

Parts for Container Handlers

Part for Container Handler - Shipping containers form the basis of containerization. This is a transfer system based on a range of steel intermodal containers that are usually called "shipping containers." These containers are built to certain standard dimensions which can be stacked and transported, unloaded and loaded with optimum efficiency over long distances. Shipping containers are usually transported by semi-trailer trucks, ships and rail without being opened.

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

Few people at the start could see the influence that container shipping would have in the shipping business. One economist during the 1950s, namely Benjamin Chinitz of Harvard University, predicted that containerization would have really benefit New York, by allowing it to ship more effectively to the southern areas of the United States. He did not anticipate that containerization would also make it more inexpensive to import such products from abroad.

Most economic studies of containerization assumed that shipping organizations would begin to replace older types of transportation with containerization. The studies did not predict that the process of containerization itself will cause a more direct effect on various producers, along with increasing the overall volume of trade across the globe.

Among the vital benefits of containerization is the improved cargo security. Since the cargo is not visible to the casual viewer it is usually less likely to be stolen. Normally, the doors of the containers are sealed and this means that whichever signs of tampering are more evident. There are several containers that are equipped with high-tech electronic monitoring devices. These can 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 business.

Before, there was some difficulty with incompatible rail gauge sizes in various countries. Today, the majority of shipping ports now utilize the same basic size of container that has lessened the problems. These days, the majority of rail networks across the globe operate on a 1435 mm gauge track. This is considered to be the standard gauge, even if, numerous countries use broader gauges. Various nations in South America and Africa make use of narrower gauges on their networks. All of these nations depend on container trains that makes trans-shipment between various gauge trains a lot simpler.