



Welcome Message from the MD

Compliments of the new season we hope that those who had the opportunity for rest and recline, did so joyfully in the warm company of their loved ones! Once again, we roll up our sleeves and put our shoulders to the wheel, as we prepare to forge ahead with achieving our objectives for the new year. For EMC 2020 is all about improving and delivering even more greater value to our valuable stakeholders.

As the role of EMC is to be an enabler of growth of the maritime industry especially in the eThekweni region, through providing effective stakeholder engagement platforms, we plan on raising the profile of these stakeholder engagements.

Our planned enhancement of our value add, is based on establishing innovative networks that proactively address issues at an early stage; moderating the discussion of issues; increasing the quality of cooperation between members; and mobilizing members to successfully implement joint measures.

And how do we practically plan to establish these innovative networks? Our strategy involves hosting high profile industry lectures, The EMC-organised Ship Agents and Ship Operators Breakfast discussing the new sulphur cap, held in December, is the beginning of such lectures. We also plan to establish links with more key industry players, and to broaden our expert pool in the various sectors of the maritime industry.

It is also of paramount importance to help our local role players to network internationally, with a purpose of establishing business to business links; to broaden their customer base; and to benefit from investor-investee links. Our strategy also involves hosting events that discuss current and topical issues that affect the maritime industry, as well as events that focus on creating platforms for politics to meet business. The latter will be done with the aim of ensuring that, the legislative framework supports the prosperity of the maritime and logistics sector.

Finally, KwaZulu-Natal is host to two important ports within the South African port system, that is, Richards Bay and Durban. These two ports are key enablers in our provinces economy, it is in this light that we are looking at meaningfully extending our mandate of facilitating growth in the maritime industry in eThekweni, to cover KwaZulu-Natal as a whole.

We firmly hope and believe that we will continue to enjoy a collaborative relationship with all our stakeholders to realise these plans.

Mrs. Zenzile Gwamanda | Managing Director EThekweni Maritime Cluster |



Sulphur Cap on Bunkers Tabled at EMC Breakfast

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Sulphur Cap on Bunkers Tabled at EMC Breakfast

The International Maritime Organisation (IMO) implemented a new global sulphur limitation on ship bunkers effective 1 January 2020. This was the crux of The Ship Agents and Ship Operators Breakfast held at the Royal Hotel, in Durban in December 2019.

The Breakfast session, hosted by EMC, was attended by the most prominent ship brokers, ship owners and other delegates from the ship operators' sector. Representatives from Cox Yeats Attorneys, Tamryn Simpson (Partner at Cox Yeats) and Aideen Ross (Candidate attorney) presented an Industry lecture on the 0.50% Sulphur cap by IMO.

"The main type of bunker oil for ships is heavy fuel oil, derived as a residue from crude oil distillation. Crude oil contains sulphur which, following combustion in the engine, ends up in ship emissions. Sulphur oxides (SOx) are known to be harmful to human health and the environment," said Tamryn Simpson, maritime law expert and partner at Cox Yeats Attorneys.

"Limiting sulphur oxide emissions from ships will improve air quality and protect the environment. IMO regulations to reduce sulphur oxide emission from ships first came into force in 2005, under Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL Convention). Since then, the limits on sulphur oxides have been progressively tightened. There is an even stricter limit of 0.10% m/m already in effect in emission control areas (ECAS) which have been established by the IMO," continued Simpson.

According to The Green Carrier blogger, Minna Ruisaho, sulphur oxides are very harmful to the environment, these toxic compounds can cause acid rain polluting the oceans as well as our forests and crops. Mostly it is known to be harmful to human health by causing breathing problems and lung diseases.

"With the new Sulphur limit on fuel, this means we are going to see a significant global reduction in 2020 since the limit has been amended, from 3.50% to 0.50% starting from the beginning of this year," continued Ruisaho.

Ruisaho also said that ship owners need to comply with this new IMO sulphur regulation, using one of three options:

- 1) Running on clean liquefied natural gas,
- 2) Using fuel oil that is low in sulphur,
- 3) Using marine gas oil,
- 4) Use of biofuel alternatives, or
- 5) Using exhaust gas cleaning systems (scrubbers).

In Ruisaho's presentation it emerged that compliance monitoring will be undertaken by the relevant flag state and port state. Non-availability of compliant fuel must be reported to port state control authorities in the port of arrival and to the flag administrators.

In Ross's presentation the big question was whether South Africa is prepared, and that stakeholders such as the Department of



Above: Tamryn Simpson and Aideen Ross from Cox Yeats Attorneys with EMC managing director, Zenzile Gwamanda, at The Ship Agents and Ship Operators Breakfast held at the Royal Hotel, in Durban in December 2019.

Transport (DOT), South African Maritime Safety Authority (SAMSA) and port users generally should adhere to this regulation. "In doing so we've seen DoT has prepared a draft bill on the Prevention of Marine Pollution by Ships," said Ross.

Ross said it was good news that there are indications that the four refineries in SA are supplying compliant.



Above: Experts from the ship brokers and ship operators sector engaged about the new 0.5% sulphur cap on ship's fuel at an EMC-organised breakfast session in December

Engagements underway around Naval Island closure



Above: Naval Island in the Port of Richards Bay.

Transnet National Ports Authority (TNPA) continues to engage with local stakeholders, including the uMhlathuze Municipality, following the decision to close the Port of Richards Bay's Naval Island on 18 December 2019.

Port Manager Thami Sithole reiterated that the closure of the popular recreational area and surrounding sites was not taken in isolation. He said the port followed a process of engagement with the uMhlathuze Municipality in order to obtain cooperation in managing the area.

“Our main intention for these engagements was to mitigate against ongoing incidents and security challenges that have not only disrupted port operations to the detriment of the economy, but have also resulted in several deaths and injuries at the site,” he said.

He further said the matter is being addressed urgently and the port continues to engage with the municipality and security cluster in an attempt to resolve this impasse, with various meetings and discussions already well underway, including a Ministerial visit on 29 December 2019, led by Gen. Bheki Cele, South African Minister of Police.

Sithole said TNPA would keep all stakeholders including the People's Voice Organisation and the wider public updated as the process continues.

“The Port of Richards Bay remains committed to being a People's Port and we trust that we will be able to resolve this matter as soon as possible in partnership with the municipality for the benefit of port users and local communities,” he added.

As owner of Naval Island and surrounding sites, TNPA took the decision to close off the sites in terms of rule 81 (1) (a) and (b) of the Port Rules of the National Ports Act no.12 of 2005 after ongoing inappropriate public use that threatened safety, security, good order and the protection of the environment.

The port sites presently restricted to the public are Naval Island, the Action Cricket Shed, the Small Craft Harbour and the Dredger Reclaim Berth, near Alkantstrand.

Source: Transnet National Ports Authority



Pictured above: Marco Polo on the South African coast

The Marco Polo Cruise liner was built in 1965 and today her master is Captain Sergiy Zhygalin of Ukraine. She has five scheduled calls in South Africa, starting from Cape Town 28 January 2020, Mossel Bay on 29 January 2020, Port Elizabeth on 30 January, Durban on 1 February 2020 and Richards Bay on 2 February 2020.

Her present 78-night Grand African and Indian Ocean Voyage began at the Port of Cobh in Ireland at the beginning of January and spans three continents, 21,296 nautical miles, visiting 31 ports of call with two Equator crossings and a transit of the Suez Canal.

Marco Polo weighs over 22000 tonnes and stretches over 170 metres, with a carrying capacity of 1260 guests and onboard facilities including jacuzzis, a gym, a garden lounge, a theatre and much more.

She first entered service in 1965 with the Baltic Shipping Company and was called Aleksandr Pushkin at the time. She was then renamed Marco Polo in 1991 and underwent various changes of ownership over the years.

Cruise & Maritime Voyages has in recent years also deployed its smaller MS Astor liner to call at South African ports and in 2021 will have its larger Columbus cruise liner sailing locally.

TNPA is advancing plans to ensure that its ports and cruise facilities continue to support the thriving cruise tourism sector that has economic spin-offs for tour operators, accommodation and dining establishments, game reserves, transport companies, local artists, crafters and more.

South Africa has six cruise ports of call which this season will welcome at least 23 luxury cruise ships, operated by 17 international cruise lines.

Source: Africaports.co.za

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UPCOMING EVENTS

Message About Upcoming Events

If you have any maritime related news or events that you would like published on this newsletter or our website please contact:

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- ◇ Maritime Careers Fair | 21 –23 May 2020| ICC Durban
- ◇ World Maritime Day Parallel Event| 28 October 2020| ICC Durban

MSC Cruises bringing two new ships for 2020 season visit www.msccruises.co.za



The eThekweni Maritime Cluster (EMC) is a non-profit company that was launched in 2009. The EMC provides a platform for collaborative engagement between different levels of government, state owned enterprises and the maritime community to implement programs of common interest that support the growth and improve performance and competitiveness of the maritime industry.

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