



**GOVERNMENT OF PAKISTAN
MINISTRY OF MARITIME AFFAIRS
DIRECTORATE GENERAL OF PORTS & SHIPPING**

MARINE GUIDANCE NOTE-- MGN- 005/2026

Karachi, dated the 17 August 2026

Subject: DESIGNATION OF THE CANADIAN ARCTIC AND THE NORWEGIAN SEA AS EMISSION CONTROL AREAS FOR NO_x, SO_x AND PARTICULATE MATTER — RESOLUTION MEPC.392(82), IN FORCE 1 MARCH 2026

References

- (a) MARPOL Annex VI, regulations 13 and 14 and appendix VII, as amended by resolution MEPC.392(82), in force 1 March 2026.
- (b) NO_x Technical Code 2008, as amended.
- (c) MARPOL Annex VI, regulation 4 (equivalents) and the 2021 Guidelines for exhaust gas cleaning systems, resolution MEPC.340(77).
- (d) MMD Marine Circular No. 003/2026 and No. 004/2026.

1. Purpose

1.1 This Circular notifies the designation of the Canadian Arctic and the Norwegian Sea as Emission Control Areas and sets out the compliance dates and the action required of Pakistan-flag ships operating in, or intending to operate in, those areas.

2. The areas

- 2.1 The Canadian Arctic Emission Control Area extends the existing North American ECA to include the Arctic waters of Canada, as described by the coordinates in appendix VII to MARPOL Annex VI.
- 2.2 The Norwegian Sea Emission Control Area extends the existing North Sea ECA northward from latitude 62° N, covering the Norwegian exclusive economic zone up to 200 nautical miles beyond the territorial sea, as far as the Russian border.
- 2.3 Both areas are designated for the control of nitrogen oxides, sulphur oxides and particulate matter. The amendments entered into force on 1 March 2026.

3. Sulphur oxides and particulate matter

- 3.1 The sulphur content of fuel oil used on board ships operating within either area shall not exceed 0.10 per cent m/m, unless an approved equivalent arrangement under regulation 4 of MARPOL Annex VI, such as an exhaust gas cleaning system, is fitted and in operation.
- 3.2 In accordance with the grace period provided by regulation 14.7, this limit is mandatory from 1 March 2027, being twelve months after entry into force of the designation. Companies are nevertheless encouraged to arrange compliance in advance of that date.

4. Nitrogen oxides — Tier III

- 4.1 A marine diesel engine of power output exceeding 130 kW installed on a ship shall comply with the Tier III standard when the ship is operating within these areas, according to the following construction criteria:

Area	Tier III application criteria
Canadian Arctic ECA	Ships the keels of which are laid, or which are at a similar stage of construction, on or after 1 January 2025.
Norwegian Sea ECA	Ships for which the building contract is placed on or after 1 March 2026; or, in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 September 2026; or which are delivered on or after 1 March 2030.

4.2 The Norwegian Sea criterion employs a three-date test — building contract, keel laying and delivery — which differs from the single keel-laying test used for earlier NO_x ECAs. Its effect is that a ship delivered on or after 1 March 2030 falls within the Tier III requirement irrespective of its keel-laying date. Companies are cautioned to apply the correct test for each area and not to rely upon the keel-laying date alone.

5. Supplement to the IAPP Certificate

- 5.1 Resolution MEPC.392(82) revises the form of the Supplement to the International Air Pollution Prevention Certificate. Section 1.3 now requires explicit entry of the contract date, the keel-laying date and the delivery date, in order to permit verification of the Norwegian Sea criterion.
- 5.2 Companies shall arrange for the Supplement to be amended or re-issued in the revised form at the next survey, and Recognized Organizations shall issue the Supplement in the revised form for all new and renewed certificates.

6. Action by Companies, Masters and Chief Engineers

- 6.1 A documented, ship-specific procedure shall be established for fuel oil changeover, providing for the changeover to be fully completed before entry into the area and not commenced before departure from it. The Chief Engineer shall record in the Engine Room Log Book, and where applicable in the Oil Record Book, the date, time and position of the ship at the commencement and completion of changeover, together with the quantity of low-sulphur fuel oil in each tank, as required by regulation 14.6.
- 6.2 Where compliance with Tier III is achieved by selective catalytic reduction or exhaust gas recirculation, the Chief Engineer shall ensure that the Tier III mode is selected and confirmed before entry, that the operating parameters are within those recorded in the Technical File, that sufficient reductant is carried for the intended passage, and that the onboard NO_x verification records are maintained.
- 6.3 Where an exhaust gas cleaning system is used as an equivalent, the Company shall verify that the system is approved and that the monitoring and recording arrangements are functional, and shall have regard to any national or local restriction on the discharge of wash water in Norwegian and Canadian waters, which may be more stringent than the requirements of MARPOL Annex VI.
- 6.4 Bunker planning shall take account of the availability of compliant fuel and of the tank capacity and segregation necessary to carry it. Fuel compatibility and stability shall be assessed before commingling.
- 6.5 The Safety Management System and, where relevant, the SEEMP shall be updated to reflect the new areas, and the ship's ECA charts and passage planning arrangements shall be amended accordingly.

7. Advance notice — North-East Atlantic

7.1 Companies are advised that the designation of the North-East Atlantic Ocean as an Emission Control Area for sulphur oxides, particulate matter and nitrogen oxides has been progressed at the Marine Environment Protection Committee. A separate Circular will be issued once the designation and its application dates are settled.

8. Enquiries

8.1 Enquiries arising from this Circular may be addressed to the Chief Engineer & Ship Surveyor, Directorate General Port and Shipping Wing, Karachi.

(Syed Ali Tahir Nasir)
Chief Engineer & Ship Surveyor and
Chief Examiner of Engineers

Distribution

1. All Pakistan Flag Shipowners, Ship Managers and Operators.
2. All Recognized Organizations authorized by the Government of Pakistan.
3. Principal Officer, Mercantile Marine Department, Karachi.
4. All Departmental Surveyors and Port State Control Officers.
5. Director General Ports & Shipping (for information).
6. Office copy / MMD website.