

# Capacity Guide

Dimensions, weights and loadability for trucks, sea containers, air ULDs, freighter aircraft and breakbulk vessels.

Last updated 23 Apr 2026.

## ROAD

7 units

Australian road freight. Payloads assume compliant GVM and tare; practical payload is often reduced by driver, fuel, and pallet weight.

<b>1-tonne Courier Van</b>	Length (int.)	3.00 m	Volume	7.2 m <sup>3</sup>
	Width	1.50 m	Max payload	1,000 kg
	Height	1.60 m	Pallets	2 AU / 2 Euro
	<i>Sprinter/HiAce class. Tail-lift rarely fitted; hand-unload only.</i>			
<b>3-tonne Tail-Lift</b>	Length (int.)	4.50 m	Volume	20.8 m <sup>3</sup>
	Width	2.10 m	Max payload	3,000 kg
	Height	2.20 m	Pallets	6 AU / 8 Euro
	<i>Light rigid truck. Ideal for urban last-mile; tail-lift standard.</i>			
<b>5-tonne Rigid</b>	Length (int.)	6.00 m	Volume	33.1 m <sup>3</sup>
	Width	2.30 m	Max payload	5,000 kg
	Height	2.40 m	Pallets	10 AU / 12 Euro
	<i>Medium rigid truck. Most common metro distribution vehicle.</i>			
<b>8-tonne Rigid</b>	Length (int.)	7.00 m	Volume	41.2 m <sup>3</sup>
	Width	2.40 m	Max payload	8,000 kg
	Height	2.45 m	Pallets	12 AU / 14 Euro
	<i>Heavy rigid. Common for full-load industrial and palletised LCL.</i>			
<b>12-tonne Rigid</b>	Length (int.)	8.50 m	Volume	51 m <sup>3</sup>
	Width	2.40 m	Max payload	12,000 kg
	Height	2.50 m	Pallets	14 AU / 16 Euro
	<i>Large rigid, usually tautliner or pantech. Upper limit for most metro depots.</i>			
<b>Semi-Trailer (Tautliner)</b>	Length (int.)	13.60 m	Volume	91.1 m <sup>3</sup>
	Width	2.48 m	Max payload	25,000 kg
	Height	2.70 m	Pallets	22 AU / 33 Euro
	<i>Standard prime mover + 13.6 m trailer. 42.5 t GCM. Workhorse of AU interstate freight.</i>			
<b>B-Double</b>	Length (int.)	25.00 m	Volume	167.4 m <sup>3</sup>
	Width	2.48 m	Max payload	42,000 kg
	Height	2.70 m	Pallets	44 AU / 66 Euro
	<i>Two trailers linked by a fifth wheel. 62.5 t GCM. Permitted on approved B-double routes.</i>			

## SEA

10 units

ISO shipping containers. Internal dimensions and payloads are typical; tare and max gross weight vary by build and carrier. AU road limits often cap actual payload below container max.

<b>20' General Purpose</b>	Length (int.)	5.90 m	Max payload	28,230 kg
	Width	2.35 m	Max gross	30,480 kg
	Height	2.39 m	Tare	2,200 kg
	Volume	33.2 m <sup>3</sup>		
	<i>Workhorse dry box. Practical AU road payload is ~21–22 t with tare/trailer.</i>			
<b>40' General Purpose</b>	Length (int.)	12.03 m	Max payload	26,700 kg
	Width	2.35 m	Max gross	30,480 kg
	Height	2.39 m	Tare	3,750 kg
	Volume	67.7 m <sup>3</sup>		
	<i>Volume-friendly dry box. Road payload limit almost always reached before weight limit.</i>			
<b>40' High Cube</b>	Length (int.)	12.03 m	Max payload	26,580 kg
	Width	2.35 m	Max gross	30,480 kg
	Height	2.69 m	Tare	3,900 kg
	Volume	76.4 m <sup>3</sup>		
	<i>Extra 30 cm of internal height. Default for volumetric cargo. Height-restricted at some AU sites.</i>			
<b>45' High Cube</b>	Length (int.)	13.56 m	Max payload	27,600 kg
	Width	2.35 m	Max gross	32,500 kg
	Height	2.69 m	Tare	4,800 kg
	Volume	86 m <sup>3</sup>		
	<i>Pallet-wide variants common in Europe; less common in AU. Road permits often required.</i>			
<b>20' Reefer</b>	Length (int.)	5.44 m	Max payload	27,700 kg
	Width	2.29 m	Max gross	30,480 kg
	Height	2.27 m	Tare	3,080 kg
	Volume	28.4 m <sup>3</sup>		
	<i>Integrated refrigeration unit reduces internal length and height.</i>			
<b>40' Reefer High Cube</b>	Length (int.)	11.58 m	Max payload	29,200 kg
	Width	2.29 m	Max gross	34,000 kg
	Height	2.56 m	Tare	4,800 kg
	Volume	67.8 m <sup>3</sup>		
	<i>Standard for AU meat, dairy, and produce exports.</i>			
<b>20' Open Top</b>	Length (int.)	5.90 m	Max payload	28,130 kg
	Width	2.35 m	Max gross	30,480 kg
	Height	2.37 m	Tare	2,300 kg
	Volume	32.8 m <sup>3</sup>		
	<i>Removable tarpaulin roof. For cargo loaded top-down by crane; over-height requires out-of-gauge.</i>			
<b>40' Open Top</b>	Length (int.)	12.03 m	Max payload	26,500 kg
	Width	2.35 m	Max gross	30,480 kg
	Height	2.37 m	Tare	3,980 kg
	Volume	66.9 m <sup>3</sup>		
	<i>Longer members; same tarp principle as 20'. Common for machinery.</i>			
<b>20' Flatrack (Collapsible)</b>	Length (int.)	5.94 m	Max payload	30,140 kg
	Width	2.20 m	Max gross	34,000 kg
	Height	2.23 m	Tare	2,360 kg
	<i>No sides or roof. Collapsible ends for return stacking. For over-width, oversize, and heavy project cargo.</i>			

<b>40' Flatrack</b>	Length (int.)	12.08 m	Max payload	40,000 kg
	Width	2.40 m	Max gross	45,000 kg
	Height	2.14 m	Tare	5,000 kg
	<i>Long machinery, boats, transformers, prefab. Heaviest payload of any ISO unit.</i>			

## AIR ULDS 7 units

Unit Load Devices. Contours (slanted profiles) match the aircraft fuselage — lower-deck LD units have a chamfer, main-deck units are full rectangular prisms. Payloads are IATA-standard maxes; airline restrictions often apply.

<b>AKE / LD3</b> IATA AKE	Length (int.)	1.56 m	Volume	4.3 m <sup>3</sup>
	Width	1.53 m	Max payload	1,587 kg (3,500 lb)
	Height	1.63 m	Used on	Lower deck — B777, B787, A330, A350, B747
	Base	156 × 153 cm	<i>The standard lower-deck container. One side is chamfered to match the fuselage curve.</i>	

<b>AKN / LD3-45</b> IATA AKN	Length (int.)	1.56 m	Volume	3 m <sup>3</sup>
	Width	1.53 m	Max payload	1,134 kg (2,500 lb)
	Height	1.14 m	Used on	Lower deck — B737, A320 series
	Base	156 × 153 cm	<i>Shorter LD3 for narrow-body belly holds.</i>	

<b>ALF / LD6</b> IATA ALF	Length (int.)	3.17 m	Volume	8.8 m <sup>3</sup>
	Width	1.53 m	Max payload	3,175 kg (7,000 lb)
	Height	1.63 m	Used on	Lower deck — B777, B747, A330, A350
	Base	318 × 153 cm	<i>Two LD3 footprints. Chamfered both long sides.</i>	

<b>AAP / LD9</b> IATA AAP	Length (int.)	3.17 m	Volume	10.8 m <sup>3</sup>
	Width	2.23 m	Max payload	4,626 kg (10,200 lb)
	Height	1.63 m	Used on	Lower deck — B747, B777, A330
	Base	318 × 224 cm	<i>Full-width lower-deck container. Rectangular (no contour).</i>	

<b>PMC / P6P Pallet</b> IATA PMC	Length (int.)	3.17 m	Volume	12.6 m <sup>3</sup>
	Width	2.44 m	Max payload	6,804 kg (15,000 lb)
	Height	1.63 m	Used on	Main & lower deck — most wide-bodies and freighters
	Base	318 × 244 (96" × 125") cm	<i>The most common air cargo pallet. Netted and strapped; contours shaped to aircraft on loading.</i>	

<b>PAG / P1P Pallet</b> IATA PAG	Length (int.)	3.17 m	Volume	11.5 m <sup>3</sup>
	Width	2.23 m	Max payload	4,626 kg (10,200 lb)
	Height	1.63 m	Used on	Main & lower deck — wide-bodies
	Base	318 × 224 (88" × 125") cm	<i>Narrower pallet, commonly used for belly hold loading.</i>	

<b>AMA / M-1 Main Deck</b> IATA AMA	Length (int.)	3.17 m	Volume	17.6 m <sup>3</sup>
	Width	2.44 m	Max payload	6,804 kg (15,000 lb)
	Height	2.44 m	Used on	Main deck — B747F, B777F
	Base	318 × 244 cm	<i>Full 8' × 10' × 8' main-deck container. Tall — requires freighter or combi aircraft.</i>	

## FREIGHTERS

6 units

Most common commercial freighter aircraft in international service. Payload and volume are typical maxes; actual lift depends on range, fuel, and runway.

<b>Boeing 747-8F</b>	Volume	858 m <sup>3</sup>	Cargo door	3.05 m H x 3.40 m W (main-side + nose)
	Max payload	137,700 kg	Max single piece	3.00 m H x 3.35 m W x 12.20 m L
	Main deck	30 x PMC + nose-load capability	Typical range	8,130 km
	Lower deck	14 x PMC/PAG or 2x AKE per position		
<i>Nose-loading door lets 12.2 m single pieces slide in straight. Flagship queen of air cargo.</i>				
<b>Boeing 777F</b>	Volume	653 m <sup>3</sup>	Cargo door	3.05 m H x 3.70 m W (main-side)
	Max payload	102,800 kg	Max single piece	3.00 m H x 3.17 m W
	Main deck	27 x PMC	Typical range	9,200 km
	Lower deck	10 x PMC + 1 x LD3		
<i>Best payload/range of twin-engine freighters. Industry backbone; dominant on long-haul trunk lanes.</i>				
<b>Boeing 767-300F</b>	Volume	438 m <sup>3</sup>	Cargo door	2.59 m H x 3.40 m W (main-side)
	Max payload	52,700 kg	Max single piece	2.49 m H x 3.18 m W
	Main deck	24 x LD2 / 19 x PMC positions	Typical range	6,025 km
	Lower deck	30 x LD2 equivalent		
<i>Regional and express workhorse (FedEx, UPS, DHL). Narrower cross-section than 777.</i>				
<b>Boeing 737-800BCF</b>	Volume	141 m <sup>3</sup>	Cargo door	2.16 m H x 3.56 m W (main-side)
	Max payload	23,900 kg	Max single piece	2.03 m H x 2.08 m W
	Main deck	11 x 88 x 125 pallet positions	Typical range	3,750 km
	Lower deck	Bulk hold only		
<i>Converted narrow-body. Huge in e-commerce and feeder networks (Amazon Air, ASL, China Post).</i>				
<b>Airbus A330-200F</b>	Volume	475 m <sup>3</sup>	Cargo door	3.00 m H x 3.58 m W (main-side)
	Max payload	70,000 kg	Max single piece	2.97 m H x 3.56 m W
	Main deck	23 x PMC	Typical range	7,400 km
	Lower deck	8 x LD3 + 2 x LD6 or equivalent		
<i>Medium-range widebody freighter. Common with Qantas Freight, Qatar, Turkish.</i>				
<b>Airbus A321P2F</b>	Volume	158 m <sup>3</sup>	Cargo door	2.24 m H x 3.40 m W (main-side)
	Max payload	28,000 kg	Max single piece	2.11 m H x 2.09 m W
	Main deck	14 x 88 x 125 pallet positions	Typical range	3,700 km
	Lower deck	10 x LD3-45		
<i>Largest narrow-body freighter currently in service. Growing fleet in AU domestic networks.</i>				

## BREAKBULK

6 units

Multi-purpose, heavy-lift, and semi-submersible vessels for project cargo, breakbulk, and out-of-gauge units. Fleet examples drawn from BBC Chartering, Spliethoff / BigLift, Jumbo, AAL, and Boskalis. Crane figures are combined tandem lifts where vessels carry two cranes.

<b>MPP EuroCarrier (AAL / BBC F-type)</b>	DWT	9,300 t	Container slots	558 TEU
	Cargo hold	13,650 m <sup>3</sup>	Tank-top load	15 t/m <sup>2</sup>
	Hold shape	Box-shaped, ~90 m x 16 m, 3 hatches	Cranes (2)	150 t single / 300 t tandem
	Tween deck	Movable pontoons — 2 decks configurable	Max piece weight	300 t
<i>Workhorse multi-purpose vessel. Boxed holds take 12 m, 40' and 45' containers; pontoons lift for tall pieces. BBC F-500/EuroCarrier class.</i>				

<b>Heavy-Lift F-700 (BBC Chartering)</b>	DWT	12,700 t	Container slots	681 TEU
	Cargo hold	17,000 m <sup>3</sup>	Tank-top load	20 t/m <sup>2</sup>
	Hold shape	Boxed, 2 hatches, ~104 m total hold length	Cranes (2)	250 t single / 500 t tandem
	Tween deck	Pontoon tween deck	Max piece weight	500 t
<i>Mid-range heavy lift. Tandem 500 t handles transformers, wind nacelles, pressure vessels. BBC F-700 class.</i>				
<b>Project Heavy-Lift P-Type (BBC Pioneer)</b>	DWT	17,300 t	Container slots	880 TEU
	Cargo hold	23,600 m <sup>3</sup>	Tank-top load	25 t/m <sup>2</sup>
	Hold shape	Boxed, 2 hatches, ~120 m x 20 m	Cranes (2)	400 t single / 800 t tandem
	Tween deck	3 pontoon positions	Max piece weight	800 t
<i>Upper end of the merchant HL fleet. Tandem 800 t lifts cover most wind, oil &amp; gas, and rail project work.</i>				
<b>Spliethoff S-Type Multipurpose</b>	DWT	21,500 t	Container slots	1,054 TEU
	Cargo hold	26,900 m <sup>3</sup>	Tank-top load	20 t/m <sup>2</sup>
	Hold shape	Full box holds, 3 hatches, ice class 1A	Cranes (2)	120 t single / 240 t tandem
	Tween deck	Movable tween decks (6 positions)	Max piece weight	240 t
<i>Spliethoff's S-class. High ice class and boxed holds make it a backbone of project and breakbulk trades on northern routes.</i>				
<b>Super Heavy-Lift (Jumbo / BigLift)</b>	DWT	14,000 t	Tank-top load	30 t/m <sup>2</sup>
	Cargo hold	17,000 m <sup>3</sup>	Cranes (2)	900 t single / 1800 t tandem
	Hold shape	Open-top boxed hold, 1–2 hatches	Max piece weight	1,800 t
	Tween deck	Lift-out pontoons		
<i>Jumbo J-Class / BigLift Happy series. Mast cranes reach tandem 1,800 t lifts for refinery modules, offshore topsides, full jacket sections.</i>				
<b>Semi-Submersible Heavy Transport (Boskalis / COSCO)</b>	DWT	76,000 t	Tank-top load	45 t/m <sup>2</sup>
	Hold shape	Open deck 178 m x 42 m (no hold — cargo sits on deck)	Max piece weight	50,000 t
	Tween deck	n/a — open deck		
<i>Deck submerges so cargo floats or is skidded on. Used for drill rigs, FPSOs, naval vessels, decommissioning. Examples: Boka Vanguard (117 k DWT, 275 m x 70 m), COSCO Xin Guang Hua.</i>				

Figures are typical industry values. Internal dimensions and payloads vary slightly by manufacturer, carrier tare, and national road limits. Always confirm with the carrier before booking.