**International Chamber of Shipping**

**TEMPLATE**

**COMPLIANT FUEL OIL *NON-AVAILABILITY REPORT* FOR SULPHUR EMISSION CONTROL AREAS (ECAs)**

***TO BE SENT TO PORT OF DESTINATION BEFORE ARRIVING IN AN ECA (OR FIRST PORT OF CALL AFTER LEAVING AN ECA[[1]](#footnote-1)) WITH A COPY TO BE SENT TO THE FLAG ADMINISTRATION***

***(Consistent with MARPOL Annex VI, Chapter III, Regulation 18)***

**Name of Emission Control Area:**

Name of Ship: Flag: IMO Number:

**Description of Ship’s Voyage Plan in Place at the Time of Entry into the ECA *(attach copy of plan if available)*:**

Last Port of Departure:

Date of Departure from Last Port *(DD/MM/YYYY*):

First Country of Arrival in ECA (or After Departure from ECA):

First Port of Call in ECA (or After Departure from ECA):

Date of Arrival at First ECA Port *(DD/MM/YYYY*):

Date Ship First Received Notice of Transit Through ECA *(DD/MM/YYYY*):

Ship Location at the Time Notice Received:

Date Ship Expects to Enter ECA *(DD/MM/YYYY*):

Time Ship Expects to Enter ECA *(00:00 UTC)*:

Date Ship Expects to Exit ECA *(DD/MM/YYYY*):

Time Ship Expects to Exit ECA (*00:00 UTC*):

Projected Number of Days during which Ship’s Main Propulsion Engines will be in Operation within the ECA:

Sulphur Content of Fuel Oil in Use When Entering and Operating in the ECA:

**Description of Actions Taken to attempt to achieve compliance prior to entering/transiting ECA, including 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 (NB: cost of fuel is not a valid reason):**

Name of Suppliers Contacted:

Addresses:

Date of Contact *(DD/MM/YYYY*):

***In Case of Fuel Oil Supply Disruption Only***

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

Name of the fuel oil supplier that was scheduled to deliver (and now reporting the non-availability):

***Operational Constraints, if applicable***

Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):

Steps ship has taken, or is taking, to resolve these operational constraints that will allow ship to use all commercially available residual fuel oil blends:

Describe availability of compliant fuel oil at the first port of call in ECA, and plans to obtain it:

If compliant fuel oil is not available at the first port of call in ECA, 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 in ECA:

**If the ship has previously submitted a Fuel Oil Non-Availability Report in the past 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details of the dates and ports visited while using non-compliant fuel oil:**

**(When calling at US ports:** If the vessel has operated in the North American ECA in the prior 12 months, provide the names of all U.S. ports visited, the dates of the port calls, and whether the vessel used compliant fuel oil);

Report(s):

Date(s) *(DD/MM/YYYY*):

Port(s):

Type of Fuel:

Comments:

**Masters’ Name:**

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

Local Agent(s) in ECA(s):

**ISM Designated Person Ashore (DPA):**

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

Telephone Number/Email:

**Signature of Master:**

Print Name: Date *(DD/MM/YYYY*):

1. Port State Control in the Paris MOU area (and potentially elsewhere) may be conducted outside of the ECA itself. [↑](#footnote-ref-1)