

**MANIFESTO**

**FOR THE 45' PALLETWIDE CONTAINER :**

**A GREEN CONTAINER FOR EUROPE**

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## EXECUTIVE SUMMARY

### MANIFESTO FOR THE 45' PALLETWIDE CONTAINER

The majority of overland intra-European transport is done by truck and mainly with semi-trailers as their internal dimensions allow palletised cargo optimisation.

Semi-trailers are not interoperable. For Rail transport swap-bodies are used which are not adequate for river barge transport neither for sea motorways, as swap bodies are not stackable.

Intercontinental transport is done with 20' & 40' ISO maritime containers which are interoperable and stackable. But their internal dimensions do not allow optimising palletised shipments. Consequently, they are not used for intra-European land transport.

For Import movements, a lot of these containers going back to the port are empty. Equally, for Export movements, the first leg from Port to Shipper's premises is an empty container movement.

The solution combining interoperability and optimal capacity for palletised loads exists: The 45' palletwide (PW) container.

It is mainly used by intra-European short sea shipping lines.

If it was used by deep-sea shipping lines for inter-continental maritime transport as well, it would save a lot of empty container transport in Europe and consequently we would have fewer trucks on our roads, less gasoil consumption (saving more than **110 Millions litres**) and less CO<sup>2</sup> emissions (**790 000 tons** of CO<sup>2</sup> reduction). In addition to this, it would reduce transport costs for Importers and Exporters and consequently for European consumers.

This document explains and demonstrates what is described above. And why it is necessary to slightly amend the 96/53 Directive.

It seems to be in the interest of our European Community to encourage the development of the 45' PW containers for both inter continental sea and intra-European land transport

## 1. The 45' Pallet Wide (PW) container, a European container.

The most used equipments in Europe for cargo transport are:

- Semi-trailers for road transport
- Swap bodies for intermodal transport (Rail/road)
- ISO 20' & 40' containers for maritime and river transport

ISO containers are interoperable on all land and maritime transport modes.

Contrarily to semi-trailers, their main disadvantage is that their internal width (approx. 2,34m) is not adapted to transport of palletised cargoes of the two main European Standards:

- The pallet called « Europe » of 80x120 cm
- The 100x120 cm Pallet



A 8' width ISO container

For a trucking of a container which cost is similar to a semi-trailer trucking, it is only possible to load:

- 25 pallets « Europe » instead of 33 in a semi-trailer
- 22 pallets « 100x120 » instead of 26 in a semi-trailer

The inadequacy of the ISO maritime containers for palletised intra-European traffics leads to:

- The majority of containers and particularly those imported from Far East are break-bulk loaded; palletisation is made in Europe upon unloading, which costs more than if it was made in the departing country.
- An important part of the containers are returning to the port empty and this :
  - Makes the land transport more expensive, the importer having to pay for the empty return
  - Increases the CO<sup>2</sup> emissions linked to this transport journey

### **There is an optimal solution: the 45' Pallet Wide (PW) container**

The 45' PW container is similarly to ISO maritime containers, interoperable. Enabling to load the same quantity of pallets ("Europe" or 100x120cm) as a semi-trailer, it is a multimodal solution with both economical and ecological advantages.

Moreover, thanks to its structure, the 45'PW can be handle by the existing handling equipment (port and intermodal terminals spreaders, reach stackers) as a 40' ISO container

The "short sea" shipping lines, ensuring intra-European services, are using the 45'PW containers rather than ISO ones to respond to the needs of their customers, as an alternative to semi-trailers traffic.

#### **Internal Dimensions**

		Semi-trailer	Swap body Box	Swap body Open side	45'PW	40'	40'HC
Internal dimensions in meters	Length	13,6	13,45	13,41	13,559	12,033	12,033
	Width	2,48	2,44	2,545	2,432	2,350	2,352
	Height	2,76	2,60	2,545	2,700	2,390	2,690
Cubic meters		93,089	85,327	86,857	89,034	67,583	76,131
Floor Loading capacity							
Euro pallets	80cmx120cm	33	33	33	33	25	25
Pallet	100cmx120cm	26	26	26	26	22	22
Tare in tons		7 to 8	4	4,85	4,450	3,500	3,800
<small>dimensions &amp; weight can slightly vary depending on manufacturers</small>							

## **2. I HAD A GREEN DREAM ! :**

**E.U would push « deep sea » shipping lines to offer 45'PW for the inter-continental traffics.**

If "deep sea" shipping lines were offering such kind of equipment, it would be gradually substituted to "box" semi-trailers for intra-European road traffics as it would enable to transfer much more movements from road to intermodal services (Rail-road services namely, but river and maritime motorways as well)

A lot of Supply chain actors would certainly find an interest and particularly:

- River carriers
- « short-sea » shipping Lines
- Intermodal carriers,

As the number of 45'PW increases, this would develop the intermodal European services

- As well as manufacturers and rental companies of :

- 45'PW containers
- 45' or 90' wagons
- Containers chassis
- « reach stackers ».

We have to insist on the economical and ecological impact that the possibility to load inter-continental traffics in 45'PW would have for:

- The shippers, whoever they are : exporters, importers, industrial companies or distributors
- The road transport companies
- The « deep sea » shipping lines
- The European Citizen

### Economical Impact for shippers

In a 45'PW, loads could be break-bulk or palletised ones.

#### 1. Break-bulk loads

As ISO maritime containers are not allowing an optimal palletised load, they are usually and mainly break-bulk loaded.

We can contemplate that shippers would not change their habits as the filling factor of a break-bulk loaded container is better than for palletised loads.

Moving from 40' to 45'PW without changing the loading mode would allow to ship 16,32% more cargo, as the internal volume of a 45'PW is 16,32% greater than the 40'HC (High Cube) one.

It would be acceptable that Shipping Lines would charge a 16,32% increased freight rate for a 45'PW than for a 40'HC.

We have to underline that, within the total "door to door" transport cost of a container, a part of it, and namely the land road transport, does not vary according to the container type (20', 40' or 45')

Consequently, as detailed in the cost analysis below, the total transport cost per Cubic meter is lower if a shipment is made in a 45'PW rather than in a 40'HC.

In this actual example, we would obtain a logistic cost reduction per cubic meter of 5,91%. (Logistic cost per cubic meter is the most relevant to consider when integrating logistic costs in product cost).

Container type		40'	40' HC	45' PW
<b>volume in SQM</b>		<b>67,56</b>	<b>76,18</b>	<b>88,61</b>
VOLUME increase 45'PW/40'HC			%	<b>16,32</b>
<b>Costs up to FOB Shanghai</b>				
Trucking Suzhou-Sh:	USD	565	565	565
THC Shanghai Suzhou-Sh:	USD	113	113	113
<b>Total Chine (Customes clearance excluded</b>	<b>USD</b>	<b>678</b>	<b>678</b>	<b>678</b>
<b>Total up to FOB China</b>	<b>Euros</b>	<b>505,67</b>	<b>505,67</b>	<b>505,67</b>
<b>Freight (Shangai - Le Havre) &amp; surcharges</b>	<b>USD</b>	<b>2750</b>	<b>2850</b>	<b>3306</b>
<b>Freight (Shangai - Le Havre) &amp; surcharges</b>	<b>Euros</b>	<b>2051</b>	<b>2126</b>	<b>2466</b>
THC Le Havre	<b>Euros</b>	170	170	170
Customs clearance	<b>Euros</b>	75	75	75
B/L fee	<b>Euros</b>	30	30	30
ISPS	<b>Euros</b>	24	24	24
<b>Total Port expenses</b>	<b>Euros</b>	<b>299</b>	<b>299</b>	<b>299</b>
<b>Inland Haulage to Tours 37</b>	<b>Euros</b>	<b>670</b>	<b>670</b>	<b>670</b>
<b>Total Expenses up to DDP</b>	<b>Euros</b>	<b>969</b>	<b>969</b>	<b>969</b>
<b>Door to Door Total Cost</b>	<b>Euros</b>	<b>3526</b>	<b>3600</b>	<b>3940</b>
<b>Cost per SQM</b>	<b>Euros</b>	<b>52,19</b>	<b>47,26</b>	<b>44,47</b>
<b>Cost Reduction in percentage 45'PW/40'HC</b>				<b>% 5,91</b>

As it is risky to draw a rule out of an example, we examined what the impact would be if the freight rates (which, namely for China-Europe traffics, fluctuate a lot depending the Supply/Demand evolution on the market) and the inland haulage (which depends from the distance between the consignee's premises location and the port), would be different (reciprocally for export shipments)

We can see that, according to the case, the cost saving (per cubic meter) would vary from 4 to 9%.

The « blue » zone corresponds to the most common situations as for freight and inland costs.

We can reasonably estimate that using 45'PW rather than 40'HC would lead to a cost reduction (per cubic meter) between 5 to 7% for the majority of importers (and symmetrically for exporters for export shipments).

→ This would have to be validated by a survey on a larger scale.

Cost saving per cubic meter in % using 45'PW containers rather than 40'HC								
Inbound haulage cost in €uro	40' HC All In Freight Charges in USD							
	1350	1600	1850	2100	2350	2600	2850	3100
70	6,67%	6,09%	5,61%	5,20%	4,85%	4,55%	4,28%	4,05%
170	7,04%	6,46%	5,97%	5,55%	5,19%	4,87%	4,60%	4,35%
270	7,37%	6,79%	6,30%	5,87%	5,50%	5,18%	4,89%	4,64%
370	7,68%	7,10%	6,60%	6,17%	5,79%	5,46%	5,17%	4,91%
470	7,96%	7,38%	6,88%	6,44%	6,06%	5,73%	5,43%	5,16%
570	8,21%	7,64%	7,14%	6,70%	6,32%	5,98%	5,68%	5,40%
670	8,45%	7,88%	7,38%	6,94%	6,56%	6,21%	5,91%	5,63%
770	8,66%	8,10%	7,60%	7,17%	6,78%	6,44%	6,13%	5,85%
870	8,86%	8,30%	7,81%	7,38%	6,99%	6,55%	6,33%	6,05%
970	9,05%	8,50%	8,01%	7,58%	7,19%	6,85%	6,53%	6,25%
1070	9,22%	8,68%	8,20%	7,77%	7,38%	7,03%	6,72%	6,43%
1170	9,38%	8,85%	8,37%	7,94%	7,56%	7,21%	6,90%	6,61%

## 2. Palletised shipment

A major interest of the 45'PW is that it would enable palletised shipments which would generate time and costs savings upon unloading in Europe.

Let us try to roughly evaluate the costs savings. We considered the following assumptions:

- The average time to unload and palletise the content of A 40'HC can be estimated at 8 hours (2 staff for 4 hours or 2 hours for 4 staff)
- The average time to unload a 45'PW docked on trailer is 1 hour (2 staff during half an hour)
- For simplification reason, we considered that unloading time for pallets « Europe » or 100x120cm was equivalent
- For a sub-contracted service, we can estimate the cost per hour in Western Europe at 20€/hour. It costs 10 times less in China.
- Cost of pallets to be supplied is more or less 4 times less expensive in China than in Europe.
- Loading pallets in a container alters the stowing factor. We estimated that we could load in a 45'PW container, an average of 77 cubic meters (break-bulk load) and only 69,69 cubic meters on pallets

We made the costs comparison for the two major types of pallets used in Europe:

- The pallet called « Europe »: 80cmx120cm

- The pallet of 100cmx 120 cm

Costs comparison in Euros between break-bulk loading costs of a 40' HC and pallets loading costs of 45'PW containers (average figures)								
Loading time in staff-hours	Chinese costs per hour in €	Total Cost China	Unloading time in staff-hours	European costs per hour in €	Total Cost Europe	TOTAL Handling Costs	Savings	
<b>Break-bulk Loading</b>								
8	2	16	8	20	160	176		
<b>Pallets Loading</b>								
1	2	2	1	20	20	22	154	
<b>Cost of pallets</b>								
Type	Number	Unit cost in China	Total Cost China	Unit cost in Europe	Total Cost Europe			
Pallet "Europe" 80x120 cm	33	2	66,00	8	264		198,00	
Pallet 100x120	26	2,4	62,40	10	260		197,60	
							Importer's savings for shipping on "Europe" Pallets	352,00
							Importer's savings for shipping on 100x120 cm pallets	351,60

« End to end » logistics cost reduction which would be realised in using 45'PW containers for importing from Asia would be between **8,38 and 9,77%** depending on loading mode ( for this axis Suzhou-Tours)

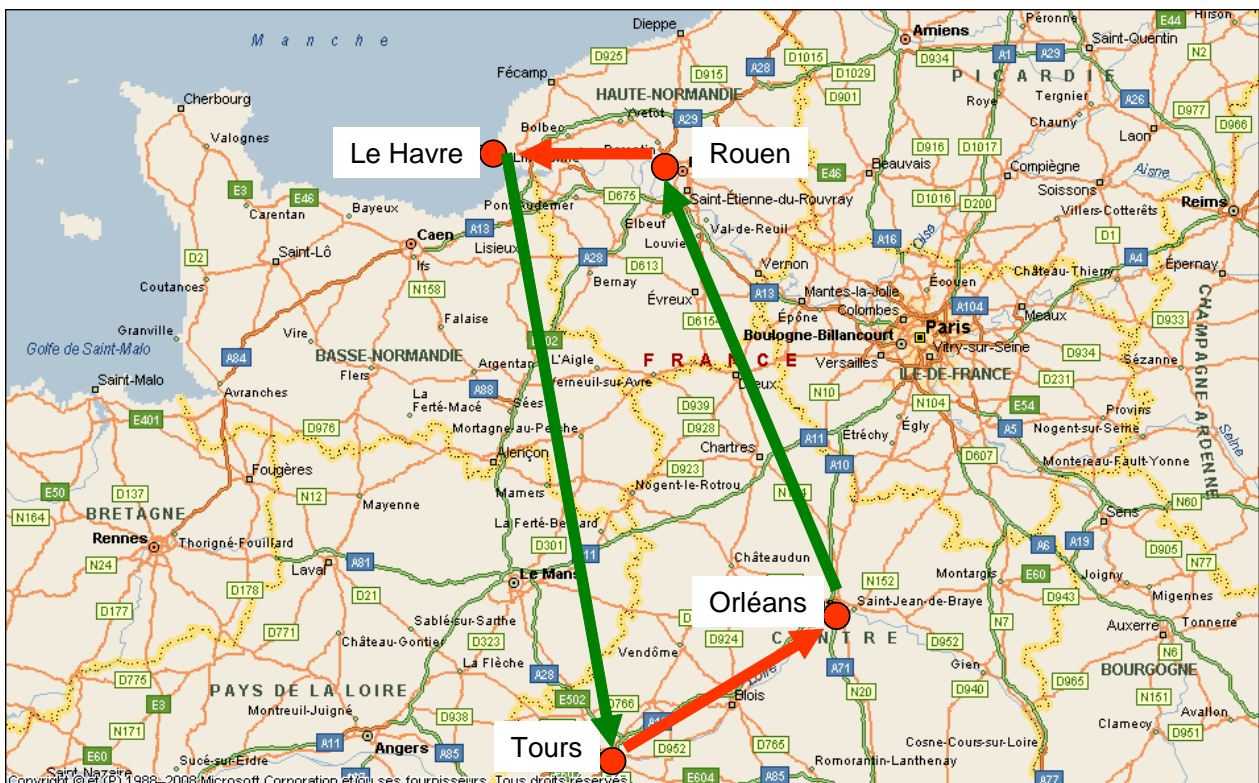
(See detailed figures below)

Loading mode		Break-bulk	Break-bulk	Palette	Palette
		40'HC	45'PW	0,80x1,20	1,00x1,20
<b>Costs up to FOB Shanghai</b>					
Trucking Suzhou-Shanghai	USD	565	565	565	565
THC Shanghai Suzhou-Shanghai	USD	113	113	113	113
<b>Total Chine (Customes clearance excluded)</b>	USD	<b>678</b>	<b>678</b>	<b>678</b>	<b>678</b>
<b>Total up to FOB China</b>	<b>€uros</b>	<b>505,67</b>	<b>505,67</b>	<b>505,67</b>	<b>505,67</b>
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THC Le Havre	€uros	170	170	170	170
Customs clearance	€uros	75	75	75	75
B/L fee	€uros	30	30	30	30
ISPS	€uros	24	24	24	24
<b>Total Port expenses</b>	<b>€uros</b>	<b>299</b>	<b>299</b>	<b>299</b>	<b>299</b>
<b>Inland Haulage to Tours 37</b>	<b>€uros</b>	<b>670</b>	<b>670</b>	<b>670</b>	<b>670</b>
<b>Total Expenses up to DDP</b>	<b>€uros</b>	<b>969</b>	<b>969</b>	<b>969</b>	<b>969</b>
<b>Door to Door Total Cost</b>	<b>€uros</b>	<b>3600</b>	<b>3940</b>	<b>3940</b>	<b>3940</b>
<b>Internal volume</b>	<b>Cubic meters</b>	<b>76,18</b>	<b>88,61</b>	<b>88,61</b>	<b>88,61</b>
Loading mode		Break-bulk	Break-bulk	Palette	Palette
				0,80x1,20	1,00x1,20
Average Actual volume loaded	Cubic meters	66,24	77,76	69,69	68,64
Handling & pallets costs reduction				352	352
Extra freight cost for 45'PW			340	340	340
<b>TOTAL NET COST</b>		<b>3600</b>	<b>3940</b>	<b>3588</b>	<b>3589</b>
<b>Cost per actual cubic meter in €uros</b>		<b>54,35</b>	<b>50,67</b>	<b>51,49</b>	<b>52,29</b>
<b>Taking into account Cost reduction due to use of 45' as a standard domestic truck on return leg</b>					
Reduction of 25% on Inland Haulage empty return (estimation)			124	171	171
<b>TOTAL COST</b>		<b>3600</b>	<b>3816</b>	<b>3418</b>	<b>3418</b>
<b>Cost per actual cubic meter in €uros</b>		<b>54,35</b>	<b>49,08</b>	<b>49,04</b>	<b>49,80</b>
<b>Percentage of Cost reduction per cubic meter</b>			<b>9,71</b>	<b>9,77</b>	<b>8,38</b>

In addition to this, we considered an Inland haulage cost reduction of 25% as an average, resulting of the possibility of using the 45'PW for domestic traffics upon return. This is to take into account that it will not be feasible to find a direct return load to the port of discharge for the whole Inbound containers.

Let consider a realistic case: The 45'PW container discharged in Le Havre is trucked to the consignee's premises in 37 TOURS. When the container is empty, the truck is going to 45 ORLEANS in order to load pallets destined to 76 ROUEN. Unloaded, it will return to LE HAVRE terminal. Transport and handling times involved are as follows:

From	To	km	Transit time in hours	Handling time in hours		
				Break-bulk shipment	Pallet 80x120	Pallet 100x120
Le Havre	Tours	346	4,94	2	0,45	0,45
Tours	Orléans	116	1,66			
Orléans	Rouen	258	3,69	0,45	0,45	0,45
Rouen	Le Havre	89	1,27			
<b>TOTAL</b>		<b>809</b>	<b>11,56</b>	<b>2,45</b>	<b>0,90</b>	<b>0,90</b>



To charge the empty kilometres costs to the importer of the container, we established the detail of the trucking costs from LE HAVRE to LE HAVRE via TOURS, ORLEANS and ROUEN and deducted from the return trip road cost (670€) what would be chargeable to a domestic customer for a FTL transport from ORLEANS to ROUEN.

The importer would save 124 € (Inter-continental Break-bulk shipment) and 171 € (palletised shipment). (see detail below).

Transport Le Havre-Tours-Orléans-Rouen-Le Havre	Transit time+ handling time in hours	Total Cost return trip in €uros	Orléans- Rouen Cost in €	Coût à la charge du 45' import en €	Coût de transport d'un 40'HC en €	Economie en €
Break-bulk	14,01	825	279	546	670	124
Pallet 80x120cm	12,46	778	279	499	670	171
Pallet 100x120 cm	12,46	778	279	499	670	171

This example is voluntarily pessimistic as more favourable opportunities would likely occur:

- A shipment from TOURS to LE HAVRE or ROUEN could be found
- A shipment from ORLEANS to LE HAVRE or ROUEN could be found
- An additional shipment from LE HAVRE to ROUEN could be found

**To conclude:**

- What is true for the importers is symmetrically true for exporters
- **For a shipper, benefit of a cost reduction from 8 to 10 % on Inter-continental transports would be a significant advantage.**

## For the Road carriers

If their short term advantage is not so obvious,

The 45'PW becoming a standard would allow optimising Intercontinental and domestic transports leading to less investment for a similar Turnover, as empty kilometres would be reduced.

In addition to this, investment in trailers would be reduced:

<b>Average Cost in €uros of the different chassis with container removable (container or swap body) or not (semi-trailer)</b>	<b>45'PW</b>	<b>Tautliner* Swap Body</b>	<b>Tautliner* semi-trailer</b>
Chassis (45' et swap body)	18 000	18 000	
Container	4000	18400	
<b>Chassis + Container</b>	<b>22 000</b>	<b>36 400</b>	<b>24 000</b>

\* Box swap bodies and trailers are more expensive

We can even imagine that the standardisation of the 45'PW would progressively lead to an other approach of the transport market, generating:

- Local shared handling services in Logistics areas, enabling to discharge the containers from the trailer for handling purposes, offering flexibility to customers and better optimisation of its handling forces
- Optimisation in use of tractors and drivers (the main part of the truck fixed cost) as handling operations waiting time would be reduced

This would necessitate a shared organisation of the containers between carriers of each mode, through the renting companies for example.

## For « Deep Sea » Shipping Lines

If, in terms of Turnover, we took the hypothesis that revenue for Shipping lines would be equivalent (16,32% of additional revenue for a 45'PW container/40'HC) but 16,32% less containers to be shipped on board),

The actual advantage for Shipping Lines would be in:

- handling cost reduction as, the 45'PW to be used in Europe being likely manufactured in Asia, it would not be necessary to return part of empty containers to Asia
- reducing empty return costs to Port terminals as well as the « Interior » terminals management costs

- reducing Transfer costs of Empty containers between European ports, the 45'PW being used for domestic or intra-European transport.

Shipping Lines could have the opportunity to extend their services range to domestic or intra-European transport

- There would be less containers loading (up to 16%) and discharge in the ports, which would slightly reduce the call time of vessels

→ We are conscious that these advantages are not sufficient to encourage Shipping Lines to shift from 40'HC to 45'PW.

However, the market is Demand driven, and consequently by the shippers interest. Obviously, as soon as a competitor will offer 45'PW on a trade Lane, it will create such a competitive context that, to keep their market share, Shipping Lines would be obliged whether to offer 45'PW as well or reduce their freight rates for 40'HC.

→ An Offer of 45'PW on intercontinental lines will be, in terms of Market share, the Innovator rent, described by Economist Joseph Aloïs Schumpeter.

#### - The European Citizen community

If we could have some doubt when considering that European final consumers would benefit of the logistics costs reduction, there is an obvious ecological interest for everybody: using, on the return leg, the empty containers for domestic or intra-European traffics would reduce the CO<sup>2</sup> thanks to reduction of:

- Number of trucks on roads
- Number of empty kilometres

And because transfer of road traffics on rail would become easier, semi-trailers being substituted by 45'PW

In our previous example, the number of empty kilometres has been reduced of  $346 - 205 = 141$  km, id est. around 40% and the number of trucks divided per 2 (50%).

For a truck loaded at 20 tons, it corresponds to a saving of 0,16 tons of CO<sup>2</sup>. Transport of a 40'HC loaded at 20 tons from Le Havre to Tours (A/R) corresponds to an emission of 0,908 ton of CO<sup>2</sup>

In 2010, Europe imported from Asia: 13 523 800 TEUS  
(Source Container trades statistics)

To make an estimation of general CO<sup>2</sup> emissions savings resulting from the standardisation of 45'PW in the intercontinental trade, let us take the conservative following assumption:

- Present traffic is made of 2/3 of 40' and 1/3 of 20', which means that 8 114 280 containers have been delivered by land transport in Europe (5 409 520 x 40' and 2 704 760 x 20')
- Only half of the containers are transported by road
- Substituting 45'PW to 40' would only lead to an 8% reduction in the number of containers, despite the increase of volume being 16%.

→ The use of 45'PW for domestic traffics would generate:

Number of 45' delivered by road:  $(5\,409\,520 \times 0,92) : 2 = 2\,488\,379$

Average saving of 141 km per container id est. 0,16 tons of CO<sup>2</sup> per container

→ If we consider an average gasoil consumption of 32 litres per 100km, it will lead to a gasoil saving of:

**$2\,488\,379 \times 32 \times 141/100 = 112\,275\,660$  litres of gasoil.**

And

**A CO<sup>2</sup> emission saving of:  $2\,488\,379 \times 0,16 = 398\,141$  Tons**

→ Substituting 45'PW to 40' would save 462 732 road containers haulage (5 409 520 x 8%)

**This means a saving of  $0,908 \times 462\,732 = 392\,948$  tons.**

**Leading to a CO<sup>2</sup> total saving of 791 089 Tons**

Considering the only containers imported from Asia. Containers imported from Asia represents 62,24% of the total number of containers imported in Europe (21 256 000 TEUs in 2010) and 86,77% of TEUS exported from Europe ( 15 584 700 TEUs in 2010) - source Container trades statistics

It is not necessary to go further in the demonstration to prove the advantages that Europe would have in making a standard of the 45'PW

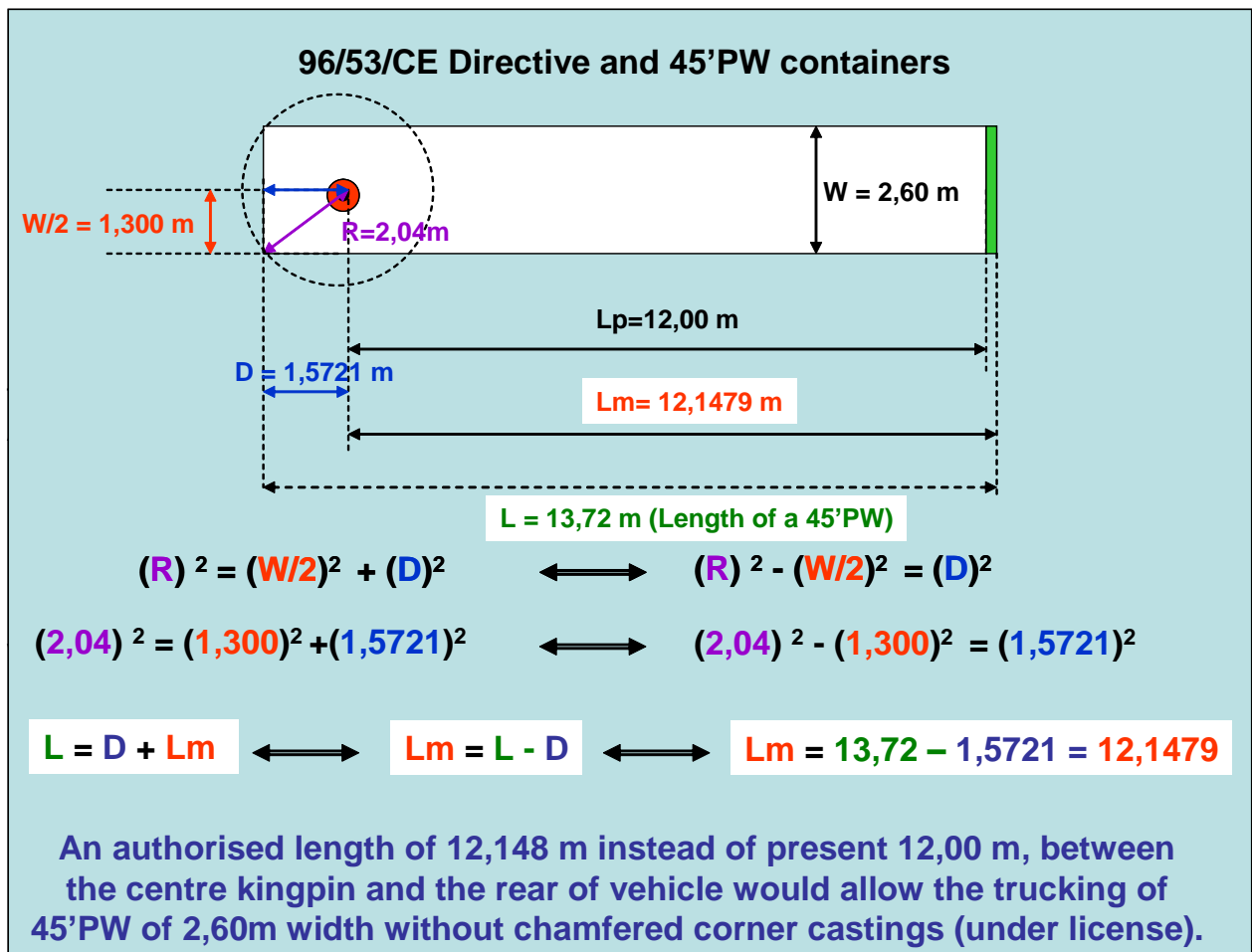
However, to achieve this, there are some E.U. administrative changes to be done.

### 3. An obstacle : the 96/53 Directive

The European 96/53 Directive limits to 13,60m the length of the trailers, when a 45'PW measures 13,716 m. Trailers are presently circulating thanks to derogations.

The 96/53 Directive would have to be revised as follows:

- Extension of the authorised length up to 13,72m
- Extension to 12,1479 m of the distance from centre kingpin to rear of vehicle (in order to avoid chamfered corner castings at the front of the 45'PW – licensed device)



→ Renault Trucks engineers confirmed me that there was no technical obstacle to change the lengths, in terms of gyration.

→ Increasing of almost 15 centimetres the authorised length of trailers up to 13,72m and of 2,60 m the authorised width would not create overtaking problems on roads; this is obviously not the case for 25m road trains.

→ This would allow to transport 2,60m width 45'PW, which is the refrigerated containers width, without chamfered corner castings:

- On some European corridors, refrigerated traffics are significant (Northbound of Spain for example)
- Containers could be used as Dry containers on return leg to avoid empty returns

→ There is no logical justification to authorise a 2,50 m width for refrigerated trailers or containers and only 2,50 m for other type of trailers or containers:

- The additional 10 cm would allow having a 2,50 internal width. This would enable to load mainly traffics of goods on pallets, which are slightly out of gauge of two or three centimetres.
- This is namely the case for commodities shipped in bags, the lowest bags being wider due to the weight. It concerns amongst other, cements, plaster, cereals, milk powder, animals food and cats litter and so on.

## **CONCLUSION**

If the 45'PW was a standard for all transport modes including "Deep Sea" maritime transport, it would allow, without altering Supply Chain actors interests, to:

- Generate significant reduction of gasoil consumption and CO<sup>2</sup> emissions
- Facilitate the transfer from road transport to Rail, River and Sea motorways, reducing road traffic noise
- Reduce Logistics costs of Importers (and exporters) and consequently contribute to reduce market products prices

To achieve this, it is necessary to:

- Modify the 96/53 Directive
- Give incentive to « Deep sea » shipping lines for using this type of container

All these actions would contribute in achieving the ambitious objectives of the White Book and are perfectly in line with Appendix 1 initiatives, number 26,35 and 40:

- 26 : A regulatory framework for innovative transport
- 35 : Multimodal freight corridors for sustainable transport networks
- 40 : Transport in the World: The external dimension

In 2007, The European Commission did not receive any modification request of the 96/53. It is time now to ask for it.

The issues of this manifest are central to present economical and political challenges regarding sustainable development and environmental conservation.

**THE 45'PALLET WIDE, THE RIGHT KEY FOR A GREEN  
TRANSPORT**



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