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

Amended	Original	Remarks
RULES FOR MARINE POLLUTION PREVENTION SYSTEMS **Part 1 GENERAL** **Chapter 1 GENERAL** **1.1 General** **1.1.4 Class Notations** (-1 and -2 are omitted.) (Deleted)	**RULES FOR MARINE POLLUTION PREVENTION SYSTEMS** **Part 1 GENERAL** **Chapter 1 GENERAL** **1.1 General** **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.,	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

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3 (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 (*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*)*	**1.1.2 Terminology** (*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*)*	
For the purpose of the requirements in this Part, the following definitions apply unless specified otherwise in Chapter 2 or 3:	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.)	((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)	(a) The North American Area (Omitted)	
(b) The United States Caribbean Sea Area (Omitted)	(b) The United States Caribbean Sea Area (Omitted)	
(c) The Baltic Sea Area (Omitted)	(c) The Baltic Sea Area (Omitted)	
(d) The North Sea Area (Omitted)	(d) The North Sea Area (Omitted)	
(e) The Canadian Arctic Area The sea area enclosed by geodesic lines	(Newly added)	The Canadian Arctic Area specified in Appendix VII.5 of MARPOL Annex VI are added to the nitrogen

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

Amended	Original	Remarks
connecting the coordinates specified in Appendix VII.5 to *Annex* VI.		oxide emission control area.
(f) The Norwegian Sea Area The sea area enclosed by geodesic lines connecting the coordinates specified in Regulation 13.9.4 to *Annex* II.	(Newly added)	The Norwegian Sea Area specified in regulation 13.9.4 of MARPOL Annex II are added to the nitrogen oxide emission control area.
(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.	(e) 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 **(d)** 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)**:	(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 **(e)**:	
(a) The North American Area The area specified in **(a)** of **(15)** above.	(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.	(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.	(c) The Baltic Sea Area The area specified in **(c)** of **(15)** above.	Add the Canadian Arctic Area specified in Appendix VII.5 of MARPOL Annex VI as the sulphur oxide emission control area.
(d) The North Sea Area The area specified in **(d)** of **(15)** above.	(d) The North Sea Area The area specified in **(d)** of **(15)** above.	
(e) The Mediterranean Sea Area (Omitted)	(e) The Mediterranean Sea Area (Omitted)	
(f) The Canadian Arctic Area The area specified in **(e)** of **(15)** above.	(Newly added)	Add Norwegian Sea Area specified in regulation 13.9.4 of MARPOL Annex II as the sulphur oxide emission control area.
(g) The Norwegian Sea Area The area specified in **(f)** of **(15)** above.	(Newly added)	
((17) to (27) are omitted.)	((17) to (27) are omitted.)	

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) (*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 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** 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	(1) Diesel engines which are installed on ships at beginning stage of construction on or after 1 January 2000	
(a) Tier I (Omitted)	(a) Tier I (Omitted)	
(b) Tier II (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:	(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	i) Ships at beginning stage of construction on	

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

Amended	Original	Remarks
or after 1 January 2016 which operate in the NOx emission control areas specified in **(a)** and **(b)** of **1.1.2(15)**;	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	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.	(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.
iv) Ships at beginning stage of construction on or after the date of the adoption of such a NOx emission control area by the *IMO* or a later date as may be specified by the *IMO* in accordance with Regulation 13.5.1.3 of *Annex* VI, whichever is later which operate in NOx emission control areas other than those specified in **(a)** to **(f)** (excluding **(e)**) of **1.1.2(15)**. 1) Ships at beginning stage of construction on or after 1 January 2025 which	iii) Ships at beginning stage of construction on or after the date of the adoption of such a NOx emission control area by the *IMO* or a later date as may be specified by the *IMO* in accordance with *Regulation* 13.5.1.3 of *Annex VI*, whichever is later which operate in NOx emission control areas other than those specified in **(a)** to **(d)** of **1.1.2(15)**.	Canadian Arctic Area is specified here for retroactive application. Based on IMO Resolution MEPC.392(82), incorporate Regulation 13.5.1.3.1 of MARPOL Annex VI which is

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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.

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(Addition of Emission Control Areas (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**	
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 Regulation 13.9.4 to Annex II. (g) A sea area, including port areas, designated by	**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) (Newly added) (e) A sea area, including port areas, designated by	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.

Amended	Original	Remarks
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. ((19) and (20) are omitted.)	the IMO in accordance with criteria and procedures set forth in Appendix III to Annex VI other than those specified in **(a)** to **(d)** above. ((19) and (20) are omitted.)	
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***	
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.	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	(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	

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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	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 after 1 March 2030.	(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.
iv) Ships at beginning stage of construction on or after the date of the adoption of such a NOx emission control area by the *IMO* or a later date as may be specified by the *IMO* in accordance with Regulation 13.5.1.3 of *Annex* 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 *IMO* or a later date as may be specified by the *IMO* in accordance with Regulation 13.5.1.3 of *Annex* 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 Requirements Comparison Table
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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 Requirements Comparison Table
(Addition of Emission Control Areas (Canadian Arctic Area and Norwegian Sea Area))

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 (NOx)** (*Regulation*13 of *Annex* VI) **2.1.2 Requirements for Installation** **1** Major conversion of a diesel engine is to be accordance with following: (1) 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)**: (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 specified in **2.1.2-1(1)(c)i)** to **iv), 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 months after the date	**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 (NOx)** (*Regulation*13 of *Annex* VI) **2.1.2 Requirements for Installation** **1** Major conversion of a diesel engine is to be accordance with following: (1) 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)**: (a) 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 **iii), 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	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 Rules**, as appropriate. (c) In the event the engine is fitted on board and tested for its intended purpose on or after 6 months from the date specified in **2.1.2-1(1)(c)i)** to **iv), Part 8 of the Rules** as appropriate, the actual date that the engine is tested on board. Entry of the date in **(a)** to **(c)** above, provided the conditions associated with those dates apply, is to be made in the item 8.a "Major conversion – According to Reg. 13.2.1.1 &13.2.2" of the IAPP Certificate Supplement. If the engine is not 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 due to unforeseen circumstances beyond the control of the ship owner, then the provisions of "unforeseen delay in delivery" may be considered by the Administration in a manner similar to MARPOL Annex I UI6. (2) (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) For ships at beginning stage of construction prior to 1 January 2011 The diesel engine is to comply with the standard in **2.1.2-1(1)(a), Part 8 of the Rules**. (b) For ships at beginning stage of construction on or after 1 January 2011	date specified in **2.1.2-1(1)(c)i)** to **iii), Part 8 of the Rules**, as appropriate. (c) In the event the engine is fitted on board and tested for its intended purpose on or after 6 months from the date specified in **2.1.2-1(1)(c)i)** to **iii), Part 8 of the Rules** as appropriate, the actual date that the engine is tested on board. Entry of the date in **(a)** to **(c)** above, provided the conditions associated with those dates apply, is to be made in the item 8.a "Major conversion – According to Reg. 13.2.1.1 &13.2.2" of the IAPP Certificate Supplement. If the engine is not tested within six (6) months after the date specified in **2.1.2-1(1)(c)i)** to **iii), Part 8 of the Rules** as appropriate due to unforeseen circumstances beyond the control of the ship owner, then the provisions of "unforeseen delay in delivery" may be considered by the Administration in a manner similar to MARPOL Annex I UI6. (2) (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 **(e)**: (a) For ships at beginning stage of construction prior to 1 January 2011 The diesel engine is to comply with the standard in **2.1.2-1(1)(a), Part 8 of the Rules**. (b) For ships at beginning stage of construction on or after 1 January 2011	

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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 **2.1.2-1(1)(b), Part 8 of the Rules**.	
(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 **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 of the Rules**.	(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 **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 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 **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 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 **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 of the Rules**.	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.
(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 **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 of the Rules**.	(Newly added)	
(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 NOx emission control areas other than those specified in **(a)** to **(f)** (excluding (e)) of **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 of the Rules**.	(e) For ships at beginning stage of construction on or after the date specified in **2.1.2-1(1)(c)iii), Part 8 of the Rules** which operate in NOx emission control areas other than those specified in **(a)** to **(d)** of **1.1.2(15), Part 8 of the Rules** The diesel engine is to comply with the standard in **2.1.2-1(1)(c), Part 8 of the Rules**.	Canadian Arctic Area is specified here for retroactive application. Based on IMO Resolution MEPC.392(82), incorporate Regulation 13.5.1.3.1 of MARPOL Annex VI which is related to the regulation on the
i) Ships at beginning stage of construction on or after 1 January 2025 which operate in the NOx emission control areas specified in **(e)**	(Newly added)	

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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 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) For ships at beginning stage of construction prior to 1 January 2011 The engine is to comply with the standard in **2.2.2-1(1)(a) of the Rules**. (b) For ships at beginning stage of construction on or after 1 January 2011 The engine is to comply with the standard in **2.2.2-1(1)(b) of the Rules**. (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	**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) For ships at beginning stage of construction prior to 1 January 2011 The engine is to comply with the standard in **2.2.2-1(1)(a) of the Rules**. (b) For ships at beginning stage of construction on or after 1 January 2011 The engine is to comply with the standard in **2.2.2-1(1)(b) of the Rules**. (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	

Amended-Original Requirements Comparison Table
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Amended	Original	Remarks
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**.	**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**.	
(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 **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** The engine is to comply with the standard in **2.2.2-1(1)(c) of the Rules**.	
(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**.	(Newly added)	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 area in Norwegian Sea Area is incorporated.
(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 **(a)** to **(f)** (excluding (e)) 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**.	(e) For ships at beginning stage of construction on or after the date specified in **2.2.2-1(1)(c)iii) of the Rules** which operate in NOx emission control areas other than those specified in **(a)** to **(d)** 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**.	Canadian Arctic Area is specified here for retrospective application.
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**.	(Newly added)	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 emission control sea

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

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 AND APPLICATION **1.** The effective date of this amendments is 1 March 2026.		