

Container Forklift Attachment

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

This system of using shipping containers was developed following WWII so as to significantly decrease transport expenses. Containerization has also been huge in increasing international trade alliances. Now, for example, about 90% of non-bulk cargo is transported globally 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 which can transport more than fourteen thousand five hundred units.

At the start, few foresaw the extent of the influence that containerization will bring to the shipping business. Benjamin Chinitz, a Harvard University economist predicted during the 1950s that containerization will 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 also make it more cost effective to import such products from abroad.

Of the economic studies on containerization, most 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 would lead to a more direct effect on the variety of producers, along with increasing the overall volume of trade all around the world.

Containerization offers one essential benefit which is improved cargo security. The cargo is less probable to be stolen because all the goods 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 that are equipped along with high-tech electronic monitoring devices. These could be distantly 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.

There used to be some difficulty with incompatible rail gauge sizes in various nations. Use of the same basic sizes of containers worldwide has lessened the issues that used to often take place. Nowadays, the majority of rail networks all over the globe operate on a 1435 mm gauge track. This is thought to be the standard gauge, although, numerous nations use wider gauges. Various countries in South America and Africa make use of narrower gauges on their networks. All of these nations rely on container trains that makes trans-shipment between different gauge trains much simpler.