Red Ensign Group

Unified Interpretation

REG-UI 004

The use of Shaft Power Limitation (SHaPoLi) Systems on REG Ships

Notice to all Recognised Organisations, Ship Owners, Ship Operators, Ship Managers, Ships' Officers and Surveyors.

This Unified Interpretation should be read in conjunction with MEPC.335(76), 2021 Guidelines on the shaft / engine power limitation system to comply with the EEXI requirements and use of a power reserve.

This REG-UI remains extant until rescinded.

Summary

This Red Ensign Group Unified Interpretation (REG-UI) has been published to advise of the REG decision regarding the fitting of Shaft Power Limitation (SHaPoLi) systems on REG Ships.

1. Introduction

1.1 SHaPoLi (Shaft Power Limitation) and EPL (Engine Power Limitation) are systems designed to limit engine power to keep ship's carbon emissions at a controlled level. Resolution MEPC.335(76), '2021 Guidelines on the shaft / power limitation system to comply with EEXI requirements and use of a power reserve' is the IMO document which describes the requirements.

1.2 Notable points from MEPC.335(76):

.1 Power reserve is the shaft / engine power above the limited power which cannot be used in normal operation – only for the purpose of securing the ship's safety. (1.5) If used the ship should notify its Administration and Administrations should report uses of power reserve to the IMO. (3.4).

.2 An Onboard Management Manual (OMM) must describe how the power 'can be limited'. (4.3.1.7).

2. IACS Recommendation No.172 (June 2022)

2.1 IACS has produced an interpretation, referenced above, which confirms that a Shaft Power Limitation system, independent from the engine automation, fulfils the IMO requirements contained within MEPC resolution 335(76).

3. Requirements for REG Ships

3.1 The REG accepts the IACS interpretation provided SHaPoLi systems fitted to REG ships comply with the following requirements:

.1 The SHaPoLi system should be fitted with a visual and audible indication arrangement at the control position on the bridge which indicates when the power output is approaching the power limit and when it has exceeded the power limit.

In addition to the above an alarm is to be fitted to indicate system malfunction, as required by MEPC 335(76) Para 2.2.2.

.2 The use of power reserve must require a positive action from the Master or the Officer in Charge of the navigation watch; this should be via the use of a key switch or similar.

.3 Deliberate use of the power reserve shall cause automatic data recording to begin immediately.

.4 If the power limit is exceeded inadvertently – because of a change in sea or tidal conditions, for instance – the indication system referred to above should indicate immediately and automatic data recording of this event shall begin 180 seconds after the limit is exceeded. This time delay is intended to allow the operator to modify the input if the use of reserve power is not necessary.

.5 Any use of the power reserve or inadvertent exceedance of the power limit (beyond the 180s time limit) must be recorded in the Onboard Management Manual (OMM) as described in MEPC.335 (76) section 3.2.

.6 Use of the power reserve must be reported without delay to the Recognised Organisation (RO) and the port of destination. The flag Administration will report all cases of the use of power reserve to the IMO on an annual basis.

4. The use of power reserve

4.1 The use of a power reserve is only allowed for the purpose of securing the safety of a ship or saving life at sea. Once the emergency situation is resolved the shaft power limitation system must be reactivated and the ship operated within the limited power conditions again in accordance with the OMM.

More Information

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