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
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 up to 2 tons

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 up to 2 tons

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 up to 5 tons

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 up to 5 tons

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

Too big, too heavy? Not for us!

Agricultural machinery for China: this 13-ton slurry spreader was loaded at 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.

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 and secured the 2.4-ton aircraft, before lifting it on board. It then completed a seven-day voyage across the Atlantic to Europe on the “Montreal Express”.

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.

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.

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.

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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

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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