



TECHNICAL CIRCULAR No. 899 of 7th November 2025

To	All Surveyors/Auditors. All flags
Title	SEEMP Parts II and III amendments
Reference	Resolution <u>MEPC.401(83)</u>

SEEMP Parts II and III amendments

Ships must comply with amended SEEMP Parts II and III requirements: SEEMP Part II must include the enhanced granularity information explained above and the revised definitions for the terms “under way” and “not under way” while SEEMP Part III must be revised to reflect the updated Carbon Intensity Indicator (CII) reduction targets for 2026–2028, with completion of verification and issuance of a Confirmation of Compliance by 31 December 2025.

1. Updated Definitions for the terms “under way” and “not under way”.

To improve clarity and consistency in reporting, MEPC 83 adopted amendments to the 2024 SEEMP Guidelines (Resolution MEPC.401(83)), which provide revised definitions for the terms “under way” and “not under way”, that relate to three key reporting parameters: fuel oil consumption, distance travelled, and hours under way.

1. Under way

The period between full ahead on passage (FAOP), where transit to the next port starts, and end of sea passage (EOSP), where the ship decelerates from transit speed.

FAOP is commonly referred to as Begin of Sea Passage (BOSP), as defined in the IMO Compendium on facilitation and electronic business (IMO Compendium) under IMO 0597 (Code EV10).

2. Not under way

The period between the end of sea passage (EOSP) and full ahead on passage (FAOP) of the following sea passage. Due to frequent maneuvering, acceleration, **and deceleration**, the period between Begin Canal Passage (EV08) and End Canal Passage (EV09) is considered not under way.

Consequently, the definitions of “distance travelled” and “hours under way” have been updated based on the term “under way,” replacing the previous term “under its own propulsion.”

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2. CII reduction targets for 2026–2028

To support the IMO's objective of achieving at least a 40% reduction in CO₂ emissions per transport work by 2030 compared to 2008, the reduction (Z) factors for the required annual operational CII for the years 2027 to 2030 were adopted by resolution MEPC.400(83), introducing an annual reduction increment of 2.625 percent.

Year	Reduction factors relative to 2019
2027	13.625%
2028	16.25%
2029	18.875%
2030	21.5%

In accordance with Regulation 28 of MARPOL Annex VI, ships of 5,000 GT and above (excluding certain exempted types) are required to determine their Required Annual CIIs for the next three years, as benchmarks against the ship's actual performance (Attained CII). The SEEMP Part III must include:

- The Required Annual Operational CIIs for the next three years.
- An implementation plan detailing how these CIIs will be achieved.
- A self-evaluation and improvement procedure.

Based on this and following the adoption of the CII reduction factors for the years 2027 to 2030, a revised SEEMP Part III should be developed and submitted for review by 31 August 2025 allowing time for ABS to complete the review process. The revised SEEMP Part III and the associated Confirmation of Compliance must be on board by 1 January 2026.

REFERENCE:

- Resolution MEPC.401(83)

ATTACHMENTS: No.

Kindest Regards,
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