

## Vessels Fitted with Main Engine Limiters

Since 1 January 2023, all ships are required to calculate their attained Energy Efficiency Existing Ship Index (EEXI). To comply with this regulation, vessels have been outfitted with Shaft Power Limitation (SHaPoLi), Engine Power Limitation (EPL) or similar systems.

Where such limiters are fitted, it is important that the Pilot Card properly reflects the ME settings and engine power available. Pilots must be made aware of any constraints and/or limitations on the available power as part of the Master Pilot Exchange (MPX).

The Safety of Navigation and protection of the critical national infrastructure is the over-riding concern and in circumstances where the manoeuvrability of a vessel is compromised, limited or restricted due to the fitting of any Main Engine Limiters the Master must be able to override such settings on request, in circumstances where this is not possible additional control measures such as tug assistance will be required.

Attention is also drawn to Notice to Mariners No 2 of 2024, Section 8, Part a, xiv, which requires vessels to be operating on a stable power and propulsion systems when navigating in the jurisdiction avoiding changeover of power and propulsion systems while underway.

**Captain Michael McKenna** | Harbour Master | 15 July 2024

Masters, owners, agents, charterers, marinas, yacht clubs and recreational boaters should ensure that the contents of this notice are made known to the persons in charge of their vessels or craft. All notices to mariners can be found at [www.dublinport.ie/information-centre/notice-to-mariners/](http://www.dublinport.ie/information-centre/notice-to-mariners/)



**Dublin  
SafePort**

Enhancing  
safety culture  
and practice,  
port-wide.