

Procedure for Verifying Emissions from Engines Subject to Substantial Modification

Object of Amendment

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

Reason for Amendment

Procedures for verifying compliance with regulation 13 of MARPOL Annex VI, which regulates the emission of nitrogen oxides (NOx) from marine engines installed on ships, are prescribed in the NOx Technical Code. The Society has already incorporated these procedures into its Rules for Marine Engine Emission Verification.

At the 83rd session of the Marine Environment Protection Committee (MEPC 83) held in April 2025, amendments to the NOx Technical Code were adopted as IMO resolution MEPC.398(83) to establish procedures for cases where an existing marine engine undergoes substantial modification or where compliance verification is required with NOx emission limits different from those applicable at the time of installation.

In accordance with MEPC.398(83), relevant requirements are hereby amended.

Outline of Amendment

Adds requirement stating that the on-board procedure for confirming emissions from engines that undergo substantial modifications is to be based on 7.2 of the NOx Technical Code.

Effective Date and Application

Effective date of this amendment is 1 September 2026.

ID:DD25-32

Amended-Original Requirements Comparison Table (Procedure for Verifying Emissions from Engines Subject to Substantial Modification)

Amended	Original	Remarks
<p>GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS</p> <p>Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS</p> <p>Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS</p> <p>2.1 Nitrogen Oxides (NO_x) (<i>Regulation 13 of Annex VI</i>)</p> <p>2.1.2 Requirements for Installation</p> <p>1 Major conversion of a diesel engine is to be accordance with following: ((1) and (2) are omitted.) (3) Any substantial modification of a diesel engine or increasing of the maximum continuous rating of the engine by more than 10 % compared to the maximum continuous rating of the original certification of the diesel engine is to be made in accordance with following (a) to (f): ((a) to (f) are omitted.) (4) <u>For the certification of a diesel engine subject to substantial modification or being certified to maximum allowable NO_x emission limits different from those to which the engine was certified to at the</u></p>	<p>GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS</p> <p>Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS</p> <p>Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS</p> <p>2.1 Nitrogen Oxides (NO_x) (<i>Regulation 13 of Annex VI</i>)</p> <p>2.1.2 Requirements for Installation</p> <p>1 Major conversion of a diesel engine is to be accordance with following: ((1) and (2) are omitted.) (3) Any substantial modification of a diesel engine or increasing of the maximum continuous rating of the engine by more than 10 % compared to the maximum continuous rating of the original certification of the diesel engine is to be made in accordance with following (a) to (f): ((a) to (f) are omitted.) (Newly added)</p>	<p>MEPC.398(83)</p>

Amended-Original Requirements Comparison Table (Procedure for Verifying Emissions from Engines Subject to Substantial Modification)

Amended	Original	Remarks
<u>time of its installation, the on-board procedure for verifying the engine's emissions is to be conducted in accordance with 7.2 of the <i>NOx Technical Code</i>.</u>		

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Amended-Original Requirements Comparison Table (Procedure for Verifying Emissions from Engines Subject to Substantial Modification)

Amended	Original	Remarks
<p align="center">GUIDANCE FOR MARINE ENGINE EMISSION VERIFICATION</p> <p>Chapter 2 EMISSION VERIFICATION, ETC.</p> <p>2.2 Emission Verification and Approval of Technical File of the Engine</p> <p>2.2.2 Maximum Allowable NO_x Emission Limits</p> <p>1 Major conversion of an engine is to be accordance with following:</p> <p>((1) and (2) are omitted.)</p> <p>(3) Any substantial modification of an engine or increasing of the maximum continuous rating of the engine by more than 10 % compared to the maximum continuous rating of the original certification of the engine is to be made in accordance with following (a) to (e):</p> <p>((a) to (f) are omitted.)</p> <p>(4) <u>For the certification of a diesel engine subject to substantial modification or being certified to maximum allowable NO_x emission limits different to those to which the engine was certified to at the time of its installation, the on-board procedure for verifying the engine's emissions is to be conducted in accordance with 7.2 of the <i>NO_x Technical Code</i>.</u></p>	<p align="center">GUIDANCE FOR MARINE ENGINE EMISSION VERIFICATION</p> <p>Chapter 2 EMISSION VERIFICATION, ETC.</p> <p>2.2 Emission Verification and Approval of Technical File of the Engine</p> <p>2.2.2 Maximum Allowable NO_x Emission Limits</p> <p>1 Major conversion of an engine is to be accordance with following:</p> <p>((1) and (2) are omitted.)</p> <p>(3) Any substantial modification of an engine or increasing of the maximum continuous rating of the engine by more than 10 % compared to the maximum continuous rating of the original certification of the engine is to be made in accordance with following (a) to (e):</p> <p>((a) to (f) are omitted.)</p> <p>(Newly added)</p>	MEPC.398(83)

Amended-Original Requirements Comparison Table (Procedure for Verifying Emissions from Engines Subject to Substantial Modification)

Amended	Original	Remarks
EFFECTIVE DATE AND APPLICATION		
1. The effective date of the amendments is 1 September 2026.		

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