



**DEFINITIONS FOR THE COST EFFECTIVENESS FORMULA IN
REGULATION 13.7.5 OF THE REVISED MARPOL ANNEX VI**

1 The Sub-Committee on Bulk Liquids and Gases, at its thirteenth session (2 to 6 March 2009), recognized the necessity of definitions for the cost effective formula to calculate the cost of the approved method for existing engines in regulation 13.7.5 of the revised MARPOL Annex VI and developed a circular to address the issue.

2 The Marine Environment Protection Committee, at its fifty-ninth session (13 to 17 July 2009), approved the definition for the cost effective formula developed by the BLG Sub-Committee at its thirteenth session.

3 Member Governments are invited to bring this circular to the attention of their Administrations, relevant shipping organizations, recognized organizations, shipping companies and other stakeholders concerned and encourage them to take it into account when applying the cost effective formula for the certification of an approved method for existing engines.

ANNEX

**DEFINITIONS FOR THE COST EFFECTIVENESS FORMULA IN
REGULATION 13.7.5 OF THE REVISED MARPOL ANNEX VI**

This circular is being made available for use by engine manufacturers, shipowners, designers, naval architects and Administrations, to provide guidance in the use of the Cost/Effectiveness Formula, as set out in regulation 13.7 to MARPOL Annex VI.

This circular will assist those identified in assessing whether Approved Methods for existing engines, as described in regulation 13.7 of MARPOL Annex VI, could be approved.

The values as identified in the aforementioned Formula are defined as follows:

- ΔNO_x :** The difference between the engine's designed weighted specific NO_x value and the applicable limit as stated in regulation 13.7.4.
- Power:** The rated power (kW) of the engine(s) as defined on the application for an Approved Method.
- Cost:** The sale price of the components plus any installation cost above that of regular maintenance.
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