

## Part for Container Handler

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

This system of making use of shipping containers was developed after World War II so as to very much reduce transport expenses. Containerization has likewise been huge in increasing international trade alliances. Today, for example, roughly 90 percent of non-bulk cargo is transported internationally by containers which are stacked on transport ships. It is estimated that 26 percent of all container trans-shipment occurs in China. There are huge ships which can carry more than 14,500 units.

At the start, few foresaw the extent of the influence that containerization would bring to the shipping business. Benjamin Chinitz, a Harvard University economist predicted in the nineteen fifties that containerization would benefit New York by allowing it to ship its industrial goods more cost effectively to the Southern USA than other areas can. He did not anticipate that containerization would likewise make it more cost effective to import such products from abroad.

Of the economic studies about containerization, most assumed that the shipping organizations would soon start to replace older kinds of transportation with the container systems. The studies did not predict that the process of containerization itself will result in a more direct impact on the variety of producers, along with increasing the overall volume of trade across the globe.

Containerization provides one vital advantage which is improved cargo security. The cargo is less probable to be stolen since all the goods is not visible to the casual viewer. Normally, the doors of the containers are sealed and this means that whichever signs of tampering are more evident. There are numerous containers which are outfitted 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 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 take place. Nowadays, most rail networks all around the world operate on a 1435 mm gauge track. This is thought to be the standard gauge, although, lots of nations utilize broader gauges. Some countries in Africa and South America utilize narrower gauges on their networks. All of these countries depend on container trains which makes trans-shipment between different gauge trains much easier.