



UNLOCKING MARITIME TRANSPORT OPPORTUNITIES AT NORTHERN CAPE – POLICY IMPERATIVES

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VENUE: PORT NOLLOTH



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA

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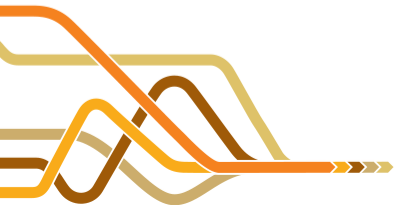
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DEPARTMENT OF TRANSPORT

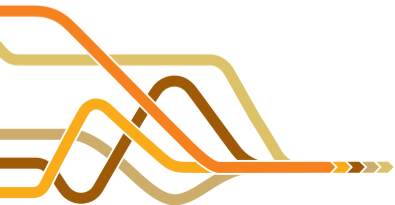
Lead the development of efficient integrated transport systems by **creating a framework of sustainable policies and regulations**; and implementable models to support government strategies for economic, social and international development.

Transport, the Heartbeat of South Africa's Economic Growth and Social Development



MARITIME TRANSPORT

An integrated system that involves the design, construction, operations, management, servicing and maintenance of merchant, leisure and other ships in the service of seaborne trade, conducting offshore operations and transporting people and cargo by sea and inland waterways from point A to B



GOVERNANCE FRAMEWORK

Creates fair and effective regulatory framework for shipping industry to ensure universal adoption and implementation

IMO

Designated Authority
Regulates and coordinates **Maritime Transport** in South Africa

Department of Transport

SAMSA

Administration (Flag State)
Ensure safety of life and property at sea

TNPA

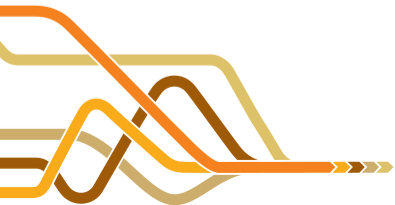
Ports Authority – ensures effective functioning of the National Port System

PRSA

Exercise economic regulation of the ports system

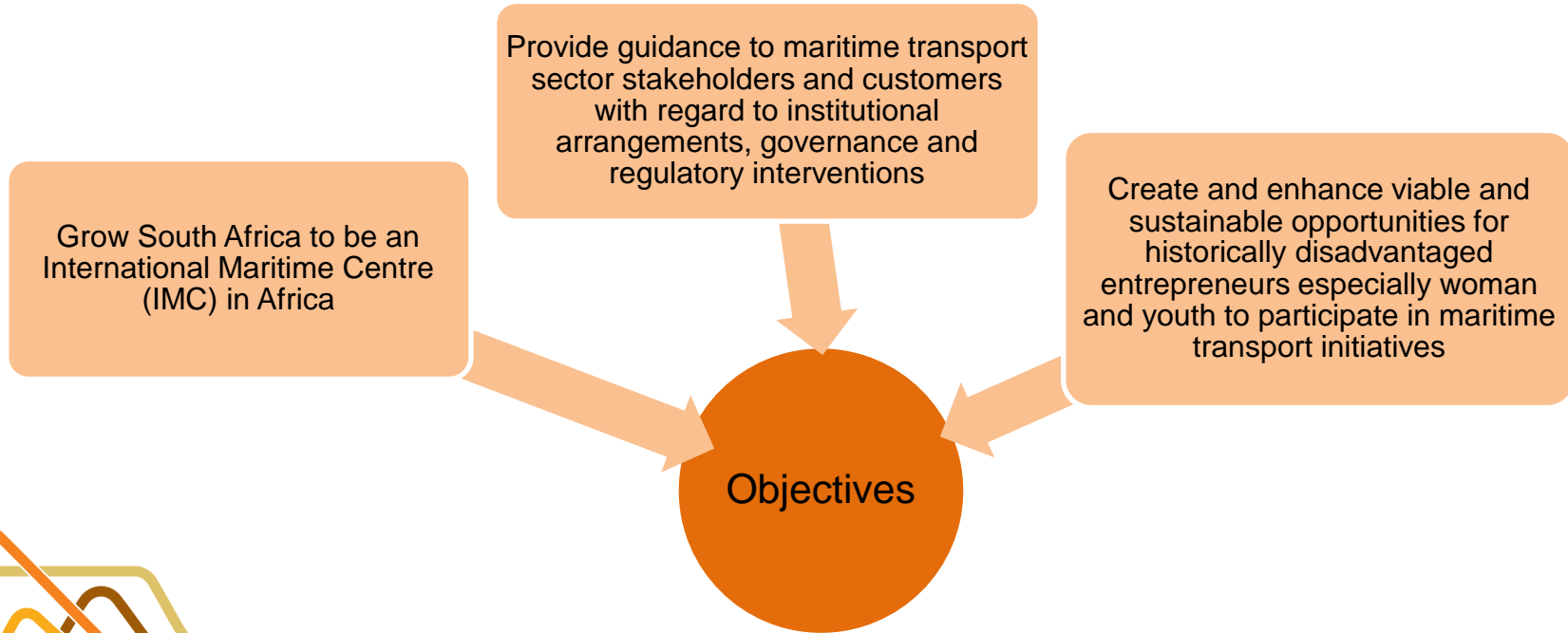
LEGAL FRAMEWORK

1. Safety of Life at Sea Convention (SOLAS)
2. Marine Environment Protection Convention (MARPOL)
3. **International Convention on Facilitation of International Maritime Traffic (FAL)**
4. Merchant Shipping Act No.57 of 1951
5. National Ports Act No.12 of 2005



POLICY IMPERATIVES

The Department of Transport aims to create a policy environment that facilitates growth and development of South Africa's maritime transport sector to support economic development



MARITIME TRANSPORT IN NORTHERN CAPE

PORT OF PORT NOLLOTH

- One of the 9 commercial ports
- Developed in 1855 to export Copper Ore
- Operations scaled down in early 1900s due to the difficulty to accommodate larger vessels
- In 1926 the port was revived with the discovery of alluvial diamonds
- Large scale shipping reduced in 1976
- In 2021, DoT commenced with process to revitalise the port
- The port is registered on IMO GISIS in 2023 – ZANOL 0001
- The aim is to promote expedition cruising, facilitate crew changes and other shipping operations

BOEGOEBAAI PROJECT

Development of a port



OPPORTUNITIES - EXPEDITION CRUISING

DISADVANTAGES

- There are inherent disincentives to cruise ships operators;
- Lack of berth and port facilities
- Lack of embarkation and disembarkation facilities

ADVANTAGES

- Rationalisation of permitting regulations to facilitate new areas of cruising
- Encourage and promote utilization of launch pads

“Bringing international guests to Port Nolloth will empower the community to tell their cultural story, raise global awareness of the compelling destination narrative and introduce the prospect of international expedition cruise to a region that has traditionally captured opportunities from the sea” Silversea



THANK YOU

