

1. Reefer Containers 20' & 40'

A refrigerated container is capable of maintaining a constant, pre-set temperature and is powered by the vessel at sea. When docked at the terminal or on the move overland, a generator attached to the motor carrier chassis powers it.

A refrigerated container or reefer is an intermodal container (shipping container) used in intermodal freight transport that is refrigerated for the transportation of temperature sensitive cargo. A reefer will have an integral refrigeration unit, they rely on external power, from electrical power points at a land based site, a container ship or on quay.



2. Open Top Containers 20' & 40'

The walls of open-top containers are generally made of corrugated steel. The floor is made of wood.

It has the following typical distinguishing structural features. The roof consists of removable bows and a removable tarpaulin. The door header may be swivelled out.

These two structural features greatly simplify the process of packing and unpacking the container. In particular, it is very easy to pack and unpack the container from above or through the doors by crane or crab when the roof is open and the door header is swivelled out.

Allowing cargo to be loaded from the top, Open Top Containers are particularly suitable for bulky cargo such as machinery. They are fitted with a PVC tarpaulin cover and attachable bows with cable sealing devices. The container doors can be removed to make the stuffing of cargo more convenient. Manufactured from steel, open top containers come in 20 ft and 40 ft sizes.



3.Flat Rack Containers 20' & 40'

The flack rack container has no roof but has sidewalls made from removable posts. This equipment is ideal for extra - large cargo such as unboxed machinery and construction equipment.

Flat Racks are primarily used for the containerisation of oversize, awkward and project cargoes that would otherwise be carried break bulk. These units are increasingly being used as temporary 'tweendecks' for the carriage of large, indivisible loads which are loaded separately on to a bed of flatracks or platforms spread on top of a ship's hatch cover.



4. Platform Containers 20' & 40'

Platforms are primarily used for the containerization of oversize, awkward and project cargoes that would otherwise be carried break bulk. These units are increasingly being used as temporary 'tweendecks' for the carriage of large, indivisible loads which are loaded separately on to a bed of flatracks or platforms spread on top of a ship's hatch cover.



5. Garment on Hanger Container

The garment on hanger (GOH) container is designed to meet the needs of apparel shippers. Available in 20 feet and 40 feet lengths, GOH container hold apparel in a secure and easily transportable manner. Hanger Containers are used to load high-class clothes. It is a traditional fitment without alteration, connect the racks and poles by screws and nuts. The plastic cloth covers all inner sides, dryer hanged on every pole, dustproof portiere.



6. Dangerous Cargo

Dangerous goods, also called hazardous materials or HazMat, are solids, liquids, or gases that can harm people, other living organisms, property, or the environment. They are often subject to chemical regulations. Different shipping lines will also carry out different standards for dangerous cargo. They are often subject to chemical regulations. "HazMat teams" are personnel specially trained to handle dangerous goods. A license or permit card for hazmat training must be presented when requested by officials. Dangerous goods are often indicated by diamond-shaped signage. The colours of each diamond in a way has reference to its hazard



7. Tank Container

Tank containers are deployed to transport a range of liquid chemicals and food grade products. that are now the media of choice for logistics movement. Their compatibility with edible substances is first checked and stringent methods are adhered to ensure that no contamination takes place.

The tank container carries up to 4000.U.S.gallons in liquid form. The container is double-walled with four inches of insulation between the walls. An exterior gauge continually monitors its temperature. Tank Containers are mainly used to load liquid chemicals such as chemical products; and oil for production and industry such as coal oil, gas and fuel oil. (Most cargos are loaded in SOC).



8. Break Bulk Cargo

In shipping, break bulk cargo or general cargo is a term that covers a great variety of goods that must be loaded individually, and not in intermodal containers nor in bulk as with oil or grain. Ships that carry this sort of cargo are often called general cargo ships. The term break bulk derives from the phrase breaking bulk — the extraction of a portion of the cargo of a ship or the beginning of the unloading process from the ship's holds. These goods may be in shipping containers (bags, boxes, crates, drums, barrels). Unit loads of items secured to a pallet or skid are also used.

A break-in-bulk point is a place where goods are transferred from one mode of transport to another, for example the docks where goods transfer from ship to truck.



9. Super Large Cargo

A single item of cargo, too large for palletization or containerization, that exceeds 1090 inches long by 111 inches wide by 105 inches high. Requires transport by sea or use of a C-5 or C-17 aircraft for transport by air.

Super Large Cargo is several sets of cargo whose length, width and height are out of any kind of containers and the weight are also out of standard. They are usually loaded with special machine on the vessel completely without any equipment of containers.



10. Roro services

When Ro-Ro vessel call at port, the door will latch at the rear of the ship. So rolling equipment and vehicles can drive in and out of the ship. Ro-Ro vessels are like having a huge, floating, multilevel parking lot, sailing between Middle East, Black Sea, Asia, and everywhere.

If not sent on a Roll-on, Roll-off vessel, vehicles can be containerized. One car can go into 1 x 20-ft container. Two (or more, depending on size) can go into 1 x 40-ft container. The majority of vehicles being shipped abroad, go via RORO vessel. Cause by using RORO vessel, it will save a huge money and more convenient compare with the containers.



11. Chartering

Chartering is an activity within the shipping industry. In some cases a charterer may own cargo and employ a shipbroker to find a ship to deliver the cargo for a certain price, called freight rate. Freight rates may be on a per-ton basis over a certain route (e.g. for iron ore between Brazil and China) or alternatively may be expressed in terms of a total sum - normally in U.S. dollars - per day for the agreed duration of the charter.

A charterer may also be a party without a cargo who takes a vessel on charter for a specified period from the owner and then trades the ship to carry cargoes at a profit above the hire rate, or even makes a profit in a rising market by re-letting the ship out to other charterers.

Depending on the type of ship and the type of charter, normally a standard contract form called a charter party is used to record the exact rate, duration and terms agreed between the shipowner and the charterer.

