

ANNEX 2

RESOLUTION MEPC.313(74) (adopted on 17 May 2019)

AMENDMENTS TO THE 2017 GUIDELINES ADDRESSING ADDITIONAL ASPECTS OF 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.291(71))

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that, at its fifty-eighth session, it adopted, by resolution MEPC.176(58), a revised MARPOL Annex VI (hereinafter "MARPOL Annex VI") and, by resolution MEPC.177(58), a revised Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (hereinafter "NO_x Technical Code 2008"),

NOTING regulation 13 of MARPOL Annex VI which makes the NO_x Technical Code 2008 mandatory under that Annex,

NOTING ALSO that the use of NO_x-reducing devices is envisaged in the NO_x Technical Code 2008 and that selective catalytic reduction systems (hereinafter referred to as "SCR systems") are such NO_x-reducing devices for compliance with the Tier III NO_x limit,

NOTING FURTHER that, at its sixty-second session, it adopted, by resolution MEPC.198(62), the *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*, and, at its sixty-eighth session, by resolution MEPC.260(68), amendments thereto,

NOTING FURTHER that, at its seventy-first session, it adopted, by resolution MEPC.291(71), the *2017 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* (hereinafter "the 2017 Guidelines"),

RECOGNIZING the need to update the 2017 Guidelines in line with the amendments to the NO_x Technical Code 2008, adopted by the Committee, at its seventy-fourth session, by resolution MEPC.317(74),

HAVING CONSIDERED, at its seventy-fourth session, draft amendments to the 2017 Guidelines, prepared by the Sub-Committee on Pollution Prevention and Response, at its fifth session,

1 ADOPTS amendments to the *2017 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*, as set out in the annex to the present resolution;

2 INVITES Administrations to take the aforementioned amendments into account when certifying engines fitted with SCR systems;

3 REQUESTS Parties to MARPOL Annex VI and other Member Governments to bring the amendments to the attention of shipowners, ship operators, shipbuilders, marine diesel engine manufacturers and any other interested parties;

4 AGREES to keep these Guidelines, as amended, under review, in light of experience gained with their application.

ANNEX

AMENDMENTS TO THE 2017 GUIDELINES ADDRESSING ADDITIONAL ASPECTS OF 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.291(71))

- 1 Paragraph 1.3 is replaced with the following:

"1.3 According to paragraph 2.2.5.1 of the NTC 2008, where a NO_x-reducing device is to be included within the EIAPP certification, it must be recognized as a component of the engine, and its presence shall be recorded in the engine's Technical File."
- 2 Paragraph 3.1.1 is replaced with the following:

"3.1.1 Engine systems fitted with SCR should be certified in accordance with chapter 2 of the NTC 2008. The procedures provided by Scheme A or Scheme B of these Guidelines should be applied."
- 3 Paragraphs 3.2.1.9.4.5 and 3.2.1.9.4.6 are deleted.
- 4 Paragraphs 3.2.1.9.5 and 3.2.1.9.6 are added as follows:
 - .5 where the engine system fitted with SCR has different operating modes (e.g. modes for Tier II and Tier III compliance separately), details of the control philosophy for selecting different modes of operation and recording the mode of operation together with means of changing between modes; and
 - .6 auxiliary control devices, as mentioned in regulation 13.9 and defined in regulation 2.4 of MARPOL Annex VI, respectively, may be used on engine systems fitted with SCR, covering starting and stopping, low load operation and reversing operation, subject to the approval of the Administration;"
