



EUROMOT

2011
YEARS
Promoting Engine in Society

PRESS STATEMENT

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IMO adopted amendment on Tier III NOx implementation date

The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) met for its 66th session from 31 March to 4 April 2014 in London and adopted an amendment to MARPOL Annex VI, Regulation 13, implementing NOx Tier III standards to the existing NOx emission control areas (NECAs) in North America and the US Caribbean Sea as from 1st January 2016. In addition, the Tier III requirements will apply to installed marine diesel engines when operated in other NOx emission control areas which might be designated in the future. Effective dates for new NECAs will depend on when they are decided upon.

It was hard work but in the end a consensus was reached at MEPC66, which is recognised not only by EUROMOT but by many other member states, observers and industry stakeholders as a substantial progress to increase regulatory certainty and the predictability of the overall legislative process. IMO strengthened its leading role as regulatory body in the maritime sector. "It is of crucial importance to the maritime sector to operate on the basis of an internationally aligned legislation", says Dr Peter Scherm, General Manager of EUROMOT, and he adds "it corresponds to the international character of the maritime transport industry."

EUROMOT supported IMO with its expertise in the field of available compliant technology. In addition to the work of the IMO expert group, the European, Japanese and US American engine manufacturers provided to MEPC66 additional technical information about the three Tier III compliant technologies: selective catalytic reduction (SCR), exhaust gas recirculation (EGR) and natural gas fuelled engines (single or dual fuel). EUROMOT appreciates that IMO recognises the maturity of these three technologies for the use on board ships. "We are

committed to the IMO and to the shipping community and have different solutions in place for paving the way into this new era of environmentally sound shipping”, says Ralf Oldenburg from MAN Diesel & Turbo heading the IMO delegation of EUROMOT.

It can be expected that the existing NECAs in North America and the US Caribbean Sea will demonstrate IMO’s effectiveness soon after January 2016. To assure appropriate time is allowed for product introductions in different regions considering the designation of further NOx emission control areas, EUROMOT remains available to provide input to those regions interested in engine manufacturers’ capabilities and needs for a seamless introduction of IMO Tier III NOx compliant engine technology.

BACKGROUND MARPOL Annex VI is the worldwide regulation on pollution from ships. It sets limits on sulphur oxide (SOx) and nitrogen oxide (NOx) emissions from ship exhausts and prohibits deliberate emissions of ozone depleting substances. The Annex also includes a current global cap of 3.5% m/m on the sulphur content of fuel oil and calls on IMO to monitor the worldwide average sulphur content of fuel. The MEPC adopted in April 2014 amendments to MARPOL Annex VI, regulation 13, on nitrogen oxides, concerning the date for the implementation of Tier III standards within emission control areas (ECAs). The amendments provide for the Tier III NOx standards to be applied to a marine diesel engine that is installed on a ship constructed on or after 1 January 2016 and which operates in the North American Emission Control Area or the US Caribbean Sea Emission Control Area that are designated for the control of NOx emissions. In addition, the Tier III requirements would apply to installed marine diesel engines when operated in other emission control areas which might be designated in the future to Tier III NOx control. Tier III would apply to ships constructed on or after the date of adoption by the Marine Environment Protection Committee of such an emission control area, or a later date as may be specified in the amendment designating the NOx Tier III emission control area. The Tier III requirements do not apply to a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage, of 24m or over in length, which has been specifically designed and is used solely, for recreational purposes.

NOx control requirements apply to installed marine diesel engines of over 130 kW output power, and different levels (Tiers) of control apply based on the ship construction date. Outside emission control areas designated for NOx control, Tier II standards, required for marine diesel engines installed on ships constructed on or after 1 January 2011, apply.

EUROMOT represents the leading European and International manufacturers of internal combustion engines used in a broad range of nonroad, marine and stationary applications. Our members employ all over the world about 200,000 highly skilled and motivated men and women, their annual engine-related turnover exceeds 25 bn euros. The Association has been working for many years with regional and international regulatory bodies, eg the European Commission, the United Nations' Economic Commission for Europe (UN ECE) and International Maritime Organization (IMO), and with national governments like US EPA to provide reliable know-how on advanced internal combustion engine technologies in general and, in particular, on the feasibility of environmental as well as cost-effective product regulations. We partner with other associations and stakeholders around the world to develop the right regulation for the local or global environment while sustaining mobility and economic growth in a modern transboundary society.