

Port of Ashburton - Engine Power Limitations

Number: A12/2024

Date: 14/10/2024

Date of Effect:	14/10/2024
Details:	Port of Ashburton - Engine Power Limitations
Former Notice:	NA
Charts & Publications:	NA
Further Notice:	NA
Attachments:	NA

Background

Pilbara Ports has seen an increase of ME slowdowns, restrictions in RPM increase from ships when required. Contributing cause, is a lack of understanding of operators within the port around engine power limitations.

The reason for installation of Engine Power Limitations, is the shipping industry's goal to reduce greenhouse gas emissions/carbon intensity targets outlined by the International Maritime Organizations (IMO's) revised strategy on the reduction of greenhouse gas emissions from ships.

Ships may be fitted with the following power restriction/limiting systems to meet IMO green gas emission targets:

- Shaft power limitation systems (ShaPoLi).
- EPL (which use load limiting / automated acceleration limiting software programs).
- Permanent de-rating of engines to limit the power of the ship.

It is a requirement of International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) and the port that:

Power limiting systems must not hamper immediate access to the full power range of the main engine:

- to ensure safe navigation through port
- if requested by the attending coastal pilot
- in areas of strong tidal influence
- in an emergency.

Ship's crew shall be familiar with any load limiting or automatic acceleration limiting devices fitted onboard the ship and the operation of their overrides.

All ships shall be able to answer all engine and helm commands deemed necessary by pilot/master at any given time.

All current local Marine Notices are available on our website: <http://www.pilbaraports.com.au/#marine-notices>

- Dampier Vessel Traffic Service | Phone: (08) 9159 6556 | FAX: (08) 9159 6557 | dampier.vts@pilbaraports.com.au Mariners and other port users are requested to notify the Harbour Master on the discovery of new dangers or suspected dangers to navigation within the Port.

Engine limiting devices should be considered as part of the voyage planning

- frequency of course alterations
- speed changes necessary
- duration of transits in restricted waters
- whether an override may be required during operation in confined waters.

Master-Pilot Exchange (MPX)

The master of a ship installed with engine limiting device shall explain this in the master/pilot exchange and it should be documented in:

- pilot cards
- wheelhouse poster
- manoeuvring booklet
- risk assessment considering immediate access to override an EPL.

Pilotage providers shall have a checklist/process to obtain the following

- Is the ship equipped with an engine or shaft power limiter. If yes, is the limiter mechanical or software based?
- If the ship is equipped with a mechanical limiter, will it be removed or disabled prior to the pilot boarding the ship?
- If the ship is equipped with a software-based limiter, will the ship's crew be able to override it immediately at the request of the pilot?
- Can the main engine/s attain the posted manoeuvring power (RPMs) without delay?
- Any other questions required to understand the manoeuvrability of the vessel in port?

If at any time the pilot has concerns about the vessel availability to navigate port waters, pilot is to conduct a risk assessment and contact Ashburton VTS / Duty Harbour Master for guidance.

For More Information

Marine Order 97

Protection of the Sea (Prevention of Pollution from Ships) Act 1983

Marpol VI



Capt. Mike Minogue
Harbour Master

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