

## Container Handler Parts

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

This system of making use of shipping containers was developed after World War II to be able to very much lessen transport costs. Containerization has likewise been huge in increasing international trade alliances. Now, for example, about 90 percent 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 huge ships that could carry more than 14,500 units.

Few people initially were able to see the effect that container shipping will have in the shipping trade. One economist in the 1950s, namely Benjamin Chinitz of Harvard University, predicted that containerization would have greatly 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 cost effective to import such products from abroad.

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

One of the vital advantages of containerization is the improved cargo security. Because the cargo is not visible to the casual viewer it is usually less likely to be stolen. Typically, the doors of the containers are sealed and this means that whatever signs of tampering are more evident. There are numerous containers which are equipped along with high-tech electronic monitoring devices. These can be distantly monitored to detect changes in air pressure. This detection occurs 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 different nations. Use of the same basic sizes of containers worldwide has lessened the problems that used to frequently take place. These days, 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, many countries utilize wider gauges. Several 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 different gauge trains much simpler.