

- (b) This regulation does not apply to:
 - (i) emergency diesel engines, engines installed in lifeboats and any device or equipment intended to be used solely in case of emergency; and
 - (ii) engines installed on ships solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly, provided that such engines are subject to an alternative NOx control measure established by the Administration.
 - (c) Notwithstanding the provisions of subparagraph (a) of this paragraph, the Administration may allow exclusion from the application of this regulation to any diesel engine which is installed on a ship constructed, or on a ship which undergoes a major conversion, before the date of entry into force of the present Protocol, provided that the ship is solely engaged in voyages to ports or offshore terminals within the State the flag of which the ship is entitled to fly.
- (2) (a) For the purpose of this regulation, "major conversion" means a modification of an engine where:
- (i) the engine is replaced by a new engine built on or after 1 January 2000, or
 - (ii) any substantial modification, as defined in the NOx Technical Code, is made to the engine, or
 - (iii) the maximum continuous rating of the engine is increased by more than 10%.
- (b) The NOx emission resulting from modifications referred to in the subparagraph (a) of this paragraph shall be documented in accordance with the NOx Technical Code for approval by the Administration.