Please return completed form by mail or email to:

Manager Maritime Safety and Environment Policy

GPO Box 2181, Canberra ACT 2601, Australia

Email: [environment.standards@amsa.gov.au](mailto:environment.standards@amsa.gov.au)

|  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Name of Company\* |  | | | | | | | | | | |
|  |  |  | | | | | | | | | |
| Street address |  | | | | | | | | | | |
|  |  |  | | | | | | | | | |
| Postal address |  | | | | | | | | | | |
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| Quality Management System\* *(e.g. ISO 9001)*i[[1]](#endnote-1) | | |  | | | | | | | | |
|  |  |  | | | | | | | | | |
| Contact name |  | | | | Telephone number | | | | |  | |
|  |  |  | | | | | | | | | |
| Email address |  | | | | | | | | | | |
|  |  |  | | | | | | | | | |
| Fuel oil supplier[[2]](#endnote-2)i |  | | | | | | | | | | |
|  |  |  | | | | | | | | | |
|  | Port | Phone  (for fuel orders) | | Type of fueliv and  sulphur content of fuel (% m/m) | | | | | | | Method of delivery  A – Road tanker  B – Bunker barge  C – Direct from shore/pipeline  D – Other (please specify) |
| Ports supplied\*  (*attach a separate page if space is insufficient)* | Not exceeding 0.10% | | Greater than 0.10% but less than 0.50% | | | 0.50% and above | |
|  | *Example port 1* | *03 9876 5432* | | *Diesel* | | *MDO* | | |  | | *A B* |
|  |  | |  | | | *HFO* | | *C* |
|  | *Example port 2* | *04 1234 5678* | |  | | *VLSFO* | | |  | | *D- Offshore support vessel* |
|  |  |  | |  | |  | | |  | |  |
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|  |  |  | | | | | | | | | |
| Signature |  | | | | | | Date |  | | | / / |
|  |  |  | | | | | | | | | |
| Name and position |  | | | | | | | | | | |

1. \* Published on the AMSA managed register of local fuel oil suppliers.

   The Local Fuel Oil Supplier is the person or company responsible for the supply of bunkers to the ship or installation Local Fuel Oil Suppliers must provide all ships of 400 gross tonnage and above with a completed [Bunker Delivery Note](https://www.amsa.gov.au/marine-environment/air-pollution/bunker-delivery-note-requirements) and a representative sample with each fuel oil supply\*\*. The supply of fuel oil may or may not be physically undertaken by a separate operator or contractor by barge, offshore supply vessel, etc. Please see examples provided below.

   i Include references to the international and/or national standards which the supplier will adhere to. In cases where a supplier has its own internal Quality Management System, a summary should be provided. Attach additional pages as necessary. [↑](#endnote-ref-1)
2. i The Fuel Oil Supplier is the person or company responsible for the final blend of the components of the fuel oil. Fuel Oil Suppliers are not required to register directly with AMSA as the Local Fuel Oil Suppliers will provide this information in their declaration. Please see examples provided below.

   iv Fuel oil types may include, but is not limited to: heavy fuel oil (HFO), intermediate fuel oil (IFO), marine diesel oil (MDO), marine gas oil (MGO), diesel (automotive), biodiesel, liquefied natural gas (LNG), very low sulphur fuel oil (VLSFO).

   \*\* Refer to the [AMSA website](https://www.amsa.gov.au/marine-environment/air-pollution/bunker-delivery-note-requirements), [MEPC.1/Circ.875/Add.1](http://www.imo.org/en/OurWork/Environment/PollutionPrevention/Documents/MEPC.1-Circ.875-Add.1.pdf) and resolution [MEPC.182(59)](http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-(MEPC)/Documents/MEPC.182(59).pdf) for further information.

   Examples:

   Example 1 – Bunker Company XYZ receives an order from a ship’s agent and uses a private contractor, Joe’s Trucking Company, to supply the fuel to the ship. In this instance, Bunker Company XYZ is the Local Fuel Oil Supplier and is required to be registered and must list themselves as the Fuel Oil Supplier.

   Example 2 – Bunker Company XYZ receives an order from a ship’s agent and uses its own barge, offshore supply vessel, road tanker or shore pipeline to supply the fuel to the ship. Bunker Company XYZ is the Local Fuel Oil Supplier and is required to be registered and must list themselves as the Fuel Oil Supplier.

   Example 3 – Bunker Trader JKM receives an order from a ship’s agent and arranges for Bunker Company XYZ to supply the fuel. Bunker Company XYZ uses a private contractor, Joe’s Trucking Company, to supply the fuel to the ship. In this instance, Bunker Company XYZ is the Local Fuel Oil Supplier and is required to register and must list themselves as the Fuel Oil Supplier. It will be the responsibility of the bunker trader to ensure they are dealing with Local Fuel Oil Suppliers who comply with MARPOL Annex VI. [↑](#endnote-ref-2)