



# Containerization of Bulk and Breakbulk Cargoes

# Cargo Optimization Seminar

Hyatt Regency Jersey City on the Hudson





# Stevedoring and Distribution company specializing In the handling of Forest Products

# 2015 VolumesWoodpulp235,000 MTPaper/Board380,000 MTContainers50,000 MT





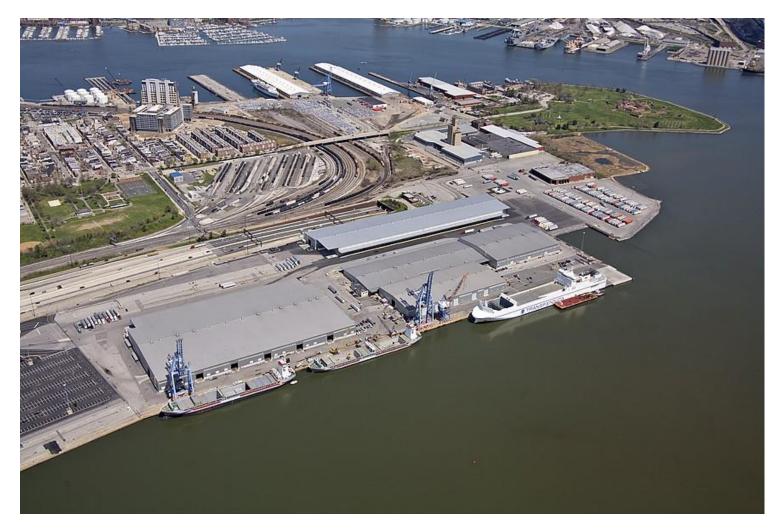
#### Dundalk Marine Terminal







#### South Locust Point Marine Terminal







































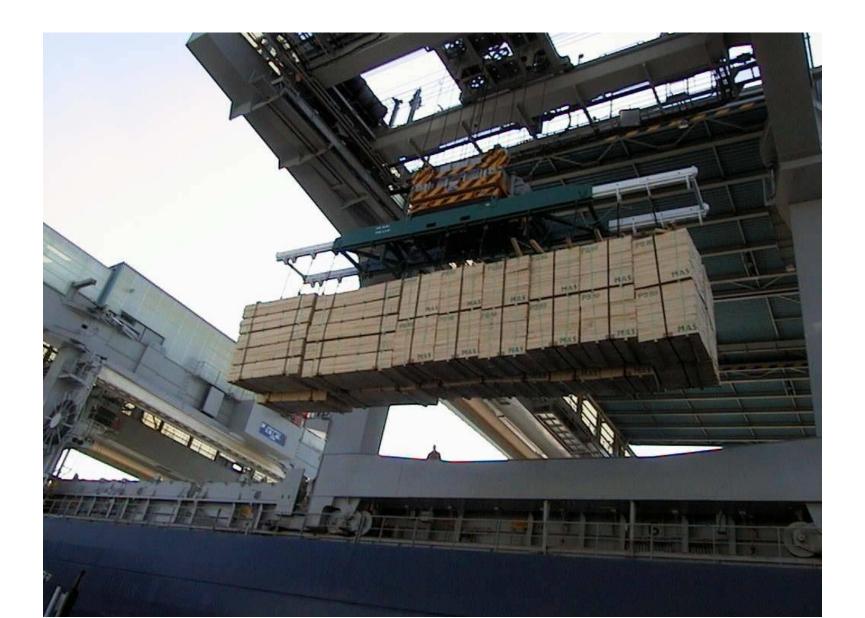












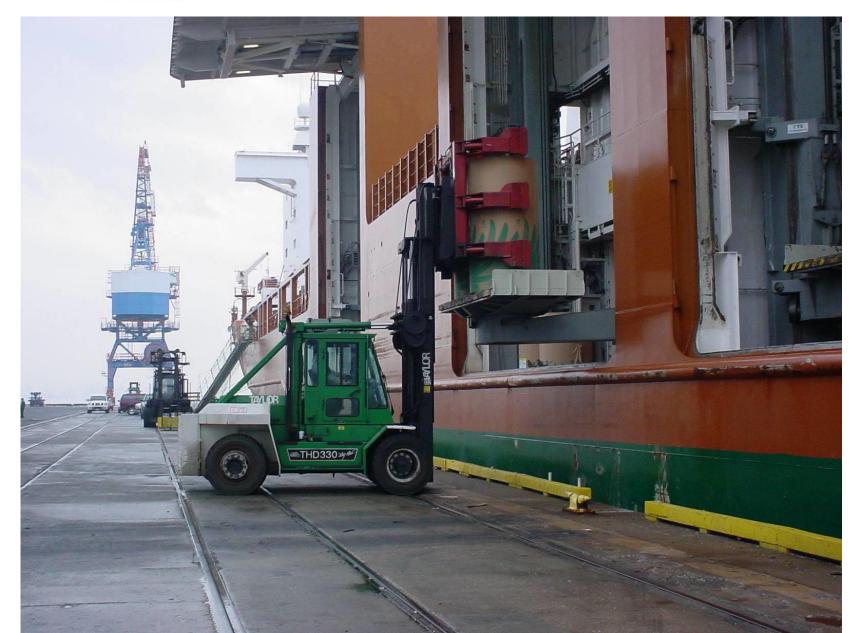






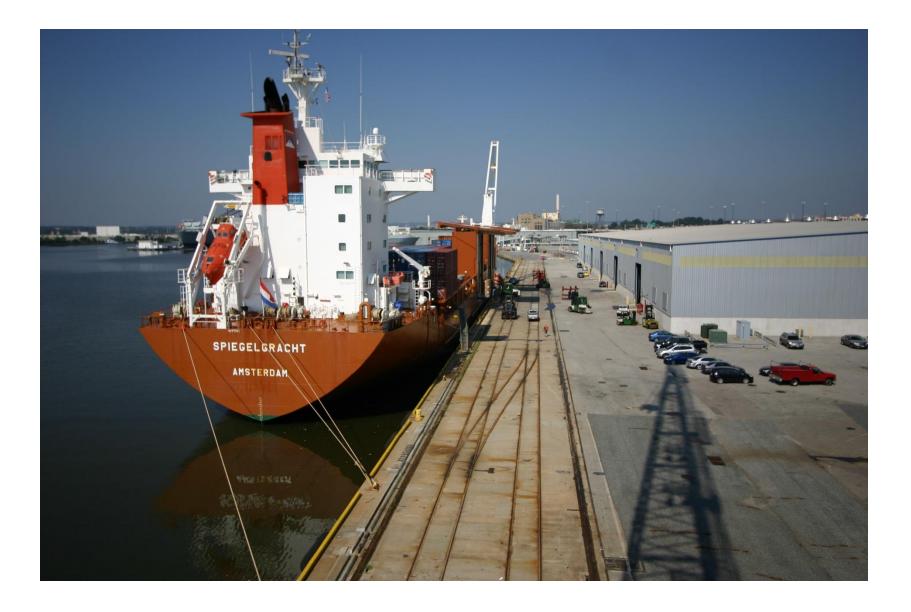






























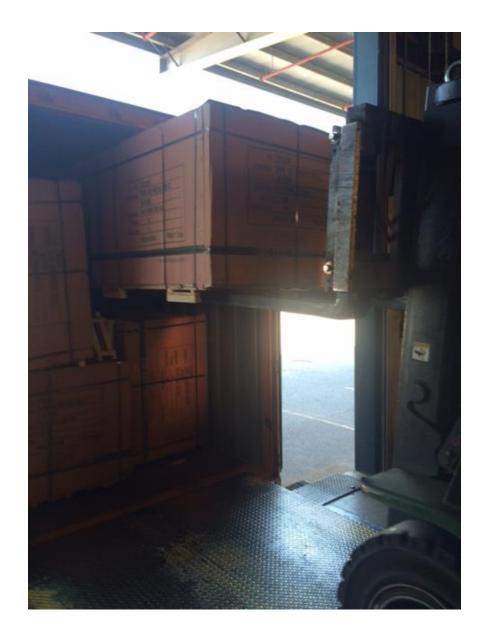












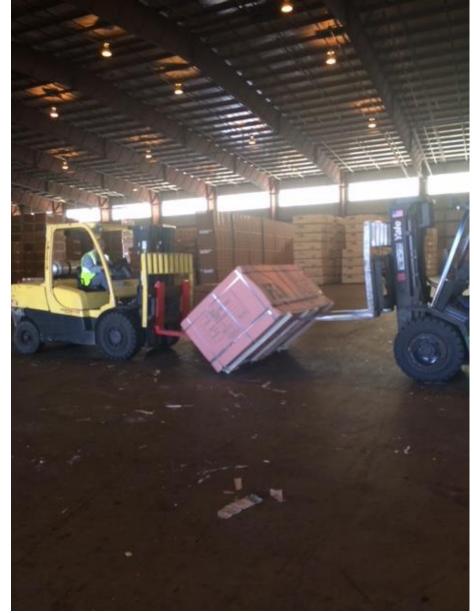


































#### Cost to discharge a container from vessel to warehouse floor

Discharge from vessel	\$70
Put to ground	\$35
Mount to chassis	\$35
TIR out	\$30
Dray to warehouse	\$190
unload container	\$115
Total	\$475 = \$19.00/MT

Cost to discharge break-bulk

Discharge from Vessel	\$10.00/MT
Put to place of rest	\$1.75/MT
Total	\$11.75/MT





### Advantages to Containers

- Flexibility
- More Ports
- More Frequency
- Lower Inventory
- Faster transit times

# Disadvantages to Containers

- More shipments to manage
- Manage Drayage
- Demurrage Costs
- Volatile Rates
- Not the priority cargo





# Advantages to Shipping Breakbulk

- More control over the entire shipment
- Less Bill of Ladings
- No Drayage
- Lower handling costs
- Steady freight rates

# Disadvantages to Shipping Breakbulk

- Limited Ports
- Need large volume
- Less frequency
- Higher inventory