

Container Handler Chain

Forming the basis of containerization, shipping containers are part of a transport system based upon utilizing steel intermodal containers (shipping containers). These containers are made to particular standard dimensions that can be transported and stacked, loaded and unloaded with optimum efficiency over long distances. Shipping containers are often transported by rail, semi-trailer trucks and ships without being opened.

The containerization system was developed after WWII so as to significantly lessen transport costs. These shipping containers likewise supported a huge increase in the international trade alliances. These days, for example, about 90 percent of non-bulk cargo is transported globally by containers which are stacked on transport ships. It is estimated that 26% of all container trans-shipment occurs in China. There are huge ships which can transport over fourteen thousand five hundred units.

At first, few foresaw the extent of the influence that containerization would bring to the shipping business. Benjamin Chinitz, a Harvard University economist predicted in the 1950s that containerization will benefit New York by enabling it to ship its industrial products more cost effectively to the Southern USA than other areas can. He did not anticipate that containerization would also make it more inexpensive to import such goods from abroad.

Of the economic studies about containerization, most assumed that the shipping organizations would soon start to replace older kinds of transportation with the container systems. The studies did not predict that the process of containerization itself would lead to a more direct impact on various producers, along with increasing the overall volume of trade all over the globe.

Containerization offers one essential benefit which is improved cargo security. The cargo is less probable to be stolen since all the products is not visible to the casual viewer. Usually, the doors of the containers are sealed and this means that whichever signs of tampering are more evident. There are a lot of containers which are equipped with high-tech electronic monitoring devices. These could be remotely monitored to detect changes in air pressure. This detection takes place when the doors are opened. These monitoring devices have lessened the "falling off the truck" syndrome that long plagued the shipping business.

In the past, there was some difficulty with incompatible rail gauge sizes in different nations. Now, the majority of shipping ports now make use of the same basic size of container which has reduced the problems. Now, nearly all rail networks all over the globe operate on a 1435 mm gauge track. This is considered to be the standard gauge, even if, lots of countries utilize broader gauges. Several countries in Africa and South America make use of narrower gauges on their networks. All of these countries rely on container trains which makes trans-shipment between various gauge trains a lot simpler.