



EUROMOT

2011
YEARS
Promoting Engine in Society

PRESS STATEMENT

1 July 2013

Contact: **Ms Petra Tutsch**
Phone: (+49 69) 6603-1457
Fax: (+49 69) 6603-2457
E-mail: petra.tutsch@euromot.eu

IMO to delay Tier III NOx emission limit for seagoing ships

The International Maritime Organization (IMO) may delay the implementation of stricter limits for nitrogen oxide (NOx) emissions for ships operating in NOx Emission Control Areas (NECAs) possibly by five years. The decision on 15 May 2013 at IMO's Marine Environment Protection Committee (MEPC 65) was taken despite the fact that an IMO experts group concluded after 18 months of thorough investigations that technologies needed to comply with the Tier III NOx limit values are available.

IMO MEPC 65 has agreed to accept an amendment to MARPOL Annex VI requesting to postpone the implementation of NOx Tier III standards from 1 January 2016 to 1 January 2021. The decision which yet needs to be adopted at the next session of the Marine Environment Protection Committee (MEPC 66), expected to be held in London from 31 March to 4 April 2014, may delay the introduction of stricter limits of nitrogen oxide emissions from engines onboard ships built from 2016 which are operating within NOx Emission Control Areas (NECAs). Currently only the North American coastline is such an area. Other regions of the world, like the Baltic Sea or the North Sea and English Channel, can also petition IMO to become NECAs. This process typically takes 2-3 years. The Tier III NOx standard will enable a 75-80% reduction in NOx emissions from new engines onboard ships that operate in NOx Emission Control Areas.

An international group of experts had submitted a report to MEPC 65 confirming the availability of various Tier III compliant technologies including selective catalytic reduction (SCR), exhaust gas recirculation (EGR) and natural gas fuelled engines (single or dual fuel), hence allowing the implementation date of 1 January 2016. The European, Japanese and US American internal combustion engine industry participated in the work of this group which had been collecting on a worldwide basis information and expertise from all relevant stakeholders

over a period of more than 18 months.

The possible deferral of this long-awaited legislation only two years before its entry into force provoked consternation in many IMO delegations and observer organisations since it has severe consequences for vessels currently being planned or on order for construction after 2016. The need of sufficient and absolutely certain lead times prior to the implementation of new environmental standards is a fundamental request from the engine, shipbuilding and maritime equipment industries to adapt their business strategies and related design and production processes appropriately: “The internal combustion engine industry fully supported the work of the international expert group. Developing new environmental technology from scratch until a reliable product can be placed on the market is a time-consuming and costly journey. Our industry, and our customers, have devoted a significant amount of manpower and financial resources to the development of advanced environmentally friendly, low pollution Tier III technologies like selective catalytic reduction (SCR), exhaust gas recirculation (EGR) or dual fuel/ gas engines. In this context, the predictability and regulatory certainty on a global basis are essential and indispensable parameters“ says Ralf Oldenburg from MAN Diesel & Turbo heading the IMO delegation of EUROMOT.

Dr Peter Scherm, General Manager of EUROMOT, further adds that “the maritime transport sector must have an interest in international alignment of legislation and not in the diversification of regulations away from international towards regional or even national stand-alone standards, a scenario that could be now considered by individual Flag States. The lack of clarity and certainty in implementation times for regulatory activity undermines the trust in the predictability of the overall legislative process at IMO which has been one of the greatest assets of the organization over decades.”

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 next (third) NOx emission reduction phase applies to engines of ships built after entry into force of Tier III NOx standards sailing into NOx Emission Control Areas (NECAs). This standard would require NOx abatement technologies such as selective catalytic reduction (SCR), exhaust gas recirculation (EGR) or natural gas fuelled engines (single or dual fuel).

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.