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Bunker receipt (T1 and T2 bunkering)

The bunker receipt is a critical document in the bunkering process. It serves as evidence of the fact that the fuel mentioned on the bunker receipt has been supplied to a sea going vessel. As such it serves as evidence that the goods have left EU customs territory. The bunker receipt clears the duty suspension procedures that apply to the fuel before the bunker supply is made. Without a bunker receipt duties will become payable over the uncleared quantities.

?For each bunker supply a bunker receipt has to be issued (2 copies)

?Language: Dutch, English, German or French

?No required format, list of minimal data content provided by customs

?Bunker receipt must get a unique and sequential number

?Bunker receipt must be signed by an authorized crew member of the receiving sea going vessel

?One copy remains on board of the sea going vessel, one copy is on board of the bunker barge until the BGD quantity to which it belongs has been fully supplied to sea going vessels. It allowed to replace the original bunker receipt on board of the bunker barge for a copy.

?The bunker receipts have to be kept in the records of the bunker supplier for at least 7 years.

E-AD document (T2 bunkers)

?EU bunker fuel on board of the bunker barge is covered by an e-AD document (equivalent of the Transit document for T1 bunkers).

?The loading terminals issued an e-AD via EMCS to the bunker supplier

?This e-AD is immediately and fully cleared and replaced by an e-AD issued by the bunker supplier to cover the T2 bunker fuel on board of its bunker barge.

?This e-AD is cleared by attaching bunker receipts to it, similar as the clearance of the Transit document.

Revision #1

Created 5 December 2025 14:51:55 by Remy Sway

Updated 5 December 2025 14:51:55 by Remy Sway