Container Forklift Attachment

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

The containerization system was developed after WWII in order to really decrease transport costs. These shipping containers also supported a huge increase in the international trade alliances. Today, for instance, something like 90 percent of non-bulk cargo is transported internationally 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 could carry over fourteen thousand five hundred units.

Initially, few foresaw the extent of the influence that containerization will bring to the shipping industry. 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 inexpensive to import such items from abroad.

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

Amongst the vital advantages of containerization is the improved cargo security. Because the cargo is not visible to the casual viewer it is normally less likely to be stolen. Normally, the doors of the containers are sealed and this means that any signs of tampering are more evident. There are various containers which are equipped together with high-tech electronic monitoring devices. These can be distantly 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 various countries. Now, most shipping ports now make use of the same basic size of container that has reduced the problems. Now, the majority of rail networks all over the globe operate on a 1435 mm gauge track. This is considered to be the standard gauge, even if, several nations utilize wider gauges. Some countries in Africa and South America make use of narrower gauges on their networks. All of these countries rely on container trains that makes trans-shipment between different gauge trains much easier.