

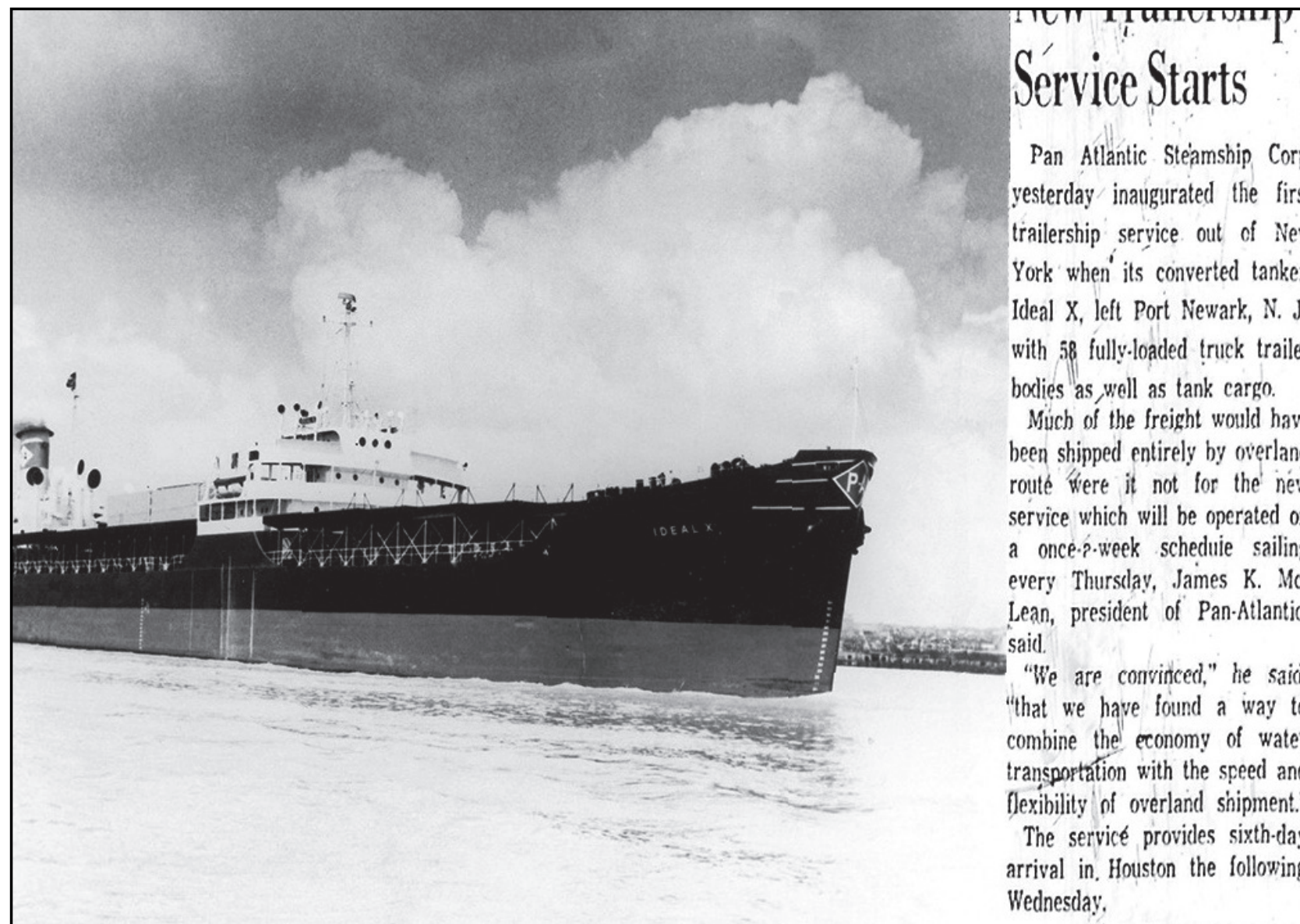
# The second revolution

How sea containers changed logistics –  
and how they can do it again



**In the 1920's harbours looked like this:**  
manual labour and heterogenic packing materials.

**In the mid-50's Malcom McLean invented a transportation unit with regular measures, the sea container.** The invention spread fast and the modern logistics business started to develop around the container.





In the current world, goods are transported mainly in sea containers from one continent and country to the next

A modern container vessel can have onboard for example

- 386 000 000 pairs of shoes
- 8 000 000 solar panels
- 3 000 000 washing machines
- 47 500 personal vehicles

# The second revolution

- The container has been proven to be a superior transportation method – but it is still underused and ineffective
- To optimize the logistics process, the sea container must be used throughout the transport chain – from where the item is made to where it is used

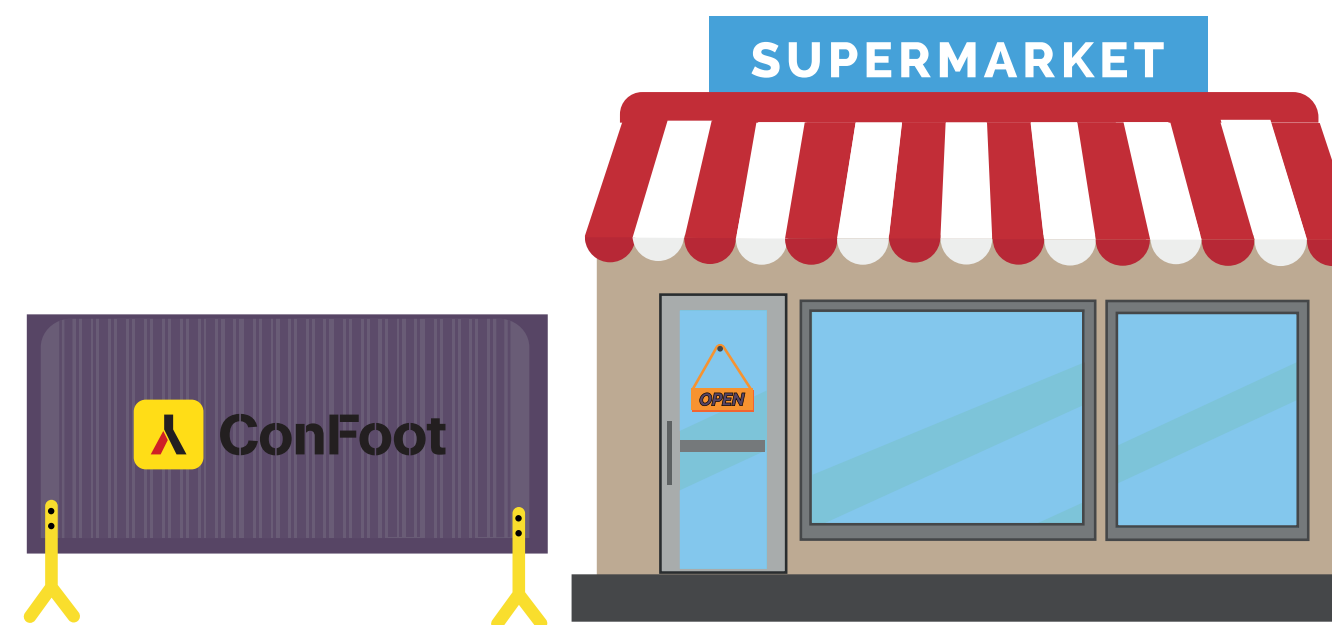
# The solution

ConFoot-products allow the sea container to be used from the beginning to the end of the logistics chain

With the ConFoot-leg the container can be left in loading docks or lowered to ground level and lifted back up to be transported.



**CF-leg**

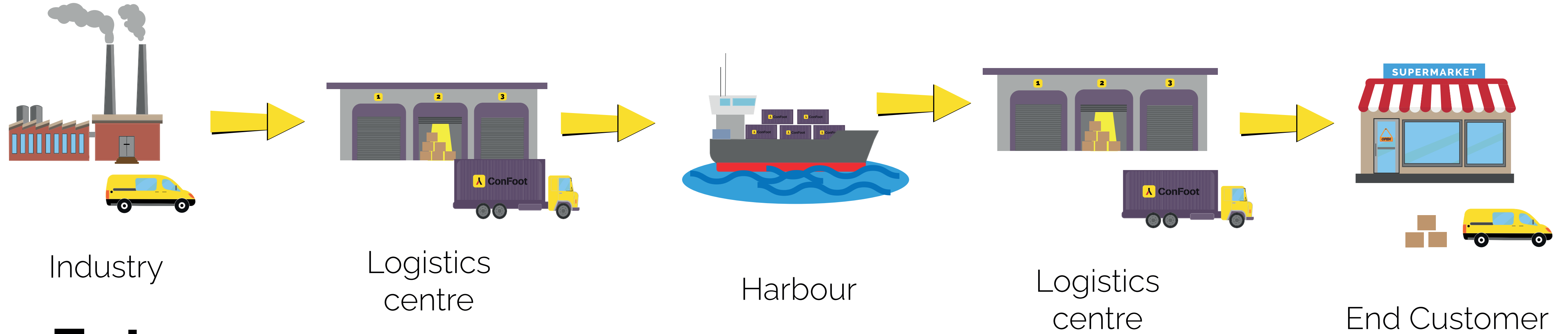


**CFP-leg**

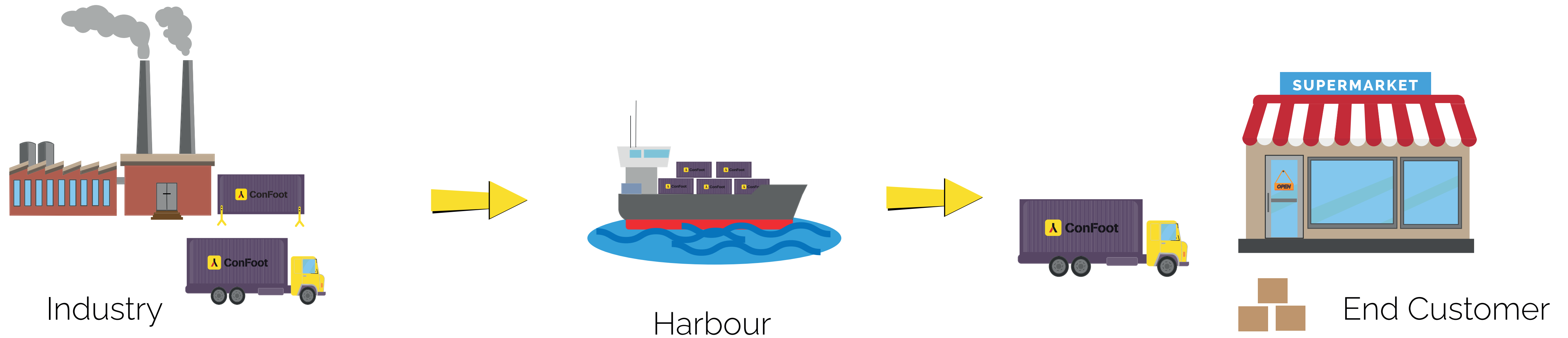


**CFU-leg**

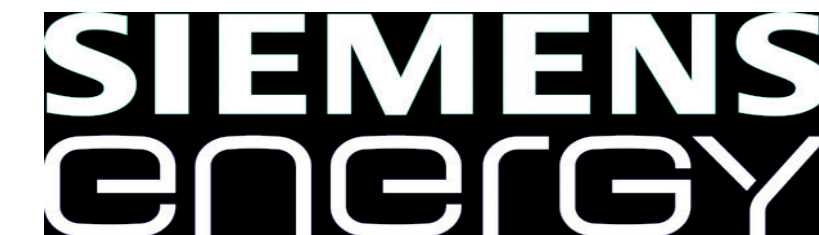
# Today:



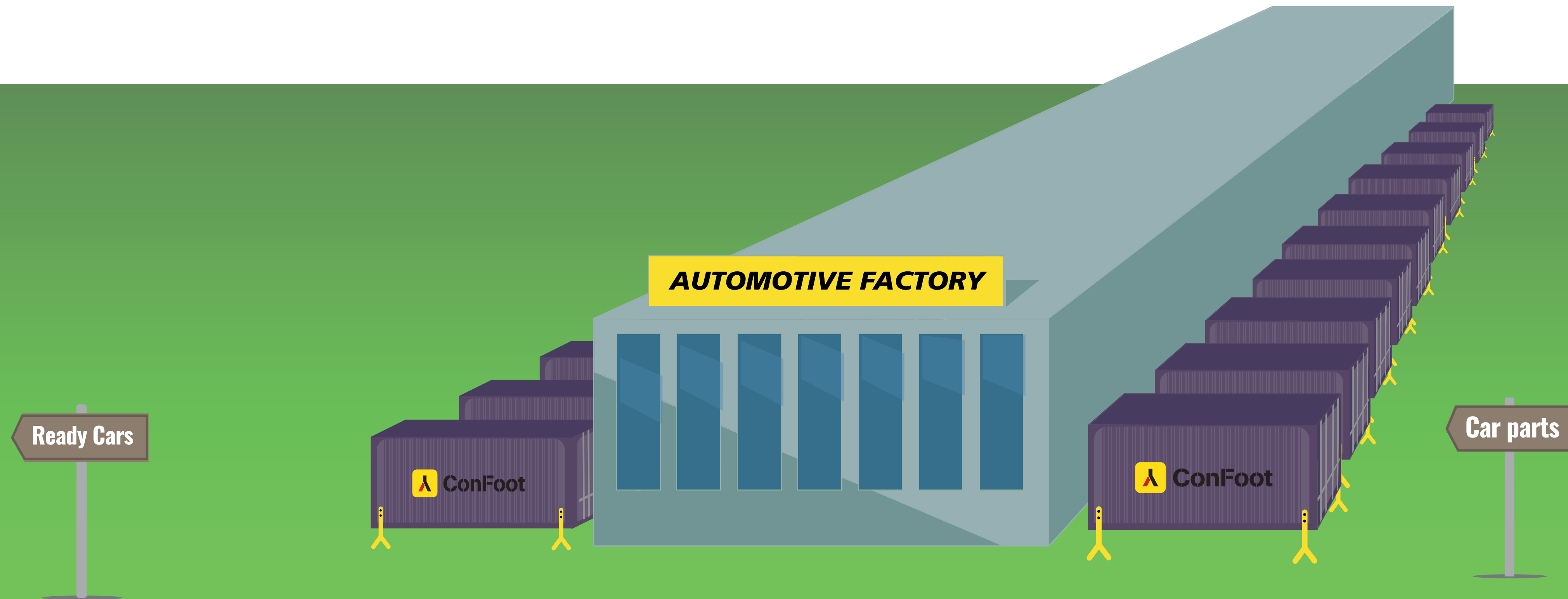
# Future:



# References

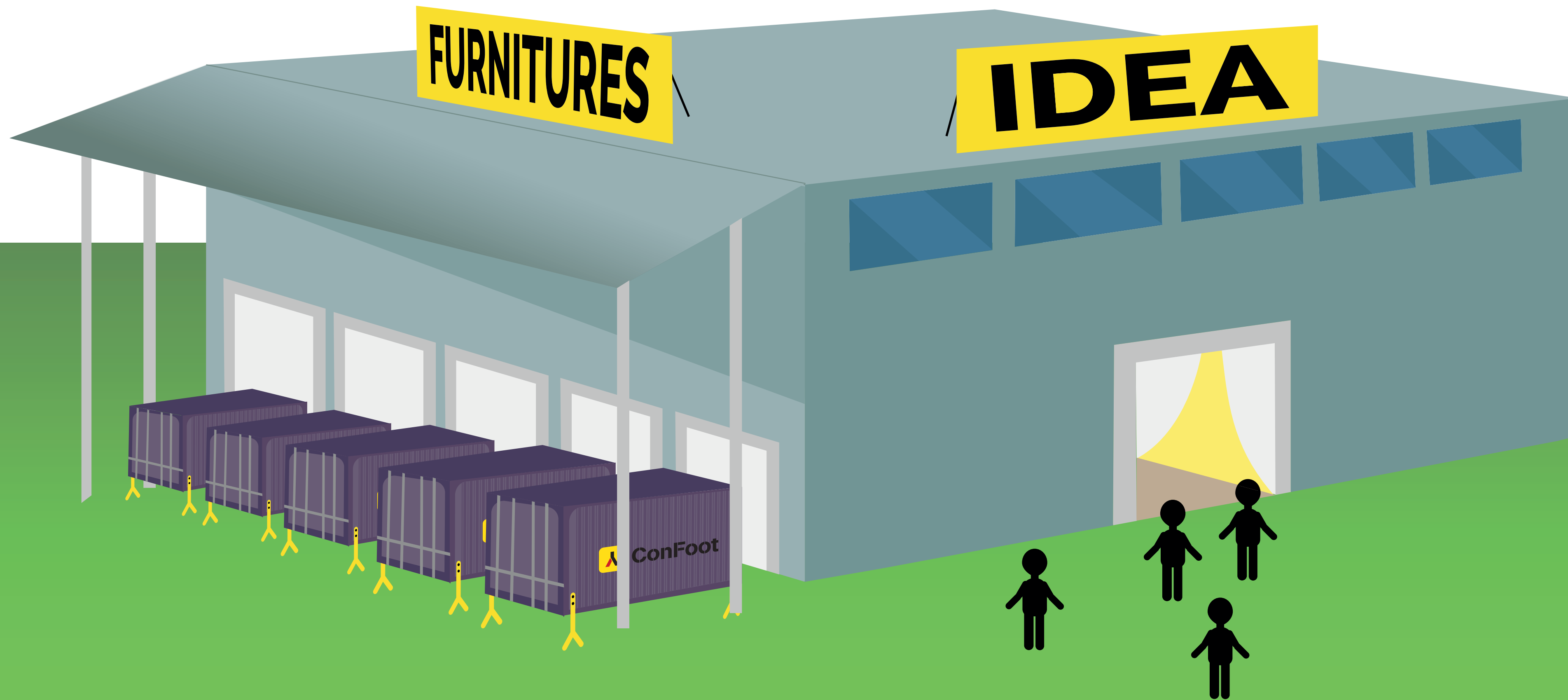


# The future factory





# The future store



# The future container harbour



For more information:

**confoot.fi**