

The Sea Cargo Charter

Changes to the Technical Guidance

This document highlights changes and clarifications that have been made to the Technical Guidance. Minor changes (e.g., spelling errors) are not listed.

Latest version: Version 5.0, January 2025

Version 4.1 to 5.0

Changes from version 4.1 (August 2024) to 5.0 (January 2025):

- **Update of trajectories, baselines and emission factors:** Emission factors were updated to align with the latest IMO emission factors and filled with other sources where guidance from the IMO was missing. New baselines were developed based on the updated set of emission factors. This results in ~6.2% less stringent baselines compared to the ones used in the 2024 Annual Disclosure Report. This required the following edits:
 - Figures 2 & 3 were updated based on revised baselines.
 - Chapter “2.1.1 Emissions boundaries adaptation” was edited to include an explanation of the conversion factor discrepancy and why the trajectories were updated for this version.
 - Example 1 was updated based on new trajectories and emission factors.
 - Appendix 4 was updated:
 - Tables 5, 6, and 7 (previously 6, 7 and 8) and Figure 19 were updated based on the revised baselines.
 - Example 2 (previously 3) was updated.
 - The chapter on emission factors was revised to reflect the latest update in emission factors. Tables 8.1 and 8.2 were replaced by the new Table 8 which now contains both granular and default emission factors, as well as a detailed split down of the components of each emission factor. An example was added to explain the calculation approach for the emission factors. The latest update to the emission factors was summarized. The approach for biofuel blends was clarified.
 - The examples in Appendix 5 were updated.
- **New combination carriers baseline:** A baseline for combination carriers was added. This is reflected in updates in Table 1 as well as in Tables 6 and 7. Several chapter have been updated were relevant to reflect the addition of the combination carriers baseline.
- **Updated public reporting requirements:** Chapter 3 was updated to reflect that some aspects from the private disclosure part are moving to the public disclosure as of the Annual Disclosure Report 2025 (see Figure 14). As a consequence, example 2 was deleted. Examples 2 & 3 (previously 3 & 4) were updated.
- Chapter 5.2 was added to add the missing reference about the Membership Agreement.
- The reference to Off-hire periods has been re-added to Appendix 3.

Version 4.0 to 4.1

Changes from version 4.0 (March 2024) to 4.1 (August 2024):

- **Update of oil tanker continuous baselines:** The continuous baselines are calculated based on 2018 estimates from the Fourth GHG Study of the median ship size and the median emissions intensity for each size category of a particular vessel type. One of the data points for Oil Tankers that is available in the Fourth IMO GHG Study was not factored into the calculation. The continuous baseline was therefore calculated based on 7 of the 8 available data points with the missing data point being that of the smallest vessel type. The Technical Guidance was updated by developing a new set of coefficients

for Oil Tankers for both the Minimum and Striving trajectories, based on all 8 available data points. Tables 7 and 8 have been updated accordingly.

- **Example 1** was updated to reflect accurate numbers for 2023.
- **Scope and segments:** It was clarified more explicitly what minimum requirements apply to charterers and shipowners when voluntarily reporting segments C4 or S4. It was further noted that segments C4 and S4 will be mandatory as of the Annual Disclosure Report 2026.
- **Figure 15** was adapted to reflect that from 2025 onwards, the reporting percentage and information on verification will be made public in the Annual Disclosure Report.
- **Chapter 2.5** was corrected to reflect that it is not necessary to derive the overall climate alignment score from first calculating the vessel category alignment scores (since the move to continuous baselines).
- **Footnote 21** was updated to refer to the recommended data collection template and the indicative verification guidelines.
- **The font and logo** were updated to reflect the new visual identity.

Version 3.0 to 4.0

Changes from version 3.0 (February 2024) to 4.0 (March 2024):

- The entire Technical Guidance was revised where needed to reflect the scope expansion to shipowners.
 - Foreword was amended to reflect that the Sea Cargo Charter is now open to all charterers and shipowners as defined in the scope
 - Scope was amended to reflect that charterers and shipowners are welcome to join the Association and eligible companies are charterers, sub-charterers, disponent owners, and registered owners. A footnote was added to specify that Special Purpose Vehicles (SPVs) are not in scope. It was specified that third-party management companies and shipowning entities that charter out on bareboat charterparty terms are not in scope.
 - Segments S1 to S4 for shipowners were added.
 - References to shipowners for all principles were added where needed.
 - Chapter 1. Introduction: reference to shipowners was added.
 - Chapter 2. Assessment: reference to shipowners was added; Section 2.2 sourcing of data: note was added that shipowners should have the necessary data at hand to calculate climate alignment.
 - Chapter 3. Accountability: reference to shipowners was added; Section 3.3 requirements at each information flow: note was added that charterers should provide consent to shipowner signatories to use the data for reporting. Information flow steps were amended to fit for both charterer and shipowner signatories, including amendments of Figures 5, 6 and 7.
 - Chapter 4. Transparency: reference to shipowners was added.
 - Chapter 5. How to become a signatory: reference to shipowners was added.
 - Appendix 2: Shipowner definition added to glossary. Appendix 6: Note was added that shipowners should get charterers consent to use the data in the reporting.
 - Acknowledgements were amended to show scope expansion working group.
- Appendix 4, a reference to the IMO LCA guidance deleted in the paragraphs on 'Emission factors for well-to-wake CO₂e' to reflect the latest available information. Example 3 was amended: Aframax tanker was replaced with Panamax bulk carrier and rounding error for striving trajectory was corrected from 6.71 gCO₂e/tnm to 6.72 gCO₂e/tnm

Version 2.3 to 3.0

Changes from version 2.3 (March 2023) to version 3.0 (February 2024):

- The decarbonization trajectories and the methodology for assessing climate alignment were revised to align with the revised 2023 IMO GHG Strategy.
 - “carbon intensity” is replaced by “emissions intensity”.
 - CO₂ is replaced by CO₂e (unless CO₂ is referenced exclusively) .
 - The preamble and introduction were revised as appropriate to reflect the 2023 IMO GHG Strategy.
 - Section 2 “Assessment of climate alignment” was amended with revised emission reduction target and indicative checkpoints including an explanation of the shift to well-to-wake. Figures 2 and 3 were revised to reflect the global fleet’s CO₂e emission trajectories under different targets and the global fleet’s carbon intensity indicative checkpoints and trajectories.
 - Footnote 5 was added to explain the meaning of a “business-as-usual” trajectory.
 - Section 2.2 was amended to specify that the EEOI calculation will be on a well-to-wake basis
 - Section 2.2.1 “Emission boundaries adaptation” was added to explain that the Sea Cargo Charter provides a set of emissions factors to calculate well-to-wake emissions as an “interim solution to fill the gap between the adoption of the 2023 IMO GHG Strategy and the publication of the IMO’s lifecycle assessment (LCA) guidelines”. This is an interim solution to fill the gap between the adoption of the 2023 IMO GHG Strategy and the publication of the IMO’s lifecycle assessment (LCA) guidelines. Once the IMO LCA guidelines are published (MEPC.376(80) expected to be finalised during MEPC 81 in Q2 2024), the Sea Cargo Charter will evaluate them with the view of including them.
 - Section 2.4 was amended to reflect new indicative checkpoints.
 - Equation 3 and Equation 4 were amended in section 2.6 to reflect CO₂e instead of CO₂.
 - Example 1 was updated in section 2.6 with relevant IMO voyages to create updated example for 2023, reflecting the 2023 IMO GHG Strategy.
 - Verification process in Chapter 3 “Accountability and enforcement”:
 - Relevant figures and the information flow steps were clarified to show at what point the 3rd party performs calculations or verification
 - A footnote to Figure 5 was added, specifying that verification can be performed using the Indicative Verification Guidelines provided by the signatory
 - Specifications were added to section 3.3.3 to explain the verification process in more detail. It was specified that third parties are encouraged to use the Indicative Verification Guidelines. Figure 11 was updated to reflect the details of the verification process and add footnote referencing the Indicative Verification Guidelines.
 - Appendices:
 - Amend Appendix 1 “Abbreviations” by including LCA
 - In Appendix 2 “Glossary” definitions of “Climate alignment”, “emissions intensity”, and “LCA” were added.
 - In Appendix 4 “Definition of decarbonisation trajectory and vessel continuous baselines” the baseline was changed from 2012 to 2018 together with a justification for considering emission intensity estimates from 2018. References were made to the IMO Revised Strategy. However, for reasons highlighted in Appendix 4, Chemical Tankers and Liquefied Gas Tankers are baselined on EU MRV data from 2021, much as the previous addition. However, the same method of curve fitted is used as the other vessel types.
 - Also, Table 6 was amended to reflect the emissions budget translation from the Third IMO GHG Study to the 2023 IMO GHG Strategy ‘Minimum’ and ‘Striving’ numbers. Figure 17 was amended to reflect updated decarbonisation trajectory with updated values from Table 6. Figure 18 and 19 were also updated.
 - In Appendix 3 the specification of dry bulk voyages on general cargo vessels was added.



- In Appendix 4 it was specified that the trajectories do not account for projected efficiency or alternative fuel technology uptake by the industry and are not designed to forecast any changes in operating profile.
- Table 6 and Figure 17 were amended in Appendix 4 to reflect the IMO 2023 GHG Strategy.
- The emissions intensity calculation and Table 7 and Table 8 were updated, including by inserting the coefficients for determination of required emissions intensity for vessel types under the IMO 2023 GHG Strategy 'Minimum' trajectory (Table 7) and 'Striving' trajectory (Table 8).
- Figure 20 was deleted and only Figure 19 left as an example of the change from stepped to continuous baselines.
- Example 3 was amended in Appendix 4 to explain which emission factors should be used and Table 8.1 was added with "Default well-to-wake emission factors", together with a section on "Emission factors for granular fuel and machinery data and Table 8.2 on "Granular well-to-wake emission factors", "Considerations for reporting using granular data" were also added, including fuel characteristics and machinery information
- Appendix 5 was amended to update all references from CO₂ to CO₂e and update Table 8.
- In Appendix 6, the section on "Bunker emission factors" was deleted and table 14 was removed considering other sections added on emission factors in the Technical Guidance.
- Other editorial changes:
 - Clarifications in Principles 1 and 3
 - Spell "signatories" with a lower case "s".
 - From American to British English

Version 2.2 to 2.3

Changes from version 2.2 (August 2022) to version 2.3 (March 2023):

- The baselines for chemical and liquified gas tankers are newly derived from the EU MRV data (and not Fourth IMO GHG Study like for the other vessel types). The Technical Guidance was updated to reflect this, including values in Table 6 – Pages 21, 55, 58.
- The wording on page 7 was changed from "service providers" to "reporting pathways" to avoid any confusion as the Sea Cargo Charter does not prescribe which service providers Signatories should work with.
- Table 0 was renamed to Table 1 – Page 22.
- The wording in Appendix 5 was fixed to read "gCO₂/tnm" instead of "gCO₂e/tnm" – Pages 61, 64

Version 2.1 to 2.2

Changes from version 2.1 (March 2022) to version 2.2 (August 2022):

- Table 0 was added showing the determination of vessel size categories – Page 22.
- The term of non-reporting percentage was clarified – Pages 35 & 36 – and added to the Glossary – Page 51.
- The definition of ballast legs in the Glossary was further clarified to avoid confusion around off-hire periods – Page 51.
- Guidance for calculations in chemical parceling was amended to simplify the calculation method (while keeping the impact on the overall alignment score minimal) – Page 53.

Version 2.0 to 2.1

Changes from version 2.0 (November 2021) to version 2.1 (March 2022):

- The guidance was updated to reflect the continuous baselines:



- Section 2.4 on Page 21
 - Section 2.5 on Page 22
 - Example 1 on page 23
 - A definition of Continuous baselines was added into Glossary – Page 51
 - Appendix 4 was changed significantly to reflect this update – Pages 54–60
- Colors in graphs in Figure 2 and Figure 3 were fixed – Page 15 & 16.

Version 1.3 to 2.0

Changes from version 1.3 (June 2021) to version 2.0 (November 2021):

- Clarifications were brought into the scope wording to reflect the new segmented approach to the scope of the Sea Cargo Charter – Page 3. Textual references were updated throughout the whole document to reflect this change, including the Preamble (Page 2), Table 4 (Page 36) and Figure 15 (Page 42).
- Guidance on how to proceed in case incorrect data are received from shipowners was inserted – Page 29.
- Decarbonization trajectories were updated to reflect the latest available data from the Fourth IMO GHG Study – Appendix 4, Pages 54–58, including Figure 18 & Table 6. A note that the trajectories values in Table 6 are rounded was added – Page 57.
- Continuous baselines are currently being developed by the Secretariat and will replace the current decarbonization trajectories early in 2022 in time for the 2021 reporting. A note mentioning continuous trajectories was added – Page 51 & 57.
- Worked examples illustrating climate alignment calculations for bulk and chemical parceling were added – Appendix 5, Page 59–62.
- Carbon factors in Table 7 were updated to correct wrong references for Bio-methanol and e-methanol – Page 64.
- The “Single Charterer TC&VC Data Collection Template” and “General Parceling Data Collection Template” were merged into a single file - “Single Charterer & General Parceling Data Collection Template” - that is now available on the Resources page on the website. Links in the footnotes in the Sea Cargo Charter Clause were updated accordingly.
 - The template also clarifies the definition of arrival and departure being berth-to-berth, removing the terms EOSP and SOS (which can be interpreted differently).
 - The template was further equipped with validation rules to minimize typos and other errors at source, calculation of emissions and EEOI directly in the template and an output table making it easier to export the inputted data into a database (flat file format).
 - The “Chemical Parceling Data Collection Template” will be updated to fit a similar format. It will be uploaded on the Resources page on the website when available.

Version 1.2 to 1.3

Changes from version 1.2 (April 2021) to version 1.3 (June 2021):

- Change in the scope: starting from 1 January 2022, vessels under 5000 GT will also be included in reporting (excluding inland waterway trade) – Page 3
- “Amount of cargo discharged” changed back to “amount of cargo transported” with addition of a footnote for liquefied gas carriers – Pages 15 & 27
- Addition of guidance for parceling where “general parceling” and “chemical parceling” are distinguished. – Pages 50 & 51
- The guidance on “Stationary time / Floating storage” was clarified – Page 51
- The Sea Cargo Charter Clause which is referred to in the Technical Guidance has been updated:

- Data Collection Templates' definition of a leg start and end updated.
- Addition of a third Data Collection Template for "chemical parceling".

Version 1.1 to 1.2

Changes from version 1.1 (December 2020) to version 1.2 (April 2021):

- Change from cargo "transported" to "discharged" to consider some cases (e.g., LNG carriers) for which the amount of cargo discharged is different from the amount of cargo loaded: "Amount of cargo discharged in metric tonnes over the given voyage" – Page 15
- Addition of a footnote to acknowledge that methane slip is not currently accounted for in the methodology but is expected to be included in the methodology once a suitable method of quantification that includes non-CO₂ GHGs is established – Page 15
- "Actual distance travelled in nautical miles" – Pages 15 & 27
- Addition of a footnote to allow the use of distance tables in the exceptional circumstances where owners are not able to provide the actual distance sailed – Page 27
- Addition of "gas combustion unit" and "inert gas generators" in the categories of fuel type and consumption for which signatories collect data – Page 27
- Addition of guidance for "Drifting periods" – Page 51
- Addition of guidance for "Off-hire period" – Page 51
- Extension of the guidance for "Long voyages spanning multiple years" to "Voyages spanning multiple years" – Page 51
- Mention to "backhaul" removed throughout the Technical Guidance: backhauls are to be treated in the same way as other loaded journeys making the references in the Technical Guidance superfluous.