

# News Release

**Kanadevia**  
Technology for people and planet

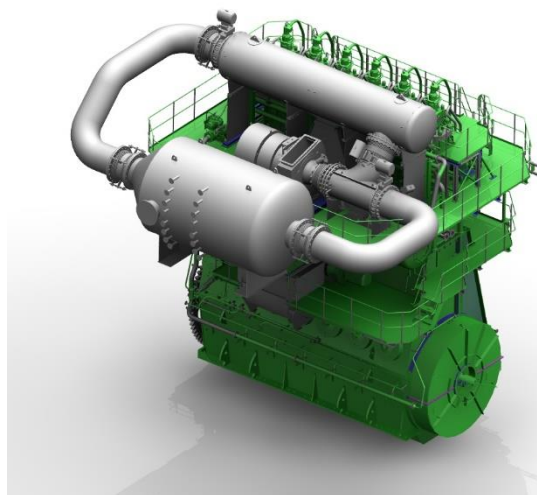
**Kanadevia Corporation**

April 14, 2026

## **Cumulative Orders for SCR Systems for Marine Engines Reach 300 Units**

**- Contributing to Air Pollution Prevention by Reducing NOx Emissions -**

Kanadevia Corporation has recently received new orders for its SCR (Selective Catalytic Reduction) systems for marine engines, which reduce nitrogen oxides (NOx) emitted from marine engines. With these latest orders, the cumulative number of SCR systems for marine engines ordered has reached 300 units since the first order was received in 2017.



[Image of SCR System for Marine Engines]

The International Maritime Organization (IMO) has been progressively strengthening regulations on NOx emissions from ships in order to prevent air pollution. The IMO NOx Tier III regulations<sup>※</sup> came into force in designated areas in North America in January 2016, followed by the addition of the North Sea and the Baltic Sea as designated areas in January 2021. Furthermore, it has been decided that the regulations will be applied to Arctic waters off the coast of Canada from January 2025 and to waters off the coast of Norway from March 2026, and further tightening of regulations is expected in the future.

※Under the IMO NOx Tier III regulations governing NOx emissions from ships during navigation, an additional reduction of 80% is required compared with the Tier I regulations (17.0 g/kWh), which came into effect in 2005.

Kanadevia's SCR systems for marine engines reduce NOx emissions by injecting urea solution into exhaust gas containing NOx and passing it through a DeNOx catalyst, where NOx is decomposed into nitrogen and water. The main features of the systems are as follows:

- The system utilizes Kanadevia's proprietary DeNOx catalyst technology, which has an extensive track record in NOx treatment at thermal power plants and waste-to-energy facilities in Japan and overseas.
- As NOx is removed from exhaust gas after it is discharged from the engine, the system has almost no impact on fuel efficiency.
- By using urea solution as the reducing agent to neutralize NOx, the system can be operated more safely onboard vessels compared with systems using ammonia.
- The urea solution used in the SCR system for marine engines can be produced onboard. As an option, Kanadevia offers a urea dilution skid that automatically produces urea solution after urea powder is loaded. This enables production of an appropriate amount of urea solution according to operating conditions, contributing to lower operating costs and reduced onboard urea solution storage tank capacity.

Kanadevia began developing SCR system for marine engines in 2009 and, in 2014, obtained the world's first manufacturing and supply certification from Everllence SE (Germany), a licensor of marine diesel engines. In 2019, the Company launched the SCR system for marine engines Mk-II, which reduced the installation footprint by approximately 40% compared with conventional models, enabling installation on a wider variety of vessels. Since 2021, Kanadevia has also been advancing catalyst development for exhaust gas treatment of marine engines using next-generation fuels, such as LNG and ammonia. Through the provision of SCR system for marine engines and catalysts, the Company will continue to contribute to climate change mitigation and the realization of a sustainable society.

(END)