



An Innovation carrying Globalization

or

A Unified, Greener, Seamless Transport System



- **Mankind manufacture, consume and live on terra firma**
- **Factories, production plants, warehouses, distribution platforms, cultivated areas, accommodations, all are located on the same solid ground...**
- **With transport as the unique link between production, distribution, consumption**
- **Goods having only a value when delivered at destination, at the right time, in the right condition.**



“ ITF Transport Outlook 2015 ”

- **An important survey published early 2015 by**

The International Transport Forum (OECD)...



➤ **By 2050,**

- **International freight transport (in bn t-km)**
- **And related CO₂ emissions (in bn t)**

will have quadrupled

- **As a consequence of the development of global trade**
- **Freight transport being the main source of CO₂ emissions for surface transport...**



- **Road-,Rail- and Maritime transport will no longer be able to operate independently,**
- **Therefore obliged to cooperate together on a large scale...**
- **To establish a global, unified and seamless transport system!**



- **Maritime transport, Inland navigation, Rail transport exist only through mutualisation (of their respective equipments)**
- **Whereas in Road transport, a semi-trailer coupled with a tractor unit and his driver make a work unit delivering door – to – door service**
- **And Road is the only mode in this situation ...**



- Therefore on both technical and economic basis, semi-trailer is the reference in terms of transport equipment, with its equivalent in other modes, the swap body and sea container...

...which must be its perfect clones

- This questions the 8' wide ISO standard, responsible for harmful ruptures between Maritime and Land transport,

To the detriment of Economy and Trade



- **53' x 8'6" x 9'6" or 16.15 x 2.60 x 2.90 m**
- **Why this unit of 53' or 16.15 m long and 8'6" or 2.60m wide?**
- **It is the perfect compromise, with a loading capacity of 39 euro-pallets vs 33 in a semi-trailer of 13.60 m (+ 18%) and a HGV of 19.05m only vs 18.75m presently.**



- This 53' x 8'6" x 9'6" unit has been operated in North America (Canada, Mexico, The United States) on both road and rail (piggy-back) for many years loading 30 pallets of 40" x 49".
- It was also adopted by NOL between China and USA showing that an 8'6" wide unit could be loaded on a cellular ship



Benefits...



➤ To reduce,

- Transshipments,
- Handling and repackaging of cargo en route,
- Empty running of units
- Risks of goods theft, drug trafficking and smuggling
- Long waiting time and related high costs at borders
- Costs of transport
- Greenhouse gas and particles emissions



➤ **To improve**

- **Loading capacity (39 euro-pallets vs 33 today)**
- **Cost effectiveness of transport**
- **Transport connectivity (Seamless transport)**
- **Safety and security**
- **Protection of cargo end-to-end (by an ultra – secure seal, tamper – proof)**
- **Customs control at borders**
- **Optimized location of warehouses**
- **Altogether... the performance level of transport**



➤ **To achieve**

- **Elimination of the missing link**
- **A regulatory Harmonization**
- **An Innovation carrying Globalization**
- **A perfect modal shift between all surface modes of transport**



➤ To establish for 2050

- A Unified, **Greener** and Seamless Transport System connecting nine billion people on **Mother Earth** of which four billion living on the EuropAsia mega-continent will use the Transsiberian route and the Silk Rail via Kazakhstan, Iran and Turkey operating full Combined Transport train loads. **A perfect Modal Shift achievement**



Thank you