

MARPOL Annex VI Roundtable Nitrogen Oxides (NO_x)

DATE/TIME Monday 7 December 2020, 2.00pm – 4.00pm

LOCATION Ministry of Transport, 3 Queens Wharf, Wellington – or remotely via MS Teams

Welcome, introductions, expectations for today

- Following on from earlier roundtables for Annex VI, today's meeting is about exploring the issue of NO_x in greater detail.

Discussion

- The discussion centred around how the requirements might apply to NZ ships and recreational vessels that only voyage domestically.
- NO_x regulations are complex and simple guidance is required to explain the requirements and what engines they apply to.
- Recreational vessel owners will need clear and straightforward information.
- MNZ needs to engage with the marine industry – designers, manufacturers, retailers and engine mechanics.
- Certification requirements for new and modified engines need to be explained clearly – e.g. older engines may have to comply if they are substantially modified.
- “Major conversion” of an engine will include anything that could impact on the NO_x emissions.
- The Annex VI definition of a “marine diesel engine” is broad – Maritime NZ is investigating whether NO_x emissions limits also apply to engines that use fuels other than diesel.
- A key issue is not being able to get a technical file for an engine if it is not provided at purchase – and therefore not being able to get the EIAPP certificate. This has been experienced when the engine is a land-based (automotive or stationary) engine, as technical files are not required for land-based engines. ROs have been known to certify engines after testing to ensure they comply with international NO_x emissions standards, but this process is very costly for the owner.
- Smaller ships in NZ often use automotive or stationary engines because of the cost of marine engines. There can be an 18 month lead time to “marinise” a non-marine engine, so sometimes non-marinised engines are used.
- There was discussion about the use of abatement technologies (catalytic converters, urea injection etc) to reduce emissions levels. These technologies can be incorporated

into the NO_x technical file for an engine. Such technologies can take up a large volume of the space in a smaller vessel.