



SHIP SAFETY BULLETIN

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Subject: Vessels equipped with Shaft or Engine Power Limitation Systems (ShaPoli/EPL) operating in all waters including Compulsory Pilotage Areas (CPA)

Scope

This bulletin is for vessel operators that operate vessels equipped with Shaft Power Limitation (ShaPoLi) or Engine Power Limitation (EPL) systems when entering, leaving, and operating in all waters including Compulsory Pilotage Areas (CPA).

Purpose

To inform vessel operators, of their responsibilities under the 2021 guidelines on the ShaPoLi/EPL systems to comply with the Energy Efficiency Existing Ship Index (EEXI) requirements, and provide additional operating guidance for vessels operating in all waters including entering, leaving, and operating in a Compulsory Pilotage Areas (CPA).

Background

In 2021, Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) was revised to introduced mandatory technical and operational measures to reduce carbon intensity in international shipping. These measures came into effect in November 2022 and include Regulation 25 of MARPOL Annex VI, mandating the EEXI for vessels operating in all waters.

Keywords:

1. EPL/ShaPoLi
2. MARPOL
3. EEXI

Questions concerning this Bulletin should be addressed to:

AMSE

Transport Canada
Marine Safety and Security
Tower C, Place de Ville
330 Sparks Street, 11th Floor
Ottawa, Ontario K1A 0N8

Contact us at: marinesafety-securitemaritime@tc.gc.ca or 1-855-859-3123 (Toll Free).



To comply, many vessels may have opted to be equipped with ShaPoLi or EPL systems, which are designed with an override system used in emergency situations described below. When not overridden, these systems limit either the shaft power or engine power output to a pre-set level, ensuring the ship operates within its EEXI limits and reduces fuel consumption and greenhouse gas emissions.

Vessels equipped with either ShaPoLi or EPL systems, have differences in vessel performance with the system activated versus deactivated. Full shaft power or engine power output provides a vessel with its full range of performance, which is critical in avoiding high-risk scenarios like collisions, allisions, sheerings, groundings or any emergency situation, and CPAs are high-risk areas because of complex navigational conditions with challenging hazards where the above mentioned high-risk scenarios are elevated.

What You need to know:

Vessels Equipped with Shaft or Engine Power Limitation Systems (ShaPoli/EPL) and Operating in All Waters:

- Under the 2021 guidelines on the ShaPoli/EPL systems to comply with the EEXI requirements and use of a power reserve, vessel operators including the vessel captain, and crew are reminded of the below points:
 - **section 3.1** The use of a power reserve is only allowed for the purpose of securing the safety of a ship or saving life at sea, consistent with Regulation 3.1 of MAPROL Annex VI. These situations may include operating in adverse weather, ice-infested waters, participation in search and rescue operations, avoidance of pirates and engine maintenance;
 - **section 3.2** Any use of a power reserve should be recorded in the record page of the Onboard Management Manual (OMM), including information on the reason for use;
 - **section 3.3** When override is activated pre-emptively when hazards are anticipated, but the power reserve is not subsequently used, this event should be recorded in the bridge and engine-room logbooks;
 - **section 3.4** When having used a power reserve, the vessel must inform without delay the Recognized Organization (RO) with the information required per 3.2 above, with an annual reporting requirement; and
 - **section 3.5** Once the risks warranting their use are mitigated, the ShaPoLi / EPL system should be reactivated or replaced by the crew immediately. 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) at the earliest opportunity.

Vessels Equipped with Shaft or Engine Power Limitation Systems (ShaPoli/EPL) Entering, Leaving and Operating in a Compulsory Pilotage Area (CPA):

- In addition to the above information, vessels equipped with shaft or engine power limitation systems and entering, leaving and operating in a CPA should take note of the information in this section.
- During the Master–Pilot Exchange, the master must inform the pilot if an EPL or ShaPoLi system is installed on the vessel and the main propulsion machinery must be available to respond immediately to a full range of maneuvering commands for the purposes of navigational safety, high-risk scenarios like collisions, allisions, sheerings, groundings or any emergency situation described in this SSB which requires an override of the system from either the ship’s master or the officer in charge of navigational watch .
- There must be a pilot card posted that clearly highlights any differences in vessel performance with the system activated versus deactivated.
- Notices and guidelines from Canadian Pilotage Authorities and the St. Lawrence Seaway Management Corporation are listed below for further reference:
 - [PPA – Notice to industry 04/2024 \(July 16, 2024\)](#)
 - [LPA - Industry Notice - Engine Power Limiters](#)
 - [Seaway Notice No.7 - Ships Equipped with Engine Power or Shaft Power Limitation Systems](#)