

Addition of Emission Control Area (North-East Atlantic Ocean)

Object of Amendment

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

Reason for Amendment

Regulation 13.6 of MARPOL Annex VI specifies the NO_x emission control areas to which NO_x 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.

In recent years, the IMO has been considering the designation of the North-East Atlantic as a new emission control area for both nitrogen oxide (NO_x) emissions and sulphur oxide (SO_x) emissions. A proposal to amend MARPOL to do so was discussed at the 84th session of the IMO Marine Environment Protection Committee (MEPC84) held in April 2026, where it was adopted as IMO resolution MEPC.407(84).

Accordingly, relevant requirements are amended based on this resolution.

Outline of the Amendment

Add the North-East Atlantic Ocean as an emission control area for both NO_x and SO_x emissions.

Effective Date and application

Effective date of this amendment is 1 September 2027.

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

ID:DD25-21

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
Rules for Marine Pollution Prevention Systems Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS Chapter 1 GENERAL 1.1 General 1.1.2 Terminology (<i>Regulation 2, 13, 14 and 16 of Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of 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.) (15) “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 (Omitted) (f) The Norwegian Sea Area	Rules for Marine Pollution Prevention Systems Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS Chapter 1 GENERAL 1.1 General 1.1.2 Terminology (<i>Regulation 2, 13, 14 and 16 of Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of 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.) (15) “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 (Omitted) (f) The Norwegian Sea Area	

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
(Omitted) (g) <u>The North-East Atlantic Ocean</u> <u>The sea area enclosed by geodesic lines connecting the coordinates specified in Appendices VII.6 and 7 to Annex VI.</u> (h) 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 VI</i> other than those specified in (a) to (g) 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 VI</i>. The emission control areas are those areas listed in the following (a) to (h): (a) The North American Area The area specified in (a) 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 The area including all waters bounded by the coasts of Europe, Africa and Asia, and is described by the following i) to iii) coordinates: (Omitted) (f) The Canadian Arctic Area The area specified in (e) of (15) above. (g) The Norwegian Sea Area The area specified in (f) of (15) above.	(Omitted) (Newly added) (g) 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 VI</i> 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 <i>IMO</i> in accordance with the criteria and procedures set forth in Appendix III to <i>Annex VI</i>. 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. (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 The area including all waters bounded by the coasts of Europe, Africa and Asia, and is described by the following i) to iii) coordinates: (Omitted) (f) The Canadian Arctic Area The area specified in (e) of (15) above. (g) The Norwegian Sea Area The area specified in (f) of (15) above.	In the Annex to MEPC.407(84), paragraph 3 In the Annex to MEPC.407(84), paragraph 5

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
(h) The North-East Atlantic Ocean The area specified in (g) of (15) above. ((17) to (28) are omitted.) Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS 2.1 Nitrogen Oxides (NO_x) <i>(Regulation13 of Annex VI)</i> 2.1.2 Requirements for Installation* 1 On each diesel engine, the exhaust gas cleaning system to reduce NO_x emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NO_x emissions deemed appropriate by the Society is to be carried out in order to keep the NO_x 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	(Newly added) ((17) to (28) are omitted.) Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS 2.1 Nitrogen Oxides (NO_x) <i>(Regulation13 of Annex VI)</i> 2.1.2 Requirements for Installation* 1 On each diesel engine, the exhaust gas cleaning system to reduce NO_x emissions specified in the approved Technical File is to be installed, otherwise the equivalent method to reduce NO_x emissions deemed appropriate by the Society is to be carried out in order to keep the NO_x 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	

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
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 or after 1 January 2016 which operate in the NOx emission control areas specified in (a) and (b) of 1.1.2(15); 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 1.1.2(15); 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 1.1.2(15); 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 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 <i>Regulation 13.5.1.3 of Annex VI</i>, whichever is later which operate in NOx emission control areas other than those specified in (i) to (iii) above.	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 or after 1 January 2016 which operate in the NOx emission control areas specified in (a) and (b) of 1.1.2(15); 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 1.1.2(15); 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 1.1.2(15); 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 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 <i>Regulation 13.5.1.3 of Annex VI</i>, whichever is later which operate in NOx emission control areas other than those specified in (a) to (f) (excluding (e))	The wording has been revised in accordance with the main text of MARPOL Annex VI Regulation 13.5.1.3.

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

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 1.1.2(15). 2) <u>Ships at beginning stage of construction on or after 1 January 2027 which operate in the NOx emission control areas specified in (g) of 1.1.2(15); for this purpose, the term “ships at beginning stage of construction on or after 1 January 2027” means as follows:</u> a) <u>ships for which the building contract is placed on or after 1 January 2027; or</u> b) <u>in the absence of a building contract, ships at the beginning stage of construction on or after 1 July 2027; or</u> c) <u>ships for which the delivery is on or after 1 January 2031.</u> ((d) is omitted) ((2) is omitted.) Chapter 3 ENERGY EFFICIENCY FOR SHIPS 3.1 General 3.1.1 Goal (<i>Regulation 20 of Annex VI</i>) The goal of this chapter is to reduce the carbon	<u>of 1.1.2(15).</u> 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 1.1.2(15). (Newly added) ((d) is omitted.) ((2) is omitted.) Chapter 3 ENERGY EFFICIENCY FOR SHIPS 3.1 General 3.1.1 Goal (<i>Regulation 20 of Annex VI</i>) The goal of this chapter is to reduce the carbon	In the Annex to MEPC.407(84), paragraph 1 In the Annex to

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
intensity of international shipping, working towards the “levels of ambition” set out in the <i>IMO</i> Strategy on reduction of GHG emissions from ships.	intensity of international shipping, working towards the “levels of ambition” set out in the <u>Initial</u> <i>IMO</i> Strategy on reduction of GHG emissions from ships”.	MEPC.407(84), paragraph 6

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Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
RULES FOR MARINE ENGINE EMISSION VERIFICATION Chapter 1 GENERAL RULES 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 (Omitted) (f) The Norwegian Sea Area (Omitted) (g) <u>The North-East Atlantic Ocean</u> <u>The sea area enclosed by geodesic lines</u> <u>connecting the coordinates specified in</u> <u>Appendix VII.6 and 7 to Annex VI.</u> (h) A sea area, including port areas, designated by the <i>IMO</i> in accordance with criteria and		
	RULES FOR MARINE ENGINE EMISSION VERIFICATION Chapter 1 GENERAL RULES 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 (Omitted) (f) The Norwegian Sea Area (Omitted) (Newly added) (g) A sea area, including port areas, designated by the <i>IMO</i> in accordance with criteria and	In the Annex to MEPC.407(84), paragraph 3

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
procedures set forth in Appendix III to <i>Annex VI</i> other than those specified in (a) to (g) above. ((19) and (20) are omitted.) Chapter 2 EMISSION VERIFICATION, ETC. 2.2 Emission Verification and Approval of Technical File of the Engine 2.2.2 Maximum Allowable NOx Emission Limits* 1 On each 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 1.1(a) to 1.1(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 engine. (1) 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 engines: i) Ships at beginning stage of construction on	procedures set forth in Appendix III to <i>Annex VI</i> other than those specified in (a) to (f) above. ((19) and (20) are omitted.) Chapter 2 EMISSION VERIFICATION, ETC. 2.2 Emission Verification and Approval of Technical File of the Engine 2.2.2 Maximum Allowable NOx Emission Limits* 1 On each 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 1.1(a) to 1.1(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 engine. (1) 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 engines: i) Ships at beginning stage of construction on	

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Amended	Original	Remarks
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: - ships for which the building contract is placed on or after 1 March 2026; - in the absence of a building contract, ships at the beginning stage of construction on or after 1 September 2026; or - ships for which the delivery is on or 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 <i>Regulation 13.5.1.3 of Annex VI</i>, whichever is later which operate in NOx emission control areas other than those specified in (i) to (iii) above. 1) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control	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: - ships for which the building contract is placed on or after 1 March 2026; - in the absence of a building contract, ships at the beginning stage of construction on or after 1 September 2026; or - ships for which the delivery is on or 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 <i>Regulation 13.5.1.3 of Annex VI</i>, 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). 1) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control	The wording has been revised in accordance with the main text of MARPOL Annex VI Regulation 13.5.1.3. In the Annex to MEPC.407(84),

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Amended	Original	Remarks
areas specified in (e) of 1.2.1(18). 2) <u>Ships at beginning stage of construction on or after 1 January 2027 which operate in the NOx emission control areas specified in (g) of 1.2.1(18); for this purpose, the term “ships at beginning stage of construction on or after 1 January 2027” means as follows:</u> a) <u>ships for which the building contract is placed on or after 1 January 2027; or</u> b) <u>in the absence of a building contract, ships at the beginning stage of construction on or after 1 July 2027; or</u> c) <u>ships for which the delivery is on or after 1 January 2031.</u> ((d) is omitted) ((2) is omitted)	areas specified in (e) of 1.2.1(18). (Newly added) ((d) is omitted) ((2) is omitted)	paragraph 1

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
Guidance for Marine Pollution Prevention Systems Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS 2.1 Nitrogen Oxides (NO_x) (<i>Regulation 13 of Annex VI</i>) 2.1.2 Requirements for Installation 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 (e) are omitted) (f) For ships at beginning stage of construction on or after the date specified in 2.1.2-1(1)(c)iv), Part 8 of the Rules which operate in NO_x emission control areas other than those specified in <u>(i) to (iii) above</u>.	Guidance for Marine Pollution Prevention Systems Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS 2.1 Nitrogen Oxides (NO_x) (<i>Regulation 13 of Annex VI</i>) 2.1.2 Requirements for Installation 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 (e) are omitted) (f) For ships at beginning stage of construction on or after the date specified in 2.1.2-1(1)(c)iv), Part 8 of the Rules which operate in NO_x emission control areas other than those specified in <u>(a) to (f) (excluding (e)) of 1.1.2(15), Part 8 of the Rules</u>	

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
The diesel engine is to comply with the standard in 2.1.2-1(1)(c), Part 8 of the Rules. i) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control areas specified in (e) of 1.1.2(15), Part 8 of the Rules. ii) <u>Ships at beginning stage of construction on or after 1 January 2027 which operate in the NOx emission control areas specified in (g) of 1.1.2(15), Part 8 of the Rules.: for this purpose, the term “ships at beginning stage of construction on or after 1 January 2027” means as follows:</u> a) <u>ships for which the building contract is placed on or after 1 January 2027; or</u> b) <u>in the absence of a building contract, ships at the beginning stage of construction on or after 1 July 2027; or</u> c) <u>ships for which the delivery is on or after 1 January 2031.</u> Chapter 3 ENERGY EFFICIENCY FOR SHIPS 3.1 General 3.1.1 Goal The “Initial IMO Strategy” specified in 3.1.1, Part 8 of the Rules refers to the <u>2023 IMO Strategy on Reduction of GHG Emissions from Ships (IMO Res. MEPC.377(80)), as amended.</u>	The diesel engine is to comply with the standard in 2.1.2-1(1)(c), Part 8 of the Rules. i) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control areas specified in (e) of 1.1.2(15), Part 8 of the Rules. (Newly added) Chapter 3 ENERGY EFFICIENCY FOR SHIPS 3.1 General 3.1.1 Goal The “Initial IMO Strategy” specified in 3.1.1, Part 8 of the Rules refers to the <u>Initial IMO Strategy on Reduction of GHG Emissions from Ships (IMO Res. MEPC.304(72)).</u>	

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
GUIDANCE FOR MARINE ENGINE EMISSION VERIFICATION Chapter 2 EMISSION VERIFICATION, ETC. 2.2 Emission Verification and Approval of Technical File of the Engine 2.2.2 Maximum Allowable NOx Emission Limits 1 Major conversion of an engine is to be accordance with following: ((1) and (2) are omitted.) (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): ((a) to (e) are omitted.) (f) For ships at beginning stage of construction on or after the date specified in 2.2.2-1(1)(c)iv) of the Rules which operate in NOx emission control areas other than those specified in <u>(i) to (iii) above.</u> The engine is to comply with the standard in 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 NOx emission control areas specified in (e) of 1.2.1(18) of the Rules.	GUIDANCE FOR MARINE ENGINE EMISSION VERIFICATION Chapter 2 EMISSION VERIFICATION, ETC. 2.2 Emission Verification and Approval of Technical File of the Engine 2.2.2 Maximum Allowable NOx Emission Limits 1 Major conversion of an engine is to be accordance with following: ((1) and (2) are omitted.) (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): ((a) to (e) are omitted.) (f) For ships at beginning stage of construction on or after the date specified in 2.2.2-1(1)(c)iv) of the Rules which operate in NOx emission control areas other than those specified in <u>(a) to (f) (excluding (e)) of 1.2.1(18) of the Rules</u> The engine is to comply with the standard in 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 NOx emission control areas specified in (e) of 1.2.1(18) of the Rules.	

Amended-Original Requirements Comparison Table (Addition of Emission Control Area (North-East Atlantic Ocean))

Amended	Original	Remarks
ii) <u>Ships at beginning stage of construction on or after 1 January 2027 which operate in the NOx emission control areas specified in (g) of 1.2.1(18) of the Rules; for this purpose, the term “ships at beginning stage of construction on or after 1 January 2027” means as follows:</u> a) <u>ships for which the building contract is placed on or after 1 January 2027; or</u> b) <u>in the absence of a building contract, ships at the beginning stage of construction on or after 1 July 2027; or</u> c) <u>ships for which the delivery is on or after 1 January 2031.</u>	(Newly added)	
EFFECTIVE DATE OF THIS AMENDMENT		
1. Effective date of this amendment is 1 September 2027.		