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رقم ١٦٧/٢٠١٨/٤٧٦٠ بيروت في ٢٠١٨/١١/٣٠

حضرة الزميل الكريم،

تحية طيبة وبعد،

الموضوع : ارشادات في تكوين خطة لتقليل انبعاثات الكبريت من السفن وبدء التطبيق في ١ كانون الثاني ٢٠٢٠ للقرار MEPC.280(70).

المرجـــع: كتاب المديرية العامة للنقل البري والبحري رقم ٦/٨٩٤٣ تاريخ ٢٠١٨/١١/٢٧.

بالاشارة الى الموضوع أعلاه، نرسل لكم ربطا كتاب المديرية العامة للنقل البري والبحري رقم ٦/٨٩٤٣ تاريخ ٢٠١٨/١١/٢٧، مرفقا بقرار لجنة السلامة البحرية في منظمة "IMO" رقم MEPC.280(70) تاريخ ٢٠١٦/١٠/٢٨، والتعميم رقم MEPC.1/Circ.878 وانموذج تقرير "Fonar" ، يتضمن ارشادات الى أصحاب السفن في كيفية تكوين خطة تقليل وخفض نسبة الكبريت في الوقود المستخدم في محركات السفن وعلى أن لا تتجاوز نسبة 0.50 m.m. .

وذكرت المديرية العامة للنقل البري والبحري في كتابها، أنها على استعداد لتلقّي والاجابة على أي استفسار متعلق في هذا الموضوع.

يرجى الاطلاع وأخذ العلم.

وتفضلوا بقبول فائق الاحترام

الرئيـــس

ايلي اميل زخور

ربطا: كتاب المديرية العامة للنقل البري ومرفقاته.

بناية بولس فياض - بيروت - لبنان - هاتف: ٠١/٤٤٨٦١٧ - ٠١/٥٦٢٦٨٠/١/٢ - فاكس: ٠١/٥٦٢٦٧٩ - صندوق بريد: ١٧-٥٥١٥
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Ministry of Public Works & Transport
Directorate General of
Land & Maritime Transport

الجمهورية اللبنانية
وزارة الأشغال العامة والنقل
المديرية العامة للنقل البري والبحري

٧/١٩٤٤

جانب
غرفة الملاحة الدولية

الموضوع: ارشادات في تكوين خطة لتقليل انبعاثات الكبريت من السفن وبدء التطبيق في **١ كانون الثاني ٢٠٢٠ للقرار MEPC.280(70)**

المرجع: تعميم لجنة حماية البيئة البحرية في **IMO** رقم **MEPC.1/Circ.878** الصادر في **٩ تشرين الثاني ٢٠١٨** .

إشارة إلى الموضوع والمرجع المبينين أعلاه،

صدر تعميم من لجنة حماية البيئة البحرية في **IMO** رقم **MEPC.1/Circ.878** يتضمن **ارشادات** إلى أصحاب السفن في كيفية تكوين خطة تقليل وخفض نسبة الكبريت في الوقود المستخدم في محركات السفن وعلى ان لا تتجاوز نسبة **0.50m/m :**

SHIP IMPLEMENTATION PLAN FOR THE CONSISTENT IMPLEMENTATION OF THE 0.50% SULPHUR LIMIT UNDER MARPOL ANNEX VI

إن تطبيق نسبة **0.50m/m** يهدف إلى تقليل انبعاث الغازات السامة في الهواء؛ بناء" على قرار اللجنة رقم **MEPC.280(70)** الذي سيدخل حيز التنفيذ في **١ كانون الثاني ٢٠٢٠** و بروتوكول ١٩٩٧ لاتفاقية **ماربول والملحق السادس** التابع للاتفاقية، وإن هذه القيود تطبق على كافة السفن المبحرة خارج نطاق **المناطق المراقبة للانبعاث : Emission Control Area.**

في حال عدم تمكن السفينة من التزود بالوقود القليل الكبريت والالتزام بالنسبة **0.50m/m**؛ على القبطان تعبئة تقرير بذلك، **FONAR**، وارسال نسخة منه للإدارة، يبرر فيه الأسباب التي حالت دون تنفيذ القرار المذكور أعلاه.
مرفق ربطا انموذج عن هذا القرار، **Report on compliant fuel oil non-availability.**

ان الإدارة على استعداد لتلقي والإجابة على أي استفسار متعلق في هذا الموضوع.

للتفضل بالاطلاع وإجراء المقتضى ، وشاكرين لكم حسن تعاونكم.

المدير العام للنقل البري والبحري

المهندس عبد الحفيظ القيسي

مرفق ربطا":
- التعميم **MEPC.1/Circ.878**،
- انموذج تقرير **FONAR**،
- **RESOLUTION MEPC.280(70)**

شارع جورج بيكو - بناية ستاركو، ط٣ - بيروت، لبنان - هاتف: ٦/٥/٣٧١٦٤٤ ١ ٩٦١ + فاكس: ٣٧١ ٦٤٧ ١ ٩٦١ +
Georges Picot Street - STARCO Building 3rd floor - Beirut, Lebanon - Tel: +961 1 371 644/5/6 - Fax: +961 1 371 647

ANNEX 6

RESOLUTION MEPC.280(70)
(Adopted on 28 October 2016)

EFFECTIVE DATE OF IMPLEMENTATION OF THE FUEL OIL STANDARD IN REGULATION 14.1.3 OF MARPOL ANNEX VI

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that the revised MARPOL Annex VI entered into force on 1 July 2010,

RECALLING FURTHER that regulation 14.1.3 of MARPOL Annex VI stipulates that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on or after 1 January 2020,

RECALLING that regulations 14.8 to 14.10 of MARPOL Annex VI require that a review shall be completed by 2018 to determine the availability of fuel oil to comply with the fuel oil standard set forth in regulation 14.1.3 of MARPOL Annex VI,

NOTING that an assessment of fuel oil availability has been completed to inform the decision to be taken by the Parties to MARPOL Annex VI in accordance with regulation 14.10 of MARPOL Annex VI,

HAVING CONSIDERED, at its seventieth session, based on the aforementioned assessment of fuel oil availability, whether it is possible for ships to comply with the implementation date in regulation 14.1.3 of MARPOL Annex VI,

1 DECIDES that the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI shall become effective on 1 January 2020;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring this decision to the attention of shipowners, ship operators, refinery industries and any other interested groups;

3 REQUESTS the Secretary-General to notify all Parties to MARPOL Annex VI of the aforementioned decision;

4 REQUESTS ALSO the Secretary-General to notify all Members of the Organization which are not Parties to MARPOL Annex VI of the aforementioned decision.

***

ANNEX

GUIDANCE ON THE DEVELOPMENT OF A SHIP IMPLEMENTATION PLAN FOR THE CONSISTENT IMPLEMENTATION OF THE 0.50% SULPHUR LIMIT UNDER MARPOL ANNEX VI

Introduction

1 MEPC 70 agreed to "1 January 2020" as the effective date of implementation for ships to comply with global 0.50% m/m sulphur content of fuel oil requirement and adopted resolution MEPC.280(70) on the *Effective date of implementation of the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI*[1].

2 In this context, MEPC 73 agreed that Administrations should encourage ships flying their flag to develop implementation plans, outlining how the ship may prepare in order to comply with the required sulphur content limit of 0.50% by 1 January 2020. The plan could be complemented with a record of actions taken by the ship in order to be compliant by the applicable date.

3 Regulation 18.2.3 of MARPOL Annex VI requires a Party to take into account all relevant circumstances and the evidence presented to determine the action to take, including not taking control measures. Administrations and port State control authorities may take into account the implementation plan when verifying compliance with the 0.50% sulphur limit requirement.

4 A ship implementation plan is not a mandatory requirement. A lack of a ship implementation plan or an incomplete ship implementation plan should not be considered as "clear grounds" for a more detailed inspection.

Ship implementation plan for the consistent implementation of 0.50% sulphur limit under MARPOL Annex VI

5 The ship implementation plan for 2020 could cover various items relevant for the specific ship, including, as appropriate, but not limited to:

.1 risk assessment and mitigation plan (impact of new fuels);

.2 fuel oil system modifications and tank cleaning (if needed);

.3 fuel oil capacity and segregation capability;

.4 procurement of compliant fuel;

.5 fuel oil changeover plan (conventional residual fuel oils to 0.50% sulphur compliant fuel oil); and

.6 documentation and reporting.

[1] Amendments to regulation 14.1.3 of MARPOL Annex VI were adopted by MEPC 73 (October 2018).

Issues relating to use of sulphur compliant fuel oil

6 All fuel oil supplied to a ship shall comply with regulation 18.3 of MARPOL Annex VI and chapter II/2 of SOLAS. Furthermore, ship operators could consider ordering fuel oil specified in accordance with the ISO 8217 marine fuel standard. The following potential fuel-related issues may need to be assessed and addressed by ships in preparation for and implementation of the 0.50% sulphur limit requirement:

.1 technical capability of ships to handle different types of fuel (e.g. suitability of fuel pumps to handle both higher and lower viscosity fuels, restrictions on fuels suitable for use in a ship's boilers, particularly the use of distillate fuels in large marine boilers);

.2 compatibility of different types of fuels e.g. when paraffinic and aromatic fuels containing asphaltenes are commingled in bunkering or fuel oil changeover;

.3 handling sulphur non-compliant fuels in the event of non-availability of sulphur compliant fuels; and

.4 crew preparedness including possible training with changeover procedures during fuel switching from residual fuel oil to 0.50% compliant fuel oils.

7 The ship implementation plan could be used as the appropriate tool to identify any specific safety risks related to sulphur compliant fuel oil, as may be relevant to the ship, and to develop an appropriate action plan for the Company to address and mitigate the concerns identified. Examples should include:

.1 procedures to segregate different types of fuel and fuels from different sources;

.2 detailed procedures for compatibility testing and segregating fuels from different sources until compatibility can be confirmed;

.3 procedures to changeover from one type of fuel to another or a fuel oil that is known to be incompatible with another fuel oil;

.4 plans to address any mechanical constraints with respect to handling specific fuels, including ensuring that minimum/maximum characteristics of fuel oil as identified in ISO 8217 can be safely handled on board the ship; and

.5 procedures to verify machinery performance on fuel oil with characteristics with which the ship does not have prior experience.

8 A ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI is recommended to be developed based on the indicative example as set out in appendix 1.

9 The plan could take into account the issues identified in:

.1 appendix 2: additional guidance on development of ship implementation plan (impact on machinery systems); and

.2 appendix 3: additional guidance on development of ship implementation plan (tank cleaning).

APPENDIX 1

INDICATIVE EXAMPLE FOR SHIP IMPLEMENTATION PLAN FOR ACHIEVING COMPLIANCE WITH THE 0.50% SULPHUR LIMIT ENTERING INTO FORCE ON 1 JANUARY 2020 USING COMPLIANT FUEL OIL ONLY

Particulars of ship

1. Name of ship:

2. Distinctive number or letters:

3. IMO Number:

Planning and preparation (before 1 January 2020)

1 Risk assessment and mitigation plan

1.1 Risk assessment (impact of new fuels): YES/NO
1.2 Linked to onboard SMS YES/NO

2 Fuel oil system modifications and tank cleaning (if needed)

2.1 Schedule for meeting with manufacturers and/or classification societies:

2.2 Structural Modifications (installation of fuel oil systems/tankage) required: YES/NO/NOT APPLICABLE

If YES, then:

2.2.1 Fuel oil storage system:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.2.2 Fuel transfer, filtration and delivery systems:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.2.3 Combustion equipment:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.3 Tank cleaning required: YES/NO/NOT APPLICABLE

If YES, then:

Details of cleaning schedule (including, yard booking, time schedules etc., if applicable):

Estimated date of completion of cleaning:

3 Fuel oil capacity and segregation capability:

Following any required modifications as per Section 2:

3.1 Expected number of bunker tanks designated to store 0.50% sulphur compliant fuel oil:

3.2 Expected total storage capacity (m^3) for 0.50% sulphur compliant fuel oil:

3.3 Expected number of bunker tanks designated to store 0.10% sulphur compliant fuel oil:

3.4 Expected total storage capacity (m^3) for 0.10% sulphur compliant fuel oil:

3.5 Approximate total fuel oil content (m^3) in the fuel oil transfer, purification and delivery systems:

4 Procurement of compliant fuel oil

4.1 Details of fuel purchasing procedure to source compliant fuels, including procedures in cases where compliant fuel oil is not readily available:

4.2 Estimated date for bunkering compliant fuel oil, not later than 24:00hrs 31 December 2019:

4.3 If fuel arranged by charterer, is there an intention to accept charter party contracts that do not have a specified obligation to provide compliant fuel oil after 1 June 2019 or other date to be identified: YES/NO

If YES, then:

Details of alternate steps taken to ensure that the charter party provides timely delivery of compliant fuel:

4.4 Is there confirmation from bunker supplier(s) to provide compliant fuel oil on the specified date: YES/NO

If NO, then:
Details of alternate steps taken to ensure timely availability of compliant fuel oil:

4.5 Details of arrangements (if any planned) to dispose of any remaining non-compliant fuel oil:

5 Fuel oil changeover plan

5.1 Consider whether a ship-specific fuel changeover plan is to be made available. The plan should include measures to offload or consume any remaining non-compliant fuel oil. The plan should also demonstrate how the ship intends to ensure that all its combustion units will be using compliant fuel oil no later than 1 January 2020.

5.2 As per the ship-specific fuel changeover plan, the maximum time period required to changeover the ship's fuel oil system to use compliant fuel oil at all combustion units:

5.3 Expected date and approximate time of completion of the above-mentioned changeover procedure:

5.4 Consider availability of adequately trained officers and crew familiar with the ship's fuel system and fuel changeover procedures to carry out the fuel oil changeover procedure. If this cannot be confirmed, then consider whether there is a sufficient amount of time dedicated for ship-specific familiarization and training of new officers and crew.

6 Documentation and reporting

6.1 If there are modifications planned as per section 2, related documents including the shipboard fuel oil tank management plans and stability and trim booklets should be consequently updated.

6.2 The implementation plan could be kept on board and updated as applicable.

6.3 If when following the implementation plan the ship has to bunker and use non-compliant fuel oil due to unavailability of compliant fuel oil safe for use on board the ship, steps to limit the impact of using non-compliant fuel oil could be:

6.4 The ship should have a procedure for Fuel Oil Non-Availability Reporting (FONAR). The master and chief engineer should be conversant about when and how FONAR should be used and who it should be reported to.

APPENDIX 2

ADDITIONAL GUIDANCE FOR DEVELOPMENT OF THE SHIP IMPLEMENTATION PLAN (IMPACT ON MACHINERY SYSTEMS)

1 Ships are advised to assess potential impact on machinery systems with the use of distillates and fuel oil blends and prepare ships in consultation with chief engineers, equipment manufacturers and suppliers.

2 The ship tank configuration and fuel system may require adjustments. A fully segregated fuel system for distillate fuels and blended fuels is recommended because they may require special attention. Ship tank configuration and segregated fuel system will also allow for better management of potentially incompatible fuels.

Distillates

3 If distillates have been chosen as the option for compliance the following may be considered:

.1 a decrease in fuel oil viscosity may cause an increase in fuel oil leakage between the fuel pump plunger and barrel of diesel engines. Internal leakages in the fuel injection system may result in reduced fuel pressure to the engine, which may have consequences for the engine performance (e.g. starting of the engine). Equipment makers' recommendations should be consulted, and adequate testing, maintenance and possible installation of coolers etc. may be performed;

.2 shipowners may also consider installing fuel pumps and injection nozzles, suitable to fuel oil with low viscosity. Fuel oil with too low viscosity may lead to increased wear or seizure of fuel oil pumps. Engine and boilermakers should be consulted to ensure its safe and efficient operation. Implications for validity of NO_X certification (EIAPP Certificate) should be considered;

.3 while some compliant fuels may not require heating, others, including some distillates, will require heating. It would therefore be prudent to review heating arrangements for distillate fuels on board and, where appropriate, maintain the existing heating arrangements; and

.4 in some locations, bunker suppliers may only be able to offer automotive diesel fuel containing biodiesel (FAME) in accordance with the ISO 8217-2017 Standard which provides a marine biodiesel specification (DFA/DFB) with up to 7.0% by volume of FAME. CIMAC has provided a "Guideline for Ship Owners and Operators on Managing Distillate Fuels up to 7.0 % v/v Fame (Biodiesel)".[2]

4 In view of paragraph 3.3 manufacturers of engines and equipment such as oily water separators, overboard discharge monitors, filters and coalescers, etc. need to be consulted to confirm ability to handle biodiesel blends up to 7% v/v.

5 Also, some parts of the fuel oil supply system, i.e. fuel pumps, pipefittings and gaskets may need to be overhauled to ensure integrity.

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[2] https://www.cimac.com/cms/upload/workinggroups/WG7/CIMAC_WG7_Guideline_for_Ship_Owners_and_Operators_on_Managing_Distillate_Fuels_May_2013.pdf

Blended residual fuels

6 New blended 0.50% sulphur fuel oil as and when offered could provide an alternative to conventional distillate fuel such as Marine Distillate Fuel.

7 When using such new blended sulphur fuel oils, the technical specification of such fuels are (a) either within the limits specified by ISO 8217 or are (b) issued with formal documentation indicating no objection to its use by the engine/boiler makers.

8 Before purchasing a new fuel oil product, operators should carefully consider the specific technical and operational challenges that this type of fuel oil may have and, where necessary, contact the fuel oil supplier or Original Equipment Manufacturer (OEM) for the considerations to be made to ensure safe operation.

9 Densities of these fuel oils are in general lower than conventional residual fuel oils. This may require adjustment of centrifuges to ensure adequate cleaning of the fuel oil.

Cold flow

10 Since most distillate fuels do not require heating (in fact, typically, heating is not recommended due to the low viscosity of these products), the fuel's cold flow properties become a potential handling/storage challenge, especially when operating in colder regions.

11 It is however possible to successfully manage cold flow properties through good fuel management, from procurement to technical operation, by considering the following:

.1 where the ship will be operating;

.2 where the risk is higher of getting fuels with poor cold flow properties;

.3 can the required cold flow properties be specified in the fuel contract;

.4 what is the actual low-temperature flow properties of the bunkered fuel; and

.5 which actions have to be taken in order to safely consume the bunkered fuel (e.g. tank and filter heating).

APPENDIX 3

ADDITIONAL GUIDANCE FOR DEVELOPMENT OF THE SHIP IMPLEMENTATION PLAN (TANK CLEANING)

Introduction

1 Most ships will have been using high viscosity high sulphur fuel oil (HSFO) based primarily on residual fuel oils. Such fuels tend to adhere to the inside of fuel tanks forming layers of semi-solid substances containing sediments and asphaltenic sludge; such residues will also typically have solidified and settled in various parts of the fuel oil service system including pipelines, settling and service tanks.

2 The ship operator may choose to clean the fuel oil tanks of these residues before loading compliant fuel prior to 1 January 2020 based on the following considerations.

3 Some of the fuels complying with the 0.50% sulphur limit are expected to be very paraffinic due to crude sources of blending components and also a high content of distillate components. If such fuels are loaded into HSFO fuel tanks that have not been cleaned, there is a possibility that they could dissolve and dislodge sediments and asphaltenic sludge in storage tanks, settling tanks and pipelines, potentially leading to purifier and filter operational issues and in extreme cases fuel starvation resulting in loss of power.

4 Alternatively, ships have been using ship specific changeover procedures to effectively and safely load on top of existing fuel oil and gradually flushing through the fuel system until the sulphur content in the fuel oil is at a compliant level.

5 Should the ship operator determine it is appropriate to clean the ship's fuel oil tanks and system, the following considerations may need to be taken into account when making arrangements for tank cleaning.

Options for tank cleaning, approximate timelines and considerations

6 Fuel oil tanks are normally cleaned on a regular basis on ships to remove built-up sediments and sludge, usually during dry docking and whenever inspections of the fuel tanks are due. However, leading up to 1 January 2020, it would not be practicable for the majority of the global fleet that has been running on HSFO and decided to opt for tank cleaning to undergo dry docking during a very short period. Hence, other options for cleaning tanks and fuel oil systems during service may need to be considered.

7 The time and work involved in cleaning HSFO tanks cannot be defined precisely, as it will vary depending on how long it has been since the last time the tanks were cleaned, the condition of the tank coating and the effectiveness of the cleaning process itself. The estimates in this document may err on the side of caution as it is almost impossible to pinpoint at what stage the ship's fuel oil system is sufficiently clean to guarantee compliance.

Manual cleaning during dry docking

8 Time required varies; it can be done in 2 to 4 days per tank. In addition to cleaning tanks, all of the pipework in the fuel oil service system needs to be flushed through. Overall, it may take 1 to 2 weeks.

9 A ship that has had all its fuel oil tanks and fuel system cleaned can start loading compliant fuels and expect to be fully compliant right away.

10 However, if only the tanks have been cleaned in dry dock, it could take 2 to 5 days to flush through the pipework in the fuel oil service system to ensure full compliance with the 0.50% sulphur limit.

Manual cleaning during service

11 If tanks are to be cleaned manually during service, risk assessment and safety measures are paramount; refer to IMO resolution A.1050(27) on *Revised recommendations for entering enclosed spaces aboard ships.*

12 Time required will vary depending on tank size and the number of tanks, how long it has been since the last tank cleaning and the number of crew available to perform safe and complete tank cleaning operations. Tank cleaning can be performed by the ship's crew and/or by employing a riding crew for this purpose. It is always good practice to inspect the tank once cleaned to check its condition and to inspect heating coils, conduct pressure tests and undertake repairs as necessary.

13 If the cleaning is done by the ship's existing crew, it would likely take a minimum of 4 days per tank. For an average tank, a week should be allowed. If employing a riding crew to clean the tanks, if working in shifts, it would likely take a minimum of 2 days to clean a tank, but 4 days per tank should be allowed.

14 Tanks need to be empty before they can be cleaned, hence the time needed to drain tanks needs to be taken into account when estimating the overall time required.

15 In addition to cleaning tanks, all of the pipework in the fuel oil service system needs to be flushed. Flushing the remaining pipework and fuel oil service system after all tanks have been cleaned could take another 1 to 2 days.

16 The residues from tank cleaning should be retained on board until they can be disposed of correctly or disposed to shore reception facilities.

Cleaning tanks in service with specialized additives

17 As an alternative to manual cleaning, consideration can be given to gradually cleaning the sediments and asphaltenic sludge from HSFO tanks and fuel systems by dosing additives. There are successful examples of this approach for ships that needed to reallocate HSFO tanks to fuels complying with the 0.10% sulphur limit that took effect in ECAs in 2015.

ANNEX

DRAFT REPORT ON COMPLIANT FUEL OIL NON-AVAILABILITY

IMO Compliant Fuel Oil Non-Availability Report (FONAR)

This form shall be used for reporting non-availability of 0.50% m/m or 0.10% m/m sulphur fuels where applicable

This report is to be used to provide documentation if a ship is unable to obtain fuel oil compliant with the provisions stipulated in MARPOL Annex VI, Regulation 14.1.3 and 14.4.3 and the fuel quality in Regulation 18.3.

The ship shall present a record of the actions taken to attempt to achieve compliance; and provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.

As per regulation 18.2.2 of MARPOL Annex VI, the ship should not be required to deviate from its intended voyage or delay unduly the voyage in order to achieve compliance.

The ship shall notify its Administration and the competent authority of the relevant port of destination when it cannot purchase compliant fuel.

A copy of the report and all supporting documents shall be kept on board for inspection for at least 12 months.

If a ship provides the information set forth in paragraph 2.1 of Regulation 18 of MARPOL Annex VI (this form provides a standard format to facilitate reporting of this information), a Party shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.

Name of Ship:	**Flag:**	**IMO Number:**
Port of registry:	**Gross tonnage:**	
(If other relevant registration number is available, enter here):		
Provide a description of the vessel's voyage plan in place at the time of entry into the port where compliant fuel oil was not available (attach copy of plan if available):		
Last port of Departure:	**Date of departure from last port:**	

First port of call:	**Date of arrival at first port of call:**
Date ship expect to departure from the port:	**The sulphur content of the fuel in use (BDN):**
If ship is to enter an Emissions Control Area (ECA) provide information as requested in items E1 through E6 ***E1.*** **Date vessel first received notice that it would be transiting in the ECA:**	
E2. **Vessel's location at the time of notice:**	
E3. **Date/time vessel operator expects to enter ECA:**	***E4.*** **Date/time vessel operator expects to exit ECA:**
E5. **Projected days vessel's main propulsion engines will be in operation within ECA:**	
E6. **Sulphur content of fuel oil in use when entering and operating in the ECA (BDN):**	
Provide a description of actions taken to attempt to achieve compliance and a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:	

Name of suppliers contacted:	Address:	Date of contact:
1)		
2)		
3)		
4)		

In case of fuel oil supply disruption only
Name of port at where vessel was scheduled to receive compliant fuel oil:
Name of the fuel oil supplier that was scheduled to deliver (and now reporting non-availability):

Operational constraints, if applicable
Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to fuel system arrangements, flash point, viscosity, compatibility, or other fuel oil parameters):
Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
Describe availability of compliant fuel oil at the first port-of-call and plans to obtain compliant fuel oil:

If compliant fuel oil is not available at the first port-of-call, list the lowest sulphur content of available fuel oil(s) or the lowest sulphur content of available fuel oil at the next port-of-call:
If the available compliant fuel oil quality fails to meet the requirements of Regulation 18.3 specify the reason along with the method used for detection and testing:

If this vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to this Administration in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil as set out below.

Report	Date	Port	Type of Fuel	Comments
1)				
2)				
3)				
4)				

Name of master:	**Vessel operator name:**
Local agent(s) in port of call and telephone number:	**Name of c***(as named on ISM document)*:
Name of Designated Person Ashore (DPA) and telephone number:	
Address (Street, city, country, postal/zip code):	**Tel. number:**

Signature of master:	**Print name:**	**Date:**