

Frequently Asked Questions:

Who should apply for a license?

The person applying for the license is the company that implements, manages, buys or hires the management system under which the ships / vehicles operate, which deliver the marine fuels, intended for the propulsion or auxiliary company, on board the seagoing vessel.

For what period is the issued license valid?

The bunkering license for the carrier is valid from 1 February 2021 to 1 February 2023. Before this end date, the bunkering license for the carrier is evaluated and the extent to which the license and the regulations need to be amended in response to the experience gained, for example by making a Mass Flow Meter mandatory¹.

Who must have a VOG and how often?

*The Bunker captain and his representative on board **doesn't need** to be able yet to submit a VOG (screening profile "goods"). This requirement has been postponed for the time being to grant the market the opportunity to properly arrange the VOG obligation.*

*The license holder (legal person) must have a VOG / RP when applying for a license. The Dutch VOG / RP can be applied for by a Dutch company at Justis. If the applicant is a **foreign** company that has a legal entity in the Netherlands that carries out bunkering activities, it must submit a VOG / RP from the Dutch legal entity with the application. If the foreign company does not have a legal entity in the Netherlands that carries out bunkering activities, it must submit a document comparable to a VOG / RP, issued by a competent authority in the country where its company is located. The document may be no more than 3 months old at the time of applying for the license.*

What is the role of Bunker surveyor / inspector and the status of the course?

The bunker surveyor or inspector can play a role in the transfer of bunker fuels.

As DHMR we have checked whether there is something like a certificate or training (by an independent party such as the STC) with which the bunker surveyor / inspector can guarantee a certain (basic) quality that can also be valued and checked by third parties.. This turned out to be not available. The STC has, partly at our request, developed a module that is in line with the general cargo survey course of the STC.

Attending the course is not mandatory. What the port of Rotterdam is trying to achieve is to make the chain of bunkering marine fuels more transparent and thus provide it with a better reputation. Such a training is therefore recommended..

It is also recommended that the bunker captains also attend this course.

In addition to the STC course, the definition also cites a "comparable course". This was done to give the survey companies the opportunity to also provide in-company courses. No specific course is required, however, being trained and being able to demonstrate that, is. This topic will be included in the evaluation.

What does the voyage and cargo record book look like?

¹ A Mass Flow Meter is a meter that measures the quantity of fuel very accurately and is virtually impossible to manipulate.

The price for purchasing a standard (seagoing) cargo record book is approximately € 250 and can contain approximately 150 transactions. However, the voyage and cargo record book is free of form for bunker facilities and it is not mandatory to have such a standard cargo record book. As long as the requested data can be presented clearly for a supervisor. That may also be digital. The voyage cargo record book is very important to be able to check which bunkering operations have taken place and how.

Why is the Mass Flow meter (MFM) not mandatory?

For the time being, there is no compelling or objective reason to make the MFM mandatory. The obligation could have a considerable impact on the operational management of the bunker transporters and must therefore be properly substantiated. A decision will be taken on this in 2022 after the evaluation.

Who can file a complaint?

There will be a complaints reporting center so that we are able to better monitor and trace where the discrepancies are in the bunker chain with regard to the port of Rotterdam. With the aim that we can guarantee the transparency of the bunker chain even better in the future.

Complaints regarding bunkering can be addressed to DHMR_bunkerklachten@portofrotterdam.com.

In addition to the license holder, other parties in the bunker chain can also submit complaints. A complaint form will be drawn up for this purpose. It is expected that the complaint form can be downloaded from our website port of Rotterdam as of 1-2-2021.

How can I apply for a license?

The application form is available on the Port of Rotterdam website. For now there is already more information and an explanation. (<https://www.portofrotterdam.com/en/shipping/sea-shipping/other/rotterdam-bunker-port>)