



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



**MARINE GUIDANCE NOTICE NO. 004/2026**

Karachi, dated the 17 August 2026

**Subject: OPERATIONAL CARBON INTENSITY INDICATOR (CII) -REDUCTION FACTORS FOR THE YEARS 2027 TO 2030 AND CONSEQUENTIAL REVISION OF SEEMP PART III**

**References**

- (a) MARPOL Annex VI, regulation 28.
- (b) Resolution MEPC.338(76) — 2021 Guidelines on operational carbon intensity reduction factors relative to reference lines (CII Reduction Factors Guidelines, G3), as amended by resolution MEPC.400(83).
- (c) Resolution MEPC.336(76) — 2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1), as amended.
- (d) Resolution MEPC.339(76) — 2021 Guidelines on the operational carbon intensity rating of ships (CII Rating Guidelines, G4), as amended.
- (e) Resolution MEPC.347(78) — 2022 Guidelines for the verification and company audits by the Administration of Part III of the SEEMP.
- (f) MMD Marine Circular No. 003/2026 (enhanced IMO DCS data collection).

**1. Purpose**

1.1 This Circular promulgates the reduction factors (Z) for the required annual operational Carbon Intensity Indicator for the years 2027 to 2030, adopted by resolution MEPC.400(83), and directs Companies to revise the Ship Operational Carbon Intensity Plan (SEEMP Part III) accordingly.

**2. Application**

2.1 This Circular applies to Pakistan-flag ships of 5,000 gross tonnage and above of the ship types to which regulation 28 of MARPOL Annex VI applies, namely bulk carriers, gas carriers, tankers, container ships, general cargo ships, refrigerated cargo carriers, combination carriers, LNG carriers, ro-ro cargo ships (vehicle carriers), ro-ro cargo ships, ro-ro passenger ships, and cruise passenger ships having non-conventional propulsion.

**3. Reduction factors**

3.1 The reduction factors (Z) for the required annual operational CII, relative to the 2019 reference lines,

| Calendar year | Reduction factor Z (per cent) |
|---------------|-------------------------------|
| 2023          | 5.000                         |
| 2024          | 7.000                         |
| 2025          | 9.000                         |
| 2026          | 11.000                        |
| 2027          | 13.625                        |

| Calendar year | Reduction factor Z (per cent) |
|---------------|-------------------------------|
| 2028          | 16.250                        |
| 2029          | 18.875                        |
| 2030          | 21.500                        |

3.2 The factors for 2027 to 2030 are newly introduced by resolution MEPC.400(83) and are aligned with the level of ambition of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships to reduce carbon intensity by at least 40 per cent by 2030 compared with 2008.

#### 4. Action by Companies

- 4.1 Every ship to which this Circular applies shall carry a SEEMP Part III containing an implementation plan demonstrating how the required annual operational CII is to be achieved for the three-year period 2026 to 2028, together with the required annual operational CII for each of those years, calculated using the reduction factors at paragraph 3.1.
- 4.2 The revised SEEMP Part III shall be submitted for verification in accordance with reference (e), and the Confirmation of Compliance shall be kept on board. Companies which have not yet effected this revision shall do so without delay and shall report the position of each ship in the fleet to this Department within thirty days of the date of this Circular.
- 4.3 Where a ship is rated D for three consecutive years, or is rated E for any one year, the SEEMP Part III shall be amended to include a plan of corrective actions setting out how the required index is to be achieved, and shall be submitted for verification in accordance with regulation 28.8 of MARPOL Annex VI. The Chief Engineer shall be consulted in the framing of technical and operational corrective measures, which may include hull and propeller condition management, engine load optimization, auxiliary load reduction, waste heat recovery, trim and speed optimization, and shaft power limitation.
- 4.4 Attention is drawn to the fact that the reliability of the CII rating depends directly upon the quality of the fuel oil consumption data collected under Marine Circular No. 003/2026. Companies shall ensure that the two instruments are administered consistently.

#### 5. Advance notice — review of short-term measures

5.1 Phase 2 of the review of the short-term GHG reduction measures commenced in 2026 and is expected to conclude in 2028. It covers the enhancement of the SEEMP framework, the revision of the CII metrics, and the alignment of the energy efficiency framework with the IMO Net-Zero Framework. Further amendments to the CII regime are therefore to be expected, and this Department will issue supplementary guidance as matters are settled at the Marine Environment Protection Committee.

#### 6. Enquiries

6.1 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

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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.