

## LCT RESTRICTIONS & REGULATIONS FOR DANGEROUS GOODS

Dangerous Goods of all Classes arriving into the Container Terminal must be notified and transported in accordance with the specific regulations, restrictions and timeframes **legislated by Government Authorities and WorkSafe.**



### IMPORT, INBOUND COASTAL, TRANSIT or TRANSHIP

#### Notification Requirements prior to vessel ETA:

1. Failure to provide correct Class and UN number/s may attract the “Undeclared or misdeclared DG Penalty charge”
2. Relevant documentation must be emailed **48 hours prior** including but not limited to the following...

#### ◆ Documents required for **Class 1 Act Now and 24-Hour** categories:

1. Hazardous Cargo Manifest – *this document is specific to Shipping Lines*
2. Dangerous Goods Certificate/s
3. Completed “DG Direct Motor Vehicle Booking Request” form – *available online at:*

<https://www.lpc.co.nz/customer-portal/container-terminal/>

Email all documents 48 hours prior to: [actnowdg@lpc.co.nz](mailto:actnowdg@lpc.co.nz)



#### ◆ Documents required for all other Class categories:

1. Hazardous Cargo Manifest – *this document is specific to Shipping Lines*
2. Dangerous Goods Certificate/s

Email all documents 48 hours prior to: [dg@lpc.co.nz](mailto:dg@lpc.co.nz)



#### Restrictions & Regulations in the Container Terminal

- ◆ LPC requires the immediate removal of non-notified containers or any containers exceeding the Class appropriate dwell time along with written acceptance for costs from the party responsible – email [customerservices@lpc.co.nz](mailto:customerservices@lpc.co.nz)
- ◆ Failure to collect cargo within the allowed timeframes will incur charges in addition to standard demurrage charges. Charges are outlined online at: <https://www.lpc.co.nz/customer-portal/pricing-conditions/>
- ◆ If the **primary** Class number supplied is incomplete or **more than one primary Class number applies**, consignments will be treated as the most hazardous of the Class or Classes
- ◆ It is the responsibility of the cargo owner/line/agent to ensure units passing through the Terminal display correct, visible placarding, incorrect/insufficient placarding may attract the “Undeclared or misdeclared DG Penalty charge”
- ◆ It is the responsibility of the trucking company to ensure their drivers transport DG units from the Terminal in accordance with relevant NZ legislation
- ◆ MPI, Customs or Shipping Line Holds that prevent the removal of a DG import within the timeframe appropriate to Class will incur charges in addition to standard demurrage charges

**Refer to Class Categories on page 3...**



## EXPORT, OUTBOUND COASTAL

### Booking & Pre-Advise Requirements:

1. Where a hazardous commodity is intended for loading into a container the Shipping Line booking sent to LPC **must include all the correct Class and UN number/s**
2. During pre-advise **you must ensure** the Class and UN number/s are correct for **each individual container** in the booking before proceeding any further. This ensures LPC has the necessary information to appropriately handle each hazardous container in our yard and onto the vessel
3. Failure to provide correct Class and UN number/s may attract the “Undeclared or misdeclared DG Penalty charge”

### Notification Requirements:

Relevant documentation must be emailed **48 hours prior to vessel ETA or gate-in (whichever comes first)** including but not limited to the following...

#### ◆ Documents required for **Class 1 Act Now and 24-Hour** categories:

1. Hazardous Cargo Manifest – *this document is specific to Shipping Lines*
2. Dangerous Goods Certificate/s
3. Completed “DG Direct Motor Vehicle Booking Request” form – *available online at:*  
<https://www.lpc.co.nz/customer-portal/container-terminal/>

Email all documents 48 hours prior to: [actnowdg@lpc.co.nz](mailto:actnowdg@lpc.co.nz)



#### ◆ Documents required for all other Class categories:

1. Hazardous Cargo Manifest – *this document is specific to Shipping Lines*

Email document 48 hours prior to: [dg@lpc.co.nz](mailto:dg@lpc.co.nz)

2. Dangerous Goods Certificate/s – **upload via VBS or email to: [dg@lpc.co.nz](mailto:dg@lpc.co.nz)**



### Restrictions & Regulations in the Container Terminal

- ◆ LPC requires a valid Shipping Line booking that includes all Class/es and UN number/s *prior* to Export Pre-Advise
- ◆ Exports & coastals must be pre-advise prior to gate-in with correct Class and UN information for each container. *If this data is missing from the booking **do not continue** - contact the Shipping Line to request correction*
- ◆ If the **primary** Class number supplied is incomplete or **more than one primary Class number applies**, consignments will be treated as the most hazardous of the Class or Classes
- ◆ It is the responsibility of the cargo owner/line/agent to ensure units passing through the Terminal display correct, visible placarding, incorrect/insufficient placarding may attract the “Undeclared or misdeclared DG Penalty charge”
- ◆ It is the responsibility of the trucking company to ensure their drivers transport DG units to the Terminal in accordance with relevant NZ legislation
- ◆ Exports & coastals may not gate-in earlier than their Class permits and may not remain in the Terminal should their loading onto the vessel be delayed for whatever reason
- ◆ DG exports **must** have a valid CEDO in place to enable gate-in
- ◆ LPC requires the immediate removal of non-notified containers or any containers exceeding the Class appropriate dwell time along with written acceptance for costs from the party responsible - email [customerservices@lpc.co.nz](mailto:customerservices@lpc.co.nz)
- ◆ Failure to remove cargo not shipped within the allowed timeframes will incur charges in addition to standard demurrage charges. Charges are outlined online at: <https://www.lpc.co.nz/customer-portal/pricing-conditions/>

**Refer to Class Categories on page 3...**

## CLASS CATEGORIES: RESTRICTIONS & TIMEFRAMES

- ❖ Determine allowable dwell-time from one of the three categories below. If the *primary* Class concerned is not listed in the “Act Now” or “24 Hour” categories, it will fall into the “72 Hour” category
- ❖ If the *primary* Class number supplied is incomplete or *more than one* primary Class number applies, consignments will be treated as the *most hazardous* of the Class or Classes
- ❖ Category timelines represent the *maximum* dwell time for applicable classes

### CLASSES FOR IMMEDIATE REMOVAL OR DELIVERY

- **Class 1**

**Excludes** 1.4C, 1.4E, 1.4G, 1.4S or retail fireworks of 1.3G, 1.4G or 1.4S

#### Requirements for Removal/Delivery...

1. These Classes cannot be stored in the Container Terminal
2. **Pre-Book 48 hours prior to vessel ETA** to load/unload direct to/from truck in the DTZ using the online form “DG Direct Motor Vehicle Booking Request” at: <https://www.lpc.co.nz/customer-portal/container-terminal/>



### CLASSES FOR REMOVAL OR DELIVERY WITHIN 24 HOURS

- **Class 1.3G** – retail fireworks
- **Class 1.4C** – explosives
- **Class 1.4E** – explosives
- **Class 1.4G** – explosives, retail fireworks
- **Class 1.4S** – explosives, retail fireworks

#### Requirements for Removal/Delivery...

1. These Classes cannot remain in the Container Terminal longer than 24 hours
2. **Pre-Book 48 hours prior to vessel ETA** to load/unload to/from truck in the DTZ using the online form “DG Direct Motor Vehicle Booking Request” at: <https://www.lpc.co.nz/customer-portal/container-terminal/>



### CLASSES FOR REMOVAL OR DELIVERY WITHIN 72 HOURS

- All other primary Classes **not** listed above

