

Quick Reference Guide – Handling Dangerous Goods at Napier Port

Class	DMV	24 Hour	72 Hour	Transit Cargo	Transshipment Cargo
1	All cargo	-	-	All cargo must be discharged onto a truck or loaded direct onto a vessel prior to departure.	No transshipment storage for Class 1 cargo.
2	-	2.1 Flammable not in limited quantities and in ISO tanks.	All other cargoes	All cargo can stay on board.	Allowed for 72 hours. <u>Exceptions are:</u> 2.1 not in limited quantities and ISO tanks (allowed for 24 hours)
3	-	Class 3 in ISO tanks	All other cargoes	All cargo can stay on board.	Allowed for 72 hours. <u>Exceptions are:</u> Class 3 in ISO tanks (allowed for 24 hours)
4	-	4.2 Spontaneous combustible material	All other cargoes	All cargo can stay on board.	Allowed for 72 hours. <u>Exceptions are:</u> Class 4.2 (allowed 24 hours)
5	Class 5.1 Ammonium nitrate	All other cargoes	-	All cargo can stay on board.	Allowed for 24 hours. <u>Exceptions are:</u> Class 5.1 Ammonium nitrate must be DMV.
6	-	-	All cargo	All cargo can stay on board.	Allowed for 72 hours.
7	All cargo	-	-	Special conditions as below.	Not permitted.
8	-	-	All cargo	All cargo can stay on board.	Allowed for 72 hours.
9	-	-	All cargo	All cargo can stay on board.	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 on-board the vessel.
Transshipment Cargo	Cargo that will be discharged in Napier and subsequently loaded on-board a vessel for on-carriage. Beyond the permitted stowage period, transshipment cargo can be stored in the designated Dangerous Goods Storage Area in the yard, while it is waiting to be loaded on-board the departing vessel. But this must be pre-arranged in advance.
Limited Quantities	The definition of 'limited quantities' can be found in the IMDG code of individual commodities / UN numbers, or to be advised by the shipping line. Shipping lines must declare any such cargo to Napier Port, prior to discharge.
Class 1 Cargo	Class 1 import cargo for Napier to be advised to the Terminal, prior to loading on a vessel at the loading port. For exports: Clearance for Class 1 to be obtained from the Terminal.
Class 7 Transit Cargo	All Class 7 transit cargo should have a clearance from EPA, MOH and MFAT. MFAT clearance to be forwarded to the Terminal and copied to NRL and the Harbourmaster. The containers must be loaded under the deck, in areas that are not worked in Napier.
Stowage vs. Storage	Stowage = containers can stay in the Terminal areas for a limited period as defined above. Storage = containers can be moved to the designated Dangerous Goods Storage Area.
Multiple Classes or UN Numbers	If more than one Class number applies, consignments will be treated as the most hazardous of the Class or Classes.