An Innovation carrying Globalization

or

A Unified, Green, 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 CO\(_2\) emissions (in bn t)

**will have quadrupled**

- As a consequence of the development of global trade
- Freight transport being the main source of CO\(_2\) 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