



# RUSSIAN MARITIME REGISTER OF SHIPPING

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**CIRCULAR LETTER**

**No. 313-04-1299c**

dated 25.11.2019

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Re:

amendments to the Guidelines on the Application of Provisions of the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines, 2018, ND No. 2-030101-025-E

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Item(s) of supervision:

ship's diesel engines under construction and in service

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Entry-into-force date:

**01.01.2020**

~~Valid till:~~

~~Validity period extended till:~~

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~~Cancels / amends / adds Circular Letter No.~~

~~dated~~

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Number of pages:

1+2

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Section 2 "Survey of marine diesel engines at the firm (manufacturer)" and Section 5 "Surveys of marine diesel engines on board"

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Director General

Konstantin G. Palnikov

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Text of CL:

We hereby inform that in connection with entering into force of IMO resolution MEPC. 313(74) adopted on 26 October 2018, the Guidelines on the Application of Provisions of the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines shall be amended as specified in Appendices to the Circular Letter.

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It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of the RS surveyors and interested organizations in the area of the RS Branch Office's activity.
  2. Apply the provisions of the Circular Letter when performing technical supervision during manufacture of equipment/products/machinery requested on 01.01.2020 or after that date.
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List of the amended and/or introduced paras/chapters/sections:

Section 2: Para 2.1.13.

Section 5: Para 5.1.4.1.

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**Information on amendments introduced by the Circular Letter  
(for inclusion in the Revision History to the RS Publication)**

Nos.	Amended paras/chapters/sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Section 2: Para 2.1.13	Para has been deleted	313-04-1299c of 25.11.2019	01.01.2020
2	Section 5: Para 5.1.4.1	The requirements have been specified considering IMO resolution MEPC.313(74)	313-04-1299c of 25.11.2019	01.01.2020

**GUIDELINES ON THE APPLICATION OF PROVISIONS OF THE TECHNICAL CODE  
ON CONTROL OF EMISSION OF NITROGEN OXIDES FROM MARINE DIESEL  
ENGINES, 2018,**

**ND No. 2-030101-025-E**

**2 SURVEY OF MARINE DIESEL ENGINES AT THE FIRM (MANUFACTURER)**

**2.1 REGULATIONS ON SURVEY OF MARINE DIESEL ENGINES AT THE FITM  
(MANUFACTURER)**

1 **Para 2.1.13** is deleted.

**5 SURVEY OF MARINE DIESEL ENGINES ON BOARD**

**5.1 KINDS AND METHODS OF SURVEY**

2 **Para 5.1.4.1** is replaced by the following text:

**"5.1.4.1** Where a NO<sub>x</sub>-reducing device shall be included within the EIAPP Certificate, it shall be recognized as a component of the engine and its presence shall be recorded in the Technical File of Marine Diesel Engine. Engine systems fitted with selective catalytic reduction (SCR) Systems shall be certified in accordance with chapter 2 of the NO<sub>x</sub> Technical Code (NTC) 2008. The procedures provided by Scheme A or Scheme B in compliance with the Guidelines Addressing Additional Aspects of the NO<sub>x</sub> Technical Code with regard to Particular Requirements related to Marine Diesel Engines fitted with SCR Systems adopted by IMO resolution MEPC.291(71), as amended by IMO resolution MEPC.313(74), shall be applied. At that IACS UIs MPC 108 — 118, 120, 122 and 123 (Nov 2015) shall be considered. These UIs contain instructions on introduction of additional information in the Technical File of the Marine Diesel Engines fitted with SCR Systems and the test reports of these engines, as well as specific requirements related to operation of these engines.

In case the marine diesel engine cannot be tested along with the NO<sub>x</sub>-reducing device due to technical and practical reasons, and the procedure specified in 2.1.7 cannot be applied either, then, subject to approval by the Administration, the appropriate test methods shall be applied and the engine fitted with the NO<sub>x</sub>-reducing device shall be approved and pre-certified taking into account the Guidelines adopted by IMO resolution MEPC.291(71), as amended by IMO resolution MEPC.313(74). However, such a pre-certification may be allowed for an individual engine or group member engines represented by parent engine, but not allowed for engine family."