



TECHNICAL INFORMATION

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Subject : Procedural manual for override and use of power reserve on ships installed with SHaPoLi/EPL (Rev.1)

1. Background

- .1 In accordance with the implementation of the Energy Efficiency Existing Ship Index (EEXI) regulations and the relevant IMO guidelines (Res.MEPC.335(76) as amended by MEPC.375(80)), ships subject to these regulations are undergoing the installation of Power Limitation System (EPL/SHaPoLi) until the first periodical IAPP survey on or after 1 January 2023.
- .2 According to the aforementioned IMO guidelines, in the event of overriding the Power Limitation System for the safety of the ship or life and consequently a power reserve is used, it is required to record such actions on the record page of the Onboard Management Manual (OMM). Additionally, reporting, without delay, to the flag Administration or Recognized Organization (RO) as well as the relevant Authority of the next port of call is mandated.
- .3 Furthermore, reactivation of the Power Limitation system is imperative to promptly when the risk has been mitigated, and confirmation of this reactivation by the Recognized Organization (RO) or flag Administration is required. Therefore, please refer to the procedural manual for relevant requirements, including the application for the confirmation of reactivation after the override and/or the use of power reserve (additional guidance will be further provided after the development of the on-line reporting system for the use of power reserve).

2. Key Components

1. Subject: Ships installed with the SHaPoLi/EPL
2. In case the use of power reserve is allowed:

In accordance with the para. 3.1 of the IMO guidelines, the use of a power reserve is only allowed for the purpose of securing the safety of a ship or saving life at sea, consistent with regulation 3.1 of MARPOL Annex VI. Followings are the example.

- Operating in adverse weather
- Operating in ice-infested waters
- Participation in search and rescue operations
- Avoidance of pirates
- Engine maintenance
- Other reasons consistent with regulation 3.1 of MARPOL Annex VI

3. In case of the reactivation of the Power Limitation System after the override, confirmation with supporting evidence by the Recognized Organization (RO) or flag Administration is required at the earliest opportunity.

=> Please be aware that failure to take appropriate measures for the requirement may result in findings during PSC inspections. **Along with the supporting evidence for the reactivation of the Power Limitation System, please apply to the branch office of our classification Society in the jurisdiction of the ship's next port for confirmation by review.**

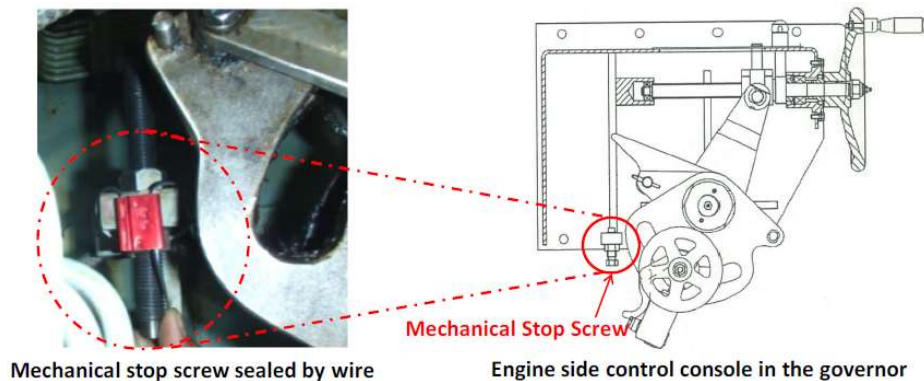
=> [The confirmation](#) may be carried out by [review report without physical attendance of the surveyor](#) since the confirmation is based on the supporting evidence in accordance with the paragraph 3.5 of the IMO guidelines. However, if it is detected by PSCO that, in accordance with the paragraph 3.7 of the IMO guidelines, the system is overridden without proper measures, then the confirmation of reactivation may be required in the presence of the surveyor at the port.

=> [Since the IMO Guidelines does not provide any exceptional requirements for systems that do not physically limit the power \(e.g., SHaPoLi\), the same requirements apply. In other words, if a power reserve is used, it is considered an override of the system, thus requiring confirmation of reactivation.](#)

=> Examples of supporting evidence that should be submitted when applying for [the confirmation of reactivation](#) are as below:

- Engine power log
- For mechanical EPL, photo/record of resetting the sealing
- For electronic EPL or SHaPoLi, screenshot/photo or record confirming the reactivation

- Bridge/ER Log Book entry (in case a power reserve is not used after the power limitation system is overridden)
- Records of the Onboard Management Manual (OMM) record page (in case a power reserve is used).



<Example. Sealing of mechanical stop screw>

4. Measures to be taken to comply with the paragraph 3 of the *Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI requirements and use of a power reserve* (Res.MEPC.335(76) as amended by MEPC.375(80)) are as below:

1) A power reserve is used after the override of SHaPoLi/EPL

a) Any use of a power reserve should be recorded in the record page of the OMM for SHaPoLi/EPL, signed by the master and should be kept on board. The record includes:

- ship type; IMO number; ship size (in DWT and/or GT);
- ship's limited and maximum unlimited shaft/engine power;
- position of the ship and timestamp when the power reserve was used;
- reason for using the power reserve;
- Beaufort number and wave height or ice condition (in case of using the power reserve under adverse weather condition);
- supporting evidence, e.g. expected weather condition (in case of using the power reserve for avoidance action);
- records from the SHaPoLi/EPL system for the electronically controlled engine during the power reserve was used;
- position of the ship and timestamp when the power limit was reactivated or replaced

b) The ship should without delay notify its Administration or RO and the competent authority of the relevant port of destination. Please fill in the EXCEL form for notification to the port Authority and the Society (KR Convention & Legislation Service Team: for non-Korean flag

ships; and KR Statutory Service Team: for Korean flag ships)

c) The reactivation of the SHaPoLi/EPL system should be confirmed with supporting evidence by the Administration or the RO at the earliest opportunity.

2) **Activation of SHaPoLi/EPL override** (power reserve is NOT used)

a) The event should be recorded in the Bridge & Engine Log Book:

- power used during the period when the override was activated (E/R Log Book);
- details of the reset after the reset of the EPL/SHaPoLi as soon as possible (Bridge & ER Log Book)

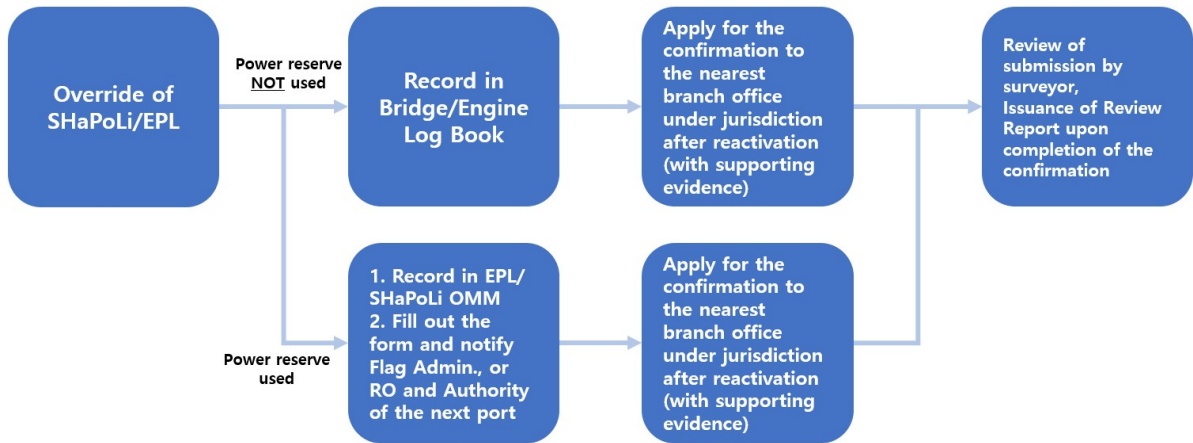
b) The notification to the flag Administration or RO and the competent authority of the relevant port of destination is not required.

c) The reactivation of the SHaPoLi/EPL system should be confirmed with supporting evidence by the Administration or the RO at the earliest opportunity.

Activation of Override	Power reserve used	Power reserve <u>NOT</u> used
Record in E/R, Bridge Log Books		√
Record in OMM record page	√	
Notify flag/RO(KR)	√	
Notify next destination port	√	
Confirmation of reactivation by flag/RO(KR)	√	√

<SHaPoLi/EPL Override and a Use of Power Reserve>

5. [Process](#) for the notification to the [Flag/RO](#), [port Authority](#) and [the](#) confirmation of reactivation [can be seen in the following flowchart.](#)



<SHaPoLi/EPL Override / Power reserve / Reactivation Flow-chart>

If you have any questions regarding this Technical Information, please contact as below:

- **Convention & Legislation Service Team** (convention@krs.co.kr) : General inquiries, Notification of the use of a power reserve for non-Korean flagged ships
- **Statutory Service Team** (statutory@krs.co.kr): Notification of the use of a power reserve for Korean flag ships etc.

- End of Document -

Attachment

1. Res.MEPC.335(76).pdf
2. Res.MEPC.375(80).pdf
3. 2022_ETC_01_K_Guideline for the implementation of EEXI regulation (Korean).pdf
4. 2022_ETC_01_E_Guideline for the implementation of EEXI regulation (English).pdf
5. (Sample) Reporting Format - Power Reserve.xlsx

Distributions : KR surveyors, Ship owners, Manufacturers, Other relevant parties

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