

# **ULS MARINE FUEL "AT BERTH" SAFE ENFORCEMENT**

**EMSA Meeting  
Lisbon, 15 October 2009**



**INTERTANKO**

# **MEETING WELCOMED!**



- **Use of ULS MGO possible but it requires:**
  - risk assessment on safe operations
  - eventual upgrades be completed
- **Stakeholders meeting much welcomed**
- **Meeting suggested in 2003 & 2006**
- **No alternative than use of ULS MGO**
- **AEA Study indentifies areas on which risk assessment is required**



- **Items to be addressed cover:**
  - technical measures
  - operational measures, procedures & training
  - physical properties of the fuel
- **Challenges are related to:**
  - technical solutions to be provided
  - supply of parts & upgrade completion
  - time frame to complete modifications
  - minimum required fuel viscosity? lubricity?
  - 0.1% fuel flash point temperature?
  - Contamination (e.g. FEMA)?



**INTERTANKO**

# **OIL TANKERS**



- **Oil tankers calling at EU ports:**
  - ~ 2300 double hull tankers (OCIMF) of which
    - ~ 1400 tankers with steam driven pumps (OCIMF)
    - ~ 6000 port calls/year at EU ports (INTERTANKO)
- **Not all installations are alike**
- **Upgrades: "packages", "actual/individual"?**
- **Tanker operators initiated the process**
- **Experience indicates time is short**
- **Many tankers waiting for upgrades**
- **> 8 months from initiation to completion of the work**
- **Not sufficient upgraded by end of 2009**



**INTERTANKO**

# WAY AHEAD



- Enforcement with due regard to safety
- Phase-in transition until 1 January 2011
- Oil tankers should document upgrades and measures were completed or initiated
- Upgrades/measures according to risk assessments documented by service providers and confirmed by class/third expert party
- **SAFE ENFORCEMENT – no cutting corners!**

