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This book deals with the revolution of containerization, a breakthrough in maritime transport. Until World War II, maritime transport and transshipment of general cargo had been virtually unchanged for decades. Mechanization and the introduction of small unit loads improved productivity and working conditions in the shipping business. A real breakthrough came from outside the maritime sector railway and trucking companies launched the transportation of vehicle-sized loads.Malcon McLean, a trucking magnate who had acquired the Pan-Atlantic Steamship Corporation, envisaged land-sea-land services, door-to-door, with trailer

This second edition of Cranes - Design, Practice, and Maintenance has been thoroughly updated. Many new photographs are included and the latest information on developments in equipment and crane technology has been added. The chapter on standards has also been revised to include a comprehensive guide to current legislation. This unique book discusses and explains the technical issues and considerations in a practical way, offering a comprehensive review of the different types of cranes and their uses. Heavily illustrated with photographs and line drawings, this title continues to be of considerable interest to crane designers, crane manufacturers and suppliers, crane users, project managers, health and safety specialists, and consultants involved in a wide range of industries. TOPICS COVERED INCLUDE: Introduction Wire ropes Drives: calculating motor powers Brakes Standards Sagging and slapping of the wire ropes Rock and roll of the spreader Machinery trolleys versus wire rope trolleys Twin lift Positioning Automatic equipment identification (AEI) Construction and calculation methods on strength and fatigue Wheels and tracks.

This book presents a comprehensive study on intelligent container terminals. Based on the development experience gained to date with container terminals, it analyzes information flows and their interactions with container terminals; illustrates the operation management process from information collection to resource planning and from equipment scheduling to field operation; highlights several dynamic decision-making problems concerning digital operation processes and container terminals; reveals the basis of the discrete logistics system; and discusses the future of intelligent container terminals.

This book is focused on the impact of ocean transport logistics on global supply chains. It is the first book solely dedicated to the topic, linking the interaction of parties along this chain, including shippers, terminal operators and line carriers. While ocean container transport logistics has been greatly studied, there are many important issues that have yet to receive the attention they deserve. The editors and contributing authors of Ocean Container Transport Logistics: Making Global Supply Chain Effective seek to address these topics and shed new light on the subject. The book is divided into three parts. Part I examines the innovation, trends, competition and business model of container terminal operations. In Part II, the book looks at how tactical and operational management is used in shipping liners. The chapters cover topics such as empty container repositioning, slow steaming, routing, network design and disruption management. Finally Part III explores at shippers and global supply chain management, with chapters on transportation service procurement, hinterland transportation, green corridors, as well as competition and co-operation in maritime logistics operations. The eighteen chapters of the book all highlight the immediate effect of ocean transport logistics on global supply chain.

A number of major blockades, including the Continental System in the Napoleonic Wars, the War of 1812, the American Civil War, and World Wars I and II, in addition to the increased use of peacetime blockades and sanctions with the hope of avoiding war, are examined in this book. The impact of new technology and organizational changes on the nature of blockades and their effectiveness as military measures are discussed. Legal, economic, and political questions are explored to understand the various constraints upon belligerent behavior. The analysis draw upon the extensive amount of quantitative material available from military publications.

Container Terminals (CT) operate as central nodes in worldwide hub-and-spoke networks and link ocean-going vessels with smaller feeder vessels as well as with inbound and outbound hinterland transportation systems using road, rail, or inland waterways. The volume of transcontinental container flows has gained appreciably over the last five decades -- throughput figures of CT reached new records, frequently with double-digit annual growth rates. Stimulated by throughput requirements and stronger competition between terminals settled in the same region or serving a similar hinterland, respectively, cost efficiency and throughput capabilities become more and more important. Nowadays, both terminal capacity and costs have to be regarded as key indicators for CT competitiveness. In respect of this steady growth, this handbook focuses on planning activities being aimed at "order of magnitude improvements" in terminal performance and economic viability. On the one hand the book is intended to provide readership with technological and organizational CT basics for strategic planning. On the other hand this book offers methodical assistance for fundamental dimensioning of CT in terms of 'technique', 'organization' or 'man'. The former primarily considers comprehensive information about container handling technologies representing the state of the art for present terminal operations, while the latter refers to methodological support comprising in particular quantitative solutions and modeling techniques for strategic terminal decisions as well as straightforward design guidelines. The handbook includes an introductory contribution which gives an overview of strategic planning problems at CT and introduces the contributions of the volume with regard to their relationship in this field. Moreover, each paper contains a section or paragraph that describes the impact of findings investigated by the author(s) for problem-solving in long-term planning of CT (as an application domain). The handbook intends to provide solutions and insights that are valuable for both practitioners in industry who need effective planning approaches to overcome problems and weaknesses in terminal design/development and researchers who would like to inform themselves about the state of the art in methodology of strategic terminal planning or be inspired by new ideas. That is to say, the handbook is addressed to terminal planners in practice as well as to students of maritime courses of study and (application oriented) researchers in the maritime field.

Mobility is fundamental to economic and social activities such as commuting, manufacturing, or supplying energy. Each movement has an origin, a potential set of intermediate locations, a destination, and a nature which is linked with geographical attributes. Transport systems composed of infrastructures, modes and terminals are so embedded in the socio-economic life of individuals, institutions and corporations that they are often invisible to the consumer. This is paradoxical as the perceived invisibility of transportation is derived from its efficiency. Understanding how mobility is linked with geography is main the purpose of this book. The third edition of The Geography of Transport Systems has been revised and updated to provide an overview of the spatial aspects of transportation. This text provides greater discussion of security, energy, green logistics, as well as new and updated case studies, a revised content structure, and new figures. Each chapter covers a specific conceptual dimension including networks, modes, terminals, freight transportation, urban transportation and environmental impacts. A final chapter contains core methodologies linked with transport geography such as accessibility, spatial interactions, graph theory and Geographic Information Systems for transportation (GIS-T). This book provides a comprehensive and accessible introduction to the field, with a broad overview of its concepts, methods, and areas of application. The accompanying website for this text contains a useful additional material, including digital maps, PowerPoint slides, databases, and links to further reading and websites. The website can be accessed at: <http://people.hofstra.edu/geotrans> This text is an essential resource for undergraduates studying transport geography, as well as those interest in economic and urban geography, transport planning and engineering.

This new edition of the handbook of Quay Walls provides the reader with essential knowledge for the planning, design, execution and maintenance of quay walls, as well as general information about historical developments and lessons learned from the observation of ports in various countries. Technical chapters are followed by a detailed calculation of a quay wall based on a semi-probabilistic design procedure, which applies the theory presented earlier. Since the publication of the Dutch edition in 2003 and the English version in 2005, considerable new experience has been obtained by the many practitioners using the book, prompting the update of this handbook. Moreover, the introduction of the Eurocodes in 2012 has prompted a complete revision of the Design chapter, which is now compliant with the Eurocodes. Furthermore, additional recommendations for using FEM-analysis in quay wall design have been included. In response to ongoing discussions within the industry about buckling criteria for steel pipe piles, a thorough research project was carried out on steel pipe piles filled with sand and on piles without sand. The results of this research programme have also been incorporated in this new version. Finally, the section on corrosion has been updated to reflect the latest knowledge and attention has been given to the latest global developments in quay wall engineering. The new edition was made possible thanks to the contributions of numerous experts from the Netherlands and Belgium.

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