

# **Recording of Engine Status, etc. in Nitrogen Oxide Emission Control Areas**

## **Amended Rules and Guidance**

Rules for Marine Pollution Prevention Systems  
Guidance for Marine Pollution Prevention Systems

## **Reason for Amendment**

For the purpose of air pollution prevention, regulation 13 of MARPOL Annex VI specifies nitrogen oxide emission limits for onboard reciprocating internal combustion engines (hereinafter referred to “engines”) depending upon the construction date of the ship. The strictest of these are the Tier III requirements which apply to ships whose date of construction is on or after 1 January 2016 which operate in nitrogen oxide emission control areas (hereinafter referred to as “NECA”) such as the North American Emission Control Area and the United States Caribbean Sea Emission Control Area.

The above-mentioned Tier III requirements, however, only apply when the ships subject to them are within a NECA; the less strict Tier II requirements apply to such ships when they are operating outside a NECA. Thus, it is generally assumed that operation methods are adopted in such ships to set machinery systems to a Tier III compliant mode when the ship operates within a NECA and then accordingly switchover to a Tier II compliant mode when the ship operates outside a NECA.

Since there was some concern regarding ship compliance with the above, the establishment of requirements intended to ensure that the above-mentioned methods are duly followed by ships subject to Tier III requirements when they operate within NECAs was discussed within the IMO. As a result of this discussion, the IMO, at the 69<sup>th</sup> session of Marine Environment Protection Committee (MEPC69) held in April 2016, adopted amendments to regulation 13 of MARPOL Annex VI as resolution MEPC.271(69) to require the relevant tier (Tier II or Tier III) and the on/off status of engines to be recorded in log-books together with the date, time and position of the ship. Moreover, recording this information is required not only at entry into and exit from a NECA but also when the on/off status of an engine changes while within a NECA.

Accordingly, all relevant requirements were amended based upon resolution MEPC.271(69).

## **Outline of Amendment**

The main contents of this amendment are as follows:

- (1) Specified that the tier (Tier II or Tier III) and engine operational status, etc. are to be recorded in the log-books of ships subject to the Tier III requirements.
- (2) Specified that log-books are to be checked during Annual, Intermediate and Special Surveys of ships subject to the Tier III requirements for the purpose of confirming that the recording of information mentioned in (1) above is duly done.

## **Amended Requirements**

Rules for Marine Pollution Prevention Systems Part 2 1.3.2, Part 8 2.1.4  
Guidance for Marine Pollution Prevention Systems Part 2 1.3.2