

APPENDIX 3.10: OTHER MEDIA SOURCES

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| Cape Argus / IOL | Gas—power firm reapplies in new bid to boost SA grid | 01/11/2022 |



Karpowership bid for Bay refloated

"It's nonsensical," he said. "It will lock us into a hugely expensive deal which makes no sense of the recent liberalisation of our renewables sector where barriers have been lowered and a new wave of independent energy suppliers is being to make their contribution."

"I estimated if the project approved it would take my company three to five years to build the vessels and prepared the reports."

On the other hand, by a national rollout of our flagship projects like the Tsitsimmi Wind we can have a more immediate solution in 18 months which, at the same time, creates jobs and expands assets."

Koekemoer said the Wildlife Society was concerned the operation of the Karpowership vessels on a continual basis for two decades would severely



Karpowership has resuscitated its application to supply power to the SA grid from a fleet of powerships at Richard Bay, Saldanha Bay and the Port of Ngqura

damage marine life in and around Ngqura which was situated adjacent to the Addo Marine Protected Area and Jahleel and St Croix islands — home to the endangered

African penguin. "We believe the underwater noise and the expulsion of water from these vessels fundamentally change the dynamics of the ocean in the area."

"We also believe the methane expelled by the powerships is unacceptable in terms of our commitment to fight climate change."

The project has also been slammed by a range of groups including University of Cape Town Global Risk Programme research fellow Harold Trollip, who said Karpowership emissions would cost R43bn, pushing up electricity tariffs.

Comments are invited from interested parties. For registration call 073-311 104 on 073-311 104 or email sa@triplo4.com

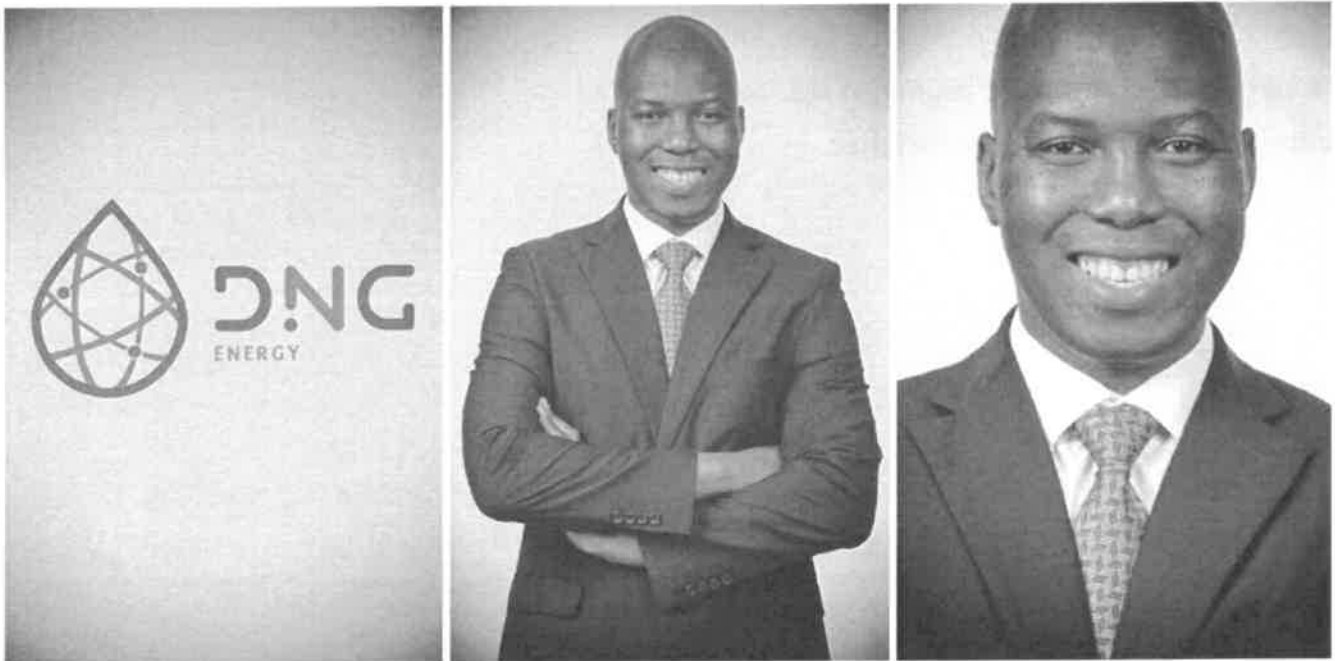
DAILY MAVERICK

(<https://www.dailymaverick.co.za/>)

OUR BURNING PLANET

POWER CRISIS

DNG Energy, the company that promised SA energy security, struggles to keep its own lights on



Group CEO of DNG Energy Aldworth Mbalati. (Photo: Supplied)

By Onke Ngcuka (<https://www.dailymaverick.co.za/author/onke-ngcuka/>)

10 Oct 2022

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Local company DNG Energy came on to South Africa's

energy scene promising energy security to a country battling with a constrained supply that has resulted in rolling blackouts. But now Daily Maverick can reveal the same company has failed to keep its own lights on or pay its workers and suppliers.

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0:00 / 9:34 1X

Former and current employees and suppliers have lost homes and medical aid cover and are struggling to make ends meet, thanks to energy company DNG Energy failing to pay salaries and invoices.

After months of trying to secure payment, they have broken their silence and described how DNG management continually promised that payment was imminent, but it did not materialise.



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Founded by group CEO Aldworth Mbalati in 2013, the DNG group (<https://dng.energy/who-we-are/>) – that once bid unsuccessfully to supply emergency power to South Africa – describes itself as the “leader in the delivery of Liquefied Natural Gas in the South African market, providing both a cleaner and cheaper fuel alternative”. The company boasts UK politician Lord Peter Hain on its board (<https://dng.energy/leadership/>) and according to Bloomberg (<https://www.bloomberg.com/news/articles/2022-03-22/court-decision-to-determine-s-african-power-security-dng-plans>) has investment company Helios Investment

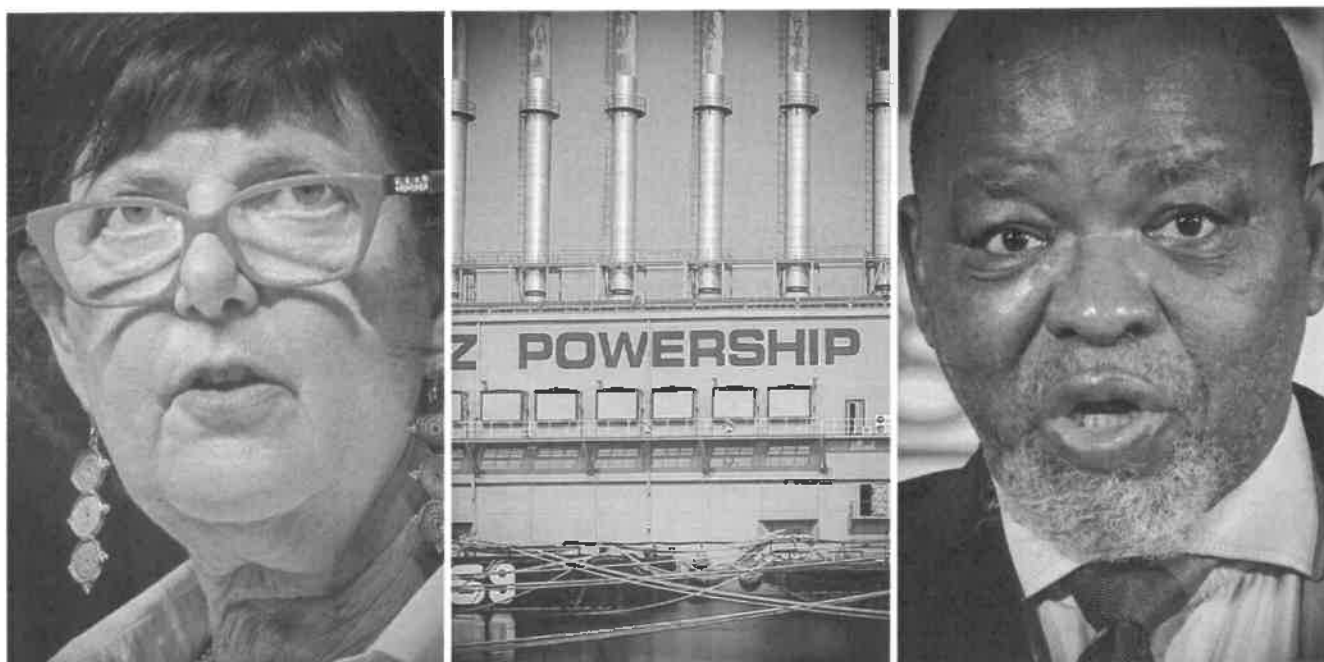
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OUR BURNING PLANET

POWER UP

Creecy firm in rejecting Karpowership plan — but gives Turks a third bite at the cherry



From left: Minister of Forestry, Fisheries and the Environment Barbara Creecy. (Photo: Julia Evans) | The Fatmagul Sultan floating power plant offshore of the Lebanese town of Zouk Mosbeh. (Photo: EPA-EFE / Nabil Mounzer) | Energy Minister Gwede Mantashe. (Photo: Julia Evans)

By Tony Carnie (<https://www.dailymaverick.co.za/author/tony-carnie/>)

10 Aug 2022

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Environment minister Barbara Creecy has stood firm on

her legal mandate to defend the country’s environment, declaring that support from Gwede Mantashe’s energy department for Turkish powerships cannot override the Constitution and environmental laws.

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0:00 / 12:52 1X

Forestry, Fisheries and Environment Minister Barbara Creecy has noted that, “The alleviation of the current energy crisis may be vital, but this does not mean that it must be achieved by this specific (Karpowership) project. Nor does it follow that there is now a licence to ignore all relevant environmental considerations.”

And yet, Creecy has given the controversial Turkish Karpowership group a third bite at a multibillion-rand (<https://www.dailymaverick.co.za/article/2021-06-24-karpowership-deal-sinking-fast-as-environment-department-says-no-deal/>), 20-year energy contract cherry — by granting the company another chance to “rectify” the manifest failures in its flawed and incomplete environmental impact assessment (EIA) process.



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Significantly, the EIA was preceded by a cynical and possibly fraudulent attempt (<https://www.dailymaverick.co.za/article/2021-06-09-karpowership-sa-green-scorpions-enviro-investigation-could-capsize-r225bn-deal/>) to circumvent the EIA process entirely by exploiting “emergency approval” loopholes under Section 30A of the National Environment Management Act at the height of the Covid-19 crisis (<https://www.dailymaverick.co.za/article/2020-08-25-covid-emergency-permit-for-turkish-floating-power-ships-yanked/>).

In emphatic written decisions dated 1 August, Creecy



DD140921 Karpowership Karpowership
Image: supplied

Whether or not you agree that gas-fired power plants are the best way to help SA out of its energy crisis, the reality is we need electricity stability and Eskom has demonstrated that it is not going to provide it.

Karpowership, the world’s biggest supplier of floating gas-fired power plants, has been a buzzword in SA for a few years.

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The Turkish energy company wants to supply the country from three ship-mounted power plants — Richards Bay, Saldanha Bay and Nelson Mandela Bay’s Port of Ngqura — but its efforts to moor its vessels in the country’s ports have been rebuffed by minister of environmental affairs Barbara Creecy.

The initial environmental approval was overturned after activists made representations to the environment ministry.

But it appears that Karpowership is not giving up just yet, with the environmental consultant contracted to the company announcing this week that it was drawing up a fresh draft environmental impact assessment (EIA) and the process was again open for public comment and questions.

This has frustrated environmental watchdogs who feel that Creecy left a gap which allows the company to address defects to allow for re-adjudication — which means they can continue to keep applying.

Wildlife and Environment Society of SA Algoa Bay branch chair Gary Koekemoer said their concern was that the company could eventually tire them out and deplete their bank accounts if they had to keep fighting it.

The concerns that the project would have a detrimental impact on the environment are valid — and it is something that the government should keep uppermost in mind.

However, SA must secure its energy supply. It is crucial for the survival of our economy, and this project promises to provide that along with a host of jobs.

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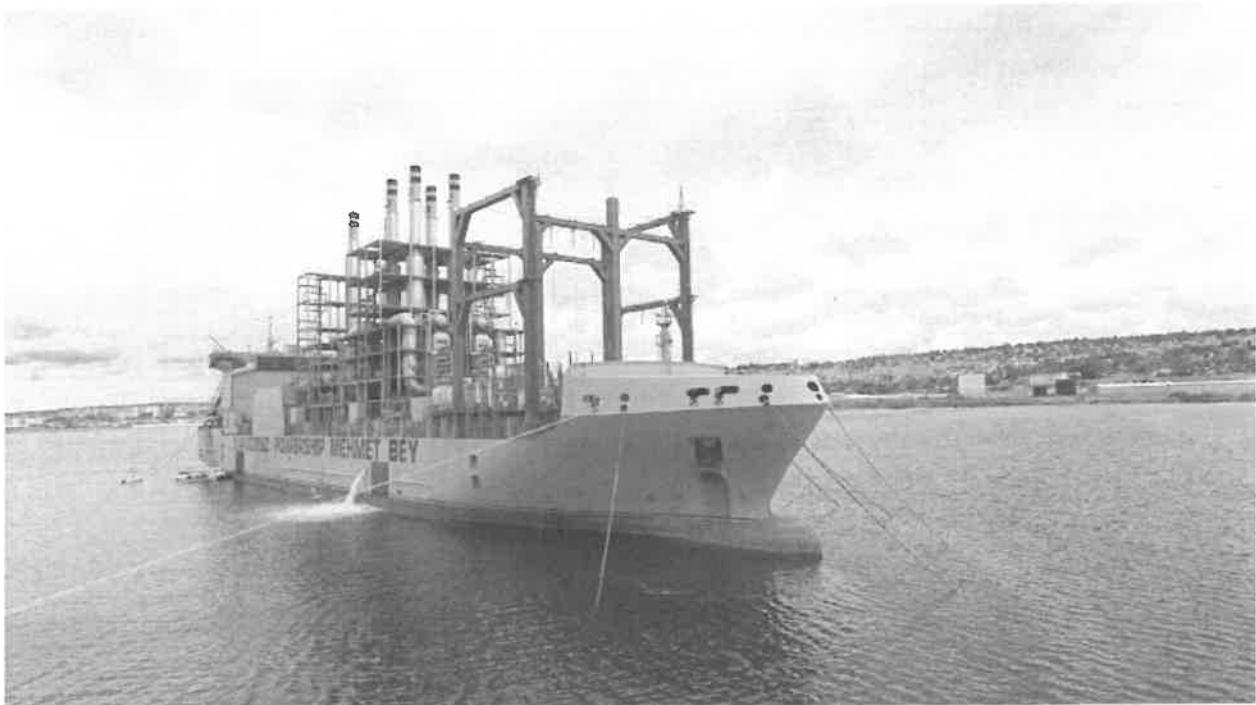
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Media

NEWS

MELISSA FOURIE: Karpowership projects risk being another Medupi

11 AUGUST 2022 AT 9:35 AM



A Karpowership vessel. Picture: SUPPLIED

Article by Mellissa Fourie, originally published by [Business Day](#).

Karpowership is trying to exploit load-shedding to tie SA into a long-term contract that would be a financial and climate albatross around the country's neck

After news broke on Monday of its unsuccessful appeal against the refusal of environmental approval for its floating gas powerships, Turkish energy company Karpowership described the outcome as “another blow to the country’s attempts to resolve an electricity crisis”. In fact, the appeal decision ascribes the failure of the application to “gaps in information and procedural defects that are material and fatal”.

It is a mistake to believe — as Karpowership implies — that environment minister Barbara Creecy and environmental regulators should be blamed for the company’s inability to get the regulatory approvals they need. The problem lies with the projects themselves.

Karpowership requires regulatory approvals from various authorities, including the National Energy Regulator of SA (Nersa), for its three proposed projects in Richards Bay, Coega and Saldanha. All of its approval applications are being contested by a range of parties, on many different grounds and for good reason.

Environmental and climate justice groups GroundWork, the South Durban Community Environmental Alliance (SDCEA), Green Connection, 350.org and many others have raised serious concerns about the environmental and climate impacts of the Karpowership projects. Represented by the Centre for Environmental Rights (CER), GroundWork and the SDCEA opposed both Karpowership’s application for Nersa approval and its appeal against the refusal of environmental authorisation — and have committed to taking further legal action if necessary.

GroundWork and the SDCEA’s concerns include that if authorised, the Karpowership projects would emit an irreversible amount of potent methane greenhouse gas (with a global-warming potential 84-86 times that of CO₂ over the project’s 20-year lifespan) and risk jeopardising SA’s ability to meet its climate-change commitments. It is estimated that the three Karpowership projects would produce greenhouse gases of almost 50-million tonnes of CO₂ equivalent, taking up over 1.18% of SA’s national carbon budget.

Higher consumer risks and costs

In April 2022, environmental justice group Green Connection and civic action group Organisation Against Tax Abuse (Outa) launched separate court applications to set aside the generation licences granted by Nersa for the three Karpowership projects. Outa argues that Nersa failed to consider that the Karpowership 20-year “emergency” contracts would not resolve load-shedding, but will instead tie SA to an expensive long-term contract.

Many of the objectors have relied on independent economic assessments to raise concerns about the cost implications of the Karpowership projects. A 2021 independent economic assessment by the Rocky Mountain Institute (RMI) found that Karpowership’s 20-year lifespan risks them becoming a burden to SA electricity customers and is “inconsistent with a least-cost investment plan for the nation”.

In support of Outa’s court application, local economics research institute Meridian Economics concluded that Karpowership is not required to meet SA’s load-shedding problems on an urgent basis, and that there are “faster and substantially cheaper generation-project options available to complement the portfolio of existing generation resources on the grid to eliminate load-shedding in the short term”.

Like RMI, Meridian found that the Karpowership project will “expose consumers to much higher costs and much higher risk than the portfolio of alternatives available”. Those alternatives are, of course, the long pipeline of renewable-energy and storage projects that could be ready within two years.

“ *It is estimated that the three Karpowership projects would produce greenhouse gases of almost 50-million tonnes of CO2 equivalent, taking up over 1.18% of SA’s national carbon budget.*

Many organisations, including coastal communities that are concerned about the risk the projects pose to the ocean and fishing, have set their sights on the potential financiers of the Karpowership projects — the Development Bank of Southern Africa (DBSA), Absa and Investec — and have called on these financial institutions to distance themselves from the Karpowership projects.

Both Absa and Investec faced questions at their shareholder meetings from shareholder activist group Just Share about their support for the Karpowership projects. This resulted in acting Absa CEO Justin Quinn saying that “the bank was not about to give away our reputation that we have built on one transaction”, and that scrutiny of any funding for the Turkish company will be subject to reputational due diligence. Investec also tried to keep its options open, saying it had not yet committed unconditional support and that the projects would still have to pass its “very, very robust” due diligence processes.

The Karpowership projects will cost SA an astronomical amount. The amaBhungane Centre for Investigative Journalism has analysed the bid and contract terms and concluded that the contract would cost the country at least R225.7bn over 20 years, or R11.3bn per year — close to the R218bn estimated by the Council for Scientific & Industrial Research (CSIR) in 2021. Moreover, it appears that the SA contract would likely constitute close to half of Karpowership’s non-fuel revenue.

It is worth noting that Karpowership alleges it has spent R400m on applications for regulatory approval. This money was spent entirely at its own risk. One has to wonder where this money went if its applications still cannot pass muster with the forestry, fisheries & environment department — not that the department is generally known for unnecessarily blocking projects, much to the ire of civil-society organisations.

Karpowership’s pressure on SA regulators to force a decision should be seen for what it is: an attempt to exploit load-shedding to tie the country into a long-term contract that would be extremely profitable for the company, but a financial and climate albatross around the country’s neck. If we have learnt one thing from the financial disasters that are Medupi and Kusile, it is to ensure that enormously expensive, long-term projects actually solve the problem and do not create giant new ones.

• *Fourie is executive director of the Centre for Environmental Rights.*

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Karpowerships rejection a relief for West Coast fishers

August 12, 2022 — [Leave a Comment](#)

The Green Connection says the Minister of Environmental Affairs Barbara Creecy made the right decision to decline Karpowerships' appeal application against its failure to get environmental authorisations to operate in Saldanha Bay, Coega and Richards Bay.



Image: The Green Connection

The eco-justice organisation says that at least, in the midst of another rather depressing Women's Month, the fisherwomen – who were legitimately concerned about the negative impacts these ships would have on the ocean – have been vindicated in their fight to protect their livelihoods.

Earlier this month, The Green Connection received correspondence from DFFE confirming that Karpowerships had failed in its appeal to the Department of Forestry, Fisheries and Environment (DFFE). The Turkish company, which planned to supply additional power to South Africa via these floating kettles, was unable to overturn an earlier environmental ruling against its plans.

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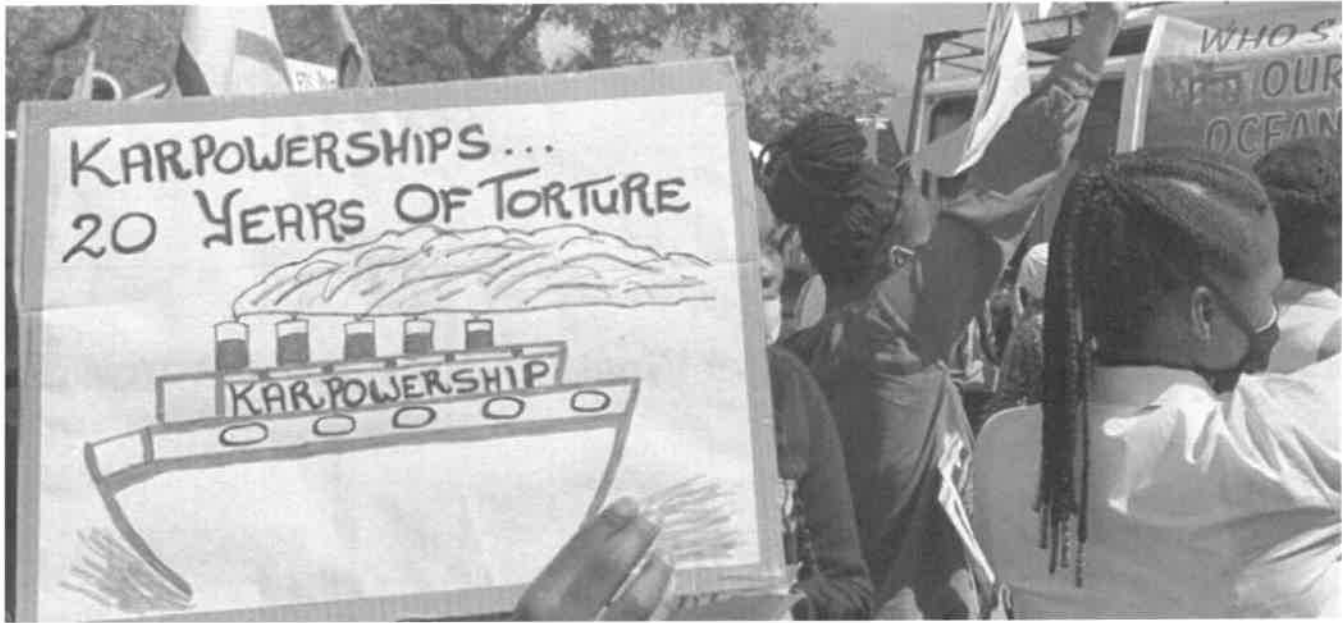
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According to The Green Connection's Strategic Lead Liziwe McDaid, the Minister's decision comes to an overwhelming conclusion that "these gaps in information and the procedural defects are material and fatal and cannot be cured during the current appeal process."

"In our view the Minister's decision to uphold her department's rejection of the Karpowership project is totally correct. However, her decision to then refer the matter back to the competent authority seems lame and sounds like a cop-out. Reading the detailed and damning appeal decision, we feel that it would be more appropriate for Karpowership to be directed to start at the very beginning, and it begs the question why the Minister has not said so?" says McDaid.

The Green Connection's Community Outreach Coordinator Neville van Rooy says, "The Minister's decision vindicates the small-scale fishers who were not properly consulted. We also expressed the importance of the need to do an underwater noise study to assess the impact of the Karpowership project on the fish on which small-scale fisher livelihoods depend.

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“Another important point made in the appeal decision is that no so-called development project decisions, made by any arm of government, can trample over environmental rights. The flaws of this Environmental Impact Assessment are many and laid out for all to read,” adds van Rooy.

Fisherwoman with Coastal Links Saldanha Bay Carmelita Mostert says, “We are happy with the decision. Finally, some good news for women on the coast. It gives us hope and relieves a lot of stress that our oceans and marine life will be protected and that we can continue to provide for our children and our communities from the harvest of the sea.”

Fisherwoman, Solene Smith, also from Coastal Links in Langebaan, agreed with the Minister’s decision. She says, “We have said from the beginning that the Karpowership project will have a disastrous impact on our oceans and the dangers it poses could quite literally mean the end of our communities. We urge the government to look for greener, sustainable power solutions instead.”

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Natalie-Jane van Wyk, a youth representative of Coastal Links Saldanha says, “The decision is a huge victory. We consider this development a huge win for us because the protection of the environment is fundamental to the existence of our communities. We will continue to stand together to fight against oil and gas companies who threaten our environment. We urge the government to embark on projects that protect and restore key eco-systems in our area.”

Vuyiseka Mani from the Eastern Cape Environmental Network (ECEN) says, “We are very happy with the decision, especially since we were not informed or invited to the public participation meeting regarding the Karpowership project. We will continue to fight for our voices to be heard. We won’t stop picketing, and we won’t stop petitioning and demonstrating. We will keep fighting for our rights, until the government takes our concerns about the environment seriously, instead of forcing projects on us which could damage the oceans and our communities.”

The Green Connection’s Legacy programme has been instrumental in mobilising young activists and small-scale fishers to protect South Africa’s oceans. Please join their petition to stop offshore oil and gas, as part of their Who Stole Our Oceans campaign.

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A floating gas-fired power plant

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Karpowership SA will hold public meetings for its proposed power projects in November.

The company is reapplying for environmental authorisation to provide over 1 200 MW of power to SA's grid.

The Department of Forestry, Fisheries and Environment had previously flagged gaps in Karpowership SA's public consultation process.

For more financial news, go to the News24 Business front page.

Karpowership SA is making a second attempt at a public consultation process in order to obtain environmental authorisation for its proposed emergency power projects at three of South Africa's ports.

The company was, in March 2021, named **among the preferred bidders of the Risk Mitigation Independent Power Producer Procurement Programme (RMIPPPP)**, which sought to get as much as 2 000MW on the South African grid on an emergency basis. Karpowership SA was to provide the majority, or 1 220MW, of the power through its floating gas-fired power plants, which would have been located at the Coega, Saldanha and Richards Bay ports.

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The proposed deal came under fire after it was reported it would cost the country over R200 billion over a period of 20 years, according to an **estimation by the Council for Scientific and Industrial Research.**

Furthermore, the company was **unsuccessful in obtaining environmental authorisation.** The Department of Forestry, Fisheries and Environment (DFFE) **flagged gaps in the public consultation process** and noted a failure to undertake an

underwater noise modelling study, News24 previously reported.

Karpowership SA was also unsuccessful in its bid to appeal the DFFE's decision.

It has since engaged with the DFFE on the appeal ruling by Minister Barbara Creecy, and plans to address the "perceived gaps" in its Environmental Impact Assessment (EIA), a spokesperson said.

"As part of our re-filing [of] our application, we are embarking on comprehensive public participation processes in the ports of Coega, Saldanha Bay and Richards Bay, with public meetings in the week of 21 November 2022," a Karpowership SA spokesperson said.

"Karpowership SA acknowledges the DFFE's position on the questions raised, and are doing everything in our power, including bringing on further specialists and more resources, to ensure all amendments requested by the department are met in a timely fashion," the spokesperson added.

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Environmental consultants Triplo4 Sustainable Solutions will be undertaking the EIA process.

News24 has seen a notice on upcoming public consultations in Gqeberha, in the Eastern Cape,

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Environmental consultants Triplo4 Sustainable Solutions will be undertaking the EIA process.

News24 has seen a notice on upcoming public consultations in Gqeberha, in the Eastern Cape,

the public to participate in a meeting in person or virtually.

Karpowership SA also expressed its commitment to ensuring South Africa, which is battling with load shedding, will have access to a "stable" and secure electricity supply.

So far only one of the developers in the RMIPPPP has reached financial close - **Norwegian renewable energy company Scatec**. Scatec's three hybrid solar and storage plants will contribute 540MW of generation capacity.

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Karpowership down but not out — aims to sell power to South Africa by mid-2024

Bloomberg 29 September 2022



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Karpowership, the Turkish company seeking to supply 1,220 megawatts of power to South Africa, will refile an application to the environment department in a bid to move its project forward at a time when the nation is suffering its worst-ever power cuts, a person familiar with the situation said.

The application will be filed by Jan. 8 and a response from the department will be given by the end of March, the person said, asking not to be identified as a public statement hasn't been made.

The company will then aim to complete its financial arrangements in May and electricity from its gas-fired power plants mounted on ships may be supplied about a year later, the person said.

Karpowership in March last year won more than 60% of an emergency power tender seeking to secure 2,000 megawatts of electricity to ease shortages that have plagued South Africa since 2008.

While the companies were originally meant to commence supply this month, projects equivalent to only 7.5% of that total have concluded their financial arrangements.

Eskom Holdings SOC Ltd, South Africa's state power utility, is currently



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The power cuts have restrained economic growth and spurred criticism of the government.

The Department of Environmental Affairs didn't immediately respond to a request for comment.

Environment Minister Barbara Creecy last year dismissed Karpowership's initial application after activists lodged complaints about its impact on fishing, local ecosystems and potential greenhouse-gas emissions.

Earlier this year, she dismissed an appeal, saying there were "various gaps and procedural defects" in the new application. Environmental activists have expressed dissatisfaction that the company's plans are still being considered.

At the time of its selection, the 20-year deal was valued at R218 billion rand by the Council for Scientific and Industrial Research, a state agency. Gas prices have since surged.

Now read: Eskom CEO warns of stage 15 load-shedding

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OPINION

Juggling act needed to end power crisis

Busisipho Siyobi Mischka Moosa 16 Sep 2022



TO GO WITH AFP STORY BY PIERRE DONADIEU Soften the blow: The Sere wind farm near Vredendal in Western Cape. One of the main capacity is renewable energy sources for the national grid. (Rodger Bosch/AFP)

In July, President Cyril Ramaphosa announced the government's energy crisis plan, which aims to end load-shedding — a euphemism describing rolling blackouts to alleviate pressure on the national grid. Demand currently outstrips generation supply by between 4 000 megawatts and 6 000MW.

Broadly, the government energy plan reforms coincided with the Business Unity South Africa's proposed energy plan, which was announced a week prior to Ramaphosa's. Foremost among these was to rationalise the cumbersome red t sector investment in generation capacity and implement a programme to incentivise the efficient use of p 600MW.

As part of addressing the megawatt shortage, South Africa aims to import more power from neighbouring Botswana and Zambia, through the Southern Africa Power Pool (SAPP) arrangement. In addition, the Interim Energy Crisis Committee, comprising key decision-makers in the energy sector, is meant to enable better stakeholder engagement.

The committee has prioritised interventions such as making changes to the Regulations on New Generation Licences for municipalities to procure power independently and revive the renewable energy independent power proc

In this context, for reforms and the administrative environment to be efficient and effective, serious coordinating governing systems, that will result in favourable outcomes and secure energy provision for all South Africa.

However, the implications of the reforms need to be carefully considered, alongside the Eskom debt issues and other energy sources.

Resolving the red tape that constrains private sector investment in generation capacity is a good start. However, the independent production without adequate vetting processes in place to support Eskom's energy supply contracts.

For instance, the Risk Mitigation Independent Power Producer Procurement Programme, which aimed to diversify energy supply, had approved more than 60% of an emergency power tender over a 20-year purchase agreement worth R1.5 billion to Karpowership. Karpowership, a Turkish company that supplies ship-mounted, gas-fired power plants, has supplied 220MW to Eskom, starting last month.



However, the department of environmental affairs dismissed the initial application after environmental concerns about its impact on fishing and local ecosystems and its potential greenhouse gas emissions.

This dismissal has halted the approval process, which has in turn delayed the project and further highlighted the need for an environmental vetting process that resulted in the complaints.

Moreover, corruption allegations were levelled against Karpowership and a government official by DNG, a Doha-based energy company. It claimed Karpowership's local partners, Powergroup SA, had approached them for a power exchange, would ensure DNG won a contract.

The Karpowership saga highlights some of the long-standing governance issues that persist in the department of energy, amid attempting to implement an energy plan with fewer red-tape procedures. Given this, it is a challenge to grant the department the power to start a second Eskom, as Mineral Resources and Energy Minister Gwede Mantsoe has proposed.

The idea of importing power from Botswana and Zambia through the SAPP arrangement has much support, but it will need to proceed with caution.

SAPP is the cooperation of the national electricity companies of 12 Southern African Development Community countries. Regional electricity integration and power pooling is recognised as a cost-effective and suitable strategy to ensure a distributed power supply to meet demand.

However, the successful operation of power pools relies on well-developed and stable grid interconnection capacity, and a sound legal framework for cross-border electricity exchanges, as well as regional mechanisms for dispute resolution.

Pulling more power from SAPP has been established as one of the key immediate reforms in the energy pool's largest market in the pool, accounting for 31 470 MW of the pool's total quantity of 52 388MW demanded.

In November, media reports indicated that major power disturbances in Zambia had affected South Africa's power pool, the entire power pool which, ultimately, resulted in a 1 000MW loss. To put it in context, that would be the electricity supply to about 1 000 households a month (assuming a monthly household consumption of 100 kWh) or 100 households a day (assuming a daily household consumption of 30kWh).

Preliminary investigations suggested that the disturbances were caused externally and were therefore not part of the South African interconnected power system. Evidently, the power pool is experiencing its own operational issues and needs to be carefully monitored and investigated as Eskom gears up to extract more power from it.

To this end, the SAPP 2021 annual report indicated some of the measures implemented to mitigate these issues included repair and maintenance work carried out on generation and transmission equipment; clearing of power line routes; the relocation of birds' nests and the replacement of insulators.

Despite the emergency energy plan being in full motion, the question of Eskom's debt remains only half answered.

The treasury is due to propose a sustainable solution to the debt burden next month in the medium-term budget statement. Reportedly, the finance ministry will provide a bailout to the energy utility and take on a portion of the R1.2-billion debt process to place the utility in better and more sustainable financial standing.

On the other hand, debt owed to Eskom by municipalities has grown from R44.8-billion in March to R49.8-billion of nearly R5-billion in four months. While financial analysts agree that the debt-transfer plan is a step in the right direction, it may not be enough to solve Eskom's governance issues. Operational reforms are necessary and required urgently.

A 2019 report by the Centre for Development and Enterprise proposed key interventions to address operational constraints that remain relevant today.

One of the key solutions related to generation capacity includes renewable energy sources for the national grid. Integrating any grid to integrate variable renewable energy sources is dependent on several factors, but a multiplicity of wind and solar generators is possible.

In addition, residential demand could easily be supplied by a set of wind and solar plants across the country, supplemented by open-cycle gas turbines that can be powered off when not required. Evidently, the emergency plan requires a serious commitment to realise this.

The plan makes provision to revive the renewable energy procurement programme, given that 2 000MW of capacity have been connected to the grid through the programme.

The official electricity plan that was approved three years ago is outdated and its implementation is two years behind. The role of renewable energy sources is favourable in the South African context, especially considering the climate change implications.

In closing, the energy crisis plan has articulated integral reforms that will assist in securing a sustainable energy future for South Africa. However, for the plan to be effectively realised, the National Energy Crisis Committee must ensure that all producers comply with all the environmental and social requirements in the context of rationalised red-tape.

Therefore, a balancing act is necessary to mitigate further project delays but also foster an environment where energy production is prioritised responsibly.

This will enable upstream industrialisation through the generation of a clean energy mix that is sustainable and supports economic development of South Africa.

Busisipho Siyobi is the lead researcher in the natural resource governance programme at the Centre for Development and Enterprise in South Africa. She has an MPhil in public policy and administration from the University of Cape Town.

Mischka Moosa is a data journalist at Good Governance Africa. She holds a Bachelor of Social Sciences from the University of Cape Town.

The views expressed are those of the author and do not reflect the official policy or position of the Mail & Guardian.

ENVIRONMENT

Gas: The lesser of two evils or a viable option?

Ozayr Patel 7 Sep 2022



Tank pipework onboard the *Karmol LNGT Powership Asia* floating storage and regasification unit (FSRU), operated by Karpowership, via docked at Cape Town port in Cape Town, South Africa. Photographer: Dwayne Senior/Bloomberg via Getty Images

Gas, a controversial energy source, is widely regarded as a way for African countries to wean themselves away from coal and reduce emissions. It's known as a transition fuel but what does this mean? According to a study by a research candidate at the Nijmegen School of Management at Radboud University, in the Netherlands, natural gas is a low-carbon fuel (such as natural gas) which is substituted for a higher-content fossil fuel to reduce carbon dioxide emissions. Natural gas is considered as a transition fuel – a temporary solution to mitigate emissions while more sustainable technologies mature.

However, there is a major divide where many are opposed to gas but others are serious proponents of its use.

An example is Mary Robinson, the former UN envoy. Speaking to *The Guardian*, Robinson made the case that gas is what African countries had a demand for energy and that gas was crucial to achieving a just transition. She also called for a stop using gas, so that a climate breakdown could be avoided.

The International Energy Agency (IEA) says that gas

“The gas industry has been a major force in the transition to a carbon energy system.”

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“This notion is now obsolete as unsubsidised renewable energy in the form of wind and solar has already in South Africa, and is significantly cheaper than any gas-to-power options, in addition to the benefits of energy, reduced environmental impact, reduced greenhouse gas emissions and not being subject to fuel need for gas as a bridging fuel for bulk electricity supply,” it said.

When asked if gas was a viable option for African countries, Vincent Obisie-Orlu, a natural resource govt *Mail & Guardian* that the answer was yes and no.

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Gas to Power Powership Project in Saldanha Bay – IAP letter
by Weskussakekamer | 27 Oct 2022 | All News, News around the Web



- 1.** Triplo4 Sustainable Solutions (Pty) Ltd (Triplo4), has been appointed by Karpowership SA (Pty) Ltd (KSA) to conduct an environmental impact assessment (EIA), with respect to the KSA gas to power projects in the Ports of Saldanha Bay, Richards Bay and Ngqura.
- 2.** This Environmental Impact Assessment with Public Participation arises out of a decision by the Minister of the Department of Forestry Fisheries and the Environment (DFFE), (dated 1 August 2022), to close out gaps and deficiencies in the EIA submitted to the DFFE in April 2021. The new EIA process accordingly includes this Public Participation Process.
- 3.** As you are an Interested and Affected Party and/or rep Need Help? [Chat with us](#) businesses in your jurisdictional area, and/or the interests of economic development in your region and may have amongst your members and

2

database, First Nation indigenous peoples, small scale and commercial fishers and SMME's who may have an interest in the Karpowership projects, we hereby give you notice of the public meetings, as part of the Public Participation Process, that will be held with regard to the Projects as follows:

| | |
|--|---|
| SALDANHA BAY | RICHARDS BAY |
| Public Meeting Date: | Public Meeting Date: |
| 21-Nov-2022 | 23-Nov-2022 |
| Time: 10:00 – 13:00 | Time: 10:00 – 13:00 |
| Venue: | Venue: |
| White City Multipurpose Centre, Saldanha Bay | Zululand Chambers of Business Foundation King |
| Virtual Meeting Date: | Virtual Meeting Date: |
| 21-Nov-22 | 23-Nov-22 |
| Time: 17:00 – 20:00 | Time: 17:00 – 20:00 |

4. You are well aware that Public Participation is critical to the Project EIA process and the Audi Alteram Partem rule, to ensure that communities are consulted, are aware of the Projects and the potential environmental and social impacts and that they have the opportunity to obtain information and comment on the Projects, particularly those communities and groups that are classified as marginalised, poor, inadequately resourced or unsophisticated.

5. Whilst we are aware that consultation is a function of Triplo4, as an organisation with your representative mandate, with a large database of members that potentially fall into the above categories, we kindly request:

a. That you forward copies of the attached Public Participation Notice and Information Leaflet (both of which are attached in English, Afrikaans, isiZulu, isiXhosa and Sesotho), to your database of members and publish this communication on your website.

(Should you wish us to provide you with hard copies of the notices or information leaflets in any particular language, you are kindly requested to timeously advise us of the language and quantity required, which we shall deliver directly to your offices).

b. That if you are aware of particular individuals, communities or groups that you believe are materially affected by the Project, that you advise them accordingly, alternatively provide Triplo4 with their names and contact details (in compliance with the Protection of Personal Information Act), to enable Triplo4 to contact them directly. Our contact details for the project is set out in Section 6.

c. Inform your database that copies of the Background Information Document (BID) Information Document (in English, Afrikaans, isiZulu, isiXhosa and Sesotho) which is available immediately for perusal, as well as the Draft Environmental Impact Report (in English, but with an executive summary in Afrikaans, isiZulu, isiXhosa and Sesotho), which will be available for perusal on the 10th November 2022, may be accessed at the following locations: [Need Help? Chat with us](#)

SALDANHA BAY Vredenburg Public Library: 2 Akademie Street, Louwville, Vredenburg,

7380
 Saldanha Library: 30 Berg St, Saldanha, 7395
 RICHARDS BAY Richards Bay Public Library: Kruger Road CBD, Richards Bay Empangeni
 Public Library: Corner of Union and Commercial Streets, Empangeni
 Cllr Offices (Ward 53): 33175, Nkwenkwezi Street, Kamvelihle,
 PORT OF Motherwell 6211
 NGQURA Cllr Offices (Ward 60): Corner of Sityhotyholweni Street and Jijana Street,
 Wells Estate)
 North End Library: 12 Mount Road, Mount Croix, North End

6. Please submit and address all further correspondence to –

Mrs. Hantie Plomp and associated colleagues of Triplo4

Triplo4 Sustainable Solutions

SALDANHA BAY

Tel| 032 946 3213 | 073 746 0992

E-mail | saldanhabayksa@triplo4.com

7. We thank you in advance for your co-operation.

Yours faithfully

Mr. Zayd Hoosen (Pr.Sci.Nat; Reg. EAP (EAPASA))

Sustainability Consultant

Triplo4 Sustainable Solutions

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Fishing communities respond to Karpowership SA appeal

August 19, 2021 — [Leave a Comment](#)

On 16 August 2021, the Green Connection submitted its response to the appeal – by Karpowership SA, and others – against the decision by the Department of Forestry, Fisheries, and the Environment (DFFE) to refuse environmental authorisations for the floating power plants (FPPs).



Image: Alamy

Small-scale fishers from the West Coast and other stakeholders are also sending responses to Environment Minister Barbara Creecy commending the DFFE, urging her to uphold her department's refusal decision because of the several serious flaws in the Environmental Impact Assessment (EIA). The deadline for comments is this Thursday 19 August.

In March, Minister of Mineral Resources and Energy Gwede Mantashe announced that eight preferred bidders were selected for the Risk Mitigation Independent Power Producer Procurement Programme (RMIPPP) to reduce the country's reliance on expensive peaking plants and fill the short-term electricity

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There was no underwater noise study, and it was therefore not possible to understand the impact that the power ships, running for 20 years, would have on the marine environment and on the fish that small-scale fishers depend on. The Green Connection made its submissions to the DFFE and welcomed the Minister's refusal to grant Karpowership SA an EIA authorisation.

In their appeal against the DFFE refusal, the Environmental Assessment Practitioner (EAP) and Karpowership SA subsequently provided noise levels for their ships operating in Ghana. Based on this information, it was concluded that the power ships have a low impact on marine ecology thus 'proving' that Karpowership SA's operations will not have a negative impact on the marine life in South African ports.

Not a sound basis for decision making

The Green Connection's Community Outreach Coordinator Neville van Rooy says, "These noise studies have been critically analysed by an expert and found not to be credible nor independent and not a sound basis for decision making. The initial recommendations of the Marine Ecology Specialist study and Specialist Study on Noise Impacts, presented for public comment on the Draft EIA report, was not based on modelling of sound that would be produced by Karpowership SA's vessels in the South African ports where they are intended to be located. Additional evidence on underwater noise was introduced for the first time in the final report EIA report, at which point the public was not afforded the right to comment, and as such was deprived of the right to controvert such evidence. The Green Connection has now submitted its comments (a 320-page document) on Karpowership SA's appeal."

"In our view, Karpower failed to undertake a meaningful underwater noise impact study, which is critical to understanding the cumulative impacts on the Saldanha marine environments, which is not Ghana in the first place. Since small-scale fishers in the area depend on fish (including juvenile fish) for their livelihoods, it is particularly important for them to understand these impacts and make their inputs to the decision-making process," says Van Rooy.

"We are extremely concerned that the power ship project could undermine other important local economic sectors, such as small-scale fishing and aquaculture are important contributors to the local economy. The Green Connection also believes that there are several renewable energy options that could fill the short-term electricity generation gap – with less greenhouse gas emissions than the power ships, more local opportunities, and which do not harm the fragile marine environment," says Van Rooy.

He says, "As we understand it, Karpowership SA has said that the reason they cannot measure the impacts of underwater noise and vibrations, resulting from the operation of the gas turbines on the power

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pollution (including climate change impacts).”

“It only makes practical sense, before these floating power stations dock in our bays, that we have this data to assess the risks. If these kinds of requirements can be bypassed, then what exactly is the point of doing an EIA – which is meant to predict and assess the potential environmental impacts of projects proposed? It is important to understand what behavioural shifts are to be expected in the marine ecosystem. Will these be temporary or permanent? How will these shifts impact on the health of marine life, small scale fishers, and existing and future aquaculture in Saldanha Bay?” adds Van Rooy.

The Green Connection believes that the controversial power ships are not needed and is hopeful that the Minister of DFFE will uphold her department’s refusal to authorise these floating power stations.

According to its appeal, Karpowership SA claims that “the EIA clearly lists the location where the floating power plants (FPP) will be moored into. The ship will be moored into Big Bay area in the port of Saldanha. The Big Bay area is not a fishing zone and never was. We can safely assume that the operations of Karpowership SA will not threaten the livelihoods of small-scale fishermen because they are not operating in a fishing zone.”

This is disputed by small-scale fishers. According to Natalie-Jane van Wyk of Coastal Links Saldanha Bay Community, “Subsistence fishers in the West Coast have been fishing here for decades. For generations, our livelihoods have come from the ocean. This is where our skills and expertise lie. We are familiar with the marine species that live and breed here in Pepper Bay (known to most as Big Bay and Small Bay) and are not willing to risk these for a bit of electricity that could be generated in a number of other, more sustainable ways that do not threaten fisher jobs. Sadly, even with our knowledge, small-scale fishers are always excluded from decisions regarding the ocean.”

“We believe that Karpowership SA has not done the necessary research to assess and evaluate the effects of the equipment and operations on the environment and marine life. If our livelihoods are sacrificed for a little electricity to give a boost to other sectors, who will help us put food on our tables or send our children to school, or even college or university? Do others matter more than us? Even though South Africa is in a desperate energy situation, powerships are not the answer. There are other ways this problem can be dealt with, in a cleaner manner and with consideration for the livelihoods of so many small-scale fishers, who already face poverty,” adds Van Wyk.

Chairperson of Saldanha Bay Coastal Links, Carmelita Mostert says, “We were happy that the DFFE has denied Karpowership SA from parking their ships in our harbours, since it could have an extremely negative impact on our fish species, making them move away to quieter places. The consequence for us,

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noise generating ship in the ocean, it scares away the fish. What will that mean for us, since our livelihoods and our survival depend on the fish? Our people have been fishing on this coastline for generations. We have an ancestral right to fish in these waters and we will do everything we can to protect that right.”

Barend Fredericks, a small-scale fisher from the Bigai Knysna Community, also welcomes government’s decision. He says, “These ships are intended to be anchored in our ports for 20 years. That is 20 years of noise and potential environmental disasters that will not only affect our fish stocks but could threaten endangered species like the seahorse. So, we call on the government to seriously consider using renewable energy sources instead of the power ship option.”

Subsistence fisher, Sibusiso Ndidi of the Eastern Cape Environmental Network (ECEN) adds, “We support the government’s decision to deny Karpowership SA. We feel that there was not enough public participation involving the communities who would be most affected by the project, since it was done virtually. We also feel that not enough has been done to understand the impact of noise pollution on aquatic life, and that more research should have been done in this regard. We are also concerned that these power ships will likely lead to further increases in electricity prices, which consumers must pay. We remain adamant that the best solution to South Africa’s power crises is for government to fully commit to renewable energy.”

Ntsindiso Nongcavu, a small-scale fisher and Chairman of Coastal Links Port Saint Johns in Eastern Cape says, “I hope government does not backtrack on its decision. This whole process emphasizes the importance of consulting the community in decisions that affect us directly. We are asking government to take us seriously as small-scale fishers because, at the end of the day, small businesses will also help revive our economy, not only the commercial ones.”

Pumza Kalimashe, also a small-scale fisher with Coastal Links Port St John’s says, “Power ships are not the answer. The reality is that only big business will benefit from this, while small scale fishers and our communities will suffer. We would prefer that government invest in tourism in our area instead of allowing our environment and livelihoods to be threatened by these power ships.”

Local news

Environmental group hosts women's rally

South Durban Community Environmental Alliance's Richards Bay branch hosted a women's rally

September 1, 2022



Mluleki Mdletshe

1 minute read



The rally was aimed at celebrating Women's Month, and highlighting women and climate change

TO mark the end of Women's Month, the South Durban Community Environmental Alliance's Richards Bay branch hosted a women's rally.

The event sought to highlight women and climate change.

ALSO READ: WATCH: Comrades crawl as KZN runner claims fourth

The theme of the day was '*Women Against Oil and Gas*', and brought together 100 ladies from in and around

Dawn Wayde (Mtunzini), Zodwa Khumalo (eMfuleni) and Clare Campbell (Mtunzini) gave moving speeches as they highlighted the various work they carry out in their communities, such as counselling young victims of rape, women in the fishing industry, and how oil and gas affect them.

They also spoke about the impacts of seismic surveys along our coast, proposed developments like Karpowership, and the renewable alternatives to oil and gas-based power.

"Women are affected more when natural disasters hit. The rebuilding and construction work that come after, for example, floods are male-dominated, while the women are left to fend for their households.

"Oil and gas developments will do the same. It will destroy the oceans and many people who rely on the ocean will suffer.

"Fishermen will not be able to catch fish, on which many rely as a source of food and income.

"Traditional healers who use the ocean to heal people will not be able to continue. South Africa is a largely tourist area, so cutting off access to the beach, as well as its destruction, will do away with that entire industry," said SDCEA's Just Energy transition and environmental justice project officer Tanica Naidoo.

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OPINION / EDITORIALS

EDITORIAL: Ramaphosa's deepening Mantashe problem

Fresh accusations of dubious conduct have been levelled at the minister's wife, Nolwandle

31 AUGUST 2022 - 07:00



Minister of mineral resources and energy Gwede Mantashe. Picture: ANTONIO MUCHAVE

There is increasing disquiet in the corridors of power that there may be more than one Mantashe running things in the department of mineral resources & energy (DMRE).

For the second time, the courts have been called upon to resolve a mining industry impasse that includes disturbing allegations that members of minister Gwede Mantashe's family have attempted to sway matters to further their own interests.

The latest claim is that Mantashe's wife, Nolwandle, leant on investors in a Northern Cape manganese project for a shareholding and, when they refused, those investors were stripped of their rights. It illustrates the need for a much deeper look into the governance, and decision-making, of the DMRE.

“ Gwede Mantashe has an undisclosed interest in this matter as his wife ... and Kaya Gqosha, who has presented himself as her nephew, were instrumental in unlawfully attempting to obtain the mining right ”

- *Lawyers for Misty Falls 45*

Misty Falls 45 has interdicted the department from transferring the rights until its appeal against the decision is finalised, but the department has now moved to suspend the company's mining rights.

On August 22, the lawyers representing Misty Falls 45 wrote: “The minister of mineral resources & energy, Gwede Mantashe, has an undisclosed interest in this matter as his wife, Mrs Nolwandle Mantashe, and Mr Kaya Gqosha, who has presented himself as her nephew, were instrumental in unlawfully attempting to obtain the mining right.”

Court papers say Nolwandle met one of the Misty Falls 45 investors in Cape Town three years ago. “She made it clear that if the directors of [the company] are obstructive in this process to transfer the mining right ... she would through her husband have [this] mining right taken away.”

These new allegations come months after similar claims about “a close family member” of Mantashe's popped up in the tender for SA's emergency power, which was awarded to Turkish company Karpowership — though Nolwandle wasn't named directly.

These sorts of claims are becoming too frequent for President Cyril Ramaphosa to ignore.

When Mantashe was appointed mining minister in February 2018 after his disastrous predecessor Mosebenzi Zwane, there was some hope that finally the department would be steered by someone with a strong grasp of the sector.

As a former general secretary of the once mighty National Union of Mineworkers, Mantashe was an obvious choice.

But while industry players say he is consultative and does give an ear to their concerns, there is growing frustration that he merely listens, but does nothing more.

that Ramaphosa called crucial to reforming the energy sector.

It is axiomatic that it's unacceptable for Mantashe's wife, or any family member, to be fiddling in mining deals — much less using his name as leverage.

Though it is awkward for Ramaphosa, since he has come to rely on Mantashe's loyalty in ANC power struggles, he can't ignore this any longer.

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OPINION | Big gas is a huge risk for SA

news24

Richard Halsey and Richard Bridle

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FILE PHOTO: A gas carrier sailing on the water. Photo: Reuters

Government's push for big gas is not supported by any independent power system modelling. At most, optimised pathways only use gas in low volumes, for short periods of time, say Richard Halsey and Richard Bridle.

For more finance news, go to the News24 Business front page.

The past few weeks, South Africans have been exposed to high stages of load shedding almost consistently, and analysts are saying we should prepare ourselves for more of the same, or worse, over the next few months.

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ESKOM LIVE | Stage 2 load shedding is back this week, Eskom confirms

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As a diesel crisis spreads in the West, could SA be next?

In response, South Africa is betting big on fossil gas. The government—particularly the Department of Mineral Resources and Energy—is pushing for a new fleet of high-utilisation gas power plants. But local research shows that developing this type of large-scale gas capacity would be a costly mistake and is against national interests.

A key indicator for gas plants is *how much they are used*, rather than their total installed capacity. As such, a power station that sits idle most of the time will burn far less gas and cause far less greenhouse gas (GHG) emissions than if the same plant is run

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Independent energy analyst Clyde Mallison has gone further to demonstrate a least-cost model **with no gas at all**. So while there is debate on how little gas is best, the independent modeling consensus is that Big Gas is not in the interest of South Africa. And as the power system develops, any role gas could play in balancing supply and demand will be further replaced by competing technologies—energy storage for short term balancing, and alternative fuels like green hydrogen for longer-term balancing.

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Karpowership: Now it seems that fishermen support this project



57 min.

William Horne

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How do fishermen really feel about the prospect of power ships being moored off South Africa's coast?

Are they afraid that noise and water pollution will drive away fish or are they instead excited about economic opportunities?

Some West Coast fishermen say Environment, Forestry and Fisheries Minister Barbara Creecy "lied" about their condemnation of the powerboat project.

They maintain that they have never supported Karpowership, the Turkish company that wants to moor three power ships in South Africa.

"The community supports Karpowership," said Sammy Claassen, spokesperson for the West Coast Black Business Alliance, at a public consultation session on Karpowership on Monday.



The community wants Karpowership. We need the work and want to end load shedding.

Sammy Claassen



"The project is being delayed because there are certain groups, who are not from here, who are using the mainstream media to push a narrative that the West Coast is against Karpowership.

"They use all their time to talk in the media, but they don't talk to the communities. We do not give them any recognition.

"The community wants Karpowership. We need the work and want to end loadshedding."

Karpowership has long been touted as a way to cancel at least one phase of load shedding with its tender to generate 1,220 MW with three power ships. The ships use natural gas for power generation.

Karpowership is making a last-ditch effort to gain environmental approval. This includes a new environmental impact study, with a new process of public consultation.

Creecy's department described the previous consultation process as insufficient.

That process's first meeting was on Monday, and communities suddenly began to speak very contradictory about the department's reports on community sentiment.

"We want to send a strong message to the Minister of the Department of Forestry, Fisheries and the Environment that the fishing communities support the Karpowership project," said past. Charlton Swigelaar, general secretary and office manager of the South African Pelagic Fishermen's Union, said.

"We need to get the Karpowership project going. We in Saldanha must speak for ourselves and not allow others to speak for us.

"Our youth need skills development; we need jobs."

Albi Modise, spokesman for Creecy, told Netwerk24 that the statements of the community leaders are misleading, whatever the reason.

"There is no truth in their claims that we lied about their initial criticism of the project.

"Our own community liaisons were very successful and fairly and accurately captured the sentiment of the affected communities."

Karpowership itself says in a statement that "proper" public consultation is extremely important.

"Meaningful involvement of the public is an essential part of the process and Karpowership is fully committed to transparent consultation with communities and stakeholders, as well as the implementation of the extensive social and economic benefits that the projects will bring to local communities."

Karpowership only has until January to complete its final environmental impact study and then submit it to Creecy.

An independent consultant will then evaluate this third and final attempt for a final decision on whether the project may continue.

If approval is granted, it could take up to 12 months to establish the necessary infrastructure at ports so that the power ships can supply power to the power grid.