

MPC 118 (Nov 2015) 2011 Guidelines Addressing Additional Aspects to the NO_x Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines fitted with Selective Catalytic Reduction (SCR) Systems (Resolution MEPC.198(62), Section 4.1)

MEPC.198(62), Section 4.1 reads:

4.1 Requirements in chapter 4 of the NTC 2008 apply equally to engine systems fitted with SCR.

Interpretation

When Scheme B is applied then the engine group concept may be applied. However the engine family concept is not to be applied, as per section 2.2.4.2 of the NTC 2008.

The parent engine is to be the combined engine/SCR system with the highest NO_x emission value of the group (sections 4.3.9.1 & 4.4.8.1 of the NTC 2008). In cases where there is more than one engine with the same highest NO_x emission value within an engine group then the parent engine is to be the combined engine/SCR system with the lowest NO_x reducing margin of the group, i.e. the combined engine/SCR system with the lowest margin between raw NO_x emitted from the engine and NO_x emitted values at the SCR outlet. This can be expressed as:

NO_x reducing margin = (NO_x at SCR outlet/NO_x, raw emitted from engine) x 100%

When the engine is to be certificated to both Tier II and Tier III then this dual Tier approval is to be issued as a single EIAPPC covering both Tier modes.

When an engine is to be certificated as both a Tier II and as a Tier III engine then the parent engine is to be:

- The combined engine/SCR system with the highest NO_x emissions; or
- Alternatively when NO_x emission values are harmonised across an engine group then the parent engine is to be the combined engine/SCR system with the smallest margin between the NO_x reduction rate required for compliance with regulation 13 of MARPOL Annex VI and the reduction rate that the SCR is capable of achieving for each of the two tiers. In Tier II mode this may be the engine with the highest NO_x emissions without SCR system.

This may mean that the parent engine for Tier II may not be the same parent combined engine/SCR system as for Tier III.

Note:

1. This Unified Interpretation is to be uniformly implemented by IACS Societies not later than 1 July 2016.

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