage less than 10% of path's footprint, are easily removed

Prefabricated modules are safer to build and install, require less energy.

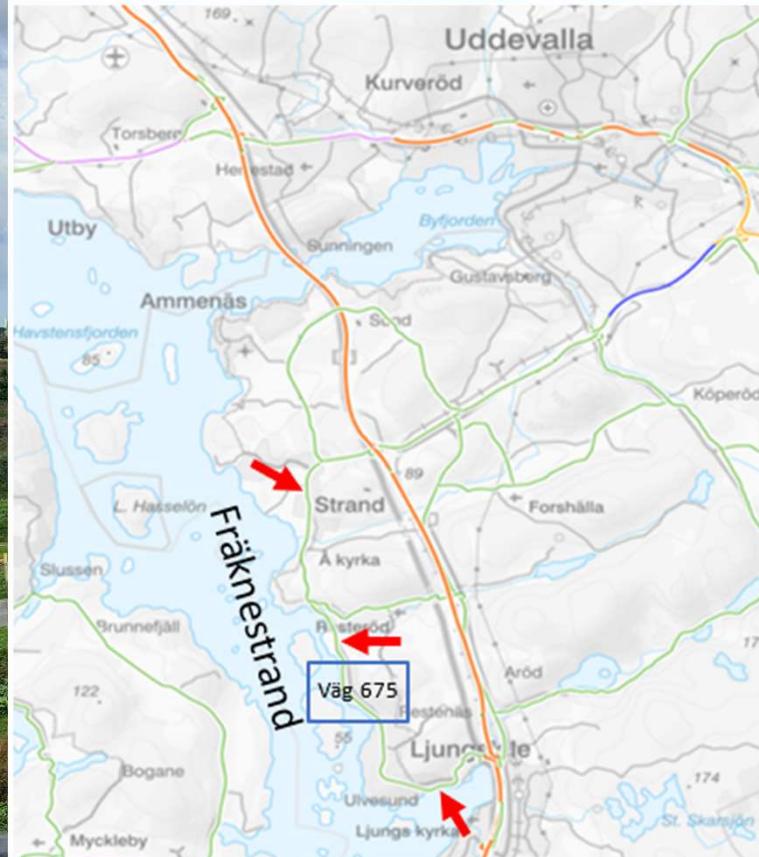
"Floating" construction avoids most diking and rerouting of pipes, lines...

POSSIBLE USES

- ✓ Temporary active mobility tracks
- ✓ Use of leasing when budget/timescale limited
- ✓ Protected areas, marshy grounds
- ✓ Rocky areas for reduced impact
- ✓ Running along national roads above dike
- ✓ "Pressure points" in an asphalted project
- ✓ Elevated cycling highways



INFRASWEDEN 2030 PROJECT – 2 WOODEN STRETCHES



Uddevalla: 200-300m längs med vattnet

Branta kanter, vatten, dyr att bygga enligt TV krav.

Lokal efterfrågan + cykloturism

Sträcka upp till 2 km (utanför projektet)

Del av EuroVelo, Kattegattleden



Orust/Henå: Missing link på ca 230m längs väg 160
Sträckan går inte att bygga med konventionell cykelväg

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