The second revolution

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





Service Starts

Pan Atlantic Steamship Corr vesterday inaugurated the first trailership service out of Net York when its converted tanke Ideal X, left Port Newark, N. fully-loaded truck traile. bodies as well as tank cargo

been shipped entirely by overlan a once-2-week schedule sailing every Thursday, James K. Mc Lean, president of Pan-Atlantic.

"that we have found a way to combine the economy of water transportation with the speed and flexibility of overland shipment." The service provides sixth-day arrival in Houston the following Wednesday.

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



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– 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.





CFP-leg



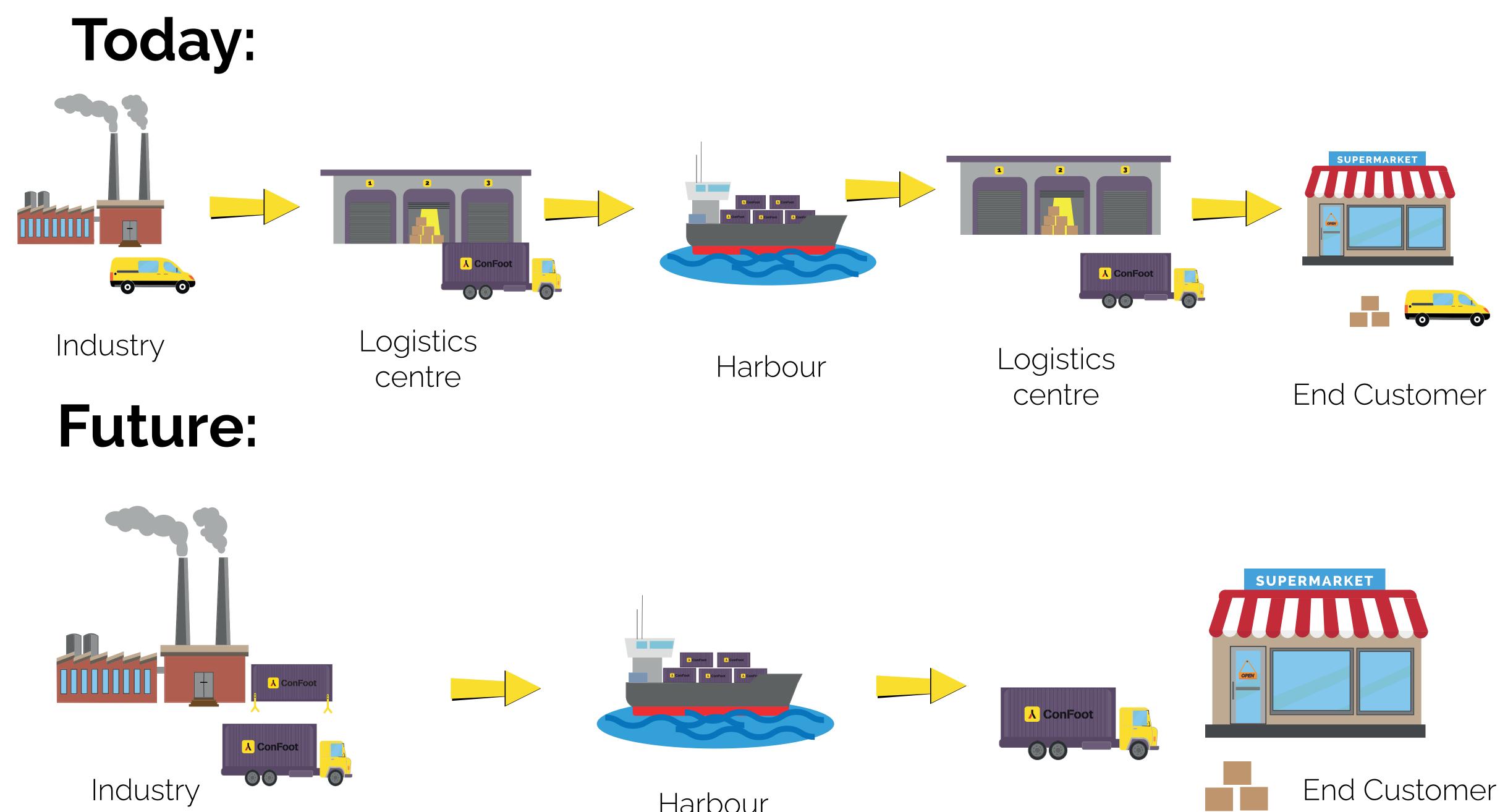












Harbour

References









plus 🕹 Polkomtel Sp. z o.o.















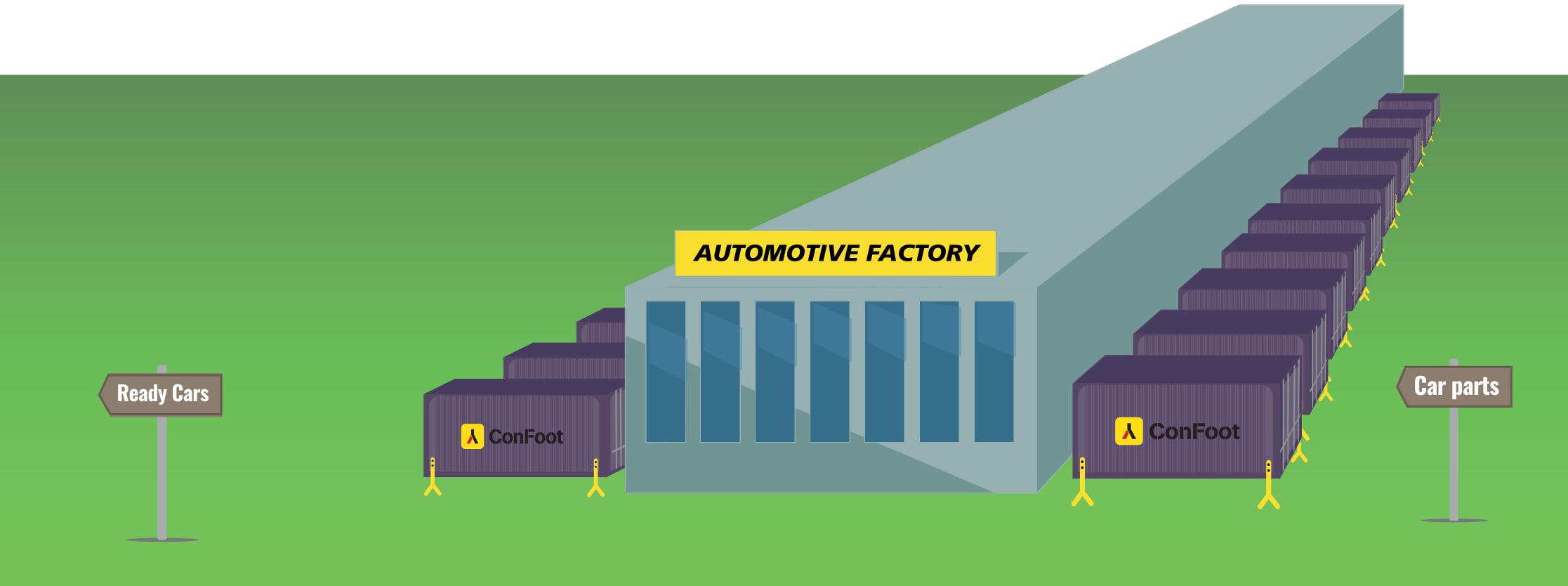




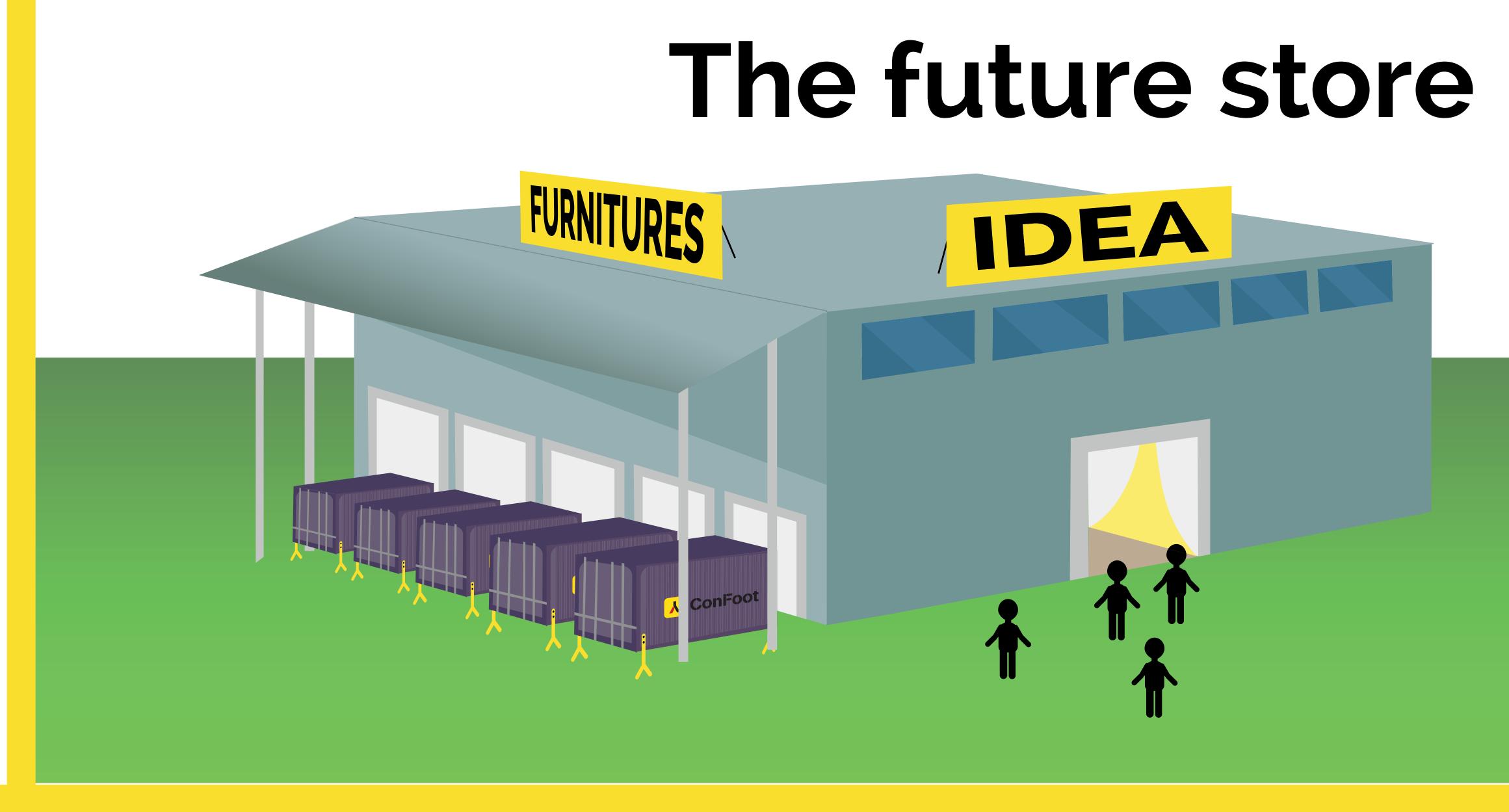




The future factory







The future container harbour





For more information: **Confoot.f**