



Merchant Shipping Directorate



## OVERRIDABLE SHAFT-ENGINE POWER LIMITATION SYSTEM (SHAPOLI /EPL)

### *Technical Notice MARPOL.16*

*Notice to Ship-owners, Ship Operators, Managers, Masters,  
Owners' Representatives and Recognized Organizations*

The Directorate would like to draw the attention of all concerned to the requirements and guidelines for the implementation of the Overridable Shaft-Engine Power Limitation System (SHaPoLi/EPL) for ships.

In particular, the following are to be noted:

.1 Resolution MEPC.390(81) Amendments to the 2021 Guidelines on the Shaft/Engine Power Limitation System to Comply with the EEXI requirements and use of Power Reserve (MEPC Resolution 335(76), as amended by MEPC Resolution 375(80)) and IACS Recommendation 172 provide guidelines on SHaPoLi/EPL system.

.2 With regard to section 2.1.1.3 of MEPC Resolution 335(76), as amended by MEPC Resolution 375(80) related to a “control unit for calculation and limitation of the power transmitted by the shaft to the propeller(s)”, if this control is independent from the engine automation, the following shall be satisfied:

- Override of limitation is indicated by giving an alarm on the bridge, clearly informing the ship’s master or officer in charge of the navigational watch (OICNW):
- in case of any exceedance of the power limit, the ship’s master or OICNW shall manually reduce the power to within the limit;
- in case of deliberate use of power reserve, data recording shall commence automatically;
- data recording device as defined in section 2.1.1.2 and
- any unintentional exceedance of engine power limit due to engine load, this Administration will accept a five (5) minutes delay before recording commences.

.3 Any use of a power reserve should be recorded in the record page of the OMM for ShaPoLi/EPL, signed by the master and the ship should notify this Administration and the competent authority at the relevant port of destination, prior to arrival at that port. On an annual basis, this Administration will report the uses of a power reserve to IMO for the preceding calendar year through the consolidated data received from the RO.

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The record should include the following:

- .1 ship type;
- .2 IMO number;
- .3 ship size in DWT and/or GT, as applicable;
- .4 ship's limited shaft/engine power and ship's maximum unlimited shaft/engine power;
- .5 position of the ship and timestamp when the power reserve was used;
- .6 reason for using the power reserve (operating in adverse weather, operating in ice-infested waters, participation in search and rescue operations, avoidance of pirates, engine maintenance, description of other reasons consistent with regulation 3.1 of MARPOL Annex VI)
- .7 Beaufort number and wave height or ice condition in case of using the power reserve under adverse weather condition;
- .8 supporting evidence (e.g. expected weather condition) in case of using the power reserve for avoidance action;
- .9 records from the SHaPoLi/EPL system for the electronically controlled engine during the power reserve was used; and
- .10 position of the ship and timestamp when the power limit was reactivated or replaced.

.4 Once the risks have been mitigated, the ship should be operated below the certified level of engine power under the SHaPoLi / EPL. The SHaPoLi / EPL system should be reactivated or replaced by the crew immediately after the risks have been prevented and the ship can be safely operated with the limited shaft / engine power.

The reactivation or replacement of the SHaPoLi / EPL system should be confirmed by the RO on behalf of this Administration at the earliest opportunity by submitting supporting documentary evidence confirming resetting.

.5 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.

.6 When the SHaPoLi / EPL system is applied and the NOx critical settings and/or components have been altered beyond the limits listed in the NOx Technical File, the engine would have to be re-certified.

.7 Ships with overridable shaft-engine power limitation need to be provided with two sets of maneuvering charts/posters in the wheelhouse, one covering the vessel capabilities in un-limiting mode and one covering the vessel capabilities in limiting mode. Alternately, the existing maneuvering booklet, if available, and the maneuvering chart/poster displayed in the wheelhouse may include that the ship's power has been limited and state the limiting power for the attention of the Master to account for the ship's performance. The documents described in the appendices



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to Recommendation on the Provision and Display of Maneuvering Information on Board Ships (annex to resolution A.601(15)) namely the pilot card, wheelhouse poster and maneuvering booklet need to be updated jointly with the RO in accordance with section 6 of the IMO Resolution MEPC. 390(81).

.8 Ships with non-overridable shaft-engine power limitation need to be provided with new maneuvering charts/posters in the wheelhouse. Any ship's certificates that refer to engine (propulsion) power should be reissued to indicate the limited engine power.

.9 Computational fluid dynamics may be used to prepare the revised/new maneuvering charts/posters.

All concerned are strongly recommended to bring this Notice to the attention of all crew serving onboard Maltese registered vessels and follow the requirements and guidelines contained therein.

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