## **Marine Safety Information Bulletin**



Commander Ninth Coast Guard District Prevention Division 1240 E. 9<sup>th</sup> Street Cleveland, OH 44199 MSIB Number: 01-25 Date: March 20, 2025 Email: SMB-D9ClevelandDPI@uscg.mil

## Guidance Regarding the Use of Shaft or Engine Power Limitation (SHaPoli/EPL) on the Great Lakes

The Ninth Coast Guard District is issuing this Marine Safety Information Bulletin (MSIB) to supplement <u>CG-ENG</u> <u>Policy Letter 01-24</u> regarding devices that alter the maneuvering characteristics of ships operating in U.S. waters.

To comply with the Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) requirements in MARPOL Annex VI, ships may have opted to install SHaPoLi/EPL. These systems use either mechanical or electronic means to limit power output when in **unrestricted navigation** with means to override when reserve power is required during **restricted navigation**.

## It is important that ship masters, officers in charge of navigational watches, and Pilots understand:

- 1. Which (if any) type of power limitation is employed;
- 2. That they are not restricted by regulation from exercising judgment to override the system, ensuring access to power reserves when required for safety purposes; and
- 3. The time required for accessing unlimited (design) power reserves.

In accordance with Title 33 Code of Federal Regulation Part 164.11(k), Pilots must be informed of all ship maneuvering characteristics. To safely navigate restricted waters in the Great Lakes, the main propulsion machinery must be available to respond immediately to a full range of maneuvering commands, which may be given by the Pilot at any time, and any mechanical or electronic based limitation must be capable of being immediately overridden upon request.

U.S. waters of the Great Lakes that are restricted in navigation include: all harbors and canals, the St. Lawrence River, the Detroit River, Lake St. Clair, the St. Clair River, the St. Mary's River, and the Sault Sainte Marie Locks. During the dispatching of a Pilot, information on the type of limitation, its effects on the ship's maneuverability, and the Master's attestation to immediate access to sufficient power reserves for the conditions along the planned transit route shall be provided.

Failure to comply with the above may cause transit delays and/or control measures to ensure safe navigation. For further information regarding this MSIB, contact the Ninth Coast Guard District at SMB-D9ClevelandDPI@uscg.mil.

Sincerely,

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K. A. BROYLES Captain, U.S. Coast Guard Chief, Prevention Division By direction

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