

0.5%燃油硫含量限制的船舶實施計劃

Ship Implementation Plan For Implementation  
Of The 0.5% Sulphur Limit

船 公 司：  
Ship Company: \_\_\_\_\_

日 期：  
Date: xx/xx/xxxx

## 1. Particulars of ship

Name of ship:		IMO Number:	
Distinctive number or letters:		Operator :	
Ship type :		Service Speed :	
DWT :		Gross Tonnages	

## 2. Risk assessment and mitigation plan

2.1 Risk assessment (impact of new fuels): YES / NO

2.2 Linked to onboard SMS YES / NO

## 3. Fuel oil system modifications and tank cleaning (if needed)

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

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3.2 Structural Modifications (installation of fuel oil systems/tankage) required:

YES / NO / NOT APPLICABLE

If YES, then:

3.2.1 Fuel oil storage system

Description of modification:

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

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Estimated date of completion of modification:

### 3.2.2 Fuel transfer, filtration and delivery systems:

Description of modification:

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

Estimated date of completion of modification:

### 3.2.3 Combustion equipment:

Description of modification:

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

Estimated date of completion of modification:

### 3.2.4 Tank cleaning required: YES/NO/NOT APPLICABLE

If YES, then:

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

applicable):

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Estimated date of completion of cleaning:

**4. Fuel oil capacity and segregation capability:**

Following any required modifications as per Section 2:

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

4.2 Expected total storage capacity (m<sup>3</sup>) for 0.50% sulphur compliant fuel oil:

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

4.4 Expected total storage capacity (m<sup>3</sup>) for 0.10% sulphur compliant fuel oil:

4.5 Approximate total fuel oil content (m<sup>3</sup>) in the fuel oil transfer, purification and delivery systems:

**5. Procurement of compliant fuel oil**

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

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

5.3 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:

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5.4 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:

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

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## **6. Fuel oil changeover plan**

6.1 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.

6.2 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:

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

6.4 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.

## **7. Documentation and reporting**

7.1 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.

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

7.3 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:

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7.4 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.