

SURVEY REPORT 1482-14

On February 21, 2014, at 15:30 hrs we received a telephone call and E-mail message from Mrs. Jacqueline Mena of EXA Cargo, S.A., requesting a survey inspection regarding container SEGU 902346-0 (Chiquita Logistics) that had suffered an accident on the road to San Pedro Sula (Km126) during inland transit from Comayagua where it had been loaded with fresh Acorn squash with destination Puerto Cortes. The container was said to contain 1370 cases of the squash and after this accident, the cargo was to be transshipped to a new container.

We arrived to the site or location on that same day, at 17:30 hours and found the container lying on its left side without the chassis and reefer system OFF. Despite the accident, the container appeared in sound condition without openings and was duly sealed with seal No. TRR 454134.

The container was driven by Mr. Melvin Arias, with truck license plate AAK 8948. Mr. Arias explained that the accident occurred about 10:00 hours of February 21, when he was approaching a curve, he felt the rear wheels pulled him back and then saw how the container slid on the pavement. The chassis remained in its position anchored to the truck and the accident was caused when the container fell of its chassis and ended on the left side of the road.

We examined the chassis pins that hold the container locked and found both rear pins broken. The (rear) right pin holder of the chassis was cracked as a result of the pin breaking due to either the weight of the cargo or the pin being worn out and breaking due to failure in the metal resistance. (Please see attached photos).

Besides trying to determine the cause of the accident, we were also called to verify the condition of the cargo and witness transshipment to a new container that was sent to the scene. The cargo consisted of fresh produce; in this case it was a certain type of squash labeled Acorn squash, which is supposed to be shipped at a temperature of +50F.

At 18:00 hours we left the accident site since the replacement equipment had not arrived and we waited in Siguatepeque for news whether the transshipment would be done that evening or the following day. At 20:30 hours, we received a telephone call from Mr. Arias (driver), that the replacement equipment had arrived and transshipment would be done that evening.

We arrived again to the accident site and found container CBFU 800895-5 with chassis CBFZ 640457 and rig truck with license plate AAM1657. Together with the EXA crew that arrived, the seal was broken at 22:00 hours.

When the container doors were opened, we took temperature readings of the cargo and found the produce at +19C, equivalent to +67 F, which is above the recommended temperature of +50F. Except for the top row of cases which opened and spilled the produce inside, the rest of the cases appeared in sound condition.



From 22:30 hours of 21 February through 02:30 hours of 22 February, 2014, the cargo was transshipped and a total of approximately 1100 cases were transferred to container CBFU 800859-5. The full container could not be transshipped and about 270 cases remained in the container after the container was completely filled.

This cargo was taken by EXA to their lot for final disposal since the shipper, *Agrigentum* did not accept that the cargo be returned to their packing plant since cargo could not be exported.

On Saturday 22 February, after the transshipment was completed, container SEGU 902346-0 was lifted with the assistance of 2 cranes and placed on chassis TLXZ 429957 and secured with 2 front pins and chains on the front and rear, since the chassis rear pins were both bent and broken. The salvage operation was completed at 09:30 hours of 22 February.

From February 24th through 28th, we contacted shipper, *Agrigentum*, requesting shipping documents to confirm the number of cases shipped and invoice value. Mrs. Lucia Garcia provided us copies of invoice No. 0071, which is the sales invoice for US\$8,905.00. Included also was Invoice No. 18940F, for Great White Fleet Liner Services, in the amount of US\$17,604.50, which is the commercial value of the shipment.

The reported weight of the cargo was 19,903 Kgs, calculated as follows:

1370 cases x 14.53 Kgs/case = 19,903.kgs. We find that the container was loaded within its weight limits and that excess weight was not a factor in the accident.

FINDINGS

The accident occurred after the security or locking pins of chassis No.TLXZ 429957 broke letting the container loose which fell to the ground on the side of the highway. Contents lost refrigeration as a result of this accident, for 24 hours and were found above the recommended set point.

ATTACHMENTS

51 Photos
Invoices # 0071 and # 18940F
Claim letter
Phytosanitary certificate

REMARKS:

Arrival time: 02/21/2012 16:00 hrs
Departure time: 02/22/2012 09:30 hrs



Persons present in inspection:

Angel Antunez, EXA

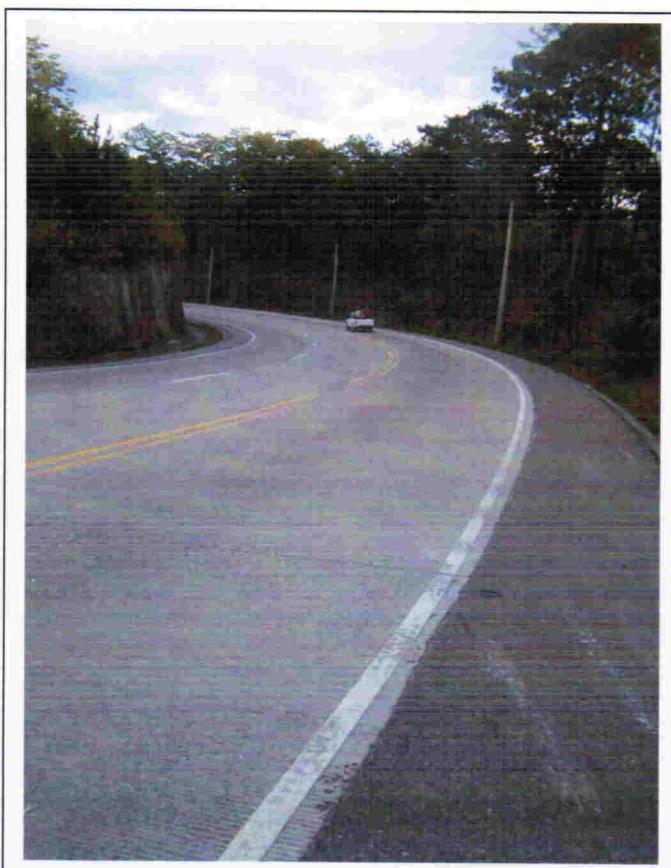
Melvin Arias, EXA

Mauricio Montes, Attending surveyor (Moller)

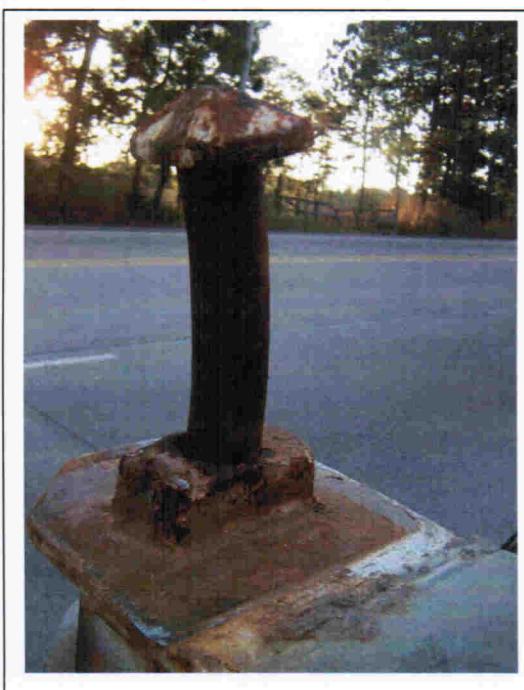
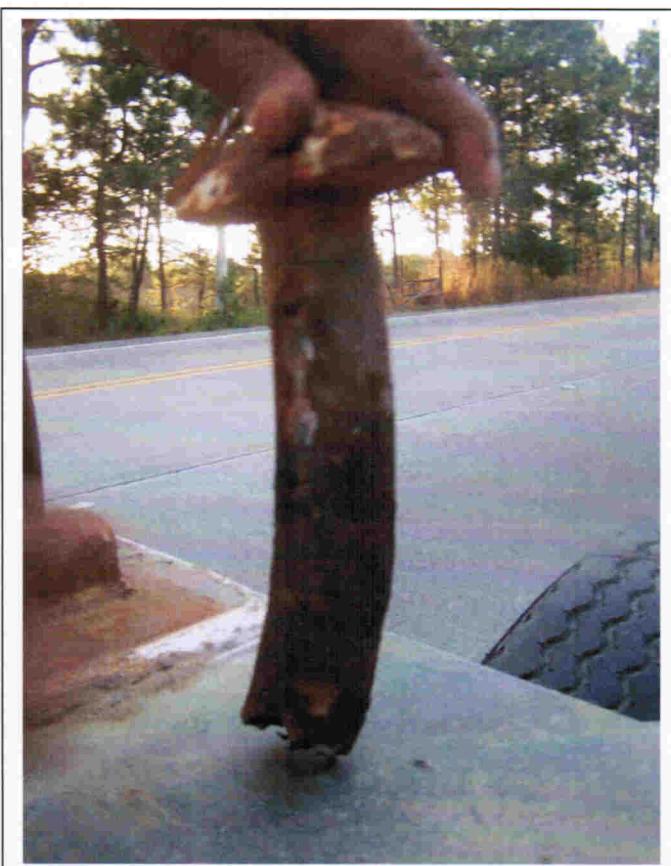
This report is issued without prejudice, stating our findings to the best of our knowledge and ability.

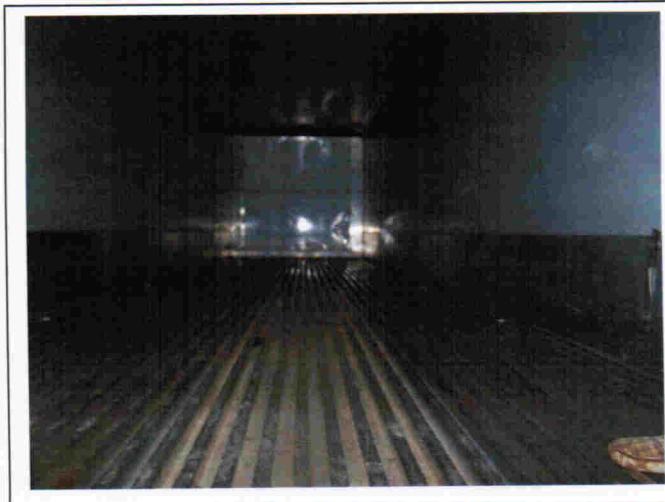
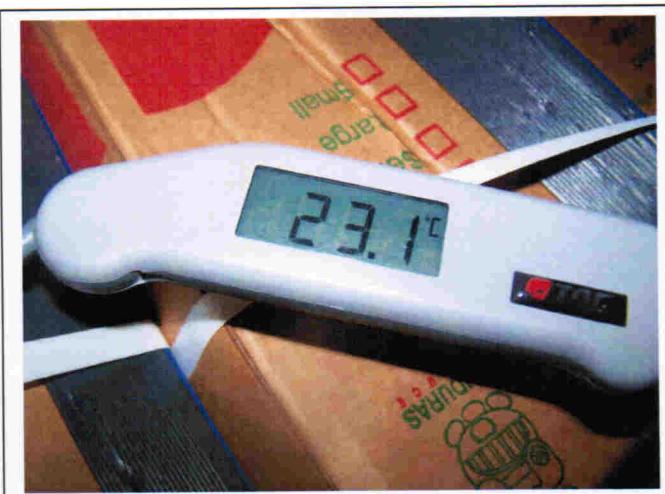
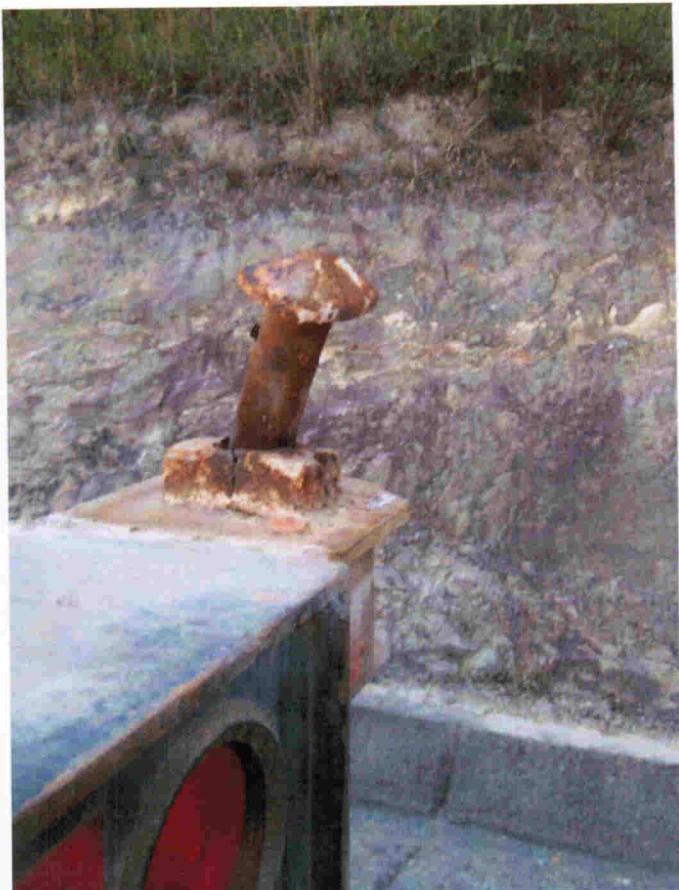
Tegucigalpa, Honduras, March 4, 2014



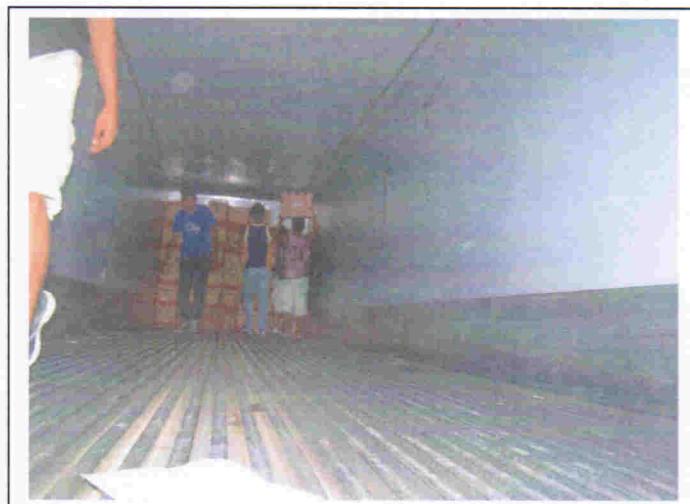






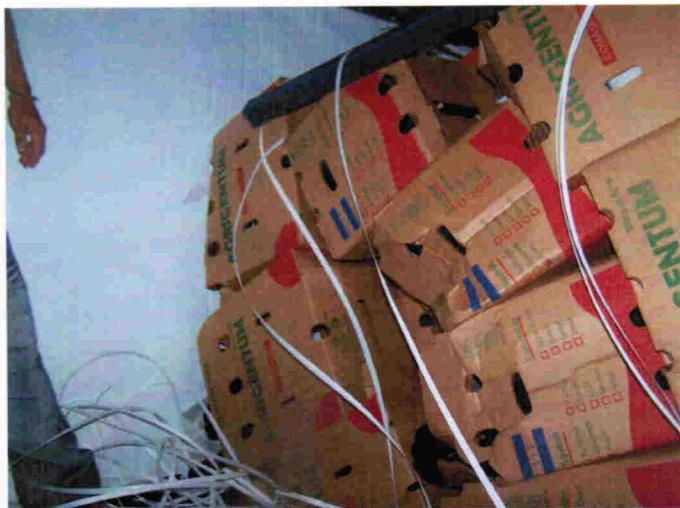


Dispacheure
Avarage Adjuster
Claims Agent

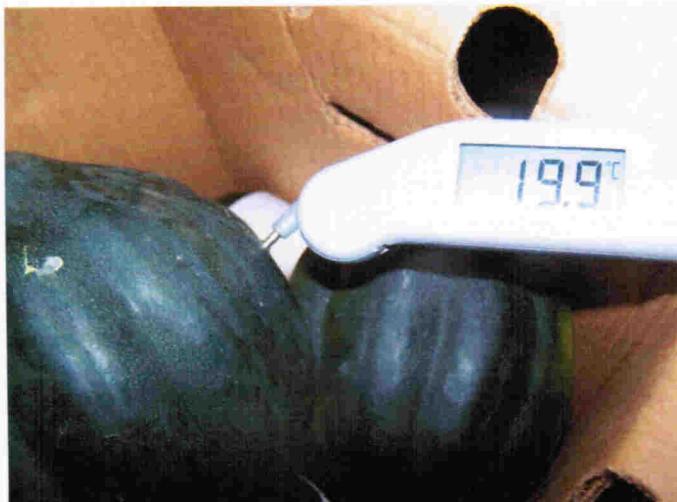
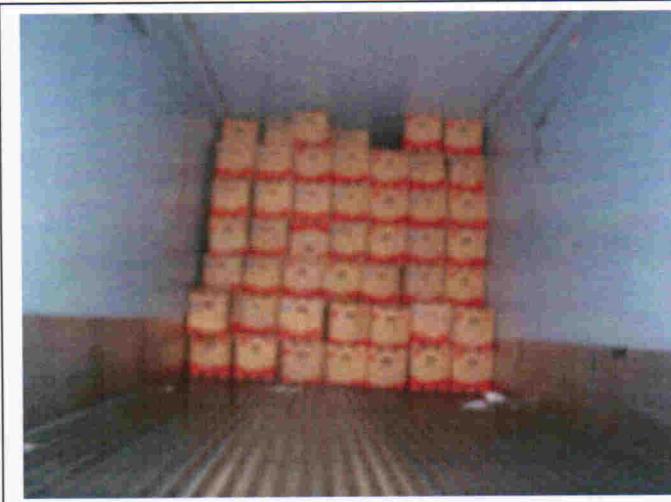
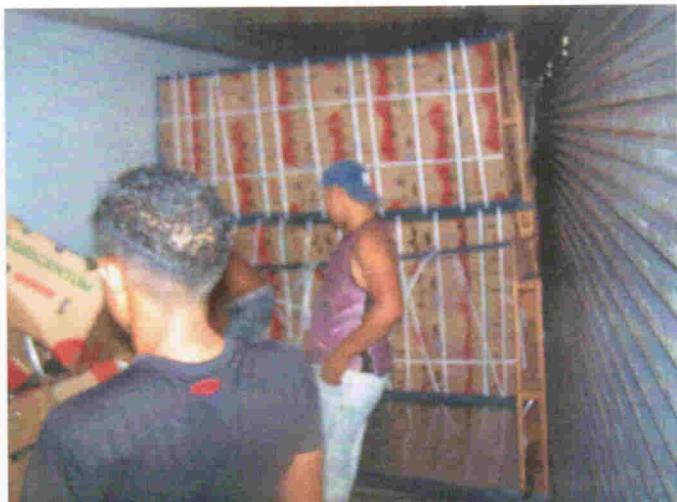


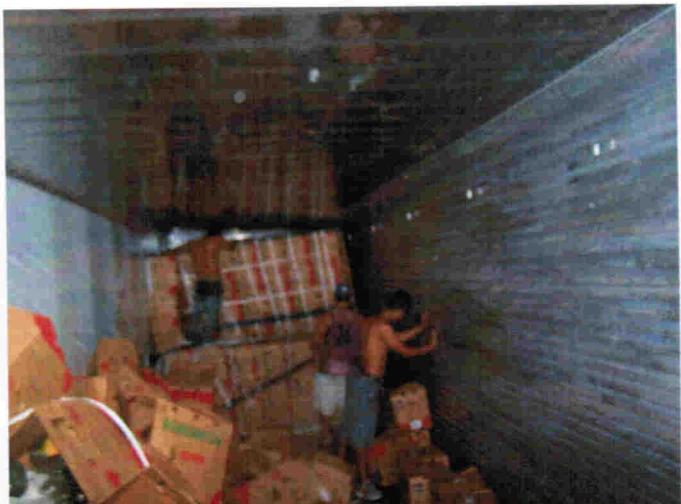
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