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.

<table>
<thead>
<tr>
<th></th>
<th>20’ Reefer</th>
<th>40’ HC Reefer</th>
<th>20’ STD</th>
<th>40’ STD</th>
<th>40’ HC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capacity</td>
<td>m³</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Length</td>
<td>mm</td>
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<tr>
<td>Height</td>
<td>mm</td>
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<tr>
<td>Max. gross</td>
<td>kg</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Max. payload</td>
<td>kg</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Door width</td>
<td>mm</td>
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<tr>
<td>Door height</td>
<td>mm</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

For further information, please contact your local Hapag-Lloyd Sales or Customer Service representative or visit www.hapag-lloyd.com
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

Which commodities can be loaded as NOR goods?

Suitable NOR commodities
- Dry cargos packed in cartons, boxes, palletized cargos and cars

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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