

FREBS MARINE INTERNATIONAL LTD

CARGO SHIPPING

THE COST EFFECTIVE CARGO SHIPPING SYSTEM

This system, which has been designed for ships and docks, has many indisputable advantages in comparison even with the latest container ships which basically use the original concept of stacking containers (full or empty) on board lifted to/from trucks and trains on the dockside.

This shipping system has many significant advantages including considerable savings in time, cost and energy.

The major benefits compared with most existing and triple E ships are :

- **Speed of handling at port**
- **Reduced port congestion**
- **Accessibility of different loads at port**
- **A new ship carrying c.5,000 TEU has a shallower draught and is able to navigate the Panama Canal and access more ports worldwide**
- **Flexibility in carrying different cargoes on one ship**
- **Quicker turnaround and lower port fees**
- **Fewer empty containers in circulation and at dockside**

CONTAINER TRADE DEVELOPMENT

Over the last fifty years the use of containers has grown dramatically and changed the basic design of ships, rail wagons, trucks, cranes and seaports right across the world in both developed and emerging countries..

The logistical efficiency of this shipping system is very apparent and the economies in time and cost achieved have been enormous.

The capacity of rail and road transport is obviously restricted and based on the size of each ISO standard container. However the capacity of a ship loaded with containers has increased significantly together with larger docks and craneage.

The early ships had a capacity of only 1,000 containers but by 1987 there were ships able to load 2,500 TEU. In the 1990's the capacity grew to 4,000 TEU, by the Millennium up to 8,000 TEU and in 2006 to 14,500 TEU.

In 2013 the largest container ship the "triple E" was launched carrying 18,000 TEU. This is the probably the maximum size of container ship, which can only be handled at the biggest ports in the world, for the foreseeable future.

INTERNATIONAL CONTAINER TRADE

In 2005 circa 18 million containers made about 200 million trips per year.

In 2009 about 90% of non-bulk cargo was moved by containers.

Some 20% of all containers are empty at any one time.

Only a few large and well equipped ports are capable of handling the biggest ships quickly and efficiently.

A panamax ship can handle (load or unload) c.600 containers per 24 hours utilising one crane.

A triple E ship has a greater capacity but, due to its width, one crane could only handle (load or unload) c.300 containers per 24 hours but may utilise three or more cranes concurrently.

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