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**VIETNAM REGISTER**

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**THÔNG BÁO KỸ THUẬT TÀU BIỂN**  
**TECHNICAL INFORMATION ON SEA-GOING SHIPS**

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**Ngày 26 tháng 02 năm 2016**

**Số thông báo: 014TI/16TB**

*Nội dung: Sửa đổi, bổ sung đối với Phụ lục VI “Các quy định về ngăn ngừa ô nhiễm không khí từ tàu” của Công ước MARPOL theo Nghị quyết MEPC.258(67) có hiệu lực từ ngày 01/3/2016.*

Kính gửi: Các chủ tàu/ công ty quản tàu biển  
Các đơn vị đăng kiểm tàu biển

Nghị quyết MEPC.258(67) về sửa đổi, bổ sung đối với Phụ lục VI của Công ước quốc tế về ngăn ngừa ô nhiễm do tàu gây ra (MARPOL), được Ủy ban Bảo vệ môi trường biển (MEPC) của Tổ chức Hàng hải quốc tế (IMO) thông qua ngày 17/10/2014, sẽ có hiệu lực từ ngày 01/3/2016. Các sửa đổi, bổ sung này bao gồm:

- Thay đổi định nghĩa “dầu nhiên liệu” (fuel oil) và “dầu diesel hàng hải” (marine diesel oil).
- Sửa đổi đối với Quy định 13.7.
- Thay đổi định dạng mục 2.2.1 và 2.5.1 của Phụ bản Giấy chứng nhận quốc tế về ngăn ngừa ô nhiễm không khí (Bản ghi kết cấu và trang thiết bị của Giấy chứng nhận IAPP).

Việc thay đổi định nghĩa “dầu nhiên liệu” dẫn đến việc động cơ hoạt động bằng nhiên liệu khí (gas-fuelled engine) lắp đặt trên tàu có sống chính được đặt vào hoặc sau ngày 01/3/2016, hoặc động cơ hoạt động bằng nhiên liệu khí được lắp đặt bổ sung/thay thế trên tàu vào hoặc sau ngày 01/3/2016, yêu cầu phải được chứng nhận theo Bộ luật Kỹ thuật NOx.

Phù hợp với hướng dẫn của IMO tại Thông tư MSC-MEPC.5/Circ.6 ngày 06/8/2009, mẫu mới của Phụ bản Giấy chứng nhận quốc tế về ngăn ngừa ô nhiễm không khí (Bản ghi kết cấu và trang thiết bị của Giấy chứng nhận IAPP) sẽ được cấp cho các tàu đang hoạt động khi Giấy chứng nhận IAPP hiện có của tàu hết hạn.

IMO đã ban hành Thông tư MSC.1/Circ.849 ngày 17/11/2014 hướng dẫn cách lập Phụ bản Giấy chứng nhận quốc tế về ngăn ngừa ô nhiễm không khí (Bản ghi kết cấu và trang thiết bị của Giấy chứng nhận IAPP).

Liên quan đến nội dung nêu trên, chúng tôi xin gửi kèm theo Thông báo kỹ thuật này:

- Nghị quyết MEPC.258(67)
- Thông tư MSC-MEPC.5/Circ.6
- Thông tư MSC.1/Circ.849

Đề nghị các Quý Đơn vị lưu ý thực hiện theo đúng quy định/hướng dẫn của IMO.

Thông báo kỹ thuật này được nêu trong mục: *Thông báo của VR/ Thông báo kỹ thuật TB* của trang tin điện tử của Cục Đăng kiểm Việt Nam: <http://www.vr.org.vn>.

Nếu Quý Đơn vị cần thêm thông tin về vấn đề nêu trên, đề nghị vui lòng liên hệ:

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Xin gửi đến các Quý Đơn vị lời chào trân trọng./.

***Nơi nhận:***

- Như trên; - Các chi cục đăng kiểm;
- Phòng QP, TB, TS, CN, HTQT; - Lưu TB./.
- Trung tâm VRQC, TH;

**ANNEX 9**

**RESOLUTION MEPC.258(67)**

**Adopted on 17 October 2014**

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND  
THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF  
POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE  
PROTOCOL OF 1978 RELATING THERETO**

**Amendments to MARPOL Annex VI**

**(Amendments to regulations 2 and 13 and the Supplement to the IAPP Certificate)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 ("1973 Convention"), article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 ("1978 Protocol") and article 4 of the Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto ("1997 Protocol"), which together specify the amendment procedure of the 1997 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 and 1997 Protocols,

NOTING ALSO that, by the 1997 Protocol, Annex VI entitled Regulations for the prevention of air pollution from ships was added to the 1973 Convention,

NOTING FURTHER that the revised Annex VI, which was adopted by resolution MEPC.176(58), entered into force on 1 July 2010,

HAVING CONSIDERED draft amendments to the revised Annex VI concerning engines solely fuelled by gaseous fuels,

1 ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, amendments to Annex VI, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 September 2015, unless prior to that date, not less than one third of the Parties or Parties, the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, said amendments shall enter into force on 1 March 2016 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, certified copies of the present resolution and the text of the amendments contained in the annex;

5 REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to the 1973 Convention, as modified by the 1978 and 1997 Protocols, copies of the present resolution and its annex.

ANNEX

**AMENDMENTS TO MARPOL ANNEX VI**

**(Amendments to regulations 2 and 13 and appendix I)**

**MARPOL Annex VI**  
**Regulations for the prevention of air pollution from ships**

**Chapter 1**  
**General**

**Regulation 2**

*Definitions*

- 1 The definition of "fuel oil" in paragraph 9 is replaced by the following definition:  
  
"Fuel oil means any fuel delivered to and intended for combustion purposes for propulsion or operation on board a ship, including gas, distillate and residual fuels."
- 2 The definition of "marine diesel engine" in paragraph 14 is replaced by the following definition:  
  
"Marine diesel engine means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of this Annex applies, including booster/compound systems if applied. In addition, a gas fuelled engine installed on a ship constructed on or after 1 March 2016 or a gas fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine."

**Chapter 3**  
**Requirements for control of emissions from ships**

**Regulation 13**

*Nitrogen oxides (NO<sub>x</sub>)*

- 3 Paragraph 7.3 is replaced by the following paragraph:  
  
"7.3 With regard to a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on a ship constructed on or after 1 January 1990, but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which paragraph 7.1 of this regulation applies, indicate one of the following:
  - .1 an approved method has been applied pursuant to paragraph 7.1.1 of this regulation;
  - .2 the engine has been certified pursuant to paragraph 7.1.2 of this regulation;

- .3 an approved method is not yet commercially available as described in paragraph 7.2 of this regulation; or
- .4 an approved method is not applicable."

**Appendix I**  
**Form of International Air Pollution Prevention (IAPP) Certificate (Regulation 8)**

***Supplement to the International Air Pollution Prevention Certificate (IAPP Certificate)***

- 4 The footnote relating to paragraph 1.4 is replaced by the following footnote:  
  
"\* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NO<sub>x</sub> emission limit as given by regulation 13.5.1.1 will not apply."
- 5 Paragraph 2.2.1 is replaced by the following paragraph:  
  
"2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NO <sub>x</sub> Technical Code 2008) (AM = Approved Method)		Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1	Manufacturer and model						
2	Serial number						
3	Use (applicable application cycle(s) – NTC 3.2)						
4	Rated power (kW) (NTC 1.3.11)						
5	Rated speed (RPM) (NTC 1.3.12)						
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Identical engine installation date (dd/mm/yyyy) as per 13.1.1.2						
8a	Major Conversion (dd/mm/yyyy)	13.2.1.1 & 13.2.2					
8b		13.2.1.2 & 13.2.3					
8c		13.2.1.3 & 13.2.3					
9a	Tier I	13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c		13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a	Tier II	13.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c		13.2.2 (Tier III not possible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e		13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a	Tier III (ECA-NO <sub>x</sub> only)	13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	AM*	installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13		not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14		not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66))."

6 Paragraph 2.5 is replaced by the following paragraph:

"2.5 Shipboard incineration (regulation 16)

The ship has an incinerator:

.1 installed on or after 1 January 2000 that complies with:

.1 resolution MEPC.76(40), as amended \*

.2 resolution MEPC.244(66)

.2 installed before 1 January 2000 that complies with:

.1 resolution MEPC.59(33), as amended \*\*

.2 resolution MEPC.76(40), as amended \*

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\* As amended by resolution MEPC.93(45).

\*\* As amended by resolution MEPC.92(45)."

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IMO

*E*

Ref. T1/11.01

MSC-MEPC.5/Circ.6  
6 August 2009

**GUIDANCE ON THE TIMING OF REPLACEMENT OF EXISTING CERTIFICATES  
BY THE CERTIFICATES ISSUED AFTER THE ENTRY INTO FORCE OF  
AMENDMENTS TO CERTIFICATES IN IMO INSTRUMENTS**

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009) and the Marine Environment Protection Committee at its fifty-ninth session (13 to 17 July 2009) reviewed the matter of the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments.

2 In conducting such a review, both Committees noted that a comparable case was already addressed by the Marine Environment Protection Committee at its fifty-fourth session (20 to 24 March 2006). The MEPC then approved MEPC.1/Circ.513 on Validity of the IOPP Certificate and Supplements issued under the current MARPOL Annex I after 1 January 2007.

3 Both Committees agreed to approve the following guidance with regard to the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in all IMO instruments (such as the Load Lines Convention, the SOLAS Convention and the MARPOL Conventions and codes made mandatory under these Conventions):

- .1 in cases where the ship has not to comply with new requirements, the certificate (and its supplement, if any) is not re-issued until its expiry;
- .2 in cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is re-issued at the opportunity of the survey specified with the new requirement occurring after the date of entry into force of the amendments; and
- .3 where a ship is subjected to a modification or conversion which involves an additional survey, the certificate (and its supplement, if any) is re-issued.

4 Member Governments and Parties to the IMO Conventions are invited to note the above and to bring this circular to the attention of all parties concerned, in particular port State control officers under their jurisdiction.

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MEPC.1/Circ.849  
17 November 2014

## **GUIDANCE ON THE SUPPLEMENT TO THE IAPP CERTIFICATE**

1 The Marine Environment Protection Committee, at its sixty-seventh session (13 to 17 October 2014), recognizing the need for guidance on the uniform application of the amendments to item 2.2.1 of the supplement to the IAPP Certificate, adopted at the session by resolution MEPC.258(67), approved the *Guidance on the supplement to the IAPP Certificate*, as set out in the annex.

2 Member Governments are invited to bring the annexed guidance to the attention of their Administration, industry, relevant shipping organizations, shipping companies and other stakeholders concerned.

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**ANNEX**

**GUIDANCE ON SUPPLEMENT TO THE IAPP CERTIFICATE**

Engine Certification Scenario (SCD = Ship Construction Date, 2.19 & 2.2)		Installed		Identical* replacement		Major Conversion				
		1/1/1990 ≥ SCD < 1/1/2000		SCD ≥ 1/1/2000	SCD < 1/1/2000	SCD ≥ 1/1/2000	Substantial Modification or MCR increase > 10%		Non-identical*	Additional
							SCD < 1/1/2000	SCD ≥ 1/1/2000	replaced ≥ 1/7/2010 #	installed ≥ 1/1/2000 #
Applicable regulation of MARPOL Annex VI (NTC = NOx Technical Code 2008) (AM = Approved Method)		13.7.1.1 (AM)	13.7.1.2	Tier, as applicable per SCD	N/A as per 13.1.1.2 (see Notes)	Tier, as applicable per SCD	Tier I as per 13.2.3.1	Tier, as applicable per SCD	Tier, depending on date of replacement or addition	
									Tier II if Tier III not possible	
<b>IAPP Supplement Item 2.2.1 - Nitrogen oxides (NOx) (regulation 13)</b>										
1	Manufacturer and model		Complete rows 1-5 only if entry to be made in any of rows 6-14 for engines under scope of regulation 13 CAA: Complete As Appropriate #: Installation date – MEPC.1/Circ.795/Rev.2 (Unified Interpretation on time of replacement of an engine) *: Identical engine – MEPC.1/Circ.795/Rev.2 (Unified Interpretation on identical replacement engines) Notes: (A) This also includes certain non-identical engines installed < 1/7/2010. (B) In the case of the identical replacement of an engine which had been already subject to "Major Conversion" (13.2.3.1), then that engine would also need to be certified to Tier I.							
2	Serial number									
3	Use (applicable application cycle(s) – NTC 3.2)									
4	Rated power (kW) (NTC 1.3.11)									
5	Rated speed (RPM) (NTC 1.3.12)									
6	Identical engine installed ≥ 1/1/2000 exempted by 13.1.1.2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Identical engine installation date (dd/mm/yyyy) as per 13.1.1.2					CAA	CAA			
8a	Major Conversion (dd/mm/yyyy)	13.2.1.1 & 13.2.2							CAA	CAA
8b		13.2.1.2 & 13.2.3					CAA	CAA		
8c		13.2.1.3 & 13.2.3					CAA	CAA		
9a	Tier I	13.3	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	CAA
9c		13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>
9d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>
9e		13.7.1.2	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10a	Tier II	13.4	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	CAA
10c		13.2.2 (Tier III not possible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>
10d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>
10e		13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f		13.7.1.2	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a	Tier III (ECA-NOx only)	13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	CAA
11c		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>
11d		13.7.1.2	<input type="checkbox"/>	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	AM*	Installed	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13		Not commercially available at this survey	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14		Not applicable	CAA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

\* Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).

## NOTES TO GUIDANCE TABLE

- 1 CAA: Complete as appropriate, (x) for the answer "yes" and "applicable" or a (–) for the answers "no" and "not applicable", as appropriate for section 3 on the Notes section of the Supplement.
- 2 Rows 1-5: Completed only where one or more entries are to be made in rows 6-14. For rows 3-5 the terms are defined by the given cross references.
- 3 Date of installation: As per unified interpretation on time of replacement of an engine in MEPC.1/Circ.795/Rev.2.
- 4 Identical engine: As per unified interpretation on identical replacement engines in MEPC.1/Circ.795/Rev.2. This UI defines what represents an "identical" engine and hence, by application of the converse, what represents a "non-identical" engine.
- 5 Note A: Under the original regulation 13 (regulation 13(2)(a)(i)) the definition of the replacement engine provided that for a ship constructed before 1 January 2000 it was possible, after 1 January 2000, to install an uncertified identical or non-identical replacement engine built before 1 January 2000 which was still in its pre-1 January 2000 condition (it had not been subject to a major conversion as given under sub-points (ii) or (iii) of that regulation) which was not identical. This provision altered with the 2008 revision, however, such an uncertified engine, even if "non-identical" as now defined, should, since it was compliant with the requirements of regulation 13 as it then existed, for the purposes of the revised Annex be considered in that context as "identical".
- 6 Note B: Where an engine installed on a ship constructed before 1 January 2000 was, after 1 January 2000, subject to a major conversion (substantial modification or MCR increased more than 10%), that engine needed to have been certified to tier I. If that engine is now replaced under the terms of the revised annex then, for the replacement engine to be considered identical, it must be identical to the previous engine after the application of the major conversion.
- 7 Rows 8-11: The relevant entry is to be made against the particular regulation subsection which results in the tier the engine has been certified to.
- 8 Row 12: This row entry is completed on verification that an Approved Method has been installed, following the survey procedure as given in the Approved Method File.
- 9 Row 13: Where an Approved Method is "not commercially available" it needs to be reassessed and the shipowner will need to reinvestigate that point, at each scheduled survey.
- 10 Row 14: This reflects regulation 13.7.3 and resolution MEPC.243(66), that where an engine to which an Approved Method nominally applies has been altered away from its original condition, the basis on which the Approved Method (regulation 13.7.5) was assessed cannot be assumed to apply. In such cases, the Approved Method certifier would issue a letter officially indicating to all interested parties that a particular Approved Method was not applicable.