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Diesel engine with a power output of more than 130 kW and a requirement to hold an EIAPP Certificate

Engine documentation

A diesel engine shall be certified and tested in accordance with the NO_x Technical Code 2008. When purchasing or replacing an engine, the company must verify that the applied test cycle is adapted to the use of the engine, cf. chapter 3 of the Code:

1. For constant-speed engines for ship main propulsion, including diesel-electric drive, test cycle E2 shall be applied.
2. For engines connected to a controllable pitch propeller, test cycle E2 shall be applied.
3. For propeller-law-operated main and propeller-law-operated auxiliary engines, test cycle E3 shall be applied.
4. For constant-speed auxiliary engines, test cycle D2 shall be applied.
5. For variable-speed, variable-load auxiliary engines, not included above, test cycle C1 shall be applied.

As documentary evidence, the following documents shall be available for presentation to the Norwegian Maritime Authority (NMA):

- EIAPP Certificate issued by a recognised classification society or a relevant foreign authority;
- IMO NO_x Technical File from the manufacturer;
- Record Book of Engine Parameters, where component replacements which may influence NO_x emissions must be recorded in accordance with the Technical File.

Please note that the NMA does not issue EIAPP Certificates.

For ships required to carry an International Air Pollution Prevention (IAPP) Certificate, the EIAPP Certificate also forms the basis for this.

Background for the requirement:

Environmental Safety Regulations chapter IV regarding air pollution (MARPOL Regulation 13 on nitrogen oxides (NO_x))

Applies to all ships, regardless of trade area and tonnage, having:

- diesel engines with a power output of more than 130 kW which are installed on a ship constructed on or after 1 January 2000;
- diesel engines with a power output of more than 130 kW having undergone a major conversion on or after 1 January 2000. A major conversion also includes the replacement of an engine with a non-identical engine;

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- diesel engines with a power output of more than 5,000 kW power output and a per cylinder displacement at or above 90 litres installed on ships constructed between 1 January 1990 and 1 January 2000, cf. MARPOL regulation 13.7.

Major conversion/alterations

“Major conversion” is defined in MARPOL Annex VI, Regulation 13.2 and in section 1.3.2 of the NO_x Technical Code 2008 (Res. MEPC.177(58) as amended). See also interpretation in [MEPC.1/Circ.795](#) as amended.

It is important to note that if an engine, for which an EIAPP Certificate was previously not required, undergoes a conversion so that the output is increased by more than 10%, it is considered a major conversion, and the engine shall be issued with an EIAPP Certificate and NO_x Technical File.

De-rating, conversion for NO_x reduction or routine component replacements that do not influence the NO_x emissions will normally not be considered a major conversion.

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Countersigning
title