



REPORTING OBLIGATIONS RELATED TO EXHAUST GAS CLEANING SYSTEM (EGCS) MALFUNCTIONS

Technical Notice MARPOL.9 Rev.1

*Notice to Ship-owners, Ship Operators, Managers, Masters,
Owners' Representatives and Recognized Organizations*

The Directorate wishes to bring to the attention of ship owners and operators that have chosen their compliance method to meet the IMO 2020 fuel oil sulphur limit, by installing and retrofitting Exhaust Gas Cleaning System/s (EGCS) on their vessels.

This guidance reminds all concerned to IMO Circular [MEPC.1/Circ.883/Rev.1](#) – Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the Exhaust Gas Cleaning System (EGCS) fails to meet the provisions of the 2009 EGCS Guidelines (Res. MEPC.184(59)), the 2015 EGCS Guidelines (Res. MEPC.259(68)) and the 2021 EGCS Guidelines (Res. MEPC.340(77)).

An EGCS unit may be deemed to be faulty when its emissions and discharges exceed the standard as prescribed in the 2015 EGCS Guidelines. As stated in the above IMO Circular, any malfunction that lasts for more than one hour or in case of repetitive malfunctions, in pursuant to regulation 5.6 of Annex VI of the MARPOL Convention, is to be reported to this Administration, to the vessel's Class and to the relevant port State control competent authority, along with details of actions to be taken to address such a malfunction/s.

An EGCS malfunction event should be duly recorded in the EGCS Record Book including the date and time of the malfunction, along with a description of the actions taken to resolve it and any follow-up actions, as necessary.

Short term temporary exceedances of the applicable emissions ratio and discharge parameters that occur as a result of EGCS dynamic responses due to sudden changes in the exhaust gas flow and/or wash water flow characteristics, do not necessary mean that the system is malfunctioning. There are various parameters being monitored and recorded that are normally interrelated, hence if the value of one parameter changes, this will result in a corresponding change in one of the other parameters. Such interrelation of parameters will provide an indication as to whether the EGCS is faulty, or it is only a failure of one of the sensors.

The ship operator should follow the process to identify and remedy the malfunction in the approved Exhaust Gas Cleaning System – Technical Manual (ETM). Typical operating conditions that may result in such short-term temporary exceedance would be specified in this ETM Manual.

More information as regards to such short term exceedance and failure of single monitoring instrument can be found in the subject IMO Circular [MEPC.1/Circ.883/Rev.1](#).



Merchant Shipping Directorate



Transport Malta

Technical Notice MARPOL.9 Rev.1
Page 2 of 2

Revision History

Version	Description of changes
Technical Notice Marpol.9	First issue of Technical Notice.
Technical Notice Marpol.9 Rev.1	Technical Notice revised following revision of MEPC.1/Circ.883. Technical Notice MARPOL.9 Rev.1 now refers to all EGCS guidelines dated 2009, 2015 and 2021 as per revised MEPC.1/Circ.883 Rev.1.

Merchant Shipping Directorate

19 August 2025