

## **THE MOST EFFICIENT TYPES OF TRANSPORTATION CONTAINER**

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A container is a standardized reusable packaging designed for the carriage of goods by road, rail, sea and large-sized transport quickly and reliably from point of origin to clients, consumers, distribution centers or others elements of supply chain. Containers are adapted and mechanized reloading from one vehicle to another.

The invention of containers in 1956 greatly contributed to the development of globalization and world trade. Trading transportation had a number of problems before: slowness, big danger for loaders and high costs of in-port operations.

From the appearance of the first units to the present day, a great variety of maritime and multimodal containers have emerged as a response from the logistics chains to ensure the correct handling of loads. Factors that influence on classification of containers: the size, weight, nature, degree of standardization of the load. Also type of crane and spreader required for that cargo is very important, because it is important while transloading and unloading of trucks in points of consumption.

One of the most common container classification includes the following:

- Dry storage container;
- Flat rack container;
- Open top container;
- Open side storage container;
- Refrigerated ISO container;
- ISO Tanks;

- Half height containers;
- Special purpose containers [1].

Dry storage containers are the most common containers used in the shipping industry. These containers do not allow for temperature controls, so they are not suited for moving food or chemicals that require refrigeration. There are about seventeen million intermodal containers in the world, and a large proportion of the world's long-distance freight generated by international trade in shipping containers.

There is a very wide variety of spreaders according to the number of cycles and to the type of cranes to be used. They come in length of 20 and 40 feet. These dimensions of containers are the most popular in international trading. All the trucks and loading areas in transport and logistics centers are designed and built in accordance with the dimensions of these containers.

But nowadays in America it becomes widespread to use high-cube 45 feet containers. It is connected with dimensions of American trucks, because they are longer and wider, than European ones. A lot of 40 feet containers have a recess in the floor at the front end which serves to center the containers on so-called gooseneck chassis. These recesses allow the containers to lie lower and therefore to be of taller construction [2].

## References

1. The eight most common types of containers [Electronic resource]. – Mode of access: <https://www.teccontainer.com/blog/most-common-types-of-containers/>. – Date of access: 10.04.2023.

2. Shipping container dimensions [Electronic resource]. – Mode of access: <https://www.searates.com/reference/container/>. – Date of access: 10.04.2023.