**National Assembly**

**Question No: 1280**

**Mr A G Whitfield (DA) to ask the Minister of Transport:**

With reference to the offshore bunkering operation in Algoa Bay, what (a) number of (i) litres of oil have been spilled since the operation commenced, (ii) ships have docked alongside the bunkering ship since the operation commenced and (iii) people are directly employed as a result of the bunkering operation, (b) are the total (i) fines issued and (ii) costs recovered in terms of the Marine Pollution (Control and Civil Liability) Act 6 of 1981, and (c) are the further relevant details? NW1538E

**REPLY**

**With reference to:**

(a) number of

1. Litres: Between 1000 to 1200 litres of oil have been spilled from 3 oil spills, out of a total 6.8 billion litres of oil transferred, since the operations commenced in 2016.
2. Ships have docked alongside the bunkering ship since the operation commenced: A total of 6191 ships have conducted bunkering operations in Algoa Bay since 2016.
3. People are directly employed as a result of the bunkering operation:
   1. There are three (3) Barge operators employing a total of 119 seafarers of which 9 are South African seafarers and the remainder foreign seafarers, on oil tankers;
   2. Off Port Limit Operators (OPL) have grown from 5 to 9 operators, employing 32 South African office staff;
   3. OPL boats servicing the bunker calling ships, grew from 5 to 16 offshore launches, employing 44 South African crew;
   4. Ship Agents have grown from 16 to 25 Ship Agents;
   5. Ship Chandlers have grown from 2 to 6 Ship Chandlers providing stores, spares and victuals to bunker calling ships; and
   6. Diving Companies have grown from 1 to 4 Dive companies.

(b) are the total

1. Fines issued: A total of R 1 880 000 in Admissions of Contravention (Fines) was issued for the 3 oil spills as reported.
2. Costs recovered in terms of the Marine Pollution: All costs with respect to oil spills are covered by the vessel owners’ insurers as prescribed by the Marine Pollution (Control and Civil Liability) Act 6 of 1981.

and (c) are the further relevant details?

1. Only 1 out of the 3 oil tankers used for bunkering are registered on the South African flag – It has been indicated that this is due to the South African shipping tax regime currently in place which makes the local SA flag unattractive to ship owners;
2. Some 13 158 seafarers have transited in Algoa Bay from ships calling for bunkers, indirectly benefitting the local maritime industry and tourism through hotel stays, airport transfers, air travel, local retail and entertainment industry and contributing to the local economy;
3. Bunker calling ships also receive spares and stores while in Algoa Bay;
4. Specialised OEM marine spares are airfreighted to South Africa, benefitting the local freight industry;
5. Ship technical repairs are also completed onboard while these ships are in Algoa Bay using local marine companies and technicians;
6. Two (2) additional South African operators have expressed interest to commence with bunkering operations in Algoa Bay, however the local moratorium have prevented these companies from starting operations;
7. LNG Operators have expressed interest in conducting LNG ship to ship transfers offshore in Algoa Bay.