



Grand Port Maritime de Bordeaux  
Harbour Master's Office

**External instruction n°11: Bunkering operation with petroleum products (flammable liquids)**

**Purpose:** Securing RNG refueling operations (Class 3)

**Validity:** Permanent

**Diffusion:** Shipping agencies, operators, harbour master's office

Any bunkering operation by truck must be the subject of a prior request sent at least 24 hours in advance electronically to the harbour master's office, and an authorisation issued by the latter. This operation must comply with the following safety instructions.

Failure to comply with these instructions is sanctioned in accordance with the Transport Code (Article L5336-17), the special police regulations, the operating regulations, the local RPM, notwithstanding the provisions of the Criminal Code for endangering others.

Any derogation from these instructions can only be granted by the harbour master's office of the port of Bordeaux.

**Standing Instructions:**

- The harbour master's office and the terminal operator (if applicable) are informed of the start and end of operations.
- The Harbour Master's Office may temporarily interrupt or postpone unloading in the event of adverse weather conditions (storms, swells).
- It is strictly forbidden to dump any product into the sea and into port reception facilities. Any pollution must be reported immediately to the Harbour Master's Office.
- In the case of bunkering on a non-specialized public substation, the following measures apply:
  - Establishment of a 25m protective perimeter around the ship.
  - Establishment of a guard during bunkering operations or for the duration of the stopover if the ship is carrying or has transported dangerous goods in bulk.

**Instructions for the vessel:**

- A crew member must stand near the connection at all times
- No repairs or open fire work without prior agreement from the harbour master's office
- No smoking
- Firefighting equipment will be arranged and ready for use
- VHF 12 contact with the harbour master's office at the start and end of refueling as well as in the event of an emergency or pollution
- In the case of a ship in commercial operation, it is the responsibility of the ship's captain to take all safety measures to protect people and property. Any refueling in holds by a tank vehicle on any ship carrying dangerous goods is prohibited during commercial operations
- A scraper will be placed under the fittings, scuppers sealed

- The ship must hoist the Bravo flag during the day, and light a red light at night

### Truck Instructions

#### **At the entrance to the port area:**

- Access to the port of any tank vehicle may not be made more than 1 hour before the start of operations or the arrival of the vessel;
- All tank vehicles must display placards (hazard labels) in accordance with the product being transported, as provided for by the regulations in force relating to the transport of dangerous goods by road (known as the "ADR Order")
- Any tank vehicle intended for unloading may only remain in the port area for the time necessary for delivery. Under no circumstances may the port enclosure and the unloading area be used as a storage area. Every tank vehicle must leave the port area at the end of the operation or park in a place indicated by the Harbour Master's Office.

#### **Arrival at the refueling area:**

- The driver of the tank vehicle must respect the ground markings, the speed limit of 30 km/h and the injunctions issued by the port officers;
- For a vessel moored on a commercial pier, the driver must park his tank vehicle safely on the designated site at least 3 metres from the edge of the quay and respect a safety distance of at least **25 meters** from any flammable goods or capacity and turn on his hazard lights (the protective distance is 50 meters around a gas tanker).
- **The driver must park his tank vehicle at a safety distance of at least 25 meters from an operating crane.**
- The tank vehicle driver must agree with the ship or the receiver on the procedures for unloading, emergency stop, communication, pollution and fire control. He must have at least 1 fire extinguisher near his vehicle that is suitable for the product delivered.
- The vehicle adopts a parking space that can allow it to be evacuated in an emergency.
- All tank vehicles must be grounded (equipotential bond) prior to any cargo line connection and must remain grounded until any cargo hose is disconnected.
- **The truck must not enter or park in the passages of the cranes' power cables (gutters).**



HARBOUR MASTER,  
Loïc Siquin

Annexe : formulaire de demande de soutage



## GRAND PORT MARITIME DE BORDEAUX

### DEMANDE DE SOUTAGE

Article 21-1-2 du règlement pour le transport et la manutention de marchandises dangereuses et de sa version locale en date du 07 avril 2023 : « Les marchandises dangereuses amenées par voie routière dans l'enceinte portuaire doivent faire l'objet d'une déclaration à la capitainerie par voie électronique au moins 24 heures avant leur arrivée au port, et d'une autorisation délivrée par celle-ci ».

Les opérations de soutage doivent être conformes à la consigne externe N°11 de la capitainerie (disponible sur le site internet du GPMB).

**Expéditeur :**

**Destinataire (suivant secteur) :**

Capitainerie GPMB : [capiport@bordeaux-port.fr](mailto:capiport@bordeaux-port.fr)

Bassens/Blaye : mail : [ec-bassens@bordeaux-port.fr](mailto:ec-bassens@bordeaux-port.fr)

Tel : +33 (0)5 56 90 59 36

Ambès : mail : [ec-ambes@bordeaux-port.fr](mailto:ec-ambes@bordeaux-port.fr)

Tel : +33 (0)6 64 49 92 45

Le Verdon/Pauillac: mail : [ec-verdon@bordeaux-port.fr](mailto:ec-verdon@bordeaux-port.fr)

Tel : +33 (0)6 64 49 92 48

Dénomination de la marchandise :

Classe et N° ONU de la marchandise :

Nom de la société de transport :

Immatriculation du véhicule :

Date et heure d'entrée sur le port :

Nom du navire, bateau ou engin concerné :

Poste à quai ou service de destination :

Quantité livrée (M<sup>3</sup> ou MT) :