



FACILITATION COMMITTEE  
50th session  
Agenda item 7

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**REVIEW AND REVISION OF THE IMO COMPENDIUM ON FACILITATION AND ELECTRONIC  
BUSINESS, INCLUDING ADDITIONAL E-BUSINESS SOLUTIONS**

**Definition of the Sea Passage**

**Submitted by ICS**

**SUMMARY**

*Executive summary:* This document proposes the harmonization of the Sea Passage definition.

*Strategic direction, if applicable:* 5

*Output:* 5.8

*Action to be taken:* 9

*Related documents:* EGDH 13/11, EGDH 13/WP.1, and FAL 5/Circ.42/Rev.3

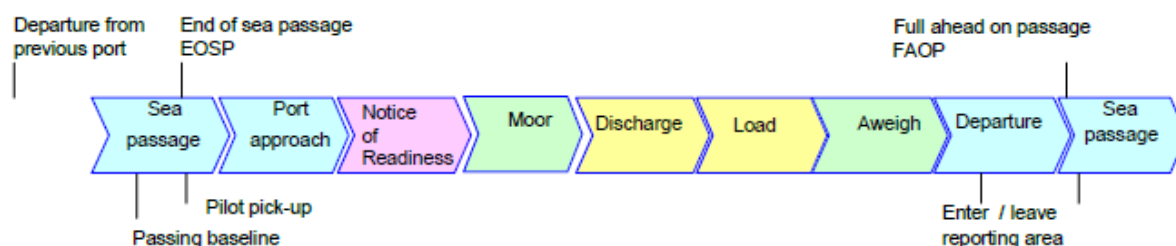
**Background**

1 EGDH 13 considered submission EGDH 13/11 and discussed the glossary of terms proposed for the Voyage. Annex 5 of the report of the Working Group (EGDH 13/WP.1) summarizes the outcome and defines Sea Passage as follows:

| Term        | Refers to                                                                            | Definition                                                                                    |
|-------------|--------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------|
| Sea passage | Open-sea section [between pilot zones]/ Deep-sea transit outside coastal/pilot zones | The portion of the voyage that takes place in open waters, beyond waiting areas at both ends. |

2 Paragraph 22 of EGDH 13/WP.1 also confirms that further consideration of the terms is needed, including the definition of Sea Passage.

3 Section 4.2 of FAL 5/Circ.42/Rev.3 provides guidelines for setting up a maritime single window. This also includes the following definition of Sea Passage, which differs from the EGDH 13 definition:



*"End of sea passage (EOSP): Normally used in transport contracts, where the ship decelerates from transit speed.*

*Full ahead on passage (FAOP): Where transit to the next port starts.*

*Note also that the sea passage may contain channel or strait passages and that the port approach likewise may be subdivided into more phases".*

4 At MEPC 83, the review of the Carbon Intensity Indicator was progressed within the Working Group on Energy Efficiency and Air Pollution. It was noted that port waiting time, time alongside and energy consumed for onboard cargo handling adversely impact the accuracy of the ratings, and several proposals to refocus CII towards the fuel used whilst under way were considered. It was agreed in principle that this approach could significantly improve the accuracy of the CII ratings, so long as the fuel consumption was limited to the part of the voyage where a ship is.

- .1 in deep water;
- .2 on a steady course; and
- .3 operating at constant transit speed.

5 In this respect, it was agreed that the definition of the Sea Passage within FAL 5/Circ.42/Rev.4 was sufficiently flexible to align with this requirement, and without prejudging MEPC's decision on this potential improvement to CII, could be referenced within an amended version of the SEEMP Guidelines. Hence, enabling appropriately configured DCS fuel consumption data to be collected, and paving the way for the recalculation of the CII reference lines. In due course, this will enable a more detailed assessment of this approach. Accordingly, annex 6 of the report of MEPC 83 (MEPC 83/17/Add.1) recorded the agreed amendments to the SEEMP Guidelines as resolution MEPC.401(83), and for information, an extract is included in the annex to this document.

6 Sponsors are particularly concerned that EGDH 13's definition of Sea Passage refers to the pilot station. Not all pilot stations are in open water, and therefore, if this definition were upheld as a definitive criteria, it would conflict with the work being progressed by MEPC on the review of CII. This is because within the approaches to some pilot stations, ships may be experiencing slow speed manoeuvring, changes in course, shallow water effects and variations in engine revs. This could increase the ship's fuel consumption and therefore lead to inaccuracies in the CII rating.

## Proposal

7 The sponsors are grateful for the work of the Experts Group on data harmonization, and agree that harmonization of the definitions of the voyage sectors is beneficial.

8 Noting that FAL 5/Circ.42/Rev.3 already defines Sea Passage, it is proposed that the definition be maintained within the data elements being defined by EGDH, i.e. to amend the definition within EGDH 13/WP.1 to:

| Term        | Refers to                                                                                     | Definition                                           |
|-------------|-----------------------------------------------------------------------------------------------|------------------------------------------------------|
| Sea passage | The section of the Voyage. between Full Ahead on Passage (FAOP) and End of Sea Passage (EOSP) | As defined within section 4.2 of FAL 5/Circ.42/Rev.3 |

#### **Actions requested of the Committee**

9 The Committee is invited to consider the proposal within paragraphs 7 and 8, and to forward it on to EGDH accordingly.

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## **ANNEX**

### **EXTRACT FROM RESOLUTION MEPC.395(82) AMENDMENTS TO THE 2024 GUIDELINES FOR THE DEVELOPMENT OF A SHIP ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP)**

#### **7 GUIDANCE ON METHODOLOGY FOR COLLECTING DATA ON FUEL OIL CONSUMPTION, DISTANCE TRAVELLED AND HOURS UNDER WAY AND OTHER ITEMS**

3 A new section "Under way and not under way" is added after the existing section "Conversion factor CF" and before the section "Distance travelled", as follows:

##### **Under way and not under way**

7.6 Under way is defined as the period between full ahead on passage (FAOP) and the end of sea passage (EOSP) as per the Guidelines for setting up a maritime single window (FAL.5/Circ.42/Rev.3).

Full ahead on passage is more commonly referred to in performance monitoring systems as the beginning of sea passage, which is also defined in the IMO Compendium on facilitation and electronic business (IMO Compendium) under IMO 0597 (Code EV10).

"Not under way" is therefore the period between the end of sea passage and full ahead on passage.

Note that canal passage, that is, the period between beginning canal passage (EV08) and end canal passage (EV09), which are also defined in the IMO Compendium under IMO 0597 should be considered not under way due to frequent manoeuvring, acceleration and deceleration.