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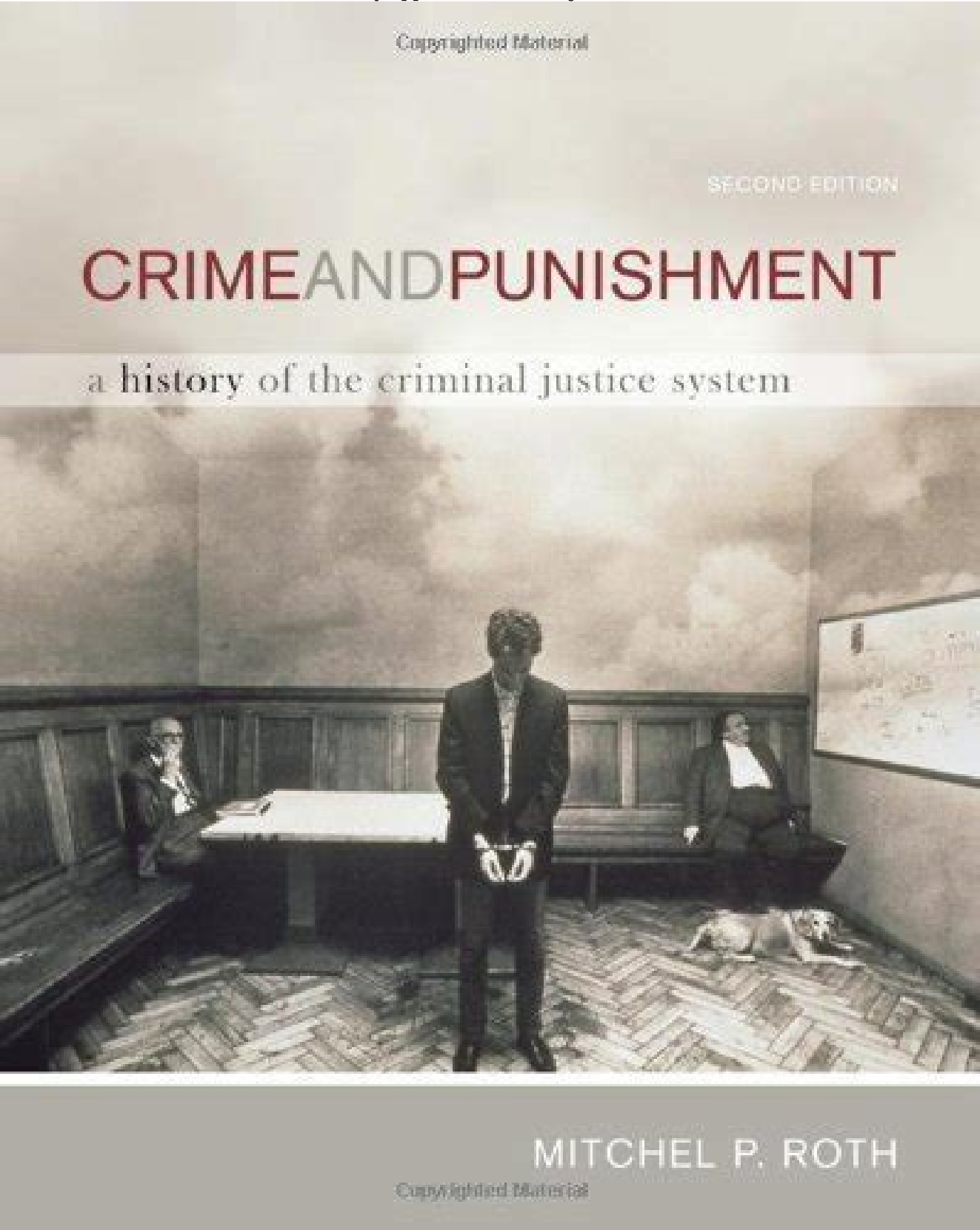
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Sea Freight Imports and Exports: The Early Days. Prior to cranes being used to load the ships, labourers would run up and down the gangway carrying goods off and onto the ship. At the bottom of the gangway stood the "Tallyman", tallying on his lists everything that was discharged off, or loaded onto, the ship. Remember the old Harry Belafonte song : "Oh Mr Tallyman, tally me bananas..."? Since then, much has changed : we have moved from cargo ships that used to arrive in port and open their hatches, revealing layers and layers of bags, boxes and pallets, (now termed break bulk) all neatly stacked To "multi-purpose" vessels, carrying both "break-bulk" and containers to fully cellular (meaning they are purpose-built to only carry sea-going containers) vessels. What has however not changed, is that the sea voyage is still a joint voyage in peril. It is an understood joint-peril undertaking between the captain of the ship and his crew, the owners of the ship and the owners of the cargo that the ship is carrying. As the ship sets sail for her next port of call, all involved in this journey have the same hope: may the sea be kind, the winds be favourable and may the ship arrive safely, all on board healthy, cargo intact, at her next destination. And yet, in spite of the potential hazards of the waves, wind or weather, sea freight remains one of the most cost effective and reliable modes of transport, whether the cargo is small or large. SEA FREIGHT IN SMALLER QUANTITIES: LCL- Sea freight (less than full container loads) is charged on a weight / measure basis, whichever is the higher. The base unit of measure for 'LCL' cargo is 1 cubic meter or 1 ton. SEA FREIGHT IN LARGER QUANTITIES: FCL - Sea freight (Full container loads) is charged per container. There are 20' general purpose containers, 40' general purpose containers and all sorts of "special equipment" containers available. 20' containers are also referred to as 6 meter containers while 40' containers are also referred to as 12 meter containers in the metric system. As a rule of thumb, a maximum of 26 tons / 32 m3 can be packed into a 20' General Purpose and 26 tons / 67 m3 can be packed into a 40' General Purpose container. It's interesting and important to note that the 40' container holds roughly double the volume of the 20' container but only about the same weight! Obviously to pack the maximum permissible load into a container will not only require very precise packing, but prior to packing such heavy loads into a container, you need to find out whether such heavy loads are allowed to be transported on the roads. This applies to both the exporting and the importing country. If you have any questions concerning sea freight imports and exports, whether on a full container load or less-than-full container load basis please feel free to contact us. We are only too pleased to hear from you! Remember: We speak the lingo, so you don't have to! Volume 139The official journal of the World Conference on Transport Research Society (WCTRS)Transport Policy is an international refereed journal aimed at improving quality of transport policy and strategy analysis, designing and sharing innovative policy and management practices, and application bridging the gap between theory and practice in transport. Its subject areas reflect the concerns of policymakers in government, management strategists in industry, and the public at large, providing independent, original and rigorous analysis to understand how policy and strategy decisions have been made, monitor their effects, and suggest how they may be improved.

The journal covers the entire transport sector including all modes: air, maritime, urban, intercity, domestic and international transport economics, policy and strategy issues, etc. Policy and strategy concerns in transport are wide and cover safety, efficiency, economic development, infrastructure, environment, energy, land-use, equity and access. Papers are expected to have clear policy and strategy relevance, to analyze/evaluate transport policies and strategies using up-to-date research methods (both quantitative and qualitative). Papers are also welcomed which focus on understanding the nature and influences affecting policy and strategy change, including technical, attitudinal, institutional, structural and political constraints, including those which provide a comparative analysis. Papers focusing only on methodological development without clear policy focus and relevance will NOT be considered. However, we welcome qualitative policy papers that build on the body of literature, and show clear contributions over and above what exist in the literature, and/or widely applicable to other jurisdictions.



(Qualitative papers will NOT be considered if the author(s) advocate certain policy positions without presenting a rigorous framework of analysis.) Papers that focus entirely on individual case studies are more appropriate for our sister journal Case Studies in Transport Policy. Types of Paper: Full articles: Articles should normally be no longer than 8000 words. Authors are responsible for ensuring that all manuscripts (whether original or revised) are accurate before final submission.

Manuscripts must be submitted on-line through Editorial Manager. Initial submissions may be submitted through the "My Paper My Way" approach, but final acceptances will require completion to the Elsevier standard. Shorter Items: Shorter items of between 1500 and 2500 words are also welcomed. These can take the form of a Topical Issues paper, which allows for the expression of reasoned opinion that may stimulate debate. Such articles should clearly signal how the debate relates to the literature and why it is topical for a significant part of the global readership. This section also welcomes reports on noteworthy developments from conferences and seminars. The editors may invite responses to such papers from other commentators. The shorter form article is not well suited to describing research projects. Special Issues: Proposals for Special Issues are welcome. Proposals should contain a clear set of objectives, and indication of the number of papers and likely authors. All papers in Special Issues are refereed to the same standard as normal submitted papers.



AUDIENCE: Local, national and international government agencies and their advisers, responsible for transport policy implementation; academics and researchers involved in teaching and analysis; managers and analysts in the transport industries responsible for strategy formulation and evaluation; activists in the voluntary sector, charities and campaigning groups; students of transport studies, economics, business studies, engineering, geography, planning, sociology and environmental studiesTransport Policy is an international refereed journal aimed at improving quality of transport policy and strategy analysis, designing and sharing innovative policy and management practices, and application bridging the gap between theory and practice in transport. Its subject areas reflect the ...Research articleAbstract onlyReuben Tamakloe, Dongjoo ParkAugust 2023 articleAbstract onlyUmer Mansoor, ... Anthony ChenAugust 2023 articleAbstract onlyGuoyin Jiang, Wanqiang YangAugust 2023 articleOpen accessBert van Wee, ... Sander van BarneveldAugust 2023View PDF articleAbstract onlyP.N. Karthik, ... Pratik VermaAugust 2023 articleAbstract onlyNinad Gore, ... Srinivas S. PulugurthaJuly 2023 articleAbstract onlyHuubinh B. Le, Jules O. YimgaJuly 2023 articleAbstract onlyYanxia Wang, ... Daqing GongJuly 2023 by Nazmiye Balta-Ozkan, Holger DalkmannEdited by Kun Wang, Xiwen Bai, Jasmine Siu Lee Lam, Dong YangEdited by Zhongzhen Yang, Dong Yang, Kang Chen, Yonglei JiangEdited by Thierry Vanelslander, Edwin van HasselView all special issues and article collections