

**MPC  
32**

(July 2004)  
(Rev.1  
Jan 2020)

~~Resolution 2 of the 1997 MARPOL Conference  
Technical Code on Control of Emission of  
Nitrogen Oxides from Marine Diesel Engines~~  
**Technical Code on Control of Emission of  
Nitrogen Oxides from Marine Diesel Engines**

(NO<sub>x</sub> Technical Code 2008, Chapter 1, Paragraph 1.3.2.2)

**Chapter 1.3.2.2**

Chapter 1.3 Definitions

Chapter 1.3.2.2 reads as follows:

**Paragraph 1.3.2.2, Chapter 1 of the NO<sub>x</sub> Technical Code (NTC) 2008 reads:**

For engines installed on ships constructed before 1 January 2000, substantial modification means any modification made to an engine which increases its existing emission characteristics established by the simplified measurement method as described in 6.3 in excess of the allowances set out in 6.3.11. These changes include, but are not limited to, changes in its operations or in its technical parameters (e.g., changing camshafts, fuel injection systems, air systems, combustion chamber configuration, or timing calibration of the engine). The installation of a certified Approved Method pursuant to regulation 13.7.1.1 or certification pursuant to regulation 13.7.1.2 is not considered to be a substantial modification for the purpose of the application of regulation 13.2 of the Annex.

**Interpretation**

For application of this section it shall be interpreted that an increase in “emission characteristics” relates to an increase in the application average cycle weighted NO<sub>x</sub> emission value.

Furthermore it shall also be interpreted that any modification made on or after 1 January 2000 to such an engine involving alternative duty cycle, rating, components or settings that were available, but not necessarily utilised, prior to 1 January 2000 shall not be considered as representing a “substantial modification” to that engine.

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Note:

1. This UI is to be uniformly implemented by IACS Societies from 19 May 2005.
2. Rev 1 of this UI is to be uniformly implemented by IACS Societies from 1 July 2020.

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