

# Protocol

## Bunker safety during container operations

**The undersigned,**

1. Central Bureau for Rhine and Inland Navigation (CBRB)
2. Deltalinqs

**as well as the following companies / shipping companies,**

3. ECT Delta Terminal and Euromaxx Terminal
4. FTS / Hofftrans
5. Matrans Marine Services / Matrans Holding
6. Scheepvaartbedrijf Ant. Kooren
7. Verenigde Tankrederij
8. Vinotra
9. River Sailing Safe
10. Victrol N.V.
11. APM Terminals Rotterdam
12. APM Terminals Maasvlakte II
13. International Lashing Service
14. Unibarge
15. Unilash
16. Transafe
17. Platform Zero Incidents

**hereinafter referred to as the Parties,  
whereas,**

- \* special lashing materials such as lashing bars, turnbuckles and twist locks are used when lashing containers on board container ships;
- \* for unloading container ships the lashing rings of the containers are loosened and removed and after loading the lashings are fitted;

- \* at the same time as the loading and unloading process, a container ship is supplied with bunker oil or other operating materials by an inland tanker alongside the ship, hereinafter referred to as the "bunker barge";
- \* practice indicates that lashing material may fall from a container ship, as a result of which there is a risk that the falling material falls on a bunker barge positioned alongside;
- \* practice indicates that, in addition to lashing material, containers can also fall because of various causes, especially during unloading, as a result of which there is a risk that the falling material falls on a bunker barge positioned alongside;
- \* this may result in damage/injuries to the bunker barge and/or its crew;
- \* the Parties have consulted on measures to prevent such damage to the bunker barge and/or its crew and to limit or eliminate the risks to the extent possible;
- \* the Parties now want to record the agreements they have made in a protocol, hereinafter referred to as "the Protocol".

## **agree as follows:**

### **Article 1 Objective**

The objective of the Parties is to prevent damage to bunker barges and/or its crew as a result of falling (lashing) material at the time of the bunkering of container ships and to limit or eliminate the risks of damage and injury.

### **Article 2 Compliance**

The Parties, including the Parties that will sign this Protocol in the future, declare their readiness to include the content of this Protocol in their own procedures and working methods and to comply with the agreements made.

### **Article 3 Working method of lashers**

- 3.1 Prior to commencing the lashing of containers in the three outer rows of the container ship, lashers must verify whether a bunker barge is moored alongside the container ship.
- 3.2 The commencement or termination of (lashing) work is reported to the ship. The activities on board are coordinated by the ship.

## **Article 4 Working method of crew members of bunker barges**

- 4.1 The person responsible on the bunker barge provides the following information to the relevant terminal by means of the registration form (Appendix 4 of the protocol): Name bunker barge, Contact details (captain, telephone number, e-mail address), Name Vessel, Location of connection point, Timeline bunkering and bunker barge location, by e-mail. He then discusses this with the terminal. Together with the terminal, it is discussed and recorded when the work at the location of the wheelhouse will take place. In the event of any deviation from the agreements made, the terminal is contacted immediately.
- 4.2 Crew members of a bunker barge must wear signal clothing with retro-reflective stripes on the shoulders, a safety helmet and safety shoes.
- 4.3 In principle, crew members of a bunker barge may only be present in the "safe area" on board the bunker barge. This is an area where the chance of being struck by falling objects is low. This area is
- not under a working crane and
  - located at least five metres from the plating of the container ship and/or
  - at the location of the accommodation of the container ship.
- 4.4 Crew members of bunker barges must keep their presence in a risk area to a minimum. This area is:
- located within five metres from the plating of the container ship
  - located within the potential loading zone.
- At the location where a crane is operating the entire deck of the bunker barge, including the wheelhouse, is subject to an increased risk. Bunker crew members may only enter these areas when absolutely necessary and, if necessary, they must leave the wheelhouse. This applies especially when unloading ships.
- 4.5 Before and after unloading the bunker oil, the crew of the bunker barge must ensure that the work can be performed safely. An example of this is working with the bunker boom. Special attention must be paid to the cradling operations. It must be prevented that the bunker boom or crane can come into contact with the cradle. At the request of the deck radio operator, the activities with the bunker boom must be stopped for a short period.
- 4.6 During mooring or unmooring, the crew member of the bunker barge who attaches or detaches the mooring lines to the container ship, first inspects the loading zone on board the container ship. If work is performed on the container ship which could be risky for the crew members of the bunker barge who are responsible for mooring or unmooring, the crew member of the bunker barge will contact a person in charge on the container ship. As a basic rule, everyone is always responsible for their own safety.

## **Article 5 Working method of terminal**

- 5.1 The terminal actively communicates with the bunker barge about the registration form completed by the captain of the bunker barge and the planning of the loading and unloading activities.
- 5.2 Any deviations from the previously communicated planning are communicated by telephone to the captain of the bunker vessel.
- 5.3 During the cradling operations whereby the cradle may be located in the vicinity of the bunker boom of the bunker barge, the person responsible on deck of the sea-going vessel may ask the bunker barge not to operate the bunker boom when the cradle is in the vicinity of the outermost three rows of containers and when the cradle must be moved outboard to a new bay.

## **Article 6 Working method of crew and/or shipping agents of the container ship**

Allowing other activities around the ship at the same time as loading and unloading enables a short stay in the port of Rotterdam. The Parties shall inform the container ships involved of the procedure in accordance with the protocol to facilitate this in the safest possible manner.

- 6.1 The shipping company and/or agent of the container ship will share the bunker planning before the container ship arrives at the terminal.
- 6.2 Before the start of the bunkering, the crew of the container ship checks whether the bunker barge has registered at the terminal and that coordination has also taken place regarding positioning, work areas and times.

## **Article 7 Provision of information**

- 7.1 In the event of an unforeseen incident involving falling (lashing) material, the Party concerned shall immediately inform the other Party thereof. The Parties shall assess whether their working method requires adjustment.
- 7.2 The Parties shall inform Deltalinqs as soon as possible of the relevant incident using the notification form in Appendix 3. Based on the information received, Deltalinqs will verify whether an interim evaluation of the Protocol is required, as specified in Article 9. The Parties follow their policy regarding announcements to the media (in principle, no statements are made) and strive to cooperate in this when choosing to share information with the media.

## **Article 8      Contact persons**

The Parties will each appoint a contact person for the implementation of the Protocol.

## **Article 9      Evaluation**

Once a year, starting from the first signing of the Protocol or as often as required under Article 7, the Parties will evaluate the effectiveness of the Protocol to verify whether the new working method complies with the objective stipulated in Article 1. Undesirable incidents are discussed during the evaluation and learning points are followed up and shared. If necessary to achieve the objective, the Protocol shall be adapted in consultation with the Parties.

## **Article 10     New Parties**

The Parties shall endeavour to ensure that other Parties involved in the performance of loading and unloading of containers and the bunkering of container ships, adhere to the Protocol.

## **Article 11     Entry into force**

The Protocol shall enter into force for each Party, including future Parties, on the day a Party signs the Protocol.

Appendix 1: Explanation

Appendix 2: Contact Persons

Appendix 3: Notification Form

Appendix 4: Bunker Barge Registration Form

Appendix 5: Signatures for participating in Protocol