

Container Handler Part

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

The containerization system was developed after WWII to be able to greatly decrease transport expenses. These shipping containers also supported a huge increase in the international trade alliances. Nowadays, for example, roughly 90% of non-bulk cargo is transported worldwide by containers that are stacked on transport ships. It is estimated that 26 percent of all container trans-shipment takes place in China. There are big ships that can carry over 14,500 units.

Few individuals at the start could see the effect that container shipping will have in the shipping trade. One economist during the 1950s, namely Benjamin Chinitz of Harvard University, predicted that containerization will have significantly benefit New York, by allowing it to ship more effectively to the southern parts of the United States. He did not anticipate that containerization would even make it more affordable to import such goods from abroad.

The majority of economic studies of containerization assumed that shipping organizations would start to replace older forms of transportation with containerization. The studies did not predict that the process of containerization itself would lead to a more direct influence on the variety of producers, along with increasing the overall volume of trade all around the globe.

Containerization provides one essential benefit which is improved cargo security. The cargo is less likely to be stolen as all the products is not visible to the casual viewer. Normally, the doors of the containers are sealed and this means that any signs of tampering are more evident. There are a lot of containers which are outfitted along 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 reduced the "falling off the truck" syndrome that long plagued the shipping trade.

There used to be some difficulty with incompatible rail gauge sizes in different nations. Use of the same basic sizes of containers worldwide has lessened the issues that used to often happen. Now, the majority of rail networks all over the world operate on a 1435 mm gauge track. This is thought to be the standard gauge, even though, lots of nations make use of wider gauges. Various countries in Africa and South America use narrower gauges on their networks. All of these nations depend on container trains that makes trans-shipment between different gauge trains much easier.