
To: Shipping companies, all CCS Branches

Technical notices on the overriding of power limitation and Use of a power reserve for Ships

IMO adopted Resolution MEPC.375(80)- 2021 GUIDELINES ON THE SHAFT / ENGINE POWER LIMITATION SYSTEM TO COMPLY WITH THE EEXI REQUIREMENTS AND USE OF A POWER RESERVE, corresponding requirements for the use of SHaPoLi / EPL override activation in exceptional circumstances.

In July 2023, the IMO adopted 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 (RESOLUTION MEPC.335(76)). The amendment based on MEPC.335(76), further requires the recording, reporting and verification of the use of EPL/SHAPOLI override activation in exceptional circumstances, use of a power reserve and reactivation of SHaPoLi / EPL.

In order to further clarify the implementation requirements from relevant resolutions and port states, we hereby update the CCS Technical Information (2024) No. 31 Total No.631 issued on December 26, 2023, and remind all relevant parties to pay attention to the following matters:

1. Scope of application

This notice is only applicable to the ships to which surveys for limitation of engine power or shaft power have been carried out by this Class in order to meet the requirement of EEXI.

2. Key points

- 1) For the purposes of securing the safety of a ship or saving lives at sea as per required from regulation 3.1 of MARPOL Annex VI (e.g.: operating in adverse weather, operating in ice-infested waters, participation in search and rescue operations, avoidance of pirates, engine maintenance and description of other reasons consistent with regulation 3.1 of MARPOL Annex VI), ship

masters and OICNW may determine the necessity of overriding the restriction of SHaPoLi / EPL.

- 2) Any use of ships' reserved power should not have adverse impacts on their propellers, shafts and related systems. The authority for exercising the judgement of overriding for shaft/engine power limitation should be clearly set out in the OMM and/or the Safety Management System manual, and the use of the reserved power should be recorded in the record page of the OMM for SHaPoLi / EPL, signed by the master and be kept on board. The record should include:
 - A. Ship type;
 - B. IMO number;
 - C. Ship size in DWT and/or GT, as applicable;
 - D. Ship's limited shaft / engine power and ship's maximum unlimited shaft / engine power;
 - E. Position of the ship and timestamp when the power reserve was used;
 - F. Reason for using the power reserve;
 - G. Beaufort number and wave height or ice condition in case of using the power reserve under adverse weather condition;
 - H. Supporting evidence (e.g. expected weather condition) in case of using the power reserve for avoidance action;
 - I. Records from the SHaPoLi / EPL system for the electronically controlled engine during the power reserve was used; and
 - J. Position of the ship and timestamp when the power limit was reactivated or replaced.

If required by the Flag states, the supporting data and records described in (H) and (I) above shall be submitted to CCS for verification or at the earliest opportunity of IAPP on board survey (subject to the requirements issued by the Flag states).

- 3) A record should be made in the bridge and engine logbooks where an SHaPoLi / EPL override is activated but the power reserve is not subsequently used. The engine logbook should record the actual used power in the period of such an overriding scenario. The SHaPoLi / EPL should be reset as soon as possible, and details of the reset should also be recorded in the bridge and engine logbooks.
- 4) In case of having used the reserved power, the ship should without delay notify CCS (Path one: CCS Client Service System (<https://www.ccs-service.net/>); Path two: CCS H.Q (mail address :

cdwork@ccs.org.cn) and the authority of the relevant port of destination of the information recorded.

- 5) Once the risks have been cleared, the ship should be operated below her certified level of engine power under the SHaPoLi / EPL. The reactivation or replacement of the SHaPoLi / EPL system should be confirmed (e.g. validation of mechanical sealing) with supporting evidence (e.g. engine power log, photo taken at the occasion of resetting the mechanical sealing) by CCS at the earliest opportunity (Data and information submitted by means of Article 4) as above), if the Flag state requires RO to carry out additional inspection for confirmation, the ship master shall apply the additional survey at the first port of convenience.
- 6) Ships shall strictly follow the requirements from OMM to maintain and use the SHaPoLi / EPL systems. Any defect of a SHaPoLi / EPL system should be reported to CCS.
- 7) OMM for SHaPoLi / EPL should be permanently kept on board the ship for inspection.
- 8) To remind relevant parties to submit recorded information to CCS in accordance with the requirements of Article 4) of this technical information, it shall be use the form of the Appendix format to the MEPC.375(80) decision and shall be accompanied by the supporting information and records referred to in Article 2) H and I of this technical information.
- 9) For the ship is calling in a confined channel or other special areas, some Port Authorities have special requirements regarding the use of EPL/SHAPOLI override activation. The ship master shall aware of the particular requirements from the designated authority and be able to provide the requested information. The relevant evidence shall be reported to the Flag state in a timely manner.

This notice is only to provide the detailed technical instructions for ships when conducting the above operations.

The CCS Technical Information (2023) No. 31 Total No.631 issued on December 26, 2023 was suspended and replaced by this Technical Information.

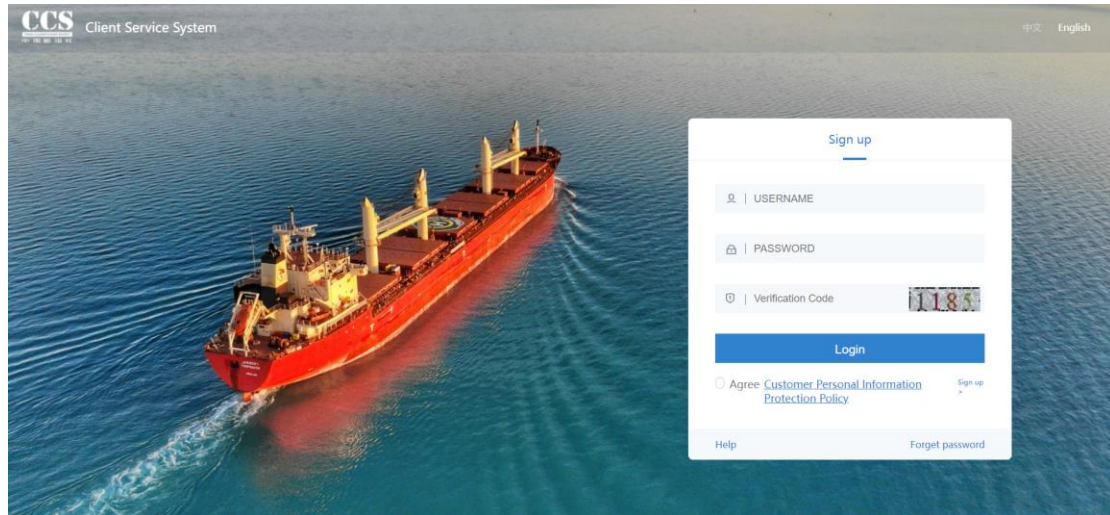
Appendix: EPL-SHAPOLI DATA MANAGEMENT Operation Manual

EPL/SHAPOLI DATA MANAGEMENT

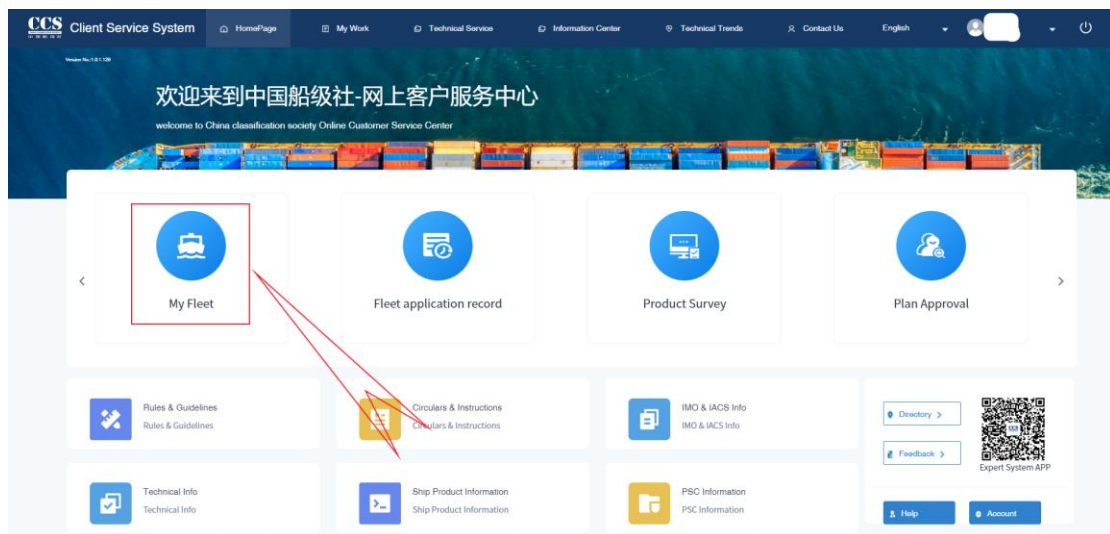
Operation Manual

Client-Side (Data input and edit only)

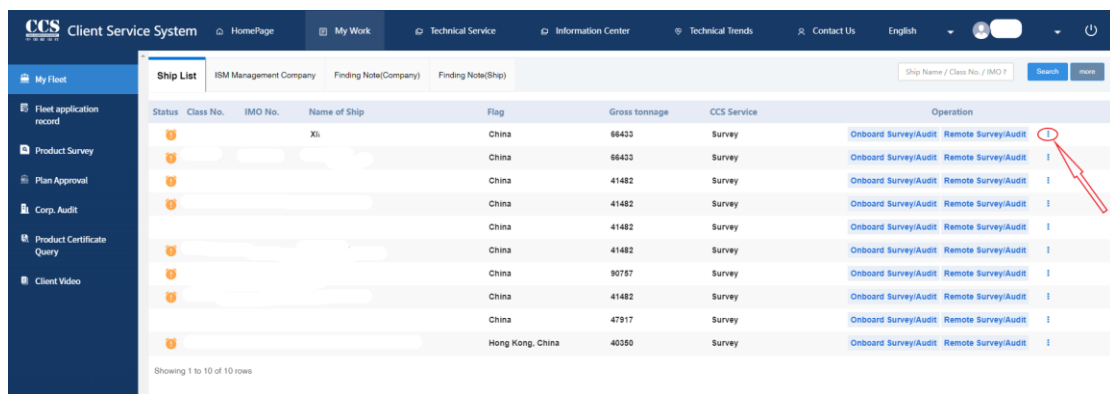
Login Client Service System(<https://www.ccs-service.net/>)



Select My Fleet

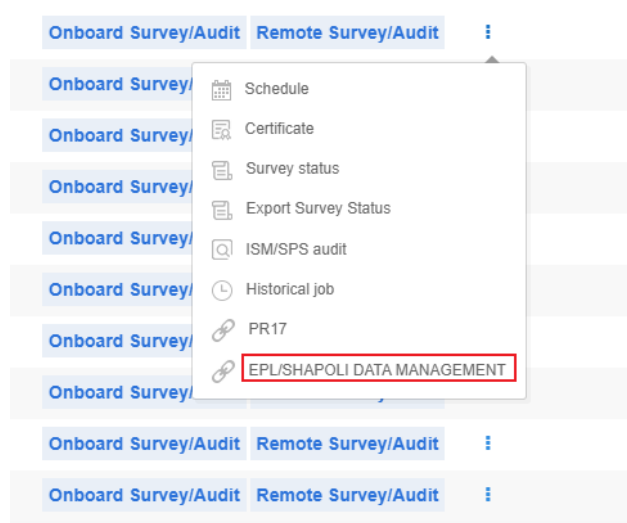


Select the ship in the Ship List and click the 'more' button



Status	Class No.	IMO No.	Name of Ship	Flag	Gross tonnage	CCS Service	Operation
🔴		Xi		China	66433	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	66433	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	41482	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	41482	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	41482	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	41482	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	90757	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	41482	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				China	47917	Survey	Onboard Survey/Audit Remote Survey/Audit
🔴				Hong Kong, China	40350	Survey	Onboard Survey/Audit Remote Survey/Audit

Click the item' EPL/SHAPOLI DATA MANAGEMENT'



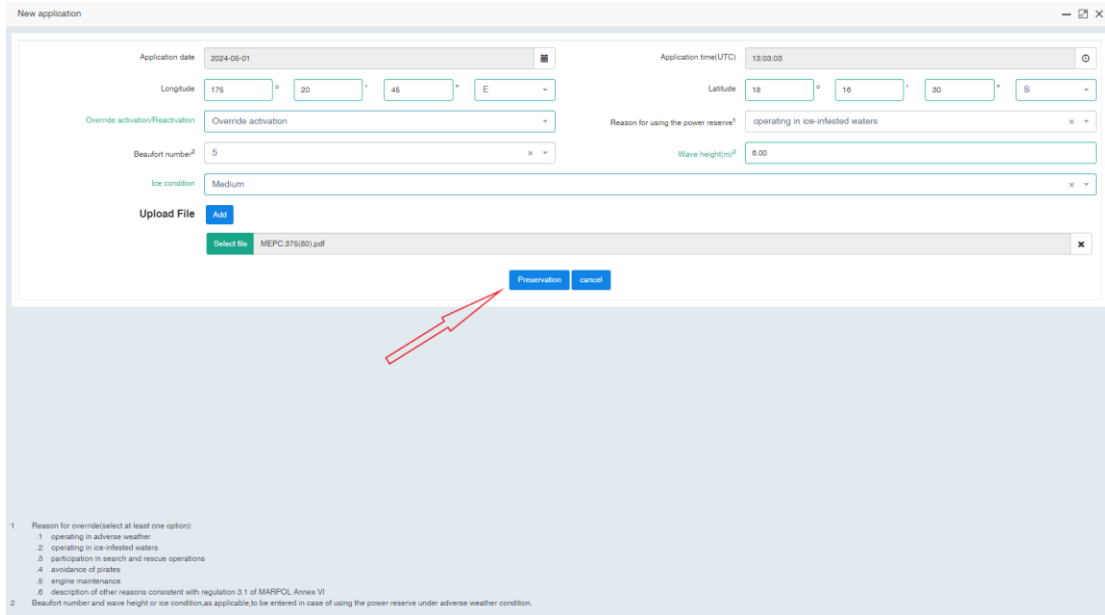
Fill and confirm the relevant main information and click the 'Save' button

Click 'Add' button and transfer to the 'New application' operation interface

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, as applicable, to be entered in case of using the power reserve under adverse weather condition.

Fill the relevant information and upload the supporting evidence and records as required, then click the ' Preservation' button.




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.

Remark:

- 1) The Beaufort number shall be choice between 1~17;
- 2) The Ice condition could select the drop-down dictionary and edit according to the actual situation

The DATA records could be deleted or reedited when the ' Status' show ' To be confirmed by CCS HQ'

Operation	Files	Date (dd/mm/yyyy)	Time (UTC)	Position(Longitude)	Position(Latitude)	Override activation/Reaction	Reason for using the power reserve	Beaufort number	Wave height(m)	Ice condition	Flag	Status
		01/05/2024	13:03:03	175°20'45"E	18°16'30"S	Override activation	operating in ice-infested waters	5	6.00	Medium	China	To be confirmed by HQ