

ANNEX 12

RESOLUTION MEPC.375(80)
(adopted on 7 July 2023)

**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))**

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 amendments 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 (Required EEXI),

NOTING FURTHER that, at its seventy-sixth session, the Committee 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*,

HAVING CONSIDERED, at its eightieth 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 Guidelines to the attention of masters, seafarers, shipowners, ship operators and any other interested parties.

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**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))**

1 Paragraph 3.2 is replaced by the following:

"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 should include:

- .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;
- .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 use of the power reserve; and
- .10 position of the ship and timestamp when the power limit was reactivated or replaced.

Supporting evidence and records as indicated in sub-paragraphs 3.2.8 and 3.2.9 above should be submitted to the Administration or RO for verification and do not need to be submitted to the Organization as part of annual submission of use of a power reserve in accordance with paragraph 3.4."

2 Paragraph 3.4 is replaced by the following:

"In case of having used a power reserve, the ship should without delay notify its Administration or RO responsible for issuing the relevant certificate and the competent authority of the relevant port of destination with the information recorded in accordance with paragraph 3.2. On an annual basis by 30 June every year, the Administration should report to the IMO Secretariat uses of a power reserve over a 12-month period from 1 January to 31 December for the preceding calendar year with the information recorded in accordance with paragraph 3.2, using the format as set out in the appendix to these guidelines."

3 A new appendix is added as follows:

APPENDIX

FORMAT FOR REPORTING OF EPL/SHAPOLI OVERRIDE ACTIVATION, USE OF A POWER RESERVE AND REACTIVATION OF EPL/SHAPOLI

Ship type:
IMO number:
DWT:
GT:
Maximum unlimited shaft/engine power (kW):
Limited shaft/engine power (kW):

Table 1

Date (dd/mm/yyyy)	Time (UTC)	Position		Override activation/Reactivation	Reason for using the power reserve ¹	Beaufort number ²	Wave height ²	Ice condition ²
		Longitude	Latitude					

¹ Reason for override (select at least one option):
.1 operating in adverse weather
.2 operating in ice-infested waters
.3 participation in search and rescue operations
.4 avoidance of pirates
.5 engine maintenance
.6 description of other reasons consistent with regulation 3.1 of MARPOL Annex VI

² Beaufort number and wave height or ice condition, as applicable, to be entered in case of using the power reserve under adverse weather condition.
