

Container Vessel Bunkering Heightened Awareness Program

Mission Statement: Bunkering operations taking place alongside Container Ships while alongside load berths require a heightened level of awareness due to inherent risks associated with container vessel loading activities. This program is to minimize the risk to personnel on the bunker barges, to reduce the risk to the environment and to establish an ongoing program of awareness around container vessel bunkering safety. It will outline best practices, essential communications, proper planning, required agreements and continued due diligence between all parties to assure the safety of personnel on bunker barges.

NOTE: This program replaces the previous Container Vessel Bunker Barge Safety Program and Delivery Notice contained in the LALB Harbor Safety Plan. (June 30, 2007)

1) Best Management Practices

- A) Container Vessel Bunkering Safety Work Group, will be established under the Harbor Safety Committee. This working group will hold generally quarterly, meetings to discuss issues, near misses, and incidents related to container vessel bunkering safety as well as the effectiveness of this program.
- B) Area of Concern. The cargo hatches adjacent to the bunker barge on the ship will be considered the “Area of Concern”: This area is identified as the Ship’s offshore three stacks of containers above deck in hatch bays directly adjacent to the full length of the bunker barge the entire time the barge is alongside.
- C) Essential Communications. All stake holders in the bunkering operation, which includes the Vessel Agent, Bunker Operator, Ships Crew, Terminal Operations Management and Cargo Crane Operators through the Vessel Foreman must be aware that a bunkering operation is taking place and must be available for communications before and during the bunkering operation as needed.
 - 1. Critical personnel contact information and phone numbers will be provided and listed in pre delivery communications.

2. Each terminal shall provide an up to date list of reliable contact numbers for the Terminal Operations Management to the ship's agent and barge operator. This list will be kept updated by the Marine Exchange and will be kept as an addendum to this program.
 3. Bunker Barge Operators, Container Terminal Operations Management and Ship's Agents will exchange and maintain a reliable and current list of their respective 24/7 telephone contact information, this will include e-mail addresses. This list will be kept updated by the Marine Exchange and will be listed as an addendum to this program
 4. Barge operators will communicate/confirm barge arrival times at intervals leading up to delivery.
 - 72 Hrs. Through ships agent email
 - 48 Hrs. Through ships agent email
 - 24 Hrs. Directly with Terminal Operations Management email and ships agent email
 - 1 hour Directly with Terminal Operations Management
- D) Prior to the barge getting underway for the vessel, the Barge Operator will call Terminal Operations Management directly to verify it is safe to come alongside. Barge Operators will not bring barges alongside the ship until communications have been verified between the designated Terminal Operations Management and the barge.
- NOTE: All communications taking place less than 24 hrs. from the scheduled barge delivery time will be directly between the barge operating company and the Vessel's Agent via telephone call and email. Notifications will be made to the Terminal Operations Management by the agent.
1. Barge operators will verify with Terminal Operations Management that it is safe to come alongside 1 hour prior to arrival to the ship via telephone call.
 2. Terminal Operations Management will assure that bunker operations are communicated to all associated operations staff and that this information is passed on when there are shift or personnel changes.

3. The Barge Operator will communicate any delays to the estimated finish time of bunker discharge directly to the Terminal Operations Management.
4. Once bunkering operations have commenced the barge operator will communicate any anticipated delays to the estimated finish time to the Terminal Operations Management.
5. Should there be any reason for a delay in the barge's departure from the vessel, vessel will to the best of their ability avoid the Area of Concern when conducting operations. However, Tankermen will be aware that such operations may take place and should place themselves in a position of safety.
6. All delays shall be relayed to the Vessel's Agent. The Agent will communicate the delay via email to all parties involved.

2) **Planning of bunker operations** will give priority to the safety of bunker barge personnel.

- A) The Bunker Operator and Vessel's Agent will plan for an agreeable time period (appointment) for when the Bunker Barge will be alongside. Terminal Operations shall be informed of the appointment time by the Ship's Agent.
- B) If possible, the bunker operation should be pre-scheduled to take place during the late night/early morning intermediate or "hoot" shift 03:00-08:00. If this is not possible the Agent will coordinate with Terminal Operations Management to determine the best time for the bunkering operation to take place. An appointment will be made according to this targeted period.

NOTE: For the delivery of barges during the "hoot" shift communications with the Terminal Operations Management must take place prior to 03:00 as container operations personnel are not normally available during the "hoot" shift.

- C) All best efforts should be made to avoid container cargo operations in the Area of Concern while bunker barge is alongside. In the event that critical container movements must take place in the Area of Concern, the Terminal Operations Management shall make contact with the Tankerman PIC via VHF Radio or Vessel Officer on Watch and inform them of such movement. This will allow barge

personnel to shut down operations and move to a safe area on the barge. Once the critical containers have been moved Terminal Operations Management will contact the Tankermen to let them know it's safe to resume Bunker Operations.

NOTE: Tankermen will not conduct Bunker Operations while containers are being moved in the "Area of Concern".

- D) Bunker operations should not be planned during unlashing and lashing activities. This is to reduce the risk of lashing hardware falling onto the bunker barge.
 - 1. If a delay should occur to the scheduled barge arrival time and the delay will cause a conflict with terminal cargo operations, another time period for the delivery of the bunker barge should be arranged and agreed to by the agent, ship, bunker delivery provider and container terminal operations manager. Delays to the arrival time shall be communicated with as much advanced notice as possible.
 - 2. Barges should be delivered to container ships as close to the appointment period as possible and taken away from the ship as soon as possible after the completion of bunkering.
- E) Vessel Agents shall include agreed appointment time in the vessel schedule when sending out the vessel's prospects via email. All parties involved in the bunkering process shall be in copy.
- F) Prior to the commencement of bunkering operations communication shall take place between the barge Tankerman PIC, the ship's cargo officer, ship's chief engineer and terminal operations management.
- G) Bunker Operator reserves right to continue to the next job should the vessel not be ready to receive bunkers at agreed upon appointment time in order to prevent disruption to their schedule.
- H) Bunker Operator reserves right to depart vessel and return at a later time should critical container moves cause a delay to the barges bunker schedule.

3) Required Agreements:

- A) Bunker Barge Arrival Time Appointment
- B) 24 hr. agreement between Agent, Ship, Terminal Operations Management and Bunker Operator that Bunkering will take place at appointment time.
- C) Agreement that it is okay for the barge to come alongside ship
- D) The Bunker Notice/Best Marine Practice Checklist shall be filled out and agreed upon by the Vessel, Terminal Operations Management and Barge Operator. All parties will affirm that they are aware of this agreement. Template for this agreement will accompany Container Ship Bunkering Planning, Communications and Agreement Template will be included in this program.
- E) The Bunker Notice/Best Marine Practice Checklist shall be filled out and returned to the Barge Operator no later than 24 hours prior to the bunkering delivery appointment.
- F) Estimated duration of bunker discharge, Estimated Barge Departure time, and barge away time are all subject to change.

NOTE: This does not preclude the normal Declarations of Inspection that take place between the barge operator and ships chief engineer for the safety of the bunker transfer.

4) Continued Due Diligence:

- A) If container operations begin in the area of concern while the bunker barge is alongside without notification. The barge operator will shut down bunker cargo operations and immediately contact the Terminal Operations Management.
- B) The above will be considered a “Near Miss” and recorded as such by the barge operator
- C) All parties will record and collect information regarding Near Misses via their own programs. These will be documented and collected by investigated and discussed by the Container Vessel Bunkering Safety Group who will develop lessons learned, process improvements and corrective actions for the program.

**Container Ship Bunkering Planning, Communications, and Agreement
Template**

Container Ship Communication Agreement Checklist

	Phone	Email
Bunker Barge Operator		
Bunker Barge		
Ships Agent		
Container Terminal Ops Mgr		

Delivery Date/Time	
Estimated Time of Completion	
Estimated Departure Time	
48 Hr Call of Pending Bunker Operation	YES/NO
24 Hr Call of Pending Bunker Operation	YES/NO

NOTE: Times are subject to change

- Vessel Agents shall include agreed appointment time in the vessel schedule when sending out the vessel’s prospects via email. All parties involved in the bunkering process shall be in copy Agents will also add bunkering schedule and contact information for Bunker Barge Company in pre-arrival email schedule, along with terminal contacts.
- Prior to the barge getting underway for the vessel, the Bunker Barge Company shall call Terminal Operations Manager directly to verify it is safe to come alongside.
- All communications taking place less than 24 hrs. from the scheduled barge delivery time will be directly between the barge operating company, the terminal Marine Operations Manager, and the agent via telephone call and email.
- If a delay should occur to the scheduled barge arrival time or departure time that will cause a conflict with terminal cargo operations, another time period for the delivery of the bunker barge should be arranged and agreed to by the agent, ship, bunker delivery provider and container terminal operations manager.
- Terminal Operations Management will assure that bunker operations are communicated to all associated operations staff and that this information is passed on when there are shift or personnel changes in the “area of concern”. Typically this is the area 150 feet fore and aft of the bunkering station.
- This area is identified as the above deck ships offshore three stacks of containers in hatch bays directly adjacent to the full length of the bunker barge the entire time the barge is alongside.
- All best efforts should be made to avoid container cargo operations in the Area of Concern while bunker barge is alongside. In the event that critical container movements must take place in the Area of Concern, the terminal operations management shall make contact with the Tankerman PIC via VHF Radio or Vessel Officer on Watch and inform them of such movement.

NOTE: Tankerman will not conduct Bunker Operations while containers are being moved in the “Area of Concern”.

- If there is a delay to the bunker departure time, the Bunker Barge Operator shall inform the Terminal Operations Manager as soon as possible and provide an updated time of departure. This communication should be by phone and email.
- Bunker Operator reserves right to continue to the next job should the vessel not be ready to receive bunkers at agreed upon appointment time in order to prevent disruption to their schedule.
- Bunker Operator reserves right to depart vessel and return at a later time should critical container moves cause a delay to the barges bunker schedule.

NOTE: Barge operators will not bring barges alongside the ship until this agreement is signed and communications have been verified between the designated Terminal Operations Manager and the barge.

Affirming Parties

Bunker Barge Operator

Terminal Ops Manager

Ship’s Agent