

Fuel Oil Non-Availability Report for entry into New Zealand waters

Last updated: August 2022

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1. This Fuel Oil Non-Availability Report (FONAR) should be used to provide evidence if a ship is unable to obtain fuel oil compliant with the provisions stipulated in regulations 14.1 or 14.4 of MARPOL Annex VI.

2. This report is to be sent to the flag Administration and to New Zealand as the competent authority for the 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 oil 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 36 months.

3. Before filing a FONAR, 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 of the destination port, through its competent authority, to scrutinize the information provided and take action, as appropriate.

3.2 In the case of insufficiently supported 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.

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

3.4 Ships/operators are expected to prepare as far as reasonably practicable to be able to operate on compliant fuel oils. This could include, but is not limited to, fuel oils with different viscosity and different sulphur content not exceeding regulatory requirements (requiring different lube oils) as well as requiring heating and/or other treatment on board.

Please send completed form and any supporting documentation via email to:

internationalshipping@maritimenz.govt.nz

Include the name of the ship in the email subject line.

1 Particulars of ship		
1.1	Name of ship:	
1.2	IMO Number:	
1.3	Flag:	
1.4	Distinctive Number or Letters:	
2 Description of ship's voyage plan		
2.1 Provide a description of the ship's voyage plan in place at the time of entry into New Zealand waters (and ECA, if applicable) (Attach copy of plan if available):		
2.2 Details of voyage		
2.2.1	Last port of departure:	
2.2.2	First port of arrival in New Zealand:	
2.2.3	Date of departure from last port:	
2.2.4	Date of arrival at first New Zealand:	
2.2.5	Date ship first received notice that it would be transiting in New Zealand waters (and ECA, if applicable):	
2.2.6	Ship's location at the time of notice:	
2.2.7	Date ship operator expects to enter New Zealand waters (and ECA, if applicable):	
2.2.8	Time ship operator expects to enter New Zealand waters (and ECA, if applicable):	
2.2.9	Date ship operator expects to exit New Zealand waters (and ECA, if applicable):	
2.2.10	Time ship operator expects to exit New Zealand waters (and ECA, if applicable):	
2.2.11	Projected days ship's main propulsion engines will be in operation within New Zealand waters (and ECA, if applicable):	
2.2.12	Sulphur content of fuel oil in use when entering and operating in New Zealand waters (and ECA, if applicable):	
3 Evidence of attempts to purchase compliant fuel oil		
3.1	Provide a description of actions taken to attempt to achieve compliance prior to entering New Zealand waters (and ECA, if applicable), 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:	
3.2	Name and email address of suppliers contacted, address and phone number and date of contact (dd-mm-yyyy):	
4 In case of fuel oil supply disruption only		
4.1	Name of port at which ship was scheduled to receive compliant fuel oil:	

4.2	Name, email address, and phone number of the fuel oil supplier that was scheduled to deliver (and now reporting the non-availability):			
5 Operation constraints, if applicable				
5.1	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.			
5.2	Describe any operational constraints that prevented use of compliant fuel oil available at port:			
5.3	Specify steps taken, or to be taken, to resolve these operational constraints that will enable compliant fuel use:			
6 Plans to obtain compliant fuel oil				
6.1	Describe availability of compliant fuel oil at the first port-of-call in New Zealand, and plans to obtain it:			
6.2	If compliant fuel oil is not available at the first port-of-call in New Zealand, 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:			
7 Previous Fuel Oil Non-Availability Reports				
7.1	If shipowner/operator has submitted a Fuel Oil Non-Availability Report to New Zealand in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil, as set out below:			
Report:	Date:	Port:	Type of Fuel:	Comments:
8 Master/Company information				
	Master name:			
	Local agent in New Zealand:			
	Ship operator name:			
	Shipowner name:			
	Name and position of official:			
	Email address:			
	Address (street, city, country, postal/zip code):			
	Telephone number:			

Signature of Master: _____

Print name:

Date: