

Correction

Correction: Zhao et al. A New Synchronous Handling Technology of Double Stack Container Trains in Sea-Rail Intermodal Terminals. *Sustainability* 2022, 14, 11254

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The authors would like to make the following corrections to the published paper [1]. The changes are as follows:

- (1) Replacing the word “stake” with the word “stack” in the whole paper, including the title and abstract.
- (2) Replacing the word “flat wagon” with the word “articulated flat car” in the whole paper.
- (3) The authors would like to delete the company logos in the picture, so they need to replace the original Figure 2:

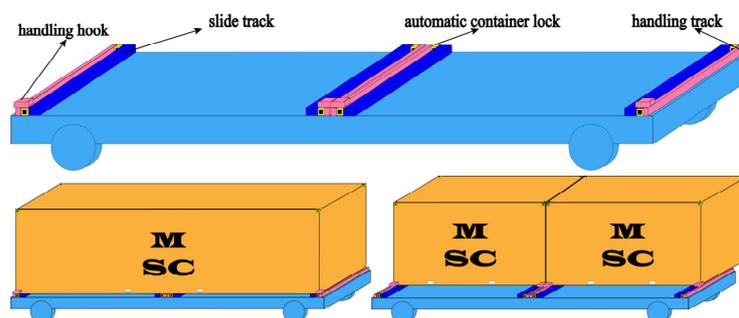


Figure 2. Sketch map of LDAGV.

With:

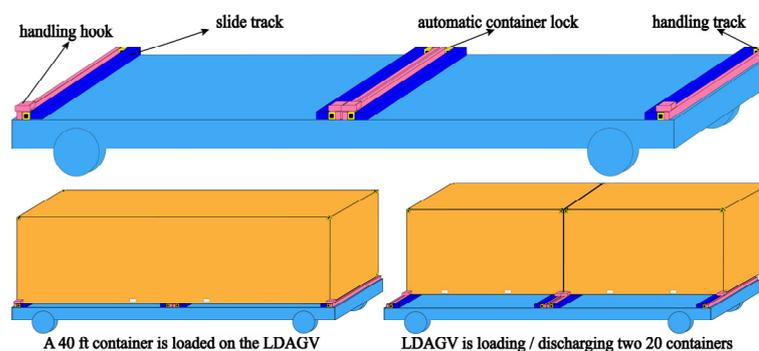


Figure 2. Sketch map of LDAGV.

- (4) The authors would like to delete the company logos in the picture, so they need to replace the original Figure 9:



Citation: Zhao, Z.; Wang, X.; Cheng, S.; Liu, W.; Jiang, L. Correction: Zhao et al. A New Synchronous Handling Technology of Double Stack Container Trains in Sea-Rail Intermodal Terminals. *Sustainability* 2022, 14, 11254. *Sustainability* 2024, 16, 948. <https://doi.org/10.3390/su16030948>

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Figure 9. The loading status of new flat wagons for the double-stake container train.

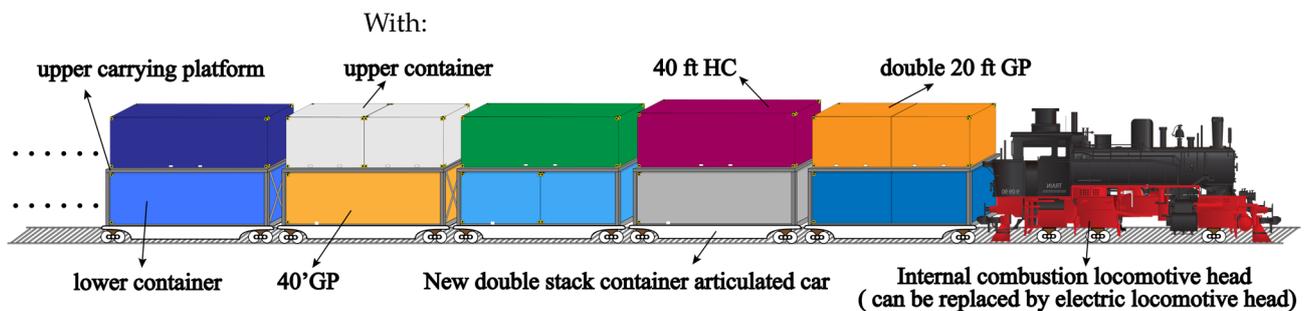


Figure 9. The loading status of the new articulated flat car for the double-stack container train.

(5) Replacing the word “stakers” with the word “stackers” in the whole paper.

The authors and the Editorial Office would like to apologize for any inconvenience caused to the readers and state that the scientific conclusions are unaffected. The original article has been updated.

Reference

1. Zhao, Z.; Wang, X.; Cheng, S.; Liu, W.; Jiang, L. A New Synchronous Handling Technology of Double Stack Container Trains in Sea-Rail Intermodal Terminals. *Sustainability* **2022**, *14*, 11254. [[CrossRef](#)]

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