

## ➡ A LITTLE BIT OF HISTORY...

This container transport technique appears as a modern technique while in fact its principle is very ancient.

The amphoras which we find in remains were types of standardized "containers" which allowed to transport numerous products (liquids, grain...) with a standardized handling means (man's back).

New techniques have always been develop in order to ease handling – which is a delicate point of any important transport operation.

Today every product has its own handling means and ships are very specialized.

Modern container appeared in United States at the end of the 60s as railway transport continuation.

It is indeed a railway carrier (CSX directed by Sir Mc Lean) who imagined to extend his railway service by goods sea routing and easier handling operations (and naturally without loading the wagons on ships!).

This technique was very used from its appearance by the American army for goods transport from USA towards Europe. Rotterdam, port of arrival of these products, directly positioned as a very important containers port.

There are multiple container use but all of them have the common characteristics which allow them to be easily handled all over the world.

The most important point is the distance between container corners and in fact all which is situated inside the space bounded by these points is free.

Shipping companies acquired containers and full containers ship in great quantities in order to satisfy world trade needs which do not stop growing with the economy globalization phenomenon.

The investments are indeed considerable and this explains that the shipping lines have to adapted to these equipments to optimize operations.

## Useful Informations

For that reason a network of empty containers warehouses was created. They are consequently under control of shipping lines via their "Terminal Manager ".

A part of these warehouses is located in seaports and a part in river ports or railway terminals.

New equipped transshipment structures but also river ports and railway terminals were created in order to handle weights of full containers and sophisticated means of handling they require.

As a matter of fact, container, which is in fact only a packing, became a product in itself to be follow-up throughout the transport chain.