
SUNNY WORLDWIDE
Used container
20
YEARS+
DOOR TO DOOR

20GP (20' Standard)	40HQ (40' High Cube)	
External	20' × 8' × 8'6" (6,058 × 2,438 × 2,591 mm)	40' × 8' × 9'6" (12,192 × 2,438 × 2,896 mm)
Internal	5,898 × 2,352 × 2,393 mm	12,032 × 2,352 × 2,698 mm
Door opening	2,340 × 2,280 mm	2,340 × 2,585 mm
Tare weight	2,200 kg (≈ 4,850 lb)	3,860 kg (≈ 8,500 lb)
Max payload	28,280 kg (62,300 lb)	28,820 kg (63,500 lb)
Cubic capacity	33 m^3 (1,170 ft^3)	76 m^3 (2,690 ft^3) – **+130 % space**
Floor area	13.9 m^2	28.3 m^2
Stack height on deck	9-high	9-high (same corner castings)
Typical port cost	Lower THC, easier trucking	Higher THC, may need tri-axle chassis
Best cargo	Dense goods: tiles, wine, steel, machinery	Light-but-bulky: furniture, cotton, plastics, e-commerce SKUs

Product Overview
The 20GP is the “small van” of global trade—short enough to squeeze into tight factory yards, light enough for standard chassis, and cheap on terminal handling. If your freight is heavy (≥ 14 kg/ft^3), the weight limit—not the volume—will fill up first, so 20GP keeps you within road limits without paying for air.

The 40HQ is the “tall wardrobe.” One extra foot of height adds 8 m^3 of free space versus a standard 40GP, letting you stack mattresses upright or load two extra pallet rows. Because ocean carriers charge per container rather than per ton, the 40HQ often gives the lowest cost per cubic metre—if your cargo is light (< 8 kg/ft^3) and you can fill it.

Bottom-line rule of thumb

- ≥ 450 kg/m^3 → choose 20GP
- ≤ 350 kg/m^3 → choose 40HQ
- In between? Run a cube/weight ratio and compare port-pair rates—sometimes booking two 20GPs is cheaper than one 40HQ when inland trucking is included.