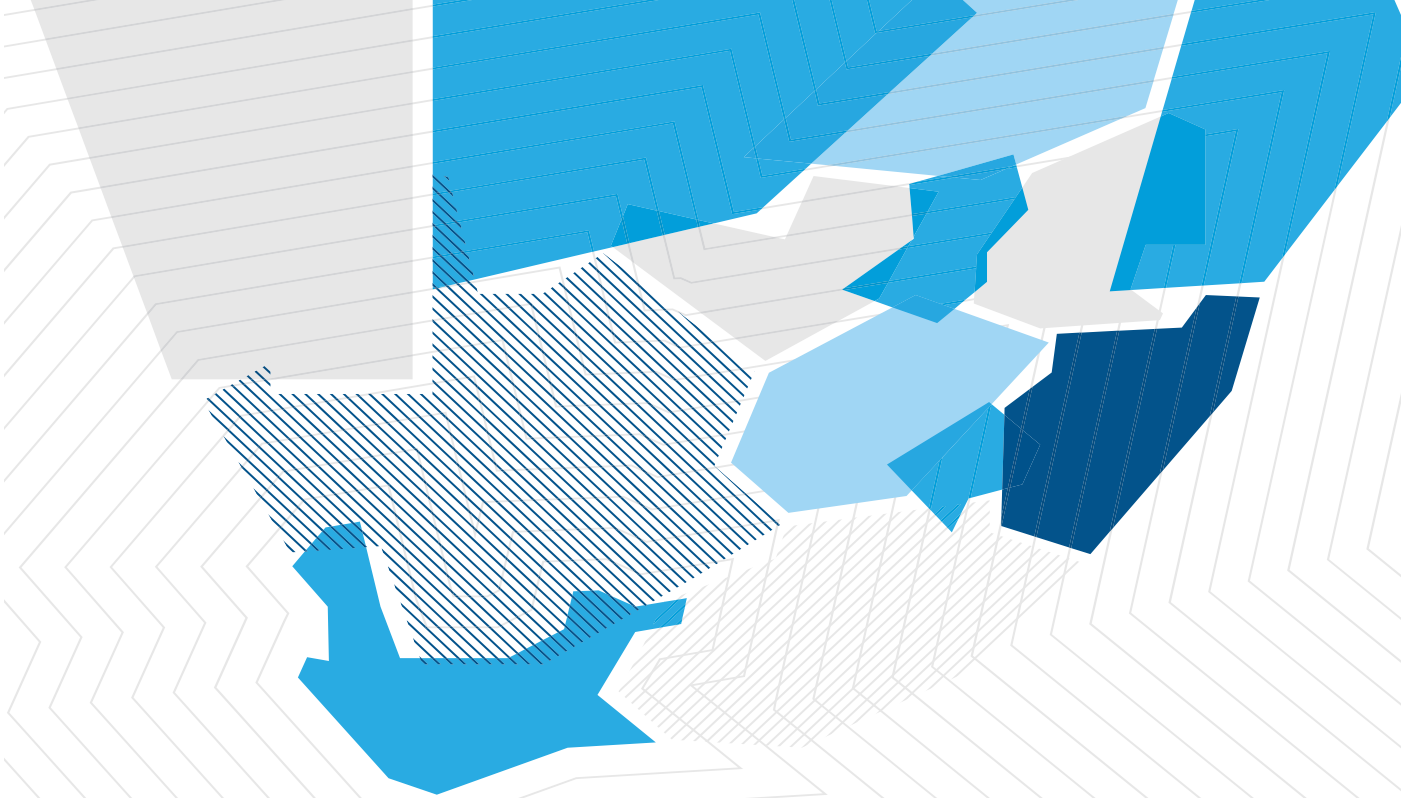


ANNUAL REPORT

EXPANDING **POSSIBILITIES** 2012/2013

SAMSA ANNUAL REPORT

SAMSA
SOUTH AFRICAN
MARITIME SAFETY AUTHORITY

SAMSA
SOUTH AFRICAN
MARITIME SAFETY AUTHORITY

Overview

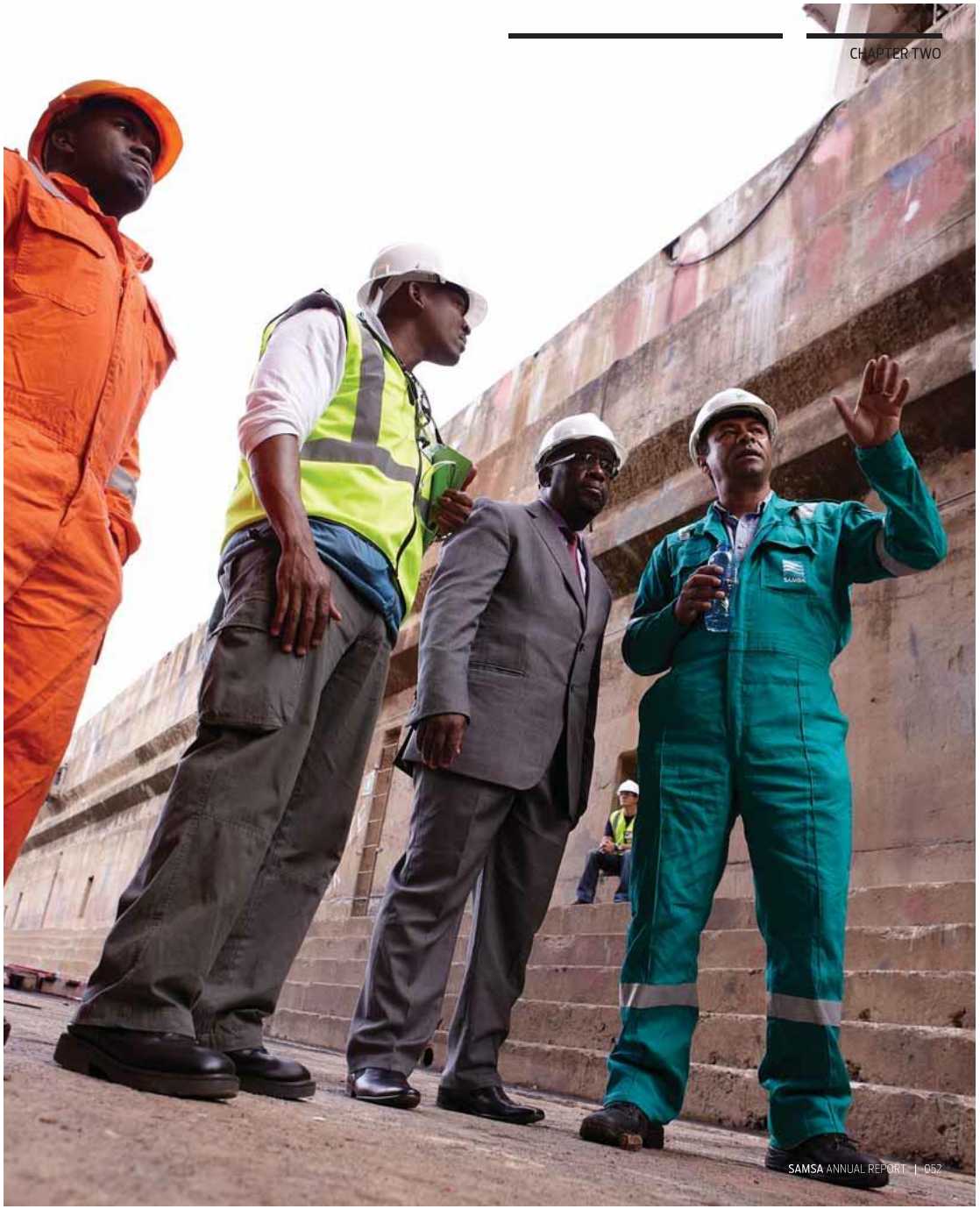
- Overview of SAMSA
- 2012 - 2013 in Context: Maritime Report
- Strategic Challenges and Opportunities
- Programme Performance Information
- SAMSA Governance Report

SAMSA's Mandate

SAMSA Legal Mandate (Act 5, 1998)

SAFETY	POLLUTION
To ensure the safety of life and property at sea	To prevent and combat pollution of the marine environment by ships

PROMOTING SOUTH AFRICA's MARITIME INTERESTS
To promote Republic's Maritime Interests



Our Vision

THE AUTHORITY

CHAMPIONING

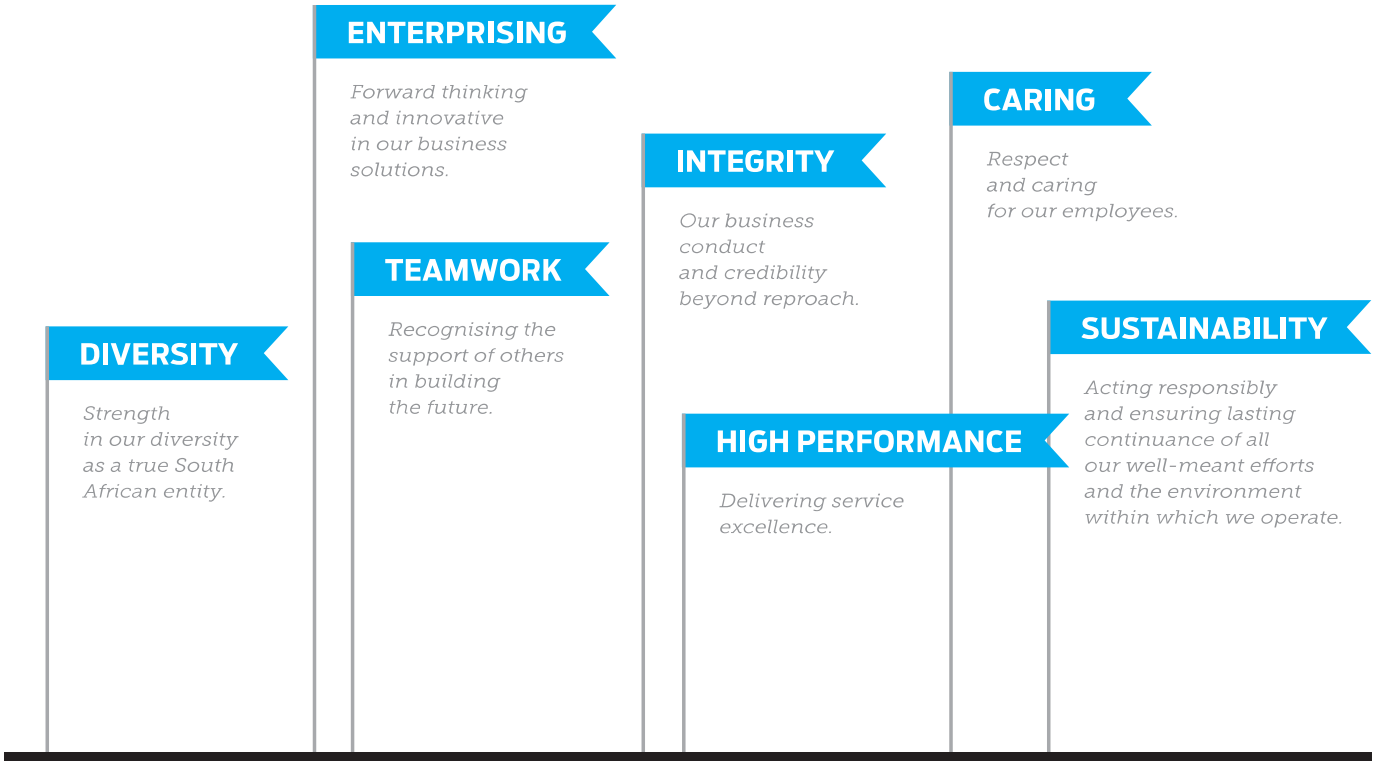
SOUTH AFRICA'S MARITIME AMBITIONS

SAMSA
SOUTH AFRICAN
MARITIME SAFETY AUTHORITY

Our Values

THE UNDERLYING MANTRA OF SAMSA IS TO BE AN "ENTERPRISE OF INTEGRITY"

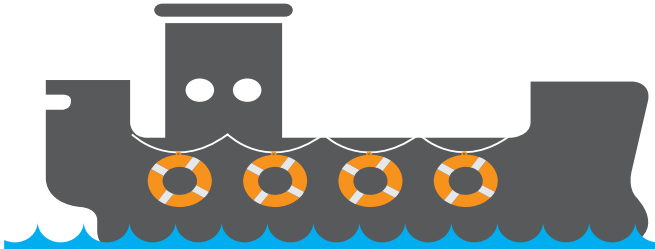
The core philosophy and values that guide and underline each activity we undertake and how we behave as individuals and collectively when creating value for our stakeholders are as follows:



Our Core Business

OUR MISSION

"TO PROMOTE SOUTH AFRICA'S MARITIME INTERESTS, DEVELOP AND POSITION THE COUNTRY AS AN INTERNATIONAL MARITIME CENTRE WHILE ENSURING MARITIME SAFETY, HEALTH AND ENVIRONMENTAL PROTECTION. "

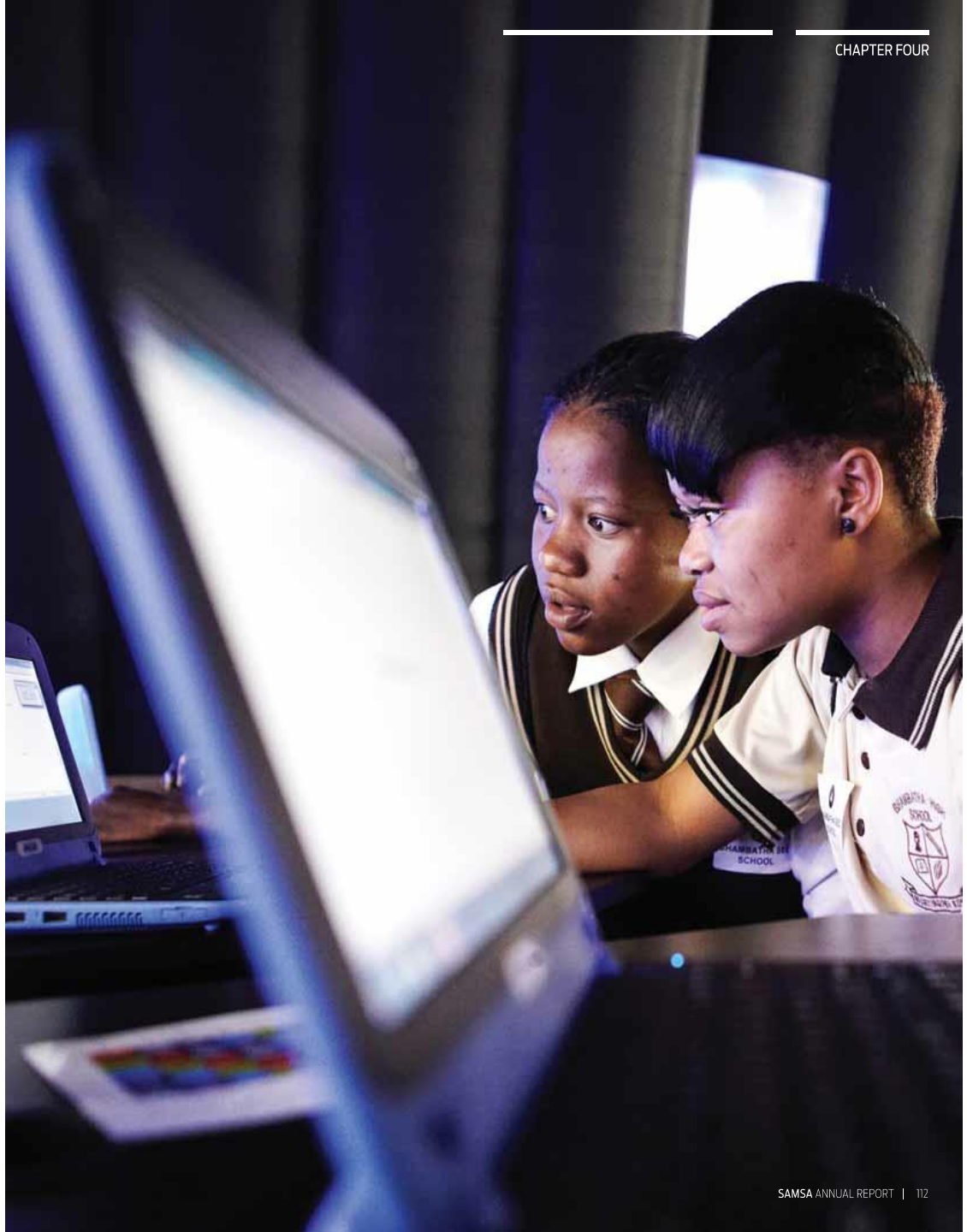


1. *Mitigating the risks posed to ships, people, cargo and equipment through the assurance of their safe operation in South African and international waters.*
2. *Mitigating risks of pollution by ships to the marine environment.*
3. *Mitigating risks to South Africa's maritime interests, including security and economic well-being of the country.*
4. *Mitigating the risks posed to people, cargo and equipment as it relates to the safe operation of small vessels and boats.*

Our Strategic Goals

1 A SIGNIFICANT CONTRIBUTION TO THE SOCIO-ECONOMIC DEVELOPMENT OF SOUTH AFRICA.

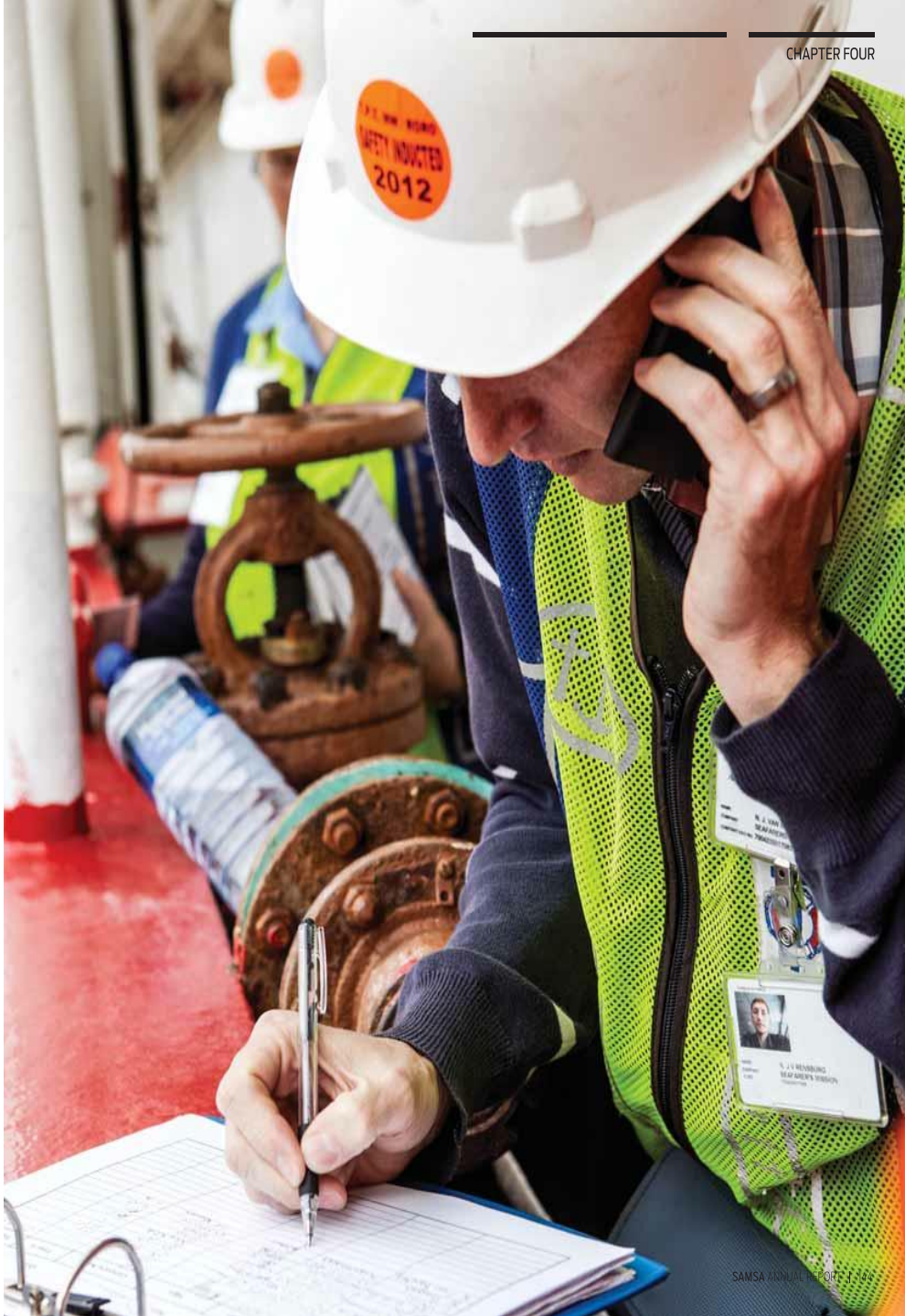
Our maritime sector has the potential of playing a pivotal role in addressing the developmental challenges facing South Africa as well as delivering economic benefits of a significant nature towards the growth and development of the country.



Our Strategic Goals

2 AN ORDERLY AND SUSTAINABLE MARITIME DOMAIN

THE OBJECTIVE IS AIMED AT ENSURING THE WELFARE AND OBSERVATION OF SAFE PRACTICES BY SEAFARERS AND FISHERMEN, COMPLIANCE AND SAFE OPERATION OF SHIPS AND ALL SMALL VESSELS, THE SAFE PERFORMANCE OF COMMERCIAL ACTIVITIES AT SEA AND THE SAFETY OF GOODS BEING TRANSPORTED BY VESSELS.



Our Strategic Goals

3 A HIGHLY COMPETENT MARITIME AUTHORITY

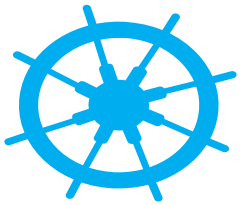
SAMSA aims to ensure optimal sourcing, deployment, growth and development of the most critical and scarce resources and capabilities to enable the most efficient and effective execution of its mandate and strategy. Our core aim is to develop and retain a high level of sustainable competence through recruiting and developing the most capable staff, establishing information and communication capital, developing the right culture and leadership, operational systems and capabilities to effectively match current as well as future SAMSA business requirements.

4 OPERATIONAL EXCELLENCE

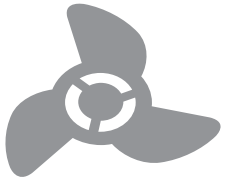
SAMSA deploys business processes to enable the delivery of core maritime products and services as well as the relevant internal support services to customers, partners and stakeholders. Introducing a total quality management philosophy for continuous improvement of these processes can have a significant impact on the ability of SAMSA to delight customers. Achieving service operational excellence requires the innovative design and deployment of the most optimal customer centric business processes to ensure that SAMSA is able to produce an excellent service experience and products of superior quality.

Our Strategic Agenda

SAFE **FISHING**



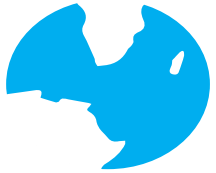
SAFE **SHIPPING**



SAFE **BOATING**

CLEAN **SEAS**

HIGHLY COMPETENT
AND GLOBALLY **COMPETITIVE**
SOUTH AFRICAN SEAFARERS



BENEFICIALLY TRANSFORMED
AND **GLOBALLY** COMPETITIVE
MARITIME SECTOR

A **WORLD-CLASS** MARITIME
ADMINISTRATION

SAMSA
SOUTH AFRICAN
MARITIME SAFETY AUTHORITY

SAMSA AIMS TO ENHANCE THE MARITIME SECTOR'S CONTRIBUTION TOWARDS ADDRESSING THE SOCIAL AND ECONOMIC DEVELOPMENTAL CHALLENGES OF OUR COUNTRY BY PROMOTING AND FACILITATING THE DEVELOPMENT OF A WEALTH CREATING MARITIME SECTOR, DEVELOPING SCARCE AND CRITICAL MARITIME SKILLS FOR SOUTH AFRICA AS WELL AS TRANSFORMING THE MARITIME SECTOR TOWARDS A SOCIALLY, ENVIRONMENTALLY AND ECONOMICALLY SUSTAINABLE CORE SECTOR OF OUR ECONOMY.

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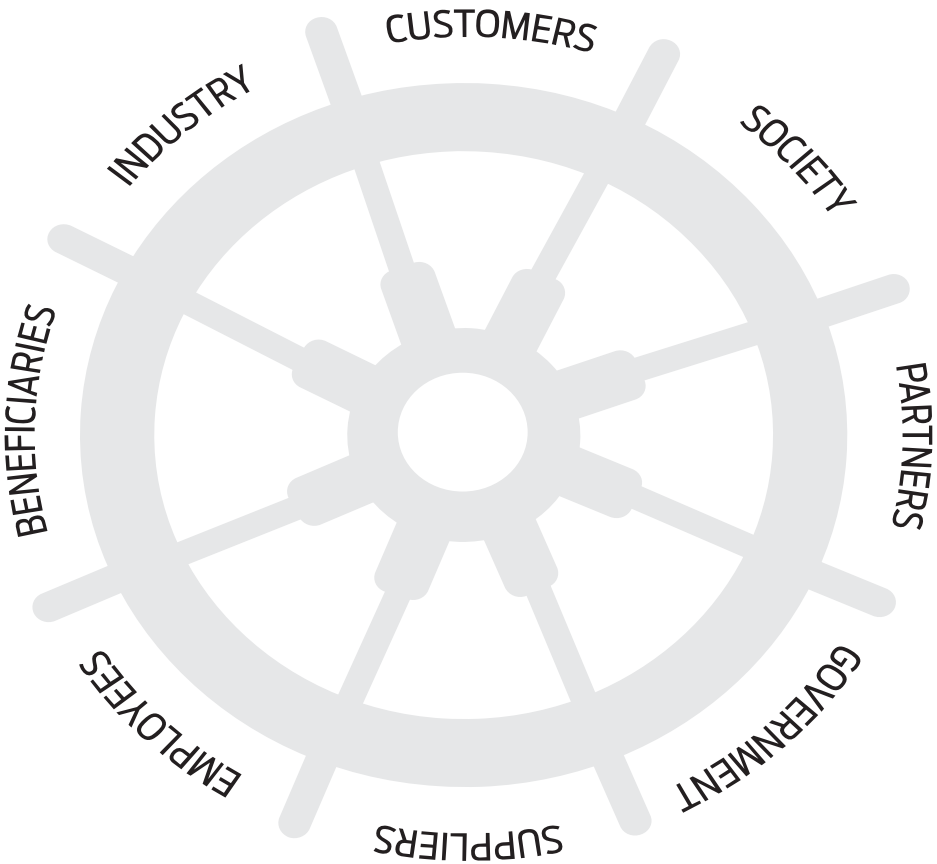
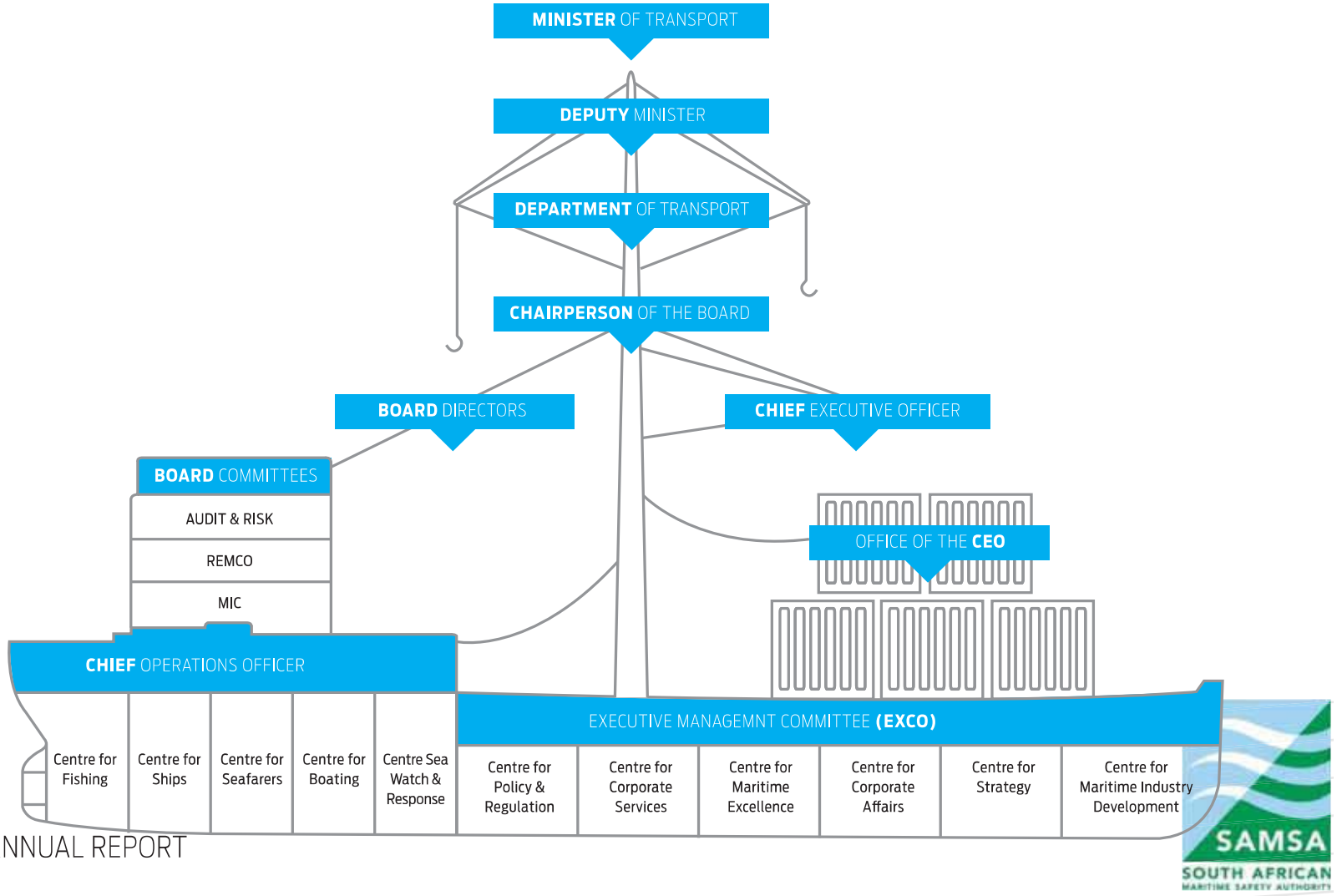
Our Stakeholders

SAMSA **STAKEHOLDER GROUPS**



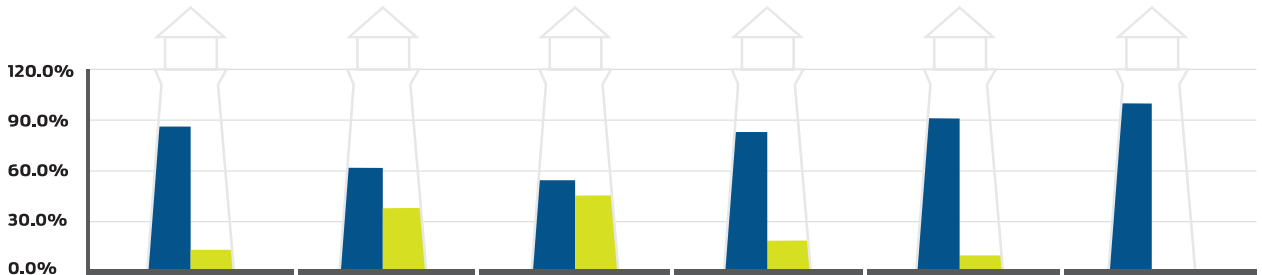
Our Structure

GOVERNANCE **STRUCTURE**



Our People

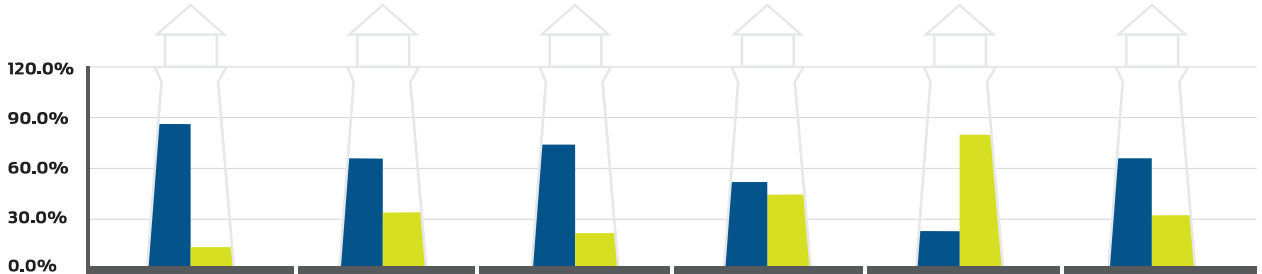
RACE AND LEVEL



	TOP MANAGEMENT	SENIOR	PROFESSIONAL	SKILLED	SEMI-SKILLED	UNSKILLED
BLACKS	87.5%	61.8%	54.3%	83.2%	91.3%	100%
WHITES	12.5%	38.2%	45.7%	16.8%	8.7%	0.0%

OVERVIEW OF THE PROGRAMME

GENDER AND LEVEL



	TOP MANAGEMENT	SENIOR	PROFESSIONAL	SKILLED	SEMI-SKILLED	UNSKILLED
MALES	87.5%	64.7%	77.1%	53.7%	21.7%	66.7%
FEMALES	12.5%	35.3%	22.9%	46.3%	78.3%	33.3%

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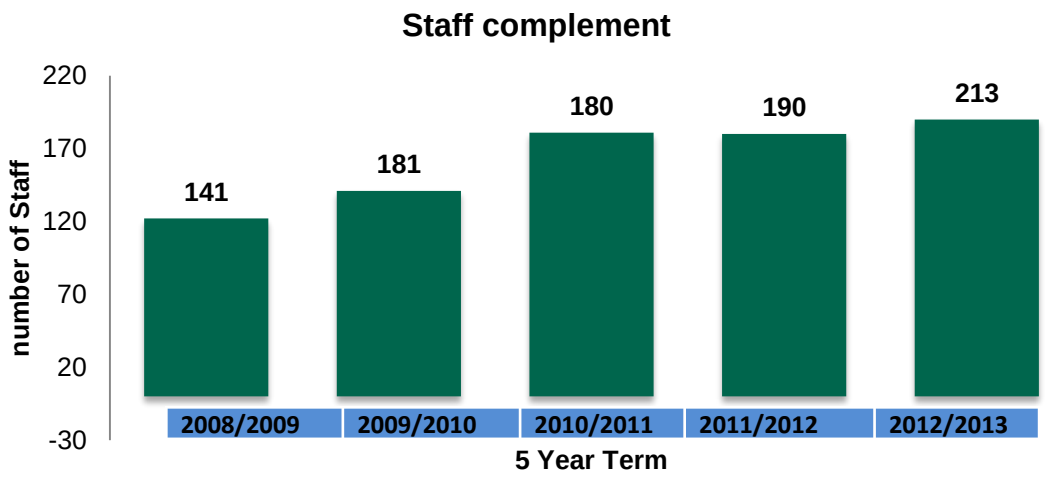
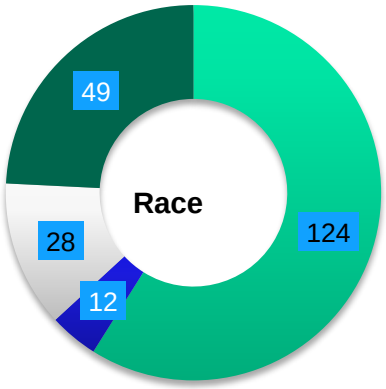
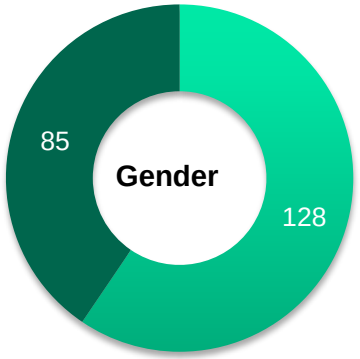
Our People





23% White
58% African
6% Indian
13% Coloured

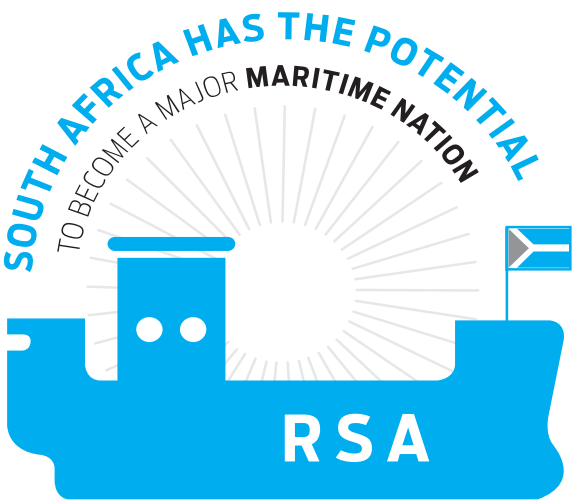


60% Male
40% Female

The Year in Context

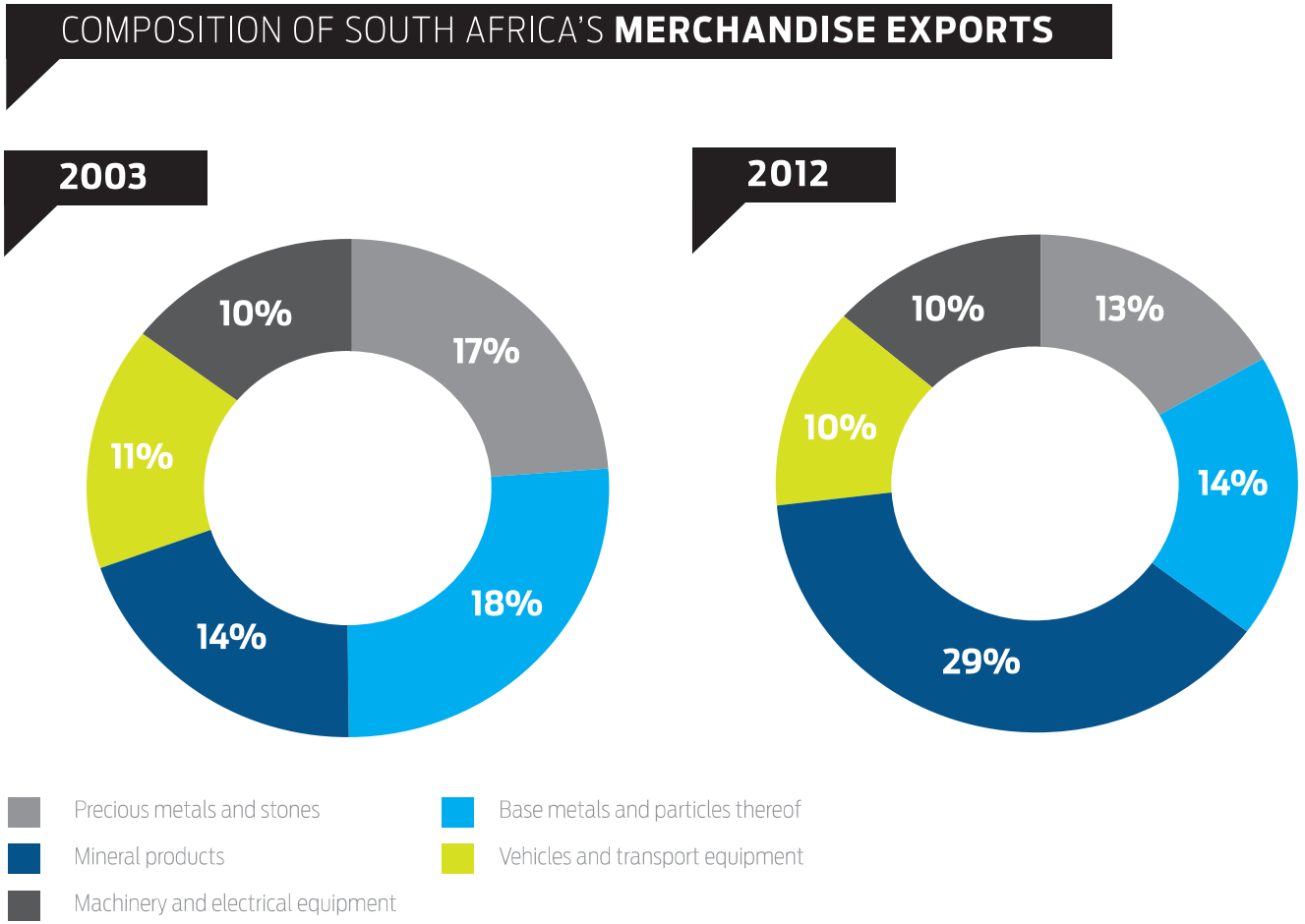
2012 - 2013 MARITIME REPORT

SOUTH AFRICAN MARITIME PERSPECTIVE

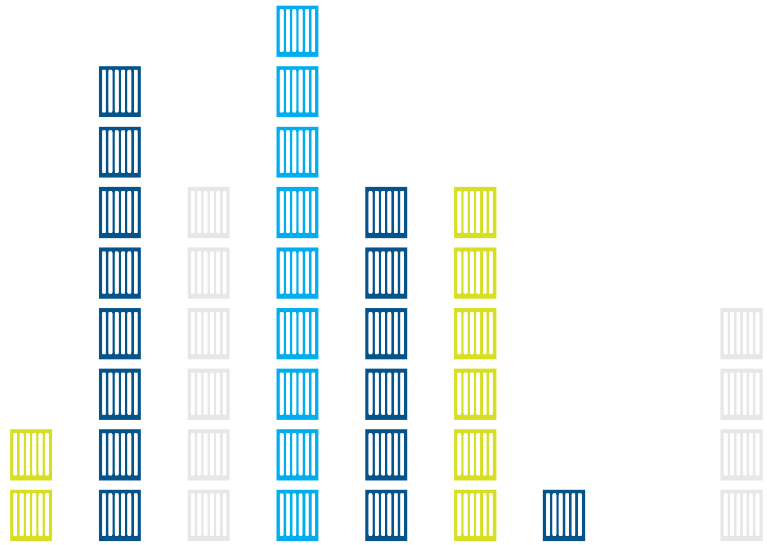


MANUFACTURING HAS ALSO TAKEN STRAIN, BUT GROWTH IN ITS VALUE ADD ACCELERATED TO 5% IN THE FOURTH QUARTER (1.2% IN THE PREVIOUS QUARTER), THUS TAKING OVERALL MANUFACTURING SECTOR GROWTH TO 2.4% FOR 2012 AS A WHOLE.

The composition of South Africa's merchandise Exports



Total Cargo handled by South Africa's Ports



285966104

TOTAL OF CARGO **HANDLED IN 2012**

In terms of container throughput, South African ports have been investing in their future, in particular the port of Durban, the largest container-handling facility in the country. Although volumes dipped in 2012, this was a result of berth closures as it improves its facilities, including the installation of new cranes able to handle the largest ships afloat. We believe that this investment in developing its container ports with an eye to the future growth of container vessels will enable South Africa to ensure that its ports remain the premier facilities for southern Africa, even in the face of increased competition.

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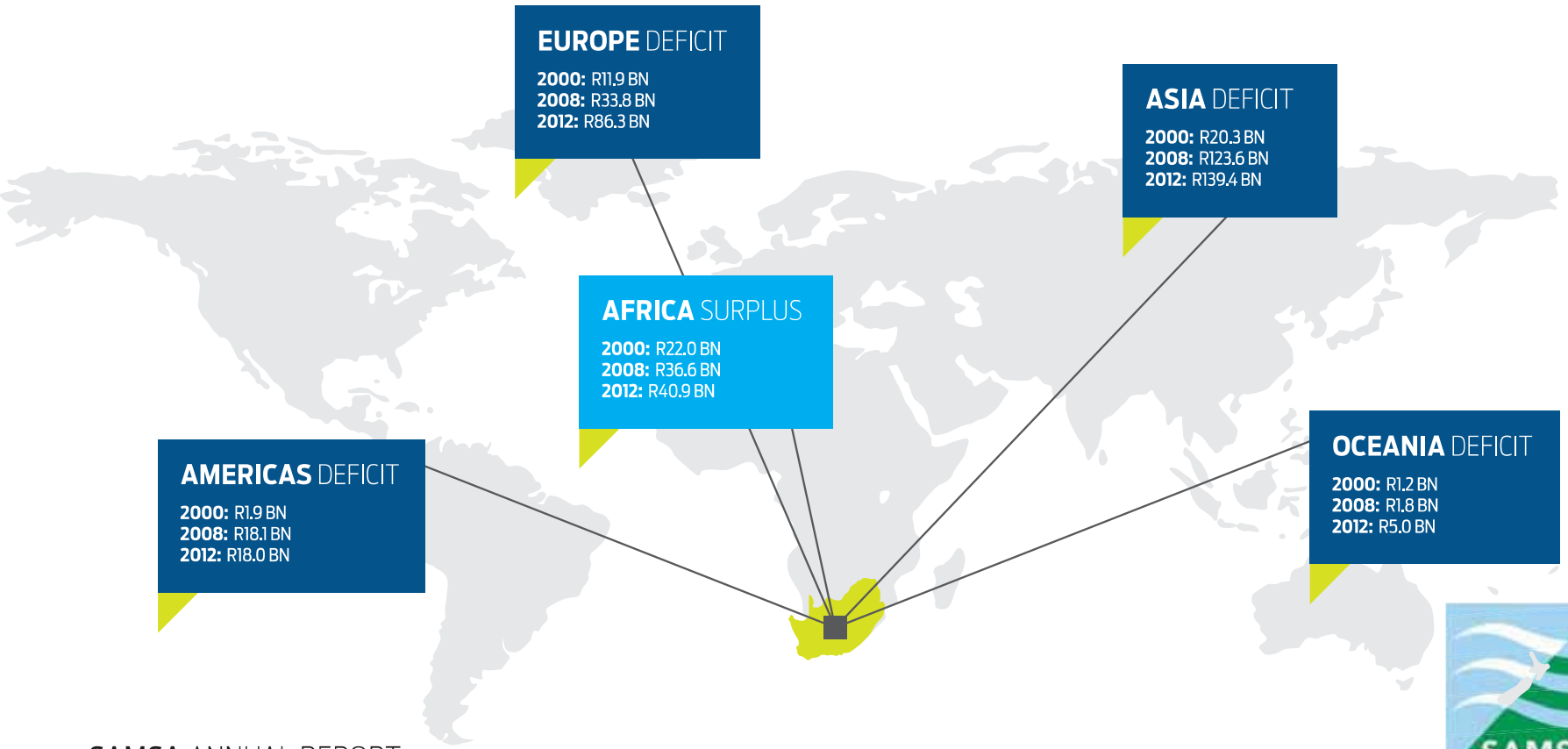
South Africa's Trade Pattern

SOUTH AFRICA'S **BI-DIRECTIONAL TRADE**

SOUTH AFRICA'S GDP **EXPANDED BY**

2.5%



Source: Quantac; SARS; Standard Bank Research

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Developments in Maritime

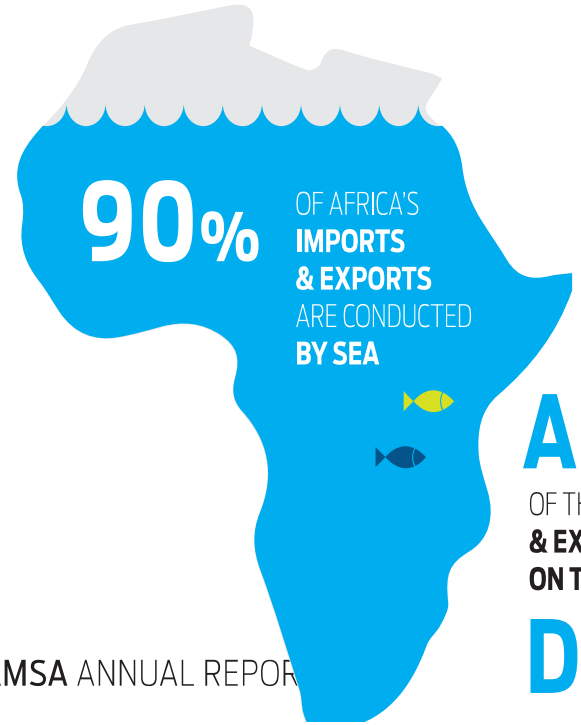
THE SOUTH AFRICAN DEPARTMENT OF TRANSPORT HAS STARTED THE PROCESS OF DRAFTING A NATIONAL MARITIME TRANSPORT POLICY.

The outcomes of the process are designed to enable maritime transport full integration with the other modes of transport. Shipping must be considered as a link in the transport chain with policies informed by factors such as inter-modalism, development corridors, regional transport strategies and major commercial and industrial initiatives in South Africa and the region.

Developing Africa's Trade

AFRICAN MARITIME **PERSPECTIVE**

EXPANDING AFRICA'S TRADE IS VITAL FOR ECONOMIC PROSPERITY OF HER PEOPLE WHERE A 1% INCREASE IN THE SHARE OF WORLD TRADE WOULD GENERATE AN EXTRA $182 BILLION, WHICH IS JUST ABOUT THE SIZE OF ALGERIA'S GDP CONTRIBUTION ANNUALLY TO AFRICA'S TOTAL GDP.



AND 95%
OF THESE **IMPORTS & EXPORTS ARE CARRIED ON THE BACK OF FOREIGN**
DEEP SEA GOING VESSELS.

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Draft Africa's Integrated Maritime Strategy

"This strategy is dedicated to the memory of those who died at sea trying to earn a better quality of life, and of those who passed away on the oceans in the course of the slave trade, colonialism, and the fight for Africa's self-determination and independence."

SAMSA, amongst other stakeholders have been instrumental in providing strategic thought leadership towards the development of the first ever African Integrated Maritime Strategy 2050 (AIM 2050 Strategy). The strategy addresses Africa's socio-economic challenges by promoting the concept of African indigenous tonnage supported by African shipping companies, enhancing intra-Africa regional trade and integration and reversing the absence of maritime research and skills development capacity.

AIM STRATEGY
Africa's Integrated Maritime Strategy
2050

AFRICAN UNION
الاتحاد الأفريقي
UNION AFRICAINE
UNIÃO AFRICANA

www.au.int/maritime

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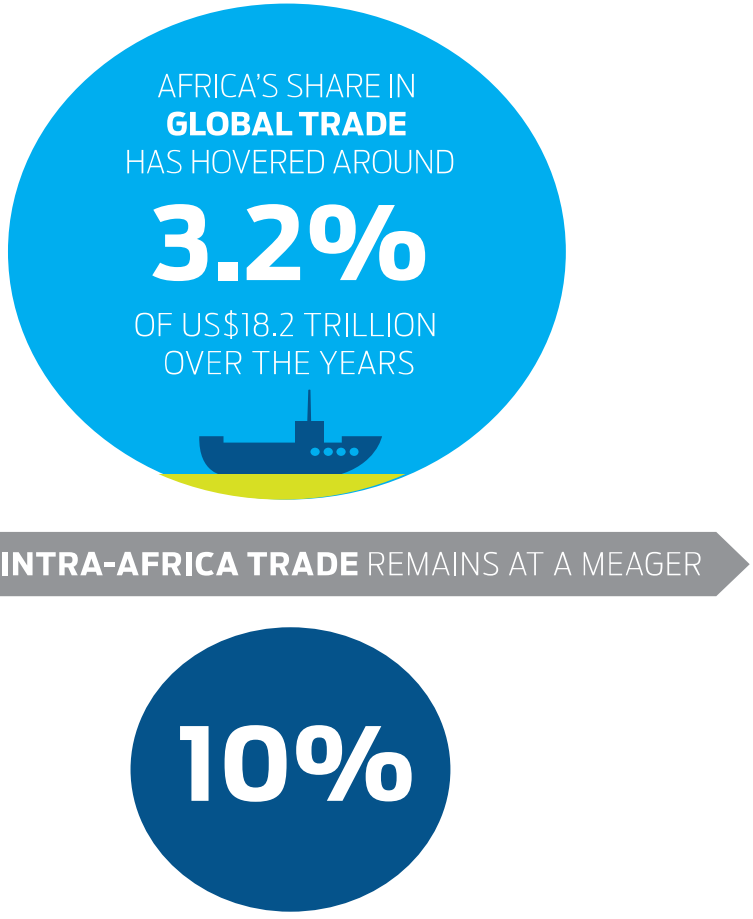
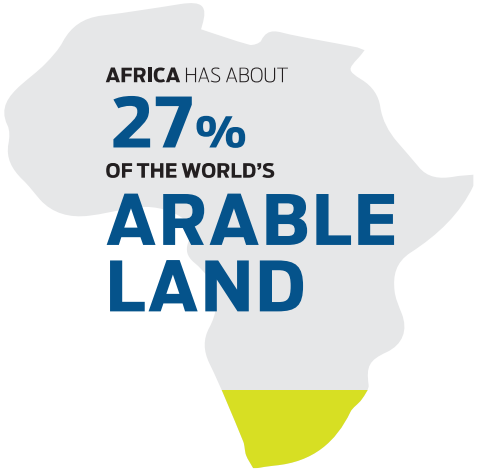
African Maritime Sector



African Maritime Sector



IT IS ESTIMATED THAT OVER

OF THE **WORLD'S AVAILABLE**
AND UNEXPLOITED **CROPLAND IS IN SSA**.

FISH MAKES A VITAL CONTRIBUTION TO THE FOOD AND NUTRITIONAL SECURITY FOR OVER

200 MILLION AFRICANS

& PROVIDES A **INCOME OF OVER**

10 MILLION

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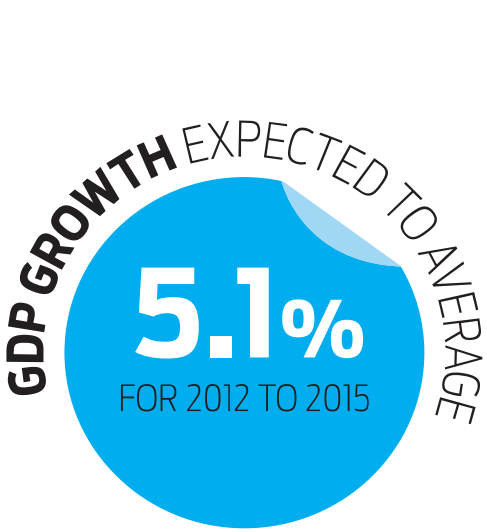
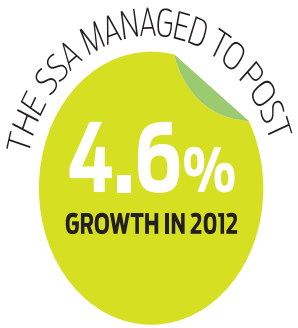
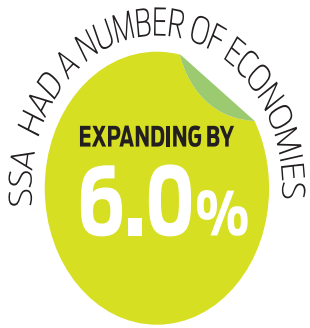
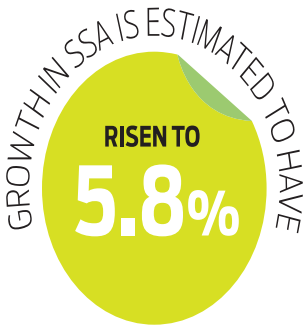
Sub Saharan Africa



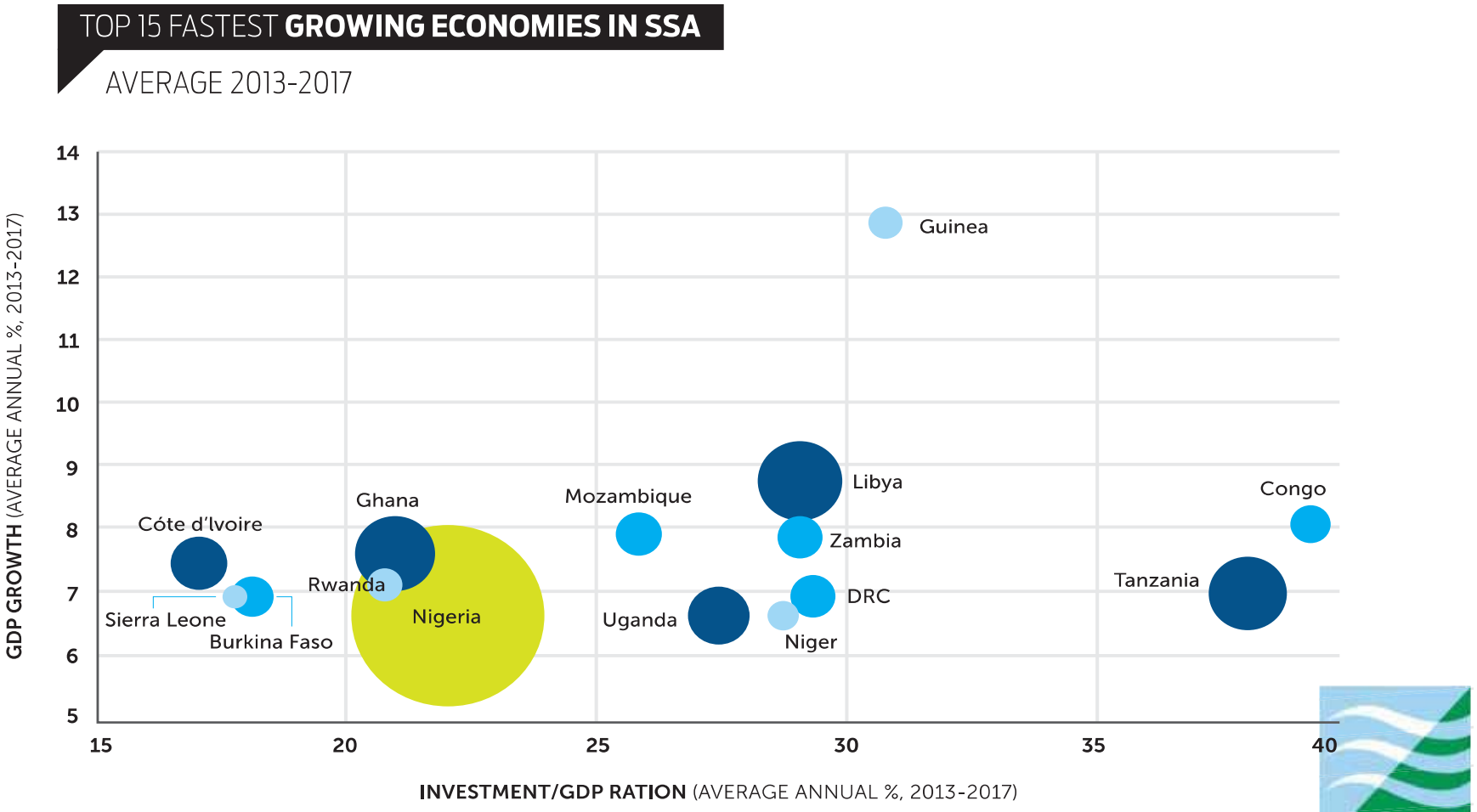
REGIONAL MARITIME PERSPECTIVE



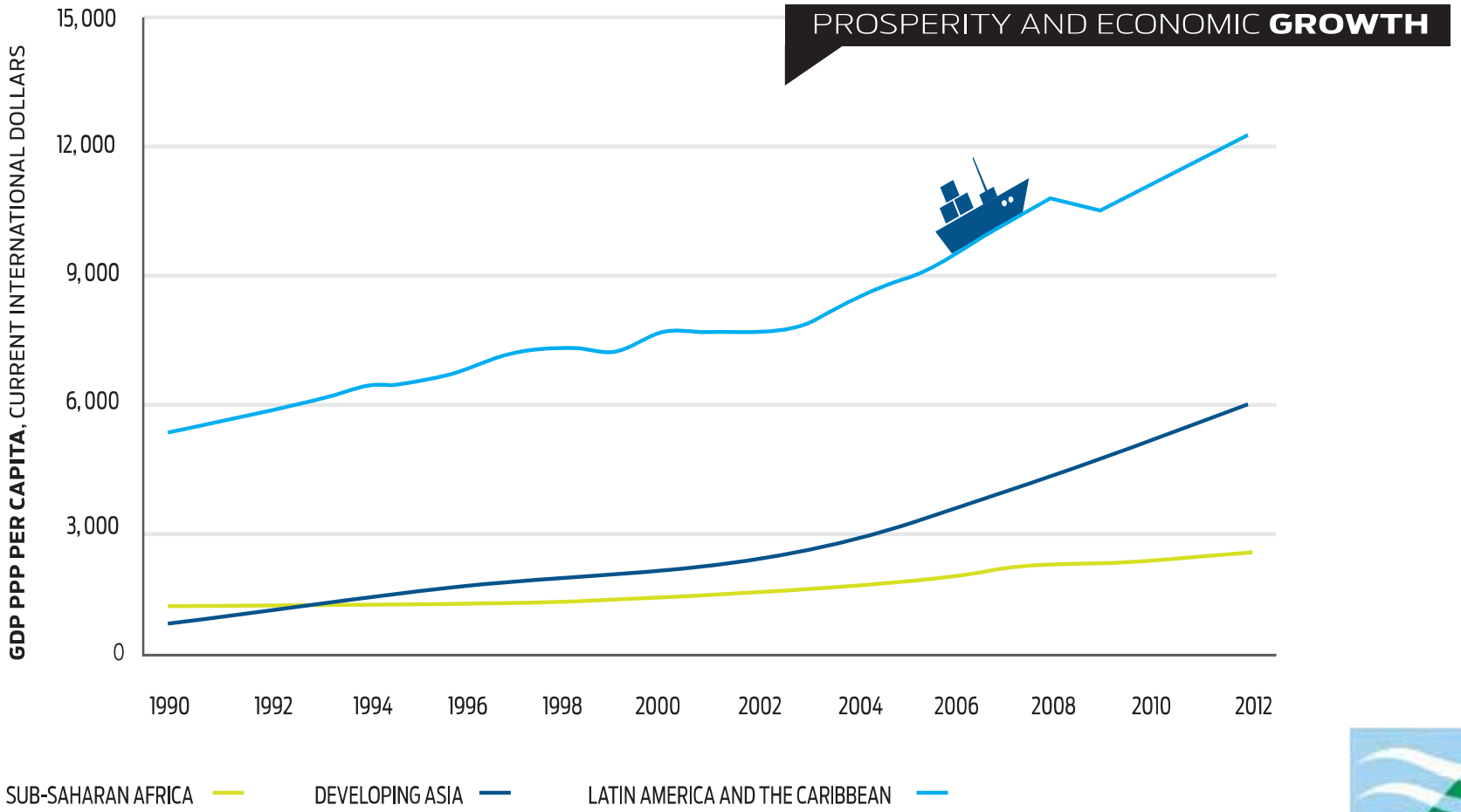




Sub Saharan Africa

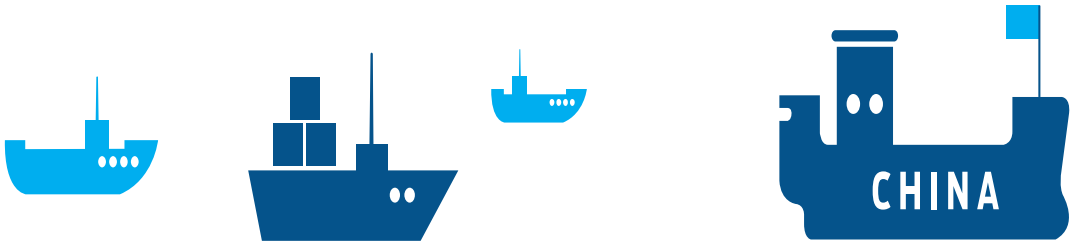


Sub Saharan Africa

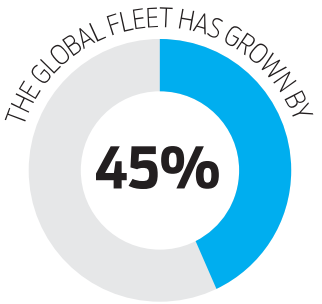


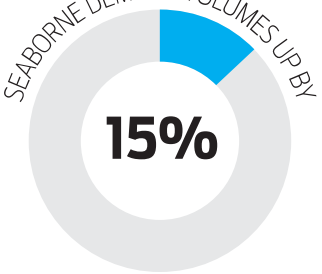
Global Maritime Sector

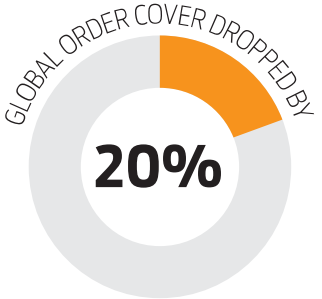
GLOBAL MARITIME PERSPECTIVE



HEADED BY CHINA, THE DEVELOPING COUNTRIES REMAINED A KEY CONTRIBUTOR TO **GLOBAL GROWTH IN 2012.**







Strategic Highlights

- Hosting a successful SAMIC 2012
- Hosting a successful BRICS 2013
- Hosting a successful Maritime Careers Expo and Job Summit
- Securing NSF funding for the cadetship programme
- Acquisition of the SA Agalhus
- Trip to Ghana and to the UK

Strategic Highlights

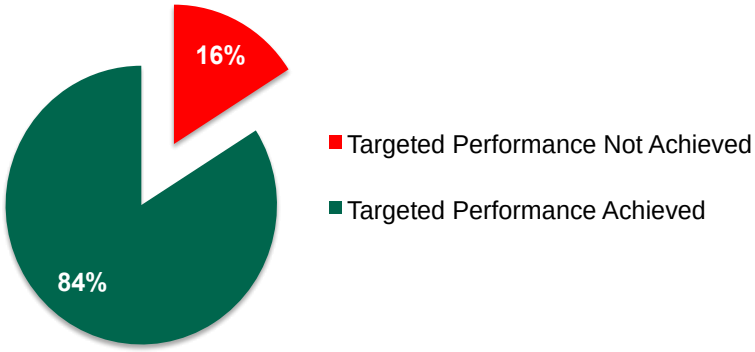
- Successful management of Major pollution and ship incidents
- Providing thought leadership at the AU towards the AIMS 2050 Strategy
- Hosting of the Torremolinos Diplomatic Conference on Fishing Vessel Safety October 2012

Strategic Challenges

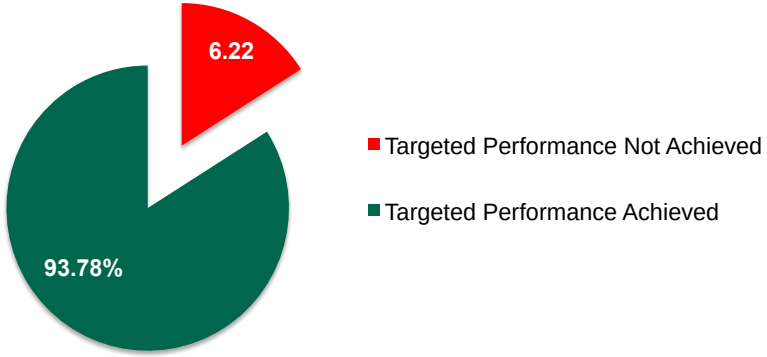
STRATEGIC PROGRAMME PERFORMANCE

Year on Year Improvement in Performance

2011/2012



2012/2013



1. Organisational Capability Improvement Programme

Employee performance management

SAMSA is in the process of becoming a significantly more effective, efficient and strategic contributor to the south Africa maritime economy, whilst at the same time becoming increasingly an employer of choice by local and world standards.

The implementation of an integrated, consistent and effective performance management system across the organization lays the core of motivating and directing people to execute the strategy.

Workforce planning framework

The organisation continuously improve on the process of staffing needs and a workforce that is capable of delivering SAMSA objectives now and in the future

Workforce planning has been integrated with the strategic and operational planning process to ensure the alignment of strategies to continuously deliver the right people in the right place at the right time

Training and development

Training is the organisation's tool that enhances high performance by affording employees an opportunity to undergo development and sharpen their skills, improve qualifications and advance their careers. it is also an investment since high performance

Strategic Initiatives

- Implementation of a cost optimisation strategy in line with our long term financial sustainability programme.
- Maritime stakeholder engagement and communications interventions
- Implementing the Supply Chain Management Turnaround Strategy
- Establishing a SAMSA Leadership development and Training institute of Excellence Academy
- Corporate social Investments and enhanced corporate citizenry
- Phased implementation of the SAMSA Integrated Operations System (SIOMS)
- Implementation of an Automated integrated performance management system
- Business Intelligence and Analytics system implementation
- Implementation of an Enterprise Risk Management System
- SAMSA Brand, Customer, SAMSA Culture and Staff Perception Audits

Challenges

- Recruitment and retention of talented candidates
- Huge financial implications of new investments in ICT infrastructure
- Brain drain (An aging workforce)
- Increased constraints in respect of adequate and sustainable office accommodation.

2. Maritime Safety Programme

Focus of Programme: Compliance with SOLAS as well as National Maritime Safety Requirements

- Compliance to International Safe Shipping Practices and Port State Control Implementation
- Ship Registration, Certification and Flag State Implementation
- Safe Navigation of Ships including the integrity of Aids to Navigation and Hydrographic Information
- Inland Water Safety Regime
- Seafarer, Stevedoring and Ship Repair Safety and Welfare
- Search and Rescue and Maritime Interventions
- Maritime Domain Awareness including satellite tracking of vessels
- Incident Management and Investigations
- Quality assurance and Certification of Maritime Education : STCW Implementation

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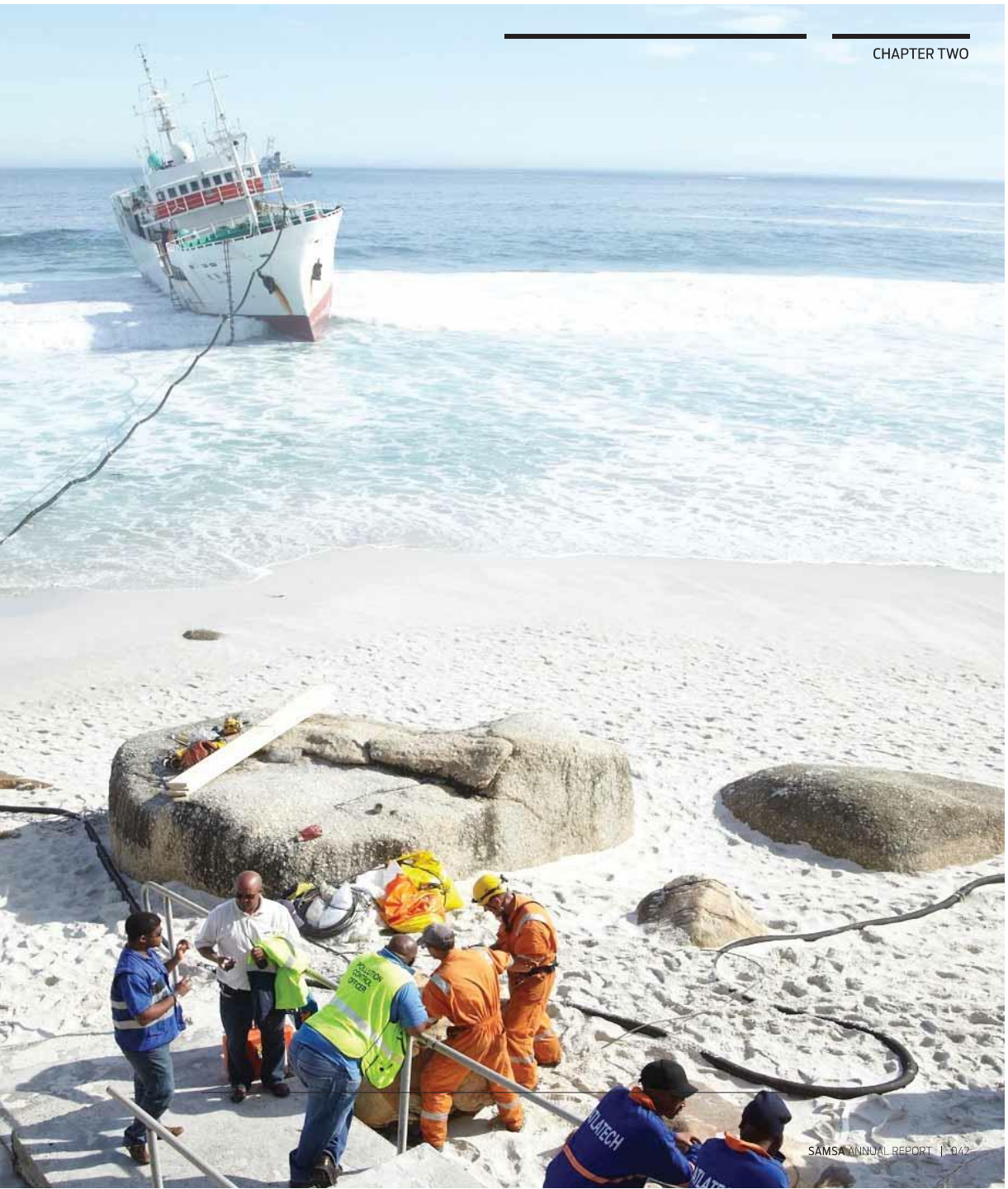
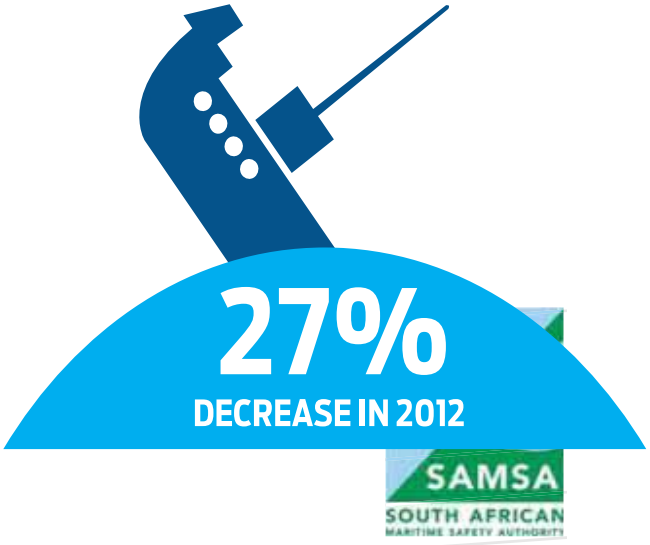


Maritime Safety

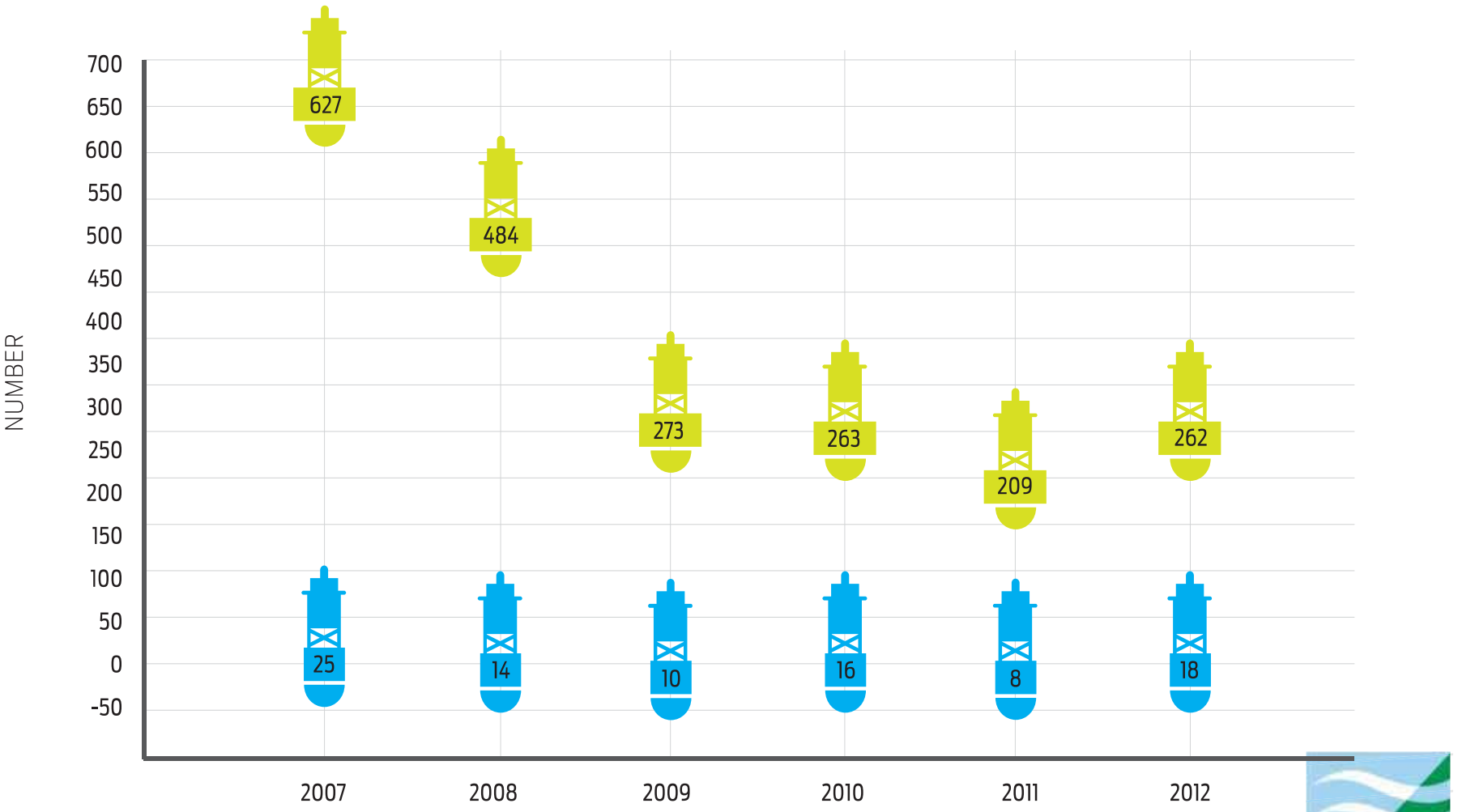
Safety has improved through a combination of technology, cultural and training improvements, and regulations, as well as through new construction and design techniques. Despite a trebling of the world fleet to over 100 000 ships in 2010, and a total fleet tonnage now approaching 1 billion gross tonnes, shipping losses have decreased significantly from 1 ship per 100 per year (1912) to 1 ship per 670 per year in 2009.

SHIPPING LOSSES CONTINUE
DOWNWARD TREND WITH



NO. OF INSPECTIONS CONCLUDED	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013
Tonnage measurement	219	113	76	28	43
Loadline	119	113	84	69	91
Small vessels <25GT (Int)	3 435	3 686	3 093	3 770	4 034
Small vessels <25GT (Ext)	567	494	440	77	424
Fishing vessels >25GT<400GT	1128	1076	833	996	972
Fishing vessels <400GT	215	146	177	180	226
Non fishing vessels >25GT<400GT	631	510	395	518	414
Convention vessel >500GT	872	673	557	678	668
Oil Pollution Prevention & Combatting	64	38	38	130	59
MARPOL	140	108	80	78	45
Ship stability	437	312	155	100	108
Dangerous goods	735	470	168	348	189
Approvals, DOTFAS, Life-raft stations	257	274	278	542	425
Radio surveys	905	1894	1416	1463	1586
TOTAL	**9 157**	**9 413**	**7 790**	**8 977**	**9 284**

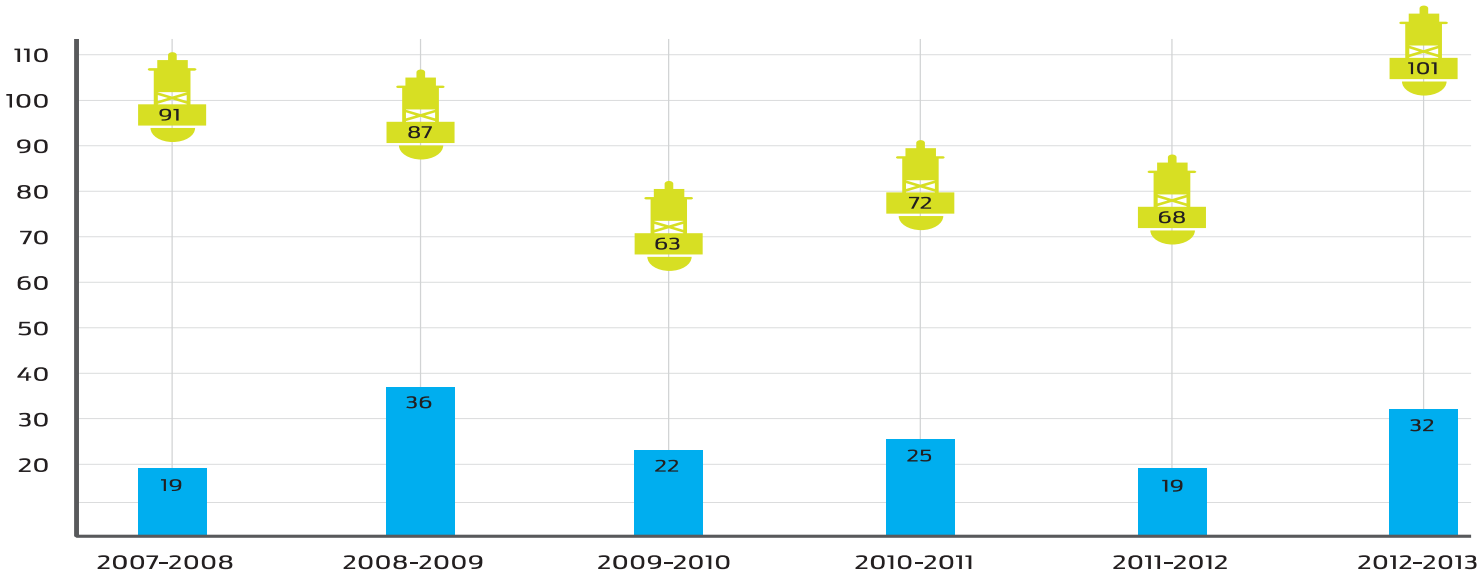
PORT STATE **CONTROL INSPECTIONS**

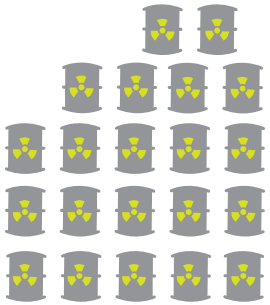


MARITIME CASUALTIES

A total of 101 incidents with 32 fatalities were reported, (68 with 19 fatalities in 2011/2012). Six (6) of the deaths occurred on small vessels, five (5) on fishing vessels and seven (7) on other vessels. In the fishing sector, SAMSA continues to educate the fishermen on safety related issues and avoidance of substance abuse when at sea.

MARITIME **CASUALTIES**





AT THE CLOSE OF THE FINANCIAL YEAR,

21 PENALTIES

WERE IMPOSED ALL AMOUNTING

TO R393 000

ADMISSION OF CONTRAVENTIONS

YEAR	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013
TOTAL PENALTIES IMPOSED	14	14	24	24	21
PENALTIES PAID	**669 985.00**	**898 741.00**	**438 539.00**	**438 539.00**	**393 000.00**

SAMSA AIMS TO ENHANCE THE MARITIME SECTOR'S CONTRIBUTION TOWARDS ADDRESSING THE SOCIAL AND ECONOMIC DEVELOPMENTAL CHALLENGES OF OUR COUNTRY BY PROMOTING AND FACILITATING THE DEVELOPMENT OF A WEALTH CREATING MARITIME SECTOR, DEVELOPING SCARCE AND CRITICAL MARITIME SKILLS FOR SOUTH AFRICA AS WELL AS TRANSFORMING THE MARITIME SECTOR TOWARDS A SOCIALLY, ENVIRONMENTALLY AND ECONOMICALLY SUSTAINABLE CORE SECTOR OF OUR ECONOMY.

Seafarer Welfare

AS THE **"DAY OF THE SEAFARER"**

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Safe Boating

Strategic Initiatives

- Capacity Improvement in SA and the Region in order to ensure a region wide improvement of safety standards
  - Hosting Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control in PE in Sept 2012
  - Hosting Namibian and Liberian Officers for Flag State Implementation Training
  - Participation in Maritime Casualty Investigation Courses hosted in conjunction with IMO in Ghana
- Implementation of Safety Programs
  - Inland Water Safety Awareness, Training and Compliance Enforcement
  - Participation in Concentrated Inspection Campaigns on specific aspects of a ship as requested by the MOU (This year: Fire Safety Systems)
- Development of National Maritime Contingency Plan
- Developing an International maritime footprint for SA Maritime (London Office)
- Maritime search and rescue coordination

Challenges

- Increased frequency of incidents involving uninsured substandard ships: potentially attributable to global financial crisis.
- Flouting mandatory safety requirements and key compliance (e.g. Insurance, manning levels, etc.)
- Speed of processing required enabling legislation as well as ratification of international and regional instruments
- Funding for Emergency Casualty Response remains a big challenge at approximately R1,2 million per day with no clear arrangement of where the funding should come from
- The casualty response infrastructure (mainly the response vessel) has reached its end of life
- The Maritime Communications infrastructure and governance systems have reached the end of useful life
- Access to port and port infrastructure to support the casualties is inadequate

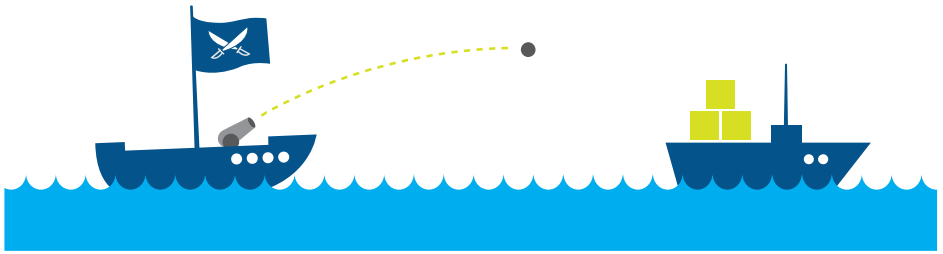
3. Maritime Security Programme

The World Bank estimates that the total loss to the global economy due to piracy is around US$ 20 billion. The latest International Chamber of Commerce (ICC) International Maritime Bureau's (IMB) report on Piracy and Armed Robbery Against Ships indicated that piracy on the world's seas has reached a five-year low, with 297 ships attacked in 2012, compared with 439 in 2011. The first three months of 2013 recorded only of 66 incidents. This is down markedly from the 102 incidents reported for the corresponding first quarter period in 2012.

SAMSA AND SOUTH AFRICAN NATIONAL DEFENCE FORCE PARTNERSHIP DEVELOPMENT

The draft Memorandum of Understanding (MoU) between SAMSA and the South African National Defence Force (SANDF) was negotiated and finalised. The objective of the MOU is to strengthen functional partnership between SAMSA and SANDF in the interest of maritime security with specific focus on employment and learning opportunities for exiting Military Skills Development System (MSDS) members and Defence Reserves from all arms of services (Army, Navy, Air Force and Medical Health Services). The MoU

PARTNERSHIP BETWEEN SAMSA AND THE SOUTH AFRICAN AIR FORCE



RATIFICATION OF THE DJIBOUTI CODE OF CONDUCT: IMO ANTI-PIRACY CODE

Strategic Initiatives

- A Maritime Security Concept Document has been completed
- In December 2011, SAMSA facilitated a request for escort assistance for the South African science and research vessel Algoa by either the Navy or privately contracted armed personnel on board in the piracy-prone area of the southern Indian Ocean (Mozambique Channel) between January and March 2012.
- Business Case: Maritime Security Regime
- Enhancement of Maritime Security Domain Awareness through Satellite AIS and LRIT implementation
- Effective processing of Vessel Pre Arrival Notifications

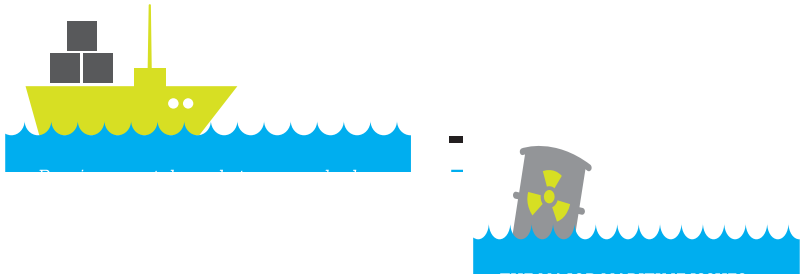
Challenges

- A Maritime Security Concept Document has been completed
- In December 2011, SAMSA facilitated a request for escort assistance for the South African science and research vessel Algoa by either the Navy or privately contracted armed personnel on board in the piracy-prone area of the southern Indian Ocean (Mozambique Channel) between January and March 2012.
- Business Case: Maritime Security Regime
- Enhancement of Maritime Security Domain Awareness through Satellite AIS and LRIT implementation
- Effective processing of Vessel Pre Arrival Notifications

4. Maritime Environment Protection Programme

Focus of Programme: Compliance with MARPOL as well as National Maritime Safety Requirements

- Monitoring compliance and enforcement of International Maritime Pollution (MARPOL) requirements
- Promotion of Environmentally Friendly Shipping Practices
- Pollution Prevention Capacity and National Contingency Planning
- Maritime Pollution Interventions and Combating
- Incident Management and Investigations



Through our Maritime Rescue Coordination Centre and in partnership with the National Sea Rescue Institute, we will remain involved with search and rescue coverage for people and vessels in distress. I recall with pride the efforts of the MRCC in the successful salvage operation of bulk carrier MS Oliva which ran aground off the Tristan da Cunha Islands in 2011, wherein the MRCC were able to jointly assist in the successful rescue of the Taiwanese fishermen on board the vessel.

With regard to the above, I salute all of our technical team that continue to ensure that South Africa remains on the IMO's white list status and ensure that we are always on standby to assist in any salvage and rescue operation. Your professionalism is unsurpassed in maritime excellence and your country is proud of you.

Maritime Environmental Protection

8 NOTABLE OIL POLLUTION INCIDENTS REPORTED THIS YEAR

BRIEF DETAILS OF ALL THE INCIDENTS REPORTED ARE LISTED BELOW

DATE	PORT	VESSEL	TYPE OF VESSEL	PORT OF REGISTRY	BRIEF DESCRIPTION
12 May 2012	Cape Town	Fishing vessel "Elhatsu Maru"	Fishing Vessel	Japan	*The fishing vessel ran aground in Clifton Beach after a navigational error on board and was refloated. The ship was not insured and the owners settled R4,5 million of the R8 million bill to refloat the ship. The state had to carry the balance.*
17 May 2012	Durban	MT Gandari	Oil tanker	Singapore	*Approximately 1m of marine diesel overflowed during bunkering.*
16 June 2012	Durban	Coyo Cinco	Fishing vessel	Spain	*Approximately 25 litres of diesel oil was spilled overboard during bunkering operations.*
7 June 2012	Ngqura	Conti Hong Kong	Container vessel	Marshall Islands	*Approximately 1000 litres of fuel oil was spilled into the water.*
4 July 2012	Durban	El Shaddai	Fishing vessel	Durban	*Approximately 50 litres of marine gas oil was spilled during bunkering operations.*
5 Oct 2012	Durban	MV Lanka Mahapola	General cargo	Zanzibar	*Approximately 70 litres of diesel oil spilled overboard.*
19 Nov 2012	Durban	Alderney	General cargo	Antigua & Barbuda	*Tank overflow during bunkering operations resulting in spill overboard.*
8 Feb 2013	Ngqura	Shasa	Harbour tug	Port Elizabeth	*Excessive oily water in the engine room bilges.*

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Strategic Initiatives

- Compliance with MARPOL
  - Administration of the MARPOL system including responsible waste management by ships as well shore reception facilities (carried out through Port State and Flag State Control)
  - Monitoring of the migration of alien species via ballast water
  - Monitoring Responsible cradle to grave management of ships including disposal of ships
- Environmental Risk Management
  - Implementation of the National Maritime Contingency Plan
  - Implementation of regional planning and response management (WIOMH as well as the RCC)
- Ensuring safety of the Maritime Environment
  - Maritime Casualty Response and Management
  - Monitoring of oil spills

Challenges

- No funding for incident response as well as inadequate insurance for the country
- Non Ratification of International Instruments aimed at mitigating maritime pollution incidents.
  - International Oil Pollution Convention (Bill giving effect to the 1992 Protocol not in place)
  - Civil Liability Convention (Bill giving effect to1992 Protocol not in place)
  - Wreck Removal Convention
  - Bunkers Convention
- Inadequate Regional Capability in enforcing the environmental standards as oil spills emanating outside the borders as well as substandard ships cause problems around the South African Coastline
- Inadequate response capacity
  - Inshore Patrol Vessels operated by DAFF/Navy not available for deploying pollution equipment

5. MARITIME SECTOR DEVELOPMENT PROGRAMME

- Advance the development, transformation and growth of South Africa's maritime industries
- Support the development of a coherent national maritime policy and industry development strategy
- Promote maritime skills development and career awareness
- Generate National Maritime Awareness
- Position South Africa as an International Maritime Center

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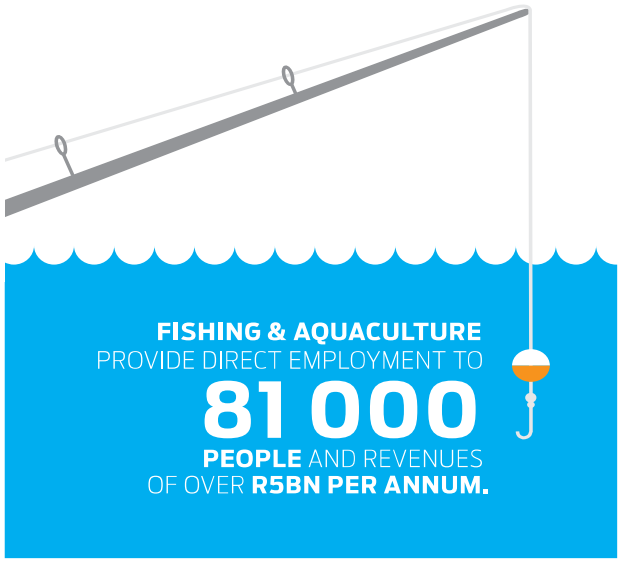
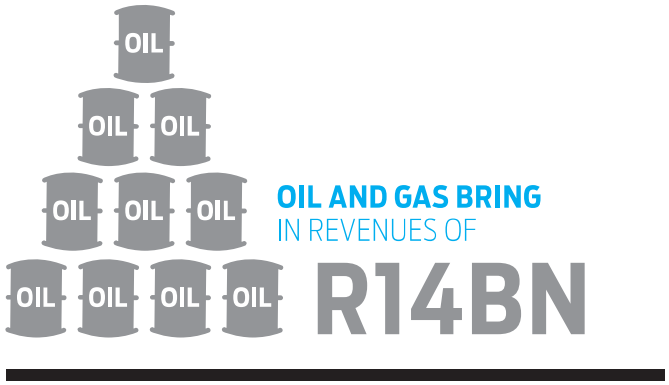
Maritime Extractive Industries



SEA RESOURCE–BASED INDUSTRIES



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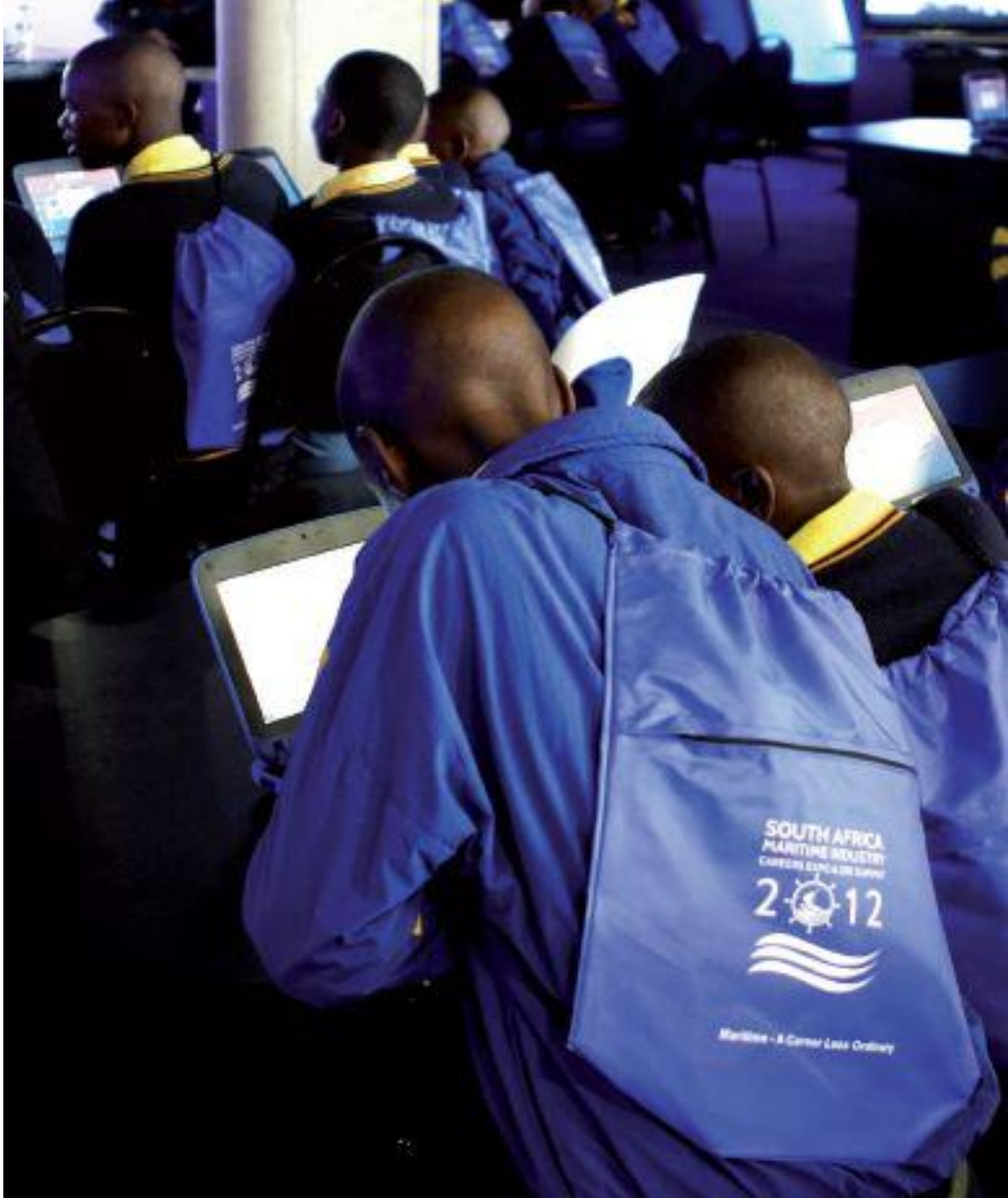
Maritime Skills Development

Maritime Skills Development



In addition prior to the eve of the Fifth BRICS Summit in Durban, SAMSA hosted the 2013 BRICS Maritime Trade Forum on behalf of the Minister of Transport. The inaugural BRICS Maritime Trade Forum successfully examined ways in which South Africa could engage and partner with the BRIC countries to leverage the maritime sector as a catalyst for trade growth and development for SA.

THE EXPEDITION AMONGST OTHERS WILL OFFER THE FOLLOWING BENEFITS:

(1) *To collect data from the Antarctica in winter that will offer credible evidence about the extent and existence of global warming and climate change;*

(2) *The expedition will also have an education and youth angle wherein commonwealth schools will be able to interact with the expedition team through its website for the duration of the expedition;*

(3) *The expedition will also conduct oceanographic research for the South African National Antarctic Programme.*

SAMSA Maritime Cadetship Programme

CADETSHIP DEMOGRAPHICS

RACE	GENDER		TOTAL IN TRAINING	OVERALL COMMENTS
	MALE	FEMALE		
African	70	34	67.5	The number of participants in the programme is now 154, where 27 of them have been permanently employed by shipping companies and 117 are at sea with different foreign shipping companies. The main challenge is the inability to find sufficient training berths for South African cadets.
Coloured	14	5	12.4	
Indian	16	0	10.4	
White	12	3	9.7	
TOTAL CADETS	**112**	**42**	**154**	

THE ACQUISITION AND OPERATION OF A DEDICATED TRAINING VESSEL

SAMSA has acquired and successfully launched a dedicated training vessel to address the paucity of berths for cadets to attain their full qualifications. Furthermore, the Dedicated Training Vessel embarked on a historic voyage with the Coldest Journey Expedition Team, which is patroned by the Prince of Wales, Prince Charles, to attempt the Antarctic Winter Crossing with 50 young South African cadets and 12 cadets from African countries such as the Republic of Ghana, Gambia and Cameroon.

Strategic Initiatives

A Maritime Industry Development Sub-programme

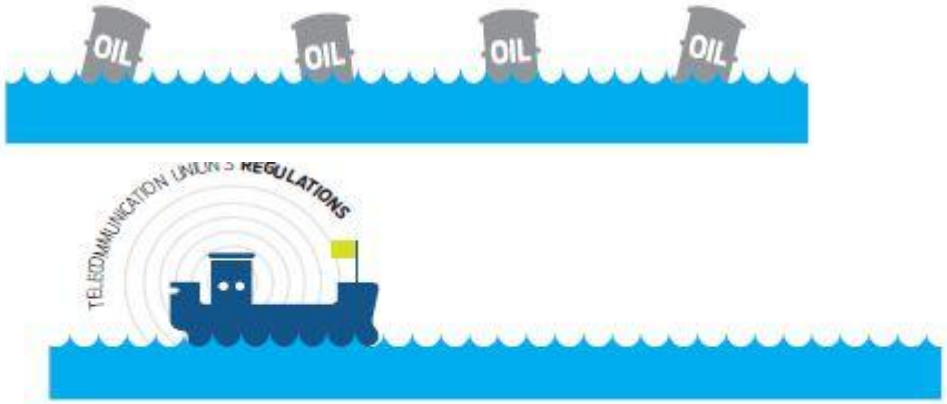
- **SA Ship Registry Development and Promotion**
- **Maritime Industry Development and Promotion**
  - Marine manufacturing (Boat building, Vessel construction and Repair) Promotion
  - Marine Tourism and Leisure promotion
  - Marine Resources (Energy and Minerals) Promotion
  - Fishing and Aquaculture Promotion
  - Promotion of Maritime Public Interest (Naval and Defense)
  - Industry Stakeholder Engagement and Partnerships

Challenges

Maritime Human Resources Development Sub-programme

- **Maritime innovation and Research Development**
  - Focusing on improving the commercial application of high level science, engineering and technological knowledge.
- **Maritime Skills Development**
  - Maritime Cadetship programme
  - Maritime Education Network Development - Universities, FET, High School and Primary school maritime education.
  - Maritime Skills Partnership Development
  - Maritime Career Awareness Campaign
  - SAMSA Learnership Programme

6. Maritime Governance



WRECK AND SALVAGE ACT

It was mentioned that the current Act, especially section 18, has a lacuna and makes it difficult for SAMSA to execute its mandate especially in removing wrecks on South African waters. Therefore, it was proposed that Section 18 of the Act be reviewed either to align it with the Nairobi Convention on Removal of Wreck or to close that identified lacuna. In that regard, the proposed amendment of section 18 has been drafted to close the loophole and waiting

MERCHANT SHIPPING (RADIO INSTALLATION) AMENDMENT REGULATIONS

SAMSA amended the Regulations to align them with the current International Telecommunication Union's Regulations.

The draft Regulations were gazetted and the relevant public comments were incorporated to the draft. The draft is waiting to be signed into law.

7. Service delivery excellence

OUR VISION AND PHILOSOPHY PLACES THE HIGHEST PRIORITY ON EMBEDDING A CULTURE OF HIGH PERFORMANCE. WE BELIEVE THAT IT IS NOT ENOUGH TO HAVE HIGH PERFORMANCE AS A VALUE BUT INSIST THAT WE DEMONSTRATE THIS THROUGH THE QUALITY OF OUR SERVICE DELIVERY SYSTEM AND THE WAY WE DELIGHT OUR CUSTOMERS AND BROADER STAKEHOLDERS EXPERIENCE IN HOW THEY ACCESS OUR PRODUCTS AND SERVICES.

"If the interaction between people, processes and systems is right, the results will take care of itself"

At the heart of our excellence mantra is the building of a high performance culture.

AUDITOR-GENERAL
SOUTH AFRICA

Auditing to build public confidence

SAMSA 2012/2013

AUDITED FINANCIAL AND PERFORMANCE INFORMATION

SAMSA
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Performance Information

SAMSA Balanced Scorecard

SAMSA APP 2012/2013 — 93.78%

APRIL – MARCH (2012/13)

STAKEHOLDERS, CONSUMERS & PARTNERS — 111.08%

APRIL – MARCH (2012/13)

111.08% To improve the experience of customers when accessing SAMSA services.

FINANCE — 80.00%

APRIL – MARCH (2012/13)

80.00% To enchance the management and sustainability of SAMSA's financial resources.

INTERNAL BUSINESS PROCESS — 93.76%

APRIL – MARCH (2012/13)

103.33% To strengthen governance in maritime domain.

97.20% To provide a secure maritime enviroment.

93.33% To deliver excellent maritime services.

80.38% To grow, develop and transform the South African Maritime economy.

96.50% To effectively respond to the challenges and effects of climate change and pollution

95.80% Improve the efficacy of SAMSA's Enterprise Risk Management System.

80.47% To provide a safe maritime enviroment.

LEARNING, GROWTH & INNOVATION — 90.28%

APRIL – MARCH (2012/13)

85.00% To build a high-performance culture.

92.30% To improve and acknowledge management capital.

93.33% Improve the human capacity and competence of SAMSA staff.

If under 100% but > 79.99% then it is yellow

If >100% but below 120% then it is green

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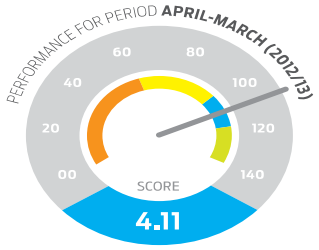
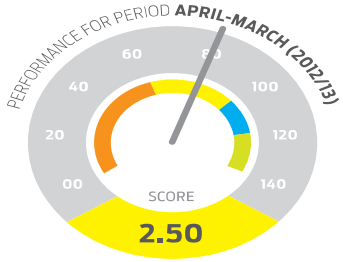
1 STAKEHOLDER PERSPECTIVE

1.1 To improve the experience of customers when accessing SAMSA services.



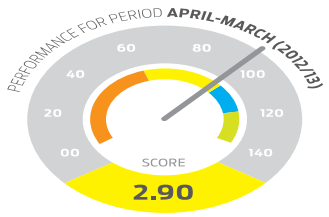
2 FINANCIAL PERSPECTIVE

2.1 To enhance the management and sustainability of SAMSA's financial resources.



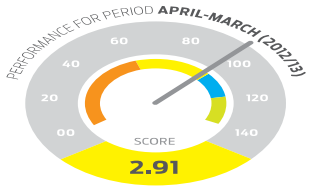
3 INTERNAL PROCESS PERSPECTIVE

3.1 Improve the efficacy of SAMSA's Corporate Governance and Enterprise Risk Management System.



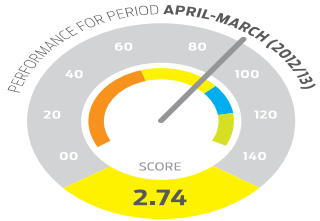
3 INTERNAL PROCESS PERSPECTIVE

3.2 To effectively respond to the of challenges and effects of climate change and pollution.



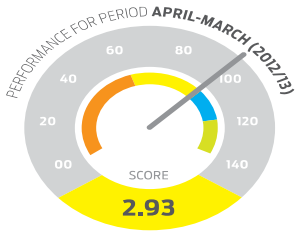
3 INTERNAL PROCESS PERSPECTIVE

3.3 To provide a safe maritime environment.



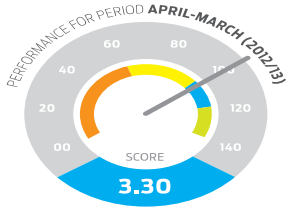
3 INTERNAL PROCESS PERSPECTIVE

3.4 To provide a secure maritime environment.



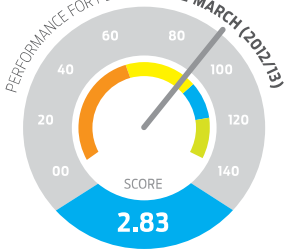
3 INTERNAL PROCESS **PERSPECTIVE**

3.5 To strengthen governance in Maritime domain



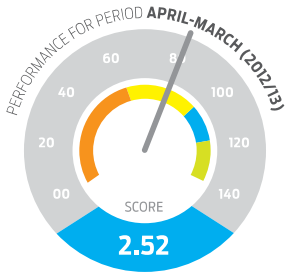
3 INTERNAL PROCESS **PERSPECTIVE**

3.6 To achieve service delivery excellence



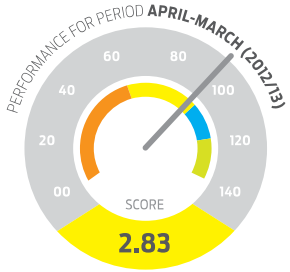
3 INTERNAL PROCESS **PERSPECTIVE**

3.7 To grow, develop and transform the South African Maritime economy



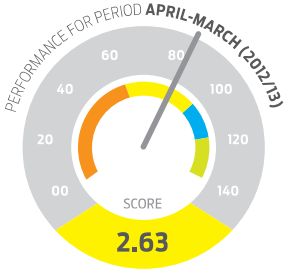
4 LEARNING, GROWTH & INNOVATION

4.1 Improve the human capacity and competence of SAMSA staff



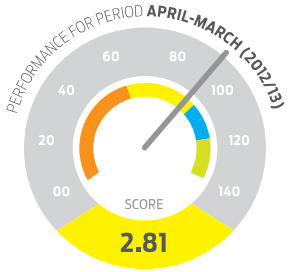
4 LEARNING, GROWTH & INNOVATION

4.2 To build a high performance culture



4 LEARNING, GROWTH & INNOVATION

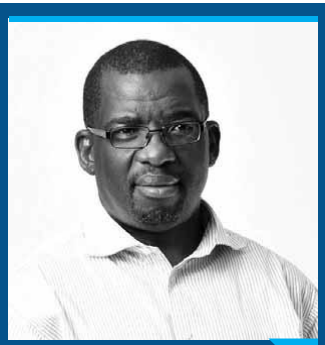
4.3 To improve information and knowledge management capital



Board of Directors

MR. COMFORT NGIDI
(CHAIRPERSON)

MS. NADEEMA SYMS
(DEPUTY CHAIRPERSON)



COMMANDER
TSIETSI MOKHELE

MR. JOHN MARTIN

PROFESSOR LORETTA FERIS

MR. RONNIE MKHWANAZI

MR. MOYAHABO RAPHADU
(COMPANY SECRETARY)

SAMSA
SOUTH AFRICAN
MARITIME SAFETY AUTHORITY

DETAILS OF THE **INDIVIDUAL MEMBERS**

ATTENDANCE IS AS FOLLOWS:

✓ Attended ✖ Absent ● Not invited * Absent with apology N/A Not yet appointed as Board Member

BOARD

MEMBER	23/04/2012	18/05/2012	07/08/2012	13/08/2012	11/10/2012	31/10/2012	12/11/2012	28/02/2013	05/03/2013	25/03/2013	TOTAL ATTENDANCE
Mr. Comfort Ngidi	✓	*	✓	✓	✓	✓	✓	✓	✓	✓	09
Ms. Nadeema Syms	*	✓	✓	✓	✓	✓	✓	✓	✓	*	08
Mr. John Martin	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	10
Mr. Ronny Mkhwanazi	✓	✓	✓	*	✓	✓	✓	✓	*	✓	08
Prof Loretta Feris	✓	✓	✓	✓	✓	✓	*	✓	✓	✓	09
Mr. Tsietsi Mokhele	✓	*	✓	✓	✓	✓	●	●	✓	●	06
Ms Hamida Fakira	*	*	*	*	●	✖	*	*	*	●	00

DETAILS OF THE **INDIVIDUAL MEMBERS**

ATTENDANCE IS AS FOLLOWS:

✓ Attended ✗ Absent ● Not invited * Absent with apology N/A Not yet appointed as Board Member

AUDIT **COMMITTEE**

MEMBER	15/05/2012	30/07/2012	30/08/2013	15/02/2012	27/02/2012	TOTAL ATTENDANCE
Mr. Martin Schaafsma	✓	✓	✓	*	*	03
Mr. Ronny Mkhwanazi	✓	✓	✓	✓	✓	05
Mr. Tsietsi Mokhele	*	✓	*	*	*	01
Ms. Nadeema Syms	N/A	✓	*	✓	✓	03

REMCO

MEMBER	31/05/2012	23/08/2012	10/09/2013	TOTAL ATTENDANCE
Ms. Nadeema Syms	✓	✓	✓	03
Mr. Comfort Ngidi	✓	✓	✓	03
Mr. Johannes Mamabolo	N/A	N/A	✓	01
Mr. Tsietsi Mokhele	*	✓	✓	02

SAMSA
SOUTH AFRICAN MARITIME SAFETY AUTHORITY

AUDIT OUTCOMES

Year	Audit Opinion	Matters of Emphasis	Action Taken
2012/2013	Unqualified audit opinion	The entity has materially under spent on the budget for capital expenditure to the amount of R110, 901,000. The significant under spend on capital expenditure was mainly due to the fact that approval sought from the Department of Transport and National Treasury for buying buildings was not finalised during the financial year.	The material misstatements identified by the AGSA with regards to expenditure and disclosure items were subsequently corrected, resulting in the financial statements receiving an unqualified audit opinion.

AUDITOR-GENERAL SOUTH AFRICA

Auditing to build public confidence

SAMSA SOUTH AFRICAN MARITIME SAFETY AUTHORITY

AUDIT OUTCOMES

Year	Audit Opinion	Legal and Regulatory requirements	Action Taken
2012/2013	Unqualified audit opinion	The accounting authority did not take effective and appropriate steps to prevent irregular expenditure, as per the requirements of section 51 (b)(ii) of the PFMA.	SAMSA has incorporated this requirement as part of our reporting process.
		The audit committee did not review the effectiveness of the internal audit function as required by Treasury Regulations 27.1.8(b)	SAMSA has taken corrective measures
		The accounting authority did not adhere to supply chain management practice notes and regulations which resulted in the entity incurring irregular expenditure.	SAMSA has subsequently taken corrective action,

AUDITOR-GENERAL SOUTH AFRICA

Auditing to build public confidence

SAMSA SOUTH AFRICAN MARITIME SAFETY AUTHORITY

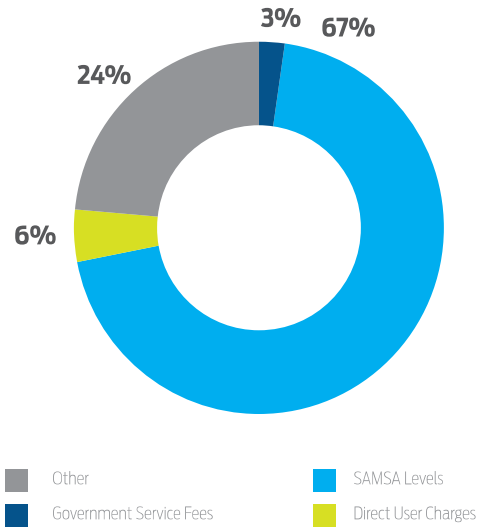
FINANCIAL PERFORMANCE

	2013 R'000	2012 R'000	% Change
Revenue (exchange & non exchange transactions)	352 177	247 560	30
Expenditure	(423 282)	(246 143)	72
(Deficit)/Surplus	(61 648)	13 470	(558)
Interest Income	9 447	11 645	(19)
Total Assets	251 055	272 629	(8)
Fixed Assets	53 669	25 145	113
Cash & cash equivalents	164 687	230 510	(29)
Cash from operating activities	(26 496)	31 036	(185)

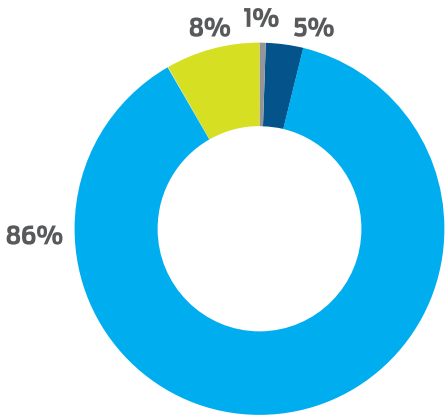
Revenue Trend

REVENUE **TABLE**

2012/13



2011/12

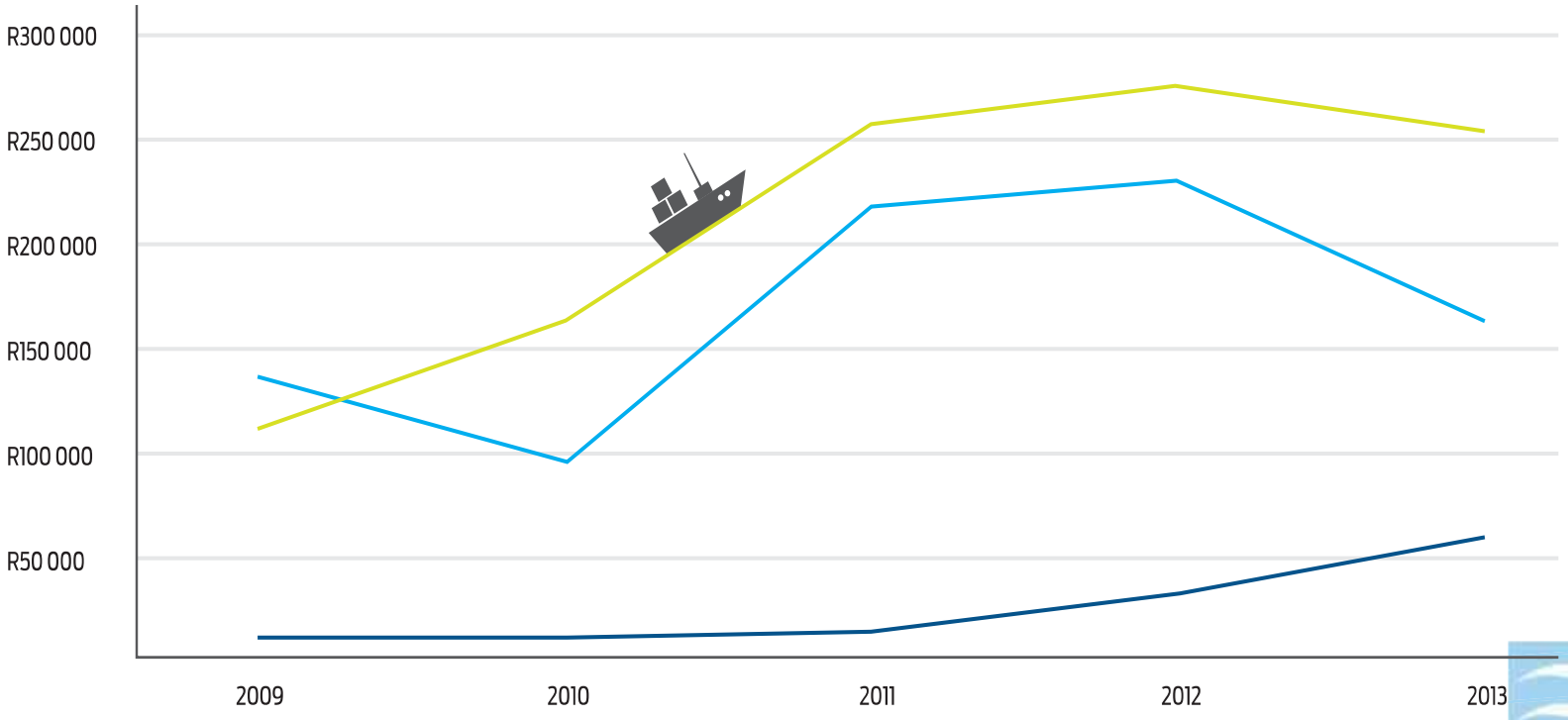


EXPENDITURE INCREASED BY A SIGNIFICANT AMOUNT OF 72% WHICH WAS LARGELY DUE TO INCREASED PROJECT IMPLEMENTATION, AND TO A LESSER EXTENT, INFLATION.

"National Treasury has granted the Authority to increase Levies and Charges by % effective 1 November 2013

CAPEX

CAPITAL EXPENDITURE **GRAPH**



Thank You