

**Annexure C to BMA Operational Directive**

**CONTINGENCIES IN SUPPORT OF 2022/23 FESTIVE OPERATIONS.**

1. **Purpose of the Contingency Plans.** The intention of the contingencies that were developed below seeks to advance appropriate courses of action to help to respond potential events that may present themselves during the 2022/23 Festive Season.
  
2. **Identified Contingency Plans.** The areas identified and that would require plans to respond effectively to significant events that may occur include the Blockage of Corridors (traffic management); Power Outages; Wet Weather; Disaster Management and Global Pandemics as discussed below.

Operational Dynamic – Problem Statement	Planned Response/Contingency
<p><b>Blockage of roads (corridors) within the 10km radius of Ports of Entry.</b></p>	<ul style="list-style-type: none"> <li>▪ Border Police through continuous patrols within the controlled areas and 10km radius of the ports are to conduct situational appropriateness assessment. Should possible elements of unruliness /lawlessness be detected, Border Police are to temporarily maintain law and order, whilst also activating Public Order Police (POP) for assistance with crowd control.</li> <li>▪ <b>Client Service:</b> PMC to communicate to port users to remain calm and advise motorists accordingly. In case the road is blocked by protesters, the Port Manager will notify the counterparts about the situation and advise not to process motorists to avoid congestion within the controlled space till the situation is dissolved and is safe to process travelers.</li> <li>▪ <b>Broke down vehicles/trucks:</b> Port Manager is to engage the SANDF Commander for assistance in removing the vehicle as it hampers traffic flowing to /from the port.</li> <li>▪ <b>Accidents blocking the road to the Port within the 10km radius of the port:</b> RTMC officials are always par of port operations during peak periods therefore, they are expected to be the first responders to contain the scene whist still waiting for Local Traffic officer. Swift response by RTMC/Local traffic will ensure minimal disruptions to operations.</li> <li>▪ <b>Moving on the on-coming traffic to intentionally cause traffic gridlock:</b> Local/Municipal Traffic will issue all motorists that intentionally move on on-coming traffic intending to cause congestion on national</li> </ul>

	<p>roads leading to the ports with heavy penalties and impound their vehicles to send a strong message to those that might still be on the way and intending to do the same.</p>
<p><b>Traffic Management at Beitbridge &amp; Lebombo Ports</b></p>	<ul style="list-style-type: none"> <li>▪ Collaboration with Provincial Authorities (Transport and Provincial Joints) is established.</li> <li>▪ An integrated Traffic Management plan for the N1 &amp; N4 Routes into the Ports to implement measures that is to deal with truck congestion was finalised and include the following:             <ul style="list-style-type: none"> <li>▪ Single lane occupation by all truck will be enforced.</li> <li>▪ It was agreed that dedicated traffic officers will be deployed permanently along the route by Provincial and Local Traffic Authorities to ensure compliance and enforcement of traffic laws.</li> <li>▪ Trucks will be allowed in a single lane from the weighbridge to the port and additional trucks will be diverted to holding areas until traffic has been eased.</li> </ul> </li> <li>▪ Agreement were reached with stakeholders in the freight industry (trucking/logistics and freight forwarding) to continue collaboration.</li> </ul>
<p><b>Public Sector Strike.</b> The Public Sector wage sector talks between public Unions and Government has reached a deadlock with Organised Labour given a go-ahead to strike against a 3% wage increase. Since the breakdown in negotiations, Unions issued a clear indication to go on strike. Ports of Entry has become an attractive space for labour unrest in recent months, and it will certainly be affected by the strike.</p>	<p>In order to respond to possible disruption to port operations the following measures will be implemented:</p> <ul style="list-style-type: none"> <li>▪ <u>Training of Border Guards to perform the Immigration function.</u> In terms of movement control, clearance of travelers is one of the apex priorities of a Port of Entry. It is for this reason that any disruption for people movement be avoided. In the event that Immigration Officers are to join the strike at Ports, it is imperative that a sound alternative be considered and implemented. It is therefore critical that BMA Border Guards be trained in order to perform the clearance function of travelers.</li> <li>▪ <u>Support from other Security Sector Departments.</u> Previous strikes that affected ports were prevented by engaging both the SANDF and SAPS. The support given by the above mentioned departments was mainly to perform functions of Border Authorities who were participating in the strikes, and there are Agreements that provide for this support. It is therefore imperative that communicate be send to both the Chief of SANDF and the National Commissioner of Police to request for standby of forces from their respective departments. It will further require, in the same way with the BMA Border Guard for training on Immigration clearances.</li> </ul>

<p><b>Power Outages</b></p>	<ul style="list-style-type: none"> <li>▪ RAMP Contractors/Landlords will obtain the load shading schedule from Eskom and take note of the days the Ports will be affected by power outages.</li> <li>▪ RAMP Contractors/Landlords will ensure that back-up generators are in good working conditions and kick-in immediately to minimize disruptions to ports operations.</li> <li>▪ Service providers will ensure that there’s always enough diesel for the back-up generators that can cater for public holidays as supplying companies might be closed and it will be difficult to procure diesel during those days.</li> <li>▪ Port Managers should ensure that back-up generators are in working condition and tested before the festive season. It also requires frequent testing of the generators and to ensure enough diesel is available.</li> </ul>
<p><b>Inclement Weather</b> It is known that some ports are affected by heavy rains in the summer season. Due the fact that it coincides with festive season the possibility of ports being closed is real.</p>	<ul style="list-style-type: none"> <li>▪ Disaster Management is the responsible authority to direct and advise on the danger by water levels. The decision by the competent authority will be implemented to prevent any disaster and it needs to close the ports, all operations will cease at the respective ports.</li> <li>▪ RAMP Contractors to ensure that ports experiencing extreme weather conditions and approved to close, are provided with the necessary infrastructural support as Border Police officials are expected to remain on premises to safeguard the ports. These ports are Groblersbridge and Zanzibar in the Limpopo Province neighbouring Botswana.</li> </ul>
<p><b>Disaster Management</b></p>	<ul style="list-style-type: none"> <li>▪ Situational appropriateness and the response to disasters remains the responsibility of Authorised Entities.</li> <li>▪ Port Managers will maintain close liaison with ProvJOC and ensure that Provincial Disaster Management office is on standby for any eventuality.</li> <li>▪ Port Managers of Ports of Entry that are prone to extreme weather patterns will continuously conduct assessment to determine the need for closure and/or evacuation prior to situation worsening.</li> <li>▪ The NBMCC will immediately be informed in order for an approval to close the port to be granted.</li> </ul>
<p><b>Network challenges/ complete systems shutdown:</b></p>	<ul style="list-style-type: none"> <li>▪ Majority of Border Law Enforcement entities invested in modernization of systems and processes however, now and then technology fail us.</li> <li>▪ In case the port(s) experience complete systems shutdown or network challenges which will obviously hamper smooth information flow between the port and the outside world, the appointed Port Manager(s) are to find ways to alert the NBMCC about the situation.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ All affected departments are to swiftly migrate to manual processing to remedy the situation. It is evident that manual processing will be slower than digital processing therefore, PMC members will have to bring the situation to the attention of the clients' /port users as they might start being inpatient.</li> </ul>
<p><b>Management of Global Pandemics</b></p>	<ul style="list-style-type: none"> <li>▪ <b>Detection of a positive case within the controlled area:</b> Port Health will conduct contact track and trace and advise the PMC on the extend of the affected area. Where infection is limited to a specific sector/office or area, only that specific area will be closed for deep cleaning and/or decontamination whilst travelers are diverted to other processing counters for assistance.</li> <li>▪ <b>Readjustment of HR:</b> Should numerous port officials found to be COVID-19 positive case contacts and be required to isolate, departmental managers at the ports will swiftly readjust available HR to ensure that all non-affected processing /designated points are operational.</li> <li>▪ <b>Complete closure of Ports of Entry:</b> Closure of PoE will only be permitted under extreme situations and through approval by Department of Home Affairs as is the entity responsible for Ports of Entry operations. Port Managers will apprise the NBMCC of the situation. Should the Border Management office in conjunction with the Minister of DHA decide that the port(s) must close, the PMs will inform the counterparts of the decision to close the port(s) to ensure synergy.</li> </ul>

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