

The following Notice to Mariners is published for general information

## Australia – Victoria

No. 161 - 2024

### PORT OF MELBOURNE & GEELONG VESSELS EQUIPPED WITH ENGINE OR SHAFT POWER LIMITERS

**Date:** 19 April 2024

**Refers:** N/A

**Details:** Mariners are advised that the following **Operational Instruction** will take effect from **29 April 2024**.

#### **Operational Instruction No. 01 - 2024**

#### **REQUIREMENTS FOR VESSELS EQUIPPED WITH ENGINE OR SHAFT POWER LIMITERS**

**Charts &  
Publications  
affected:**

Harbour Master's Directions – Melbourne Edition 13.1, September 2023

**Further notice:** No further notice will be issued.



**Nick Ellul  
Harbour Master  
Geelong**



**Warwick Laing  
Harbour Master  
Melbourne**

**Operational Instruction No. 01 - 2024****REQUIREMENTS FOR VESSELS EQUIPPED WITH ENGINE OR SHAFT POWER LIMITERS**

**Date:** Effective 29 April 2024

This Operational Instruction (OI) 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 and port of Geelong.

**Engine power or shaft power limiter requirements**

1. Any vessel equipped with a mechanical or software-based engine or shaft power limiter will disable the device prior to pilot boarding, **or**;
2. Any vessel equipped with a mechanical or software-based engine or shaft power limiter, must be able to **immediately** override or disable the device to have access to the vessel's full power capability.
3. Any vessel unwilling or unable to override or disable power limiters, must advise Ports Victoria ([MelbourneVTS@ports.vic.gov.au](mailto: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 may be subject to additional risk mitigations, including but not limited to; daylight only transits, tidal stream restrictions for the transit of the Fairway through Port Phillip Heads, wind restrictions for berthing and unberthing operations, additional tug requirements and escorts.

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



**Nick Ellul**  
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