

Container Attachments

Shipping containers form the basis of containerization. This is a transport system based upon various steel intermodal containers which are usually referred to as "shipping containers." These containers are made to particular standard dimensions which could be stacked and transported, unloaded and loaded with optimum effectiveness over long distances. Shipping containers are usually transported by ships, rail and semi-trailer trucks without being opened.

This system of utilizing shipping containers was developed after WWII so as to significantly decrease transport expenses. Containerization has also been huge in increasing international trade alliances. Today, for example, about 90 percent of non-bulk cargo is transported worldwide by containers which are stacked on transport ships. It is estimated that 26 percent of all container trans-shipment occurs in China. There are enormous ships that can carry more than 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 would benefit New York by enabling it to ship its industrial products more cost effectively to the Southern United States than other areas could. He did not anticipate that containerization would likewise make it more cost effective to import such goods from abroad.

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

One of the essential advantages of containerization is the improved cargo security. Since the cargo is not visible to the casual viewer it is generally less possible to be stolen. Typically, the doors of the containers are sealed and this means that whatever signs of tampering are more evident. There are a lot of containers which are outfitted with high-tech electronic monitoring devices. These could be distantly monitored to detect changes in air pressure. This detection happens when the doors are opened. These monitoring devices have reduced the "falling off the truck" syndrome that long plagued the shipping industry.

There used to be some difficulty with incompatible rail gauge sizes in various countries. Use of the same basic sizes of containers worldwide has lessened the problems that used to frequently happen. Nowadays, the majority of rail networks all around the globe operate on a 1435 mm gauge track. This is considered to be the standard gauge, although, various nations make use of broader gauges. Various nations in South America and Africa use narrower gauges on their networks. All of these nations depend on container trains that makes trans-shipment between different gauge trains a lot easier.