

The following Notice to Mariners is published for general information

Australia – Victoria

No. 393 - 2024

**PORT OF MELBOURNE
VESSELS EQUIPPED WITH ENGINE OR SHAFT POWER LIMITERS**

Date: 19 September 2024

Refers: NtM 161 – 24, Operational Instruction No. 01-24 are hereby cancelled

Details: Mariners are advised that the following Operational Instruction is now in effect:
Operational Instruction No. 04 - 24
**REQUIREMENTS FOR VESSELS EQUIPPED WITH ENGINE OR SHAFT
POWER LIMITERS**

Charts & Publications affected: Harbour Master's Directions for port of Melbourne – Edition 13.1 – September 2023

Further notice: No further notice will be issued.



David Tilsley
Acting Harbour Master

Operational Instruction No. 04 - 2024**REQUIREMENTS FOR VESSELS EQUIPPED WITH ENGINE OR SHAFT POWER LIMITERS**

Date: Effective 19 September 2024

This Operational Instruction (OI) supersedes OI 01–2024 and applies to vessels equipped with a mechanical or software-based engine or shaft power limiter in accordance with IMO requirements.

Background

The IMO has adopted measures under the MARPOL Convention requiring certain international ship types to take action to reduce their carbon intensity.

To comply with IMO requirements, some vessel operators have installed a mechanical or software-based engine or shaft power limiter. Some limiters may have the unintended consequence of degrading a vessel's manoeuvrability at critical times when navigating in a confined waterway.

Risks associated with transiting the Fairway through Port Phillip Heads, South Channel and approaches to port of Geelong and Melbourne may demand access to the vessel's full power capability.

The below requirements apply to any vessel intending to transit the port waters of the port of Melbourne.

Engine power or shaft power limiter requirements

1. Any vessel equipped with a mechanical or software-based engine and/or shaft power limiter will disable the device prior to pilot boarding, **or**;
2. Any vessel equipped with a mechanical or software-based engine and/or shaft power limiter, must be able to **immediately** override or disable the device to have access to the vessel's full power capabilities.
3. Any vessel unwilling or unable to override or disable power limiters **and unable to achieve a sea speed of 12 knots or more**, must advise Ports Victoria (MelbourneVTS@ports.vic.gov.au) **at least 24 hours prior to pilot boarding**.
4. Any vessel unwilling or unable to override or disable power limiters **and unable to achieve a sea speed of 12 knots or more**, will be deemed as a **low powered vessel** in accordance with *Harbour Master's Directions for port of Melbourne*, and subject to tidal stream restrictions as per **Section 3.12.3**. as follows:
 - for low powered vessels, transit of the Fairway Through Port Phillip Heads is restricted to **an adverse tidal stream ≤3 kt**. This restriction may be

This notice is a direction of the Harbour Master pursuant to section 232 of the *Marine Safety Act 2010* (Vic). The requirements of section 232(2) have been taken into account.

amended subject to the approval of the Harbour Master for an individual vessel. Pilots are to assess the vessel on their first arrival and departure to the port prior to the Master or authorised representative requesting dispensation.

This Operational Instruction will be incorporated into the next version of Harbour Master's Directions.

This Operational Instruction is a Direction made under Section 232 (1A)(b) of the Marine Safety Act 2010 (Vic).

A handwritten signature in black ink, consisting of several overlapping loops and a vertical stroke, positioned above the name David Tilsley.

David Tilsley
Acting Harbour Master
Melbourne