

# UNITED STATES COAST GUARD SECTOR NEW ORLEANS

## MARINE SAFETY INFORMATION BULLETIN

Volume XXIII Issue: 057

Time: 1300

Date: September 28, 2023

### Use of Software or Mechanical-Based Engine or Shaft Power Limiters

MSIB Volume XVIII, Issue 017, issued March 9, 2018 is cancelled.

On November 1, 2022, amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI entered into force. On January 1, 2023 the requirements for Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) came into effect. Developed under the framework of the initial International Maritime Organization (IMO) Strategy on Reduction of Greenhouse Gas (GHG) Emissions from ships, these technical and operational amendments require ships to improve their energy efficiency in the short term and thereby reduce their greenhouse gas emissions.

To comply with EEXI requirements, ships have deployed Shaft Power or Engine Power Limiters (SHaPoLi/EPL), load-limiting/automatic acceleration limiting software programs, or other mechanical-based limiters (governor). SHaPoLi/EPLs are designed to be overridable while governors may be fixed (i.e., not capable of being overridden in sufficient time to meet navigational requirements). **It is important that ships masters, officers in charge of navigational watches, and pilots understand:**

- (1) which (if any) type of limiter or governor is deployed, and**
- (2) they are not restricted by regulation from exercising judgment to override the system, ensuring access to power reserves when required for safety purposes.**

In accordance with Title 33, Code of Federal Regulations (CFR), Part 164.11(k), Pilots must be informed of the ships maneuvering characteristics and any abnormal circumstances on the vessel that may affect its safe navigation. **Pilot Cards and the Onboard Management Manual (OMM) shall be up to date and referenced for information including:**

- (1) procedures for accessing power reserves,**
- (2) time required for unlimiting the ships limiter or governor (i.e., accessing unlimited (design) power reserves),**
- (3) the ships maximum unlimited (design) and limited power.**

Ship operators are reminded to record any override and/or activation of power reserves in accordance with their Ships Safety Management System, OMM, and notify their Administration or RO as required.

#### Requirements to enter Lower Mississippi River:

In accordance with 33 CFR 165.810, Mississippi River, LA-Regulated Navigation Area (RNA), Masters are reminded before embarking a Pilot, main propulsion machinery must be available to immediately respond to the full range of maneuvering commands and that any software or mechanical based limiters be capable of being overridden immediately upon request of the attending Pilot. Pilots shall be provided information on the type of limiter or governor, its effects on the ship's maneuverability, and in concurrence with the ships Master access to power reserves (unlimited design power) is sufficient for the conditions along the planned transit route.

Failure to comply with above may cause transit delays and/or control measures to ensure navigation safety.

For additional information, contact the following:

**Sector New Orleans Command Center (24 hour):** (504) 365-2545

**Vessel Traffic Service (24 hour):** (504) 365-2514, VHF FM Ch. 05A, 12, 67



**CAPTAIN K. K. DENNING**

**Captain of the Port New Orleans**