

APPENDIX

FUEL OIL NON-AVAILABILITY REPORT (FONAR Report)

Note:

1 This report is to be sent to the flag Administration and to the competent authorities in the relevant port(s) of destination in accordance with regulation 18.2.4 of MARPOL Annex VI. The report shall be sent as soon as it is determined that the ship/operator will be unable to procure compliant fuel and preferably before the ship leaves the port/terminal where compliant fuel cannot be obtained. A copy of the FONAR should be kept on board for inspection for at least [12] months.

2 This report should be used to provide evidence if a ship is unable to obtain fuel oil compliant with the provisions stipulated in regulations 14.1.3 and 14.4.3.

3 Before filing a FONAR Report, the following should be observed by the ship/operator:

3.1 A fuel oil non-availability report is not an exemption. According to regulation 18.2 of MARPOL Annex VI, it is the responsibility of the Party through its competent authority to scrutinize the information provided, including on potential claims already filed during a period of [12] months, and decide what action to take.

3.2 In case of unduly and/or repeated claims of non-availability, the Party may require additional documentation and substantiation of fuel oil non-availability claims. The ship/operator may also be subject to more extensive inspections or examinations while in port.

3.2 Ships/operators are expected to account for logistical conditions and/or terminal/port policies when planning bunker delivery, including but not limited to having to change berth or anchor within a port or terminal in order to obtain compliant fuel.

3.3 Ships/operators are expected to prepare as far as reasonably possible to be able to operate on commercial available fuel oils meeting ISO_8217, included but not limited to fuels with differing viscosities, different sulphur content ≤ 0.50 % (requiring different lube oils) as well as fuel requiring heating and/or other treatment on board.

1 Particulars of ship

- 1.1 Name of ship: _____
1.2 IMO number: _____
1.3 Flag: _____

2 Description of ship's voyage plan and information on entering an ECA

2.1 Description of ship's voyage plan

2.1.1 Provide a description of the ship'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):

2.2 Information on entering an Emission Control Area (ECA)

2.3.1 If ship is to enter an Emissions Control Area (ECA) provide information as requested in items 1 to 6:

1 – Date ship first received notice that it would be transiting in the ECA:

2 – ship's location at the time of notice:

3 – Date/time ship operator expects to enter ECA:

4 – Date/time ship operator expects to exit ECA:

5 – Projected days ship's main propulsion engines will be in operation within ECA:

6 – Sulphur content of fuel oil in use when entering and operating in the ECA (BDN):

3 Evidence of attempts to purchase compliant fuel

3.1 Description of all actions taken to attempt to achieve compliance, including attempts to locate alternative sources for compliant fuel oil

3.2 Description of the reason why, despite best efforts, compliant fuel oil was not obtained:

3.3 Name and addresses of suppliers contacted, date of contact

Please attach copies of communication with suppliers (e.g. e-mails to and from suppliers)

4 Plans to obtain compliant fuel

Describe availability of compliant fuel oil at the next port of call/bunker facility, and plans to obtain it:

If compliant fuel oil is not available at the 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:

5 Special circumstances

5.1 Disruption in the supply of fuel oil

In case of disruption in the fuel oil supply, this should be documented by copy of communication with the competent authorities of the State in question.

Name of port at which vessel was scheduled to receive compliant fuel oil: _____

Name of the fuel oil supplier that was scheduled to deliver: _____

Contact details of the competent authority of the State in question: _____

5.2 Operation constraints

If non-compliant fuel has been bunkered due to concerns that the quality of the compliant fuel available would cause operational or safety problems on board the ships, the concerns should be thoroughly documented, preferably by a third party.

Please describe, the steps the ship has taken, or is taking, to resolve these operational constraints, if applicable, that will allow ship to use commercially available fuel oils:

6 Company information

Name of Company (*as named on ISM DOC*): _____

Address (street, city, country, postal/zip code): _____

ISM Designated Person Ashore (DPA): _____

Telephone number/email: _____

Local agent(s) in the port of call(s): _____

Print name: _____ Date (DD/MM/YYYY): _____

Signature of Master: _____
