

Your special cargo is our passion
THINK BIG!

Over five decades of experience
Maximum security
Modern equipment with high payloads
Global route network
Direct contact with our experts

 Hapag-Lloyd



343-ton turbines, 32-metre-long crane booms, 14-metre-wide catamarans – for over five decades, **Hapag-Lloyd** has been transporting **special cargo** that does not fit in a standard container.

Be it as a one-off shipment of a special product or as a series of consignments for a major project: Hapag-Lloyd transports out-of-gauge cargo safely, quickly and reliably to its destination, as **pre-lashed** or **break-bulk**.



OUR SERVICE:

- Our team of experts manages every shipment individually and professionally
- Experts around the world reliably schedule your shipment in direct consultation with yourselves
- Surveyors accompany your valuable cargo during loading and unloading – for maximum security
- New and innovative equipment with high payloads: the right container for every shipment
- A fleet of modern container ships: to allow the transportation of individual items weighing up to 500 tons

At a glance: our special cargo fleet

HARDTOP-CONTAINER

- 20' or 40' containers and 40' high cube containers
- Waterproof steel roofs that can be removed using a forklift
- Flexible loading via the roof and/or door
- Some containers have steel floors to accommodate heavier loads: these containers have a higher overall payload than those with wooden floors
- Containers with steel floors also have more lashing points that can be loaded with up to 2 tons



Construction	Inside Dimensions					Weights				Capacity	
		Length	Width	Height			Max. Gross	Tare	Max. Payload		
9'6" high 40'				Middle	Side						
	mm	12,032	2,352	2,695	2,620	kg	32,500	5,200	27,300	m ³	76.3
Wooden Floor	ft	39' 5 5/8"	7' 8 5/8"	8' 10 1/8"	8' 7 1/8"	lbs	71,650	11,464	60,186	cu.ft	2,695
	mm	12,020	2,342	2,693	2,618	kg	30,480	4,900	25,580	m ³	75.8
Steel Floor	ft	39' 5 1/4"	7' 8 1/8"	8' 10"	8' 7"	lbs	67,196	10,803	56,394	cu.ft	2,677
	mm	12,029	2,350	2,693	2,612	kg	32,500	5,000	27,500	m ³	73.9
	ft	39' 5 1/2"	7' 8 1/2"	8' 10"	8' 6 3/4"	lbs	71,650	11,023	60,627	cu.ft	2,610

OPEN TOP CONTAINER

- 20' or 40' containers and 40' high cube containers
- Ideal for extra-high cargo: upper door header swivels outwards. The tarpaulin fitted to the container protects the cargo from water and moisture and is removable
- Some containers have steel floors to accommodate heavier loads: these containers have a higher overall payload than those with wooden floors
- Containers with steel floors have more lashing points that can be loaded with up to 2 tons



Construction	Inside Dimensions					Weights				Capacity	
		Length	Width	Height			Max. Gross	Tare	Max. Payload		
9'6" high 40'				Middle	Side						
	mm	12,029	2,352	2,683	2,649	kg	32,500	4,250	28,250	m ³	74.9
Steel Floor	ft	39' 5 1/2"	7' 8 5/8"	8' 9 5/8"	8' 8 1/4"	lbs	71,650	9,370	62,280	cu.ft	2,645

FLATRACKS

- 20' flat racks or 40' high cube flat racks
- Specially designed for heavy loads
- Up to 54-ton payload
- Several adjoining 40' high cube flat racks are used as the loading basis for break-bulk
- Various lashing points on the longitudinal beams and front ends that can be loaded with 5 tons



Construction	Inside Dimensions					Weights				
		Length between corner posts	Width between corner posts	Width over floor/bottom side rails	Height floor to top face (inside height)	Height of bottom		Max. Gross	Tare	Max. Payload
9'6" high 40'	mm	11,652	2,224	2,368	2,248	648	kg	50,000	5,950	44,050
	ft	38' 2 3/4"	7' 3 1/2"	7' 9 1/4"	7' 4 1/2"		lbs	110,230	13,117	97,113
with flushfolding endwalls and softwood floors	mm		2,226	2,347	2,264	648	kg	55,000	5,900	49,100
	ft		7' 3 5/8"	7' 8 3/8"	7' 5 1/8"		lbs	121,253	13,007	108,246
	mm		2,178	2,370	2,258		kg		5,850	49,150
	ft		7' 1 3/4"	7' 9 1/4"	7' 4 7/8"		lbs		12,897	108,356
	mm		2,148	2,358	2,264	648	kg	60,000	5,800	54,200
	ft		7' 1/2"	7' 8 3/4"	7' 5 1/8"		lbs	132,276	12,787	119,489

PLATFORMS

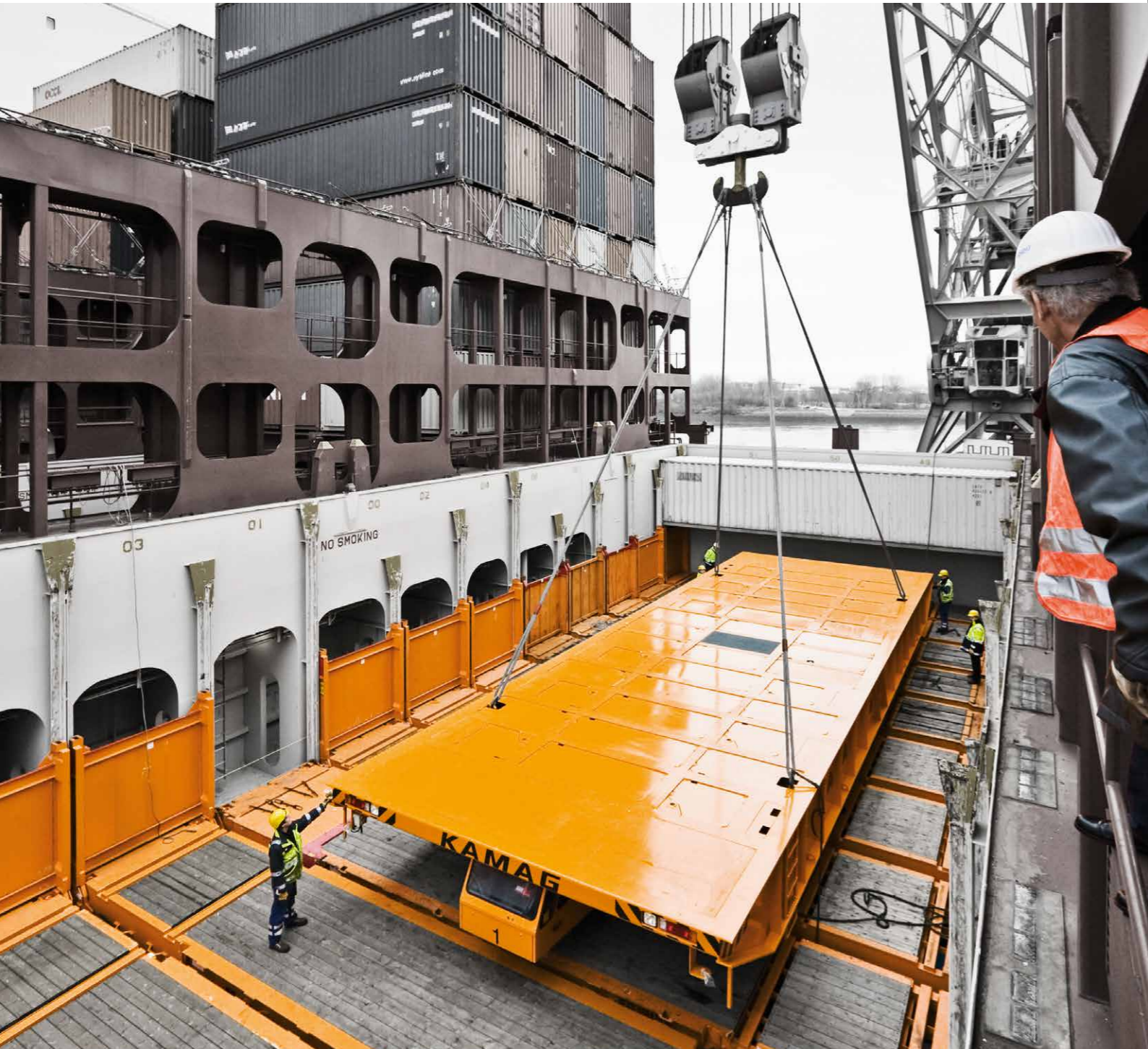
- 40' flat racks with folded head or end walls
- Ideal for extra-long loads that are stowed on deck
- Corner castings for lifting with front/side lifting gear and gooseneck tunnel at both ends of all 40' platforms
- Various lashing points on the longitudinal beams and front ends that can be loaded with 5 tons



Construction	Inside Dimensions			Weights				
		Length	Width	Height of bottom		Max. Gross	Tare	Max. Payload
2" high 40'								
	mm	12,192	2,245	648	kg	50,000	5,950	44,050
	ft	40'	7' 4 3/8"	2' 1 1/2"	lbs	110,230	13,117	97,113
					kg	55,000	5,900	49,100
					lbs	121,253	13,007	108,246
					kg		5,850	49,150
					lbs		12,897	108,356
					kg	60,000	5,800	54,200
					lbs	132,276	12,787	119,489

Please refer to the Hapag-Lloyd container specifications for further details and information.

Too big, too heavy? Not for us!



One particularly heavy load was a gas turbine weighing 343 tons that Hapag-Lloyd shipped from Charleston, USA, to Busan in South Korea. The heavy cargo was lifted aboard and discharged by the use of contracted floating cranes at the loading port – and unloaded again at the destination port.



Train on board: Hapag-Lloyd transported two express train prototypes each with a length of 26 metres from Qingdao in China to Rotterdam, Netherlands. With the help of a purpose-built traverse, they were loaded and unloaded using container gantries.



32 metres long: the crane booms that Hapag-Lloyd transported from Rauma in Finland using its own short-sea service via Hamburg, Germany, to Shanghai in China. Belonging to a Finnish firm specialising in mineral extraction equipment, the cranes – together with the driver's cab and accessories that were loaded in separate wooden boxes – weighed over 75 tons. The crane booms were carefully secured on 40' flat racks.



A mere six tons – but enormously wide: a Lockheed P-38 Lightning with a wingspan of 16 metres. Hapag-Lloyd transported this delicate museum piece from Adelaide in Australia to Tilbury in the UK, where it is now one of the highlights of a military aircraft exhibition.



Precision landing on a flat rack: sometimes the cargo also arrives by air – just like this helicopter. A pilot accurately landed the Bell 429 on a 40' platform. A team of specialists then dismantled the rotor blades, before lifting it on board. It then completed a seven-day voyage across the Atlantic to Europe on the „Montreal Express“.



Agricultural machinery for China: this 13-ton slurry spreader was loaded aboard pre-lashed in Denmark, then transported to Hamburg, Germany, via a short sea vessel, before continuing its journey on a Hapag-Lloyd mainline vessel. At 11 x 3.4 x 4 metres, such a cargo is almost commonplace, especially on scheduled services to Asia.



Your contacts

Our global team is on hand to manage your special cargo shipments and will be happy to provide advice.

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In order to be able to quickly process your enquiry, we need the following information about your cargo:

- Type of goods / cargo (commodity)
- Type of packaging
- Dimensions (length, width, height)
- Total weight including packaging
- Number and position of lifting & lashing points
- Photos, drawings and supporting points (if available)

www.hapag-lloyd.com/specialcargo

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