

FUEL OIL QUALITY AND QUANTITY SURVEY

The following survey has been designed to collect information on experiences gained from the use of marine fuel oils bunkered from 1 May 2021 onwards.

The survey comprises of two different sections, that can be submitted separately:

Section 1 relates to **fuel oil quality**.

Section 2 relates to **fuel oil quantity**.

Respondents are invited to fill in the section(s) applicable to them.

Depending on the outcome of the survey, general information and observations from the survey may be made publicly available including submission to the International Maritime Organization (IMO) for further consideration. Any information provided to the IMO will be completely anonymised.

We invite relevant personnel from shipping companies such as Fleet Managers, Vessel Managers, Technical Superintendents, Masters and Chief Engineers to provide information through this survey. Feedback on experience is invited for fuels bunkered from 1 May 2021 onwards.

Completed questionnaires along with supporting documents should be sent to: Fuel-Survey-2021@ics-shipping.org before **1 May 2022**.

Confidentiality and data protection management of information

- We will use the information you provide for the purposes mentioned above.
- We will not pass on your personal information to third parties.

By completing and submitting this questionnaire, you have given us your consent to keep and use your personal information in accordance with this notice: <http://www.ics-shipping.org/privacy>

SECTION 1 - QUALITY AND SAFETY OF THE FUEL OIL PROVIDED FOR USE

The questions in this section relate to ships that are using low sulphur “compliant fuel oil” i.e., VLSFO and ULSFO. Please do not reply, if your ships are using HSFO with a sulphur content exceeding 0.50% m/m in combination with scrubbers.

Please use Section 1.3 to include issues related both directly to the use of compliant fuel oil and indirectly through external consequential factors such as lubrication, changeover procedures etc.

Where relevant, please attach copies of lab analysis reports or other documented evidence collected by the ship/company.

Please only report one specific incident at a time. We encourage participants to submit separate responses for each incident/ bunker.

Section 1.1 Vessel Information	
<i>Ship Type</i>	
<i>Deadweight</i>	
Section 1.2 Incident Details	
<i>Port where fuel was bunkered</i>	
<i>Date of bunkering</i>	
<i>Date issue identified</i>	
<i>Standard used for order/delivery. Please include revision. e.g., ISO 8217:2017</i>	
<i>Type of issue e.g., outside of ISO Spec, compatibility, low viscosity, high Pour Point, low energy content, etc)</i>	
<i>Please use the space below to provide a brief description of how and when the issue was identified (e.g., lab analysis report, during storage/use etc.)</i>	

--

Section 1.2 Incident Details (continued)

Please use the space below to provide full details of the issue (including which part of system affected? actions taken to address the issue, did it lead to any additional safety risks for ship/crew? Any assistance/ follow up from the bunker supplier etc.)

--

<i>Was the problematic fuel used or was it necessary to debunker?</i>	
---	--

<i>If it was necessary to debunker, how much fuel was de-bunkered?</i>	
--	--

Section 1.3 Consequential Issues

--

Please use the space below to provide details on any consequential damage to the ship or its machinery, e.g., cylinder wear due to incompatibility between new VLSFO and lube oil.

--	--

Company where you are employed

Job title

May we contact the company for further questions concerning the response provided?

YES / NO

If yes, please provide point of contact including email address below

--

SECTION 2 - QUANTITY OF FUEL OIL DELIVERED FOR USE

The questions in this section relate to ships *that have changed from HSFO to “compliant fuel oil” i.e., VLSFO and ULSFO and for ships that are using HSFO with a sulphur content exceeding 0.50% m/m in combination with scrubbers.*

Where relevant, please attach copies of Bunker Delivery Notes, Letter of Protests or other documented evidence collected by the ship/company.

Please only report one specific incident at a time. We encourage participants to submit separate responses for each incident/bunker.

Ship Type	
Deadweight	
Port where fuel was bunkered	
Date of bunkering	
<i>Please use the space below to provide full details of the issue (including whether barge quantities were checked before and after bunkering, was the barge/facility fitted with a mass flow meter, etc)</i>	

Section 2 - Quantity of fuel oil delivered to a ship *Continued*

--	--

<i>Company where you are employed</i>	
--	--

<i>Job title</i>	
-------------------------	--

<i>May we contact the company for further questions concerning the response provided?</i>	YES / NO
--	-----------------

If yes, please provide point of contact including email address below

--