

# PACIFIC PILOTAGE AUTHORITY

1000 – 1130 West Pender Street  
Vancouver, B.C  
V6E 4A4



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## NOTICE TO INDUSTRY

**Date Issued:** 16 July 2024

**Notice Number:** 04/2024

**Subject:** Ship maneuverability – permanent reduction or limitation of main engine power

**Geographic Area:** British Columbia

**Application:** These guidelines apply to piloted vessels transiting the compulsory pilotage waters of BC, including the Fraser River.

### Details:

The PPA has received information about main power limiters that have been installed on ships' main engines to reduce greenhouse gas emissions. To comply with the requirements of the Energy Efficiency Ship Index (EEXI) and Carbon Intensity Indicator (CII), ships have retrofitted Shaft Power or Engine Power Limitation (SHaPoLi/EPL) systems, which use either load limiting / automated acceleration limit software programs, mechanical-based limiters (governor), or electronic systems.

Mechanical or software systems fitted on ships to limit their shaft power, engine power, or engine fuel index may hinder their maneuvering ability. This is especially critical in pilotage waters where full manoeuvring engine power, both ahead and astern, is crucial for navigation safety.

Ships' masters are reminded of IMO Resolution A.601(15) and are requested to ensure that:

- ship's manoeuvring information provided in pilot cards, wheelhouse posters, and manoeuvring booklets is amended after modification by engine power, shaft power, or fuel limiting systems; and
- pilots are provided with details of engine power limitations and manoeuvring characteristics during the BRM meeting, and whether the engine power limiting systems that are engaged during the pilotage assignment will restrict the engines to below full manoeuvring RPM/speed; and
- PPA Dispatch is informed of engine power limitations when placing an order for a pilot.

Pilots require access to the full manoeuvring power range of the main engines when ships are navigating in compulsory pilotage waters. When under the conduct of a pilot, ships that have their main engine power restricted to below the full manoeuvring range may be subject to additional risk mitigations, including daylight restrictions, transit restrictions in critical passages, anchoring, additional tug(s), and additional pilots.

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As per PPA's service charges document, *a restricted ship means a ship that is unable to operate at full manoeuvring RPM*. Additional restricted-ship charges may apply to pilotage assignments.

When calculating pilotage voyage durations and ETAs, please use the ships' reduced speeds and not their ocean passage speeds.

Please contact PPA at [marineops@ppa.gc.ca](mailto:marineops@ppa.gc.ca) for any queries or clarifications on these guidelines.