AMENDMENTS TO THE NO\textsubscript{X} TECHNICAL CODE 2008
NITROGEN OXIDES FROM MARINE DIESEL ENGINES

(The Testing of gas-fuelled and dual fuel engines)

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, as modified by the Protocols of 1978 and 1997 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

NOTING FURTHER regulation 13 of MARPOL Annex VI which makes the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NO\textsubscript{X} Technical Code 2008) mandatory under that Annex,

HAVING CONSIDERED, at its sixty-ninth session, draft amendments to the NO\textsubscript{X} Technical Code 2008 related to the testing of gas-fuelled and dual fuel engines,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to the NO\textsubscript{X} Technical Code 2008, as set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2017, 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 MARPOL, the said amendments shall enter into force on 1 September 2017 upon their acceptance in accordance with paragraph 2 above;

4 AGREES that these amendments apply to each marine diesel engine with a power output of more than 130 kW installed, or designed and intended for installation, on a ship subject to regulation 13 of MARPOL Annex VI, on or after 1 September 2017;

5 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

6 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to the Members of the Organization which are not Parties to MARPOL.
ANNEX

AMENDMENTS TO THE NO\textsubscript{x} TECHNICAL CODE 2008
(Testing of gas-fuelled and dual fuel engines)

Abbreviations, subscripts and symbols

1 In subparagraphs .1 and .2 and in the title of table 2, the word "marine" is added before the word "diesel".

2 In table 2, row 4 is replaced with the following:

| (H)FID | (Heated) flame ionization detector |

Chapter 1 – General

3 In paragraph 1.3.10, the following new sentence is inserted after the first sentence:

"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 4 – Approval for serially manufactured engines: engine family and engine group concepts

4 In paragraph 4.3.8.2.6, after the existing bullet point "– dual fuel", a new bullet point is added as follows:

"– gas fuel"

5 After existing paragraph 4.3.8.2.10, a new paragraph 4.3.8.2.11 is added as follows:

",".11 ignition methods:

– compression ignition
– ignition by pilot injection
– ignition by spark plug or other external ignition device"

6 In paragraph 4.4.6.2.5, after the words "injection cam", the words "or gas valve" are inserted.

7 In the first and second bullet points under paragraph 4.4.7.2.1, after the word "injection", the words "or ignition" are inserted, respectively.

8 In paragraph 4.4.7.2.2, after the existing bullet point "– combustion chamber", a new bullet point is added as follows:

"– gas valve specification."
Chapter 5 – Procedures for \( \text{NO}_x \) emission measurements on a test bed

9 In paragraph 5.2.1.2, after the word "engines", the words "operating on liquid or dual fuel" are inserted.

10 The existing paragraph 5.2.1.3 is renumbered as 5.2.1.3.1 and in the renumbered paragraph 5.2.1.3.1, after the word "engines", the words "operating on liquid or dual fuel" are inserted.

11 A new paragraph 5.2.1.3.2 is added after the renumbered paragraph 5.2.1.3.1 as follows:

"5.2.1.3.2 For engines to be tested with gas fuel only with or without cooling of the intake air the parameter \( f_a \) shall be determined according to the following:

\[
   f_a = \left( \frac{99}{P_s} \right)^1 \cdot \left( \frac{T_a}{298} \right)^{0.6} \tag{2a}
\]

12 In the second sentence of paragraph 5.3.3, the words "fuel injection pump" are replaced with the word "engine".

13 In the first sentence of paragraph 5.3.4, the words "for dual fuel" are deleted.

14 In the second sentence of paragraph 5.4.2, before the word "diesel", the word "marine" is inserted.

15 A new paragraph 5.12.3.2.3 is added as follows:

"3 The calculation shall be in accordance with paragraphs 5.12.3.1 to 5.12.3.2. However, \( q_{mf}, W_{ALF}, W_{BET}, W_{DEL}, W_{EPS} \) values shall be calculated in accordance with the following table:

<table>
<thead>
<tr>
<th>Factors in the formula (6) (7) (8)</th>
<th>Formula for factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>( q_{mf} )</td>
<td>( q_{mf _G} + q_{mf _L} )</td>
</tr>
<tr>
<td>( W_{ALF} )</td>
<td>( \frac{q_{mf _G} \times W_{ALF _G} + q_{mf _L} \times W_{ALF _L}}{q_{mf _G} + q_{mf _L}} )</td>
</tr>
<tr>
<td>( W_{BET} )</td>
<td>( \frac{q_{mf _G} \times W_{BET _G} + q_{mf _L} \times W_{BET _L}}{q_{mf _G} + q_{mf _L}} )</td>
</tr>
<tr>
<td>( W_{DEL} )</td>
<td>( \frac{q_{mf _G} \times W_{DEL _G} + q_{mf _L} \times W_{DEL _L}}{q_{mf _G} + q_{mf _L}} )</td>
</tr>
<tr>
<td>( W_{EPS} )</td>
<td>( \frac{q_{mf _G} \times W_{EPS _G} + q_{mf _L} \times W_{EPS _L}}{q_{mf _G} + q_{mf _L}} )</td>
</tr>
</tbody>
</table>

"
Paragraph 5.12.3.3 is replaced with the following:

"5.12.3.3 For the intake air:

\[ k_{wa} = 1 - k_{w2} \]  

(15)"

Paragraph 5.12.4.1 is replaced with the following:

"5.12.4.1 As the NO\textsubscript{X} emission depends on ambient air conditions, the NO\textsubscript{X} concentration shall be corrected for ambient air temperature and humidity with the factors in accordance with 5.12.4.5, 5.12.4.6 or 5.12.4.7 as applicable."

In paragraph 5.12.4.6, the last sentence is replaced with the following:

"However if \( H_a \geq H_{SC} \), then \( H_{SC} \) shall be used in place of \( H_a \) in formula (17) or (17a)."

A new paragraph 5.12.4.7 is added after existing paragraph 5.12.4.6 as follows:

"5.12.4.7 For engines to be tested with gas fuel only:

\[ k_{hd} = 0.6272 + 44.030 \times 10^{-3} \times H_a - 0.862 \times 10^{-3} \times H_a^2 \]  

(17a)

where:

\( H_a \) is the humidity of the intake air at the inlet to the air filter in g water per kg dry air."

Chapter 6 – Procedures for demonstrating compliance with NO\textsubscript{X} emission limits on board

In the first sentence of paragraph 6.2.1.2, before the word "diesel", the word "marine" is inserted.

Subparagraph 6.2.2.3.1 is replaced with the following:

".1 injection or ignition timing,"

In subparagraph 6.2.2.3.14, the word "or" is deleted.

At the end of subparagraph 6.2.2.3.15, the word "or" is added.

A new subparagraph 6.2.2.3.16 is added as follows:

".16 gas valve."

In the third sentence of paragraph 6.3.1.4, the word "dual" is replaced with the word "gas".

The footnote of table 6 is replaced with the following:

"* Only for engines to be tested with gas fuel."

Paragraph 6.3.4.1 is replaced with the following:

"6.3.4.1 Generally all emission measurements with liquid fuel shall be carried out with the engine running on marine diesel fuel oil of an ISO 8217:2005, DM grade. Generally all emission measurements with gas fuel shall be carried out with the engine running on gas fuel equivalent to ISO 8178-5:2008."
In paragraph 6.3.4.3, before the word "engine", the words "or gas-fuelled" are inserted.

Appendix III – Specifications for analysers to be used in the determination of gaseous components of marine diesel engine emissions

Subparagraph 1.2.12 is replaced with the following:

"12 \( \text{O}_2 \) – Oxygen analyser

Paramagnetic detector (PMD), zirconium dioxide (ZRDO) or electrochemical sensor (ECS). ZRDO shall not be used for dual fuel or gas-fuelled engines."

At the end of paragraph 3.3, a new sentence is added as follows:

"Optionally, for gas-fuelled engines (without liquid pilot injection), the hydrocarbon analyser may be of the non-heated flame ionization detector (FID) type."

At the end of paragraph 3.5, a new sentence is added as follows:

"ZRDO shall not be used for dual fuel or gas-fuelled engines."

Appendix IV – Calibration of the analytical and measurement instruments

In paragraph 2.2.4, the word "bleeding" is replaced with the word "blending".

In paragraphs 5.3, 5.4.2, 8, 8.1.1, 8.2.2 and 8.3.2.10, the symbol "FID" is replaced with the symbol "(H)FID", respectively.

Appendix V – Parent engine test report and test data

Section 1 – Parent engine test report

Rows 10, 11 and 12 of sheet 1/5 are replaced with the following:

<table>
<thead>
<tr>
<th>Static injection or ignition timing</th>
<th>deg CA BTDC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electronic injection or ignition control</td>
<td>No:</td>
</tr>
<tr>
<td>Variable injection or ignition control</td>
<td>No:</td>
</tr>
</tbody>
</table>

Rows 6 and 27 of sheet 2/5 are replaced, respectively, as follows:

Row 6:

<table>
<thead>
<tr>
<th>Fuel type to be used on board</th>
<th>Distillate/distillate or heavy fuel/dual fuel/gas fuel</th>
</tr>
</thead>
</table>

Row 27:

| Injection or ignition timing (range) |  |  |  |
36. A new row is inserted after row 6 of sheet 2/5 as follows:

<table>
<thead>
<tr>
<th>Ignition methods</th>
<th>Compression ignition/ignition by pilot injection/ignition by spark plug or other external ignition device</th>
</tr>
</thead>
</table>

37. The title of the table "Fuel characteristics" under sheet 3/5 is replaced with the following:

"Liquid fuel characteristics"

38. A new table is added after the table of fuel characteristics under sheet 3/5 as follows:

"Gas fuel characteristics"

<table>
<thead>
<tr>
<th>Fuel type:</th>
<th>Fuel properties</th>
<th>Fuel elemental analysis</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EN16726: 2015</td>
<td></td>
</tr>
<tr>
<td>Methane number</td>
<td>Carbon</td>
<td>% m/m</td>
</tr>
<tr>
<td>Lower heating value</td>
<td>Hydrogen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Boiling point</td>
<td>Nitrogen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Density at boiling point</td>
<td>Oxygen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Pressure at boiling point</td>
<td>Sulphur</td>
<td>% m/m</td>
</tr>
<tr>
<td></td>
<td>Methane, CH₄</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>Ethane, C₂H₆</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>Propane, C₃H₈</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>Isobutane, i C₄H₁₀</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>N-Butane, n C₄H₁₀</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>Pentane, C₅H₁₂</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>C₆+</td>
<td>mol%</td>
</tr>
<tr>
<td></td>
<td>CO₂</td>
<td>mol%</td>
</tr>
</tbody>
</table>

39. Row 11 of sheet 5/5 is replaced and a footnote is added as follows:

"Fuel rack/gas admission duration** mm/sec
** Only for engines to be tested with gas fuel"

Section 2 – Parent engine test data to be included in the technical file

40. In the second table, currently entitled "Parent engine test fuel oil", the title is replaced by:

"Parent engine test liquid fuel"
The following table is inserted after the aforementioned table:

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carbon</td>
<td>% m/m</td>
</tr>
<tr>
<td>Hydrogen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Sulphur</td>
<td>% m/m</td>
</tr>
<tr>
<td>Nitrogen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Oxygen</td>
<td>% m/m</td>
</tr>
<tr>
<td>Methane, CH₄</td>
<td>mol%</td>
</tr>
<tr>
<td>Ethane, C₂H₆</td>
<td>mol%</td>
</tr>
<tr>
<td>Propane, C₃H₈</td>
<td>mol%</td>
</tr>
<tr>
<td>Isobutane, i C₄H₁₀</td>
<td>mol%</td>
</tr>
<tr>
<td>N-Butane, n C₄H₁₀</td>
<td>mol%</td>
</tr>
<tr>
<td>Pentane, C₅H₁₂</td>
<td>mol%</td>
</tr>
<tr>
<td>C₆⁺</td>
<td>mol%</td>
</tr>
<tr>
<td>CO₂</td>
<td>mol%</td>
</tr>
</tbody>
</table>

Appendix VI – Calculation of exhaust gas mass flow (carbon balance method)

In paragraph 2.5, the words "in case of gas mode operation of dual-fuel engine," are deleted.

Appendix VII – Checklist for an engine parameter check method

The chapeau of paragraph 1.1 is replaced with the following:

".1 parameter 'injection timing and ignition timing':"

At the end of subparagraph 1.1.4, the word "and" is added.

A new subparagraph 1.1.5 is added as follows:

".5 timing indicator or timing light."

Appendix VIII – Implementation of the direct measurement and monitoring method

At the end of paragraph 2.1.1.4, a new sentence is added as follows:

"Optionally, for gas-fuelled engines (without liquid pilot injection), the hydrocarbon analyser may be of the non-heated flame ionization detector (FID) type."

At the end of paragraph 2.1.1.5, a new sentence is added as follows:

"ZRDO shall not be used for dual fuel or gas-fuelled engines."