

SAMS







- Overview:
 - South Africa is strategically located at the southern tip of the African continent, serving as a critical maritime hub for international shipping routes, particularly the Cape of Good Hope route.
 - Traffic Zones:
 - Major Ports: Durban, Cape Town, Port Elizabeth, and Ngqura
 - Anchorage Areas: Cape Town, Durban, Richards Bay
 - Fairways & Shipping Lanes: Heavily trafficked, especially by international trade vessels
 - Marine Protected Areas (MPAs): 42 MPAs along the coastline, including sensitive ecosystems such as Algoa Bay and iSimangaliso Wetland Park
 - Particularly Sensitive Sea Areas (PSSAs): South Africa's adjacent waters are designated PSSAs under the International Maritime Organization (IMO), requiring heightened protection measures.
 - Shipping Traffic Composition:
 - Heavy bulk carriers, container ships, and tankers dominate the traffic, with growing numbers of cruise ships and fishing vessels.

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Regulatory Framework in South Africa

- Current Legislation:
 - The National Environmental Management: Protected Areas Act governs the protection of MPAs.
 - National Environmental Management Act (NEMA) oversees broader environmental protections, including marine ecosystems impacted by noise pollution.
 - Ocean and Coastal Management Strategy: Focus on reducing noise pollution and regulating maritime activities around sensitive ecosystems.
 - **Underwater Radiated Noise** is not mentioned anywhere in our Policies.
- Planned or Draft Legislation:
 - The ongoing development of the **Marine Spatial Planning Act**, integrating measures for URN reduction.
 - Discussions underway to introduce specific URN regulations into the South African maritime code, in line with international standards.





South Africa's Initiatives Noise Pollution

Ongoing Initiatives:

- There is no specific initiative currently underway aimed at addressing the URN in South Africa.
- South Africa, like many countries, promotes the Just-in-Time Arrival Program to reduce idle times for vessels, thereby reducing overall noise levels as promoted by the IMO.
- Proposed Future Plans:
 - **Comprehensive Studies**: Proposed nationwide URN monitoring project, integrating data from multiple ports and coastal regions.
 - Vessel Risk Mitigation Programs: Launch of the "Green Ports" initiative, focusing on reducing the environmental footprint of vessels, including URN.
 - **Hydrophone Deployment**: South Africa, in collaboration with international partners, has deployed hydrophones along key shipping routes to monitor noise pollution levels, especially around MPAs.





Capacity Challenges and Pathways

- Challenges:
 - **Limited Technical Infrastructure**: While hydrophones have been deployed in certain areas, South Africa lacks comprehensive coverage for URN monitoring.
 - **Funding Limitations**: A significant barrier to expanding monitoring and mitigation programs is the lack of dedicated financial resources.
 - **Technical Skills Shortage**: Limited availability of trained personnel in the fields of URN assessment and mitigation technology.
 - **Climate Change Impact**: Changing sea conditions, driven by climate change, further complicate efforts to measure and reduce URN impacts on marine ecosystems.
- Pathways Forward:
 - Capacity-Building and Training: International partnerships to assist in training local scientists and engineers in advanced URN monitoring and mitigation techniques.
 - Collaboration with Twinning Partners: Working closely with Madagascar and Georgia to share knowledge and best practices in URN management, pooling resources for joint research initiatives
 - South Africa will continue to avail itself to opportunities

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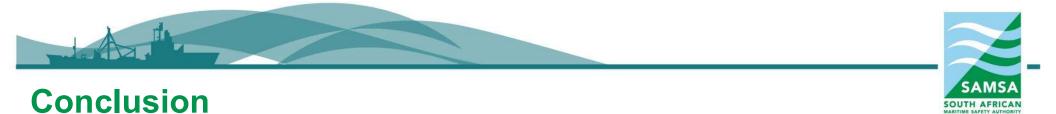




International Collaboration and Support

- Importance of Partnerships:
 - Collaboration with international bodies like the IMO, WMU, and national research institutions is critical for developing countries like South Africa to address URN.
 - **Twinning Program**: South Africa's partnership with Madagascar and Georgia focuses on exchanging technical expertise and exploring joint funding opportunities.
- Support Needed:
 - **Technical Training**: Building local capacity for advanced URN monitoring through international workshops and training programs.
 - Access to Technologies: Facilitating access to noise-reduction technologies for vessels, such as quieter propeller systems and hull designs.
 - **Policy Guidance**: Support from international agencies to help South Africa develop a comprehensive regulatory framework for URN.
 - **Financial Resources**: Essential for scaling up pilot studies and expanding hydrophone networks across the country's maritime zones.

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- South Africa is committed to addressing URN, but significant challenges remain, particularly around infrastructure, funding, and skills development. Through partnerships and capacity-building efforts, we believe we can strengthen our ability to monitor and mitigate URN, protecting our marine ecosystems and fulfilling our obligations under international maritime frameworks.
- Lastly, the GloiNoise Partnership Project presents SA with the opportunity to create the required awareness to begin the process of developing or amend National Policies to cover URN.

MARITIME SAFETY

AUTHORITY

SOUTH AFRICAN

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Thank You!

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