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RAK PORTS SAFE OPERATING PROCEDURE BUNKERING / FUEL TRANSFER OPERATIONS

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

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SAQR PORT



SAQR PORT



SAQR PORT
AL JAZEERA PORT
RAS AL KHAIMAH KHOR PORT
AL JEER PORT

BUNKERING / FUEL TRANSFER OPERATIONS

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BUNKERING / FUEL TRANSFER OPERATIONS**1.0 Scope**

This procedure is applicable to all port employees, tenants active within the port estate, contractors who may have a day to day contact with bunkering operations and all visitors in the port.

It specifies all activities with bunkering operations and the infrastructure involved with:

Requirements for the approval of bunker suppliers.

Responsibilities of all persons involved with the bunker procedure.

Bunker safety precautions.

Emergency response procedures.

2.0 Definitions

Agent:	A person or organisation responsible for the administrative details of a ship, on behalf of the ship owner or charterer, during the ship's visit to the Port., holding a valid licence from Port management.
Approved Supplier:	A bunker supply company approved by the Harbourmaster and HSEQM, to supply vessels within RAK Ports estates and anchorages.
Berth:	A dock, jetty, quay or place within the Port estates where a vessel may be secured.
Bunkering:	The transfer of bunker oil, a flammable/combustible liquid intended for the propulsion and or the auxiliary operation of a ship, or a liquid intended for lubrication of the ships engine or machinery or discharge of bilge residue's and other types of oil waste.
Bunkering Controller:	Port representative responsible for coordinating operation between vessel and vehicle.
Bunkering vehicle:	A tanker or other vehicle capable of delivering bunkering to a receiving ship alongside.
Bunkering vessel:	A seaborne craft capable of delivering bunkering to a receiving ship.
DPC:	Duty Port Controller
EPDA:	Environment Protection and Development Authority
HM:	Harbourmaster
HSEQM:	Health, Safety, Environment & Quality systems Manager
IMDG:	International Maritime Dangerous Goods code
MDO:	Marine Documentation Office.
PPE:	Personal Protective Equipment
RAKMCFZ:	Ras Al Khaimah Maritime City Free Zone
RAKP:	Ras Al Khaimah Khor Port
RAK Ports:	Ras Al Khaimah Ports

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Receiving ship:	A vessel that is capable of receiving bunkering by means of pipeline from sea or shore.
Responsible Person:	A person authorised by the owner or Master to supervise the operation.
ROPME:	Regional Organisation for the Protection of the Marine Environment.
Sludge:	Oily residue and or liquid waste taken from the engine room or another bilge area on a ship.
SOP:	Safe Operating Procedure.
SOPEP:	Shipboard Oil Pollution Emergency Programme.
SPA:	Saqr Port Authority

3.0 Hazards associated with bunkering operations

The following hazards are present within the working activity and although listed are not exhaustive; these will require to be assessed by the contractor prior to conducting a workplace hazard identification form and subsequent Risk assessment detailed in section 10 of this procedure.

1. Loss of load.
2. Contact with pedestrians.
3. Slips, trips and fall.
4. Struck by stationary objects.
5. Unauthorised use of equipment.
6. Dangers from manoeuvring / reversing vehicles.
7. Vehicle height restrictions.
8. Manual handling.
9. Equipment malfunction.
10. Trapping hazards.
11. Exposure to fire / explosion.
12. Poor housekeeping.
13. Exposure to hazardous substances.
14. Risk of drowning.
15. Risk to third parties.
16. Fatigue / shift work / night working / lone working.
17. Hazards leading to eye injury.
18. Risk of negligence from operative.
19. Training / competence.

BUNKERING / FUEL TRANSFER OPERATIONS**4.0 Procedure**

Every opportunity should be taken by any means to promulgate RAK Ports refuelling requirements. Therefore this SOP has been prepared, uploaded on to the port's website and a copy forwarded to every vessel, owner, master and agent that has a need to know this information by all means of communication available.

5.0 Approval process for bunker suppliers

The port's will only accept a bunkering request form in accordance with Annex B from companies held on its approved bunkering suppliers list, and administered by the Safety department.

In order for a company to conduct bunkering operations, an application form in accordance with Annex A is to be made for registration through the port of intended operation in order to register their company along with the following documentation:

1. Company trading licence.
2. Valid insurance covering personal injury and pollution.
3. All vehicle licence details.
4. All driver's licence details.
5. Current hose certification corresponding to vehicles hoses (hoses to be tagged & labelled with manufacturer's name, nominal bore, serial number and test date in accordance with certification).
6. Company training programme and relevant safety training certification.
7. Current safety procedures, authorised risk assessments, method statements and oil spill response plan.
8. Detailed list of equipment to be used during bunkering, to include spill response equipment.
9. Driver's Hazmat (Hazardous Material) documents.

Once a bunker supplier's documents have been reviewed and approved by the Safety department, a security deposit and an operating licence will be applied for to complete registration.

After successful registration, bunker suppliers are responsible for keeping their documents (hose certificates, driver's licences etc.) up to date and renew their bunkering approval on an annual basis with the port.

6.0 Recording of bunkering information

Before bunkering operations commence, port control must be informed when the operation commences and when it has been completed, along with any information regarding defective equipment.

Any spillage that has occurred, no matter how small should be reported immediately to the port control on the respective channel detailed below. Port control will keep a listening watch on the respective channels:

SAQR PORT:	VHF: Channel 14	Tel: 07 2056 161	Fax: 07 2668 051
RAK MARITIME CITY FREE ZONE:	VHF: Channel 69	Tel: 07 2215 258	Fax: 07 2215 259

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AL JAZEERA PORT:	VHF: Channel 06	Tel: 07 2446 627	Fax: 07 2446 993
RAS AL KHAIMAH PORT:	VHF: Channel 71	Tel: 07 2281 190	Fax: 07 2281 192
AL JEER PORT:	VHF: Channel 19	Tel: 07 2682 333	Fax: 07 2682 444

After confirmation that bunkering has commenced, the DPC will record the following information from the vessel in the port log:

1. Time.
2. Supplied from (vessel, vehicle, other).
3. Location of operation.
4. Time of bunkering / fuelling commencement.
5. Time of bunkering / fuelling completion.
6. Defects with fuelling equipment prior to and post operation.
7. Any spill occurrence record (on land or in water).

7.0 Bunker notification***Shipping Agent:***

Notification of the intention to bunker is to be provided to the Port, detailing the quantity and type of oil by filling in the bunkering request form, detailing the types and quantity of substance required in accordance with Annex B.

The form must be completed by the Master or Agent and on receipt of, with the completed form being faxed, e-mailed or hand delivered to the port at least 24 hours prior to the vessel's requested bunkering time.

If in the case of a vessel requesting to bunker whilst alongside, sufficient notice is to be given (24 hours where practical) prior to allowing bunkering to commence, for example, a vessel changing charter whilst alongside.

The form, when received will be processed by the port, after which consent will be given back to the agent by email, fax or by hand on the following:

1. As soon as consent is given, the agent shall inform the bunker supplier.
2. The agent will inform the Master of his duties and responsibilities as mentioned below.
3. The ship's agent will notify the ship's Master of his responsibility to contact DPC on the respective VHF channel one hour prior to their intention to bunker.

Ship's Master:

It is the responsibility of the ship's Master to comply with the port's bunker transfer procedures and instructions given to him by the DPC or the agent on behalf of the DPC.

The ship's Master must notify DPC by VHF on the relevant channel, one hour prior to commencement of bunker transfer operations.

The ship's Master must take all necessary safety precautionary measures throughout the operation; the ship's Master involved in bunker transfer operations shall ensure that bunker transfer will

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only take place if the criteria of section 8 has been satisfactorily met.

1. Prior to the commencement of bunkering:
 - There must be no smoking, no naked flames and no hot work permitted during bunker transfer operations.
 - Ensure that sufficient absorbent material is available on site to deal with any accidental spillage.
 - Internationally mandated signals that are prominently displayed whilst engaged in the process of bunkering or de-bunkering are to be displayed prior to commencement of operations, in the form of flag code B during daylight hours and a red light at the masthead of a night.
2. Once bunkering has commenced:
 - A visual watch must be maintained throughout the entire transfer operation by a responsible Officer / crew member and driver. All parties must remain in an area where an instant shut down can be achieved in the event of a spillage.
 - If a spillage does occur, all efforts must be made to stop or limit the spillage and the port must be immediately notified on the relevant channel or by telephone (by both vehicle driver and Master of the vessel being bunkered).
 - After completion of one supply of one road tanker, hoses shall be sufficiently blanked with leak proof caps and secured to a point on the jetty until the next road tanker is able to connect for subsequent supply.
 - If the Port Supervisor notices that any of the requirements laid down in this document cannot be fulfilled prior to or during bunker transfer then operations must cease immediately.
 - If weather conditions deem it, all operations shall be suspended and not permitted until the port gives formal approval to recommence.
 - Bunker transfer can only start or restart when the Supervisor is satisfied that all requirements are being met.
 - Oil levels in tanks are carefully monitored to ensure no over filling. Caution is to be exercised during topping up of the fuel tanks to ensure no overfilling of the tanks.
3. On completion of bunkering:
 - Prior to blowing through hoses with air, a responsible Officer / crew member shall ensure there is adequate room in the fuel tanks.
 - The driver of the bunkering vehicle shall communicate to the vessel of their intention to blow through the hose with air.
 - The hoses are disconnected in a manner that does not promote spillage from any residue left in the hose, with an adequate spill tray provided in the event of spill. Hoses are to be blanked prior to being placed back on the vehicle or brought back on board.
 - Hoses must be blanked on completion of each bunkering vehicle's supply prior to the next vehicle arrival and connection.

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- The responsible officer / crew member under supervision of the Bunkering Controller shall complete a bunkering report in accordance with Annex D.

8.0 Vessel / shore safety checklist

To assist the Master of the vessel and the driver of the bunkering vehicle and any personnel involved in conducting the operation, a detailed checklist have been developed and referenced in Annex C.

Responsibility for the safe conduct of bunkering operations rests jointly with the Master of the vessel and the representative of the fuel supplier (driver). Therefore before operations are permitted to commence, full understanding and cooperation from both parties involved is required to uphold the safety requirements detailed in the ***Bunkering checklist***.

These control measures are to be strictly adhered to at all times and if the port feel these have been breached, the bunkering operation will be suspended, until physical proof of all control measures being in place and correct.

If at any time it is considered that safety is endangered by any action on the part of a person or persons involved in the bunkering operation, all operations are to be ceased immediately until sufficient control measures are in place.

9.0 Fixed transfer operations

Where operations are conducted on port property that involve the transfer of fuel / liquids via a means of fixed pipeline, a comprehensive set of operating procedures are to be submitted by the operator prior to the commencement of operation that display clear control measures for the prevention of occurrence and contain the following areas:

1. Operating procedure

Description of how employees should work whilst transferring fuel / liquids. There should also be reference to any specific equipment required during the operation and instructions on its use.

2. Safety precautions

These should reference or include the company's fire prevention plan, competency requirements of employees involved in the operation, safety equipment required before the operation commences, communication procedures between the vessel / jetty / storage area, as well as any checklist required to be completed prior to, during or on completion of the operation.

3. Emergency action plan

Should contain a detailed description of actions to be taken by employees in the event of an incident or accident, that include emergency shutdown procedures, firefighting procedures and any other documentation required in the event of a general emergency. There should be a comprehensive list of personnel that are contactable in the event of an incident.

Notification to Saqr Port of completed safety checks with identification of a signed ADNOC safety checklist must be conducted prior to commencement of pumping shore side. Completion of pumping shall also be notified to enable relocation of Saqr Port personnel involved in the fueling process.

BUNKERING / FUEL TRANSFER OPERATIONS**10.0 Bunker transfers conducted on leased land**

In order to comply with federal, port regulations and international “best practice” as detailed in the **Port Legislation Register**, companies operating within leased property shall take all necessary precautions in order to satisfy the requirements of Health, Safety, Environment and Quality systems established by the Port. Adequate control measures shall be displayed in order to contain and control an occurrence if it were to arise.

Control measures must state how the company and subsequent sub-contractors of the company intend to perform their activities within the guidelines established by the port, and shall include the following areas covering any operation involving bunkering to and from storage tanks, fuelling of vehicles on leased land, or vessels under their charter alongside a berth allocated to that company where the risk exists to incident or accident. As with section 9 of this procedure, documentation shall include areas described below:

1. Operating procedure

Description of how employees should work whilst transferring fuel / liquids. There should also be reference to any specific equipment required during the operation and instructions on its use.

2. Safety precautions

These should reference or include the company’s fire prevention plan, competency requirements of employees involved in the operation, safety equipment required before the operation commences, communication procedures between the vessel / jetty / storage area, as well as any checklist required to be completed prior to, during or on completion of the operation.

3. Emergency action plan

Should contain a detailed description of actions to be taken by employees in the event of an incident or accident, that include emergency shutdown procedures, firefighting procedures and any other documentation required in the event of a general emergency. There should be a comprehensive list of personnel that are contactable in the event of an incident.

11.0 RAK Maritime City Free Zone

In order to facilitate the requirements of the RAK Maritime City Free Zone Authority, the following guidance has been laid down.

11.1 Common user berth

For all bunkering operations being conducted on the Common user berth, all activities carried out shall be in accordance with this procedure. Failure to comply will result in a penalty being administered to the offending company by the RAK Maritime City Free Zone Authority.

11.2 Private terminals

The RAKMC Free Zone tenant is responsible for, and accountable for, the conduct of any bunkering operation at their private jetty, in accordance with the **Act No. (9) of 2008 with respect to RAK Ports**. To ensure a tenant has adequate control in accordance with this procedure, the following documentation is required to be forwarded to RAKMC Free Zone Authority.

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1. Operating procedure

Description of how employees and/or suppliers will work whilst transferring fuel / liquids. There should also be reference to any specific equipment required during the operation and instructions on its use.

2. Safety precautions

These should reference or include the company's fire prevention plan, competency requirements of employees involved in the operation, safety equipment required before the operation commences, communication procedures between the vessel / jetty / storage area, as well as any checklist required to be completed prior to, during, and on completion of the operation.

3. Emergency action plan

The plan should contain a detailed description of actions to be taken by employees in the event of an incident or accident, this shall include emergency shutdown procedures, firefighting procedures and any other documentation required in the event of a general emergency. There should be a comprehensive list of personnel that are contactable in the event of an incident.

12.0 PPE requirements

It is a requirement for all personnel involved in the operation to wear sufficient PPE in accordance with port regulation requirements; these must conform to British and European safety standards and comply with the standards listed below:

1. Safety headgear conforming to EN 397: 2012.
2. Safety boots conforming to EN ISO 20345.
3. General works wear gloves conforming to EN 420:2003.
4. Light eye protection conforming to EN 166:2001.
5. Light protective coveralls conforming to EN 420:2003.
6. High visibility jacket conforming to EN 471:2003.

13.0 Port rules

The port operates under the guidelines of the **Act No. (9) of 2008 with respect to RAK Ports and Port Legislation Register**. Thereby all employees, contractors and visitors engaged in any activity within the port under the direct tasking of their management, shall adhere to the rules stipulated in this procedure at all times.

In addition all employees, contractors and visitors will work with strict adherence to the port's management system procedures that directly and indirectly affect their working environment, where necessary adequate control measures and signage will clearly be displayed that controls the work area.

14.0 Training

All operatives engaged in this work activity will be qualified, experienced and fully trained in all aspects of the tasks including:

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1. Risk assessment.
2. Manual handling.
3. COSHH (Hazardous material control).
4. Driver and operators competency certification.

15.0 Oil spill response equipment requirements

Each bunkering vehicle and vessel shall supply sufficient oil spill response equipment in order to sufficiently contain and remove an oil spill, as well as the vessel supplying sufficient oil spill response equipment as per SOPEP guidelines and contain sufficient oil dispersant that is approved by ROPME, at no time is dispersant to be used in the port's waters.

In the event of an oil spill the following should be followed:

1. Cease all pumping immediately.
2. Valves on both receiving vessel and supplying vehicle are to be closed and acknowledged from both parties.
3. Notify Port Control at the earliest opportunity.
4. Provide information such as:
 - Location
 - Oil type
 - Estimated quantity
 - Source of spillage
 - Containment measures taken, if any
5. If it is safe to do so, attempt to either stop or reduce any leakage of oil.
6. Cordon the area and do not allow naked flames.
7. Avoid contact with the oil.
8. Use only intrinsically safe equipment.
9. Stay upwind of spill.
10. Stand by to guide response personnel to scene and assist if possible.
11. Control Tower / Shore Bosun / Port representative to maintain a log of events.

All material used in the clean-up operation shall be transported and disposed of per the EPDA and Municipality requirements. This facility shall be conducted by the bunker supply company under the supervision of the Environment department or charged to the supply company in accordance with the current Port tariff.

16.0 Emergency procedures

In the event of an emergency that requires external assistance, personnel are to ring the relevant **DUTY OFFICER / SHORE BOSUN / SUPERVISOR** in accordance with the emergency contact list in section 19, from a mobile phone, state name, location, telephone number and the nature of the incident.

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Evacuate if required via the nearest access point and proceed to your muster point.

17.0 Safety documentation

The following documentation will be required and available for inspection at all times during the bunkering operation to ensure a safe working environment is upheld.

1. SOP for Bunkering.
2. Risk assessment & method statement.
3. Operator's safety certification.

18.0 Associated documentation

1. Federal law no.24 of 1999 – Protection and development of the environment.
2. Act No. (9) of 2008 with respect to RAK Ports, Rules of RAK Ports and Borders of RAK Ports.
3. IMDG Code Chapter 19.
4. MARPOL Regulations 73/78, The international convention for the prevention of pollution from ships
5. Current Port Tariff.
6. Port Legislation Register.

19.0 Emergency contacts

Details of all personnel involved in the activity are listed below; a comprehensive list shall exist to enable contact via telephone or e-mail to the relevant party in the event of an emergency:

Position	E Mail	Tel No
HSEQ Manager	hseqm@saqrport.ae	07 2056 119
Harbourmaster	hm@saqrport.ae	07 2056 156
Saqr Port Tower	controltower@saqrport.ae	07 2056 161
Al Jazeera Port Tower	tower@aljazeeraport.ae	07 2446 627
RAK Port Tower	tower@khorport.ae	07 2281 190
RAK Maritime City Free Zone Tower	controltower@rakmaritimecity.ae	07 2215 258
Al Jeer Port Operations Supervisor	pos@aljeerport.ae	050 9494 611
Saqr Port Duty Officer	dutyofficer@saqrport.ae	050 4875 017
Saqr Port Shore Bosun	shorebosun@saqrport.ae	050 4878 458
Saqr Port Duty Pilot	pilot@saqrport.ae	07 2056 203
Saqr Port Health & Safety Coordinator	hsc@saqrport.ae	07 2056 188
Al Jazeera Port Health & Safety Officer	hse@aljazeeraport.ae	07 2446627

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Annex A: Application for bunkering / fuel transfer operations licence form

Organisation / Company Name:	
Address:	City:
	PO.BOX:
	Tel:
Name of Owners / Partners:	
Supporting Documents:	Insurance certification	<input type="checkbox"/>
	Vehicle / Driver Licence(s)	<input type="checkbox"/>
	Operating Procedure	<input type="checkbox"/>
	Hose Certification	<input type="checkbox"/>
	Training Competence	<input type="checkbox"/>
	Safety Procedures	<input type="checkbox"/>
Registration Date:	
Registration Duration / Expiry:	
Commercial Licence Issue Date:	
Commercial Licence Expiry Date:	

I / We _____ apply to _____ Port Ras Al Khaimah for bunkering/fuel transfer operations.

I / We agree that the deposit security cheque amount (...../-) lodged at _____ Port can be used in the event of spillage etc., and we undertake to “top up” that deposit IMMEDIATELY.

TERMS & CONDITIONS

I / WE HEREBY STATE AS AUTHORISED OFFICER OF THE APPLICANT COMPANY, THAT THE INFORMATION GIVEN ABOVE IS TRUE AND CORRECT. I / WE HEREBY AUTHORISE _____ PORT TO MAKE ENQUIRIES AS IT CONSIDERS NECESSARY TO DECIDE WHETHER TO ACCEPT THIS APPLICATION.

Applicant Signature:

Port Operations Manager:(SPA / AJZP / RAKP / AJRP / RAKMCFZ)

BUNKERING / FUEL TRANSFER OPERATIONS**Annex B: Bunkering request form**

(This document shall be made available to Port Control and HSEQ Department a minimum of 24 hrs. in advance of requested operation).

Date of Bunkering:	Time:	Port & Berth:
Name of vessel requesting Bunker:		Registration of Bunker Supplying Company:
Agent Details:		Bunker Company Details:
Oil to be Bunkered		
Grade	Quantity in MT or M ³	Sulphur content for Marine Fuel Oil

Request Approved by:

Name: _____ Position: _____ Signature: _____

Port Details			
Saqr Port Authority	Port Control Tower	controltower@saqrport.ae	Tel: +971 (0)7 2056 161 Fax: +971 (0)7 2668 051
	HSEQ Dept.	hsc@saqrport.ae	Tel: +971 (0)7 2056 188 Fax: +971 (0)7 2056 166
Al Jazeera Port	Port Control Tower	tower@aljazeeraport.ae	Tel: +971 (0)7 2446 627 Fax: +971 (0)7 2446 993
	HSEQ Dept.	hse@aljazeeraport.ae	Tel: +971 (0)7 2446 627 Fax: +971 (0)7 2446 651
RAK Maritime City Free Zone	Port Control Tower	controltower@rakmaritimecity.ae	Tel: +971 (0)7 2215 258 Fax: +971 (0)7 2215 259
	HSEQ Dept.	hsc@saqrport.ae	Tel: +971 (0)7 2056 188 Fax: +971 (0)7 2056 166
RAK Port	Port Control Tower	tower@khorport.ae	Tel: +971 (0)7 2281 190 Fax: +971 (0)7 2281 192
	HSEQ Dept.	hsc@saqrport.ae	Tel: +971 (0)7 2056 188 Fax: +971 (0)7 2056 166
Al Jeer Port	Operations Supervisor	pos@aljeerport.ae	Tel: +971 (0)5 0949 4611 Fax: +971 (0)7 2682 444
	HSEQ Dept.	hsc@saqrport.ae	Tel: +971 (0)7 2056 188 Fax: +971 (0)7 2056 166

BUNKERING / FUEL TRANSFER OPERATIONS**Annex C:** Bunkering checklist (Checklist to be completed prior to the commencement of bunkering operations).

Port:		Berth No.	
Agent:		Date & Time:	
Supply Company:		Vessel Name:	
Supply Driver:			

No	Safety Precaution	Bunker Supplier	Bunker Receiver	Remarks
1	Have bunker hoses been correctly checked at the gate?			
2	Is the vessel securely moored?			
3	Is there safe access between vessel and shore?			
4	Is the road tanker securely parked away from Berth edge?			
5	Has permission to commence bunkering operations given?			
6	Adequate supervision on the vessel/shore?			
7	Are sufficient personnel present to deal with an emergency?			
8	Are personnel wearing the correct PPE?			
9	Is an oil transfer procedure displayed?			
10	Has loading rate been agreed with the receiving vessel?			
11	Has topping of rate been agreed with receiving vessel?			
12	Is there sufficient spill containment material available?			
13	Are drip trays in place under connections & free of liquid?			
14	Sufficient firefighting equipment positioned and ready?			
15	Has a spark arrester been fitted to prevent exhaust hazards?			
16	Does bunker vehicle have anti-static bond to the ground?			
17	Are smoking requirements being observed?			
18	Is a communication system established & tested?			
19	Pressure gauges calibrated and working order are fitted?			
20	Bunker connections not in use are well blanked?			
21	Well-tightened bolt in every bolt-hole at bunker manifold?			
22	Are all deck scuppers / wash ports plugged or sealed?			
23	Are all unused manifolds blanked & valves closed?			
24	Are bunker hoses tested, tagged as per certificate?			
25	Are hoses supported and are of sufficient length?			
26	Are hoses in good condition & free from kinks or bulges?			
27	Do all flanges, valves, drain cocks have a good seal?			
28	Is a SOPEP spill kit available at both points of bunkering?			
29	Is an emergency shutdown system established and tested?			
30	Is a flag code Bravo displayed or red light on and visual?			
31	Is a cordon in place with clear signage on the berth?			
32	Are all bunker tank lids closed?			

Bunkering Driver's Name & Signature

Masters / Chief Engineer's Name &
Signature (receiving vessel)

BUNKERING / FUEL TRANSFER OPERATIONS

Annex D: Bunkering Report

Bunkering report

This is to certify that we _____ bunkering company, had delivered _____ (quantity) of _____ oil/fuel to the merchant vessel _____ at berth number _____ on date _____.

(_____)
Bunkering driver's name &signature

This is to certify that my Merchant Vessel _____ had received _____ (Qty) of _____ oil/ fuel from _____ bunkering company on _____ date.

(_____)
Masters/ Chief Engineer's
Signature (receiving vessel)