

Logistics of movement of sea containers



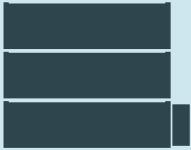



CONTAINER OWNERS ASSOCIATION

Agenda

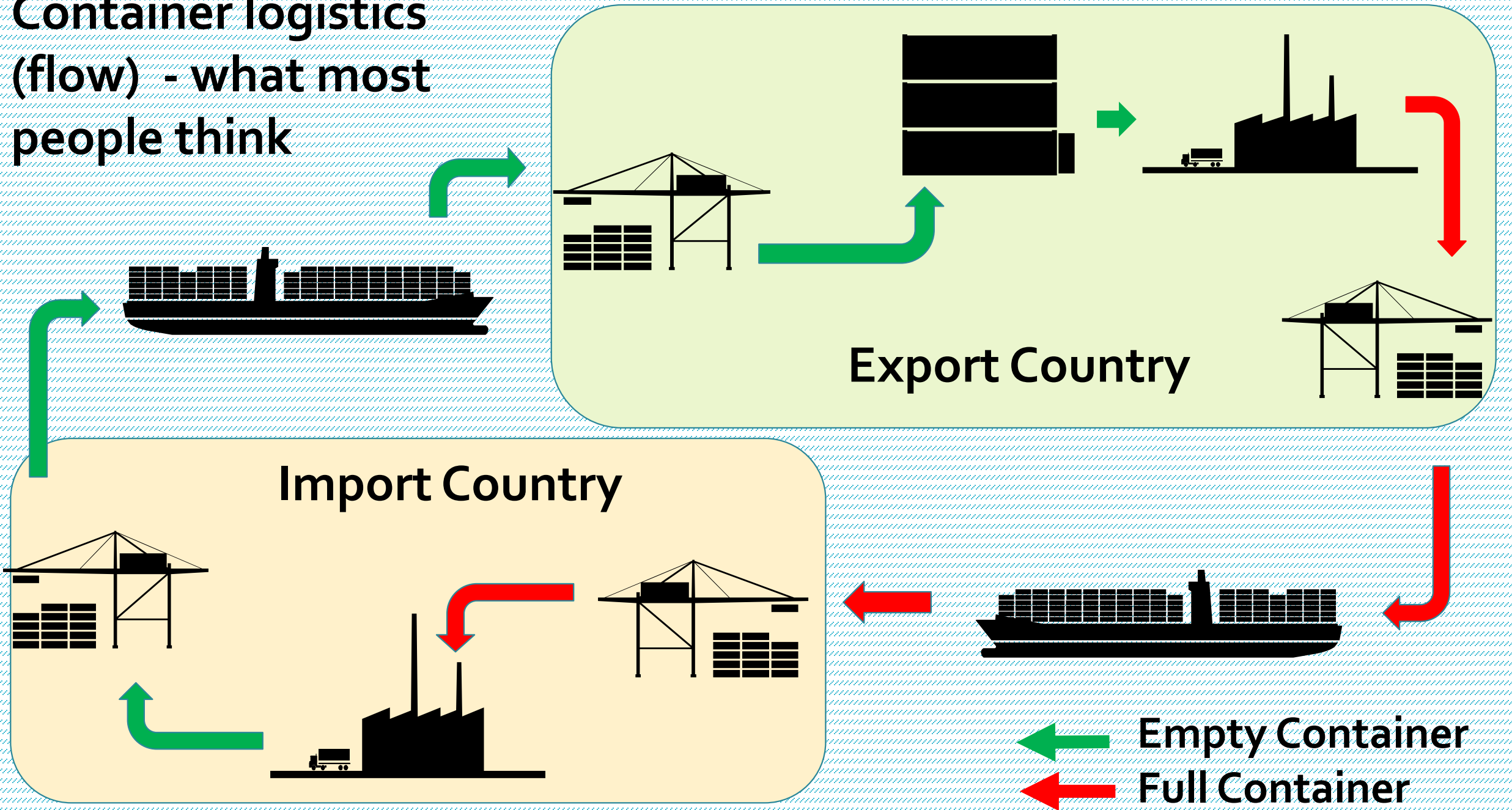
- General perception of container movements
- Shipping Companies' ideal movements
- The reality – surplus and demand locations
- Transshipment (Hub and Spoke) operations
- Inland movements
- Triangulation (Street turns)
- Points of interchange and inspections
- Summary

Key

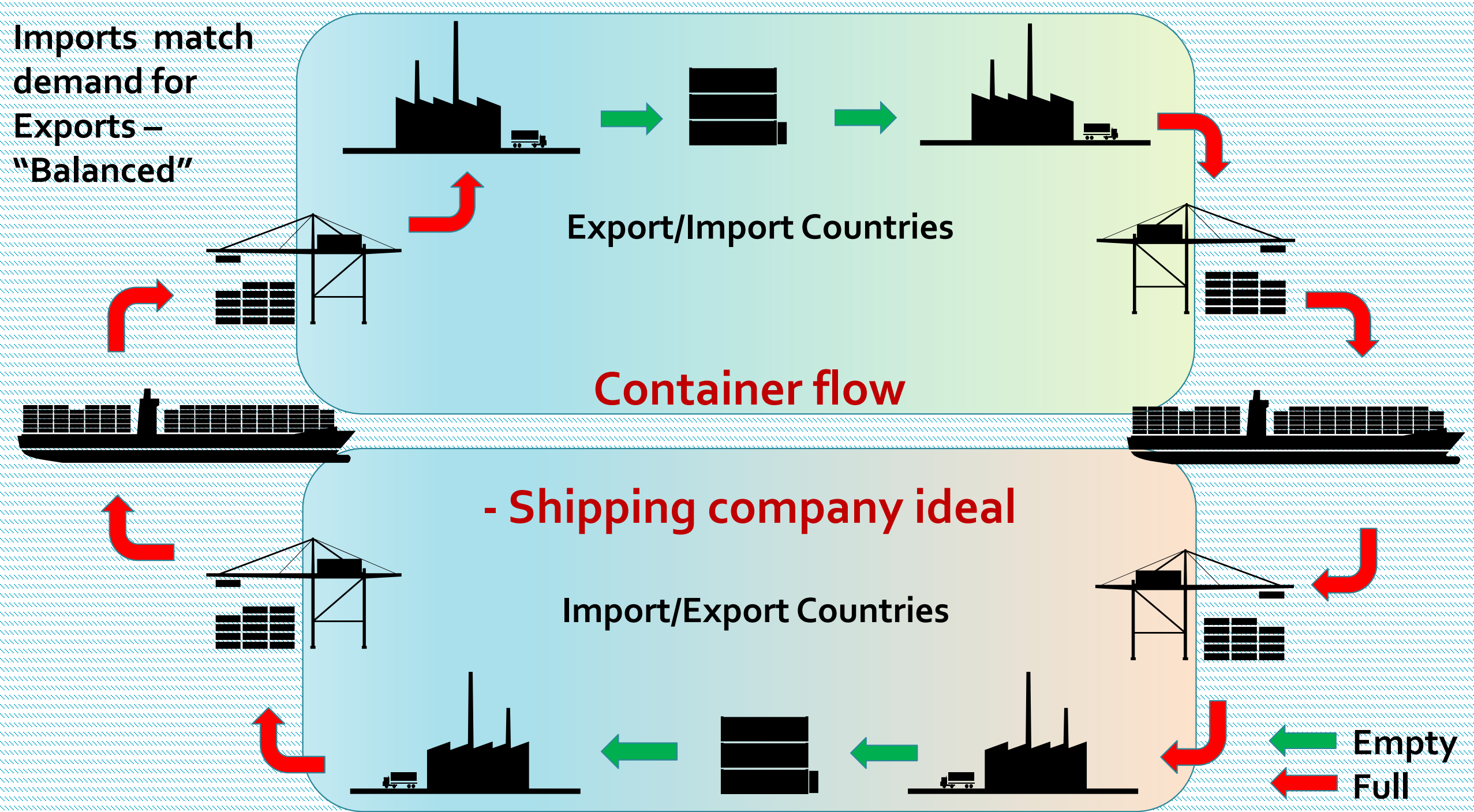
to slide flow
diagrams

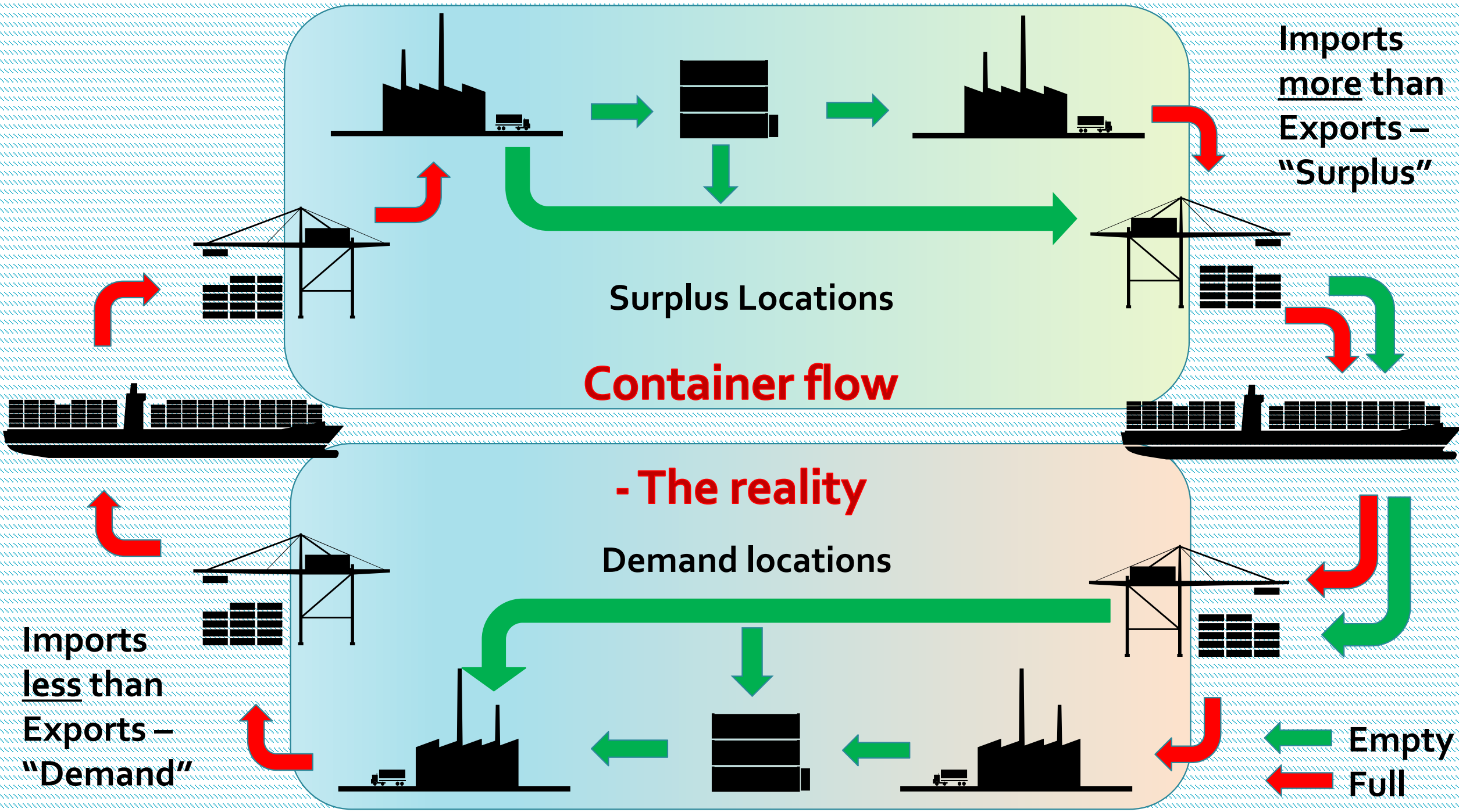
Symbol	Description
	Container Depot
	Pack or Unpack point (warehouse)
	Container Terminal
	Container Vessel

Container logistics (flow) - what most people think



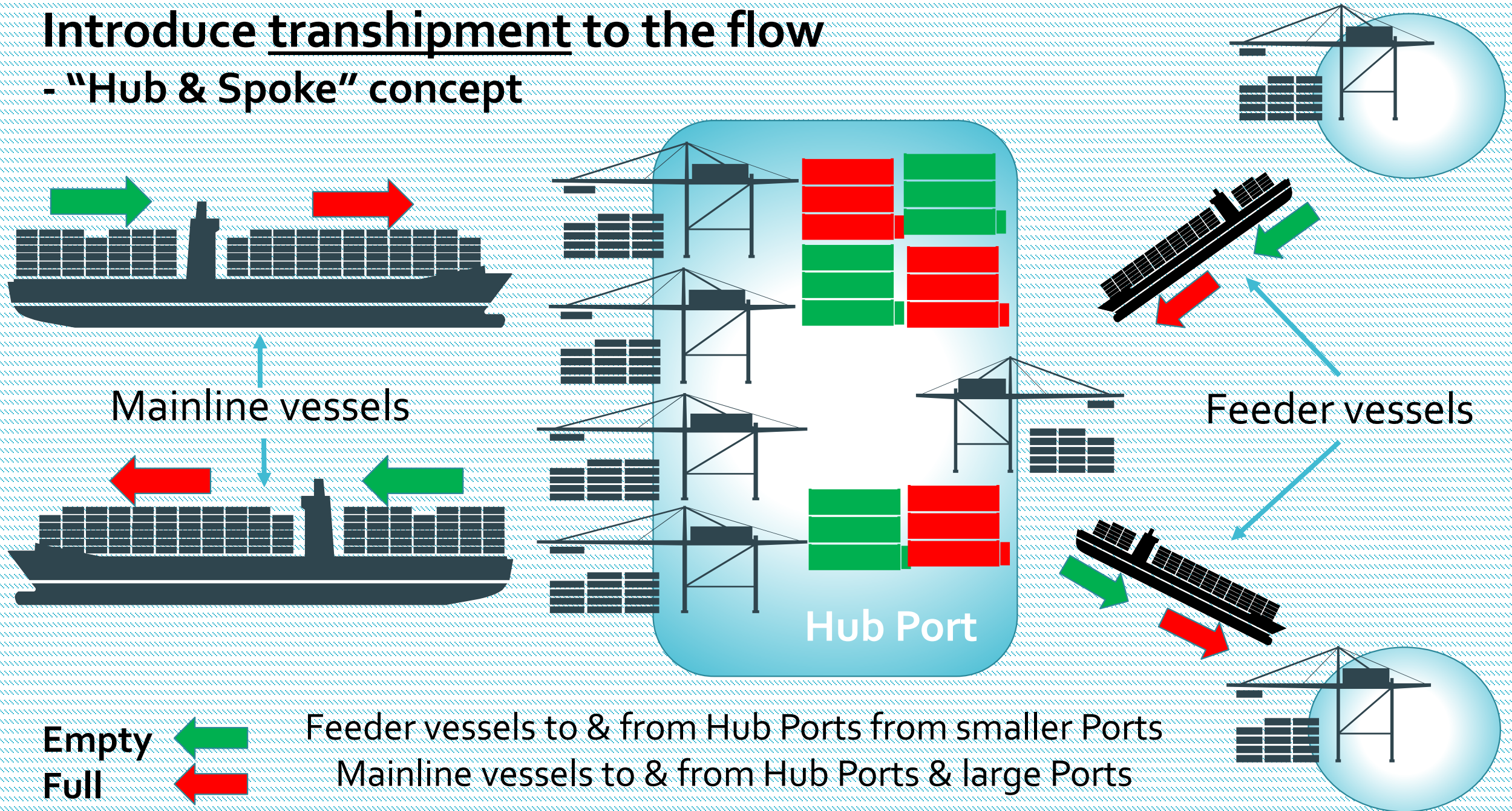
Imports match
demand for
Exports –
“Balanced”



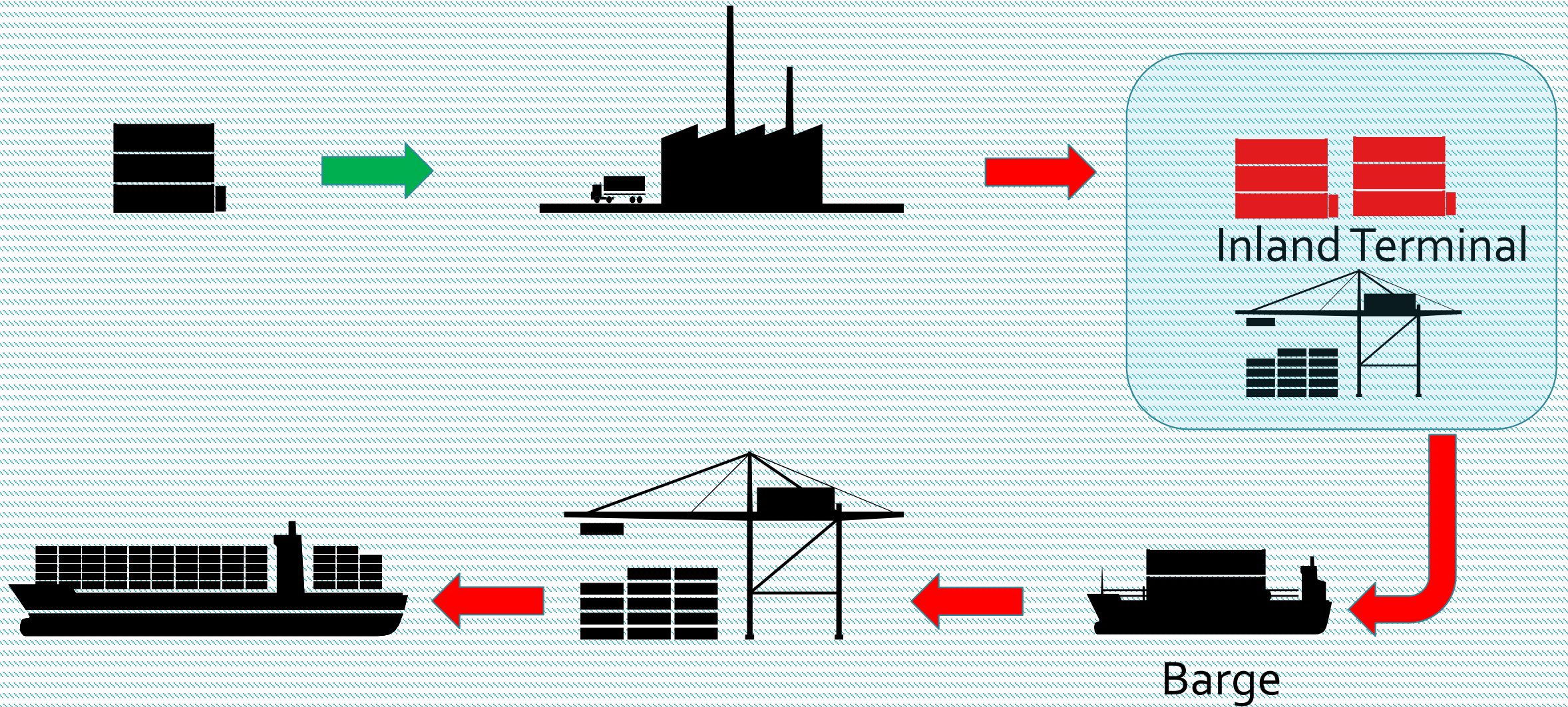


Introduce transshipment to the flow

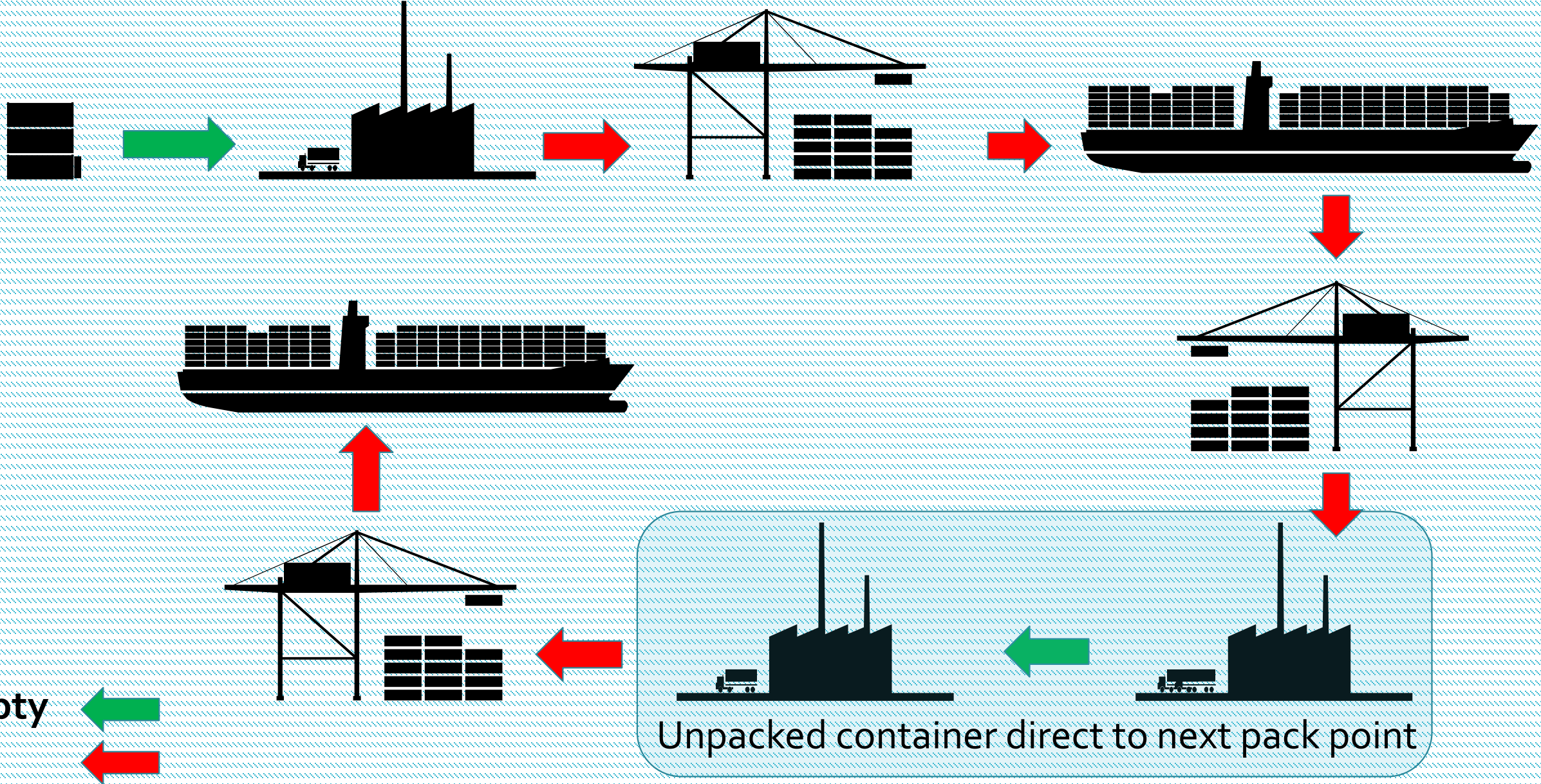
- "Hub & Spoke" concept



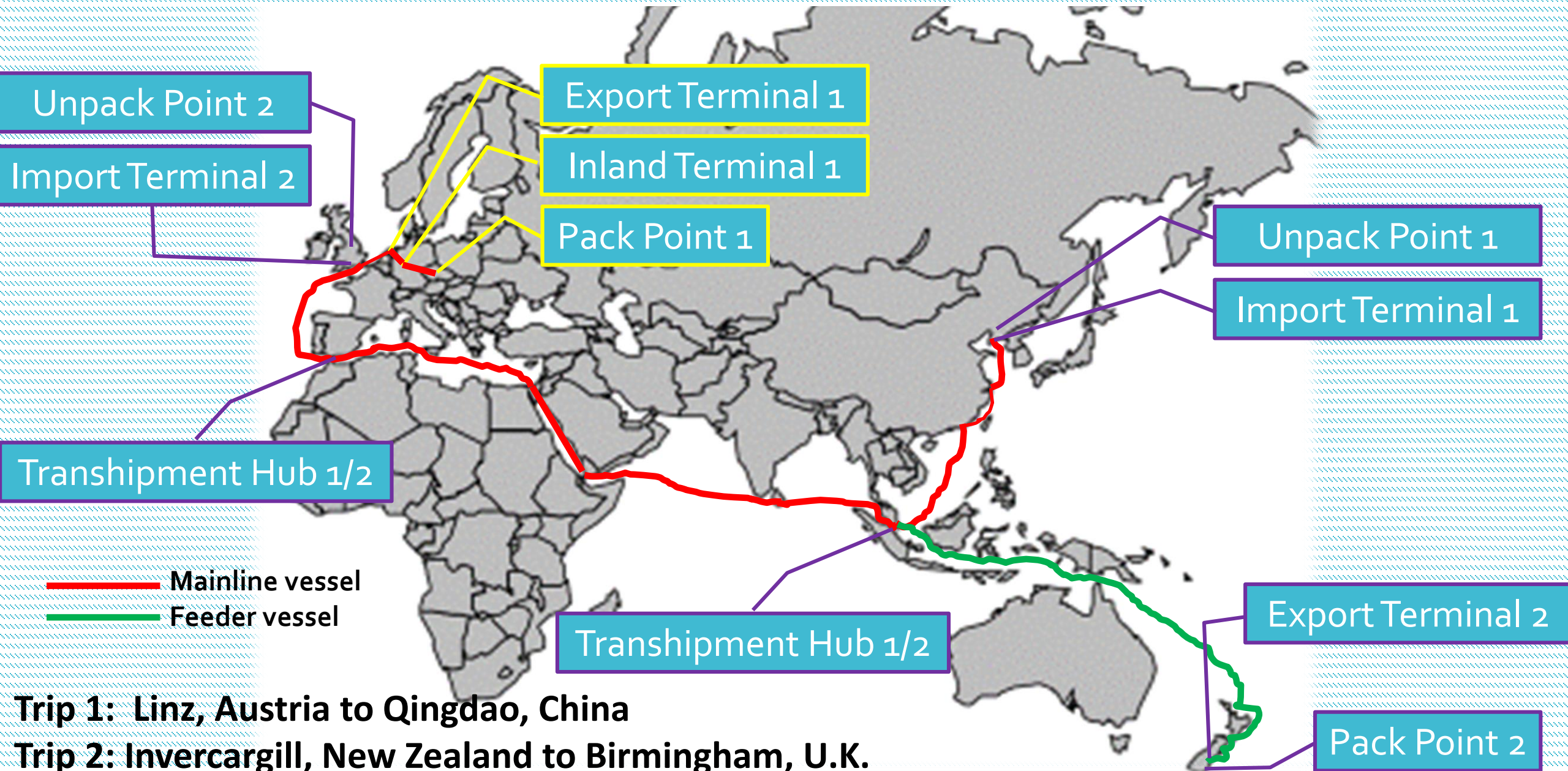
Introduce Inland movements to the flow



Introduce triangulation to the flow - so-called "street turns"



What do real-life container trips look like?



Where & when is a container inspected and what is included in the inspection?

Where	When	Inspection	Control
Repair Depot	Gate In	Structure (CSC), internal cleanliness, suitability for cargo	Depot/ Shipping Company
Repair Depot	Gate Out	Internal cleanliness, state of repair, overall condition	Depot/ Shipping Company
Pack point	Receipt for packing	Internal cleanliness, state of repair, overall condition	Shipper

Container inspections - continued

Where	When	Inspection	Control
Export Terminal	Gate In	Container Number, seal number, obvious defects *	Terminal
Export Terminal	Load on vessel	Container number, obvious major defect *	Terminal
Transshipment Terminal	Unload/Load from/to vessel	Container number, obvious major defect *	Terminal
Import Terminal	Unload from vessel	Container number, obvious major defect *	Terminal

*** Exception - Automated Gates and Terminals**

Container inspections - continued (2)

Where	When	Inspection	Control
Import Terminal	Gate Out	Container number, seal number*	Terminal
Unpack location	Receipt for unpacking	Container Number, seal number, obvious defects	Consignee
Unpack location	Prior to return	Internal cleanliness (contractual obligation)	Consignee

*** Exception - Automated Gates and Terminals**

Summary

- ☐ Container flows are complex
- ☐ Container flows involve multiple transport modes and border crossings
- ☐ Container flows involve multiple actors and control points
- ☐ Shipping companies only have direct control at repair depots
- ☐ The only opportunity for full inspection and cleaning is at repair depots

Summary – continued

- ❑ Not all containers pass through a repair depot every trip**
- ❑ The most likely points for contamination are pack points**
- ❑ The CTU code is directed at the shipper and packer (pack points)**
- ❑ Shipping companies have no control over pack points or terminal operations**

Thank you for your attention

Any questions?

