



UIRR WEBINAR ON WAGONS & INTERMODAL LOADING UNIT

May 26, 2026



OUR DEDICATED TEAM



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SPEAKER



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SPEAKER

“

**We are building an
ecosystem for sustainable
multimodal logistics.**

”

KEY FIGURES

250 
Team members

~115 M 
Revenue

8 
Countries

2 000 
Wagon platforms

8 000 
TEUs

9 
Infrastructures (terminal/platform)

MODAL GROUP INNOVATES AND INVESTS IN LOW-CARBON MULTIMODAL INFRASTRUCTURE, EQUIPMENT, SERVICES, AND SOLUTIONS FOR ITS CLIENTS AND PARTNERS WORLDWIDE.

Railway operator

Traction Services



Combined Transport

Operator



Energy Efficiency Certificates



Multimodal

Gas & New Energies Solutions



Cryogenic

Maintenance Platform



ASSET MANAGEMENT FOR
MULTIMODAL PURPOSES



Multimodal Terminal

Management



Leasing

Intermodal Transport Equipment



ECM

Entity in Charge of Maintenance



Engineering

Industrial, logistics and energy flows



Manufacturer

Swap bodies &
Rail-road semi-trailers

A MULTIMODAL FLEET DESIGNED FOR EVERY TYPE OF CARGO



**DRY BULK OPEN
TOP "BUTTERFLY"**



TANK SWAP BODY



DRY BULK



CHASSIS



SILO TANK



ISO CRYOTANK



REEFER SWAP BODY



DRY BOX



WAGON

T3000neo



ISO TUBE



SWAP BODY CRYOTANK



TAUTLINER SWAP BODY

OUR INNOVATION PROJECTS

BUTTERFLY CONTAINER

Patented 20ft open-top container



Opens and closes in 20 seconds

One operator, ground level only

Zero work-at-height exposure

100% recyclable composite panels

For fertilisers, waste, bulk dry goods and heavy freight

POTATO CONTAINER

Custom swap body for agri-food export



Anti-darkening interior lining

Insulating tarpaulin

Optimised loading and transport

LNG CRYOGENIC TANKS

Intermodal cryogenic tank containers



52 m³ vs 46 m³ — greater capacity than standard ISO tank

Multimodal logistics for gas transport

WHY DO WE INNOVATE ?

The strategic incentive

1

Promoting Modal Shift

- Better equipment makes rail more attractive
- Win new traffic away from road
- More competitive = more decarbonation
- Equipment is the most direct lever

2

Safety

- Eliminate operator exposure to accidents
- Reduce noise pollution at terminals
- Every improvement lowers the hidden social cost of freight
- Safety as a commercial argument for modal shift

3

Competitive Window

- The window is now — not later
- Project financing is scarce
- Manufacturer order books are full
- Barrier to entry is structural — first mover wins

HOW DO WE INNOVATE ?

Our approach

What it takes

Prototypes require travel, presence and continuous iteration.

Certification is slow, costly and technically demanding.

Partners have their own priorities and timelines.

Environmental performance is increasingly a market requirement.

How we do it

Our whole team embed in the field at every critical stage, across borders.

We design for certification from day one : compliance is never an afterthought.

We co-invest, not just co-design. Shared financial exposure creates real commitment.

Eco-design is integrated from the brief: materials, carbon footprint, end-of-life.

We intervene at every stage of the chain, from first sketch to first commercial run.



THANK YOU

3K FOLLOWERS THANK YOU!

LesEchos
LES CHAMPIONS DE LA CROISSANCE
En collaboration avec **statista** **2025**

