

# Certification of Marine Engines Fitted with NO<sub>x</sub>-reducing Devices

## Amended Guidance

Guidance for Marine Pollution Prevention Systems  
Guidance for Marine Engine Emission Verification

## Reason for Amendment

IACS Unified Interpretation (UI) MPC125 was adopted to serve as a reference interpretation for marine engine certification when applying the *NO<sub>x</sub> Technical Code* and when adopting Selective Catalytic Reduction Systems (hereinafter referred to as “SCR systems”). UI MPC 125 has been also approved by the IMO and circulated as MEPC.1/Circ.895. The UI clarifies that marine engines fitted with SCR systems may be certified as engine groups consisting of individual engines of differing numbers of cylinders, and NK has already incorporated this interpretation into its Rules.

Recently, there has been an increase in the diversification of engines in consideration of NO<sub>x</sub> emission controls, and this has led to a corresponding increase in the number of applications for certification being submitted to classification societies for engine families consisting of engines of differing numbers of cylinders which are fitted with SCR systems. To clarify the above, IACS developed a draft interpretation that allows the certification of engine families consisting of engines of differing numbers of cylinders as long as technical evidence is presented to show that the difference in the number of cylinders does not affect the NO<sub>x</sub> limits of the engine family itself. After deliberations at the IMO, this draft interpretation was approved as MEPC.1/Circ.895/Rev.1 at the 78<sup>th</sup> Session of the IMO Marine Environment Protection Committee (MEPC78) held in June 2022.

Accordingly, relevant requirements are amended in accordance with MEPC.1/Circ.895/Rev.1 and IACS UI MPC125(Rev.1).

## Outline of Amendment

Amends relevant requirements so that they refer to IACS UI MPC125(Rev.1).

“Guidance for marine pollution prevention systems” has been partly amended as follows:

## **Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS**

### **Chapter 1 GENERAL**

#### **1.1 General**

##### **1.1.2 Terminology** (*Regulation 2, 13, 14 and 16 of Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of NOx Technical Code*)

Sub-paragraph -1 has been amended as follows.

**1** In applying **1.1.2(1), Part 8 of the Rules**, *IMO resolution MEPC.291(71)* as amended is to be applied in case of diesel engines fitted with selective catalytic reduction systems. In applying the IMO resolution and the “*NOx Technical Code*”, the IACS MPC series unified interpretations (MPC30(Rev.1), MPC58(Rev.1), MPC59(Rev.1), MPC74(Rev.1), MPC77(Rev.1), MPC106, MPC112(Rev.1), MPC115(Rev.1), MPC116(Rev.1) and MPC125(Rev.1)) related thereto are also to be applied.

“Guidance for marine engine emission verification” has been partly amended as follows:

## **Chapter 1 GENERAL RULES**

### **1.2 Definition**

#### **1.2.1 Terms**

Sub-paragraph -1 has been amended as follows.

**1** In applying **1.2.1(3) of the Rules**, the procedures for engines fitted with selective catalytic reduction systems are also to be in accordance with *IMO* resolution *MEPC.291(71)*, as amended. In applying the resolution and the *NOx Technical Code* referred to in the resolution, IACS MPC series unified interpretations (MPC30(Rev.1), MPC58(Rev.1), MPC59(Rev.1), MPC74(Rev.1), MPC77(Rev.1), MPC106, MPC112(Rev.1), MPC115(Rev.1), MPC116(Rev.1) and MPC125(Rev.1)) related thereto are also to be applied.