



Technical Highlights

Marine Diesel Engine Emission Standards: Scope of Application

The U.S. Environmental Protection Agency's (EPA's) final rule for commercial marine diesel engines sets emission standards that apply to new engines used in the United States. These standards take effect for new engines manufactured starting in 2004, 2005, or 2007, depending on the size of the engine. This fact sheet is addressed to companies producing these engines.

How does EPA distinguish marine and non-marine diesel engines?

We define a marine diesel engine as one that is "installed on" a marine vessel. A loose engine that someone intends to install on a marine vessel can also be a marine diesel engine. This does not include portable auxiliary engines for which the fueling, cooling, and exhaust systems are not integral parts of the vessel.

Do the emission standards apply to remanufactured engines?

Generally not. Marine engines you produce and sell before the new standards take effect are not affected by EPA requirements, with three exceptions (1) if you remanufacture a land-based engine for installation on a marine vessel, or (2) if you remanufacture any engine for installa-

tion in a new vessel, or (3) if anyone imports an uncertified engine installed (or to be installed) on a vessel. In the first two cases, we treat the engine as new marine engine that must meet any standards in effect at the time you remanufacture it. Also, if you try to install a used engine in a new vessel (or a land-based engine in any vessel) without remanufacturing it, the emission standards in effect at the time of installation would apply to that engine. In the case of importation, we apply the marine engine standards, if any, that were in effect at the time the imported engine was freshly manufactured.

What exactly is a “new vessel”?

A new vessel is one that is freshly manufactured or on whose value at the point of sale is at least 50 percent from new parts and construction. This includes vessels that recycle selected components and refurbished vessels that are so extensively overhauled that the majority of the resale value is from the new construction.

What about remanufacturing engines that were covered by an EPA certificate?

Anyone rebuilding or remanufacturing a certified engine must bring it back to its original configuration. See the fact sheet on rebuilding diesel engines for more information (EPA420-F-99-045). We do not expect anyone to certify or re-certify these remanufactured engines.

What if your customer wants to repower a vessel with a new engine?

A boat owner may want to replace an existing engine with a new model. If you make a new marine engine to replace an existing one, it must meet any emission standards in effect at the time you finish assembling the new engine. However, if we agree that there is no engine available (from you or any other manufacturer) with the physical and performance characteristics needed for that installation, we will allow you to produce an uncertified engine. You will need to label the new engine and take possession of the engine you are replacing.

What is the foreign-trade exemption?

If someone wants to install a new marine diesel engine on a U.S.-flagged vessel for overseas operation, you may request that we give you an

exemption for those engines. You would need to have a letter from the buyer of the new vessel showing that the vessel will operate predominantly overseas. The buyer can do this in one of two ways: (1) Show that at least 75 percent of the engine operating time will occur more than 320 nautical kilometers outside of the U.S. This does not include trips between ports in Alaska, Hawaii, and the continental U.S., or (2) Show that the vessel has (or will have) solely a registry endorsement so it's clear that the vessel will not operate between two U.S. ports.

What if I modify an engine that is already certified to meet land-based requirements for installation in a marine vessel?

You may qualify for the engine dressing exemption. For more information, see 40 CFR 94.907.

What about recreational marine diesel engines?

A recreational marine diesel engine is one that you intend to be installed on a recreational vessel. The emission standards in this final rule do not apply to these engines. You will only need to label these engines to show that they are for recreational vessels. We will be proposing separate emission standards for recreational engines.

What other exemptions are available?

The commercial marine diesel final rule includes several other exemptions. Many of these are common to other programs. See 40 CFR 94, Subparts I and J for more information about how we handle each of these exemptions.

1. **Competition exemption:** for engines that are used solely for competition.
2. **National security exemption:** for combat-related applications.
3. **Testing exemption:** for your specific testing programs with uncertified engines.
4. **Manufacturer-owned engine exemption:** for engines you keep to further develop your product.
5. **Display exemption:** for engines that are strictly for observation.
6. **Export exemption:** for engines you export to other countries (as long as they don't adopt our standards).
7. **Incomplete engine exemption:** for loose, uncertified engines you import to convert into a certified marine configuration.

For More Information

Additional documents on marine diesel engine emission standards are available electronically on the Office of Mobile Sources' web site at:

<http://www.epa.gov/oms/marine.htm>

You can also contact Alan Stout at:

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