

Special protection for dry cargo

Guidelines for Non-Operated Reefer (NOR) transports



Non-Operated Reefer (NOR) transports are shipments of dry cargo in a reefer unit without activating the temperature control, meaning the refrigeration unit is turned off deliberately.

What are the benefits of NOR transports?

- NOR transports protect cargos from extreme external weather conditions – the reefer provides insulation without temperature control
- Competitive ocean freights
- The equipment is available in reefer surplus areas, where dry containers are in high demand, e.g. in Asia and Middle East
- The payload is slightly higher than the payload of a dry box

Which container types can be used for NOR cargo?

Please see below comparison of different container types for your easy reference.

		20' Reefer	40' HC Reefer	20' STD	40' STD	40' HC
Capacity	m ³	28.1	67.7	33.2	67.7	76.3
Length	mm	5,450	11,599	5,900	12,032	12,032
Width	mm	2,280	2,290	2,350	2,350	2,350
Height	mm	2,159	2,425	2,395	2,395	2,700
Max. gross	kg	32,000	34,000	30,480	30,480	32,500
Max. payload	kg	29,140	29,580	28,180	26,700	28,200
		Max. 3,000 kg per running meter				
Door width	mm	2,290	2,290	2,340	2,340	2,340
Door height	mm	2,264	2,557	2,292	2,597	2,597

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Good to know: Lashing options

- Compared to general purpose equipment there are less lashing points on a reefer
- Lashing points are solely distributed on the reefer's bottom
- The reefer's T-floor cannot be used as an additional lashing possibility
- Use of air bags for dunnage against the sidewalls, may cause severe damage to the unit. They should always be placed in the middle of the cargo

Which commodities can be loaded as NOR goods?

Suitable NOR commodities

- Palletized dry cargoes preferably packed in cartons and boxes

Prohibited NOR commodities

For ethical reasons, Hapag-Lloyd does not transport any species that are seriously endangered and on the so-called "red list of threatened species", e.g. whales, dolphins, sharks etc.

Because of the specific construction of reefer containers, some cargo types need to be reviewed for their suitability:

- Heavy packages with rough/sharp edges and machinery parts
- That cannot be lashed & secured properly
- That can damage the floor e.g. cargo with more than 3 metric tons weight per running meter
- Soiled and/or odorous cargo such as hides or menthol
- Cement and other similar powders in bags
- IMO cargo unless approved by DG department
- Bulk cargo such as grain, scrap metal, etc.
- Potentially corrosive substances (NON-DG)

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