Sjøfartsdirektoratet
Norwegian Maritime Authority

# Circular - Series R

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## Implementation of Resolution MEPC.398(83) on amendments to the NOx Technical Code relating to the recertification of engines

The Norwegian Maritime Authority (NMA) has adopted amendments to the Regulations on environmental safety for ships and mobile offshore units in order to implement IMO Resolution MEPC.398(83) into Norwegian legislation.

The Resolution introduces amendments to the NOx Technical Code relating to the recertification of diesel engines.

The amendments enter into force on 1 September 2026.

**Consultation**
The proposed amendments to the Regulations on environmental safety for ships and mobile offshore units (Environmental Safety Regulations) were circulated for consultation from 11 June 2026 to 10 August 2026.

The NMA received consultation responses from the Ministry of Justice and Public Security, the Norwegian Coastal Shipowners Association (NCSA) and the Norwegian Pelagic Association.

The Ministry of Justice and Public Security had no comments on the proposal.

NCSA supports the proposal to implement IMO Resolution MEPC.398(83) into Norwegian legislation and considers the amendments to the NOx Technical Code to be a necessary update that provides a clearer and more practical certification pathway for the recertification of engines.

NCSA particularly emphasises the importance of a regulatory framework that facilitates the conversion and upgrading of existing vessels. It points out that reductions in emissions from the coastal fleet will largely have to be achieved through measures affecting existing tonnage, such as engine upgrades, hybridisation and the transition to alternative fuels. NCSA therefore considers it important that the recertification process is practical and predictable and does not become a barrier to emission-reduction measures. At the same time, it supports simplifications relating to onboard NOx measurements, provided that requirements concerning documentation and emission control are maintained.

Furthermore, NCSA calls for clear and practical guidance on the new recertification process, particularly in connection with conversions and the transition to alternative fuels, as well as effective cooperation between the authorities, recognised classification societies and the industry.

The NMA takes note of NCSA's comments and notes its support for the proposal to implement Resolution MEPC.398(83) into Norwegian legislation. The NMA notes that certification under the regulatory framework has to a large extent been delegated to recognised classification societies. We consider that the amendments to the NOx Technical Code will contribute to a clearer and more predictable framework for the recertification of engines. Should a need arise in practice for further guidance concerning the interpretation and application of the legislation, the NMA may consider providing additional guidance.

The Norwegian Pelagic Association has no objections to the proposal to implement Resolution MEPC.398(83) into Norwegian legislation. The Association nevertheless points out that legislation applicable to Norwegian stakeholders should, as a general rule, be available in Norwegian and considers that this should also apply to the NOx Technical Code and associated IMO resolutions that are incorporated by reference into Norwegian legislation.

The NMA notes the Association's view that legislation applicable to Norwegian stakeholders should generally be available in Norwegian. The amendments resulting from Resolution MEPC.398(83) are implemented into Norwegian legislation through incorporation by reference in the Environmental Safety Regulations. As a matter of practice, the NMA does not translate IMO resolutions that amend the NOx Technical Code. The authoritative text is available in English, and the English version of the Resolution was therefore attached to the consultation documents. The Norwegian Pelagic Association has no objections to the substantive content of the proposal.

**Details on the amendments**
By Resolution MEPC.398(83), the IMO Marine Environment Protection Committee (MEPC) adopted amendments to the NOx Technical Code 2008 (NOx Technical Code).

The NOx Technical Code specifies requirements relating to the testing, inspection and certification of diesel engines in order to ensure compliance with the nitrogen oxide emission limits set out in MARPOL Annex VI, regulation 13. The NOx Technical Code therefore applies to all diesel engines covered by regulation 13 of MARPOL Annex VI.

*Implementation into Norwegian legislation*
The NOx Technical Code has been implemented by incorporation into section 12 of the Regulations of 30 May 2012 No. 488 on environmental safety for ships and mobile offshore units (Environmental Safety Regulations).

The amendment is therefore incorporated by reference to the relevant Resolution in section 12 of the Environmental Safety Regulations.

**Further details on the amendments to the NOx Technical Code**
The amendments to the NOx Technical Code introduced by the Resolution were negotiated and adopted by the MEPC. Norway prepared its positions for the meeting in cooperation with the industry and participated in the negotiations. The industry is expected to be familiar with the amendments through information provided by the NMA and the relevant industry organisations.

As a result of the amendments, chapter 7 of the NOx Technical Code has been divided into sections 7.1 and 7.2, each with a new heading. In addition, certain provisions in chapter 7 have been renumbered.

New provisions have also been introduced in paragraphs 7.2.1 to 7.2.12 concerning the certification of diesel engines that have undergone substantial modification, or that are to be certified to a higher NOx emission level than that for which the engine was originally approved at the time of installation. The purpose is to ensure that such engines continue to comply with the applicable NOx requirements following upgrades or substantial modifications.

As a result of these amendments, engines that, for example, are converted to operate on alternative fuels or are upgraded to a higher NOx emission level will benefit from a clearer and more practical certification pathway adapted to onboard NOx measurements.

The amendments also include an update of the flow chart contained in Appendix II, which illustrates the certification process step by step.

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**Financial and administrative consequences**
The amendments will make engine recertification easier by simplifying and adapting the requirements relating to onboard NOx measurements.

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Attachments:
Regulation amending the Environmental Safety Regulations

*This document has been electronically approved and therefore does not contain handwritten signatures.*