Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area)

Object of Amendment

Rules for Marine Pollution Prevention Systems Rules for Marine Engine Emission Verification Guidance for Marine Pollution Prevention Systems Guidance for Marine Engine Emission Verification

Reason for Amendment

Regulation 13.6 of MARPOL Annex VI specifies the NOx emission control areas to which NOx Tier III regulations apply, and regulation 14.3 of MARPOL Annex VI specifies the sulphur oxide emission control areas to which the sulphur concentration in fuel oil is limited to 0.10 % or less. These regulations have already been incorporated into the NK Rules.

Recently, the IMO first proposed to define the Canadian Arctic Area and Norwegian Sea Area as new emission control areas (nitrogen oxide emission control areas and sulphur oxide emission control areas) and then adopted resolution MEPC.392(82) to amend MARPOL accordingly at the 82nd session of the IMO Marine Environment Protection Committee (MEPC82) held in October 2024.

Accordingly, relevant requirements are amended based on this resolution.

Outline of Amendment

Add the Canadian Arctic Area and the Norwegian Sea Area as emission control areas.

Effective Date and Application

Effective date of this amendment is 1 March 2026.

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

ID:DD24-30

Amended	Original	Remarks
RULES FOR MARINE POLLUTION	RULES FOR MARINE POLLUTION	
PREVENTION SYSTEMS	PREVENTION SYSTEMS	
Part 1 GENERAL	Part 1 GENERAL	
Chapter 1 GENERAL	Chapter 1 GENERAL	
1.1 General	1.1 General	
1.1.4 Class Notations	1.1.4 Class Notations	
(-1 and -2 are omitted.)	(-1 and -2 are omitted.)	
(Deleted)	3 With regard to the permission/prohibition of	In the nitrogen oxide
	operation of diesel engines in the NOx emission control areas	emission control area
	referred to in 1.1.2(15), Part 8 of the Rules, excluding those case where exemption from compliance with the standards	(Norwegian Sea Areas) incorporated in this
	specified in Regulation 13.5.1 of Annex VI is granted, the	amendment, the year
	following (1) and (2) are to be entered into the Classification	applicable to Tier III
	Register as descriptive notes for the ship.	cannot generally be expressed in a single
	(1) In the case where diesel engine installations are	year, as there are other
	provided on ships at beginning stage of construction on or after 1 January 2016 (excluding those which	applicable dates other
	fall under the following (2)) in accordance with the	than the date of commencement of
	requirements of <i>Annex</i> VI, a note thereof (e.g.,	construction.
	NOx-III(2016)) is to be added.	For this reason, the
	(2) In the case where diesel engine installations are	descriptive note (year of
	provided on ships at beginning stage of construction on or after 1 January 2021 in accordance with the	keel laying) on the class notation, which is
	requirements of <i>Annex</i> VI, a note thereof (e.g.,	attached to ships that are
	requirements of thurs vi, a note thereof (e.g.,	

(Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area))

Amended	Original	Remarks
<u>3</u> (Omitted)	NOx-III(2021)) is to be added. 4 (Omitted)	allowed to operate in the nitrogen oxide emission control area, is deleted.
Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	
Chapter 1 GENERAL	Chapter 1 GENERAL	
1.1 General	1.1 General	
1.1.2 Terminology (<i>Regulation</i> 2, 13, 14 and 16 of <i>Annex</i> VI and 1.3, 4.1, 4.3.9 and 4.4.8 of <i>NOx Technical Code</i>)*	1.1.2 Terminology (<i>Regulation</i> 2, 13, 14 and 16 of <i>Annex</i> VI and 1.3, 4.1, 4.3.9 and 4.4.8 of <i>NOx Technical Code</i>)*	
For the purpose of the requirements in this Part, the following definitions apply unless specified otherwise in Chapter 2 or 3: ((1) to (14) are omitted.)	For the purpose of the requirements in this Part, the following definitions apply unless specified otherwise in Chapters 2 or 3: ((1) to (14) are omitted.)	
(15) "NOx Emission Control Areas" means the following areas:	(15) "NOx Emission Control Areas" means the following areas:	
(a) The North American Area(Omitted)(b) The United States Caribbean Sea Area(Omitted)	(a) The North American Area(Omitted)(b) The United States Caribbean Sea Area(Omitted)	
(c) The Baltic Sea Area(Omitted)(d) The North Sea Area	(c) The Baltic Sea Area(Omitted)(d) The North Sea Area	The Canadian Arctic Area specified in
(Omitted) (e) The Canadian Arctic Area The sea area enclosed by geodesic lines	(Omitted) (Newly added)	Appendix VII.5 of MARPOL Annex VI are added to the nitrogen

(Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area

	reas (Canadian Arctic Area and Norwegian Sea Area))	Remarks
Amended	Original	
connecting the coordinates specified in		oxide emission control
Appendix VII.5 to Annex VI.	AT 1 11 1	area.
(f) The Norwegian Sea Area	(Newly added)	The Norwegian Sea
The sea area enclosed by geodesic lines		Area specified in
connecting the coordinates specified in		regulation 13.9.4 of
Regulation 13.9.4 to <i>Annex</i> II.		MARPOL Annex II are
(g) A sea area, including port areas, designated by	(e) A sea area, including port areas, designated by	added to the nitrogen
the IMO in accordance with criteria and	the <i>IMO</i> in accordance with criteria and	oxide emission control
procedures set forth in Appendix III to Annex VI	procedures set forth in Appendix III to Annex VI	area.
other than those specified in (a) to $(\underline{\mathbf{f}})$ above.	other than those specified in (a) to ($\underline{\mathbf{d}}$) above.	
(16) "SOx Emission Control Areas" means any sea area,	(16) "SOx Emission Control Areas" means any sea area,	
including any port area, designated by the IMO in	including any port area, designated by the IMO in	
accordance with the criteria and procedures set forth	accordance with the criteria and procedures set forth	
in Appendix III to Annex VI. The emission control	in Appendix III to Annex VI. The emission control	
areas are those areas listed in the following (a) to	areas are those areas listed in the following (a) to ($\underline{\mathbf{e}}$):	
(<u>g</u>):		
(a) The North American Area	(a) The North American Area	
The area specified in (a) of (15) above.	The area specified in (a) of (15) above.	
(b) The United States Caribbean Sea Area	(b) The United States Caribbean Sea Area	
The area specified in (b) of (15) above.	The area specified in (b) of (15) above.	Add the Canadian Arctic
(c) The Baltic Sea Area	(c) The Baltic Sea Area	Area specified in
The area specified in (c) of (15) above.	The area specified in (c) of (15) above.	Appendix VII.5 of
(d) The North Sea Area	(d) The North Sea Area	MARPOL Annex VI as
The area specified in (d) of (15) above.	The area specified in (d) of (15) above.	the sulphur oxide
(e) The Mediterranean Sea Area	(e) The Mediterranean Sea Area	emission control area.
(Omitted)	(Omitted)	
(f) The Canadian Arctic Area	(Newly added)	Add Norwegian Sea
The area specified in (e) of (15) above.		Area specified in regulation 13.9.4 of
(g) The Norwegian Sea Area	(Newly added)	MARPOL Annex II as
The area specified in (f) of (15) above.	((17) + (27)	the sulphur oxide
((17) to (27) are omitted.)	((17) to (27) are omitted.)	emission control area.

(Addition of Emission Control A	reas (Canadian Arctic Area and Norwegian Sea Area))	
Amended	Original	Remarks
Chapter 2 EQUIPMENT FOR THE	Chapter 2 EQUIPMENT FOR THE	
PREVENTION OF AIR POLLUTION FROM	PREVENTION OF AIR POLLUTION FROM	
SHIPS	SHIPS	
2.1 Nitrogen Oxides (NOx) (Regulation 13 of Annex VI)	2.1 Nitrogen Oxides (NOx) (Regulation 13 of Annex VI)	
2.1.2 Requirements for Installation*	2.1.2 Requirements for Installation*	
1 On each diesel engine, the exhaust gas cleaning	1 On each diesel engine, the exhaust gas cleaning	
system to reduce NOx emissions specified in the approved	system to reduce NOx emissions specified in the approved	
Technical File is to be installed, otherwise the equivalent	Technical File is to be installed, otherwise the equivalent	
method to reduce NOx emissions deemed appropriate by the	method to reduce NOx emissions deemed appropriate by the	
Society is to be carried out in order to keep the NOx	Society is to be carried out in order to keep the NOx	
emission measured and calculated in accordance with the	emission measured and calculated in accordance with the	
following -2 within the limits specified in Tables 8-1(a) to (c) at the number of maximum continuous revolutions	following -2 within the limits specified in Tables 8-1(a) to (c) at the number of maximum continuous revolutions	
(referred to in 2.1.24, Part A of the Rules for the Survey	(referred to in 2.1.24, Part A of the Rules for the Survey	
and Construction of Steel Ships, hereinafter the same) of	and Construction of Steel Ships, hereinafter the same) of	
the diesel engine.	the diesel engine.	
(1) Diesel engines which are installed on ships at	(1) Diesel engines which are installed on ships at	
beginning stage of construction on or after 1 January	beginning stage of construction on or after 1 January	
2000	2000	
(a) Tier I	(a) Tier I	
(Omitted)	(Omitted)	
(b) Tier II	(b) Tier II	
(Omitted)	(Omitted)	
(c) Tier III	(c) Tier III	
For either of the following ships which operate	For either of the following ships which operate	
in applicable NOx emission control areas	in applicable NOx emission control areas	
installed with diesel engines:	installed with diesel engines:	
i) Ships at beginning stage of construction on	i) Ships at beginning stage of construction on	

Amended	Original	Remarks
	Original	KUHAIKS
or after 1 January 2016 which operate in the	or after 1 January 2016 which operate in the	
NOx emission control areas specified in (a)	NOx emission control areas specified in (a)	
and (b) of 1.1.2(15);	and (b) of 1.1.2(15);	
ii) Ships at beginning stage of construction on	ii) Ships at beginning stage of construction on	
or after 1 January 2021 which operate in the	or after 1 January 2021 which operate in the	
NOx emission control areas specified in (c)	NOx emission control areas specified in (c)	
and (d) of 1.1.2(15); or	and (d) of 1.1.2(15); or	Based on IMO
iii) Ships at beginning stage of construction on	(Newly added)	Resolution
or after 1 March 2026 which operate in the		MEPC.392(82),
NOx emission control areas specified in (f)		incorporate
of 1.1.2(15); for this purpose, the term		Regulation 13.5.1.2.3 of
"ships at beginning stage of construction on		MARPOL Annex VI
or after 1 March 2026" means as follows:		which is related to the
1) ships for which the building contract is		regulation on the
placed on or after 1 March 2026;		nitrogen oxide emission
2) in the absence of a building contract,		control sea area in
ships at the beginning stage of		Norwegian Sea Area.
construction on or after 1 September		
<u>2026; or</u>		
3) ships for which the delivery is on or		
<u>after 1 March 2030.</u>		
<u>iv</u>) Ships at beginning stage of construction on	<u>iii</u>) Ships at beginning stage of construction on	Canadian Arctic Area is
or after the date of the adoption of such a	or after the date of the adoption of such a	specified here for
NOx emission control area by the <i>IMO</i> or a	NOx emission control area by the <i>IMO</i> or a	retroactive application.
later date as may be specified by the IMO in	later date as may be specified by the <i>IMO</i> in	
accordance with Regulation 13.5.1.3 of	accordance with Regulation 13.5.1.3 of	
Annex VI, whichever is later which operate	Annex VI, whichever is later which operate	Based on IMO
in NOx emission control areas other than	in NOx emission control areas other than	Based on IMO Resolution
those specified in (a) to (<u>f</u>) (excluding (e))	those specified in (a) to $(\underline{\mathbf{d}})$ of 1.1.2(15).	MEPC.392(82),
of 1.1.2(15).		incorporate Regulation
1) Ships at beginning stage of construction		13.5.1.3.1 of MARPOL
on or after 1 January 2025 which		Annex VI which is

Amended	Original	Remarks
operate in the NOx emission control areas specified in (e) of 1.1.2(15). (d) (Omitted) (2) (Omitted)	(d) (Omitted) (2) (Omitted)	related to the regulation on the nitrogen oxide emission control sea area in Canadian Arctic Area. For Canadian Arctic Area, it is noted that ship is constructed on or after 1 January 2025 are
		covered.

(Addition of Emission Control Ar	reas (Canadian Arctic Area and Norwegian Sea Area))	
Amended	Original	Remarks
RULES FOR MARINE ENGINE EMISSION VERIFICATION	RULES FOR MARINE ENGINE EMISSION VERIFICATION	
Chapter 1 GENERAL RULES	Chapter 1 GENERAL RULES	
1.2 Definition	1.2 Definition	
Terms used in the Rules are defined as follows: ((1) to (17) are omitted.) (18) "NOx Emission Control Areas" means the following areas: (a) The North American Area (Omitted) (b) The United States Caribbean Sea Area (Omitted) (c) The Baltic Sea Area (Omitted) (d) The North Sea Area (Omitted) (e) The Canadian Arctic Area The sea area enclosed by geodesic lines connecting the coordinates specified in	 1.2.1 Terms Terms used in the Rules are defined as follows: ((1) to (17) are omitted.) (18) "NOx Emission Control Areas" means the following areas: (a) The North American Area (Omitted) (b) The United States Caribbean Sea Area (Omitted) (c) The Baltic Sea Area (Omitted) (d) The North Sea Area (Omitted) (Newly added) 	Add the Canadian Arct Area specified Appendix VII.5 MARPOL Annex VI the sulphur oxid emission control area.
Appendix VII.5 to Annex VI. (f) The Norwegian Sea Area The sea area enclosed by geodesic lines connecting the coordinates specified in Regulation 13.9.4 to Annex II. (g) A sea area, including port areas, designated by	(Newly added) (e) A sea area, including port areas, designated by 8/18	Add the Norwegian S Area specified regulation 13.9.4 MARPOL Annex II the sulphur oxi emission control area.

,	reas (Canadian Arctic Area and Norwegian Sea Area))	
Amended	Original	Remarks
the IMO in accordance with criteria and	the IMO in accordance with criteria and	
procedures set forth in Appendix III to Annex VI	procedures set forth in Appendix III to Annex VI	
other than those specified in (a) to ($\underline{\mathbf{f}}$) above.	other than those specified in (a) to $(\underline{\mathbf{d}})$ above.	
((19) and (20) are omitted.)	((19) and (20) are omitted.)	
Chapter 2 EMISSION VERIFICATION, ETC.	Chapter 2 EMISSION VERIFICATION, ETC.	
2.2 Emission Verification and Approval of Technical	2.2 Emission Verification and Approval of Technical	
File of the Engine	File of the Engine	
5 · · · · 5 · ·		
2.2.2 Maximum Allowable NOx Emission Limits*	2.2.2 Maximum Allowable NOx Emission Limits*	
On each engine, the exhaust gas cleaning system to reduce	On each engine, the exhaust gas cleaning system to reduce	
NOx emissions specified in the approved Technical File is to	NOx emissions specified in the approved Technical File is to	
be installed, otherwise the equivalent method to reduce NOx	be installed, otherwise the equivalent method to reduce NOx	
emissions deemed appropriate by the Society is to be carried	emissions deemed appropriate by the Society is to be carried	
out in order to keep the NOx emission measured and	out in order to keep the NOx emission measured and	
calculated in accordance with the following -2 within the	calculated in accordance with the following -2 within the	
limits specified in Tables 1.1(a) to 1.1(c) at the number of	limits specified in Tables 1.1(a) to 1.1(c) at the number of	
maximum continuous revolutions (referred to in 2.1.24, Part	maximum continuous revolutions (referred to in 2.1.24, Part	
A of the Rules for the Survey and Construction of Steel	A of the Rules for the Survey and Construction of Steel	
Ships, hereinafter the same) of the engine.	Ships, hereinafter the same) of the engine.	
(1) Engines which are installed on ships at beginning	(1) Engines which are installed on ships at beginning	
stage of construction on or after 1 January 2000	stage of construction on or after 1 January 2000	
(a) Tier I	(a) Tier I	
(Omitted)	(Omitted)	
(b) Tier II	(b) Tier II	
(Omitted)	(Omitted)	
(c) Tier III	(c) Tier III	
For either of the following ships which operate	For either of the following ships which operate	
in applicable NOx emission control areas	in applicable NOx emission control areas	

	reas (Canadian Arctic Area and Norwegian Sea Area))	
Amended	Original	Remarks
installed with engines: i) Ships at beginning stage of construction on or after 1 January 2016 which operate in the NOx emission control areas specified in (a) and (b) of 1.2.1(18); ii) Ships at beginning stage of construction on or after 1 January 2021 which operate in the NOx emission control areas specified in (c) and (d) of 1.2.1(18); or iii) Ships at beginning stage of construction on or after 1 March 2026 which operate in the NOx emission control areas specified in (f) of 1.2.1(18); for this purpose, the term "Ships at beginning stage of construction on or after 1 March 2026" means as follows: 1) ships for which the building contract is placed on or after 1 March 2026; 2) in the absence of a building contract, ships at the beginning stage of construction on or after 1 September 2026; or 3) ships for which the delivery is on or	installed with engines: i) Ships at beginning stage of construction on or after 1 January 2016 which operate in the NOx emission control areas specified in (a) and (b) of 1.2.1(18); ii) Ships at beginning stage of construction on or after 1 January 2021 which operate in the NOx emission control areas specified in (c) and (d) of 1.2.1(18); or (Newly added)	Based on IMO Resolution MEPC.392(82), incorporate Regulation 13.5.1.2.3 of MARPOL Annex VI which is related to the regulation on the nitrogen oxide emission control sea area in Norwegian Sea Area.
after 1 March 2030. iv) Ships at beginning stage of construction on or after the date of the adoption of such a NOx emission control area by the <i>IMO</i> or a later date as may be specified by the <i>IMO</i> in accordance with Regulation 13.5.1.3 of <i>Annex</i> VI, whichever is later which operate in NOx emission control areas other than those specified in (a) to (f) (excluding (e)) of 1.2.1(18).	iii) Ships at beginning stage of construction on or after the date of the adoption of such a NOx emission control area by the <i>IMO</i> or a later date as may be specified by the <i>IMO</i> in accordance with Regulation 13.5.1.3 of <i>Annex</i> VI, whichever is later which operate in NOx emission control areas other than those specified in (a) to (d) of 1.2.1(18).	Canadian Arctic Area is specified here for retroactive application. Based on IMO Resolution MEPC.392(82), Incorporate Regulation 13.5.1.3.1 of

Amended	Original	Remarks
1) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control areas specified in (e) of 1.2.1(18).	(Newly added)	MARPOL Annex VI which is related to the regulation on the nitrogen oxide emission control sea area in Canadian Arctic Area. For Canadian Arctic Area, it is noted that ship is constructed on or after 1 January 2025 are covered.

Amended	Original	Remarks
Guidance for Marine Pollution Prevention	Guidance for Marine Pollution Prevention	
Systems	Systems	
Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	
Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS	
2.1 Nitrogen Oxides (NOx) (Regulation13 of Annex VI)	2.1 Nitrogen Oxides (NOx) (Regulation 13 of Annex VI)	
2.1.2 Requirements for Installation	2.1.2 Requirements for Installation	
1 Major conversion of a diesel engine is to be	1 Major conversion of a diesel engine is to be	
accordance with following:	accordance with following:	
(1) The wording "time of the replacement or addition"	(1) The wording "time of the replacement or addition"	
of the diesel engine specified in 2.1.2-1(2), Part 8 of	of the diesel engine specified in 2.1.2-1(2), Part 8 of	
the Rules means any of the date following (a) to (c):	the Rules means any of the date following (a) to (c):	
(a) The contractual delivery date of the engine to the ship. However, the engine is to be fitted on	(a) The contractual delivery date of the engine to the ship. However, the engine is to be fitted on	
board and tested within six months after the date	board and tested within six (6) months after the	
specified in 2.1.2-1(1)(c)i) to iv), Part 8 of the	date specified in 2.1.2-1(1)(c)i) to iii), Part 8 of	Revision of reference
Rules, as appropriate.	the Rules, as appropriate.	number by this
(b) In the absence of a contractual delivery date, the actual delivery date of the engine to the ship, provided that the date is confirmed by a delivery receipt. However, the engine is to be fitted on	(b) In the absence of a contractual delivery date, the actual delivery date of the engine to the ship, provided that the date is confirmed by a delivery receipt. However, the engine is to be fitted on	amendment
(b) In the absence of a contractual delivery date, the actual delivery date of the engine to the ship, provided that the date is confirmed by a delivery	(b) In the absence of a contractual delivery date, the actual delivery date of the engine to the ship, provided that the date is confirmed by a delivery	•

	Amended Original			Remarks
	specified in 2.1.2-1(1)(c)i) to iv, Part 8 of the	date specified in 2.	1.2-1(1)(c)i) to <u>iii</u>), Part 8 of	
	Rules, as appropriate.	the Rules, as appro	opriate.	
	(c) In the event the engine is fitted on board and	(c) In the event the e	ngine is fitted on board and	
	tested for its intended purpose on or after 6	tested for its inter	nded purpose on or after 6	
	months from the date specified in 2.1.2-1(1)(c)i)	months from the da	ate specified in 2.1.2-1(1)(c)i)	
	to <u>iv</u>), Part 8 of the Rules as appropriate, the	to <u>iii</u>), Part 8 of t	the Rules as appropriate, the	
	actual date that the engine is tested on board.	actual date that the	engine is tested on board.	
	Entry of the date in (a) to (c) above, provided the	Entry of the date in (a	a) to (c) above, provided the	
	conditions associated with those dates apply, is to be		with those dates apply, is to be	
	made in the item 8.a "Major conversion – According		Major conversion – According	
	to Reg. 13.2.1.1 &13.2.2" of the IAPP Certificate	_	2.2" of the IAPP Certificate	
	Supplement.	Supplement.		
	If the engine is not tested within six months after the		ed within six <u>(6)</u> months after	
	date specified in 2.1.2-1(1)(c)i) to <u>iv</u>), Part 8 of the	•	1.2-1(1)(c)i) to <u>iii</u>), Part 8 of	
	Rules as appropriate due to unforeseen		opriate due to unforeseen	
	circumstances beyond the control of the ship owner,		the control of the ship owner,	
	then the provisions of "unforeseen delay in delivery"	*	'unforeseen delay in delivery''	
	may be considered by the Administration in a	•	by the Administration in a	
(2)	manner similar to MARPOL Annex I UI6.	manner similar to MAR	APOL Annex I UI6.	
(2)	(Omitted)	(2) (Omitted)	:ti	
(3)	Any substantial modification of a diesel engine or increasing of the maximum continuous rating of the		ication of a diesel engine or num continuous rating of the	
	engine by more than 10% compared to the maximum		% compared to the maximum	
	continuous rating of the original certification of the		e original certification of the	
	diesel engine is to be made in accordance with		e made in accordance with	
	following (a) to (\underline{f}) :	following (a) to (\underline{e}):	e made in accordance with	
	(a) For ships at beginning stage of construction		nning stage of construction	
	prior to 1 January 2011	prior to 1 January 2		
	The diesel engine is to comply with the standard	The diesel engine i	s to comply with the standard	
	in 2.1.2-1(1)(a), Part 8 of the Rules.	in 2.1.2-1(1)(a), Pa		
	(b) For ships at beginning stage of construction on	. , . , ,	ning stage of construction on	
	or after 1 January 2011	or after 1 January 2	8	

Amended Amended	Remarks	
	Amended Original The diesel engine is to comply with the standard The diesel engine is to comply with the standard	
in 2.1.2-1(1)(b), Part 8 of the Rules.	in 2.1.2-1(1)(b), Part 8 of the Rules.	
(c) For ships at beginning stage of construction on	(c) For ships at beginning stage of construction on	
or after 1 January 2016 which operate in NOx	or after 1 January 2016 which operate in NOx	
emission control areas specified in (a) and (b) of	emission control areas specified in (a) and (b) of	
1.1.2(15), Part 8 of the Rules	1.1.2(15), Part 8 of the Rules	
The diesel engine is to comply with the standard	The diesel engine is to comply with the standard	
in 2.1.2-1(1)(c), Part 8 of the Rules.	in 2.1.2-1(1)(c), Part 8 of the Rules.	
(d) For ships at beginning stage of construction on	(d) For ships at beginning stage of construction on	
or after 1 January 2021 which operate in NOx	or after 1 January 2021 which operate in NOx	
emission control areas specified in (c) and (d) of	emission control areas specified in (c) and (d) of	Based on IMO
1.1.2(15), Part 8 of the Rules	1.1.2(15), Part 8 of the Rules	Resolution MEPC.392(82),
The diesel engine is to comply with the standard	The diesel engine is to comply with the standard	incorporate
in 2.1.2-1(1)(c), Part 8 of the Rules.	in 2.1.2-1(1)(c), Part 8 of the Rules.	Regulation 13.5.1.2.3 of
(e) For ships at beginning stage of construction on	(Newly added)	MARPOL Annex VI
or after 1 March 2026 which operate in NOx		which is related to the
emission control areas specified in (f) of		regulation on the
1.1.2(15), Part 8 of the Rules		nitrogen oxide emission control sea area in
The diesel engine is to comply with the standard		Norwegian Sea Area.
in 2.1.2-1(1)(c), Part 8 of the Rules.	(e) For ships at beginning stage of construction on	
(<u>f</u>) For ships at beginning stage of construction on or after the date specified in 2.1.2-1(1)(c) <u>iv</u>),	or after the date specified in 2.1.2-1(1)(c)iii),	Canadian Arctic Area is
Part 8 of the Rules which operate in NOx	Part 8 of the Rules which operate in NOx	specified here for
emission control areas other than those specified	emission control areas other than those specified	retroactive application.
in (a) to (f) (excluding (e)) of 1.1.2(15), Part 8	in (a) to (d) of 1.1.2(15), Part 8 of the Rules	Based on IMO
of the Rules		Resolution
The diesel engine is to comply with the standard	The diesel engine is to comply with the standard	MEPC.392(82),
in 2.1.2-1(1)(c), Part 8 of the Rules.	in 2.1.2-1(1)(c), Part 8 of the Rules.	incorporate
i) Ships at beginning stage of construction on	(Newly added)	Regulation 13.5.1.3.1 of MARPOL Annex VI
or after 1 January 2025 which operate in the		which is related to the
NOx emission control areas specified in (e)		regulation on the

Amended	Original	Remarks
of 1.1.2(15), Part 8 of the Rules. (-2 and -3 are omitted.)	(-2 and -3 are omitted.)	nitrogen oxide emission control sea area in Canadian Arctic Area.
		For Canadian Arctic Area, it is noted that ship is constructed on or after 1 January 2025 are covered.



Amended	Original	Remarks
GUIDANCE FOR MARINE ENGINE	GUIDANCE FOR MARINE ENGINE	
EMISSION VERIFICATION	EMISSION VERIFICATION	
Chapter 2 EMISSION VERIFICATION, ETC.	Chapter 2 EMISSION VERIFICATION, ETC.	
2.2 Emission Verification and Approval of Technical File of the Engine	2.2 Emission Verification and Approval of Technical File of the Engine	
2.2.2 Maximum Allowable NOx Emission Limits	2.2.2 Maximum Allowable NOx Emission Limits	
1 Major conversion of an engine is to be accordance	1 Major conversion of an engine is to be accordance	
with following:	with following:	
((1) and (2) are omitted.)	((1) and (2) are omitted.)	
(3) Any substantial modification of an engine or	(3) Any substantial modification of an engine or	
increasing of the maximum continuous rating of the	increasing of the maximum continuous rating of the	
engine by more than 10 % compared to the	engine by more than 10% compared to the maximum	
maximum continuous rating of the original	continuous rating of the original certification of the	
certification of the engine is to be made in accordance with following (a) to (e):	engine is to be made in accordance with following (a) to (e):	
(a) For ships at beginning stage of construction	(a) For ships at beginning stage of construction	
prior to 1 January 2011	prior to 1 January 2011	
The engine is to comply with the standard in	The engine is to comply with the standard in	
2.2.2-1(1)(a) of the Rules.	2.2.2-1(1)(a) of the Rules.	
(b) For ships at beginning stage of construction on	(b) For ships at beginning stage of construction on	
or after 1 January 2011	or after 1 January 2011	
The engine is to comply with the standard in	The engine is to comply with the standard in	
2.2.2-1(1)(b) of the Rules.	2.2.2-1(1)(b) of the Rules.	
(c) For ships at beginning stage of construction on	(c) For ships at beginning stage of construction on	
or after 1 January 2016 which operate in NOx	or after 1 January 2016 which operate in NOx	
emission control areas specified in (a) and (b) of	emission control areas specified in (a) and (b) of	

(Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area))					
	D 1				
Amended	Original	Remarks			
1.2.1(18) of the Rules	1.2.1(18) of the Rules				
The engine is to comply with the standard in	The engine is to comply with the standard in				
2.2.2-1(1)(c) of the Rules.	2.2.2-1(1)(c) of the Rules.				
(d) For ships at beginning stage of construction on	(d) For ships at beginning stage of construction on				
or after 1 January 2021 which operate in NOx	or after 1 January 2021 which operate in NOx				
emission control areas specified in (c) and (d) of	emission control areas specified in (c) and (d) of				
1.2.1(18) of the Rules	1.2.1(18) of the Rules				
The engine is to comply with the standard in	The engine is to comply with the standard in				
2.2.2-1(1)(c) of the Rules.	2.2.2-1(1)(c) of the Rules.	Based on IMO			
(e) For ships at beginning stage of construction on	(Newly added)	Resolution INIO			
or after 1 March 2026 which operate in NOx		MEPC.392(82),			
emission control areas specified in (f) of		MARPOL Annex VI			
1.2.1(18) of the Rules		Reg.13.5.1.2.3 which is			
The engine is to comply with the standard in		related to the regulation			
2.2.2-1(1)(c) of the Rules.	(e) For ships at beginning stage of construction on	on the nitrogen oxide			
(f) For ships at beginning stage of construction on	or after the date specified in 2.2.2-1(1)(c)iii) of	emission control sea area in Norwegian Sea			
or after the date specified in 2.2.2-1(1)(c) <u>iv</u>) of the Rules which operate in NOx emission	the Rules which operate in NOx emission	Area is incorporated.			
control areas other than those specified in (a) to	control areas other than those specified in (a) to	Tirea is incorporated.			
(f) (excluding (e)) of 1.2.1(18) of the Rules	(<u>d</u>) of 1.2.1(18) of the Rules				
The engine is to comply with the standard in	The engine is to comply with the standard in	Canadian Arctic Area is			
2.2.2-1(1)(c) of the Rules.	2.2.2-1(1)(c) of the Rules.	specified here for			
i) Ships at beginning stage of construction on	(Newly added)	retrospective			
or after 1 January 2025 which operate in the	(Newly added)	application.			
NOx emission control areas specified in (e)		D 1 DIO			
of 1.2.1(18) of the Rules.		Based on IMO Resolution			
of 122.1(10) of the reales.		MEPC.392(82),			
		MARPOL Annex VI			
		Reg.13.5.1.3.1 which is			
		related to the regulation			
		on the nitrogen oxide			
		emission control sea			

(Addi	tion of Emission	Control Areas	(Canadian	Arctic Are	a and Norw	egian Sea <i>A</i>	Area))
((0	,,

Amended	Original	Remarks
		area in Canadian Arctic Area is incorporated.
		For Canadian Arctic Area, it is noted that ship is constructed on or after 1 January 2025 are covered.
EFFECTIVE DATE		
1. The effective date of this amendments is 1 March 20		