

THIRTY

Things You Can Go
Wrong With

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1

Identify who exactly your Buyer / Customer is.

2

Wrong credit analysis before supplying the bunkers.

3

Providing bunkers that are not of a homogenic or stable nature as per ISO Standard 8217.

4

Invite buyers to witness the opening and closing of the gauge for volume determination.

5

Process for measurement of volumes such as the ISO – ASTM / API / IP Petroleum Measurement Tables.

6

Proper sampling method.

7

Sampling in case quantity is being supplied from more than one bunker tanker.

8

ETA notices before arrival of receiving vessels.

9

Sellers to have all necessary
Customs clearances for sale
of Marine fuels.

10

Procedure and responsibility
for connection and
disconnection of delivery
hoses.

11

What the buyer is supposed to provide such as pumping rate, special conditions regarding the vessel, a sufficient free side for bunker tanker to moor?

12

Format of the advance draft
BDN before supplies.

13

Collect BDN showing all evidence such as quantity, temperature, density, flash point, sulphur content and viscosity.

14

Limited scope under which a Master can record his objections or remarks either in the BDN or a separate letter of protest.

15

Price for the supply of bunkers and details of the exact location where the supply is to take place.

16

Who will bear the Wharfage Charges, Mooring Charges, Custom Duties?

17

What is the credit period?

18

Under what circumstances is the buyer entitled to make deductions from the payment for bunkers?

19

Interest rate in the event of delay in making payments.

20

Until when can the Master /
buyer raise disputes?

21

Short delivery of bunkers.

22

Failure to maintain the hourly pumping rate and payment of compensation to the buyer.

23

Would the supplier be liable for the ship owners loss of profit, or consequential loss or damage on subsequent voyages?

24

Passing of risk and title in the marine fuels.

25

Events of force majeure in case there is an act of God etc. which makes the supply of fuel, or the purchase of fuel not possible.

26

Right to terminate the contract of supply in the event of the buyer going bankrupt between the contract date and supply date.

27

Liability for pollution caused during the supply of the bunkers.

28

Insurance for the bunker tankers.

29

Remedies in case of non-payment of the Bunker price.

30

Dispute between buyer and seller: Where will the controversy be decided?

THANK YOU