

basis, the Administration will report uses of a power reserve to IMO.

- .4 Where an EPL/ShaPoLi override is activated but the power reserve is not subsequently used, this event should be recorded in the bridge and engine-room logbooks. The engine-room logbook should record power used during the period when the override was activated. The EPL/ShaPoLi should be reset as soon as possible, and details of the reset should also be recorded in the bridge and engine-room logbooks.
- .5 In cases where the SHaPoLi / EPL system is applied and the NO_x critical settings and/or components are altered beyond what is allowed by the NO_x Technical File, the engine needs to be re-certified. In such a case, for an EEDI-certified ship where the SHaPoLi /EPL system is applied at a power below that required by regulation 24.5 of 2021 Revised Annex VI of MARPOL Annex VI (minimum power requirement), the certified engine power should be at the power satisfying that requirement.
- .6 **Ships with overridable shaft-engine power limitation need to be provided with two sets of maneuvering charts/posters in the wheelhouse, one covering the vessel capabilities in un-limiting mode and one covering the vessel capabilities in limiting mode. Ships with non-overridable shaft-engine power limitation need to be provided with new maneuvering charts/posters in the wheelhouse.**

15.11 Ship Energy Efficiency Management Plan (SEEMP)

- 1 Each ship shall keep on board a ship specific SEEMP in the form specified in *Attachment 3* of this Marine Notice. Such ships exclude platforms (including FPSOs and FSUs) and drilling rigs, regardless of their propulsion, and any other ship without means of propulsion. The SEEMP may form part of the Ship's Safety Management System (SMS). The SEEMP shall be developed taking into account guidelines in [MEPC Resolution 346\(78\)](#).
- 2 In the case of a ship of 5,000 gross tonnage and above engaged in international voyages, Part II of the SEEMP shall include a description of the methodology that will be used to collect fuel oil consumption data and the processes that will be used to report the data to the ship's Administration.

If fuel oils are used that do not fall into one of the categories as described in the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships ([MEPC Resolution 308\(73\)](#)), as amended, and have no CO₂ Emission Conversion Factor (C_F) assigned (e.g. some hybrid fuel oils, biofuels or biofuel blends, other alternative fuels), the fuel oil supplier should provide a C_F for the respective product supported by documentary evidence and the SEEMP updated and verified prior reporting the data to the Administration.

Upon satisfactory verification, the Administration will issue a *Confirmation of Compliance* in the format in *Annex IV*.
- 3 In the case of a ship of 5,000 gross tonnage and above engaged in international