

### **1. Introduction**

The revised MARPOL Annex VI regulations introduced energy efficiency requirements for certain existing ships 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 power limitation ('ShaPoLi'), 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 ShaPoLi systems may comply with to be accepted for use for Isle of Man ships:

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

### **3. Other Considerations**

Any power limitation which is installed prior to the first periodical survey after 1<sup>st</sup> January 2023 does not need to be switched on until the survey is completed.

Manoeuvring charts and posters will require updating. Vessels with ShaPoLi systems will require two sets of manoeuvring charts and posters, showing data for the vessel with the limitation in place and with it overridden and reserve power in use.

In all cases, Bridge teams should not hesitate to use the reserve power where necessary to ensure the safety of the ship and its crew.

*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.*

