



**GOVERNMENT OF RAS AL KHAIMAH
RAK PORTS**

**GUIDANCE ON HIGH-SULPHUR FUEL OIL
BUNKERING OPERATIONS AT RAK PORTS**

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

*The user of any copy of this controlled document is responsible for verifying if it is the current version prior to use.
The controlled current version is available on the website <https://www.rakports.ae/wp-content/uploads/2023/01/guidance-on-high-sulphur-fuel-oil-bunkering-operations-at-rak-ports.pdf>*

RAK PORTS INTEGRATED MANAGEMENT SYSTEM

Issue Date: 02-01-2023

© RAK Ports 2023 – All rights reserved

Retention	@ Office	@ Archives
	0-2 years	3-5 years



Document Owner: Group Harbour Master, RAK Ports

Revision history:

Version	Date	Reason for change	Author
Orig.	02-01-2023	First issue.	HM



Guidance on High-Sulphur Fuel Oil Bunkering Operations at RAK Ports

Purpose

The purpose of this guidance document is to advise ship Masters, ship owners, agents, ship management companies, RAK Ports bunkering companies on the requirements to be followed to enable High-Sulphur Fuel Oil Bunkering operations within RAK Ports.

Owners, Agents, Bunker Companies should ensure that the contents of this document are made known to the masters or persons in charge of their ships.

Overview and Background

This guidance document is made in accordance with the U.A.E. Federal Maritime Administration (FMA) Circular No. 11 regarding High-Sulphur Fuel Oil Bunkering in UAE water and ports.

This document is to be read in conjunction with RAK Ports 'Bunkering Guidelines and Regulations' and 'STS Bunkering Procedure' on the RAK Ports website <https://www.rakports.ae>

The UAE Ministry of Energy and Infrastructure (Federal Maritime Authority), requires from any ship planning to receive bunkers with Sulphur content of more than (0.5% m/m) in UAE waters and ports, to provide the port authority with a copy of the valid International Air Pollution Prevention Certificate (IAPP Certificate).

More specifically, port authorities in UAE are requested to confirm, prior to approving the bunkering operations for High-Sulphur Fuel Oil, a copy of the IAPP certificate is obtained from the receiving ship to ensure the existence of a scrubber.

The above requirement comes in accordance with the limit introduced by IMO MARPOL's Annex VI, or better known as IMO 2020 Sulphur Cap, as of 1 January 2020, bringing reduction of the limit of Sulphur in bunkers from 3.5% to 0.5%.

Regulations

MARPOL Annex VI Regulation 14, places limits on the sulphur content of marine fuel oils to control sulphur oxides (SOx) and particulate matter emissions.

Regulation 4 enables the use of Exhaust Gas Cleaning Systems, also known as scrubbers, as an alternative method of compliance with Regulation 14.

Regulation 18 of MARPOL Annex VI requires that any fuel oil delivered on board must be recorded on a Bunker Delivery Note (BDN). There is a requirement that BDNs must contain specific information, including quantity, sulphur content and a declaration by the fuel oil supplier's representative that the fuel oil supplied conforms with regulations 14 and 18.

HSFO Bunkering Notification / Request

Ships refuelling with HSFO within RAK Ports via road tanker or bunker barge must submit, at least 48 hours prior to arrival, a copy of IAPP certificate to the Marine Department, proving that the ship has a working scrubber, in accordance with MARPOL Annex VI.

Retention	@ Office	@ Archives
	0-2 years	3-5 years



Guidance on High-Sulphur Fuel Oil Bunkering Operations at RAK Ports

Bunker suppliers must advise the port authority of their plan to supply HSFO bunkers at least 24 hours prior to intended supply.

STS Bunkering:

Vessels engaged in STS bunkering must submit the ‘Bunker Notification Form’ contained within the ‘STS Bunkering Procedure’ which has been amended to include the provision to specify sulphur content level. This form must be submitted to Port Control.

Road Tanker Bunkering:

‘Bunkering (Dangerous Goods) Supply/Waste Oil Collection Request Form’ is to be used to specify sulphur content level, if the vessel is receiving bunkers via road tanker.

Bunker Delivery Note (BDN)

In addition to providing a copy of the BDN to the port authority, it should be kept on the ship, readily available for inspection.

Scrubber Malfunction

Whilst within RAK Ports, if the ship’s scrubber malfunctions and cannot be returned to a compliant condition within one hour, in addition to changing over to compliant fuel oil, it must be reported to flag state and port authority.

Non-compliance

If RAK Ports has any reason to believe a ship is in violation of the applicable regulations, then we will advise the Port State Control for appropriate action.

Any scrubber found to be not in compliance with IMO guidelines in any respect (including but not limited to the wash water discharge criteria) may be prohibited from use in RAK Ports waters.

Definitions

High-sulphur fuel oil (HSFO)	Fuel oil with a sulphur content exceeding 0.50% (e.g. Heavy Fuel Oil)
Very-low-sulphur fuel oil (VLSFO)	RM and DM fuel oils with a maximum sulphur content of 0.50%.
Scrubber	Scrubber or Exhaust Gas Cleaning Systems (EGCS) are used to remove particulate matter and harmful components, such as Sulphur oxides (SOx) and nitrogen oxides (NOx) from the exhaust gasses generated as a result of combustion processes in marine engines, to implement pollution control.

Retention	@ Office	@ Archives
	0-2 years	3-5 years