# Fuel Oil Non-Availability Report

North American Emmissions Control Area
(NA-ECA)

MARPOL Annex VI Regulation 18.2, as incorporated by reference in 40 C.F.R. § 1043.100, provides that a vessel not in compliance with the fuel oil sulfur standards will:

"(1) present a record of the actions taken to attempt to achieve compliance; and

(2) 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."

| | |
|---|---|
| **Vessel's Name:** | W-STAR |
| **Vessel's Flag:** | LIBERIA |
| **Identification Number:** | 9476678 |
| (IMO or other) | OFFICIAL NO:14569 |

Voyage Plan (Note: This plan should reflect what is in effect at the time of the vessel's entry into the North American ECA)

| | |
|---|---|
| **Port of Origin:** | KAWASAKI-JAPAN |
| **Port of Destination:** | VANCOUVER-CANADA |
| **First U.S. Port of Arrival:** | NA |

**List of all port visits beginning with the Port of Origin and ending at Port of Destination:**

1. **Port of Origin:** KAWASAKI
   **2nd Port Visit:** VANCOUVER-CANADA
   **3rd Port Visit:** SINGAPORE
   **4th Port Visit:**
   **5th Port Visit:**
   **6th Port Visit:**
   **7th Port Visit:**
   **8th Port Visit:**
   **9th Port Visit:**
   **10th Port Visit:**

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(Insert more as needed)

| | |
|---|---|
| **Date and Time Vessel Received Notice it would transit the NA-ECA:** | 10-01-2015 0300 UTC |
| **Location of Vessel when notice was received it would transit the NA-ECA:** | KAWASAKI-JAPAN |
| **Date and Time vessel is expected to enter the NA-ECA:** | 24-01-2015 2000 UTC |
| **Date and Time vessel is expected to exit the NA-ECA:** | 30-01-2015 1200 UTC |
| **Projected number of days the main propulsion engines will be operated in the NA-ECA:** | ABOUT 4 DAYS |
| **Sulfur Content of Fuel Oil used when entering the NA-ECA:** | 0.04% |
| **Sulfur Content of Fuel Oil used while operating in the NA-ECA:** | 0.96% |

A description of the actions taken to attempt to achieve compliance prior to entering the North American 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 (e.g., compliant fuel oil was not available at ports on "intended voyage;" fuel oil supply disruptions at port; etc.
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted and the dates on which the contact was made.

Enter Text Here: We tried to supply the vessel prior sailing at kawasaki, Japan, with LSMGO but no contacted supplier was able to deliver due to non-availabilities (of barge).
We will arrange for bunker stem at vancouver BC, which will be supplied immediately after arrival.

suppliers contacted as below (all reported no availabilities):
1) JX Nippon Oil & Energy Europe Limited - 4th Floor, 4 Moorgate London EC2R 6DA, United Kingdom - Mr. Masahiro Ura - 08th jan 2015
2) NYK TRADING, London branch - Yu Miyajima - 08th jan 2015
3) MARUBENI CORPORATION - Crude Oil & Petroleum Product Trading Sec. (B553) Energy Trading Dept. Tokyo - Hidemoto Toda - 08th jan 2015
4) World Fuel Services Denmark – Torvebyen 8, 4600 Køge, Dänemark - lars olsen – 08th jan 2015

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In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel oil.

Enter Text Here: Kawasaki, Japan.

JX Nippon Oil & Energy Europe Limited, NYK TRADING, MARUBENI CORPORATION, World Fuel Services Denmark

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity 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.

Enter Text Here: Vessel has only about 35 mts LSMGO on board, which is insufficient to enter and exit ECA zone. Therefore, we will bunker the vessel immediately on arrival Vancouver BC and have already arranged for the LSMGO bunker stem.Once vessel has consumed these 35 mts LSMGO she will switch over to the next product on board with the least sulphur content (which is 0.96 %).

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If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, for example with respect to viscosity 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.

Enter Text Here: pls see above

Describe the availability of compliant fuel oil at the first port-of-call in the United States, and your plans to obtain that fuel oil.

Enter Text Here: We will arrange for LSMGO stem at Vancouver BC.

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If compliant fuel oil is not available at the first port-of-call in the United States, describe the lowest sulfur content of available fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United States.

Enter Text Here: N/A

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.

Enter Text Here: Vessel visited the port of Baltimore and Newport News between October 13th-24th, 2014 and fuel consumed was compliant with regulation at th at time(Sulphur Content 0.96%)

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If the vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States government in the previous 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted, and provide details on the dates and ports previously visited while using non-compliant fuel oil.

Enter Text Here: Not Applicable.

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship owner, and any related parent companies. Also include a designated corporate official who is authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here: Master of the Vessel: Captain Ariel Penafiel tel+870 773188883
Operator: W Marine Inc Tel+30 210 7248701, Contact Person: Capt Theodorakis Georgios/OPS

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The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable only if the report is signed by an authorized representative of your company and contains the following affirmation:

***"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."***

***Signed:***

OLDENDORFF GmbH & Co KG

***Authorized Company Representative***

This completed and signed report should be sent to:

1. In the United States by email to: marine-eca@epa.gov
2. To the vessel's Flag State Administrator

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