



**SPECIFIC NEEDS,
SPECIFIC SERVICES**





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Road Transport Trucks

Trucking service solves the lack of direct access to rail terminals or ports by providing flexible first- and last-mile connectivity. It enables cargo delivery to remote or infrastructure-limited locations, reducing delays and handling costs. As a result, it improves end-to-end transit reliability and scheduling control.

HOW DO IT WORKS?

Door-to-door transport connecting the port to the customer (pickup and delivery), including the pickup and return of the empty container at the depot.

YOUR BENEFITS

- Transport negotiation and management centralized with a single provider.
- End-to-end visibility of the process.
- Faster, more flexible response in case of contingencies and unforeseen events.

Requirements

Volume alignments.



Rail Trains

When long-haul trucking is costly, risky and time-uncertain, rail brings stability: detention freezes while in transit (empty and full movements), schedules are more predictable, safety improves and the footprint shrinks. Best for steady volumes with prior slot alignment, acknowledging rail capacity constraints.

HOW DO IT WORKS?

The container is transported by rail, whether empty or loaded, for both import and export operations.

YOUR BENEFITS

- Frozen Detention while in transit.
- Safer than trucking transport.
- Well-aligned transit time.
- Eco Friendly / Green Goal focus.

Requirements

Regular volume to make it more competitive;
Previous alignment to guarantee spots in the train.



Barge waterway transport

Where waterways exist and road costs or congestion hurt, barge moves sealed containers with detention frozen and well-aligned transit times. Capacity can scale by adding barges, but planning for dry-season limits is key and steady volume plus advance booking keeps costs competitive.

HOW DO IT WORKS?

The barge operation loads and stows the container per the cargo plan, keeps it sealed in transit, and on arrival it's unloaded, checked, and trucked to the terminal or customer plant.

YOUR BENEFITS

- Frozen Detention while in transit.
- Safer than trucking transport.
- Well-aligned transit time.
- Eco Friendly / Green Goal focus.

Requirements

Regular volume to make it more competitive; Previous alignment to guarantee spots in the barge and better costs.



Drop & Hook No Wait Logistics

To eliminate dock queues and truck idle time, the tractor drops the empty left on site and hooks to a pre-loaded unit, enabling immediate pickup. This boosts dock productivity and asset turns, provided the customer has yard space, tight coordination and enough volume to justify setup.

HOW DO IT WORKS?

Drop & Hook enables instant container exchange — trucks drop a loaded unit and pick up another without waiting. This maximizes utilization, efficiency, and turnaround speed across the supply chain.

YOUR BENEFITS

- Instant container exchange reduces truck and driver waiting time.
- Higher utilization of equipment and fleet with faster turnaround.
- Improved efficiency and lower overall logistics costs.

Requirements

Customer with storage area, good logistics coordination. Minimum volume to justify costs. Requires space on site.



Noria Shuttle Loop

If a port–plant shuttle suffers from stop-and-go inefficiency, a continuous loop between two fixed points raises throughput and keeps a steady cadence tuned for large volumes. It relies on consistent flows and proper infrastructure at both ends, trading flexibility for speed.

HOW DO IT WORKS?

Noria (Shuttle Loop) is a continuous transport system where trucks cycle between two fixed points, such as a port and a factory. It maintains a constant flow of loaded and empty units, ensuring high efficiency and steady cargo movement.

YOUR BENEFITS

- Continuous flow ensures constant cargo movement and reduced idle.
- High throughput optimized for large and repetitive volume operations.
- Operational stability with predictable schedules and efficiency.

Requirements

High volume flows, proper infrastructure at both ends.



Dual Run Zero Empty Miles

Empty backhauls inflate cost and time. Dual Run schedules delivery of a full box and a return with another full on the same route, lifting fleet utilization and cutting fuel and ops cost. Success depends on careful planning and synchronized regional flows to ensure availability.

HOW DO IT WORKS?

It is a mode in which the truck performs a combined operation, delivering a full container and returning with another full container, optimizing both time and vehicle utilization.

YOUR BENEFITS

- Optimizes truck utilization by reducing empty trips.
- Increases transport efficiency with simultaneous delivery and pickup on the same route.
- Reduces costs – lowering fuel consumption and overall operational expenses.

Requirements

Balanced or synchronized flows in the same region.



Pre - Stacking

Ready to Load

Terminal delays often stem from disorganized yards. Pre-stacking positions containers strategically before vessel windows, ensuring quick access, traceability and on-time loading. It works when yard space and disciplined planning exist; otherwise, storage costs can creep up.

HOW DO IT WORKS?

It is the strategic storage of containers in the yard prior to shipment, ensuring easy access, traceability, and organization according to the shipping schedule.

YOUR BENEFITS

- Easy container access & handling.
- Optimized loading flow by schedule.
- Reduced terminal delays in load/unload – best-in-class.

Requirements

Yard space; Logistic planning.



Cross – Docking From Dock to Door

Storage and extra touches add cost and risk. Cross-docking consolidates, weighs, seals and releases freight straight to port or final destination, trimming inventory, handling risk and lead time. It delivers when coordination is tight, and a dedicated setup avoids bottlenecks.

HOW DO IT WORKS?

Cargo is directed to cross docking and loaded into the container or prepared for distribution. The container is weighed, sealed, and verified. Then, it is released and either transported to the port for export or dispatched to its destination for import.

YOUR BENEFITS

- Reduced storage costs.
- Faster transit times.
- Lower handling risks.

Requirements

Reach stacker or handling equipment; Qualified structure; Strategic location.



Freepool Container Empty containers disposal

Lack of empties inland and repositioning delays stall exports. **Freepool** pre-allocates empty boxes to major shippers, securing export flow and flexible gate-in while reducing repositioning. It relies on trust, secured storage, reliable volumes and an agreed SOP with the client.

HOW DO IT WORKS?

Empty containers are allocated inland to large clients for anticipated export, avoiding systematic repositioning.

YOUR BENEFITS

- Customer loyalty and retention.
- Secures export flow Reduces repositioning time giving more flexibility to manage the gate-in port.
- Volume prospection is easier if operation flows the way it should.

Requirements

Requires trust and forecasting, risk of overstock.



Ramp Block Truck

With limited rail capacity and scattered demand, a market-near hub consolidates loads and runs block-truck moves. D&D freezes while in ramp, turns speed up and empty repositioning drops. It needs depot space, handling and customers with both import/export to optimize costs.

HOW DO IT WORKS?

Create a hub close to the market by capturing volumes from multiple cities, in a location with limited rail capacity, where round-trip truck movements can be optimized.

YOUR BENEFITS

- Consolidates volumes at a market-near hub, cutting touches and dwell time.
- Speeds up turns with in-ramp D&D freeze, reducing exposure and delays.
- Lowers empty repositioning via optimized round trips, saving fuel and total cost.

Requirements

Justify the Market Location Sufficient export & import volume
Positive PnL.



Reuse Container One Box, Two Moves

Empty returns to port waste time and money. Keeping the box at the client after import and reusing it for export shortens lead times and slashes empty repositioning. It requires a line agreement, aligned volumes and timing, pre-inspection/approval and strict documentation.

HOW DO IT WORKS?

Container is kept at the client's depot after import unloading and reused for export cargo, avoiding empty return to the port / Or the other way around.

YOUR BENEFITS

- Shorter lead times with on-site boxes ready for export.
- Fewer empty miles and port gate moves, cutting repositioning cost and emissions.
- Higher asset utilization through synchronized import-export cycles.

Requirements

Agreement with shipping line for reuse. Sufficient export volume and timing alignment. Container inspection/approval before export reuse. Tracking and documentation compliance.



Unified Cargo Docs BL, CT-e/CTM & NF-e

Managing NF-e, CT-e/CTM, and BL in separate flows creates delays, rework, and compliance risk. We centralize all three in one digital process, integrated with SEFAZ and your TMS/ERP. One data capture drives NF-e, CT-e/CTM, and BL, delivering end-to-end legal and fiscal validity, real-time traceability, fewer errors and fraud, and—when applicable—import tax credit opportunities.

HOW DO IT WORKS?

One workflow validates shipper/consignee, cargo, route and modal, applies tax rules, and issues: NF-e, CT-e/CTM and BL. The same dataset feeds all documents, with API/EDI sync to SEFAZ and your TMS/ERP, plus automated distribution, storage and audit trail.

YOUR BENEFITS

- End-to-end compliance across NF-e, CT-e/CTM and BL with SEFAZ authorization and legal validity.
- A single workflow issues all three documents from one dataset, reducing cycle time, touchpoints and cost.
- Real-time traceability with a complete audit trail across SEFAZ, TMS/ERP and partners.

Requirements

- **NF/CT:** approved issuing platform integrated with TMS/ERP.
- **NF/CT:** reliable online connectivity for SEFAZ authorizations and document distribution.
- **BL/CT:** complete shipment data—shipper, consignee, cargo, mode, place of loading, destination.

Would you like to **get started** with
CMA CGM Logistics services?



Please request our logistics services in your quote.



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