

Bunker Supply Agreement

Maritime, Shipping & Ports

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This guide explains what the tool produces, how to use the output, and what to watch for. The actual output (draft/report) is generated on the tool page.

Background

Drafts a bunker supply agreement between a supplier and a buyer — product and quality, quantity, pricing, delivery, sampling and quality and quantity disputes and payment. Use it to formalise bunker supply with clear quality and payment terms.

Purpose of this tool & output

Contract marine fuel supply

How the output is used

Use the draft to contract marine fuel supply — quantity, quality spec, price, delivery and liability — reviewed by a lawyer.

Who receives it

The agreement is between the bunker supplier and the buyer (owner/operator); each keeps a signed copy.

Fees & charges

Stamp duty per your state stamp act; GST and fuel taxes are handled in invoicing.

Who should vet it

A shipping lawyer, to check the quality-spec, quantity-dispute and liability clauses before signing.

Important cautions

A draft template, not legal advice; fuel-quality and quantity and off-spec-liability and sampling and payment and maritime-lien terms are critical and dispute-prone. Have a maritime lawyer review and ensure robust quality and sampling and payment terms before signing.

Companion documents

- Charter Party (Voyage / Time)
- Bareboat / Demise Charter Agreement
- Ship Agency Agreement
- Stevedoring / Handling Agreement
- Ship Management Agreement
- Seafarer Employment Agreement (SEA)

processes vary by state and change over time — confirm with your state authority.