Amendment on 20 June 2025 Resolved by Technical Committee on 29 January 2025

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

- 1.1.4-3, Part 8 of Rules for Marine Pollution Prevention Systems Effective date of this amendment is 1 July 2025. Notwithstanding the above, this amendment may be applied in advance of the effective date upon shipowner request.
- (2) Others 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:DD24-23

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

Amended	Original	Remarks
<u>3</u> (Omitted)	<u>NOx-III(2021)) is to be added.</u> <u>4</u> (Omitted)	allowed to operate in the nitrogen oxide emission control area, is deleted. In the future, 'Nitrogen Oxides Emission-Tier III' (abbreviation: NOx-III) without year shall be added to the class notation on the basis of Part 1, 1.1.4-2.
The effective date of the amendment is according	g to EFFECTIVE DATE AND APPLICATION (A)	

Amended-Original Requirements Comparison Table

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

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Amended	Original	Remarks
Part 8 EQUIPMENT FOR THE PREVENTION OF	Part 8 EQUIPMENT FOR THE PREVENTION OF	
AIR POLLUTION FROM SHIPS	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	1.1.2 Terminology (<i>Regulation</i> 2, 13, 14 and 16 of	
Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of NOx	Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of NOx	
Technical Code)*	Technical Code)*	
For the purpose of the requirements in this Part the	For the purpose of the requirements in this Part the	
following definitions apply unless specified otherwise in	following definitions apply unless specified otherwise in	
Chapter 2 or 3.	Chapters 2 or 3.	
(1) to (14) are emitted	((1) to (14) are omitted)	
((1) to (14) are officient.) (15) "NOv Emission Control Aroos" means the following	((1) to (14) are official (15) (15) (15) (15) (15)	
(15) NOX Emission Control Areas means the following	(15) NOX Emission Control Areas means the following	
areas.	areas.	
(a) The North American Area $(0, i'', i')$	(a) The North American Area $(0, \frac{1}{2}, \frac{1}{2})$	
(Omitted)	(Omitted)	
(b) The United States Caribbean Sea Area	(b) The United States Caribbean Sea Area	
(Omitted)	(Omitted)	
(c) The Baltic Sea Area	(c) The Baltic Sea Area	
(Omitted)	(Omitted)	The Canadian Arctic
(d) The North Sea Area	(d) The North Sea Area	Area specified in
(Omitted)	(Omitted)	Appendix VII.5 of
(e) The Canadian Arctic Area	(Newly added)	MARPOL Annex VI are
The sea area enclosed by geodesic lines		audeu to the introgen
connecting the coordinates specified in		area
Appendix VII.5 to Annex VI.		
(f) The Norwegian Sea Area	(Newly added)	The Norwegian Sea
		Area specified in

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

Amended-Original Requirements Comparison Table

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

Amended	Original	Remarks
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) (<i>Regulation13 of Annex</i> VI)	2.1 Nitrogen Oxides (NOx) (<i>Regulation13 of Annex</i> VI)	
 2.1.2 Requirements for Installation* 1 On each diesel engine, the exhaust gas cleaning system to reduce NOx emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NOx emissions deemed appropriate by the Society is to be carried out in order to keep the NOx 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 (referred to in 2.1.24, Part A of the Rules for the Survey and Construction of Steel Ships, hereinafter the same) of the diesel engine. (1) Diesel engines which are installed on ships at beginning stage of construction or after 1 January 2000 (a) Tier I (Omitted) (b) Tier II (Omitted) (c) Tier III For either of the following ships which operate in applicable NOx emission control areas installed with diesel engines: i) Ships at beginning stage of construction on 	 2.1.2 Requirements for Installation* 1 On each diesel engine, the exhaust gas cleaning system to reduce NOx emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NOx emissions deemed appropriate by the Society is to be carried out in order to keep the NOx 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 (referred to in 2.1.24, Part A of the Rules for the Survey and Construction of Steel Ships, hereinafter the same) of the diesel engine. (1) Diesel engines which are installed on ships at beginning stage of construction on or after 1 January 2000 (a) Tier I (Omitted) (b) Tier II (Omitted) (c) Tier III For either of the following ships which operate in applicable NOx emission control areas installed with diesel engines: (i) Ships at beginning stage of construction on 	

Amended-Original Requirements Comparison Table (Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area))

Amended	Original	Remarks
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,		Norwegian Sea Area
ships at the beginning stage of		1101 weglan Sea / nea.
construction on or after 1 September		
<u>2026; or</u>		
3) ships for which the delivery is on or		
after 1 March 2030.		
<u>iv</u>) Ships at beginning stage of construction on	iii) 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 IMO 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	Resolution
those specified in (a) to (<u>i</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) Snips 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)	(2)	(d) (Omitted) (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.

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	
 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) (e) The Canadian Arctic Area The sea area enclosed by geodesic lines connecting the coordinates specified in Appendix VII.5 to Annex VI. (f) The Norwegian Sea Area The sea area enclosed by geodesic lines connecting the coordinates specified in Appendix VII.5 to Annex VI. 	 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 Arctic Area specified in Appendix VII.5 of MARPOL Annex VI as the sulphur oxide emission control area. Add the Norwegian Sea Area specified in regulation 13.9.4 of MARPOL Annex II as the sulphur oxide emission control area
(g) A sea area, including port areas, designated by	(<u>e</u>) A sea area, including port areas, designated by $9/19$	emission control area.

Amended-Original Requirements Comparison Table
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(Addition of Emission Control Areas	(Canadian Arctic Area and Norwegian Sea Area)))
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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{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 Varification and Approval of Technical	2.2 Emission Varification and Approval of Technical	
File of the Engine	File of the Engine	
2.2.2 Maximum Allowable NOx Emission Limits*	2.2.2 Maximum Allowable NOx Emission Limits*	
1 On each engine, the exhaust gas cleaning system to	1 On each engine, the exhaust gas cleaning system to	
reduce NOx emissions specified in the approved Technical	reduce NOx emissions specified in the approved Technical	
File is to be installed, otherwise the equivalent method to	File is to be installed, otherwise the equivalent method to	
reduce NOx emissions deemed appropriate by the Society is	reduce NOx emissions deemed appropriate by the Society is	
to be carried out in order to keep the NOx emission measured	to be carried out in order to keep the NOx emission measured	
and calculated in accordance with the following -2 within the	and 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) Ther I (Omitted)	(a) filter i (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	

Remarks Original Amended installed with engines: installed with engines: Ships at beginning stage of construction on Ships at beginning stage of construction on i) i) 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 1.2.1(18); and (b) of 1.2.1(18); Ships at beginning stage of construction on ii) Ships at beginning stage of construction on ii) 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 1.2.1(18); or and (d) of 1.2.1(18); or iii) Ships at beginning stage of construction on (Newly added) Based IMO on or after 1 March 2026 which operate in the Resolution MEPC.392(82), NOx emission control areas specified in (f) incorporate of 1.2.1(18); 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 2026: or 3) ships for which the delivery is on or after 1 March 2030. iv) Ships at beginning stage of construction on iii) 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 IMO or a NOx emission control area by the IMO or a retroactive application. later date as may be specified by the IMO in later date as may be specified by the IMO in accordance with Regulation 13.5.1.3 of accordance with Regulation 13.5.1.3 of Based IMO on Annex VI, whichever is later which operate Annex VI, whichever is later which operate Resolution in NOx emission control areas other than in NOx emission control areas other than MEPC.392(82), Incorporate those specified in (a) to (f) (excluding (e)) those specified in (a) to (d) of 1.2.1(18). Regulation 13.5.1.3.1 of of 1.2.1(18).

Amended-Original Requirements Comparison Table

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

Amended	Original	Remarks
1) Ships at beginning stage of construction	(Newly added)	MARPOL Annex VI
on or after 1 January 2025 which		which is related to the
operate in the NOx emission control		regulation on the
areas specified in (e) of 1.2.1(18).		nitrogen oxide emission
(-2 to -4 are omitted)	(-2 to -4 are omitted.)	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 SYSTEMS	GUIDANCE FOR MARINE POLLUTION PREVENTION 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) (<i>Regulation</i> 13 of <i>Annex</i> VI)	2.1 Nitrogen Oxides (NOx) (<i>Regulation</i> 13 of <i>Annex</i> VI)	
 2.1.2 Requirements for Installation Major conversion of a diesel engine is to be accordance with following: The wording "time of the replacement or addition" 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 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 specified in 2.1.2-1(1)(c)i) to iv), Part 8 of the Rules, as appropriate. 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 board and tested within six months after the date 	 2.1.2 Requirements for Installation Major conversion of a diesel engine is to be accordance with following: The wording "time of the replacement or addition" 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 contractual delivery date of the engine to the ship. However, the engine is to be fitted on board and tested within six (6) months after the date specified in 2.1.2-1(1)(c)i) to <u>iii</u>), Part 8 of the Rules, as appropriate. (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 board and tested within six (6) months after the date specified that the date is confirmed by a delivery receipt. However, the engine is to be fitted on board and tested within six (6) months after the date of the ship, provided that the date is confirmed by a delivery receipt. However, the engine is to be fitted on board and tested within six (6) months after the date of the ship. 	Revision of reference number by this amendment

	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 iii), Part 8 of	
	Rules, as appropriate.		the Rules, as appropriate.	
	(c) In the event the engine is fitted on board and		(c) In the event the engine is fitted on board and	
	tested for its intended purpose on or after 6		tested for its intended purpose on or after 6	
	months from the date specified in 2.1.2-1(1)(c)i)		months from the date specified in 2.1.2-1(1)(c)i)	
	to iv), Part 8 of the Rules as appropriate, the		to iii), Part 8 of 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) to (c) above, provided the	
	conditions associated with those dates apply, is to be		conditions associated with those dates apply, is to be	
	made in the item 8.a "Major conversion – According		made in the item 8.a "Major conversion – According	
	to Reg. 13.2.1.1 &13.2.2" of the IAPP Certificate		to Reg. 13.2.1.1 &13.2.2" of the IAPP Certificate	
	Supplement.		Supplement.	
	If the engine is not tested within six months after the		If the engine is not tested within six (6) months after	
	date specified in 2.1.2-1(1)(c)i) to iv), Part 8 of the		the date specified in 2.1.2-1(1)(c)i) to <u>iii</u>), Part 8 of	
	Rules as appropriate due to unforeseen		the Rules as appropriate due to unforeseen	
	circumstances beyond the control of the ship owner,		circumstances beyond the control of the ship owner,	
	then the provisions of "unforeseen delay in delivery"		then the provisions of "unforeseen delay in delivery"	
	may be considered by the Administration in a		may be considered by the Administration in a	
	manner similar to MARPOL Annex I UI6.		manner similar to MARPOL Annex I UI6.	
(2)	(Omitted)	(2)	(Omitted)	
(3)	Any substantial modification of a diesel engine or	(3)	Any substantial modification of a diesel 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 maximum		engine by more than 10% compared to the maximum	
	continuous rating of the original certification of the		continuous rating of the original certification of the	
	diesel engine is to be made in accordance with		diesel engine is to be made in accordance with	
	following (a) to (\underline{f}) :		following (a) to (\underline{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 diesel engine is to comply with the standard		The diesel engine is to comply with the standard	
	in 2.1.2-1(1)(a), Part 8 of the Rules.		in 2.1.2-1(1)(a), Part 8 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	

Amended-Original Requirements Comparison Table (Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area))

Amended	Original	Remarks
The diesel engine is to comply with the standard in $2.1.2-1(1)(b)$ Part 8 of the Rules	The diesel engine is to comply with the standard in $2 \cdot 1 \cdot 2 \cdot 1(1)(b)$ 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 emission control areas specified in (a) and (b) of	or after 1 January 2016 which operate in NOx 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 in $2 + 2 + (1)(a)$. Part 8 of the Pules	The diesel engine is to comply with the standard in $2 \cdot 1 \cdot 2 \cdot 1(1)(a)$. Part 8 of the Pules	
(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 operation control areas specified in (a) and (d) of	or after 1 January 2021 which operate in NOx amission control group specified in (a) 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
The diesel engine is to comply with the standard	The diesel engine is to comply with the standard	incorporate
(e) For ships at beginning stage of construction on	in 2.1.2-1(1)(c), Part 8 of the Rules. (Newly added)	Regulation 13.5.1.2.3 of MARPOL Annex VI
or after 1 March 2026 which operate in NOx		which is related to the
emission control areas specified in (f) of 112(15) Part 8 of the Pules		regulation on the nitrogen oxide emission
The diesel engine is to comply with the standard		control sea area in
in 2.1.2-1(1)(c), Part 8 of the Rules.		Norwegian Sea Area.
(f) For ships at beginning stage of construction on or after the date specified in $2.12-1(1)(c)$ iv)	(e) For ships at beginning stage of construction on 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	retroactive application.
emission control areas other than those specified in (a) to (f) (analyting (a)) of $1.1.2(15)$. Bout 8	emission control areas other than those specified in (a) to (d) of 1.1.2(15). Part 8 of the Bules	Den 1 de DVO
of the Rules $(\underline{1})$ (excluding (e)) of 1.1.2(15), Part 8	$\operatorname{III}(a)$ to (u) of 1.1.2(13), 1 art o 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.	Regulation 13.5.1.3.1 of
<u>1) Ships at beginning stage of construction on</u> or after 1 January 2025 which operate in the	(Newly added)	MARPOL Annex VI
NOx emission control areas specified in (e)		which is related to the 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 Requirements Comparison Table

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

Amended	Original	Remarks
GUIDANCE FOR MARINE ENGINE	GUIDANCE FOR MARINE ENGINE	
EMISSION VERIFICATION	EMISSION VERIFICATION	
Chapter 2 EMISSION VEDIFICATION FTC	Chapter 2 EMISSION VERIFICATION ETC	
Chapter 2 ENHISSION VERIFICATION, ETC.	Chapter 2 ENHISSION 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	
	8	
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	engine is to be made in accordance with following	
accordance with following (a) to (e):	(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	

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

	Amondod	Original	Domarka
	Amended	Original	Kemarks
			area in Canadian Arctic
			Area is incorporated.
			-
			For Canadian Arctic
			Area it is noted that
			Alea, it is noted that
			ship is constructed on or
			after 1 January 2025 are
			covered.
	The effective date of the amendment is according	ng to EFFECTIVE DATE AND APPLICATION (B)	
	EEEECTIVE DATE AL		
	EFFECTIVE DATE A	ND AFFLICATION (A)	
1.	The effective date of this amendments is 1 July 2025).	
2. Notwithstanding the amendments, the current requirements apply before the effective date.			
3 Notwithstanding the provision of preceding 2 the amendments may apply before the effective date upon request			
	hu the owner	unionamente may appro corore the encourte date apon request	
	by the owner.		
	EFFECTIVE DATE A	ND APPLICATION (B)	
1	The effective date of this amendments is 1 March 20)76	
1.	The effective date of this amendments is 1 Match 20	120.	