

ANAVE – Circular de Régimen Interior

Madrid, 6 de marzo de 2019
Ref: Formación 1/2019/MH

Asunto: Jornada práctica de Lloyd's Register sobre la “Elaboración de un Plan de implantación en el buque del límite global de contenido de azufre del 0,5%”

Muy Srs. nuestros:

La sociedad de clasificación Lloyd's Register va a organizar la jornada de asunto, con un enfoque muy práctico y dirigida fundamentalmente al personal de las empresas responsable de la aplicación, en cada barco, de la nueva norma sobre contenido máximo de azufre.

Como saben, para ayudar a los armadores a planificar con antelación suficiente la aplicación de dicha regla, la OMI aprobó la circular MEPC.1/Circ.878 “Orientaciones sobre la elaboración de un Plan de implantación en el buque para la aplicación uniforme del límite de contenido de azufre del 0,5% en virtud del Anexo VI del Convenio MARPOL”. Las empresas no están obligadas a elaborar este Plan, pero sí es muy recomendable que lo hagan.

La jornada que propone LR tendrá una **parte teórica** y **otra práctica**, que será el eje central de la misma, **en la que los asistentes podrán aportar sus propios ejemplos, basados en sus buques, para trabajar en la elaboración del plan**. En su defecto, se utilizarán ejemplos de buques propuestos por LR.

LR recomienda que asistan **dos personas de cada compañía** para que combinen sus ideas a través de escenarios reales de buques según las políticas de su compañía, sus planes de gestión del combustible y sus perfiles operativos.

La jornada se llevará a cabo en las **oficinas de ANAVE** (Dr. Fleming 11, 1ºD, Madrid), el **jueves 25 de abril, en horario de 10 a 17 h**. Se impartirá en **inglés**, aunque también estará presente un especialista en la materia de LR España que podrá ayudar en la traducción en caso necesario.

El coste para las empresas de ANAVE será de **500 €/persona** y **900 € en el caso de dos personas de una misma empresa**, con la comida incluida. Para que el curso sea viable, LR nos ha indicado que debe haber un mínimo de 10 asistentes.

En caso de estar interesados en participar en esta jornada, les rogamos confirmen su interés a la dirección de correo electrónico Manuel.Ruiz@lr.org, indicando el número de personas que asistirían por cada empresa y, si les fuese posible, nombres, cargos y direcciones email de las mismas. Agradeceremos que, para poder hacer un seguimiento, pongan en copia a mheras@anave.es

Incluimos al final de este correo el programa que nos ha remitido Lloyds Register.

Muy atentamente,

Manuel Carlier

Sulphur 2020 Ship Implementation. How are your preparations Going?

The implementation of the 2020 max 0.50% Sulphur content in marine fuel oils outside ECA is unprecedented in that over 200 million tonnes of HSFO will have to switch to Very Low Sulphur Fuel OIL (VLSFO) with a maximum of 0.50% Sulphur content Limit. The implications of the change, for each ship, may be different in way of the necessary preparations needed to accommodate the anticipated wide variability of 0.50% fuels being offered to the market against the normal RMG380 HSFO supplied today to most of the deep-sea fleets. IMO MEPC 73 (Oct 2018) agreed that Administrations should encourage ships flying their flag to develop implementation plans, not being a statutory requirement, outlining how the ship may prepare to comply with the required sulphur content limit of 0.50% by 1 January 2020. The plan could be complemented with a record of actions to be carried out by the ship to be compliant by the applicable date.

This workshop is aimed at those who have been tasked to ensure each ship in their company fleet has a implementation plan in place for their ships to compliant by the implementation date and that. This should cover the aspects of ships design and operations that will be directly impacted by the change to meeting 01 Jan 2020 Reg 14.1.3. requirements specific to the ship, the following are the high-level considerations to be considered although not limited to them:

- ✓ Risk assessment and mitigation plan - hazard/impact on machinery systems when changing to 0.50% fuel oils.
- ✓ Fuel oil capacity and segregation planning
- ✓ Any structural modifications; dividing tanks; new piping or equipment, preparing tanks/ cleaning as required. (see 6a S2020 Plan)
- ✓ New / revised fuel management procedures including specific to the fuel change over.
- ✓ Procurement of compliant fuel plan
- ✓ When to start the switch - Plans for fleet changeover to compliant fuel before 1st January 2020 and relevant time schedules. Allow for period of trials on 0.50% fuels and sufficient time to flush the system
- ✓ Procedures for handling different fuels and possible non availability of compliant fuel (FONAR process for ships)
- ✓ Crew awareness programme requirements

Dates: 25th April, 2019.

Agenda: From 010:00 to 17:00 hours (including lunch and refreshments)

Part 1

- General overview of current market status on S2020 – including IMO, ISO , CIMAC and other industry activities. This will enable delegates firm up on their understanding of the regulation, the importance of compliance and the implications of enforcement.

- Fuel quality 0.50 2020 and ISO 8217 what can we expect and what may be different to today's fuel Management. This will clarify some common myths in the market that ISO 8217 does not cover fuel quality
- Compatibility challenges.
- Bunkering scenarios including managing non availability of compliant fuel (FONAR).
- Fuel Change Risks assessment – covering the FIVE main aspects of Fuel Management 1) Procurement 2) Loading and Storage 3) Treatment 4) Fuel conditioning 5) Combustion.
- Looking at technical / equipment / structural issues, as well as new procedures and amending current procedures.

Part 2

Having assessed the risks and potential consequences, a methodical approach to reviewing the ships general arrangement, in the context of the activities that need to be carried out before implementation will be covered. This will enable the delegates to draw up a their own understanding of what needs to be addressed the typical content for the SIP.

Delegates will have the opportunity to bring their own selected ship arrangements to work with during the exercise that will form the back bone of the workshops; failing that other ship plans for working examples will be used for discussion.

Delegates come away have addressed all aspect of the fuel change and it will enable them to have a focused approach to preparing their fleet having considered and discussed known scenarios should leave the session having grasped the task at hand and an approach for addressing their fleet.

We recommend that two delegates from each company attend so that they combine their thoughts on working through real ship scenarios under their company policies and current fuel management plans and operational profiles.

Cost: 500€ per delegate; 900€ if two delegates from the same company

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