

MPC 40 Resolution 2 of the 1997 MARPOL Conference Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines

(July 2004)
(Rev.1
Nov 2019)

(NO_x Technical Code 2008, Chapter 2, Paragraph 2.3.9)

Chapter 2.3.11

Chapter 2.3 Procedures for certification of an engine

Chapter 2.3.11 reads as follows:

If any adjustment or modification is made which is outside the approved limits documented in the technical file, the IAPP Certificate may be issued only if the overall NO_x emission performance is verified to be within the required limits by: a direct on-board NO_x monitoring, as approved by the Administration; a simplified on-board NO_x measurement; or, reference to the test-bed testing for the relevant engine group approval showing that the adjustments or modifications do not exceed the NO_x emission limits.

Paragraph 2.3.9, Chapter 2 of the NO_x Technical Code (NTC) 2008 reads:

2.3.9 If any adjustment or modification is made which is outside the approved limits documented in the Technical File, the IAPP Certificate may be issued only if the overall NO_x emission performance is verified to be within the required limits by: onboard Simplified Measurement in accordance with 6.3; or, reference to the test-bed testing for the relevant Engine Group approval showing that the adjustments or modifications do not exceed the applicable NO_x emission limit. At surveys after the initial engine survey, the Direct Measurement and Monitoring method in accordance with 6.4, as approved by the Administration, may alternatively be used.

Interpretation

This section shall be interpreted as follows:

- (a) ~~Verification by the direct on-board NO_x monitoring method is only applicable to the reissue of IAPP Certificates at periodical surveys or their endorsement at intermediate /annual surveys.~~
- (b) The demonstration of compliance in accordance with either direct on-board NO_x monitoring measurement and monitoring method or ~~simplified~~ on-board simplified NO_x measurement does not establish a new Engine Group but does define the on-board verification procedure to be used thereafter to verify continuing compliance for that particular engine.

In these instances it shall be understood that the Parent Engine emission value, as given in the EIAPP Certificate, thereafter only relates to the condition of that engine at the Precertification Survey stage.

Note:

1. This UI is to be uniformly implemented by IACS Societies from 19 May 2005.
2. Rev.1 of this UI is to be uniformly implemented by IACS Societies from 1 July 2020.

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