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## **MARPOL - Amendments to MARPOL Annex VI - Chapter 3**

**Notice to all Shipowners, Shipmanagers, Shipbuilders, Shiprepairers, Certifying Authorities, Masters and Ship's Officers**

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### **Summary**

The purpose of this Note is to inform industry of the amendments to Chapter 3 in Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78) which enter into force internationally on 1 September 2015.

An amendment to Annex VI of MARPOL 73/78, IMO Resolution MEPC.251 (66) was adopted on 4 April 2014 and will enter into force internationally on 1 September 2015.

The purpose of this Note is to draw to the attention of industry the following amendment to Chapter 3 of Annex VI of MARPOL.

### **Background**

The sixty- sixth session of the International Maritime Organization's (IMO) Marine Environment Protection Committee adopted MEPC Resolution MEPC.230 (66) - '2013 Guidelines as required by Regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit'. Regulation 13.2.2 of MARPOL Annex VI has been amended accordingly.

There was some debate during the MEPC 66<sup>th</sup> session on the subject of the entry into force date for the application of the Tier III NOx emission standard to ships. The outcome of the debate is that the effective date of 1<sup>st</sup> January 2016 shall only apply to existing Emission Control Area (ECAs) for NOx, as listed in paragraph 6.1 and 6.2 of Regulation 13 of MARPOL Annex VI. The effective dates of NOx Tier III emission standards for any future ECAs for NOx would be later than 1<sup>st</sup> January 2016.

MEPC 66<sup>th</sup> session also adopted the exception of a five (5) years delay for large yachts (24 m or over and less than 500 gross tonnage).



## Amendments for Chapter 3 of MARPOL Annex VI

### “Chapter 3 – Requirements for control of emissions from ships

#### Regulation 13 – Nitrogen oxides (NO<sub>x</sub>)

4 Paragraph 2.2 is amended to read as follows:

"2.2 For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine, or the installation of an additional marine diesel engine, the standards in this regulation at the time of the replacement or addition of the engine shall apply. In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III, as applicable), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II), taking into account guidelines developed by the Organization\*.

*\* Refer to the 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit, adopted by the MEPC by resolution MEPC.230(65)."*

5 Paragraphs 5.1 and 5.2 are amended to read as follows:

#### "Tier III

5.1 Subject to regulation 3 of this Annex, in an emission control area designated for Tier III NO<sub>x</sub> control under paragraph 6 of this regulation, the operation of a marine diesel engine that is installed on a ship:

.1 is prohibited except when the emission of nitrogen oxides (calculated as the total weighted emission of NO<sub>x</sub>) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 3.4 g/kWh when n is less than 130 rpm;

.2  $9 \cdot n^{-0.2}$  g/kWh when n is 130 or more but less than 2,000 rpm;

.3 2.0 g/kWh when n is 2,000 rpm or more;

when:

.2 that ship is constructed on or after 1 January 2016 and is operating in the North American Emission Control Area or the United States Caribbean Sea Emission Control Area;

when:

.3 that ship is operating in an emission control area designated for Tier III NO<sub>x</sub> control under paragraph 6 of this regulation, other than an emission control area described in paragraph 5.1.2 of this regulation, and is constructed on or after the date of adoption 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, whichever is later.

- 5.2 The standards set forth in paragraph 5.1.1 of this regulation shall not apply to:
- .1 a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, of less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes; or
  - .2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship; or
  - .3 a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage, with a length (L), as defined in regulation 1.19 of Annex I to the present convention, of 24 m or over when it has been specifically designed, and is used solely, for recreational purposes."
- 6 Paragraph 10 is deleted."

Note: For the purpose of interpreting Regulation 13.5.2.1 and 13.5.2.3, 'recreational purposes', means a ship intended solely for use in sport or leisure. This include those ships which are for lease or rent for sport or leisure purposes.

## More Information

Environmental Policy Branch  
Maritime and Coastguard Agency  
Bay 2/29  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

Tel : +44 (0) 23 8032 9100  
Fax : +44 (0) 23 8032 9204  
e-mail: [bennett.ng@mcga.gov.uk](mailto:bennett.ng@mcga.gov.uk)

Website Address: [www.gov.uk/government/organisations/maritime-and-coastguard-agency](http://www.gov.uk/government/organisations/maritime-and-coastguard-agency)

General Inquiries: [infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)

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