



Class	DMV	24 hour	72 hour	Transit cargo	Transshipment 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. <u>Exceptions are:</u> 1.3G, 1.4G, 1.4S can stay onboard while in transit.	No transshipment <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. <u>Exceptions are:</u> 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. <u>Exceptions are:</u> 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. <u>Exceptions are:</u> 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.
Transshipment cargo	Cargo that will be discharged in Auckland and subsequently loaded onboard a vessel for oncarriage. Transshipment cargo can be <u>stored</u> 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 shipping line. Cargo so defined must be declared by the shipping line 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 transshipment containers).