

# STATEMENT OF COMPLIANCE FOR SELECTIVE CATALYTIC REDUCTION SYSTEM

Statement No.:  
**SCRS000001A**  
Date of issue:  
**2017-05-24**

This statement confirms compliance with the MARPOL Annex VI, regulation 13 and NOx Technical Code 2008 as well as MEPC.198(62) amended by MEPC.260(68).

## Particulars of system

Manufacturer: STT Emtec AB  
 Model: SCRmarine  
 Type: ME, MD, LC, LB, XA, XB, XD, XE  
 Design features: Installation after turbo charger

## Particulars of test

Date of test: 2017-01-26 and 2017-01-27  
 Place of test: STT Emtec Engine Test Centre, Sundsvall, Sweden  
 Fuel oil specification: ISO-F, DMA, Sulphur content: 0.02 % m/m  
 Test cycle(s):  E2     E3     D2     C1

## Reference documents

- "STT SCRmarine, A Selective Catalytic Reduction System for marine applications", Issue: 1.0, dated 2015-03-17
- STT Emtec, Test Report No.: 5040-R1704, dated 2017-04-28

## This is to confirm:

That the emission measurements as part of the survey have been performed to demonstrate the function, performance of the system in compliance with NOx Technical Code 2008 chapter 5 as well as MEPC.198(62) amended by MEPC.260(68) and found to be in compliance with Tier III emission limits as specified in MARPOL Annex VI, regulation 13 paragraph 5.1.1.

Issued at **Hamburg** on **2017-05-24**



for **DNV GL**

*Stine Mundal*

**Stine Mundal**

**Head of Section Environmental Certification**



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## Particulars of test (continued)

Specification of the Engine fitted to the SCR System during system performance test:

Manufacturer: AB Volvo Penta  
Engine Type: D12; Serial No.: 1012403744  
Rated Power: 331 kW  
Rated Speed: 1800 rpm

In above specified combination the engine and SCR system's specific NO<sub>x</sub> emission E3 cycle value is:

**1.4 g/kWh** (NO<sub>x</sub> Tier III limit at 1800 rpm: 2.0 g/kWh)  
Reduction Rate  $\eta$ : **>70%** at all mode points in the E3 cycle

In above specified combination the engine and SCR system's specific NO<sub>x</sub> emission C1 cycle value is:

**1.5 g/kWh** (NO<sub>x</sub> Tier III limit at 1800 rpm: 2.0 g/kWh)  
Reduction Rate  $\eta$ : **>70%** at all mode points in the C1 cycle  
(except 10% and idle mode point, which is in line with Revised MARPOL Annex VI and NTC2008)

## Additional specifications

The choice of SCR chamber type shall be within acceptable exhaust backpressure from the engine and the maximum allowable space velocity to enable the NO<sub>x</sub> reduction rate.

## Remarks

1. This Statement of Compliance does not replace the Engine International Air Pollution Prevention (EIAPP) certificate and cannot be converted into an EIAPP certificate.
2. Where this SCR System is to be included within the EIAPP certification, it must be recognized as a component of the engine, and its presence shall be recorded in the engine's Technical File.
3. The deterioration rate of catalyst material is not scope of this Statement of Compliance.
4. The compliance with relevant requirements of the DNV GL Type Approval System has not been tested.