



REPUBLIC OF THE MARSHALL ISLANDS

MARITIME ADMINISTRATOR

Marine Guideline

No. 2-13-6

Rev. Dec/2017

TO: ALL SHIPOWNERS, OPERATORS, MASTERS, AND OFFICERS OF RMI-REGISTERED VESSELS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Guidance on the Application of Regulation 13 of MARPOL Annex VI Tier III Requirements to Dual Fuel and Gas-Fueled Engines

- References:**
- (a) **MARPOL**, *International Convention for the Prevention of Pollution from Ships, Consolidated Edition 2017*, as amended.
 - (b) **IMO Circular [MEPC.1/Circ.854](#)**, *Guidance on the Application of Regulation 13 of MARPOL Annex VI Tier III Requirements to Dual Fuel and Gas-Fueled Engines, dated 1 July 2015*

PURPOSE

This Marine Guideline recognizes the need for uniform application of Regulation 13 of the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI Tier III requirements to dual fuel and gas-fueled engines. Further, it encourages feedback from those operators who have gained experience in applying these guidelines in an operating environment.

APPLICABILITY

This Guidance is applicable to all Republic of the Marshall Islands (RMI)-flagged vessels with installed dual fuel or gas-fueled engines that are subject to the nitrogen oxide (NO_x) certification requirements of Regulation 13 of MARPOL Annex VI.

GUIDANCE

- 1.0 The Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) has finalized the procedures for the certification of engines which use natural gas as a fuel, but also others.
- 2.0 The NO_x certification requirements of MARPOL Regulation VI/13 include dual fuel engines (those which can simultaneously use both liquid and gas fuels).

MEPC 66 adopted amendments to the NO_x Technical Code 2008 to cover precisely certain specific aspects of NO_x certification.

MEPC 67 adopted amendments to MARPOL Annex VI, Regulation 2.14 extending the definition of a “marine diesel engine” to include gas-fueled ones installed on ships

constructed on or after 01 March 2016 and those which are installed as additional or non-identical replacements on or after that date.

MEPC 68 subsequently approved amendments to the NO_x Technical Code 2008 about the certification of gas-fueled engines. These steps may be seen as complementary to the *International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)*, adopted by MSC 95 in June 2015 (IMO Resolution [MSC.391\(95\)](#)).

- 3.0 The IMO has issued circular [MEPC.1/Circ.854](#) containing guidance on the application of Regulation 13 of MARPOL Annex VI Tier III requirements to dual fuel and gas-fueled engines regarding:
 - 3.1 expected certification approaches for gas-fueled and dual fuel engines (paragraphs 4 and 5);
 - 3.2 recordkeeping (paragraph 6);
 - 3.3 actions to follow in the event of operational problems (paragraph 7);
 - 3.4 procedures to follow if gas fuel is not available (paragraph 8); and
 - 3.5 the use of auxiliary control devices (ACDs) (paragraph 9).

Operators should be familiar with these when operating dual fuel and gas-fueled engines.

- 4.0 This subject is evolving, and operator feedback is encouraged to provide a practical foundation for future amendments to both MARPOL Annex VI and the NO_x Technical Code and the requirements for dual fuel and gas-fueled engines. Feedback should be sent to: the RMI Maritime Administrator at: Regulatoryaffairs@register-iri.com.