

## PPA Marine Procedure

<b>Name</b>	<b>Bunkering of Fishing Vessels</b>
<b>Purpose</b>	<b>Protection of the Marine Environment</b>
<b>Date</b>	<b>14.03.2025</b>
<b>Approved by</b>	<b>Harbour Master</b>

### About

These procedures apply to all fishing vessels receiving bunkers by road tanker within Peterhead Port Authority. It also applies to all fuel providers.

Bunkering is taken to mean the transfer between ships of a substance consisting wholly or mainly of oil for consumption by the engines of the ship receiving the substance. It also includes a liquid intended for lubricating the vessel's engine or other machinery and transfer of slops.

### General

Road tankers shall comply with the provisions laid down by the Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations, and as a signatory, the European agreement concerning the carriage of dangerous goods (ADR), as amended from time to time. Fuel suppliers should be familiar with the above provisions and ensure that their employees and contractors both understand and apply them.

The Supplier shall comply with all relevant PPA management systems, policies, procedures, orders and directions.

Bunkering operations must be performed diligently, safely and without deliberate or undue delay.

During operations, the supplier and the vessel shall ensure that all necessary measures are taken to prevent fuel spillage into the waters of the port, or onto the quayside.

All incidents shall be fully investigated by the supplier and the vessel with written reports submitted to the Harbour Master within 7 days of the incident taking place.

### Dispersants

Dispersants are not permitted to be used in the Harbour with permission from Marine Scotland. It is an offence to do so otherwise.

## **Fueling Procedure**

The following procedure must be followed when taking bunkers.

1. The vessel must be manned by a competent member of the ship's crew when receiving bunkers.
2. All equipment and lines must be checked on the vessel, and tank levels checked prior to receiving bunkers.
3. Unused lines must be closed.
4. It is standard practice to only fill fuel tanks to 90% capacity in order to prevent over filling.
5. A supply of sawdust / absorbent pads must be ready to deploy.
6. Appropriate firefighting equipment must be at the ready.
7. The vessels crew and tanker driver must agree the method of communication and the method of emergency stop.
8. The ship's crew must monitor the tank level at all times.
9. The tanker operator must be standing by ready to stop pumping at all times.
10. Tanker operators are not permitted to use personal mobile phones or tablets whilst transferring bunkers or any other equipment which is not intrinsically safe.
11. Tanker operators are not permitted to sit in the cab whilst transferring bunkers.
12. A constant visual watch of the operation must be maintained by both the tanker operator and the vessels crew.
13. A member of the vessels crew must be standing-by at the filling point, ready to shut off the flow of fuel using the valve. If the crew member needs to leave the filling point for any reason the tanker will stop pumping until they return.

## **Emergency Response**

Any incidents or accidents arising out of the bunkering operations that may impact in any way on the environment shall be reported immediately to the Duty Harbour Master via Vessel Traffic Services by the Vessel/Tanker Driver. The following information must, as a minimum, be provided:

- The location of the spill;
- The type of oil spill;
- The approximate quantity;
- The immediate action taken;
- Preventative measures put in place.

In the event of an oil spill the following procedure must be followed.

1. The tanker shall stop pumping immediately.
2. The vessel must inform the Harbour Authority immediately by contacting VTS on VHF Ch 14 or 01779 483600.
3. The vessel must initiate their oil spill response plan and prevent as much as possible, any fuel entering the water course.

4. The vessels Master, is also required to notify the Coastguard.
5. In the event of any oil spill the vessel owner will provide the Port Authority with a written incident report as soon as practicable.