

Environmental Comparison of 150-foot Foldable Containers Used on Highways

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How many foldable containers are needed for the Inland network?

Out of a total of about 5000 containers, an estimated fleet and critical mass of just 695 foldable containers are required for the inland network under study (and the rest of the containers being conventional ones), with a 71% load factor on the back haul.

Can repositioning empty containers reduce the cost of hinterland transport?

Shintani et al. (2010) focused on three scenarios for repositioning empty containers with foldable and standard containers in a hinterland, and the results showed that using foldable containers could reduce the total management cost for hinterland transport compared with the use of standard containers.

How will foldable containers affect exporters?

Despite the increase in operational complexity, one foreseeable impact of foldable containers is that the availability of empty containers for exporters should logically improve, since carriers would find it cheaper to rebalance stocks of foldable containers between IPI locations, as represented in Leg F of Fig. 2.

Are full containers better than empty containers in River repositioning?

This research can also be extended in several directions. First, compared with empty container repositioning in river transport, full containers have different vessel height contributions and draught contributions to a given type of vessel. Considering empty and full containers simultaneously is more practical.

In this study, we conducted an analysis of the effects of using foldable containers in various circumstances, with particular emphasis on addressing the issue of container imbalances. ...

Empty containers clog roads and ship terminals, causing ...

These results come from an independent study by ESG Base, a sustainability consultancy, which modelled

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carbon dioxide equivalent (CO₂e) emissions across multiple ...

Abstract--This study investigates the commercial viability of foldable containers from a carrier's perspective. A cost-benefit and sensitivity analysis is conducted for operating regular and ...

The results imply that while foldable containers would narrow the gap in freight rates between the head haul and back haul trades, back haul inland shippers would be worse off.

In this study, we analyze the effects of using a restricted number of foldable containers in far hinterland areas. Mathematical models were developed to minimize total costs, and various e ...

This study considers the empty container repositioning problem of shipping companies that use standard and 3-in-1 foldable containers with more advanced designs.

One study showed how foldable containers can affect freight rates in head and back haul trades within the same service route as well as emission abatement from containers ...

One study showed how foldable containers can affect freight rates in head and back haul trades within the same service route as well ...

These results come from an independent study by ESG Base, a sustainability consultancy, which modelled carbon dioxide equivalent ...

Empty containers clog roads and ship terminals, causing port congestion and leaving little space to unload ships. This then forces many ships to wait offshore, wasting ...

Expert insights on container sustainability and environmental impact. Discover how to choose eco-friendly options and maximize green building benefits.

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In this study, we investigate the potential of foldable containers to improve empty container repositioning in river-sea intermodal transport, with consideration of bridge height ...

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