

Methanol bunkering

Case-by-case approach

Port of Antwerp–Bruges aims to become a **Multi Fuel Port** by 2025, a port where in addition to conventional fuels, alternative, more sustainable fuels can also be made available. At the moment, Port of Antwerp–Bruges is drafting a **licensing system** for bunkering alternative fuels. The licensing system is currently still under review. In the meantime, it's possible to bunker on a **case-by-case approach**, based on criteria defined by the Harbour Masters office and international guidelines such of the International Association for Ports & Harbors (IAPH).

Today, the provision of bunkering services for **alternative fuels** is already available at our port.

For companies interested in bunkering **specific fuels** such as methanol or ammonia, and to ensure that a bunkering operation is planned and executed safely, we review each request on a **case-by-case** basis. We can offer guidance and consultation from our safety experts and our Harbour Master throughout all phases of the process.

Methanol bunkering is not permitted everywhere, more information can be found on the [bunkermap](#). This map shows where bunkering activities are allowed in Antwerp & Zeebrugge.



First step

Contact the Harbour Master's Office to request your operation

In Antwerp:

All requests for methanol bunkering operations must be made at the Harbour Master's Office, with a minimum of 72 hours' notice before the operation (excluding Saturdays, Sundays, and holidays). Applications must be submitted at toelatingen.hkd@portofantwerpbruges.com.

In Zeebrugge:

All requests for methanol bunkering operations must be made at the Harbour Master's Office, with a minimum of 72 hours' notice before the operation (excluding Saturdays, Sundays, and holidays). Applications must be submitted at hkd.zeebrugge@portofantwerpbruges.com



Second step

2 Provide complete documentation

The following information must be provided to the Harbour Master's Office:

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- General information**
- Contact details of the **bunkeroperator**
 - Contact details of the **receiving vessel**
 - Contact details of the **terminal**
 - **Type** of bunkering (STS/TTS)
 - **Date & Time** – For a first operation, all critical phases of the operation such as bunker hose connection, start of transfer until full rate, topping-up and disconnection shall take place during daylight hours or sufficient lighting.
 - **Location** – Any operation must also have explicit approval from the terminal operator.
 - **Max volume** to be transferred
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- Procedures**
- **Compatibility Study*** (supplier and receiver)
 - **Bunker Management Plan**
 - **Joint Plan of Bunker Operations**** (JPBO), including the subjects as per IAPH Bunker Checklist Guidance, of which:
 - Description of the transfer system (P&ID)
 - Description of the safety systems
 - Location plan
 - Analysis of the safety zone
 - SIMOPS analysis (if applicable)
 - Mooring analysis
 - **Emergency procedures**
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* **Compatibility study**: Full assessment of the compatibility between the parties involved in the bunkering, considering all relevant technical and operational details, including transfer parameters, related to the specific operation.

** **Joint Plan of Bunker Operations (JPBO)**: Comprehensive summary, also based on the compatibility study, containing all key details of a bunkering operation between specific parties on a technical, safety and operational level, proving alignment of all parties involved.



Third step

Terms & conditions

The following terms and conditions must be adhered to and the Harbour Master reserves the right to impose additional requirements at any time:

- It is mandatory to use the **IAPH Bunker Checklist Alcohol Based Series**.
More information can be found on [Bunker checklists – World Port Sustainability Program \(sustainableworldports.org\)](https://sustainableworldports.org)
- A minimum **safety zone of 25m** must be applied.
- **Additional monitoring** of bunker operations between all parties involved is mandatory during following weather conditions:
 - **Wind speeds** consistently exceeding 17 m/sec (7 Beaufort) for a duration of 10 minutes or longer;
- Bunker operations must be stopped during following **weather conditions**:
 - **Visibility** less than 100 m;
 - Thunderstorms and electrical **storms** within a 10 km radius (± 30 seconds between lightning and thunder).
- It is mandatory to ensure that bunker operations are conducted under full consideration of all **safety and environmental aspects**. In case of negligence or doubt, the Harbour Master can order the operation to be stopped immediately.



In case of **emergency**, please contact:

In Antwerp:

Port Authority Supervisor
Phone number **+32 32 29 67 33**
or VHF channel **63**

In Zeebrugge:

Lock Master (Inner port)
Phone number **+32 50 54 32 31**
or VHF channel **68**

Port Control (Outer port)

Phone number **+32 50 54 32 43**
or VHF channel **71**

IAPH Checklist

The Clean Marine Fuels Working Group has just completed work on developing safety tools for Methanol as a marine fuel. One of the main objectives of the working group was to create harmonized bunker checklists for known bunkering scenarios. These checklists reflect the extra requirements of ports with regard to bunker operations of alternative marine fuels in or near their port environment. By using bunkering checklists, a high level of quality and responsibility of the bunker operators can be obtained.