

**MPC
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Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines

(NO_x Technical Code 2008, Chapter 2, Paragraph 2.2.4.1)

Paragraph 2.2.4.1, Chapter 2 of the NO_x Technical Code (NTC) 2008 reads:

There are engines which, due to their size, construction and delivery schedule, cannot be pre-certified on a test-bed. In such cases, the engine manufacturer, shipowner or shipbuilder shall make application to the Administration requesting an onboard test (see 2.1.2.2). The applicant must demonstrate to the Administration that the onboard test fully meets all of the requirements of a test-bed procedure as specified in chapter 5 of this Code. In no case shall an allowance be granted for possible deviations of measurements if an initial survey is carried out on board a ship without any valid pre-certification test. For engines undergoing an on-board certification test, in order to be issued with an EIAPP Certificate, the same procedures apply as if the engine had been pre-certified on a test-bed, subject to the limitations given in paragraph 2.2.4.2.

Interpretation

Engines undergoing an onboard certification test shall have a preliminary approved Technical File, pending the results of the emission test.

If the result of the emission test does not comply with the applicable NO_x regulation, the engines are to be re-adjusted to the compliance condition originally approved, if any, or the applicant is to apply to the Flag Administration for acceptance of further testing.

Note:

1. This UI is to be uniformly implemented by IACS Societies from 19 May 2005.
2. Revision 1 of this UI is to be uniformly implemented by IACS Societies from 1 July 2006.
3. Revision 2 of this UI is to be uniformly implemented by IACS Societies from 1 July 2020.

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