

RESOLUTION MEPC.390(81) (adopted on 22 March 2024)
AMENDMENTS TO THE 2021 GUIDELINES ON THE SHAFT / ENGINE POWER
LIMITATION SYSTEM TO COMPLY WITH THE EEXI REQUIREMENTS AND USE
OF A POWER RESERVE (RESOLUTION MEPC.335(76)),
AS AMENDED BY RESOLUTION MEPC.375(80)

ANNEX 8

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THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that the 2021 Revised MARPOL Annex VI, which entered into force on 1 November 2022, contains requirements concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping,

NOTING ALSO that ships may be equipped with a shaft / engine power limitation system in order to comply with regulation 25 of MARPOL Annex VI on the 'Required EEXI',

NOTING FURTHER that, at its seventy-sixth session, it adopted, by resolution MEPC.335(76), the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve*,

NOTING that, at its eightieth session, the Committee adopted, by resolution MEPC.375(80), amendments to the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve*.

HAVING CONSIDERED, at its eighty-first session, proposed amendments to the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve*,

1 ADOPTS amendments to the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve*, the text of which is set out in the annex to the present resolution;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed amendments to the attention of masters, seafarers, shipowners, ship operators and any other interested parties.

ANNEX

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1 Paragraph 2.1.1.3 is replaced by the following:

- "3 a control unit for calculation and limitation of the power transmitted by the shaft to the propeller(s); if this control unit is independent from the engine automation the following should be satisfied:
- .1 override of limitation is indicated by giving an alarm on the bridge, clearly informing the ship's master or OICNW. Acceptance of this alarm by the master or OICNW is the deliberate action referred to in paragraph 2.2.1;
 - .2 in case of exceedance, the ship's master or OICNW to manually reduce the power within the limit;
 - .3 in case of deliberate use of power reserve, data recording to commence automatically;
 - .4 data recording device as defined in section 2.1.1.2; and
 - .5 in case of short-term unintentional exceedance of the power limit the system may inhibit the initiation of the exceedance alarm for up to a maximum of five (5) minutes."

2 Paragraph 2.2.1 is replaced by the following:

"2.2.1 The SHaPoLi / EPL system should be non-permanent but should require the deliberate action of the ship's master or OICNW to enable the use of unlimited shaft / engine power (power reserve) of the ship. For systems that use a Password/PIN to control access to the power reserve override, attention should be paid to ensure that the necessary Password/PIN is always available when override is required. In a scenario specified in regulation 3.1 of MARPOL Annex VI, which may endanger safe navigation of the ship, immediate use may be achieved by procedural arrangements for pre-emptive un-limiting the SHaPoLi/EPL system."

3 Paragraph 3.3 is replaced by the following:

"3.3 The use of the power reserve should be distinguished from the precautionary un-limiting of a shaft or engine power limitation system. Where an EPL/ShaPoLi override is activated pre-emptively when hazards are anticipated, but the power reserve is not subsequently used, this event should be recorded in the bridge and engine-room logbooks. The engine-room logbook should record power used during the period when the override was activated. The EPL/ShaPoLi should be reset as soon as possible, and details of the reset should also be recorded in the bridge and engine-room logbooks."

4 A new section 6 is added, after existing section 5, as follows:

"6 Additional information to be provided, as applicable

The following documents described in the appendices to *Recommendation on the Provision and Display of Manoeuvring Information on Board Ships* (annex, resolution A.601(15)) should be updated to include the manoeuvring characteristics of the ship when the ship has all shaft and engine power available, and when shaft or engine power has been limited:

- .1 the Pilot card;
- .2 the wheelhouse poster; and
- .3 the manoeuvring booklet."

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