

## Guidelines:

# Bunker Road Tanker Safe Operations

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## 1.0 Introduction

Trakhees Inspection Department, Ports & Maritime Section has developed Regulations PM 15.0 Bunkering Operations applicable for all bunker operations in Dubai Ports and Maritime areas within PCFC Jurisdictions. These Regulations are accessible online at below link.

### [Regulations \(Ports & Maritime\)](#)

Furthermore all companies who intend to carry out bunker operations in Dubai Ports and Maritime areas within PCFC jurisdiction using bunker road tankers are required to obtain Trakhees Certificate of Approval and Bunker Road Tanker Permit respectively. Details for both are provided online as well at below link.

### [Obtaining Bunker Vehicle Permit](#)

Further to emphasize on safety during road tanker bunker Operations, Trakhees Inspection Department, Ports & Maritime Section has developed these Guidelines for all approved bunker companies. With increase in the number of bunker operations every year, it is utmost important for all bunker companies to adhere to all required regulations and industry standards to avoid potential risk to life, property and environment.

## 2.0 Applicability

The guidelines outlined in this document relate to all companies intend to carry out road tanker bunker operation with vessels in Dubai Ports and Maritime areas in PCFC jurisdiction. These guidelines do not

relieve any bunker company of the need to comply with any other applicable requirements that may apply to their company and bunker operations

### 3.0 Safety Guidelines for Bunker Companies using Road Tankers:

- 1) It is recommended that all Bunker Companies to have in place an appropriate Safety Management System (SMS).
- 2) The road tanker driver and staff shall comply with both the International Ship Port Security Code and Local Port Security requirements.
- 3) Road Tanker Drivers and staff shall carry the following PPE as a minimum:

- a) Hard Hat
- b) High visibility vest
- c) Safety Shoes
- d) Appropriate Protective gloves
- e) Life Jacket (To be worn if proceeding beyond solid yellow line painted at quay edge)
- f) Torch (Intrinsically safe)



- 4) Bunker truck shall always be parked parallel to the berth so as not to cause any obstruction and provide the best access to delivery hose.
- 5) Road Tanker driver shall coordinate with the Stevedore supervisor / Crane



**Incorrect parking position for bunker road tanker.**

operator prior positioning and connecting the hoses at the Quay area

6) Prior to bunkering, the tanker driver /operator shall confirm and agree with all applicable contents of bunker safety checklist and get it signed from vessel's Chief Engineer/Master.

7) Tanker drivers shall remain in attendance with the vehicle at all times and vehicle shall remain at the berth for the period of bunker operation only.



Correct parking position for bunker road

8) There shall be no smoking, no naked flames and no hot work jobs during bunker operations.

9) Tanker driver shall not use any mobile phones or other electronic devices during the fuel transfer operation.

10) Tanker driver shall verify and ensure that adequate earthing connections for truck and the hoses in operation.



11) Vessel operation shall be stopped at the bunker station bay/hold whilst fuel transfer is in progress.

12) Every tanker vehicle shall carry oil spill equipment of appropriate capacity which is ready for immediate deployment at all times and the driver shall be trained in its use.

**Only Certified Bunker hoses shall be used.**

13) The tanker vehicle shall have adequate absorbent booms in vehicle to deploy on land or in the water for initial action in the event of a spill.

14) The bunker hoses should be in good condition, tested and certified annually.

15) Tanker driver shall physically verify the hoses for any unsafe conditions (kinks, bends, cracks etc.) If any leaks identified, hose shall be immediately replaced.



Properly secured hose connection

16) The bunker hoses shall be well supported, are of sufficient length and allow for movement of the ship.

17) Bunker Tanker shall not accept hose from vessel for bunker transfer.

18) No transfer shall commence until the hose has been checked and couplings made secure. All equipment used during bunkering including couplings, ensured to be in good condition.

19) Tanker Driver shall cross verify the hose connection to the vessel bunker point. For flange connections, driver shall ensure that all the bolts are inserted and



tightened. In case of usage of reducers (so to accommodate the **Emergency Shutdown Valve** vessel flange dimensions) driver shall ensure correct size and fittings used for the same.

20) Tanker driver shall cross check the “Emergency Shut Down Valve” connection and its operation readiness prior starting the bunkering.

21) In case of night bunkering operations, driver shall ensure for adequate lighting at the truck and vessel hose connection points.

22) Any hose spanning over the water must be of continuous length without any joints or connections

23) During bunker operation, proper monitoring shall be carried out by all the parties throughout the operation for any sign of leakage or abnormality.



**Bunker road tanker with safety cones.**

All parties should remain standby to immediately shut down the operation if required in case of any leakage/failure.

24) The tanker driver must place warning notices/ safety cones each side or around the vehicle to warn that oil transfer operations are taking place.

25) During bunker Transfer operations there should be regular communication maintained between the vessel and supplier. Once the method of communication is initially established, the following information should be exchanged:



**Miscommunication can lead to oil spills**

a) Confirm transfer starting and stopping procedures

b) Confirm transfer rates, pressures and quantities

c) Confirm emergency stop procedures.

d) Confirm method of raising the alarm in the event if an emergency

26) Bunker hoses must not remain connected longer than necessary for the transfer and shall be air purged to drain the residue. Hose shall be blanked with leak proof cap once disconnected.



- 27) Air purging and subsequent disconnection of hoses shall commence only after mutual confirmation between vessel watch and driver.
- 28) Vessel crew shall not be involved in hose connection and disconnection of bunker hose at bunker road tanker manifold on jetty. Furthermore, hose connection and disconnection at vessel manifold shall only be done by vessel crew.
- 29) At any time during bunker operations the tanker driver/operator must immediately report any oil spillage to vessel master (even if no oil has entered the water) and take appropriate measures to immediately contain and clear the spillage. Additionally, in the event of a spillage the driver shall:
- Shut the pump with emergency stop valve
  - Immobilize the vehicle
  - Keep all personnel and ignition sources clear of the spillage area.
  - Use the spill kit to contain the spill and commence cleaning the area.
  - All cleaned up waste material to be disposed of as per Trakhees, Ports & Maritime Regulations.



Oil spill Kit