
The following points should be borne in mind when containerizing goods:

- in fastening cargo down, use the equipment provided (rings in the floor, on the wall, etc.);
- container walls are not designed to take sustained pressure; do not brace cargo against the walls of the box;
- wooden wedges and braces must be removed at destination without damage to the interior of the box;
- any empty space in the container after the cargo is stuffed must be filled;
- care must be taken to avoid cargo shifting to put pressure on the doors, which might spring open during transit;
- packing lists and documents should be placed in convenient and easily spotted locations;
- when loading cargo in packages of varying sizes, prepare a theoretical stuffing plan to optimize use of space;
- remember the loading capacity of the container and its handling equipment and weight restrictions of land conveyance;
- take care of any customs requirements;
- mark any hazardous cargo with appropriate international labels and placards, and always load hazardous cargo closest to the doors; mark the container accordingly;
- comply with the compatibility guidelines for various types of cargo, especially when batching different kinds of goods;
- load from the back of the container forwards and from the side walls towards the middle; ensure that no empty space is left against the wall;
- put heavy cargo at the bottom;
- as far as possible, spread the weight of the cargo evenly over the whole floor of the container;

- mark gross weight on packages, especially where heavy cargo is concerned;
- load the container in the way that you would like to see it if you were the one who had to unload it;
- in the end, do not forget to close the doors properly; only sealed doors make the container waterproof.

2. Air Freight Movements

a. General Considerations

In air freight movements, the actual size of the shipment is a more significant factor than in any other mode of transportation. If it is impossible to load the freight through the cargo door of an aircraft, it cannot be shipped by regular air freight.

The shipment must match the configuration of unit loading devices (ULDs). Consideration must be given to whether the size of a shipment will require more than one ULD or even more than one aircraft.

b. Security Considerations

Security is vital in the movement of air freight because air cargo is generally more valuable than cargo moving by other modes of transport; it is often loaded and unloaded during hours of darkness, and it moves at peak periods, when the emphasis is on speed and flexibility.

Although most airlines employ sophisticated security systems, the exporter should remember:

- package marking should not easily identify the contents of valuable shipments, such as cameras;
- pick-up and delivery times should be scheduled to minimize the amount of time goods remain on airport property;
- containers loaded by the shipper should have a non-reusable seal attached to them, with a number shown on the transport documents, so that it can be verified at point of destination that the seal has not been tampered with;
- airlines should be made aware of unusually valuable shipments, and shippers should become aware of the special security services offered by airlines;