



GREAT YARMOUTH PORT COMPANY

Bunkering and Oil Transfers

Version 6 (January 2021)

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Introduction

Peel Ports does not undertake any bunkering activity at Great Yarmouth. In its role as Agent for the Statutory Harbour Authority, Peel Ports Great Yarmouth will ensure that oil transfer operations within the Port are conducted in a safe manner to reduce risks to personnel and damage to the environment.

Bunkering activity includes any oil transfers to or from ships within the Port of Great Yarmouth.

- ✓ Consent from PPGY must be given before commencement of bunkering anywhere within the jurisdiction of the Port.
- ✓ Ship-to-Ship (STS) oil transfers are not permitted in the River Port.
- ✓ Ship to Ship transfers may be consented – but only at Outer Harbour berths.
- ✓ Bunker Suppliers intending to deliver bunkers from a Bunker VESSEL must be Registered with the Harbour Office.
- ✓ Bunkering operations STS are permitted only during daylight hours (between times of Civil Twilight) unless express permission of the Harbour Office is obtained.
- ✗ Vessels are not permitted to bunker either underway or at anchor.

Requirements for bunkering in the Port

Adherence to these requirements or the recommendations of Peel Ports does not relieve any person of the responsibility to comply with Statute, Order or Regulation that may apply to their vessel or operation.

Bunker Suppliers, Owners/Managers/Operators of Bunker Vessels and Masters of Vessels receiving bunkers are strongly recommended to follow Industry Guidance and Codes Of Practice including:

- ✓ International Safety Guide for Oil Tankers and Terminals (ISGOTT)
- ✓ Recommendations made by the International Group of P&I Clubs

Consent to commence bunkering

Contact Local Port Service (Yarmouth Radio) on VHF Channel 12 before any transfer operation and provide:

- Name of Vessel
- Berth or location in the port.
- Mode of transfer (pipeline, road transport, ship to ship, other)
- Commodity being transferred (Fuel oil, Gas oil)
- Quantity (Litres)
- Time of Start of transfer AND as soon as possible thereafter
- Time of Completion of transfer
- Copy of Bunkering Safety Check List

Contact Numbers

Local Port Service: +44 (0) 1493 335511 gymarineservices@peelports.com
Harbour Office: +44 (0) 1493 335501 gyharbouoffice@peelports.com
Pilots: +44 (0) 1493 335515 gypilotsgroup@peelports.com

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Incidents, Records and Audit

Incidents:

- Advice of any spill must be reported immediately to Local Port Service (Yarmouth Radio).
- Vessel must take all practicable steps to prevent oil entering the water and follow directions in their SOPEP.
- Berth Operator must follow their Terminal Operating Procedures and Oil Spill Response & Contingency Plan
- Peel Ports will provide support to mitigate a Spill as required and in accordance with its Oil Spill Contingency Plan

Records:

In all cases, a Bunkering Safety Check List (e.g. ISGOTT Form) must be exchanged and a copy provided to LPS

Audit:

Peel Ports may undertake an audit of any bunkering operation and require production of records from any person undertaking fuel transfer activity in the Port

Registration Procedure (for Ship to Ship transfer)

The Bunker Operator must make a written application to the Harbour Office, information must be received adequately in advance to permit review prior to commencement of any transfer and should include:

- a. Vessel particulars, including Tank arrangement, capacities and pumping rates.
- b. Evidence of survey by a recognised (IACS) Classification Society
- c. Evidence of P&I insurance with coverage including pollution and removal of wreck. Blue Card to be on produced on request.
- d. Payment of the STS Registration fee as may be fixed from time to time by the Port.
- e. Payment of Port Charges for the Vessel applicable at the relevant time of arrival

The Port expects the Vessel is maintained in a seaworthy condition at all times with appropriate manning levels for the activity undertaken, Owners/Operator/Manager has in place an appropriate Safety Management System (SMS), there is an Emergency Oil Spill Plan (SOPEP) available for inspection and there are sufficient fenders available to protect both vessels.

The bunker vessel may be subject to inspection by the Port and the Master/Owners shall provide access to the person appointed by the Port on request.