



**FEB.**

# **PREMIERE EPA**





# Logistics *focus*

THE DIFFERENT EQUIPMENT AND MATERIAL YOU  
MAY REQUIRE FOR YOUR SHIPMENT

*You may need to transport your shipment safely*

## EQUIPMENT AND MATERIAL

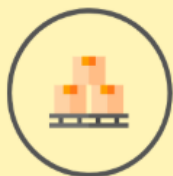
Whether you're importing or exporting for commercial purposes or moving overseas, you'll want to make sure the cargo you're transporting in shipping containers is as secure as possible.

But ocean freight transportation is a process that involves more than just the sea journey from one port to another. It begins with proper packing and loading at origin until it reaches its destination for unloading. Your cargo is exposed to many risks during this journey, especially when it's being loaded and unloaded.



You'll want to take extra care as your cargo is being handled to ensure its safe transportation and reduce risks of damage.

**Here are some equipment and material that you may require for the safe transportation of your cargo.**





## ► RAMP

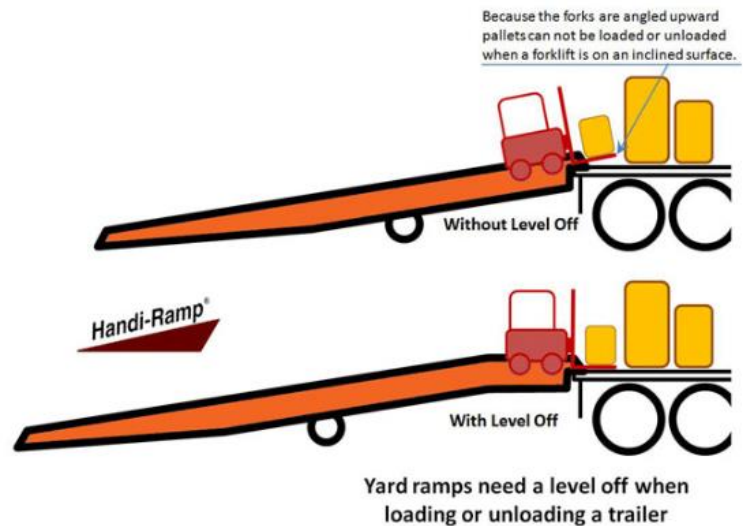
A ramp may be required if there's no loading dock for you to unload your cargo. Depending on the ramp you're using, it may be capable of withstanding high weight, including the weight of a forklift and the cargo it's transporting in and out of the truck or shipping container.

The ramp is usually placed from the foot of the truck or container space to the ground so that the forklift can go up and down with ease.



Certain ramps level off at the top where it meets the truck bed so that the forklift can lift the palletized merchandise placed at the edge easily. A high weight capacity that can be moved into place for loading or unloading of a trailer.

For smaller ramps that do not have such a high weight resistance, you may require a dolly instead of a forklift.



## ► DUNNAGE

Dunnage is the general name for the material when loading shipping containers to protect goods and from humidity, contamination, and damages.

It's usually placed:

- In void spaces to minimize movement and falling of cargo during their sea voyage
- Between cargo as padding to keep individual batches separate and safe from damages from one cargo to another as well as prevent them from coming loose
- Between the cargo and the walls of the container
- On top of cargo to prevent container ceiling condensation from damaging the cargo
- Or on the floor to absorb moisture and keep them from moisture-sensitive cargo such as rice or coffee beans



If using wooden materials for dunnage, make sure to use wood that has been heat-treated and retains the stamps to prove it. If the wooden materials used for dunnage do not comply with customs requirements at destination, the entire load may be rejected and returned if customs catch it during an inspection.





## China's Fleet Value Booms

China's vessel fleet increased by US \$6.3 billion in value in 2018, the largest of any of the other top 10 ship owning nations, according to Vessels Value.

In its 'Top 10 Ship Owning Nations 2019', Vessel Value says China's total vessel fleet is now worth \$90 billion, which makes its corporate fleet the third most valuable in the world.

Singapore, China's biggest trade partner and with whom it has established key trade routes, is just below it in fourth after it increased its fleet's value by \$3.1 billion in 2018

The majority of Singapore's growth came from its container sector; a notable 2018 highlight for the country was it being chosen to host the Japanese shipping alliance Ocean Network Express (ONE).

A recent Technology technical paper looked at the effects bigger vessels are having on the shipping industry

The figures are part of a \$17.6 billion increase across the board, and see China sit third in the worldwide ship owning standings, behind Greece and Japan.

Shipping vessels owned by Greek companies reached \$105 billion in 2018, a \$5 billion increase in less than a year.

This jump has been accredited largely to the country's high demand for LNG vessels and tankers – Greece topped the LNG tanker sub-category in 2018, pushing Japan off first place.

The US sits in sixth place, which Vessel Value has said is due to its exposure to offshore markets and subsequent asset value declines.

South Korea, whose shipbuilding sector has suffered severely in recent years, increased its overall fleet by \$5 billion and reach eighth place



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