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:
Vessel's Flag:
Identification Number:
(IMO or other)

Voyage Plan

Port of Origin:
Port of Destination:
First U.S. Port of Arrival:

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

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

(Insert more as needed)

Date and Time Vessel Received Notice it would transit the NA-ECA:
Location of Vessel when notice was received it would transit the NA-ECA:

Date and Time vessel is expected to enter the NA-ECA:
Date and Time vessel is expected to exit the NA-ECA:
Projected number of days the main propulsion engines will be operated in the NA-ECA:

Sulfur Content of Fuel Oil used when entering the NA-ECA:
Sulfur Content of Fuel Oil used while operating in the NA-ECA:

A description of the actions taken to attempt to achieve compliance prior to entering the North American ECA, including a c
a description of the reason why compliant fuel oil was not available (e.g., compliant fuel oil was not available at ports on "ir
Note: The United States government does not consider the cost of compliant fuel oil to be a valid basis for claiming the non
and the dates on which the contact was made.

Due to logistical reasons in loadport and problems with cargo availability, vessels stay has been extended beyond the origin
planned refueling point at Portland, OR, USA.

Resupply in Prince Rupert is not possible for the following reasons:
- Local authorities do not allow the supply of any bunker fuel in Prince Rupert
- Product available in Prince Rupert is outside of acceptable ISO specifications on at least one parameter.

In cases of fuel oil supply disruption, the name of the port at which the vessel was scheduled to receive compliant fuel oil
oil.

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, fo
are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blen

LSGO at Prince Rupert is off spec due to low flash point.

If applicable, identify and describe any operational constraints that prevented you from using available compliant fuel oil, fo
are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blen

N/A

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

LSGO shall be available at Portland, where vsl is scheduled to receive LSGO soonest possible after arrival.

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

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

Enter Text Here:

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

Enter Text Here:

Provide all relevant contact information, including the ship master, ship operator, legal agent in the United States, ship own
authorized to answer additional questions relating to claims of fuel oil unavailability and his or her full contact information.

Enter Text Here:

Fuel Oil Non-Availability Report

North American Emmissions Control Area (NA-ECA)

Great Pioneer
Hong Kong

9728667

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

Tomagashima
Portland
Portland

Tomagashima
Chiba
Prince Rupert
Portland
Osaka
Kobe
Niihama
Kanmon
Hakata
Pyeong Taek

11th of June 2017
Tomogashima, Japan

25th of June 2017
13th of July 2017
approx. 1 day

LSGO XX % sulphur content
HSFO XX % sulphur content

description of all attempts that were made to locate alternative sources of compliant fuel oil, and
ntended voyage;" fuel oil supply disruptions at port; etc.
-availability of compliant fuel oil). Include names and addresses of the fuel oil suppliers contacted

al schedule and as a consequence, vessels is running out of LSGO before she can reach the

and the name of the fuel oil supplier that is now reporting the non-availability of compliant fuel

r example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

r example with respect to viscosity or other fuel oil parameters. Specify steps you have taken, or
ds.

il.

le fuel oil, or the lowest sulfur content of available fuel oil at the next port-of-call in the United

dates of the port calls, and whether the vessel used compliant fuel oil.

vious 12 months, identify the number of Fuel- Oil Non-Availability Reports previously submitted,

er, and any related parent companies. Also include a designated corporate official who is

The United States government will consider the information submitted in a Fuel Oil Non- Availability Report to be reliable or
following affirmation:

"I certify under penalty of law that the statements and information made herein are, to the best of my knowledge and be
false statements and information, including the possibility of fines and imprisonment pursuant to 18 U.S.C. § 1001."

Signed:

_____

Authorized Company Representative

This completed and signed report should be sent to:

1. In the United States by email to:

2. To the vessel's Flag State Administrator

nly if the report is signed by an authorized representative of your company and contains the

lief, true and complete. I am aware that there are significant penalties for knowingly submitting

marine-eca@epa.gov