

Application of NO_x Technical Code to Diesel Engines Fitted with NO_x-reducing Devices

Amended Rules and Guidance

Rules for Marine Pollution Prevention Systems
Guidance for Marine Pollution Prevention Systems

Reason for Amendment

In order to verify that nitrogen oxide emissions from diesel engines (hereinafter referred to as “emission”) do not exceed the maximum allowable emission limits specified in regulation 13 of MARPOL Annex VI, the NO_x Technical Code specifies that emission verification on a test bed is to be carried out on diesel engines and subsequent on-board checking is to be carried out for final confirmation.

In the case of diesel engines using nitrogen oxide reducing devices, the afore-mentioned emission verification on a test bed is, in principle, to be carried out with said reducing device fitted to the engine in question. Since in some cases the fitting of such devices is not practicable during the verification, the IMO adopted resolution MEPC.198(62), which are guidelines containing the procedures to be followed in such cases.

Accordingly, all relevant requirements were amended based upon resolution MEPC.198(62). Furthermore, relevant requirements were amended for harmonization with the latest version of the NO_x Technical Code related to the above-mentioned resolution, including modifications of some definitions and other terminology as needed.

Outline of Amendment

The main contents of this amendment are as follows:

- (1) Specified emission verification procedures for diesel engines using nitrogen oxide reducing devices.
- (2) Modified certain definitions and terminology, etc. so that they are consistent with the latest version of the NO_x Technical Code.

Amended Requirements

Rules for Marine Pollution Prevention Systems Part 2 1.3.2, 2.1.3, 3.1.2, Part 8 1.1.2, 2.1.1, 2.1.2, 2.1.3

Guidance for Marine Pollution Prevention Systems Part 2 2.1.3, 3.1.2, 4.1.2, Part 8 1.1.2, 2.1.1, 2.1.2, 2.1.3