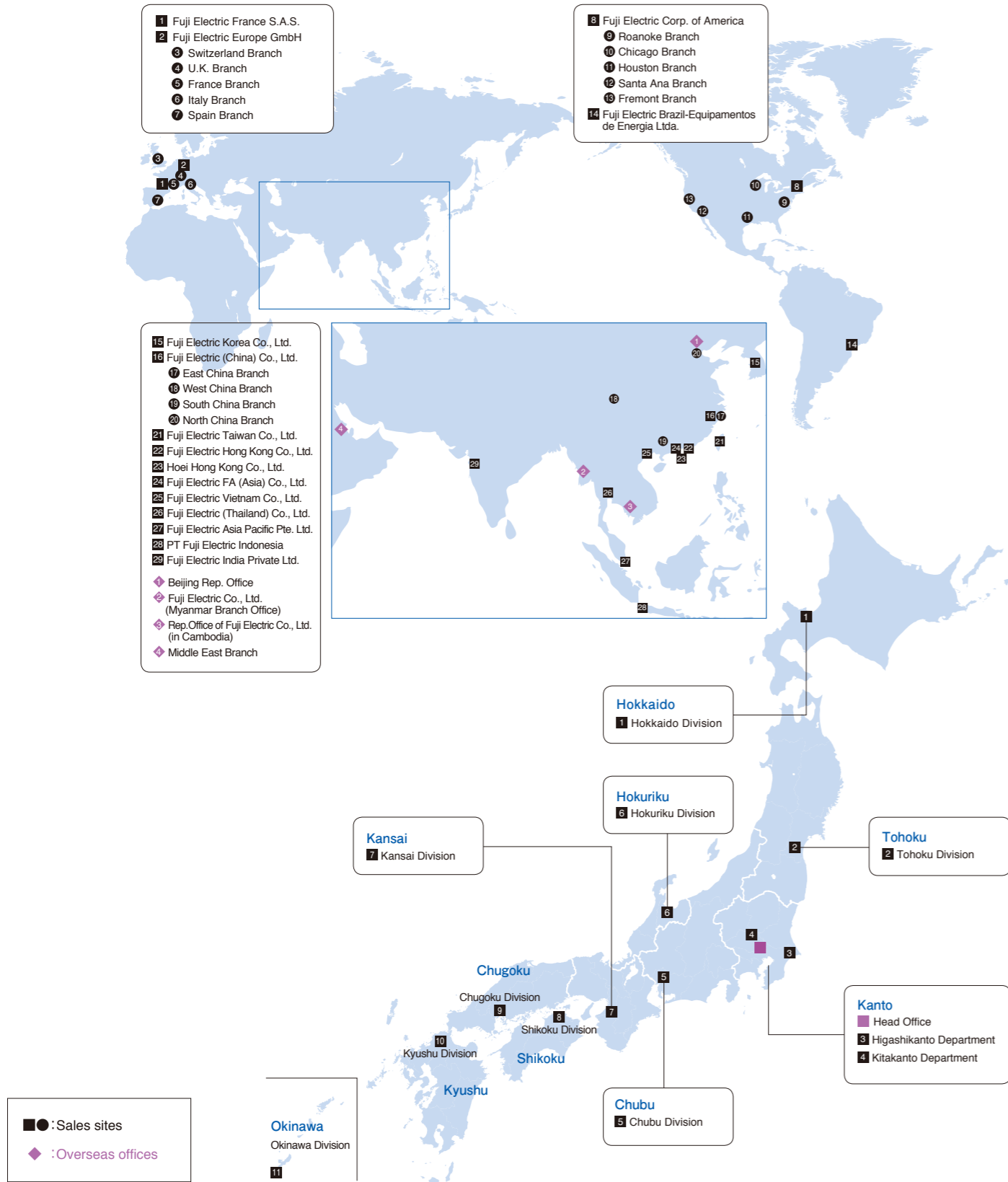


Exhaust Gas Cleaning System for SOx and PM regulation compliance

On-board testing under way



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The International Maritime Organization (IMO) regulations on sulfur oxide (SOx) emissions in ship exhaust are steadily being strengthened in stages.

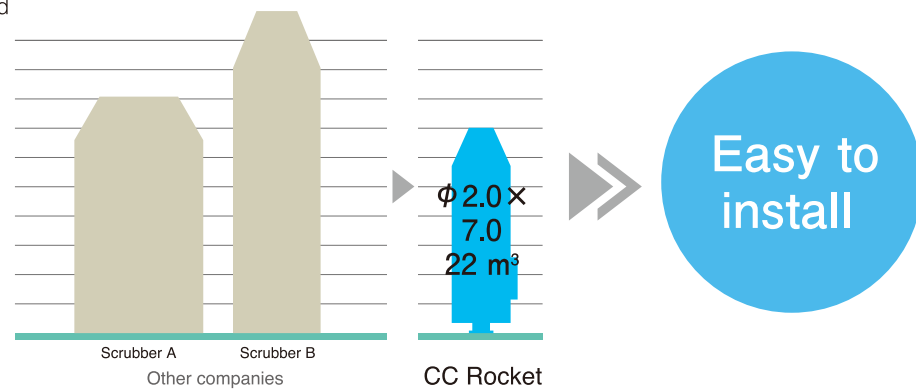
To comply, ship operators are forced to use low sulfur fuel oil, which is costly and will drive operating costs up. Now, exhaust gas cleaning systems (EGCS) have been recognized by the IMO as an alternative SOx-reducing measure. EGCS keep operating costs low through the continued use of bunker fuel oil.

*1 MARPOL 73/78 (International Convention for the Prevention of Pollution From Ships, 1973, 1978), Amended Annex VI: Prevention of Air Pollution from Ships.

Compact design

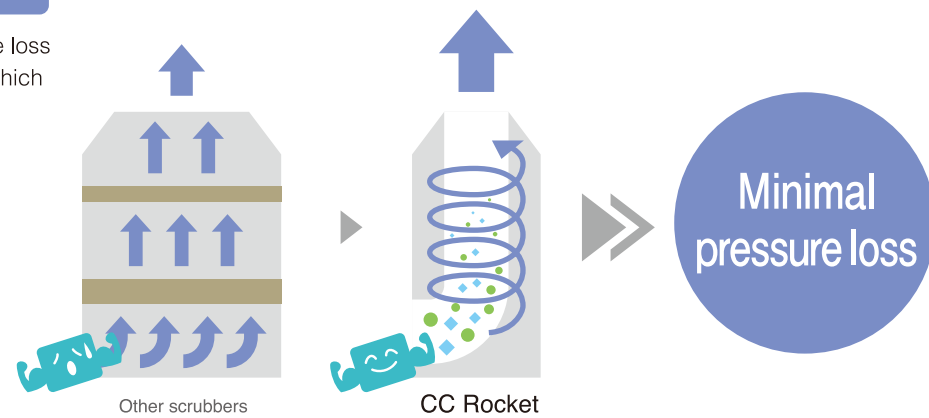
The CC Rocket is the world's smallest marine scrubber. It can be installed with ease in both new builds and retrofits.

*2: 10 MW-class, as of 2015



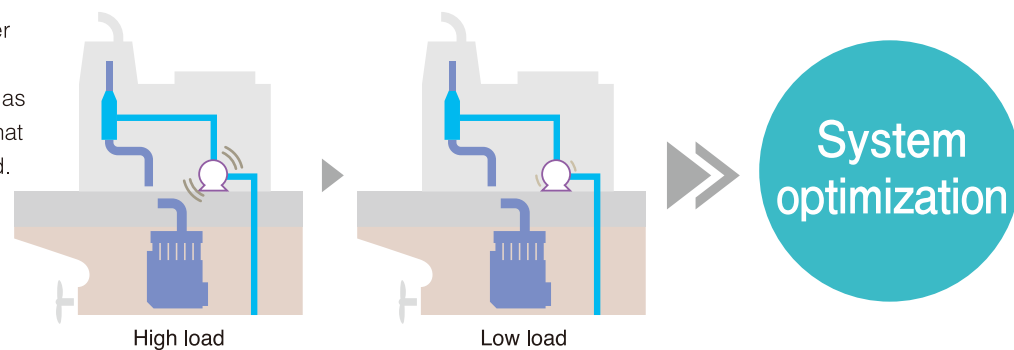
Energy efficient

Our patent-pending cyclone system reduces the loss of pressure that usually attends scrubber use, which means more power for the engine.



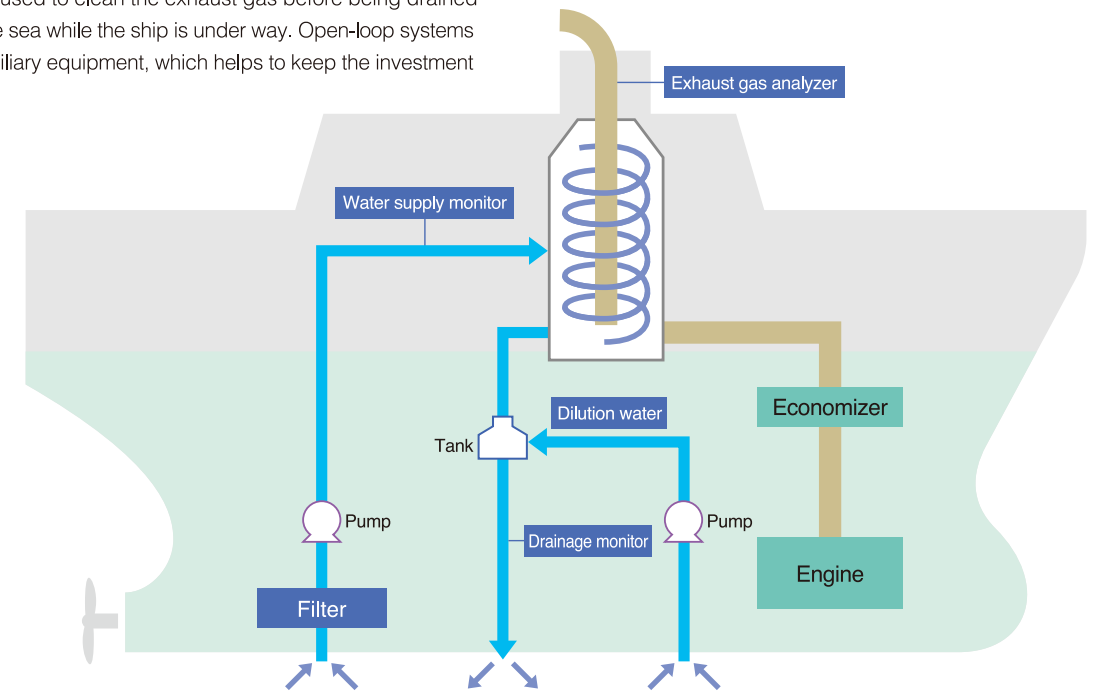
Versatile and adaptable

By combining a highly responsive laser spectrometer and a high-efficiency, inverter-driven pump with the exhaust gas analyzer, we enable efficient operation that is adjustable in accordance with the load.



Open-loop system

Seawater is used to clean the exhaust gas before being drained back into the sea while the ship is under way. Open-loop systems use less auxiliary equipment, which helps to keep the investment burden light.



Hybrid system

A hybrid system can operate in either open-loop or closed-loop mode. When the ship is in a drainage-regulated area such as coastal regions or rivers, the system can be switched to closed-loop mode, which uses seawater treated with a chemical solution that is not discharged from the ship.

