



## SURUHANJAYA PELABUHAN PULAU PINANG PENANG PORT COMMISSION

Tarikh: 23 Januari 2026

Date: 23<sup>rd</sup> January 2026

**PEKELILING PELABUHAN BIL. 1/2026:  
OPERASI PEMBEKALAN DAN  
PEMUATAN MINYAK BUNKER KAPAL**

**PENANG PORT CIRCULAR NO. 1/2026:  
BUNKERING AND BUNKER LOADING  
OPERATIONS**

Kepada: Semua Pengguna Pelabuhan,  
Operator Pelabuhan, Syarikat Pembekal  
Minyak Bunker Kapal, Syarikat Perkapalan  
dan Ejen Perkapalan.

To: All Port Users, Port Operators, Licensed  
Bunker Fuel Suppliers, Shipping Companies,  
and Shipping Agents.

**PEMAKLUMAN PELAKSANAAN  
PEKELILING BAHARU BAGI OPERASI  
BUNKERING DAN PEMUATAN MINYAK  
BUNKER KAPAL SERTA KEBENARAN  
OPERASI 24 JAM DI PELABUHAN  
PULAU PINANG**

**NOTICE ON THE IMPLEMENTATION OF  
NEW CIRCULAR FOR BUNKERING AND  
BUNKER LOADING OPERATIONS AND  
AUTHORIZATION OF 24-HOUR  
OPERATIONS AT PENANG PORT**

Dengan segala hormatnya perkara di atas  
adalah dirujuk.

With reference to the above matter.

2. Suruhanjaya Pelabuhan Pulau  
Pinang ("Suruhanjaya") ingin  
memaklumkan bahawa satu  
pekeliling pengawalseliaan yang  
baharu telah diluluskan bagi  
menggantikan prosedur sedia ada,  
bertujuan untuk meningkatkan  
kecekapan operasi serta  
memperkuh piawaian  
keselamatan di Pelabuhan Pulau  
Pinang.

2. The Penang Port Commission ("the  
Commission") wishes to inform that a  
new regulatory circular has been  
approved to supersede the existing  
procedures, aiming to enhance  
operational efficiency and strengthen  
safety standards within the Port of  
Penang.

3. Sehubungan dengan itu, adalah  
dimaklumkan bahawa:

3. Therefore, please be informed that:

i. **Pekeliling Pelabuhan No.  
10/2024** (Penang Port Bunkering  
Procedure 2024) adalah dengan  
ini **DIBATALKAN** dan tidak lagi  
terpakai;

i. **Port Circular No. 10/2024**  
(Penang Port Bunkering  
Procedure 2024) is hereby  
**REVOKED** and is no longer  
applicable;

- ii. Peraturan baharu bertajuk "**Penang Port Circular for Bunkering and Bunker Loading Operations**" dilampiran kini berkuat kuasa serta-merta; dan
  - iii. Aktiviti Bunkering dan Pemuatan Bunker (*Bunker Loading*) kini **DIBENARKAN beroperasi 24 jam** di dalam had perairan Pelabuhan Pulau Pinang, tertakluk kepada pematuhan syarat keselamatan yang ditetapkan.
4. Semua pihak berkepentingan adalah diwajibkan untuk mematuhi sepenuhnya pekeliling baharu ini. Kegagalan mematuhi mana-mana peruntukan boleh mengakibatkan tindakan penguatkuasaan diambil, termasuk penggantungan operasi atau pembatalan lesen.

Sekian, terima kasih.

**PENGURUS BESAR**  
Suruhanjaya Pelabuhan Pulau  
Pinang

ii. The new "**Penang Port Circular for Bunkering and Bunker Loading Operations**" attached are now effective immediately; and

iii. Bunkering and Bunker Loading activities are now **AUTHORIZED to operate 24 hours** within the Penang Port water limits, subject to compliance with prescribed safety conditions.

4. All stakeholders are mandatorily required to comply fully with this new circular. Failure to comply with any provision may result in enforcement actions, including the suspension of operations or revocation of licences.

Thank you.

**GENERAL MANAGER**  
Penang Port Commission

# PENANG PORT CIRCULAR FOR BUNKERING AND BUNKER LOADING OPERATIONS

*(Issued pursuant to Sections 59(a) and 59(d) of the Penang Port Commission Act 1955 [Act 140])*

## 1. LEGAL AUTHORITY

These circulars are issued by the Penang Port Commission (hereinafter referred to as “the Commission”) in the exercise of its statutory powers to license, regulate, control, and impose conditions upon port operations, including the loading, discharging, transfer, and handling of bunkers and petroleum products, pursuant to Sections 59(a) and 59(d) of the Penang Port Commission Act 1955.

Compliance with these circulars shall constitute a mandatory condition of every Bunkering Licence, permit, or written approval issued by the Commission. Any non-compliance shall be deemed a material breach of such licensing conditions and may attract administrative action.

## 2. DEFINITIONS

In these circulars, unless the context otherwise requires:

- **“Bunkers”** means any hydrocarbon mineral oil transferred to a vessel for combustion purposes for the propulsion or operation of such vessel.
- **“Bunker Supplier”** means any person, company, or entity licensed or permitted by the Commission to supply, transport, load, or transfer bunkers or petroleum products within the Port of Penang.
- **“Bunkering Operation”** means the transfer of Bunkers from a delivering facility, including a bunker barge, road tanker, or terminal pipeline, to a receiving vessel solely for the receiving vessel’s own consumption and operation.
- **“Bunker Loading Operation”** means the transfer of petroleum products from a delivering facility, including road tankers or terminal pipelines, into a Bunker Supplier’s vessel for the purpose of freight, inventory, storage, or resale.
- **“Regulated Activity”** means a Bunkering Operation or a Bunker Loading Operation, as the context requires.
- **“Commission”** means the Penang Port Commission established under Section 3 of the Penang Port Commission Act 1955.
- **“Competent Authority”** means any ministry, department, statutory body, or government agency having jurisdiction under the written laws of Malaysia in respect of maritime safety, petroleum regulation, environmental protection, occupational safety, port security, or marine pollution.
- **“Port Control”** means the operational control unit acting under the authority of the General Manager pursuant to Section 17 of the Act for vessel traffic management and navigational safety.

- **“Terminal Operator”** means any entity licensed or authorised by the Commission to operate port terminals, wharves, jetties, or facilities within the port limits, including Penang Port Sdn. Bhd. (PPSB).
- **“ISGOTT”** means the latest edition of the International Safety Guide for Oil Tankers and Terminals.

### **3. APPLICATION**

These circulars shall apply to all Regulated Activities conducted within the port limits, port waters, terminals, anchorages, and any designated areas under the jurisdiction of the Port of Penang.

### **4. OBJECTIVES**

These circulars prescribe the minimum mandatory safety, operational, and administrative standards governing Regulated Activities within the port.

Nothing contained herein shall be construed as relieving any Master, Bunker Supplier, Terminal Operator, or other person from their respective statutory, contractual, or common law duties, including compliance with all applicable written laws, international conventions, and directives issued by any Competent Authority.

### **5. CONTROL AND RESPONSIBILITY**

#### **5.1 Master’s Responsibility**

The overall control and primary responsibility for the safety of the vessel, personnel, and shipboard operations shall lie with:

- (a) the Master of the receiving vessel during a Bunkering Operation; or
- (b) the Master of the bunker barge or supply vessel during a Bunker Loading Operation.

#### **5.2 Commission’s Role and Limitation of Liability**

5.2.1 The Commission acts solely in a regulatory and licensing capacity and does not supervise, direct, or control the physical execution of any Regulated Activity.

5.2.2 Pursuant to Section 100 of the Penang Port Commission Act 1955, the Commission and its officers shall not incur personal liability for any act done or omitted to be done in good faith in the execution of their statutory duties.

5.2.3 The Commission shall not be liable for any commercial loss, demurrage, delay, detention, loss of profit, or consequential damages arising from any suspension, prohibition, restriction, or delay of operations ordered in the interest of port safety, navigational safety, or regulatory compliance.

### **5.3 Terminal Operator's Responsibilities**

- 5.3.1 The Terminal Operator shall be operationally responsible for safety supervision, physical monitoring, emergency preparedness, and traffic management of Regulated Activities conducted within its premises and facilities, without assuming responsibility for shipboard operations or for the acts or omissions of any vessel, Master, Bunker Supplier, or third party.
- 5.3.2 The Terminal Operator shall ensure that no Regulated Activity commences at its facilities unless:
- (a) the relevant ISGOTT Safety Checklist has been satisfactorily completed;
  - (b) the designated safety and exclusion zones have been established; and
  - (c) adequate firefighting and emergency response resources are deployed and on standby.
- 5.3.3 The Terminal Operator is authorised and obligated to immediately suspend or stop any operation within its premises that poses a safety risk or contravenes these circulars.

### **6. HOSES**

- 6.1 All hoses used in Regulated Activities shall be designed, constructed, tested, and maintained in accordance with the manufacturer's specifications and the hose standards prescribed in the latest edition of ISGOTT.
- 6.2 Hoses shall be subjected to hydrostatic pressure testing and electrical continuity testing at intervals prescribed by the manufacturer or ISGOTT, whichever is more stringent. Valid test certificates shall be made available for inspection at all times.
- 6.3 Notwithstanding the existence of valid certification, the Terminal Operator (at wharves) or the Master (at anchorage) shall visually inspect hoses prior to connection. Any hose exhibiting signs of damage, deterioration, kinking, blistering, or excessive wear shall be rejected immediately.

### **7. COMPLIANCE, ADMINISTRATIVE ACTIONS AND REPORTING**

- 7.1 Any failure to comply with these circulars or to submit a Declaration of Operation under Clause 8 shall constitute a material breach of the Bunker Supplier's licensing conditions.
- 7.2 The Commission may take administrative action, including:
- (a) ordering the immediate suspension or cessation of operations where port safety or navigational safety is compromised; and
  - (b) suspending, revoking, or varying any licence or permission after due inquiry and affording the affected party an opportunity to be heard.
- 7.3 In the event of any spill, leakage, fire, explosion, or safety incident, the Bunker Supplier and the Master shall:
- (a) immediately notify the Commission or Port Control;

- (b) notify all other relevant Competent Authorities as required by written law; and
- (c) submit a detailed written incident report to the Commission within twenty-four (24) hours. Failure to submit such report shall constitute a breach of licensing conditions and may attract administrative sanctions, without prejudice to any statutory offence under applicable written laws, including the Environmental Quality Act 1974 (Act 127), Merchant Shipping Ordinance 1952, or Merchant Shipping (Oil Pollution) Act 1994.

## **8. GENERAL OPERATIONAL REQUIREMENTS**

### **8.1 Declaration of Operation**

A Bunker Supplier shall submit a Declaration of Operation not less than twelve (12) hours prior to commencement. Where operational exigencies prevent compliance, the declaration shall be submitted immediately prior to commencement with reasons stated, subject to obtaining clearance from Port Control for navigational and traffic management purposes only, which shall not be construed as approval or endorsement of the operation.

### **8.2 Authorized Areas**

Regulated Activities shall only be conducted within areas designated and authorised by the Commission.

### **8.3 Weather Conditions**

Operations shall only proceed under safe weather conditions as determined by the Master and Bunker Supplier. The Commission may suspend operations based on prevailing weather conditions, sea state, wind force, or navigational safety considerations.

### **8.4 Safety Checklists**

ISGOTT Bunkering or Ship/Shore Safety Checklists shall be completed as applicable.

### **8.5 Hot Work and SIMOPS**

Hot Work or simultaneous hazardous operations are prohibited during transfers unless a specific risk assessment and written approval are obtained from the Terminal Operator or the Master, as applicable.

### **8.6 Statutory Licences**

The Bunker Supplier shall ensure all statutory licences, permits, and approvals required by any Competent Authority are valid prior to commencing operations.

## **9. NIGHT OPERATIONS**

Regulated Activities may be conducted at night in Designated Areas subject to compliance with all applicable restrictions, directives from any Competent Authority, and the provision of adequate lighting. Without prejudice to Section 100 of the Act, the Commission shall not be liable for any incident attributable to inadequate visibility or lighting arrangements.

Nothing in this clause shall be construed as a waiver of the requirement to obtain written permission from the Port Officer pursuant to Section 10A of the Petroleum (Safety Measures) Act 1984.

#### **10. SHIP-TO-SHIP TRANSFER (ANCHORAGE)**

The Masters of both vessels shall be jointly responsible for the safety of ship-to-ship transfer operations. Port Control monitoring is limited strictly to navigational safety and does not extend to the supervision of cargo transfer or pollution control. Mandatory reporting to Port Control prior to commencement is required.

#### **11. ROAD TANKER OPERATIONS**

Transfers involving road tankers shall be conducted under the supervision of the Terminal Operator, which shall verify declarations and ensure emergency response plans are activated immediately in the event of a spill or incident.

#### **12. EMERGENCY SHUTDOWN**

Effective emergency shutdown mechanisms shall be readily available, clearly identified, and maintained by the relevant operator. Operations shall cease immediately upon detection of any leakage or abnormal condition. The Commission shall not be responsible for the functionality, adequacy, or failure of any emergency shutdown system.

#### **13. REVOCATION AND COMMENCEMENT**

These circulars shall come into force immediately upon issuance. Port Circular No. 10/2024 – Penang Port Bunkering Procedure 2024 is hereby revoked.

**GENERAL MANAGER**  
**PENANG PORT COMMISSION**  
23 January 2026