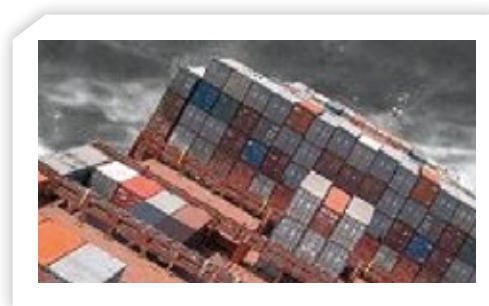




# Maritime container : Stuffing

## Preamble

- It is essential to bear in mind that the company which stuffs the container is **liable** for damages resulting from its negligence, i.e. in case of faulty blocking and lashing.
- Once the doors are closed, the container becomes the shipment unit. The carrier must guarantee the proper treatment of the **container itself**. What happens inside will therefore most often be the stuffer's liability.
- More and more the shippers are themselves in charge of stuffing (staffs are often not specialized in maritime transport).
- Did you know that containers undergo **accelerations of up to 1g** at sea (that is the force you would experience accelerating from 0km/h to 106km/h in three seconds) and in bad weather the container **inclines up to 30°**.



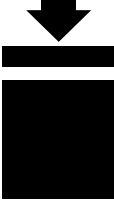
*Bad weather: 30° incline*

## 1 Preparation before stuffing

You have selected the appropriate type of container. You have checked it in: inner / outer condition is good; it is clean, dry, without any odour or parasites, etc.

- > Check that the packaging is compatible with the type of goods and shipment by maritime transport.
  - Goods sensitive to humidity must be packed in watertight packaging
  - Do not load a damaged package: deformed, broken, wet, dirty, etc.
  - Nauseating goods require specific packaging
  - Hazardous material packaging must be complied with the IMDG Code for
- > Calculate the **total weight**: weight of goods + weight of container, which must comply with:
  - The container capacity marked on the CSC plate fixed to one of the doors.
  - The road transport regulations applicable during transit (GVW)
- > Prepare a **loading plan** taking weight/volume ratio into account:
  - Never stow heavy packages on top of lighter packages
  - Distribute the total weight uniformly over the entire length and width of the container. The positioning of packages must comply with the rule: «less than 60% of the total weight across half the length and width»
  - Packages containing liquids must be positioned at the bottom and dry packages at the top

kg max



- > Limit the amount of empty space, carry out **compact loading**. Packages must be positioned so as to dovetail (block stowage)
- > Goods at risk of theft must be made **inaccessible** (as furthest as possible from the door, aggregate the small parcels, use opaque wrapping film, etc.)
- > Place **hazardous goods** next to the doors

## 2 The stuffing operation

- > Comply with the handling **instructions**: “Do not drop”, “This side up”, etc.
- > **Position** parcels with sharp angles separated from vulnerable parcels. Use partitions and separating material if necessary
- > **Chock** the goods so that they are solid against each other and the container. Empty spaces must be filled to eliminate any possibility for shifting. Use airbags, chocks, etc.
- > **Secure** packages using ropes, straps, chains, etc. so that nothing can move either laterally or upwards
- > Make sure that no parcel could fall on somebody while opening the doors

## 3 Before closing the doors

- > Attach the necessary **documentation** to the inner side doors
- > Stick on the necessary **labels**: hazardous goods, controlled temperature, fumigation, etc.
- > Select a **strong seals** (e.g. “bolt” type), close the seal yourself (never delegate sealing) then note its number on the transport documents
- > Do not hesitate to appoint a surveyor in case you need any assistance for securing and lashing operation. He could provide certificate as well

## 4 Receiving the container

- > Check the seal model and number. **Keep the seal** on your own until conformity is confirmed by the consignee: tally, etc.
- > Note the **outer condition** of the container: apparent damages, shortcoming, etc.
- > Be aware of **parcels falls** while opening doors. Wait before entering the container for ventilation period : it prevent from possible **gas intoxication** (fumigation)

