



SHIP SAFETY BULLETIN

Bulletin No.: 07/2016
RDIMS No.: 11598747
Date: 2016-07-27
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**Subject: INTERIM MEASURES FOR SMALL MARINE DIESEL
ENGINES**

This bulletin replaces Ship Safety Bulletin No. [10/2015](#)

Purpose

This bulletin explains Transport Canada's interim measures regarding compliance with IMO Tier III nitrogen oxides emissions standards set out in the *Vessel Pollution and Dangerous Chemicals Regulations* ([the Regulations](#)).

Scope

This bulletin applies to Canadian vessels, that voyage within Canadian waters with a combined nameplate propulsion power of less than 750 kW, installing a small marine diesel engine with a power rating between 130 kilowatts and 750 kilowatts, that are subject to subsection 110.3 (4) of the Regulation.

Background

In early fall of 2015, marine engine suppliers indicated that IMO Tier III compliant marine diesel engines under 750 kW would not be available from engine manufacturers by January 1, 2016.

Beside the non-availability of compliant engines, the Canadian small vessel industry had concerns with the options available to vessel owners to meet the current engine emission requirements.

Interim measures

Transport Canada will not require compliance with the IMO Tier III nitrogen oxides emissions standards set out in subsection 110.3 (4) of the Regulations, **until January 1, 2017**, for Canadian vessels **IF** the marine diesel engine with a power ratings between 130 kilowatts and 750 kilowatts:

Keywords:

1. Air Emissions
2. Nitrogen Oxides
3. Enforcement
4. Pollution Prevention

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1. Meets the IMO Tier II nitrogen oxides emissions standards set out in subsection 110.2 (3) of the Regulations;

OR

2. Complies with the United States Environmental Protection Agency Tier 3 emission standards for marine diesel engines set under Title 40, section 1042.101, of the *Code of Federal Regulations of the United States* for Category 1 engines.

While these interim measures are in place, Transport Canada will analyze issues of the application of IMO Tier III standards on small marine diesel engines as they apply to:

- the availability of compliant engines;
- current emission abatement technologies; and
- the technical challenges of the vessels.

This analysis will help Transport Canada make informed decisions in the future, on how best to address section 110.3(2)(b) of the Regulations, which outlines an exemption provision from the IMO Tier III standards for vessels with a combined nameplate diesel engine propulsion power of less than 750 kW, if it is not possible to meet the standards due to design or construction limitations of the vessel. This provision is similar to one set out in Regulations 13.5.2.2 of Annex VI of the International Convention for the Prevention of Pollution from Ships, (MARPOL).