

### BUNKERING CODE OF PRACTICE AND SHIP TO SHIP TRANSFER (STS) CODE OF PRACTICE FOR PUBLIC COMMENT

ALL SAMSA PERSONNEL, BUNKER OPERATORS, SHIP AGENTS, PORT AUTHORITIES, SHIP OWNERS, SHIP MANAGERS, SEAFARERS AND OTHER INTERESTED AND AFFECTED PARTIES

<b>ISSUE DATE</b>	05 November 2021	<b>EXPIRY DATE</b>	09 December 2021	<b>REFERENCE</b>	SM6/5/2/1/MIN
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#### Marine Information Notice's and /or Marine Notice's affected

<i>Cancelled or superseded:</i>	None	<i>Read in conjunction with:</i>	Not Applicable
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#### SUMMARY

This Marine Information Notice serves to inform the general public and maritime stakeholders that SAMSA in collaboration with the Department of Transport and Transnet National Ports Authority have drafted a Bunkering Code of Practice and a Ship to Ship Transfer (STS) Code of Practice for purposes of bunkering and cargo transfers in the Republic of South Africa.

## 1. Introduction

The South African Maritime Safety Authority (SAMSA) was established on the 1st April 1998 under the **SAMSA Act 5 of 1998**.

The objectives of the Authority are:

- To ensure safety of life and property at sea;
- To prevent and combat pollution from ships in the marine environment; and
- To promote the Republic's maritime interests.

### MARINE POLLUTION (CONTROL AND CIVIL LIABILITY) ACT 1981 (Act 6 of 1981)

The purpose of Act 6 of 1981 is to provide for the protection of the marine environment from pollution by oil and other harmful substances, and for that purpose to provide for the prevention and combating of pollution of the sea by oil and other harmful substances; to determine liability in certain respects for loss or damage caused by the discharge of oil from ships, tankers and offshore installations; and to provide for matters connected therewith.

Section 21 (2) (1) of Act 6 of 1981 states that "the Authority may impose any conditions subject to which such act shall be performed..."; hence the Bunkering and STS Codes of Practice were drafted to standardise such operations and to enable the Authority to achieve its objectives under the SAMSA Act as stated above.

## 2. Background

Bunkering is the term used for supplying fuel for use in the propulsion and auxiliary machinery of a ship.

Ship to Ship transfer is the transfer of a bulk liquid or gas between ships as cargo.

The purpose of this Bunkering Code of Practice and Ship to Ship Transfer (STS) Code of Practice is to provide the framework for those involved in such operations. Its purpose is also to provide useful guidelines and outline the requirements for those involved in such operations.

The codes also promote Maritime Industry Development for the benefit of South Africans which includes the employment of South African Seafarers and developing the South African Ship Register.

### 3. Codes availability

Electronic copies of the Bunkering Code of Practice and Ship to Ship Transfer (STS) Code of Practice are available on the South African Maritime Safety Authority website at the following links or alternately may be requested by an email sent to [tsu@samsa.org.za](mailto:tsu@samsa.org.za)

Bunkering Code of Practice: [Bunkering code of practice](#)

Ship to Ship Transfer (STS) Code of Practice: [Ship to Ship Transfer \(STS\) Code of Practice](#)

Interested persons are hereby invited to submit written comments on these draft Codes **on or before the 8<sup>th</sup> December 2021** to the Chief Executive Officer: SAMSA via email to [tsu@samsa.org.za](mailto:tsu@samsa.org.za)

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