



Revision to MARPOL Annex VI and the NOx Technical code

Revisions to the regulations designed to reduce and prevent harmful emissions from ships – MARPOL Annex VI and the NOx Technical code - are due to come into force on 1st July 2010.

The revisions will see the sulphur content of any fuel used on board ships reduced, initially to 3.50% (from the current 4.50%), effective from 1 January 2012.

There will be a further, progressive, reduction to 0.50 %, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018.

The limits applicable in Emission Control Areas (ECAs) will be reduced to 1.00%, beginning on 1 July 2010 (from the current 1.50 %) with a further reduction, to 0.10 %, from 1 January 2015.

The amended NOx Technical Code includes provisions for direct measurement and monitoring methods, and the introduction of a new chapter based on the agreed approach for regulation of existing (pre-2000) engines established in MARPOL Annex VI.

A marine diesel engine with a power output greater than 5,000kW and a per cylinder displacement of 90 litres or greater and installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000 will be required to comply with current (i.e. Tier 1) NOx emission limits.

It should be noted however that this regulation only applies for those engines where an 'Approved Method' for obtaining the necessary NOx reduction is available.

Additionally, a number of criteria regarding the cost effectiveness and impact on engine performance are laid out.

One other interesting point to note is that revised guidelines for Exhaust Gas Cleaning Systems were also adopted.

Lintec would be pleased to offer advice regarding the implementation of these regulations and, of course, exhaustive information is available from the website of the IMO.

