

HAZARDOUS CARGO PROCEDURES

A number of recent occurrences have prompted us to emphasize the rules for handling of Hazardous cargo through Ports of Auckland.

1) **Dangerous Cargo documentation of import cargo**

is based on the submission of timely information from the shipping lines. We would request the lines in the future to submit Dangerous Cargo Import Manifests latest 48 hours prior to the arrival of the vessel.

2) **Handling of Dangerous Goods nominated as “Direct to/from Motor Vehicle” (DMV)** has at times caused problems – we would like to emphasize that DMV cargo must be delivered and picked up directly alongside the vessel. Intermediate storage is not possible.

Our website has a facility to ascertain which Dangerous Cargo is defined as DMV. We will shortly detail the correct procedures for DMV, and ask you in the meantime to ensure that the delivery and pick-up of DMV is coordinated with our customer services and operational staff.

3) **Stowage of Dangerous goods not DMV**

is restricted to 24 or 72 hours in the container yards depending on the class – and no containers can be stored beyond that time prior to loading or after discharge. We would ask you to assist us in our endeavors to comply with this rule by coordinating the delivery and pick up with the cargo owners.

4) **Storage of Dangerous Cargo containers**

Ports of Auckland has a limited capacity to store containers with dangerous cargo in excess of the 24 or 72 hours allowed (with the exception of DMV cargo that has to be delivered/picked up directly) – this capacity is predominantly reserved for transshipment cargo and export and import containers cannot expect to be able to use this capacity.

If you have any questions relating to the above or to the handling of Dangerous Goods in general please contact the Customer Services team.

Customer Services

THE BACKGROUND

In accordance with the International Maritime Dangerous Goods Code (IMDG) and the New Zealand Hazardous Substances & New Organisms Act (HSNO) Ports of Auckland may receive, deliver and store Dangerous Goods as defined in The Ports of Auckland “Hazardous Substances & Dangerous Goods Code of Practice” which is presently under review and will be published on our website shortly.

In the following we highlight some of the most important areas that cause concern:

DANGEROUS GOODS CARGO DOCUMENTATION:

IMPORT, TRANSSHIPMENT AND “STAY ONBOARD” CONTAINERS:

- A Dangerous Goods import cargo manifest must be delivered by the shipping line to the port latest 48 hours prior to vessel’s ETA.
- The manifest must also show both cargo that remains onboard for subsequent ports as well as cargo that is planned for discharge at the port either as import or containers to be transhipped by subsequent vessels.
- The manifest must show all details as per IMDG code, including the net weight of the Dangerous Substance.
- A Dangerous Cargo Manifest must also be placed in a safe canister by the gangway of the vessel when the vessel arrives.
- On our website www.paal.co.nz you will find a quick reference guide to determine which transshipment cargo can stay onboard during the vessel’s call and which cargo must be discharged into a barge, shifted to anchorage and reloaded onto the vessel prior to departure.

EXPORT CONTAINERS:

- All containers must be pre-advised latest 24 hours prior to delivery to the port, using the pre-advise function in InterACT.
- Containers with Dangerous Substances cannot use the auto-gate function but must present their documentation at the Road Office to obtain approval to enter the port area.
- Every export consignment must be accompanied by a **D**angerous **G**oods **D**eclaration (DGD) and include a **M**aterial **S**afety **D**ata **S**heet (MSDS).
- The DGD must have a 7x24 telephone contact number for a Dangerous Cargo responsible person from the exporting company or their agent.

DELIVERING EXPORT DANGEROUS GOODS CONTAINERS:

- All containers must be pre-advised latest 24 hours prior to delivery to the port, using the pre-advise function in InterACT. Containers not pre-advised will not be accepted into the port.
- Prior to delivery it should be ascertained which limitations are on the container in terms of storage duration in the port: DMV, 24 hours or 72 hours. The quick reference guide is attached to this document, and can also be found on www.poal.co.nz. If in doubt you should contact our Customer Service department for guidance.
- Dangerous Goods nominated as “Direct to/from Motor Vehicle” (DMV) must be delivered directly to the vessel at a time nominated by Ports of Auckland.
- No DMV cargo can be delivered without previous advice from PoAL as to the date/time of delivery.
- Information on date/time of delivery can be obtained either from the shipping line or our Customer Service Department.

TAKING DELIVERY OF IMPORT DANGEROUS GOODS CONTAINERS:

- Dangerous Goods containers can be stowed in the container yards for a maximum of 24 or 72 hours with the exception of DMV containers.
- DMV Containers must be received directly from the vessel and cannot be stowed in the yard.
- Dangerous Cargo designated as DMV is listed on the PoAL website www.poal.co.nz
- If a DMV designated Container has not been taken direct delivery of at the designated time the container will remain onboard.
- Arrangements to receive the containers directly must be done through our customer service department.

STOWAGE OF DANGEROUS GOODS IN PORT AREAS:

- **Stowage** means the holding of Dangerous Goods in the container yards pending either loading onboard a vessel for export/transshipment cargo or delivery to a truck or to rail for import cargo.
- Containers with Dangerous Goods may be stowed within container stacks in the yards for **either 24 or 72 hours**, depending on the cargo classification - in accordance with the separation and segregation required by the IMDG “onboard ship” rules.
- Before the expiry of that period the containers must be removed from the Port Area – or in certain circumstances be moved to a designated “DG Storage Area”.
- If at the expiry of the maximum stowage period the cargo has not been removed, we reserve our right to make arrangements for the removal of the goods to an alternate storage for the account of the cargo owners.

STORAGE OF DANGEROUS GOODS BEYOND 72 HOURS:

- Ports of Auckland has ERMA approval to **store** Dangerous Cargo on a “DG Storage Areas” approved for Dangerous Goods that for special reasons such as transshipment cargo awaiting the onwards vessel that cannot be removed from the port area.
- By nature these areas are limited in size and quantity for certain Dangerous Goods Classes and are initially reserved for transshipment Containers.
- Arrangements to store Containers with Dangerous Cargo beyond the 24/72 hours must be made with our Customer Service Department prior to discharge.



Customer Services

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Class	DMV	24 hour	72 hour	Transit cargo	Transhipment cargo
1	All cargo except 1.3G, 1.4G and 1.4S	1.3G, 1.4G, 1.4S	---	All cargo must be discharged into a barge and shifted to the anchorage and re-loaded onto the vessel prior to departure. Exceptions are: 1.3G, 1.4G, 1.4S can stay onboard while in transit.	No transhipment <u>storage</u> for Class 1 cargo. Class 1.3G, 1.4G and 1.4S can be <u>stowed</u> in the yard for max. 24 hours.
2	---	2.1 Flammable not in limited quantities and in ISO-tanks.	All other cargoes	All cargo can stay onboard	Allowed for 72 hours. Exceptions are: 2.1 not in limited quantities and ISO-Tanks (allowed 24hours)
3	---	Class 3 in ISO-tanks.	All other cargoes	All cargo can stay onboard	Allowed for 72 hours. Exceptions are: Class 3 in ISO-Tanks (allowed 24hours)
4	---	4.2 Spontaneous Combustible material	All other cargoes	All cargo can stay onboard	Allowed for 72 hours. Exceptions are: 4.2 allowed for 24 hours
5	---	All cargo	---	All cargo can stay onboard	Allowed for 24 hours
6	---	---	All cargo	All cargo can stay onboard	Allowed for 72 hours
7	All cargo	---	---	Special conditions as below ³⁾	Not permitted
8	---	---	All cargo	All cargo can stay onboard	Allowed for 72 hours
9	---	---	All cargo	All cargo can stay onboard	Allowed for 72 hours
Definitions and comments					
DMV	Direct to/from motor vehicle.				
Transit cargo	Cargo is destined for discharge in subsequent ports and will stay onboard the vessel.				
Transhipment cargo	Cargo that will be discharged in Auckland and subsequently loaded onboard a vessel for <u>oncarriage</u> . Transhipment cargo can be stored in the designated Dangerous Cargo Area in the port beyond the permitted stowage period in the yard awaiting the loading onboard the departing vessel and always subject to previous arrangement.				
Limited Quantities	The definition of "limited quantities" can be found in the IMDG code for the individual commodities/UN numbers or be advised by the shippingline. Cargo so defined must be declared by the shippingline to the port prior to discharge.				
Class 7 Transit Cargo	All class 7 transit cargo should have a clearance from ERMA and MFAT. MFAT clearance to be forwarded to the terminal and copied to NRL and Harbour Master. The containers must be loaded under deck in areas that are not worked in Auckland				
Stowage vs. Storage	<u>Stowage</u> = containers can stay in the terminal areas for a limited period as defined above. <u>Storage</u> = containers can be moved to the designated HAZ storage area (predominantly transhipment containers).				