JUPITER PRIME

Consulting • Training • Advisory

جوبيتر برايم للاستشارات والتدريب

COURSE BROCHURE

Bunker Fuel Contamination and Quality Disputes Advanced Training Course

24 January – 4 February 2027
Istanbul

Bunker Fuel Contamination and Quality Disputes Advanced Training Course

Ref: 385_13637 **Date:** 24 January – 4 February 2027 **Location:** Istanbul **Fees:** 9000 GBP

Bunker Fuel Contamination and Quality Disputes is a 2-week advanced training course for marine fuel buyers, technical superintendents, bunker traders and P&I claims handlers who stem, test and argue over marine fuel, and each participant completes a Bunker Quality Dispute File. New blended fuels, tighter sulphur limits and chemical contaminants that standard tests miss have made off-specification deliveries a regular cause of engine damage and costly claims. The course is delivered by Jupiter Prime Training.

Why Bunker Fuel Contamination and Quality Disputes Matter Now

Three forces drive fuel quality disputes today: blending of residual and distillate streams to meet low-sulphur limits, contaminants that only targeted laboratory methods detect, and suppliers whose terms narrow the window for any complaint. Shipowners, charterers and suppliers each hold part of the evidence, usually in samples drawn at different points. An organisation that controls sampling and documentation can recover repair costs and replacement fuel; one that does not absorbs losses it cannot prove. The course rests on ISO 8217 for marine fuel specifications, ISO 13739 for bunker transfer procedures and the International Convention for the Prevention of Pollution from Ships MARPOL Annex VI sampling provisions.

Who Gains Most from Bunker Fuel Contamination and Quality Disputes

- Fuel procurement desks responsible for specifying grades and negotiating supplier terms and conditions
- Technical superintendents responsible for fuel treatment, engine condition and failure investigation
- Chief engineers' shore contacts responsible for receiving bunker delivery notes and witnessing sampling
- Bunker traders responsible for supply chains, blending sources and back-to-back claims
- P&I and charterers' liability claims handlers responsible for presenting and defending fuel claims

A shipowning or ship management company gains most when its buyers, superintendents and claims handlers attend together, because a fuel claim succeeds only when the purchase contract, the sample chain and the engine evidence tell the same story.

Bunker Fuel Contamination and Quality Disputes Capabilities

Participants trace a disputed stem from the purchase order through the laboratory report to a negotiated or arbitrated outcome.

- Specify fuel grades and test parameters that suit the engine and the trading pattern — fuel buyers and fleet technical heads
- Assess whether manifold sampling and seal records will survive challenge — superintendents and claims handlers
- Calculate whether a result is off-specification once test precision is applied — technical and commercial staff
- Weigh debunkering, treatment or continued use of a suspect fuel — vessel operators and charterers
- Build the causal link between contaminated fuel and engine damage — P&I clubs and surveyors
- Communicate a settlement position to suppliers and traders before time bars expire — senior commercial managers

Key Bunker Fuel Contamination and Quality Disputes Terms

- Off-Specification Fuel — fuel whose test result falls outside a contractual or ISO 8217 limit after test precision is considered.
- Manifold Sample — a sample drawn continuously at the receiving vessel's bunker manifold during delivery and sealed before witnesses.
- Bunker Delivery Note — the supplier's document recording grade, quantity, density and sulphur content of the delivered fuel.
- Catalytic Fines — hard aluminium and silicon particles from refinery processes that wear pumps, injectors and cylinder liners.
- Debunkering — removing delivered fuel from a vessel's tanks when it cannot be treated or burned safely.
- Test Reproducibility — the accepted difference between results from two laboratories testing the same fuel sample.

Bunker Fuel Contamination and Quality Disputes Day by Day

Day 1: The Marine Fuel Supply Chain

- Refinery Streams and Blending Practice — Tracing Where Contamination Enters
- Physical Supplier and Trader Roles — Identifying the Liable Party
- Very Low Sulphur and Distillate Grades — Matching Fuel to Engine Design
- Barge, Pipeline and Truck Deliveries — Comparing Contamination Exposure
- Fuel Dispute Case Patterns — Recognising Recurring Failure Routes

Day 2: Specifications and Contracts

- ISO 8217 Parameter Tables — Selecting Limits That Protect the Fleet
- General Clause on Harmful Substances — Arguing Contamination Beyond Listed Tests
- Supplier Terms and Conditions — Testing Time Bars and Liability Caps
- Charterparty Bunker Clauses — Allocating Fuel Quality Risk to Charterers
- Purchase Order Wording — Fixing Grade, Edition and Sampling Point

Day 3: Sampling at Delivery

- ISO 13739 Transfer Procedures — Organising Pre-Delivery and Delivery Checks
- Continuous Drip Sampling at the Manifold — Securing the Representative Sample
- MARPOL Annex VI Retained Sample — Separating Statutory and Commercial Samples
- Seal Numbers, Labels and Witness Signatures — Preserving the Chain of Custody
- Letters of Protest at Delivery — Recording Disputed Quantity and Sampling

Day 4: Laboratory Testing

- Standard Test Methods for Key Parameters — Reading a Routine Report
- Gas Chromatography Mass Spectrometry Screening — Detecting Chemical Contaminants
- Test Precision and Result Interpretation — Deciding Whether a Breach Exists
- Referee Laboratory Selection — Agreeing an Independent Test
- Stability and Compatibility Tests — Avoiding Sludge When Fuels Mix

Day 5: Onboard Decisions

- Fuel Treatment Plant Settings — Managing Separators, Filters and Heaters
- Burn, Treat or Debunker Decision Tree — Balancing Safety and Recovery
- Tank Segregation and Commingling Records — Protecting Evidence and Engines
- Charterer and Owner Communication — Coordinating Instructions on Suspect Fuel
- Port State and Flag Notifications — Reporting Non-Available Compliant Fuel

Day 6: Engine Damage Evidence

- Failure Modes From Contaminated Fuel — Linking Symptoms to Fuel Properties
- Engine Log and Alarm Records — Reconstructing the Timeline of Damage
- Component Inspection and Metallurgy — Proving Wear Mechanisms
- Alternative Cause Analysis — Answering Maintenance and Crew Error Defences
- Repair Cost and Off-Hire Quantification — Presenting Recoverable Losses

Day 7: Building the Claim

- Notice of Claim Requirements — Meeting Supplier Complaint Windows
- Claim Evidence Bundle — Linking Contract, Samples and Damage
- Back-to-Back Claims With Traders — Passing Recovery Down the Chain
- Hull and Machinery and P&I Interfaces — Coordinating Insurer Positions
- Expert Witness Instructions — Framing Technical Questions Precisely

Day 8: Resolving the Dispute

- Negotiated Settlement Ranges — Weighing Litigation Risk Against Recovery
- Arbitration Clauses in Bunker Contracts — Choosing Forum and Rules
- Small Claims and Documents-Only Procedures — Matching Process to Value
- Supplier Defences on Sample Validity — Rebutting Unrepresentative Sample Arguments
- Decided Bunker Cases — Testing Positions Against Past Outcomes

Day 9: Prevention Across the Fleet

- Supplier Performance Register — Ranking Ports and Suppliers by Quality Record
- Fuel Quality Alerts and Testing Services — Acting on Early Warnings
- Alternative Fuels and Biofuel Blends — Assessing New Contamination Routes
- Tanker and Container Fleet Examples — Comparing Fuel Strategies by Trade
- Crew Bunkering Checklist Revision — Embedding Sampling Discipline Onboard

Day 10: Practising the Bunker Quality Dispute File

- Contract and Specification Review — Applying Clause Analysis to a Disputed Stem
- Sample Chain Audit — Applying Custody Checks to the Case Records
- Laboratory Result Assessment — Applying Precision Rules to Contested Figures
- Damage Causation Argument — Applying Engine Evidence to the Supplier's Defence
- Bunker Quality Dispute File — Completing Evidence, Quantum and Settlement Strategy

Applying Bunker Fuel Contamination and Quality Disputes After the Course

- Audit the last five bunker stems for sampling point, seal records and protest letters, and correct the fleet bunkering checklist where gaps appear.
- Lead a review of supplier terms and conditions with the procurement desk to identify complaint windows shorter than the fleet's testing turnaround.

Bunker Fuel Contamination and Quality Disputes Questions FAQ

What is bunker fuel contamination and quality disputes work, and why does it matter now?

It is the technical and commercial handling of marine fuel that fails specification or damages engines. It matters now because blended low-sulphur fuels and hard-to-detect contaminants make disputes more frequent, and weak sampling evidence leaves owners unable to recover their losses.

Which roles gain most from bunker fuel contamination and quality disputes training?

Fuel buyers, technical superintendents, bunker traders and P&I claims handlers gain most. You will follow the same stem from purchase to arbitration, seeing how each role's records strengthen or weaken the final claim.

How does bunker fuel contamination and quality disputes training differ from a fuel procurement course?

It concentrates on what happens when a delivery goes wrong rather than on buying strategy and pricing. You work through sampling, laboratory interpretation, engine damage evidence and claims procedure, which a procurement course covers only briefly.

What do you bring back from bunker fuel contamination and quality disputes training?

You bring back a dispute file built around a realistic off-specification case. It holds the contract analysis, sample chain audit, test assessment, damage evidence and settlement strategy your colleagues can reuse on the next suspect delivery.

Bunker Fuel Contamination and Quality Disputes: The Way Forward

The Bunker Quality Dispute File first informs whether a suspect stem should be pursued, settled or written off. Superintendents and claims handlers use it with suppliers, traders and insurers to agree the evidence that matters. After its first use, revisit the purchase order wording, because the strongest fuel claims start with specifications and sampling points fixed before the barge arrives.