

Technical eNewsletter

Retrofit of NOx-reduction arrangements on large marine diesel engines installed on vessels constructed between 1 January 1990 and 1 January 2000

With reference to the Revised MARPOL Annex VI that entered into force on 1 July 2010, we have been informed that another approved method as per Regulation 13.7 is now available (ref Technical eNewsletters published on 12 November 2010 and 15 March 2011). This concerns the retrofit of NOx-reduction arrangements on large marine diesel engines installed on vessels constructed between 1 January 1990 and 1 January 2000.

APPROVED METHOD FOR MAN B&W S50MC ENGINES

On 11 August 2011, the Administration of Denmark notified IMO that they had certified an approved method for engine type MAN B&W S50MC.

IMO published this information on 12 August 2011 in [MEPC.1/Circ.765](#).

This means that all vessels keel-laid between 1 January 1990 and 1 January 2000 that have this engine type installed must comply with MARPOL Annex VI Reg.13.7 by installing the approved method specified in MEPC.1/Circ.765. This has to take place no later than the first renewal survey for the IAPP certificate occurring on or after 12 August 2012 (one year after the notification).

It is the shipowner's responsibility to ensure that the installation takes place within the time limit allowed. However, in order to assist our customers in following up the requirement, DNV will issue an RR (Retroactive Requirement) for the

relevant vessels with this type of engine. Unfortunately, we may be unable to identify a few vessels. Hence, we urge shipowners to consider whether their vessels are affected by the requirement.

IAPP CERTIFICATE

If the IAPP annual survey is performed before the approved method is installed, "Approved Method exists" is to be ticked in table 2.2.1 in the IAPP Certificate.

When the Approved Method has been installed, both "Approved Method exists" and "Approved Method installed" are to be ticked.

It could be worth noting that, for engines installed on vessels constructed between 1 January 1990 and 1 January 2000 for which no approved method has yet been certified, compliance with Tier I limits is not required. In the IAPP Certificate this will be made visible by ticking "Approved Method not commercially available".

SUMMARY OF AVAILABLE APPROVED METHODS AS AT 1 SEPTEMBER 2011:

Engine type	Time limit for compliance
MAN B&W S70MC	First renewal survey for the IAPP certificate occurring on or after 6 October 2011
Wärtsilä Switzerland Ltd RTA bores 52/58/62/72/84/96	First renewal survey for the IAPP certificate occurring on or after 5 February 2012
MAN B&W S50MC	First renewal survey for the IAPP certificate occurring on or after 12 August 2012

ADDITIONAL INFORMATION

[MEPC.1/Circ.738/Add.1](#) has been published as clarification of the first approved method developed by MAN B&W for engine type S70MC.

[Annex VI of MARPOL 73/78](#)

[Revised MARPOL Annex VI – Technical and operational implications](#)

[Entry into force of the Revised MARPOL Annex VI – 1 July 2010](#)

[Retrofit NOx reduction arrangement as per Revised MARPOL Annex VI – first approved method available](#)

[Revised MARPOL Annex VI – new approved method available](#)

[MEPC.1/Circ.738/Add.1](#)

[MEPC.1/Circ.743](#)

[MEPC.1/Circ.765](#)

For more information, please contact DNV Classification Support, Machinery and Systems GCSNO894@dnv.com

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