



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 13 OF 2019

25 Jun 2019

Bunker Suppliers / Bunker Craft Owners and Operators
Harbour Craft Community
Shipping Community

GUIDELINES FOR PREVENTING POLLUTION DURING BUNKERING OPERATIONS

This circular supersedes Port Marine Circular No. 18 of 2008.

2 This circular is a reminder to all vessels that are supplying and receiving bunkers in the Port of Singapore. Bunkering related oil spills are generally due to operational lapses and could be prevented if all the necessary precautions are taken. Please observe the revised guidelines (**ANNEX A**) during bunkering operations.

3 MPA would also like to draw the attention of ship masters and bunker craft operators to Regulation 7 of the Prevention of Pollution of the Sea Act which states the following:

Prohibition of discharge of oil and oily mixtures from ships

7(1) If any discharge of oil or oily mixture occurs from a Singapore ship into any part of the sea or from any ship into Singapore waters, the master, the owner and the agent of the ship shall each be guilty of an offence and shall each be liable on conviction to a fine of not less than \$1,000 and not more than \$1 million or to imprisonment for a term not exceeding 2 years or to both.

4 To report any incidents related to bunkering operation including bunker oil pollution, please contact the MPA Marine Safety Control Centre (Tel: 6325-2488/2489, VHF Ch 07).

5 Any queries relating to this circular should be directed to either Capt Shawn Hoe (Tel: 6773-7401, email: shawn_hoe@mpa.gov.sg) or Mr Loh Yuanhe (Tel: 6325-2308, email: loh_yuanhe@mpa.gov.sg)

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

ANNEX A

GUIDELINES TO BE OBSERVED BY BUNKER TANKERS AND RECEIVING VESSELS DURING BUNKERING OPERATIONS

1. Both bunker tanker and receiving vessel are to be securely moored taking into consideration the prevailing and expected sea/weather conditions. Moorings are to be tended to promptly throughout the entire operation.
2. The entire bunkering operation is to be supervised by a responsible person.
3. An effective and reliable communication line is to be used and agreed between both bunker tanker and receiving vessel. (Alternatively if the main communication fails on either ship, the agreed emergency signal is to be sounded and all bunkering operations are to be suspended immediately).
4. Prior to the commencement of bunkering operation, the maximum pumping rate and maximum pressure including starting and topping-up rate have to be agreed upon by both bunker tanker and receiving vessel.
5. The emergency shut-down procedure is to be agreed upon by both vessels prior to the commencement of bunkering operation.
6. The bunker hoses/arms are to be in good condition and properly rigged and securely connected.
7. Before commencement of bunkering operation, all overboard discharge scuppers are to be effectively plugged and drip trays of adequate size are to be placed in position.
8. The cargo and bunker connections when not in use are to be securely blanked off.
9. The sea and overboard discharge valves when not in use are to be closed and lashed.
10. During the entire bunkering operation, there should be sufficient personnel onboard in a state of readiness to deal with an emergency including the use of main engine for unmooring should the need arises.
11. During the entire operation, no other operation involving (internal) transfer of bunker in bulk is to be carried out onboard either vessel.
12. Fire-fighting, oil spill response equipment and dispersant are to be ready for immediate use.

13. A person should be in constant attendance at both the delivery and receiving hose connection during the bunkering operation.
14. A safe access between the bunker tanker and receiving vessel has to be provided.
15. Day/night signal is to be exhibited clearly.
16. In event of an oil spill, the Master, owner or agent shall inform the Marine Safety Control Centre immediately (Tel: 6325-2488/2489, VHF Ch 07) and comply with any instructions that may be given.
17. For more detailed guidelines, refer to the Bunkering Pre-Delivery Safety Checklist as stated in Singapore Standard Code of Practice for Bunkering SS600 and Technical Reference for Bunker Mass Flow Metering TR48 published by Enterprise Singapore as amended from time to time.