

Bunkering Notification Form



Operational Information

Date	<input type="text"/>	Time	<input type="text"/>
Location	<input type="text"/>		

Receiver Details

Vessel Name	<input type="text"/>	IMO	<input type="text"/>
Owner	<input type="text"/>	Agent	<input type="text"/>
Email	<input type="text"/>	Telephone	<input type="text"/>

Supplier Details

Vessel Name	<input type="text"/>	Operator	<input type="text"/>
Email	<input type="text"/>	Telephone	<input type="text"/>

Transfer Operations

Start Time	<input type="text"/>	Finish Time	<input type="text"/>
Type of Oil	<input type="text"/>	Quantity	<input type="text"/>
UN Number	<input type="text"/>		

Declaration

I confirm that the Masters of vessels receiving bunkers, and the suppliers of bunkers will comply with:

- Port of London Authority Bunkering Terms & Conditions (see overleaf)
- Local and National Legislation
- Any specific conditions which may be required by the Harbour Master

Signature	<input type="text"/>	Date	<input type="text"/>
Name (PRINT)	<input type="text"/>		
Position	<input type="text"/>		

For office use only

Authorised by	<input type="text"/>	Date	<input type="text"/>
Start Time	<input type="text"/>	Finish Time	<input type="text"/>
Comments	<input type="text"/>		

SUBMIT

Port of London Authority - Bunkering Terms & Conditions

Masters of vessels receiving bunkers, and Masters of bunkering barges/tankers, are advised that all bunkering operations within the jurisdiction of Port of London Authority must be carried out in accordance with the following conditions:

- 1) Only vessels approved by the Harbour Master may deliver bunkers. For further information email harbourmaster@pla.co.uk
- 2) In accordance with the General Directions for Navigation in the Port of London (GD9 – Regulation of Bunkering and Reporting of Oil Spills), the Master of the vessel delivering bunkers must notify London VTS through completion of this form and verbally via VHF on the relevant channel prior to commencement and again on completion. Approval must also be obtained prior to commencement of operations from the berth operator.
- 3) The PLA Bunkering Notification Form must be completed on each occasion by the Master of the vessel delivering bunkers and sent via email to London VTS not less than 1 hour prior to commencement of operations. To send the form, click on the 'Submit' button at the bottom of the form or email to the below relevant contact:

VHF Ch 14 (Teddington to Crayfordness)

0203 260 7711 TBNCDO@pla.co.uk

VHF Ch 68/69 (Crayfordness to Outer Port Limits)

01474 562 215 Watch.Manager@pla.co.uk

- 4) This notification must be received and acknowledged by London VTS prior to the transfer of oil. Failure to do so may result in delays. This notification does not replace the requirement to notify London VTS verbally prior to, and on completion of bunkering.
- 5) In accordance with General Direction 9 and Thames Byelaw 8, the Master of any Vessel involved in an oil spill must immediately report it to London VTS on the relevant VHF channel for the area. Details to report include the location, type of oil, approximate quantity, and action taken to limit and control the spill. Failure to do so may result in prosecution under the *Merchant Shipping Act 1995 Section 136* and the *Port of London Act 1968* (as amended).
- 6) Vessels must comply at all times with the provisions of the Dangerous Goods in Harbour Area Regulations, 2016 and must exhibit the warning signals required by Section 8, namely:

By Day	-	International Code Flag 'Bravo' (red flag)
By Night	-	An all-round red light, visibility of 2 miles
- 7) Specific bunkering restrictions exist for Tower Bridge Upper (HMS Belfast) whereby bunkering operations (light fuels only) may only take place overnight, between 22:00 and 07:00. Heavy Fuel Oil bunkering is prohibited at any time at this location.
- 8) Bunkering operations must not commence or must be suspended if the local weather conditions exceed Beaufort Force 6, sea/swell heights in excess of 2 metres, and constant winds exceeding 27 knots. However, London VTS or the Master of the bunkering vessel may direct, that bunkering operations be suspended in less adverse conditions if deemed necessary.
- 9) All vessels anchored for the purpose of bunkering are required to have their main engines available at immediate notice.
- 10) Whilst bunkering operations are in progress a 60m exclusion zone will be established around the vessel, which will be monitored by London VTS and by the vessel taking bunkers.