

EPA Proposes Rule on Emission Control of New Large Marine Compression-Ignition Engines – On May 29, 2002 (67 FR 37548), the U.S. Environmental Protection Agency (EPA) proposed rule concerning emission standards for new marine diesel engines at or above 30 liters per cylinder and 2.5 to 30 liters per cylinder on U.S. vessels.

Marine diesel engines at or above 30 liters per cylinder are very large marine engines used primarily for propulsion power on ocean-going vessels such as container ships, tankers, bulk carriers, and cruise ships. EPA proposes a first tier that is comparable to the internationally-negotiated oxides of nitrogen (NO_x) standards (the International Maritime Organization NO_x standards) and would apply to new engines manufactured in 2004 and later years. A second tier would increase emission reductions through engine-based controls and would affect new engines built after 2006. EPA further suggests voluntary low-emission engine standards which would require the use of advanced NO_x emission control technologies such as selective catalytic reduction (SCR). Emissions from all marine diesel engines at or above 30 liters per cylinder account for approximately 1.5% of U.S. mobile source NO_x emissions. The standards proposed by EPA would only apply to new engines of U.S. vessels and could lead to possible national emission reductions of 11% by 2030.

For engines at or above 2.5 liters per cylinder but less than 30 liters per cylinder, the Tier 2 standards were finalized in EPA's 1999 commercial marine diesel engine rule and take effect beginning in 2007. Until then, engine manufacturers are encouraged by the 1999 rule to voluntarily comply with the Tier 1 standards, which are equivalent to the IMO NO_x standards. The IMO NO_x standards are not yet enforceable. EPA is now proposing that engine manufacturers meet the Tier 1 standards starting in 2004. The Agency is also proposing to eliminate the foreign trade exemption for all marine diesel engines, which was available for engines installed on vessels that spend less than 25 percent of total operating time within 320 kilometers of U.S. territory.