

# Circular

## تعميم

**Reference** : CED/PM/05/2019  
**To** : Ship - Owners, Managers, Operators  
Ship Agents , Ship Masters and Bunker  
Supply Companies.  
**From** : Department of Planning and Development -  
Trakhees  
**Subject** : Compliance with International Convention  
for the Prevention of Pollution from Ships  
(MARPOL) - Prevention of Air Pollution from  
Ships – Annex VI  
**Date** : 30/12/2019

CED/PM/05/2019 :  
إلى : ملاك ومشغلي وشركات إدارة السفن  
وكلاء السفن و ربابنة السفن و  
شركات تزويد الوقود  
من : دائرة التخطيط والتطوير - تراخيص  
الموضوع : الامتثال للاتفاقية الدولية (MARPOL) لمنع  
التلوث الناجم من السفن - منع تلوث الهواء  
من السفن - الملحق السادس

This circular is intended to bring to notice of all concerned parties to strictly comply with International Convention for the Prevention of Pollution from Ships (MARPOL) - Prevention of Air Pollution from Ships (Annex VI) as amended. Accordingly, Ships calling or operating Dubai Ports and Maritime Areas falling under PCFC-Trakhees Jurisdiction shall comply with the following:

التاريخ : 30/12/2019  
يهدف هذا التعميم إلى إخطار جميع الأطراف المعنية بالالتزام ببنود الاتفاقية الدولية لمنع التلوث الناجم من السفن (ماربول) - منع تلوث الهواء من السفن (الملحق السادس) بصيغته المعدلة. وعليه يجب على جميع السفن القادمة أو العاملة بموانئ دبي والمناطق البحرية الواقعة تحت نطاق سلطة مؤسسة الموانئ والجمارك والمنطقة الحرة دائرة التخطيط والتطوير - تراخيص الالتزام بما يلي:

- The sulphur content of fuel oil used on board a ship shall not exceed 0.50% m/m on and after 1 January 2020.
- The sulphur content of fuel oil used or carried for use on board a ship shall not exceed 0.50% m/m on and after 1 March 2020.
- In Case Non-Availability of Compliant Fuel Ship must notify and submit to Trakhees Ports & Maritime Section the Fuel Oil Non-Availability Report (FONAR) for acceptance in ample time prior to the entry of the port limits and obtain Marine NOC in line with Trakhees Ports & Maritime Section Procedure ID-CPM-P02.
- Open Loop Exhaust Gas Cleaning System "Scrubber" Washwater Discharge to Harbour Waters is prohibited in Dubai Ports and Maritime Areas falling under PCFC-Trakhees Jurisdiction.
- Closed Loop Exhaust Gas Cleaning System "Scrubber" Residues Discharge to Harbour Waters is prohibited in Dubai Ports and Maritime Areas falling under PCFC-Trakhees Jurisdiction.

- يجب الا تزيد نسبة عنصر الكبريت في زيت الوقود المستخدم على متن السفينة عن 0.50 % m/m وذلك اعتباراً من تاريخ 1 يناير 2020.
- يجب الا تزيد نسبة عنصر الكبريت في زيت الوقود المستخدم أو المخزن على متن السفينة عن 0.50 % m/m اعتباراً من تاريخ 1 مارس 2020.
- في حالة عدم توافر وقود مطابق للمعايير السابقة، يجب على السفينة إبلاغ وتقديم تقرير عدم توفر زيت الوقود (FONAR) الى دائرة التخطيط والتطوير - تراخيص - قسم الموانئ والنقل البحري بوقت كاف قبل دخولها الى حدود الميناء والحصول على شهادة عدم الممانعة البحرية طبقاً لإجراءات دائرة التخطيط والتطوير - تراخيص - قسم الموانئ والنقل البحري ID-CPM-P02
- يحظر تصريف مياه غسيل نظام تنظيف غاز العادم ذو الدورة المفتوحة إلى مياه الميناء في موانئ دبي والمناطق البحرية الواقعة تحت نطاق سلطة مؤسسة الموانئ والجمارك والمنطقة الحرة دائرة التخطيط والتطوير - تراخيص.
- يحظر تصريف مخلفات نظام تنظيف غاز العادم ذو الدورة المغلقة إلى مياه الميناء في موانئ دبي والمناطق البحرية الواقعة تحت نطاق سلطة مؤسسة الموانئ والجمارك والمنطقة الحرة دائرة التخطيط والتطوير - تراخيص.



Trakhees Ports & Maritime Section have the right to request the vessel to provide information or documents for review and to inspect the vessel and collect fuel oil samples as per its convenience.

Trakhees Ports & Maritime Section have the right to take enforcement action against violating ships including financial penalties.

This circular will be effective from 1st January 2020

For any further inquiries and clarification in this regards, please contact Ports & Maritime Section on +97148811881 Or email [Ehs.Ports@trk.pcfcd.ae](mailto:Ehs.Ports@trk.pcfcd.ae)

Thanks in anticipation of your cooperation and compliance.

Attachment : Fuel Oil Non-Availability Report (FONAR)

يحق لدائرة التخطيط والتطوير - تراخيص - قسم الموانئ والنقل البحري مطالبة السفينة بتقديم المعلومات والمستندات اللازمة والقيام بتفتيش السفينة وجمع عينات زيت الوقود طبقاً للإجراءات المتبعة.

يحق لدائرة التخطيط والتطوير - تراخيص - قسم الموانئ والنقل البحري اتخاذ كافة الإجراءات التنفيذية ضد السفن المخالفة مع الحق في فرض غرامات مالية

يبدأ العمل بشروط هذا التعميم اعتباراً من تاريخ 1 يناير 2020


لمزيد من الاستفسارات يرجى التواصل مع قسم الموانئ والعمليات البحرية هاتف رقم: +97148811881 أو عبر البريد الإلكتروني: [Ehs.Ports@trk.pcfcd.ae](mailto:Ehs.Ports@trk.pcfcd.ae)

شاكرين لكم حسن تعاونكم الدائم معنا.

مرفق : تقرير عدم توفر زيت الوقود

Engr. Muneera Rashed  
Director – Civil Engineering Department  
Department of Planning and Development – Trakhees



  
المهندسة منيرة حسين رشيد  
مدير إدارة الهندسة المدنية  
دائرة التخطيط والتطوير – تراخيص

Cc:  
Federal Transport Authority  
Dubai Maritime City Authority  
Harbour Master Office

نسخة الى:  
الهيئة الاتحادية للمواصلات  
سلطة مدينة دبي الملاحية  
مكتب مدير الميناء

DRAFT

APPENDIX 1

**FUEL OIL NON-AVAILABILITY REPORT (FONAR)**

Note:

1 This report is to be sent to the flag Administration and to the competent authorities in the relevant 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.

2 This report 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.

3 Before filing a FONAR, the following should be observed by the ship/operator:

.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.

**1 Particulars of ship**

1.1 Name of ship: \_\_\_\_\_

1.2 IMO number: \_\_\_\_\_

1.3 Flag: \_\_\_\_\_

1.4 (if other relevant registration number is available, enter here): \_\_\_\_\_

**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 "country X" waters (and ECA, if applicable) (Attach copy of plan if available):

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

2.2 Details of voyage:

1 – Last port of departure

---

–

2 – First port of arrival in "country X":

---

–

3 – Date of departure from last port (dd-mm-yyyy):

---

–

4 – Date of arrival at first "country X" (dd-mm-yyyy):

---

–

5 – Date ship first received notice that it would be transiting in "country X" waters  
(and ECA, if applicable) (dd-mm-yyyy):

---

–

6 – Ship's location at the time of notice:

---

–

7 – Date ship operator expects to enter "country X" waters (and ECA, if applicable)  
(dd-mm-yyyy):

---

8 – Time ship operator expects to enter "country X" waters (and ECA, if applicable)  
(hh:mm UTC):

---

9 – Date ship operator expects to exit "country X" waters (and ECA, if applicable)  
(dd-mm-yyyy):

---

10 – Time ship operator expects to exit "country X" waters (and ECA, if applicable)  
(hh:mm UTC):

---

11 – Projected days ship's main propulsion engines will be in operation within  
"country X" waters (and ECA, if applicable):

---

–

12 – Sulphur content of fuel oil in use when entering and operating in "country X"  
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 "country X" 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):

---

---

---

---

Please attach copies of communication with suppliers (e.g. emails to and from suppliers)

**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 "country X", and plans to obtain it:

---

—

6.2 If compliant fuel oil is not available at the first port-of-call in "country X", 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 ship owner/operator has submitted a Fuel Oil Non-Availability Report to "country X" 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 (dd-mm-yyyy): \_\_\_\_\_  
Port: \_\_\_\_\_  
Type of fuel: \_\_\_\_\_  
Comments: \_\_\_\_\_

## 8 Master/Company information

Master name: \_\_\_\_\_  
Local agent in "country X": \_\_\_\_\_  
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 (DD/MM/YYYY): \_\_\_\_\_

---