

REPUBLIC OF TÜRKİYE  
MINISTRY OF TRANSPORT AND  
INFRASTRUCTURE

Number : E-36712415-160.02-1526508  
Subject : Use of Power Reserve in  
SHaPOLI/EPL Systems and  
Reporting Usage Information.

TO THE PLACES OF CIRCULATION

As it is known, it may be necessary to limit ship engine power or shaft power in order to meet the requirements of Energy Efficiency Existing Ship Index (EEXI) on ships, and in this context, Resolution MEPC 335(76) was adopted and a guideline was published by IMO. Subsequently, on 07.07.2023, an amendment was made to the guideline in relation to the Resolution MEPC 375(80).

Within the scope of the aforementioned rules and practices, it is requested from the classification societies and our maritime sector to clarify the situations in which the engine power reserve can be used within the scope of engine maintenance (disposal of soot and dust in the funnel at high powers, engine power measurements, etc.) and the audits and responsibilities of the classification societies for the subject.

Paragraph 3.1 of the aforementioned Guidelines states that the use of a power reserve is only allowed for the purpose of securing the safety of a ship or saving life at sea in accordance with regulation 3.1 of MARPOL Annex VI or for the purpose of saving lives at sea (e.g. operating in adverse weather and ice-infested waters, participating in search and rescue operations, avoidance of pirates, engine maintenance, etc.), and that it is important that the ship master and the responsible deck officer are not restricted from using the power reserve when required for safety purposes, and that these issues should be clearly set out in the SHaPOLI/EPL Onboard Management Manual (OMM) and/or in the Safety Management System.

Paragraph 3.4 of the Guidelines states that if a power reserve is used by releasing the shaft/engine power limitation, the ship should without delay notify the flag state or classification society issuing the relevant certificate and the competent authority of the relevant port of destination of the information recorded in accordance with paragraph 3.2 and in addition, the flag state should report the use of the power reserve to the IMO Secretariat with the information specified in paragraph 3.2 for the 12-month period from 1 January to 31 December for the previous calendar year until 30 June each year.

In addition, paragraph 3.5 of the relevant guideline states that once the need to use the power reserve is reduced or the current risks are eliminated, the power reserve limitation should be activated immediately by the crew and that appropriate activation of power limitation system should be confirmed by the Administration or classification society issuing the relevant certificate at the earliest opportunity (validity of the sealing, etc.) with supporting evidence such as engine power log, photographs taken at the occasion of resetting the mechanical sealing.

In this respect;

- The data on the use of the power reserve for the previous calendar year collected by the Authorized Classification Societies shall be sent to IMO (via the system to be determined by IMO)

This document was signed with secure electronic signature.

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Verification Address: <https://www.turkiye.gov.tr/uab-ebys>

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and to the e-mail address of *our* General Directorate at [gemi.denetim@uab.gov.tr](mailto:gemi.denetim@uab.gov.tr) using the form annexed to the Resolution MEPC 375(80),

- Necessary updates shall be made to the SHaPOLI/EPL Onboard Management Manual (OMM) and/or Safety Management System (ISM) by the ship operator,
- **In the event that a power reserve is used**, the ship shall notify the classification society and the competent authority of the ship's port of destination without delay by using the form annexed to the Resolution MEPC 375(80),
- **In the event that power reserve limitation is reactivated**, necessary records shall be kept by the ship, the classification society and the competent authority of the ship's port of destination shall be notified without delay by using the relevant form, appropriate activation/operation of the system shall be confirmed by the classification society by boarding the ship, if it is not possible to board the ship, by obtaining permission from our General Directorate, with the supporting evidence through remote control method,
- There is no explanation in the relevant guidelines for the use of the ship by cancelling the power reserve limitation due to engine maintenance, in addition, the use of power reserve for the disposal of soot and dust in the funnel at high powers is not considered appropriate, provided that the ship certifies that it is under maintenance and repair, it may only use the power reserve for other maintenance operations including engine power measurements during this period,

therefore, please kindly be informed and take necessary action to ensure that ship operators and Authorized Classification Societies carry out their operations accordingly.

Ünal BAYLAN  
On behalf of the Minister  
Directorate General of Maritime Affairs

To be Circulated to:

Regional Port Authorities  
IMEAK Chamber of Shipping  
Turkish Association of Shipowners  
Authorized Classification Societies

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