

Conference contracts differ in specific details, but generally include:

- terms relating to the exclusivity of carriage by the line;
- conditions of exemption from exclusivity;
- penalties for violation of the contract;
- a reference to the terms and conditions, rules and regulations in the conference tariffs as part of the contract; and
- a reference to the contract as subject to the various national laws involved.

*Non-Conference Lines:* are those which act independently of any other line. They establish their own tariffs, sailing schedules, contracts, ports of call, etc., without reference to any agreement with any other line. Non-conference lines operate in a manner similar to conference lines, that is, offering a regular service between two or more ports.

#### b. Tramp Steamers

Tramp steamers follow no firm schedule and sail off to where the "pickings" are best. Tramp ships are nearly always chartered, either as full or part charters. Freight rates vary daily and in some cases even hourly.

#### c. Charter Operations

Chartering is a very complicated subject. Expert advice should be solicited before entering into a charter agreement. Advice on chartering can be obtained from Shipping Federation of Canada, 300 St. Sacrement, Suite 326, Montreal, P.Q., H2Y 1X4. Tel: (514) 849-2325, Fax: (514) 849-6992.

Chartering involves a contract of affreightment for the carriage of an entire cargo of goods, or the supply of an entire ship to carry goods. There are various types of charters:

*Time Charter:* involves the chartering of a named, crewed and fully equipped vessel for a certain time period;

*Voyage Charter:* involves the chartering of a named, crewed and fully equipped vessel for a certain voyage, no matter how long it takes;

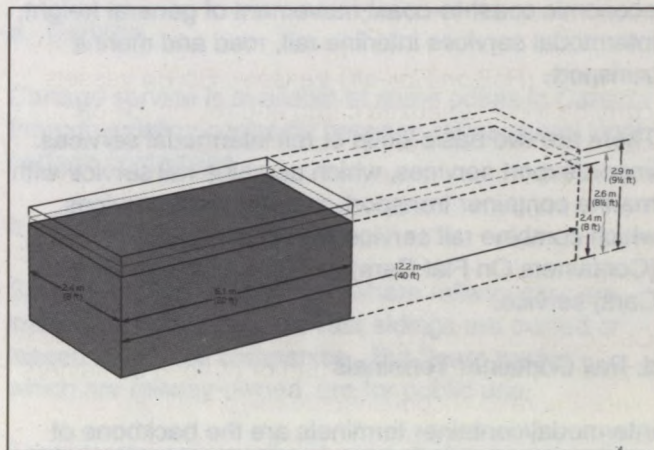
*Bare Boat Charter:* involves the chartering of only the vessel; the shipper is responsible for crewing, provisioning, fuelling, etc.

### 3. Marine Transport Equipment

#### a. Marine Containers

A container is a box of standard size into which freight is packed and secured for transport as a large, single unit. Standard dimensions, prescribed by the International Standards Organization (ISO), ensure that all marine containers meet the varying regulations governing the international transportation of containers and, at the same time, facilitate intermodal operations.

Figure 2: Standard Container Dimensions



Standard Container Dimensions (note that these are outside dimensions — the inside dimensions are smaller):

Length:	6.1 m (20 ft.) or 12.2 m (40 ft.)
Width:	2.4 m (8 ft.)
Height:	2.4 m (8 ft.) or 2.6 m (8 1/2 ft.) or 2.9 m (9 1/2 ft.)

Many different types of containers have been developed to handle the wide variety of cargo moving in international trade. Apart from standard containers, there are also hardtop, open top, flat, platform, refrigerated, tank, bulk, insulated and ventilated containers.

Weight varies according to fabrication. Most are made of steel for durability, but aluminum and fiberglass are also used. (See also *Safe Stowage*, listed in