

1. Introduction

The revised MARPOL Annex VI regulations introduced energy efficiency requirements for certain existing ship types, known as the Energy Efficiency Existing Ship Index or 'EEXI'. In order to meet the energy efficiency requirement (i.e. the 'required EEXI') ships may be required to undertake certain modifications to improve their calculated efficiency (i.e. the 'attained EEXI'). One option to improve a ship's attained EEXI is a shaft or engine power limitation, which is considered a non-permanent or overridable limitation, meaning that for purposes of the EEXI calculation engine power (PME) is reduced to 83% of the limited installed power (MCRlim).

This TAN aims to give guidance on common queries relating to these methods when used on an Isle of Man ship.

2. Applicable Standards

There are two standards to which shaft / engine power limitations may comply with to be accepted for use for Isle of Man ships:

- [MEPC.335\(76\)](#) - 2021 Guidelines on the Shaft / Engine Power Limitation Systems to Comply with the EEXI Requirements and Use of a Power Reserve; or
- [REG-UI 004 Amendment 02](#) which provides the Red Ensign Group policy on the acceptability of systems complying with IACS Recommendation No 172 - EEXI Implementation Guidelines. Note that systems for which the purchase contract was placed prior to 27th June 2023 notice may comply with [Revision 0](#) of this notice.

3. Other Considerations

Further information relating to the use of Shaft / Engine Power Limitations can be found within the [REG-UI 004 Amendment 02](#). This document contains the Isle of Man Ship Registry / Red Ensign Group policy on matters including:

- Reporting Requirements where Shaft / Engine Power is unlimited
- Procedures following re-activation of the Shaft / Engine Power Limitation
- Information regarding the use of Reserve Power for routine engine maintenance
- Updating of maneuvering information onboard ships
- Coastal and port state requirements

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel. You should consider seeking independent legal advice if you are unsure of your own legal position.

