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(54) **INTERMODAL CONTAINER PALLET**

(76) Inventor: **John Corcoran**, Hyannis, MA (US)

Correspondence Address:
WOLF GREENFIELD & SACKS, PC
FEDERAL RESERVE PLAZA
600 ATLANTIC AVENUE
BOSTON, MA 02210-2211 (US)

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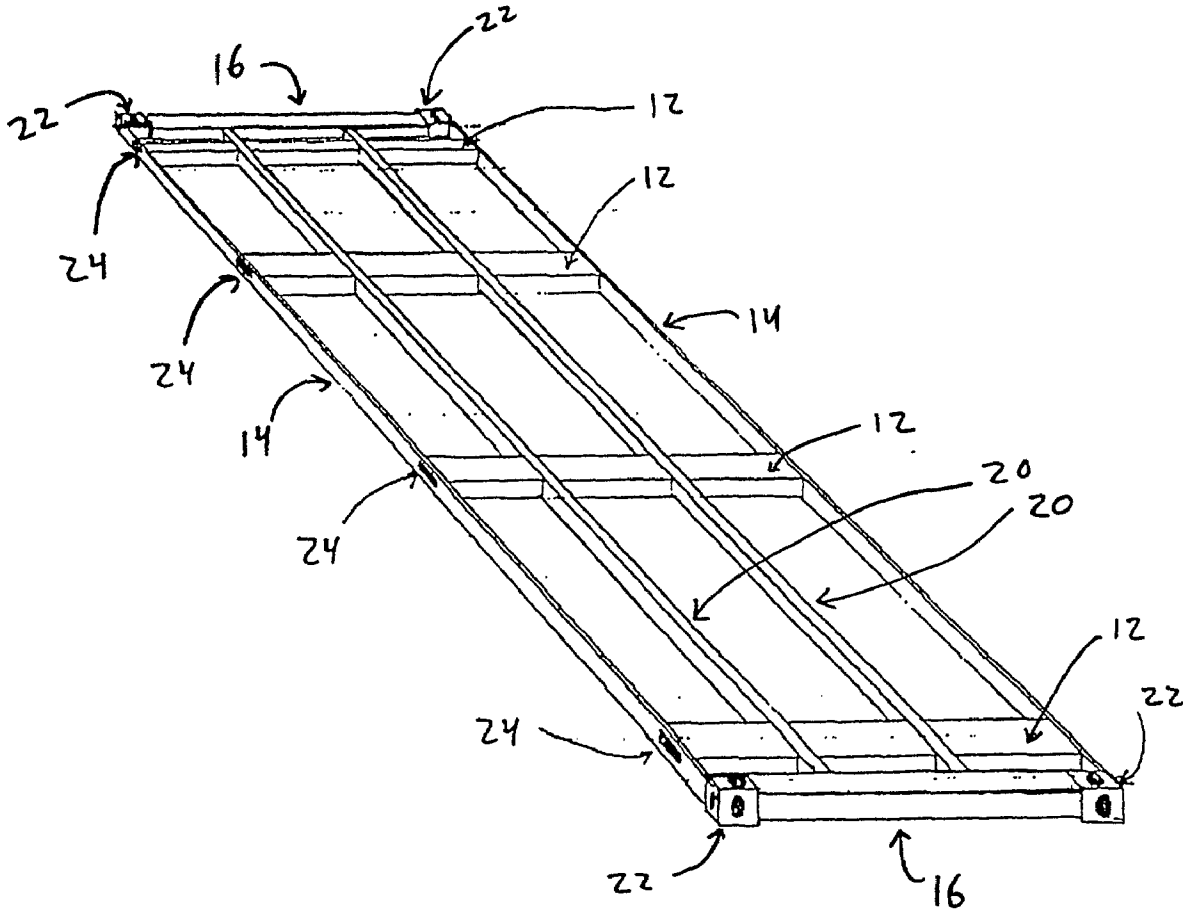
(57) **ABSTRACT**

A container pallet can be attached to a standard cargo container to facilitate movement, storage and retrieval of the cargo container by a fork lift truck. The container pallet comprises a rectangular base of rigid material for supporting a container comprising two opposing end members and two opposing side members. The container pallet further comprises at least one longitudinal member of rigid material that can be disposed in parallel to the side members between the two opposing end members. The container pallet further comprises a plurality of fork channels which are adapted to receive a respective fork-lift prong of the fork lift truck. The plurality of fork channels can be substantially parallel to each other and to the end members, and can be disposed between the side members. The container pallet and the container can have a length of twenty feet and greater.



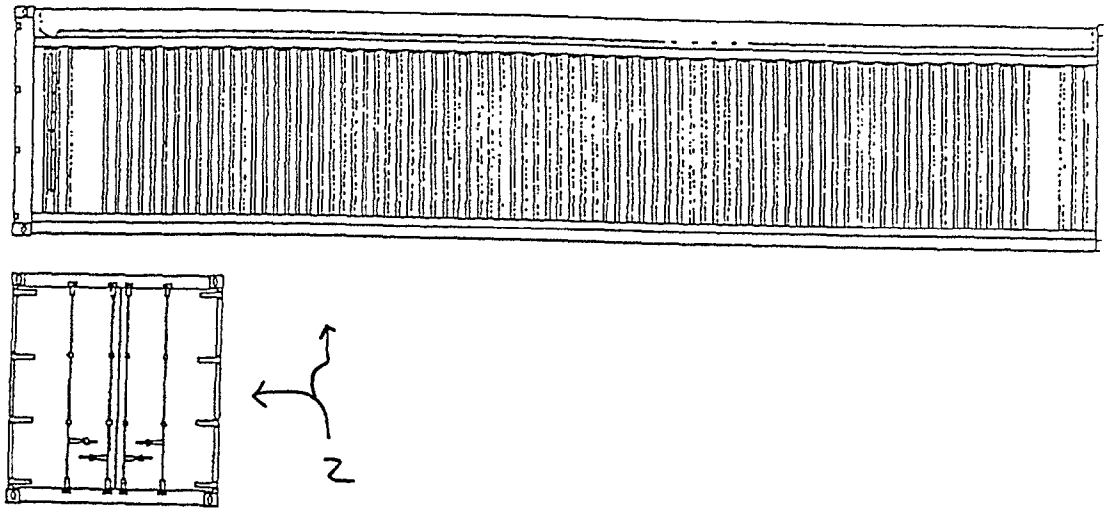


Fig. 1

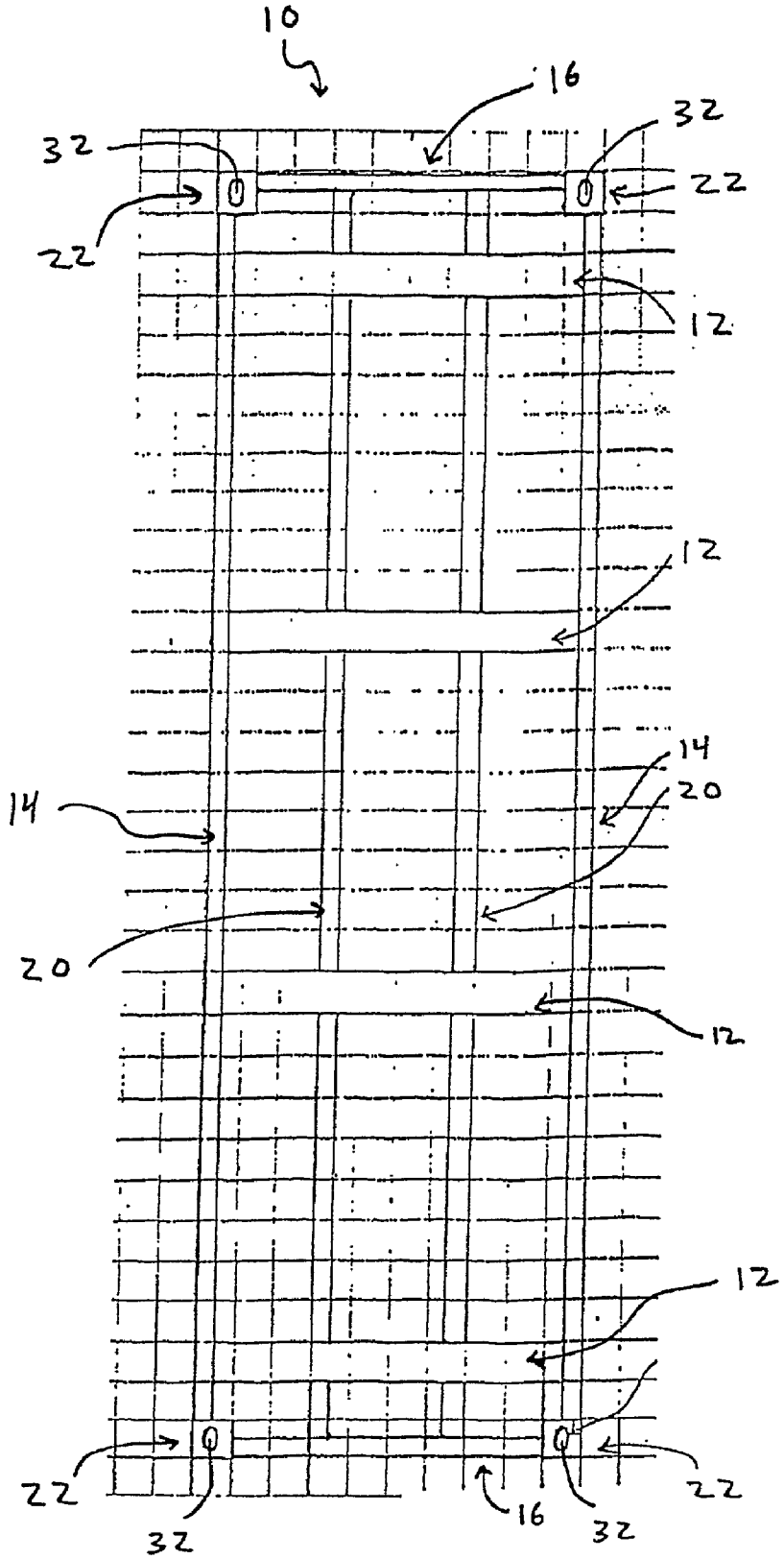


Fig. 2

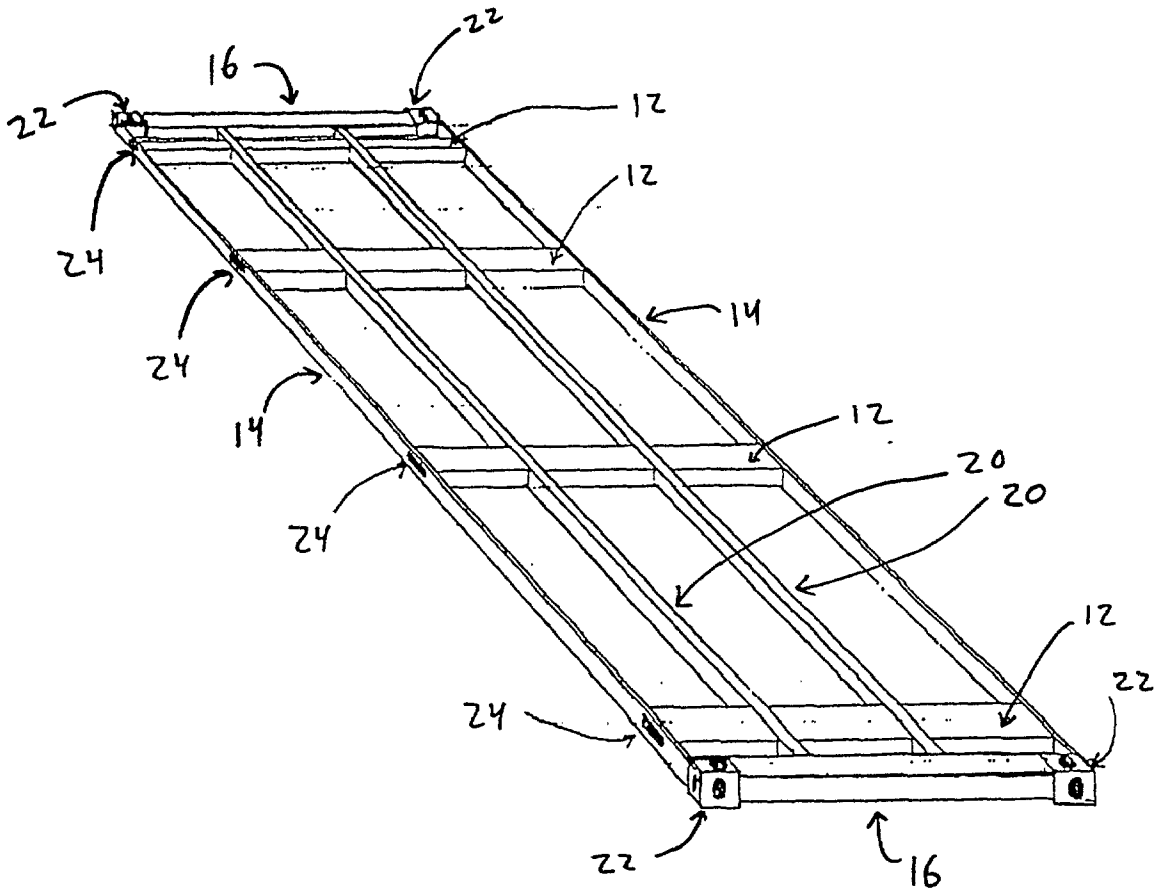


Fig. 3

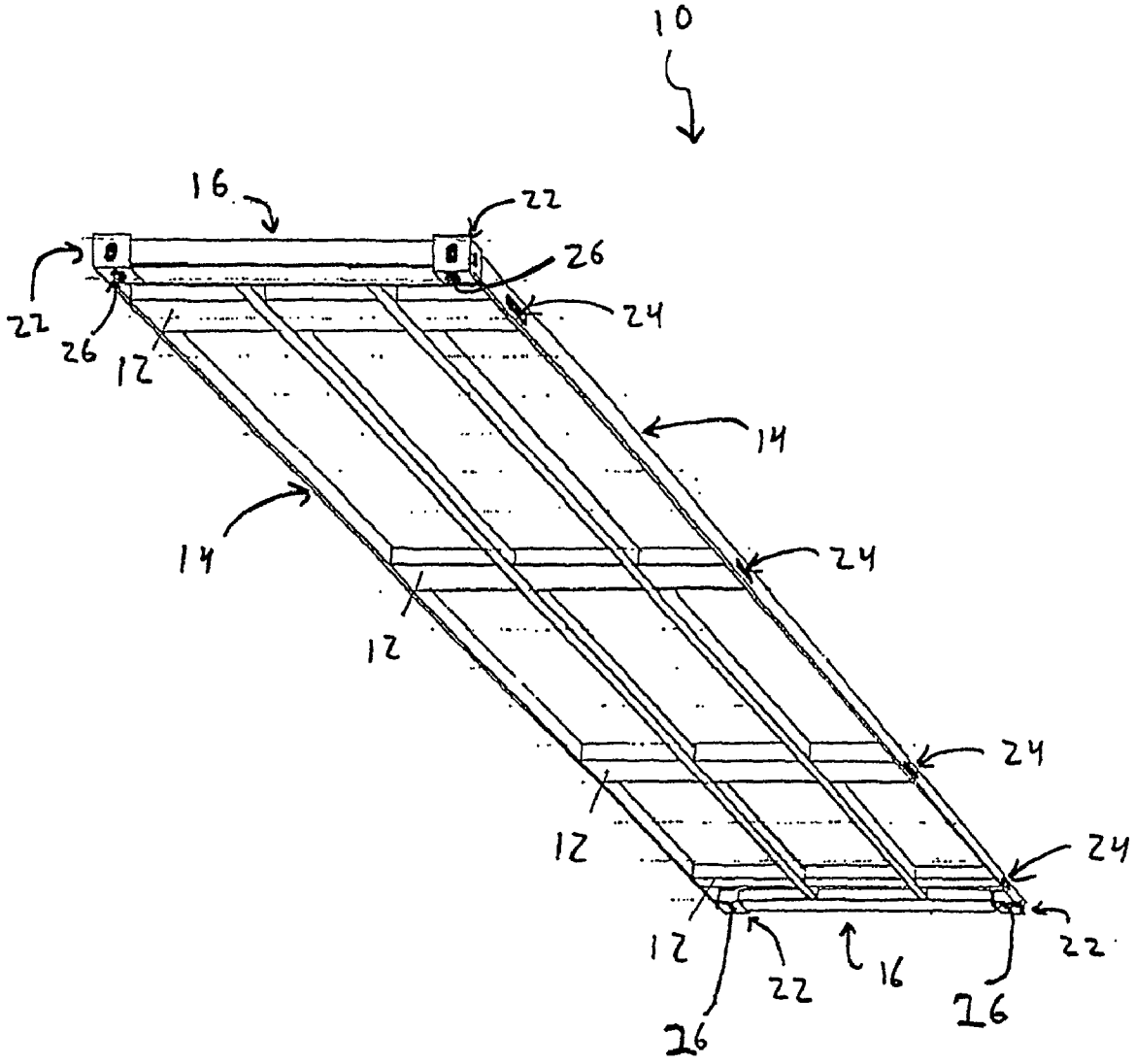


Fig. 4

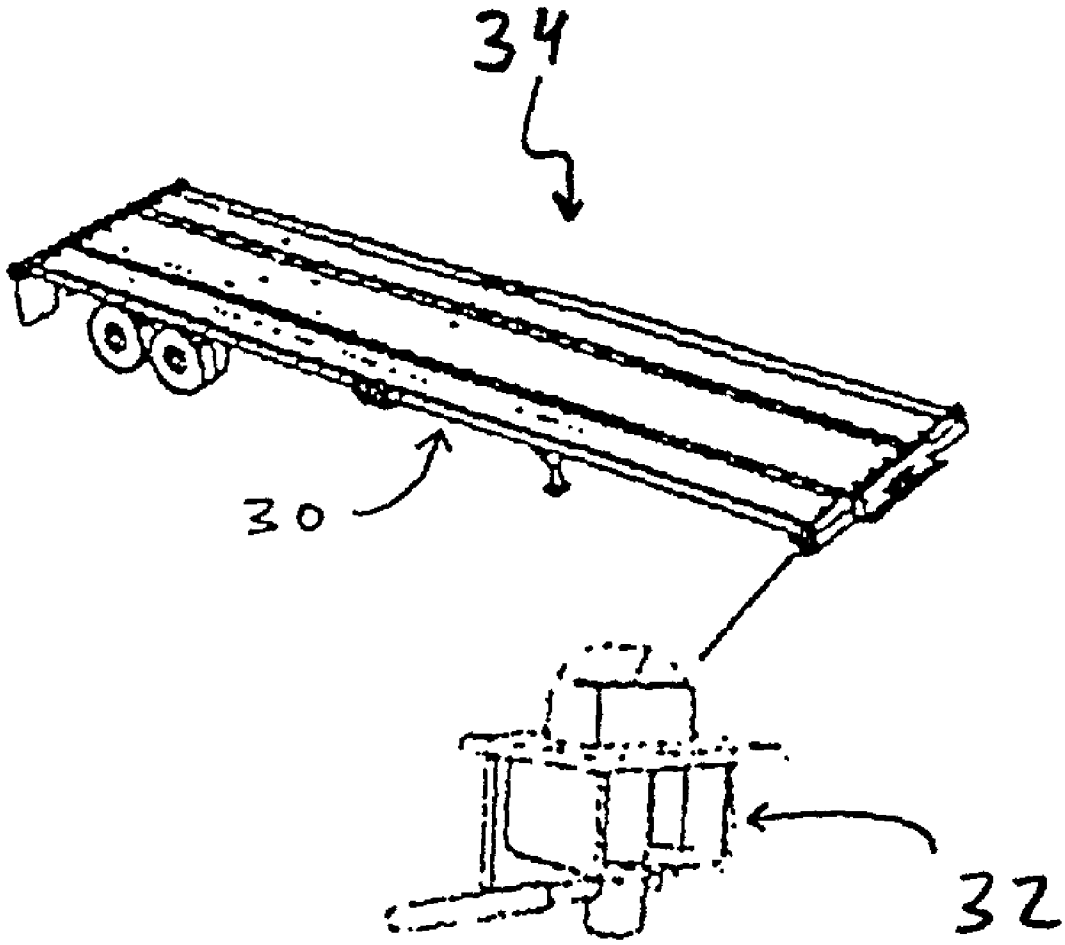


Fig. 5

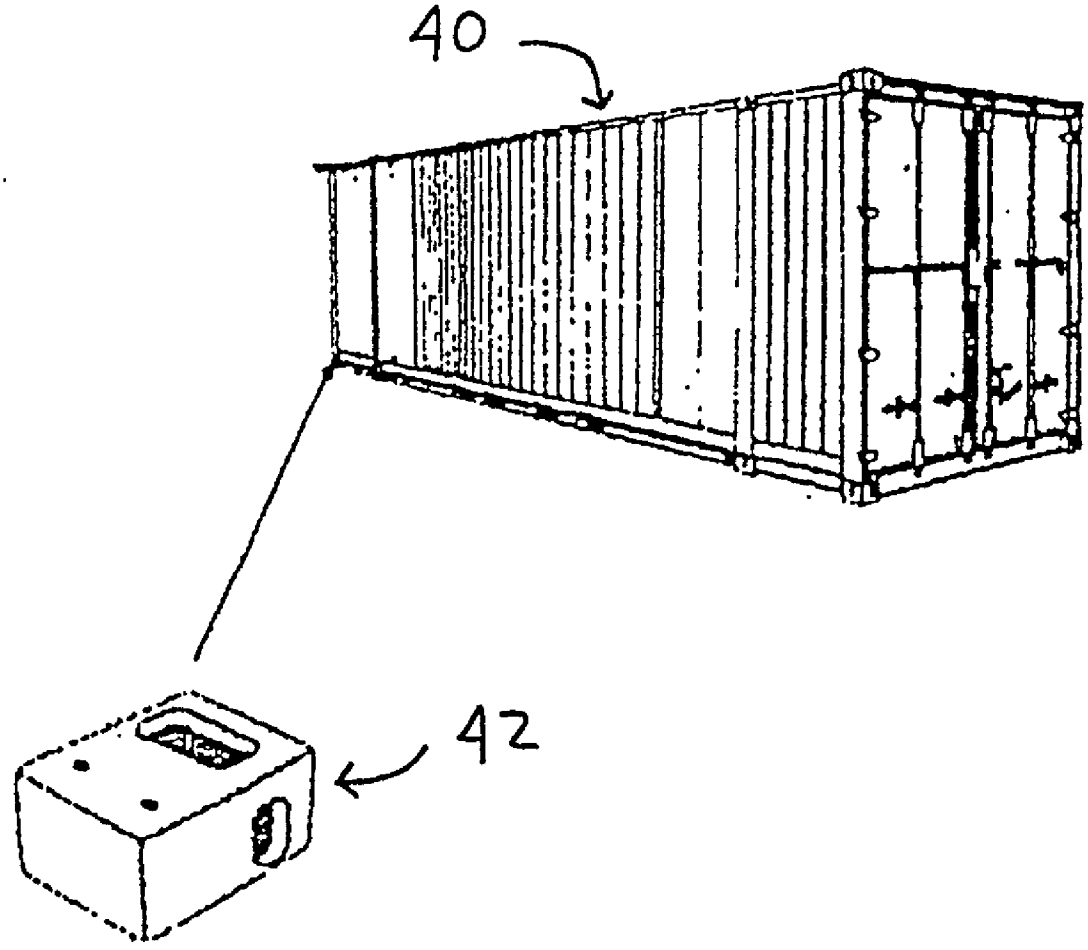


Fig. 6

INTERMODAL CONTAINER PALLET

RELATED APPLICATION

[0001] This application claims priority under 35 U.S.C. §119(e) to commonly-owned, co-pending U.S. Provisional Patent Application Ser. No. 60/219,901 entitled, "Intermodal Container Pallet," filed Jul. 21, 200, which is hereby incorporated by reference in it's entity.

BACKGROUND OF THE INVENTION

[0002] The present invention relates to pallets for intermodal shipping containers and, more specifically, to pallets that facilitate fork-lift hoisting of intermodal shipping containers.

DESCRIPTION OF THE RELATED ART

[0003] In the cargo container industry, the sizes of a container have been standardized by the International Organization for Standardization (ISO). There are standardized containers with lengths of 10, 20, 30, 40, 45, 48, and 53 feet. The containers have also been standardized to a width of 8 feet and a height of 8 to 8.5 feet. It is to be appreciated that these containers will herein be referred to as "intermodal containers."

[0004] Most twenty-foot intermodal containers and all intermodal containers greater than twenty feet in length do not have slots at their base and are therefore lifted and moved by top corner castings with top lift trucks. However, using top lift trucks to move such intermodal containers can be cumbersome, such top lift trucks can be expensive and such top lift trucks typically result in the intermodal containers being stacked on top of one another. In addition, using top lift truck to move and store the intermodal containers can result in an inability to retrieve and store stacked intermodal containers efficiently in a container storage system, such as is disclosed in U.S. Pat. Nos. 5,062,242 and 5,140,787, herein incorporated by reference. Such a storage and retrieval system is best utilized if an intermodal container can be placed into the various rows and columns of the storage system from a side of the system. The top lift trucks do not allow an intermodal container to be loaded into the system from the side.

[0005] In addition, if an attempt is made to lift any intermodal container of twenty feet in length or greater at its base with a fork-lift truck, the intermodal container may collapse, or since the loading of an intermodal container is rarely evenly balanced, tipping of the intermodal container may result.

SUMMARY OF THE INVENTION

[0006] It is an object of this disclosure to provide an intermodal container pallet or an intermodal container that facilitates lifting and movement of such intermodal containers with a fork-lift truck, and, in particular, lifting of intermodal containers from a longitudinal side of the intermodal container without the intermodal container collapsing or without the intermodal container or fork lift tipping to one side.

[0007] According to one embodiment of the invention, an intermodal container pallet comprises a rectangular base of rigid material for supporting an intermodal container. The rectangular base comprises two opposing end members and two opposing side members, each end member attached substantially perpendicular to each side member to provide the intermodal container pallet with a length and a width. The intermodal container pallet also comprises a plurality of longitudinal members of rigid material, the plurality of longitudinal members being disposed parallel to each other and to the side members between the two opposing end members. The intermodal container pallet further comprises a plurality of fork channels, each adapted to receive a respective fork-lift prong. The plurality of fork channels can be disposed substantially parallel to each other and to the end members, and can be disposed between the side members. Further, according to this embodiment, the pallet has a length greater than twenty feet.

[0008] According to one aspect of some embodiments of the invention, the rectangular base further comprises a corner casting disposed at each corner of the rectangular base member formed by a side member and an end member. Each corner casting can have at least one opening that mates with a corresponding twistlock assembly.

[0009] According to another aspect of some embodiments of the invention, each fork channel further comprises a fork slot adapted to mate with a respective fork-lift prong.

[0010] According to another aspect of some embodiments of the invention, the intermodal container pallet comprises a top that can be shaped and arranged to mate with a bottom of the intermodal container.

[0011] According to another aspect of some embodiments of the invention, the intermodal container pallet comprises a bottom that can be shaped and arranged to mate with a top of a docking assembly. According to another aspect of some embodiments of the invention, the docking assembly can be shaped and arranged to mate with a bottom of an ISO certified intermodal container and can be disposed of any of a flat-bed vehicle, railroad car, ship-board vessel, aircraft platform, and a storage and retrieval system in a container yard.

[0012] According to another aspect of some embodiments of the invention, the intermodal container pallet can have a length of any of substantially 30 feet, 40 feet, 45 feet, 48 feet, and 53 feet.

[0013] According to another aspect of some embodiments of the invention, the container can be an International Organization for Standardization (ISO) certified intermodal container.

[0014] According to another aspect of some embodiments of the invention, the plurality of fork channels comprises at least four fork channels adapted to receive a respective fork-lift prong.

[0015] According to another embodiment of the invention, an intermodal container comprises a container with a length and a width. The intermodal container further comprises a pallet fixedly attached to a bottom of the intermodal container. The pallet has a corresponding length and a corresponding width. The pallet further comprises a plurality of fork channels, each adapted to receive a respective fork-lift prong. The plurality of fork channels can be substantially parallel to each other and can be disposed lengthwise along the width of the pallet and intermodal container. According to this embodiment, the pallet and the intermodal container have a length greater than twenty feet.

[0016] According to another aspect of some embodiments of the invention, the pallet further comprises a rectangular base of rigid material for supporting the intermodal container. The rectangular base may comprise two opposing end members and two opposing side members. Each end member can be attached substantially perpendicular to each side member. The pallet can further comprise a plurality of longitudinal members of rigid material. The plurality of longitudinal members can be disposed parallel to each other and to the side members between the two opposing end members.

[0017] According to one aspect of some embodiments of the invention, the pallet can be integrally formed within the intermodal container.

[0018] According to another aspect of some embodiments of the invention, the intermodal container further comprises a respective corner casting at each corner of the pallet. Each corner casting has at least one opening that mates with a corresponding twistlock assembly disposed at each corner of the pallet.

[0019] According to another aspect of some embodiments of the invention, the pallet further comprises a corner casting at each corner of the pallet comprising at least one opening that can be shaped and arranged to mate with a corresponding twistlock assembly.

[0020] According to another aspect of some embodiments of the invention, the intermodal container can be an International Organization for Standardization (ISO) certified intermodal container.

[0021] Other advantages, novel features, and objects of the invention will become apparent from the following detailed description of the invention when considered in conjunction with the accompanying drawings, which are schematic and which are not intended to be drawn to scale. In the figures, each identical, or substantially similar component that is illustrated in various figures is represented by a single numeral or notation. For purposes of clarity, not every component is labeled in every figure, nor is every component of each embodiment of the invention shown where illustration is not necessary to allow those of ordinary skill in the art to understand the invention.

BRIEF DESCRIPTION OF THE DRAWINGS

[0022] The foregoing and other objects and advantages will be more fully appreciated from the following drawing in which:

[0023] **FIG. 1** illustrates a side view and a front plan view of an International Organization for Standardization (ISO) certified forty foot intermodal container;

[0024] **FIG. 2** illustrates a top plan view of an embodiment of an intermodal container pallet of this disclosure;

[0025] **FIG. 3** illustrates a top perspective view of an embodiment of an intermodal container pallet of this disclosure;

[0026] **FIG. 4** illustrates a bottom perspective view of an embodiment of an intermodal container pallet of this disclosure;

[0027] **FIG. 5** illustrates a perspective view of an embodiment of a platform trailer with conventional twistlocks; and

[0028] **FIG. 6** illustrates a perspective view of an embodiment of an intermodal container with various conventional corner castings.

DETAILED DESCRIPTION

[0029] The following description sets forth some embodiments of an intermodal container pallet and intermodal container of the invention. However, it is to be appreciated that various alterations, modifications and embodiments may be readily apparent to one of skill in the art and although not explicitly described, are herein contemplated by the disclosure.

[0030] It is to be understood that according to this disclosure an "intermodal container" is a standardized packing case for cargo in which goods can be safely stored and/or transported by road, rail, air, or sea. However, it is also to be appreciated that any container can be used with the intermodal container pallet of this disclosure.

[0031] Installation of a high density mobile storage and retrieval system, such as described in U.S. Pat. Nos. 5,062,242 and 5,140,787, can solve significant problems which now encumber container yard operations. For example, an inability to retrieve and store stacked intermodal containers efficiently is an underlying cause of the logjams in container yards. Using the above-mentioned High Density Mobile Storage and Retrieval System can provide methodical and efficient storage and retrieval of cargo, can eliminate traffic jams, can minimize demurrage charges, can use much less acreage than is now being used, and can do away with any need to acquire additional land, new railroad systems and cargo handling systems.

[0032] However, in order for these High Density Storage and Retrieval Systems to be installed and utilized in their preferred operation, intermodal containers are preferably stored and retrieved from a side of the intermodal container. Thus, there is a need for a device that will make it possible to store and retrieve intermodal containers from the side of the intermodal containers within the above-mentioned high density mobile storage and retrieval system, or within any storage and retrieval system for storage and retrieval of intermodal containers.

[0033] One solution to the aforementioned problems is to modify a base of existing intermodal containers by attaching an embodiment of an intermodal container pallet of the invention to the base of the intermodal container pallet. Another solution is to fabricate an ISO certified intermodal container with an embodiment of an intermodal container pallet integrated with the structure of the intermodal container. According to one embodiment of the invention, an intermodal container pallet can be attached to the base of an intermodal container, for example, by joining conventional corner castings or twist lock mechanisms of the intermodal container pallet to the corner castings of the intermodal container to secure the intermodal container pallet to the intermodal container. With this arrangement, a strength of the base of the intermodal container along the entire length of the intermodal container can be increased. In addition, with this arrangement, the intermodal container pallet can be equipped with fork channels that facilitate a fork-lift truck to lift the intermodal container from either longitudinal side of the intermodal container at the base. For example, according to one aspect of this embodiment the intermodal container

pallet can be provided with four fork slots. According to another embodiment, newly fabricated intermodal containers can be integrally formed with a reinforced intermodal container pallet base to provide the above advantages.

[0034] With an embodiment of the intermodal container pallet of the invention attached to the base of a intermodal container, a fork-lift truck can lift the reinforced intermodal container at the base with little danger of midpoint sagging or collapse. In addition, fork-lift trucks can be provided with, for example, four-prongs and the intermodal container pallets can be provided with four fork channels, so that the four-prongs of the fork-lift truck in combination with the four fork channels of the intermodal container pallet reduce any possibility of tipping an intermodal container carrying an unbalanced cargo.

[0035] Some embodiments of the intermodal container pallets of the invention can be fabricated out of specialized plastics as well as various metals. For example, for an intermodal container that is integrally formed with an embodiment of the intermodal container pallet of the invention, the intermodal container and pallet can be formed from the same materials that are standardly used to form the intermodal containers. In another embodiment, the intermodal container pallet can be formed from PRISMA® composite preforms. PRISMA® is available from COMPSYS, Inc. 4255 Dow Rd. Melbourne, Fla. 32934.

[0036] **FIG. 1** illustrates a side and front plan view of a forty foot International Organization for Standardization (ISO) certified intermodal container **2**. The illustrated embodiment of the forty foot ISO intermodal container **2** has a maximum gross weight of substantially 30,480 kg, a tare weight of substantially 3,420 kg, and a maximum payload of substantially 27,060 kg. The forty foot ISO intermodal container **2** also has a standardized width of substantially 8 feet, a height of substantially 8 to 8.5 feet and a maximum capacity of substantially 67 cubic meters. An embodiment of the intermodal container pallet of the invention can be attached to the bottom of the forty foot ISO certified intermodal container to support the forty foot ISO certified intermodal container **2**. It is to be appreciated that, although a forty foot ISO certified intermodal container **2** is illustrated and discussed as an exemplary embodiment herein, the intermodal container pallet is not limited to the forty foot ISO certified intermodal shipping container **2**. The intermodal container pallet can be attached to or integrally formed within any intermodal container having a length of twenty feet and greater. In addition, the intermodal container pallet can be attached or integrally formed with any container whether ISO certified or not.

[0037] **FIG. 2** illustrates a top plan view of an embodiment of the intermodal container pallet **10** of the present invention. The intermodal container pallet comprises side members **14** that are attached to end members **16**. The intermodal container pallet also comprises two longitudinal members **20** that are disposed parallel to each other, and that are fixedly attached between the two opposing end members **16**. The intermodal container pallet further comprises a plurality of fork channels **12** that are disposed parallel to each other and that are fixedly attached between the opposing side members **14**. According to one aspect of some embodiments of this disclosure, the intermodal container pallet may comprise four fork channels. The four fork channels **12** can be shaped and arranged to mate with a respective prong of a fork-lift truck. The intermodal container pallet may also comprise corner castings **22**.

[0038] According to one aspect of some embodiments of the intermodal container pallet **10** of the present invention, each corner casting **22**, as known to those of skill in the art, may comprise an opening or gauge hole **26** (See **FIG. 4**) located at a bottom of each corner casting, and a conventional twist lock assembly **32**, such as illustrated in **FIG. 5**, located at a top of each of the four corner castings **22**. The corner castings of the intermodal container pallet can be constructed and arranged to mate with a corresponding twistlock mechanism or gauge hole of another corner casting assembly.

[0039] **FIG. 3** illustrates a top perspective view of one embodiment of the intermodal container pallet **10** of the present invention. According to one aspect of some embodiments of the intermodal container pallet of this disclosure, the intermodal container pallet can be shaped and arranged so that it mates with a corresponding shape and arrangement of a bottom of an intermodal container. For example, a top of the intermodal container pallet can be shaped and arranged to have a similar shape and arrangement as a top of a docking assembly, as shown, for example, in **FIG. 5**. **FIG. 5** illustrates a perspective view of a docking assembly **30** located on a flatbed **34**, and illustrates a conventional twistlock mechanisms **32** located at respective corners of the docking assembly. Thus, a top of the intermodal container pallet can be shaped and arranged to mate with a standardized shape and arrangement of a bottom of an ISO certified intermodal container so that the ISO certified intermodal container substantially mates with the pallet.

[0040] Referring to **FIG. 3**, it is also to be appreciated that one aspect of some embodiments of the intermodal container pallet may comprise the respective fork slots **24** within the fork channels **12** at one side member **14**. It is further to be appreciated that there may be additional fork slots (not shown) located within the respective fork channels at the opposite side member **14**. In addition, it is to be appreciated that a fork slot may be disposed along an entire length of any of the fork channels between the side members. With this arrangement a fork-lift truck such as a four-pronged fork-lift truck, for example the Fantuzzi Model No. FDC 320, FDC 380, FDC 420, FDC 450, or FDC 520, made by Fantuzzi Reggiane, which has a nominal capacity on forks ranging from 32000 kg to 52000 kg depending on the model number selected, can be used to lift, move, store, and retrieve a combination of the intermodal container pallet and intermodal container. Fantuzzi fork-lift trucks are available from Fantuzzi Reggiane Via Cisa Ligure 51/A42040 Lentigione (RE) Italy.

[0041] **FIG. 4** illustrates a bottom perspective view of an embodiment of an intermodal container pallet **10** of the present invention. According to one aspect of some embodiments of the intermodal container pallet of the invention, a bottom of the intermodal container pallet can be shaped and arranged so that it mates with a docking assembly **30**, such as illustrated in **FIG. 5**. For example, referring to **FIG. 4**, the corner castings **22** may comprise an opening or gauge hole **26**, located at the bottom of each of the four corner castings **22**, that facilitate attachment to a corresponding twistlock mechanism located at each of the four corners of the docking

assembly **30**. The bottom of the intermodal container pallet can thus be shaped and arranged to have a similar shape and arrangement as a bottom of an ISO certified intermodal container as illustrated in **FIG. 6**. **FIG. 6** illustrates a perspective view of an ISO certified intermodal container **40** and illustrates that the bottom of the intermodal container contains conventional corner castings **42**. Thus, a bottom of the intermodal container pallet can be provided with conventional corner castings and shaped and arranged so that it substantially mates with a docking assembly for an ISO certified intermodal container, such as the docking assembly **30** of **FIG. 5** that resides on a flat bed **34**. The flat bed **34** of **FIG. 5** is typically used to transport such intermodal containers. With this arrangement, the intermodal container pallet **10** can be substantially mated with the docking assembly **30** so that the ISO certified intermodal container can be attached to the intermodal container pallet and the combination can be transported by the flat bed **34**.

[**0042**] It is to be appreciated that for some embodiments of the intermodal container pallet of the invention, the ISO certified intermodal container can also be transported by any of rail, air, or sea. In particular, a docking assembly can be provided on any of these vessels to transport an ISO certified intermodal container affixed to an intermodal container pallet. The docking assembly may comprise, but is not limited to, any platform that can mate with the four corner castings of the intermodal container pallet of the invention. For example, the docking assembly may comprise a cargo container storage and retrieval system such as disclosed in U.S. Pat. Nos. 5,860,783 and 6,077,019, herein incorporated by reference. It is also to be appreciated that the docking assembly may be provided on any vehicle that may be used in the transportation of the intermodal container and the intermodal container pallet by any of road, rail, air, or sea. For example, the docking assembly may be any surface having four corresponding twistlock mechanisms to mate with the four corner castings, as known to those of skill in the art. The docking assembly may also be the top of another intermodal container so that the intermodal container and intermodal container pallets can be stacked on top another to help maintain efficient use of space in a container yard or a vessel that ships the intermodal containers.

[**0043**] As has been discussed herein, some embodiments of the intermodal container pallet **10** of the invention can be attached to an ISO certified intermodal container by mating a conventional twist lock mechanism **32** at a top of each corner casting **22** to a corresponding gauge hole or opening located at the bottom of an ISO certified intermodal container. Such an ISO certified intermodal container can be, for example, one as illustrated in **FIG. 1** of this disclosure. In addition, a fork-lift truck containing four prongs can insert the four prongs of the fork lift truck into the four fork slots **24** of the fork channels **12**. This arrangement allows the fork-lift truck to raise and/or lower the ISO certified intermodal container and pallet, and to move the ISO certified intermodal container and pallet from one location to another location. An advantage of this arrangement is that the fork-lift truck provides more flexibility than utilizing top lift trucks. For example, the fork lift can be used to move the pallet and intermodal container and load the pallet and intermodal container in a storage system, such as disclosed in U.S. Pat. Nos. 5,062,242 and 5,140,787. Some embodiments of this storage system are preferably loaded from a side of the system and not from a top of the system with a top lift truck as is conventionally used in the industry. Thus, an advantage of some of the embodiments of the intermodal container pallet of the invention is that it facilitates an ability to lift an intermodal container along a longitudinal side with a fork-lift truck, to load or unload the intermodal container and pallet from a side of a storage system, and therefore eliminates any need for a top lift truck that can only load and unload the intermodal container from a top of the storage system.

[**0044**] While several embodiments of an intermodal container pallet of the invention have been described and illustrated herein, those of ordinary skill in the art may readily envision a variety of other structures for performing the functions and/or obtaining the results or advantages described herein, and each of such variations or modifications is deemed to be within the scope of the present invention. In addition, those skilled in the art may readily appreciate that all parameters, dimensions, materials, and configurations described herein are meant to be exemplary and that actual parameters, dimensions, materials, and configurations will depend upon specific applications for which the teachings of the present invention are used. Those skilled in the art may also recognize, or be able to ascertain using no more than routine experimentation, equivalents to the specific embodiments of the invention described herein. It is, therefore, to be understood that the foregoing embodiments are presented by way of example only and that, within the scope of the appended claims and equivalents thereto, the invention may be practiced otherwise than as specifically described. The present invention is directed to each individual feature, structure, combination of structures, system, material and/or method described herein. In addition, any combination of two or more such features, structures, combination of structures, systems, materials and/or methods, provided that such features, systems, materials structures, combination of structures, and/or methods are not mutually inconsistent, is included within the scope of the present invention. In the claims, all transitional phrases or phrases of inclusion, such as "comprising,""including,""carrying, ""having,""containing," and the like are to be understood to be open-ended, i.e. to mean "including but not limited to."

What is claimed is:

1. An intermodal container pallet comprising:

a rectangular base of rigid material for supporting a container, said rectangular base comprising two opposing end members and two opposing side members, each end member attached substantially perpendicular to each side member to provide said intermodal container pallet having a length and a width;

a plurality of longitudinal members of rigid material, said plurality of longitudinal members being disposed parallel to each other and to said side members between said two opposing end members;

a plurality of fork channels adapted to receive a respective fork-lift prong, said plurality of fork channels being substantially parallel to each other and to said end members, and disposed between said side members; and

said pallet having a length greater than twenty feet.

2. The intermodal container pallet as claimed in claim 1, wherein said rectangular base further comprises a corner

casting disposed at each corner of said rectangular base member formed by a side member and an end member, each corner casting having at least one opening that mates with a corresponding twistlock assembly.

3. The intermodal container pallet as claimed in claim 1, wherein each fork channel further comprises a fork slot adapted to mate with a respective fork-lift prong.

4. The intermodal container pallet as claimed in claim 1, comprising a top that is shaped and arranged to mate with a bottom of said container.

5. The intermodal container pallet as claimed in claim 1, comprising a bottom that is shaped and arranged to mate with a top of a docking assembly.

6. The intermodal container pallet as claimed in claim 5, wherein said docking assembly is shaped and arranged to mate with a bottom of an ISO container and is disposed of any of a flat-bed vehicle, a railroad car, a ship-board vessel, an aircraft platform, and a storage and retrieval system in a container yard.

7. The intermodal container pallet as claimed in claim 1, wherein said pallet has a length of any of substantially 30 feet, 40 feet, 45 feet, 48 feet, and 53 feet.

8. The intermodal container pallet as claimed in claim 1, wherein said container is an International Organization for Standardization (ISO) certified container.

9. An intermodal container pallet comprising:

a rectangular base of rigid material for supporting a container, said rectangular base comprising two opposing end members and two opposing side members, each end member attached substantially perpendicular to each side member to provide said pallet having a length and a width;

a plurality of longitudinal members of rigid material, said plurality of longitudinal members being disposed parallel to each other and to said side members between said two opposing end members;

at least four fork channels adapted to receive a respective fork-lift prong, said at least four fork channels being substantially parallel to each other and to said end members, and disposed between said side members; and

said pallet having a length greater than twenty feet.

10. The intermodal container pallet as claimed in claim 9, wherein said rectangular base further comprises a corner casting disposed at each corner of said rectangular base member formed by a side member and an end member, each corner casting having at least one opening that mates with a corresponding twistlock assembly.

11. The intermodal container pallet as claimed in claim 9, wherein each fork channel further comprises a fork slot adapted to mate with a respective fork-lift prong.

12. The intermodal container pallet as claimed in claim 9, comprising a top that is shaped and arranged to mate with a bottom of said container.

13. The intermodal container pallet as claimed in claim 9, comprising a bottom that is shaped and arranged to mate with a top of a docking assembly.

14. The intermodal container pallet as claimed in claim 13, wherein said docking assembly is shaped and arranged to mate with a bottom of an ISO container and is disposed of any of a flat-bed vehicle, a railroad car, a ship-board vessel, an aircraft platform, and a storage and retrieval system in a container yard.

15. The intermodal container pallet as claimed in claim 9, wherein said pallet has a length of any of substantially 30 feet, 40 feet, 45 feet, 48 feet, and 53 feet.

16. The intermodal container pallet as claimed in claim 9, wherein said container is an International Organization for Standardization (ISO) certified container.

17. An intermodal container comprising:

a container having a length and a width;

a pallet fixedly attached to a bottom of said container, said pallet having a corresponding length and a corresponding width and comprising:

a plurality of fork channels each adapted to receive a respective fork-lift prong, said plurality of fork channels being substantially parallel to each other and disposed lengthwise along the width of the pallet and container; and

said pallet and said container having a length greater than twenty feet.

18. The intermodal container pallet as claimed in claim 17, the pallet further comprising:

a rectangular base of rigid material for supporting said container, said rectangular base comprising two opposing end members and two opposing side members, each end member attached substantially perpendicular to each side member;

a plurality of longitudinal members of rigid material, said plurality of longitudinal members being disposed parallel to each other and to said side members between said two opposing end members.

19. The intermodal container as claimed in claim 17, wherein said pallet is integrally formed within said container.

20. The intermodal container as claimed in claim 17, wherein said container further comprises a respective corner casting at each bottom corner of said container, each corner casting having at least one opening that mates with a corresponding twistlock assembly disposed at each top corner of said pallet.

21. The intermodal container as claimed in claim 17, wherein said pallet comprises a corner casting at each bottom corner of said pallet comprising at least one opening that is shaped and arranged to mate with a corresponding twistlock assembly.

22. The intermodal container as claimed in claim 17, wherein said container is an International Organization for Standardization (ISO) certified container.

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