



NZMPA POSITION STATEMENT

THE USE OF SHAFT/ENGINE POWER LIMITERS WHILST UNDER PILOTAGE

INTRODUCTION

Amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI were adopted by IMO's Marine Environmental Protection Committee (MEPC) in 2021 and entered into force on 1 November 2022.

These amendments require that existing ships calculate an Energy Efficiency Existing Ship Index (EEXI) that must meet defined criteria.

Also in 2021, IMO adopted Resolution MEPC.335(76) 2021 - Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and the use of a power reserve.

The purpose of IMO Resolution MEPC.335(76) is to provide technical and operational conditions that any shaft/engine power limitation systems on existing ships should satisfy for the purposes of compliance with the EEXI requirements.

One of these conditions is that all systems should be non-permanent or overridable.

IMO Resolution A.601 (15) 1987 - Provision and Display of Manoeuvring Information Onboard Ships requires that:

- a vessel's manoeuvring information should be amended after modification or conversion which may alter its manoeuvring characteristics.
- the Master should provide up-to-date information on their engine manoeuvring characteristics to the pilot upon boarding and/or in pre-arrival notifications to the port authority.

Documented incidents and near misses during pilotage operations, directly attributable to the use of shaft/engine power limiters are being reported globally.

To prevent similar incidents or near misses occurring to vessels under pilotage in New Zealand, the New Zealand Maritime Pilots' Association has worked with AMPI and other pilots' associations to develop the following position statement.

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Whilst in pilotage waters the propulsion system must be available to immediately respond to the full range of manoeuvring commands as per the Pilot card.

The pilot card should identify if:

- a shaft/engine power limiter is engaged,
- the time required to override the shaft/engine power limiter.
- the ship's maximum power (both with and without the limiter applied).

Masters, Officers, and Engineers should be trained in the use of the override function of shaft/engine power limiters onboard their ships and understand that the override may be required in pilotage waters.

Masters should proactively inform Harbourmasters, port companies and pilots of any shaft/engine power limitations.

RECOMMENDATION

Regional Councils and port companies are recommended to update their pre-arrival information forms to include some, or all, of the following questions to the Master:

- Can the vessel's propulsion system attain the posted manoeuvring power (RPMs) without delay?
- Does the vessel have any shaft/engine power limitations for manoeuvring?
- Is the bridge team familiar with any override feature for the shaft/engine power limiter?

Where any pilot, Harbourmaster, or Port Company believe a vessel's manoeuvrability may be significantly compromised due to shaft/engine power limiters, they should apply additional control measures including but not limited to:

- overriding any shaft/engine power limiter prior to the pilotage being undertaken.
- additional escort or harbour towage for part of, or for the full duration of pilotage.
- tide, wind or timing restrictions.
- rejection of the ship as unsuitable for pilotage.