



# Reefer Transport General Recommendations & Checklist

“Standard” best practice guidelines are outlined below for your consideration.

## Reefer Container

- Ensure the floor and drains are free of debris.
- Generally check the container for suitability (odor, condition, cleanliness & insulation etc.)
- Check the refrigerating machinery.
- Check all temperature alarms and safety cut outs.
- Make a note of the location of each temperature recorder, supply and return air.
- Frozen cargo: Ensure fresh-air vent is closed.
- Chilled: Set fresh air vent as required.
- Chilled: Set unit at carrying temperatures.
- If loading direct from a chilled/cold store then set the unit at the carrying temperature.
- Endeavour to acquire an integral container with cooling equipment, dehumidifiers and in built data loggers. Be aware that with Porthole containers in the cooling system breaks down then more than one container will be affected.
- Ensure that the data recorder back-up battery is fully operational.

## Preparation of cargo for the container:

- Frozen cargo: Pre-freeze before loading.
- Chilled: Pre-cool cargo before loading.
- Ascertain the range of temperatures that all cargo can be carried.
- Ascertain any carrying instructions that are applicable to the cargo.
- Adequate wrapping for frozen cargo.
- Packaging is strong, adequately ventilated and waxed/laminated.
- Cargo to be good quality and properly sanitized.
- Ensure cargo is not damaged or susceptible to damage enroute due to current weather.

## Container stuffing:

- Cartons should be stacked directly on top of each other.
- If palletized then the corner of each carton should be supported by the pallet.
- Any holes in chilled goods should line with the holes in cargo beneath it.
- If wrapping pallets with plastic then do not cover the top or bottom.
- By effective blocking, force air through the cargo.
- Ensure all cargo is adequately secured.
- Place a weatherproof placard on container door and/or next to the temperature readout stating the minimum/maximum carrying temperature and instructions such as atmospheric conditions.



### During transit and arrival at destination:

- Monitor the temperatures either in cab or when the vehicle is stopped or at regular intervals if stored or on a vessel.
- On arrival produce a printout of the temperatures during transit.

### DO NOT:

- Do not leave open floor space at the front bulkhead, place cardboard under empty pallets.
- Do not run unit with rear doors open.
- Do not load cargo beyond the end of the 'T' floor.
- Do not plug channels at end of 'T' floor.
- Do not load cargo above the red/load limit line.
- Do not set reefer set point at a temperature below that required by the cargo.

### Additional recommendations pertaining to “voyage delay” and/or “inherent vice”:

1. Ensure each shipment is accompanied by a “container stuffing condition report”, issued by an independent cargo inspectorate, whose report should at a minimum indicate the condition and temperatures of the parcel of fresh products upon loading same into the container.
2. Provide the parcels of goods loaded into refrigerated containers with 2 temperature recorders. The temperature records can be used either to show the appropriate operating condition of the reefer container during the entire transit period or to prove negligence of the carrier. Position the recorders as follows:
  - a. Bottom forward at the underside of the 1<sup>st</sup> pallet load loaded into the container, directly in front of the supply air opening. Be careful with the position that the recorder is not damaged by the prongs of forklift trucks!
  - b. Top aft which have the highest temperatures in the cargo compartment.
3. Ensure that serial numbers of the temperature recorders are inserted on waybills.
4. Ensure that the cargo is block stowed with no uncovered floor areas. This is the only way that the circulating airflow is properly forced through the cargo. Open floor areas create a short circuiting of the airflow as a consequence whereof no air, or at least at a reduced rate, is forced through the cargo and consequently the heat produced by the perishable goods cannot be properly removed.
5. Ensure that transport instructions including required temperatures and atmospheric conditions are mentioned on the relevant waybills and that all logistic partners are duly notified in writing about the required settings.
6. Ensure that all logistics partners of the Insured check the quantity, quality and temperatures at each transition in the transport chain and insert any remark on the designated cargo documents.
7. In case of damaged arrival condition parties in the logistic chain must be timely notified and they must be invited for survey, in particular where a carrier and / or CIF policy holder is involved.
8. The policy should mention only 1 named, by all parties accepted, qualified surveyor.
9. Approval prior shipment must be obtained in case cargo is to be shipped on board:
  - Older tonnage i.e. vessel older than 20 years.
  - If the vessel is operating under a none – IACS classification society
  - If the P&I Club is not a member of IGP&I

For further information, please contact your local Marine Risk Consultant.



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MRC 10/10/2023