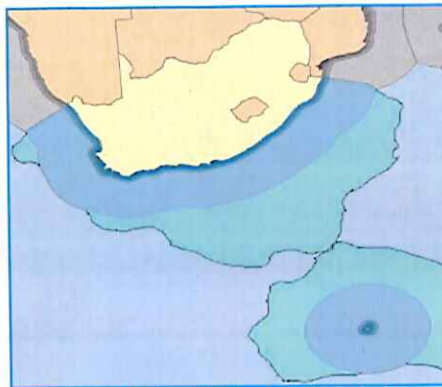


BACKGROUND - OCEAN POLICY

- Gaps lead to development of Oceans Policy
 - Explored domestic legislation and international approaches and instruments – SA not far behind developed countries who had recently developed Oceans policies (e.g. UK and USA)
- Following from the pressures and priorities identified in the Ocean Policy,
- The Ocean Policy presented to cabinet on the 04 December 2013:
 - “Minister of Water and Environmental Affairs, supported by key Ministries and National Planning Commission, **develop an integrated approach to ocean governance including management plans for ocean areas, environmental variables, conflicts scenarios, and trade offs as recommended in White Paper on NEMO**”;
- Endorsed at Operation Phakisa in July 2014

South Africa has more ocean space than land, and our ocean jurisdiction will increase should the extended continental shelf claim be successful



Land Size:

1.2 mil km²

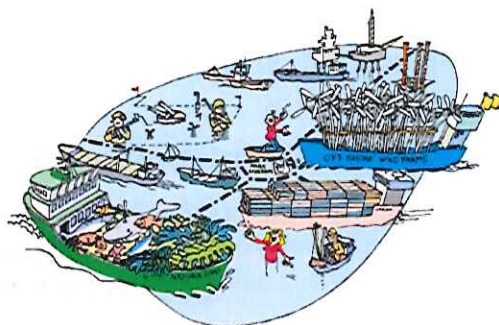
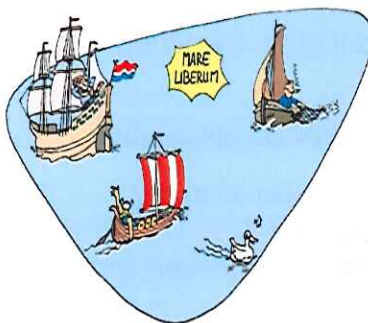
Exclusive Economic Zone (EEZ) Size:

1.5 mil km²

- South Africa is responsible for managing an oceans space that is greater than the land territory
- Extended continental shelf claim will double the size of the ocean geographic extent – 1.87 mil km²

MARINE SPATIAL PLANNING

- Problem



MSP BILL PURPOSE

- From Single-sector planning and permitting to integrated coordinated planning and permitting



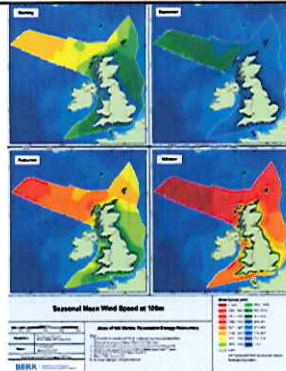
- All Departments consult sectors gather information - around the table to plan how to work together in the ocean

OCEANS ARE NOT HOMOGENOUS

Some Areas Are More
Ecologically (environmentally)
Important
than Others

- Areas of High Biodiversity
- Areas of High Productivity
- Spawning Areas
- Nursery Areas
- Migration Corridors and Stopover Points

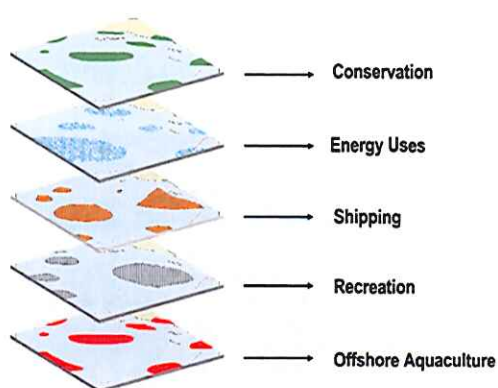




Some Areas are More
Economically Important
than Others

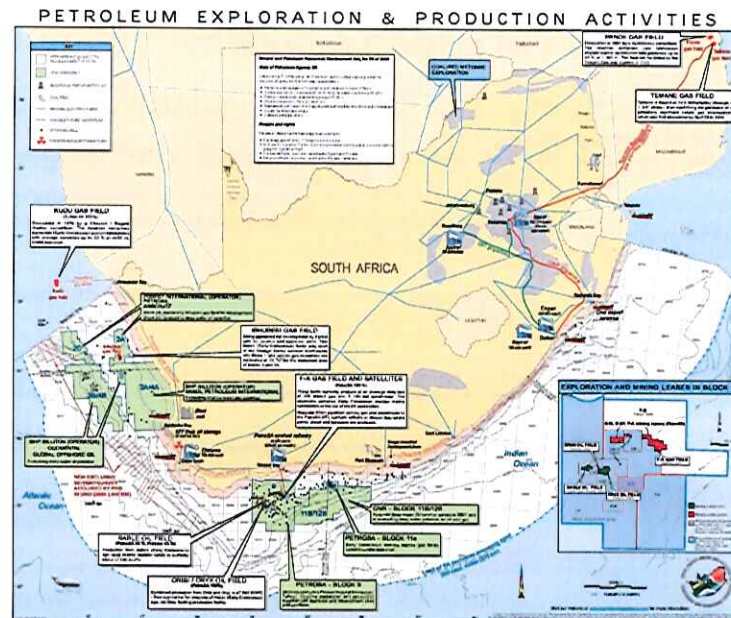
- Oil & Gas Deposits
- Sand & Gravel Deposits
- Fishing Grounds
- Transportation Routes
- Areas of Sustained Winds
- Areas of Sustained Waves

Importance of Marine Spatial Planning(MSP) for South Africa



Currently there is no overall system to guide the development, implementation, monitoring and refinement of National & Regional (Sub-National) Marine Spatial Planning Frameworks and Sub Regional Marine Spatial Management Plans in South Africa, potentially leading to conflict, unsustainable use of ocean resources and failing to capitalise on development opportunities

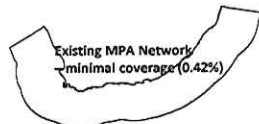
2006 – oil & gas lease areas 20%



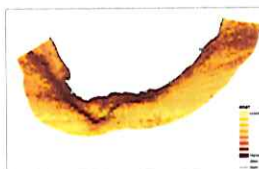
Fishing in South Africa

- Approximately 800,000 tonnes of marine organisms are harvested annually
- Approximately 300 species are targeted
- In addition a further 300 species are directly impacted as bycatch
- Broader ecosystem disturbance affects many more

Without sufficient protection within MPAs, degradation of ocean resources will rapidly occur. Replacement of lost natural services carries a high economic and social cost



Average Protection of EEZ in developing countries = 5.8%



A network of MPAs is a key component of Marine Spatial Planning that can unlock economic opportunities by creating certainty, streamlining permit processes for industry and managing conflict

A network of MPAs creates a significant number of jobs within marine industries, sustaining livelihoods, food security and tourism

A network of MPAs is important to increase ecosystem resilience, maintain genetic biodiversity and our ability to cope with and adapt to change

A network of MPAs allows access to new markets through eco-certification (e.g. green fisheries certification which enhances exportability)

A network of MPAs aligns with international and national development and protection plans and targets (CBD, NPAES)

A network of MPAs is a practical and cost effective management tool



•Protect habitats and species

- Exclude activities that destroy habitats
- Reduced fishing and no-take areas to protect species
- No high risk activities – mining specifically excluded

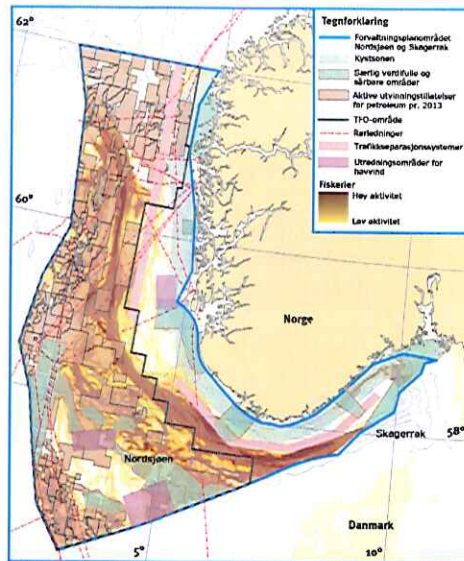


Example - Case study

North Sea – Skagerrak

Map tool/Marine spatial planning

- Particularly valuable and vulnerable areas
- Oil and gas
- Sea transport, traffic separation
- Offshore wind areas
- Fisheries



26. april 2013

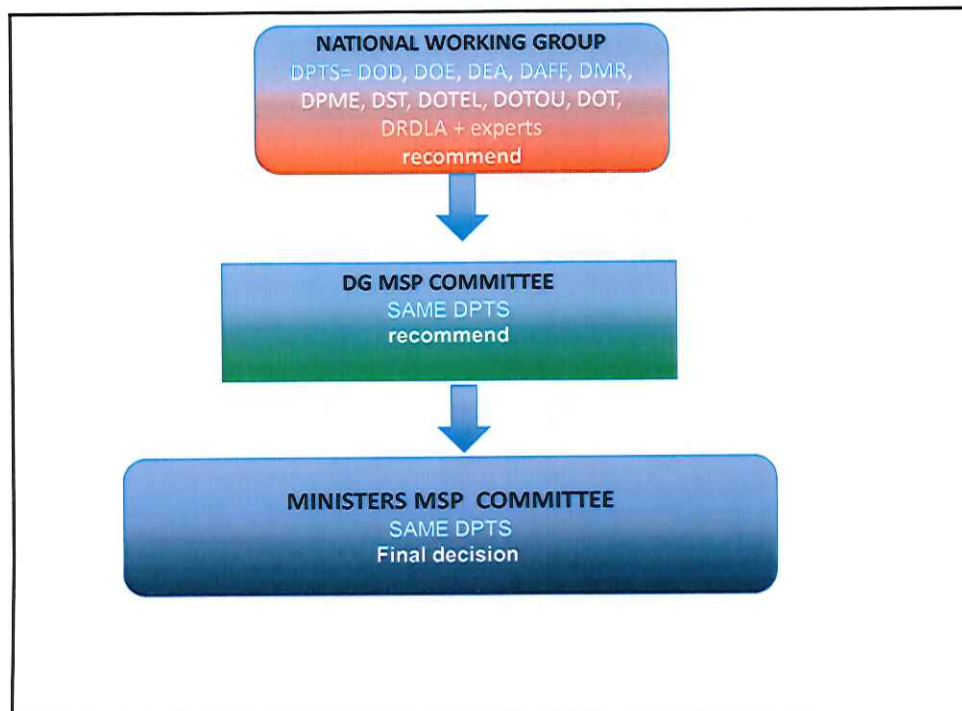
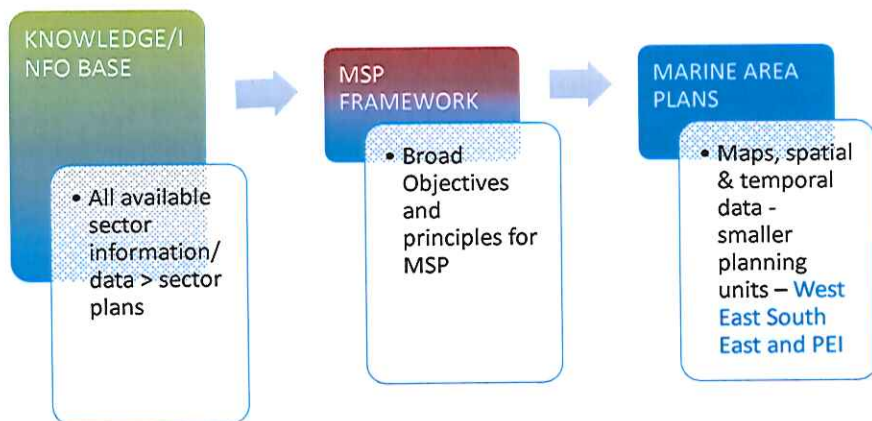
Forvaltningsplan Nordsjøen og Skagerrak

13

HOW MSP WILL WORK

- Departments – DOD, DOE, DEA, DAFF, DMR, DPME, DST, DOTEL, DOTOU, DOT, DRDLA + experts
 - **sector information –**
 - ✓ status quo,
 - ✓ Stakeholder interests and consultation (including any community interests)
 - ✓ plans projections etc.
- National Working Group prepares **draft area plans in stages**
 - West Coast,
 - East Coast,
 - South East Coast; and
 - Prince Edward Islands
- **Consultation throughout process – government, industry , civil society**

PROCESS FLOW FOR MSP



INTERACTION WITH SECTOR LAWS

- MSP - BROAD PLANNING PRIORITIES -
- **Individual sector Departments implement their own laws – in line with broad MSP Planning priorities, e.g. no MPAs in area prioritized for another conflicting use (like mining)**
- **No authorisations, permits, enforcement happens at planning level – just planning and coordination**

