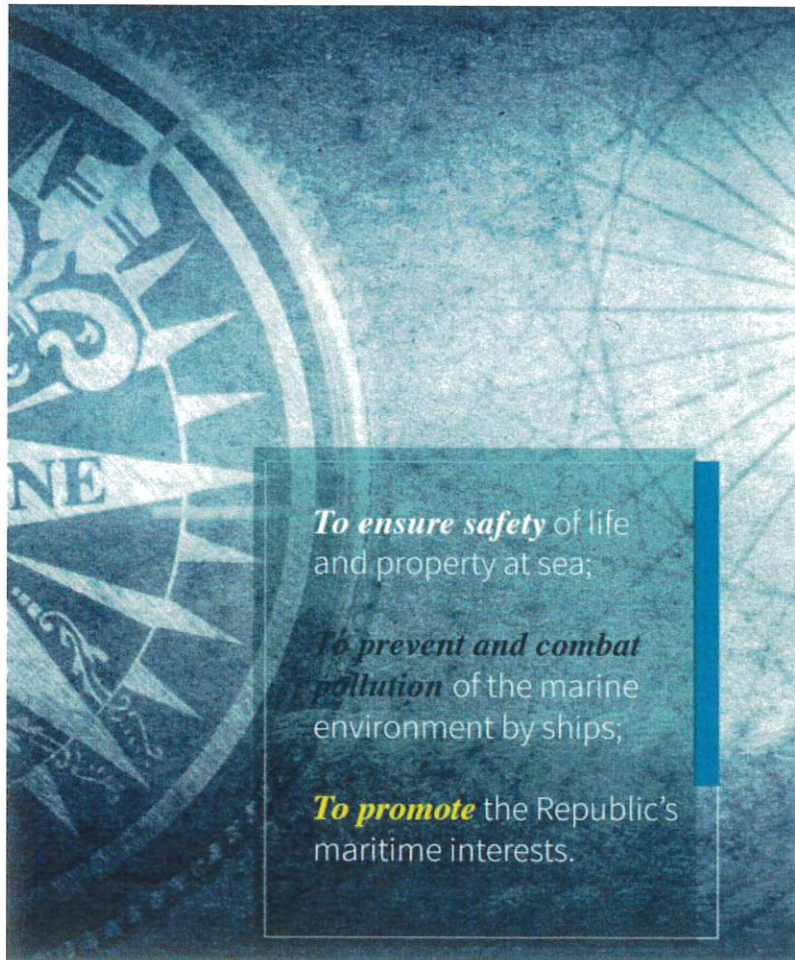




## 2024-25 ANNUAL PERFORMANCE PLAN



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## **1. EXECUTIVE AUTHORITY STATEMENT**

This Executive Authority Statement highlights our policy priorities that have guided the development of the 2024-25 SAMSA Annual Performance Plan and our strategic direction during this period.

The South African Maritime Safety Authority (SAMSA) is a Schedule 3A public entity in terms of the Public Finance Management Act No. 1 of 1999 ("PFMA"). SAMSA, led by the Department of Transport and amongst other national public entities forms an important part of South Africa's participation on global, continental, and regional maritime transport platforms aimed at developing and regulating maritime transportation. Maritime transport is international in nature and requires strong multinational cooperation to make sure that standardised approaches, international conventions, and systems for safe, clean, sustainable, and secure shipping and seafaring are established and adhered to across the globe.

As SAMSA enters its final year of the Medium-Term Strategic Framework (MTSF 2019-24), the entity has the responsibility of transforming the fortunes of our maritime Industry. The Medium-Term Strategic Framework (MTSF) sets out the targeted outcomes for the medium term and provides a national framework for all government plans at the national, provincial, and local government to deliver within their scope of competence. The MTSF is therefore meant to enable policy coherence, alignment, and coordination across government plans as well as to ensure an effective system for allocating government resources to its priority outcome areas.

The SAMSA Annual Performance Plan strategic priorities have been aligned with the South Africa's Comprehensive Maritime Transport Policy (CMTP) a maritime transport policy that was approved by Cabinet on 10 May 2017. The South Africa's CMTP serves as the embodiment of the Government's commitment to the growth, development, and transformation of South Africa's maritime transport sector. It represents South Africa's long-term vision, the underpinning philosophy, and principles that inform its development, and the direction that Government has committed to take the sector to reach its full potential. The current and desired future state of the sector demands CMTP. In being more comprehensive, CMTP provides an elaboration to the declared policy directives as contained in the White Paper on National Transport policy of 1996 the subsequent macro national policies; the National Development Plan (NDP) and other interventionist programmes including Operation Phakisa - Oceans economy.

The Minister of Transport has prioritised the Oceans Economy programme that will guide the country further in unlocking its economic potential by focusing on the following areas:

*Pillar 1: Enhancing South Africa's Shipping Register*

*Pillar 2: Mainstreaming maritime through empowering historically disadvantaged persons to access opportunities, support the development of seafarers, and supporting young people to get involved in maritime through recreation and economic opportunities.*

*Pillar 3: Rolling out coastal shipping and creating partnerships to ensure a sustainable support system to enable effective implementation. The end goal is to have a Southern African Development Community (SADC) region-wide coastal shipping market. This includes all offshore shipping activities in the Oil and Gas sector (oil rigs, offshore supply vessels, offshore bunkering activities).*

*Pillar 4: Create programmes to elevate fluvial transport and open new economic opportunities by maximising the use of inland waterways.*

*Pillar 5: Unlocking maritime for economic stimulation and recreation.*

**SAMSA has identified the following priorities from the government that will guide and support the delivery of our outcomes over the next five years:**

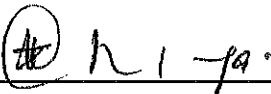
- 1. Reducing the risk of accidents and casualties in the maritime transport sector*
- 2. Reducing the risk of ship-sourced pollution and degradation of the maritime environment*
- 3. Supporting the beneficial development and transformation of the maritime sector, with a primary focus on ship registry development*
- 4. Facilitating the creation of maritime jobs and contributing to the reduction of unemployment*
- 5. Supporting in the achievement of increasing the number of highly competent and globally competitive South African Seafarers.*
- 6. Ensuring that SAMSA contributes to an effective management government and deliver the mandate services to South African citizens and the global maritime stakeholders.*

The Minister of Transport thereby endorses the 2024-25 SAMSA Annual Performance Plan and commits to the achievements of the set-out priorities for the period.

**EXECUTIVE AUTHORITY**

**MS. SINDISIWE CHIKUNGA**

**SIGNATURE:**

A handwritten signature in black ink, appearing to read 'S. Chikunga', is written over a horizontal line.

## **2. ACCOUNTING OFFICER STATEMENT**

I am honored to present the Accounting Officer's Statement for the South African Maritime Safety Authority (SAMSA) for the forthcoming 2024/25 financial period.

This report highlights our mandate objectives, vision, overall focus during the previous financial period, and strategic focus for the next financial year and the forthcoming medium-term period.

The South African Maritime Safety Authority (SAMSA) is a Schedule 3A public entity in terms of the Public Finance Management Act No. 1 of 1999 ("PFMA"). SAMSA was established on the 1st of April 1998, following the enactment of the South African Maritime Safety Authority Act No.5 of 1998 ("the Act").

It is responsible for executing the following legislative objectives as set out in the Act:

1. To ensure the safety of life and property at sea.
2. To prevent and combat pollution of the marine environment by ships; and
3. To promote the Republic's maritime interests.

Section 7 (1) of the Act provides that "the Minister may give the Authority written directions regarding the performance of its duties" and in terms of section 356 of the Merchant Shipping Act, 1951 (Act no: 57 of 1951), the Minister promulgated the Merchant Shipping (National Small Vessel Safety) regulations 2007. This expanded SAMSA's obligation to include small vessel activities across South Africa's inland waters.

SAMSA is also responsible for monitoring the activities of seagoing vessels traversing South African waters, providing maritime search and rescue services, and ensuring safe navigation through our Maritime Rescue and Coordination Centre (MRCC) and Maritime Domain awareness.

Given the global shipping industry is responsible for transporting as much as eighty percent (80%) of world trade, the safety of its vessels is critical. In South Africa, the maritime safety trend has been steadily improving with the maritime incident rates declining significantly due to our continued work aimed at ensuring that all stakeholders observe applicable maritime safety, security, and pollution legislation and regulations. During the last financial period, SAMSA responded to 164 alerts, and 138 lives were saved through the Maritime Rescue Co-ordination Centre (MRCC), a part of the SAMSA Centre for Sea Watch which monitors the coast from a safety and security perspective and implementation of international standards for Aids to navigation.

The shipping sector is at the center stage of the debate on sustainability. Like other economic sectors, shipping generates greenhouse gas (GHG) emissions and must reduce its carbon footprint. International shipping, which carries over 80 percent of the world merchandise trade by volume, is responsible for nearly 3 per cent of all global GHG emissions. Decarbonizing shipping will require a shift in technology and operations and an uptake of alternative low and zero-GHG fuels. The transition entails a potential increase in maritime logistics costs, shipping rates, and voyage times. Investments required to adjust ship designs, engines, and operations, generate alternative low and zero-carbon fuels at scale, and implement green on-board technologies all have a price tag. This will drive up costs for ship owners, industry, and ultimately trade and the final consumer. The IMO Marine Environment Protection Committee (MEPC) 80 adopted by acclamation on 7 July 2023 resolution MEPC.377(80) on the 2023 IMO Strategy on reduction of GHG emissions from ships. The 2023 IMO GHG Strategy includes an enhanced common ambition to reach net-zero GHG emissions from international shipping close to 2050, a commitment to ensure uptake of alternative zero and near-zero GHG fuels by 2030, as well as indicative checkpoints for 2030 and 2040.

Global shipping continues to navigate the post COVID-19 pandemic trends, the legacies of the 2021–2022 crunch in global logistics, the softening in the container shipping market since the second half of 2022, and the shift in shipping and trading patterns arising from the war in Ukraine. The sector is facing growing operational complexities, volatility, and uncertainty amid a global economic climate coming under stress and the impact of the ongoing war in Ukraine. The sector is also facing the need to shift to a more sustainable future, to decarbonize and take up digitalisation. SAMSA on behalf of the country has a responsibility to ensure that the training and certification of seafarers is in line with the International Convention of Standards of Training, Certification and Watchkeeping for Seafarers, 1978,

as amended (STCW Convention). As of the end of the last financial year South Africa maintained its STCW Whitelist status which provides a platform with which a country may negotiate with other countries to permit (on signing of a Memorandum of Understanding - MOU) seafarers from that country to work on ships flying the flag of that Party. South African certificates are recognised, through these MOUs by at least 25 Parties to the STCW Convention increasing the employability of our seafarers across the globe.

The financial position of the entity has continued to improve, and renewed focus can now be given to operational effectiveness. The work to optimise the entity's current revenue streams and realise new revenue generating opportunities will continue to ensure the financial sustainability of the entity. We are committed to the following priorities:

- Optimising revenue management by unlocking new revenue streams and maximising revenue fully within the existing streams.
- Transitioning from robust cost-containment initiatives to more sustainable cost saving strategies to ensure SAMSA has adequate resources to implement its mandate and other global initiatives.
- Continuing to align the supply chain/procurement and cost drivers to support our mandate.
- The review of the SAMSA funding model with the aim of unlocking the short- and long-term financial sustainability of the entity.

The long-term capability of SAMSA to fully execute its national mandate is hugely hampered by a lack of resources for aerial surveillance and response such as helicopters, and emergency towing vessels with the country having only one ETV and a lack of patrol capabilities such as drones and vessels.

The entity has been without a permanent Chief Executive Officer for the last seventy-two (72) months. The Board and Executive Committee had to ensure the achievements of the entity's strategic outcomes and delivery of services to all our stakeholders.

I would like to express my gratitude to the Board and its members for the support to SAMSA in ensuring that we assist South Africa in its journey to be an International Maritime Centre.




I also wish to express appreciation to the Shareholder, the SAMSA Board, Industry, Labour, Management team and staff for continuing to execute SAMSA's mandate as guided by its 2020-25 Strategic Plan and Annual Performance Plans and the support and assistance received in implementing the country's Maritime agenda across all engagement platforms.

I thank you all.

The Acting Chief Executive Officer thereby endorses the 2024-25 SAMSA Annual Performance Plan and commits to the achievements of the set-out priorities for the period.

**ACTING CHIEF EXECUTIVE OFFICER**

**SIGNATURE:**

A handwritten signature in black ink, appearing to read 'Tau Morwe', written over a horizontal line.

**MR. TAU MORWE**

### 3. OFFICIAL SIGN OFF

It is hereby certified that this Annual Performance Plan:


- Was developed by the management of SAMSA under the guidance of the Board.
- Considers all recent and relevant developments in government policies, legislation, and other related mandates for which SAMSA is responsible.
- Accurately reflects the strategic outcomes and outputs which SAMSA will endeavour to achieve over the 2020 – 2025 strategic term.

**ACTING CHIEF FINANCIAL OFFICER**

**SIGNATURE:**  \_\_\_\_\_

**MR JEAN GOODEY**

**SENIOR MANAGER: STRATEGY**

**SIGNATURE:**  \_\_\_\_\_

**MR WALTER SIMAKANI**

**ACTING CHIEF EXECUTIVE OFFICER**

**SIGNATURE:**  \_\_\_\_\_

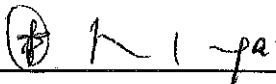
**MR. TAU MORWE**

**BOARD CHAIRPERSON**

**SIGNATURE:**  \_\_\_\_\_

**MR. MAHESH FAKIR**

**EXECUTIVE AUTHORITY**

**SIGNATURE:**  \_\_\_\_\_

**MS. SINDISIWE CHIKUNGA**

## **4. OUR MANDATE (WHO ARE WE AND WHAT WE DO)**

### **4.1 OUR LEGISLATIVE MANDATE**

SAMSA is a public entity that derives its legislative mandate from the objectives of the South African Maritime Safety Authority Act No. 5 of 1998. It is responsible for executing the following legislative objectives as set out in the Act:

4. To ensure the safety of life and property at sea.
5. To prevent and combat pollution of the marine environment by ships.
6. To promote the Republic's maritime interests.

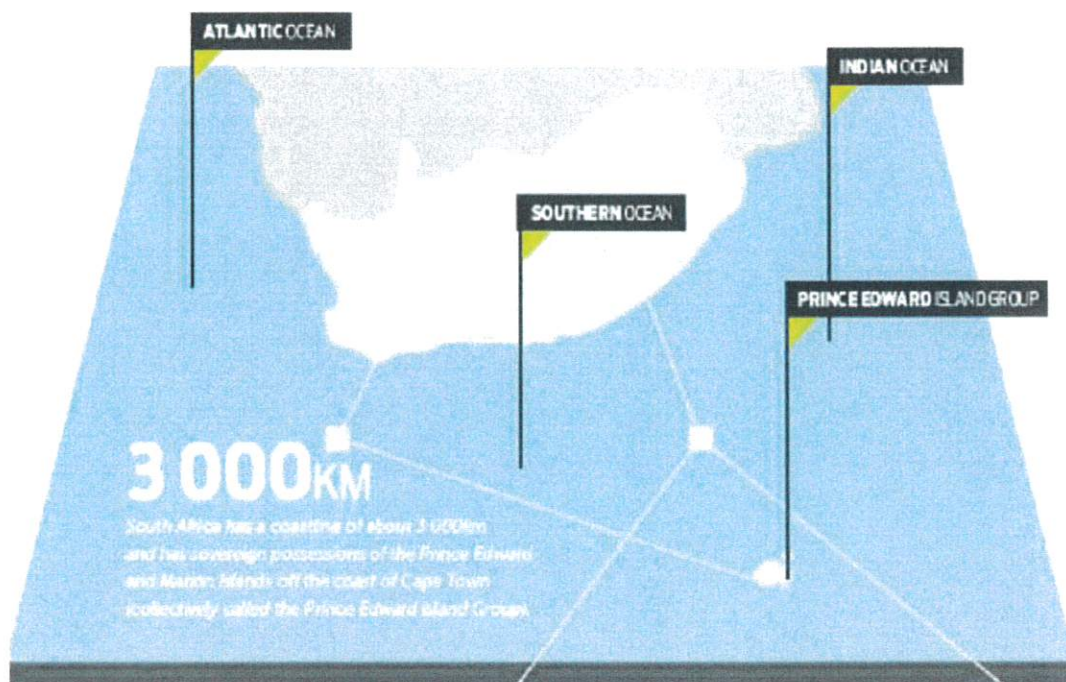
Section 7 (1) of the Act provides that "the Minister may give the Authority written directions regarding the performance of its duties" and in terms of section 356 of the Merchant Shipping Act, 1951 (Act no: 57 of 1951), the Minister promulgated the Merchant Shipping (National Small Vessel Safety) regulations 2007. This expanded SAMSA's obligation to include small vessel activities across South Africa's inland waters.

SAMSA is also responsible for monitoring the activities of sea-going vessels traversing South African waters, providing maritime search and rescue services, and ensuring safe navigation through our Maritime Rescue and Coordination Centre (MRCC) and Maritime domain awareness.

## 4.2 OUR LEGISLATIVE RESPONSIBILITY SCOPE

South Africa occupies an important geo-strategic position, a maritime choke point in the Southern hemisphere surrounded by three Oceans. As a result of its location and trade flows South Africa plays a strategic role in the global maritime network. Without these, there would be limited cost-effective maritime shipping alternatives, which would seriously impair global trade.

Below is an overview of the area three areas of our responsibility in line with our legislative mandate.



**Land Mass: 1 1220, 000 Sq.Km**

**Current EEZ: 1, 553, 000 Sq.Km**

**New Claim Of Sea-land = 1 892 000 Sq.Km**

**Total Sea-land= 3 432 000 Sq.Km**

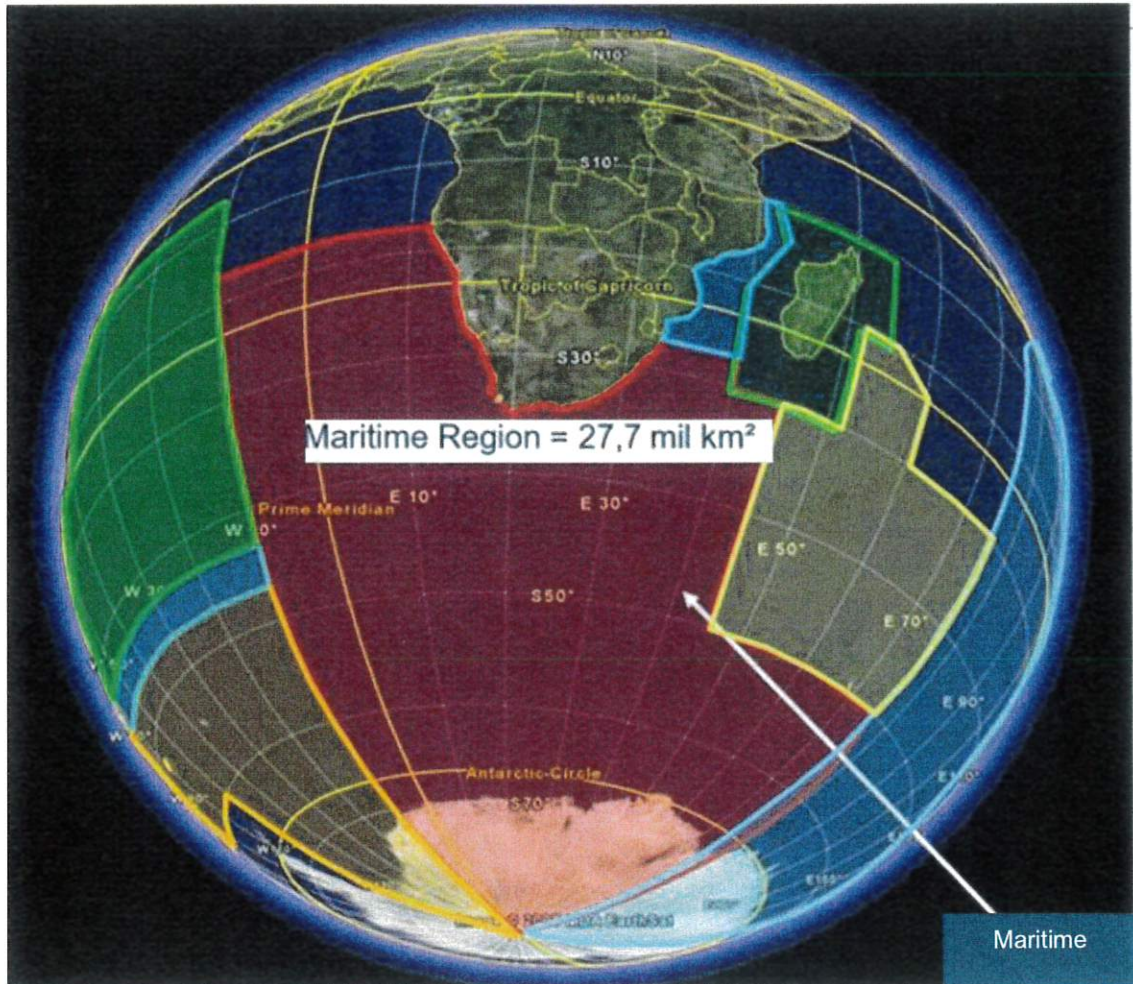
**Total Sea-land= 2.8 Times Size**

• 9 commercial Ports

• 98% of SA trade by volume and 80% trade value is by sea

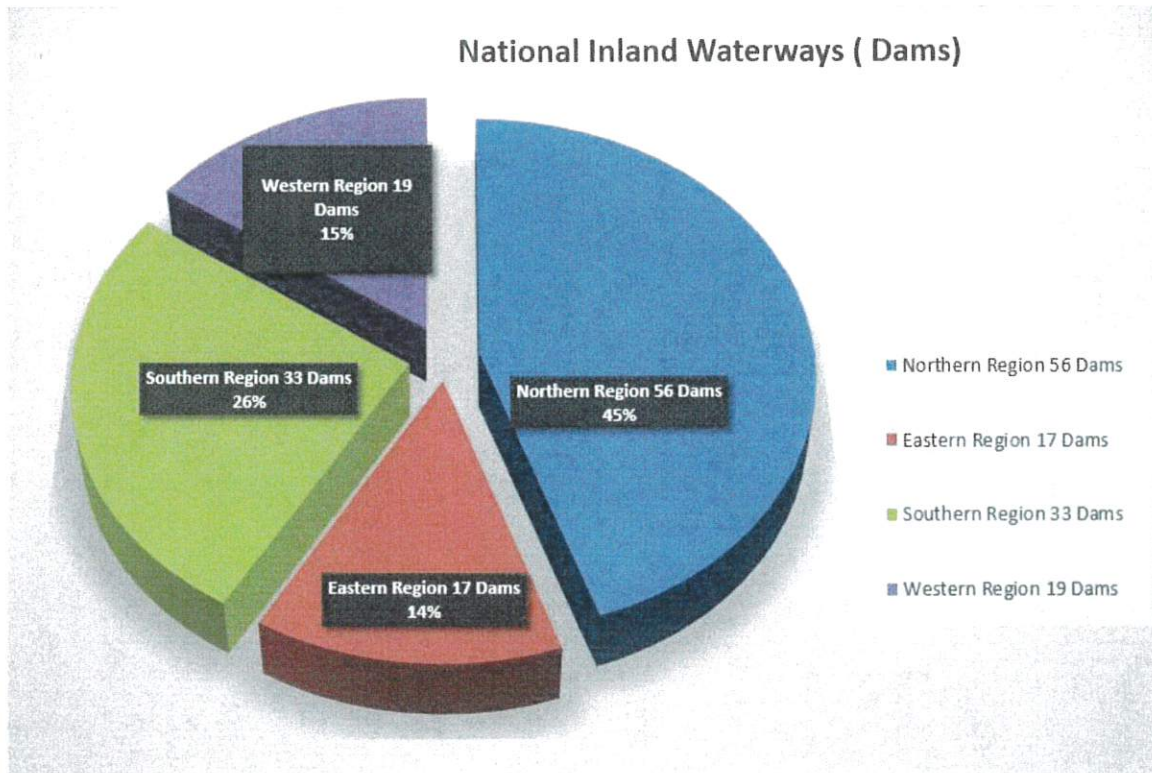
• 3.5% World sea trade (volume); top 15 countries on sea trade by distance (tonne-mile)

## OUR SEARCH AND RESCUE RESPONSIBILITY AREA



SAMSA has a fully functional Maritime Rescue Coordination Centre (MRCC) which operates 24 hours/7 days with a focus primarily on the safety of life at sea and complies with the requirements of the Department of Transport's (DoT) South African Search and Rescue (SASAR) Act. The area of responsibility for search and rescue is 27.7mil square kilometres which is almost five (5) percent of the earth.

**OUR INLAND WATERWAYS RESPONSIBILITY (125 Dams /inland waterways)**



## **OUR WORK (What we do daily) IN LINE WITH OUR LEGISLATIVE MANDATE**

In delivering on this mandate SAMSA has organised in a way that fully aligns with its obligations with the focus on the following core business functions:

**Flag State Survey Activities:** these are surveys that customers book to comply with legislation that affects their operations. The surveys could be for initial certification, renewal certification, or for issuing a certificate of approval to carry out an operation.

**Port State Control Inspections:** it is a process by which a nation exercises its authority over foreign vessels when those vessels are in waters subject to its jurisdiction. The vessels to be inspected, in normal circumstances, are those that have not been inspected in the previous six months in any of the countries that are members of the Indian Ocean Memorandum of Understanding (IOMOU) on Port State Control, in which South Africa is a member.

The inspections seek to ensure that the ships visiting South African waters comply with applicable conventions that deal with maritime safety, maritime security, and the protection of the marine environment from pollution by ships.

**Casualties and Incidents:** SAMSA is required to investigate casualties or incidents in terms of Section 264 of the Merchant Shipping Act 57 of 1951.

**Maritime Pollution Incidents:** pollution of the marine environment is strictly prohibited by international and national laws. However, such incidents still occur, and as a result, one of SAMSA's responsibilities is to investigate such incidents.

**Detentions:** a ship/vessel is detained if, because of its non-compliance with applicable legislation, poses a threat to the safety of life at sea, or maritime security, or poses a serious risk of pollution of the marine environment.

**Admission of Contraventions** it is part of a procedure followed by SAMSA after investigating a contravention such as a pollution incident. In such a case, after the investigation, the master of a vessel is given all the relevant facts that show that some prescribed piece of legislation or procedure was not complied with. With such evidence at hand the master owner, owner representative, master,

agent on behalf of the shipping company, etc. is requested to sign the "Admission of Contravention" form on which the contravention is stated as well as the fine imposed.

### **Fishing**

Its focus is to administer safety at sea, promote maritime awareness, implementation of international and national maritime policies and regulations to improve the living conditions of seafarers at sea; and ensure competitiveness of the South African Fishing Industry.

### **Boating**

The function ensures compliance with the National Small Vessel Safety Regulations and is responsible for surveying all small vessels, certifying skippers, writing and amending policy, training, appointing, and auditing external surveyors, auditing schools, examiners, and Authorised agencies as well as assisting other authorities with implementation.

### **Seafarer Training and Certification**

In compliance with the STCW Convention, STCW-F Convention, and applicable national legislation, appointed examiners scrutinize seafarers' applications for certificates of competencies, certificates of qualifications, and certificates of proficiency. Applicants are examined to ensure that vessels are manned by competent officers and engineers. Examiners scrutinize training institution's applications to conduct various courses that must be attended by seafarers, and the approval of medical practitioners for seafarers accredited courses of international standards are available for seafarers. Training institutions are audited on a regular basis to ensure that standards are maintained.

### **Maritime Occupational Health and Safety and Seafarer Welfare**

Surveyors perform audits of stevedoring and ship repair facilities to ensure that safety standards are adhered to whilst performing work on ships in port complied with through the application of the maritime Occupational Safety Regulations and the relevant codes and undertake audits and safety awareness campaigns in this sector.

The Seafarer Welfare Unit is responsible for dealing with seafarer complaints relating to Chapter 4 of the MSA and the MLC and Work in Fishing Convention. In times of tragedy, the Unit assists families in dealing with government departments, insurers, and owners.



### **Naval Architecture**

The office of the Naval Architect is responsible for ensuring that all vessels comply with the requirements of the Load Line Regulations and Tonnage Regulations, working closely with the Surveyors and the Registrar of Ships. The Naval Architect liaises closely with external Naval Architects, and ship builders regarding the verification of all Stability Books, Tonnage measurements, and calculations to ensure compliance with the relevant regulations.

### **Ship Registration**

The Registrar of Ships is responsible for the maintenance of the South African Ships Register by ensuring that all vessels that are required to be registered onto the South African flag, comply with the Ship Registration Act 58 of 1998 (SRA). The Registrar of Ships receives and records all information and documents required or permitted to be lodged with the Registrar of Ships in the South African Ships Register; grants, issues, vary, or revoke the certificates and other documents that are required or permitted to be granted or issued in terms of the Act. The Registrar of Ships is the custodian of the Ship Registration Database and ensures that this database is always up to date.

### **Radio Services**

SAMSA discharges its radio survey and inspection mandate as legislated in terms of the Merchant Shipping Act, MS (Radio installations) Regulations, MS (National Small Vessel Safety) Regulations, MS (EPIRB registration) Regulations, MS (Automatic Identification System) Regulations and MS (Long Range Identification and Tracking) Regulations.

In addition, SAMSA discharges its marine radio operator certification responsibilities in terms of a Memorandum of Understanding concluded with the Independent Communications Authority of South Africa (ICASA) and as legislated by the Electronic Communications Act, MS (Safe Manning, training and certification) Regulations and the South African Code of Qualifications. SAMSA provides an inter-governmental marine radio technical consultancy service including service level agreement audits (Department of Transport and Telkom Maritime Safety Information Equipment provisions).

SAMSA provides stakeholder engagement at the national and international level to assist in ensuring compliance with the IMO (SOLAS, STCW, STCW-F, HTW) and ITU (Radio Regulations) Conventions to which the South African government is a party.

### **Maritime Industry Development**

This function facilitates the growth of the maritime sector with a focus on domestic and international priority areas. Domestic maritime sector development focuses on Fishing through the National Fishing Forum and Boating through the Small Vessel Technical Committee by exploiting the existing opportunities within the sector for the benefit of identified national stakeholders.

International maritime sector development focuses on opportunities that could be derived from the registration of international trading ships on the South African Ships Register with anticipation to increase the number of South African seafarers' employment opportunities working onboard ships trading internationally.

### **Sea Watch and Response**

In executing its responsibility for contributing towards ensuring the safety of life and property at sea and the protection of the marine environment. This function includes the Maritime Rescue Co-ordination Centre (MRCC), Intervention and Safety of Navigation.

The MRCC is fully functional, operates 24/7, with the focus primarily on the safety of life at sea, and complies with the requirements of the Department of Transport's (DoT) South African Search and Rescue (SASAR) Act. This entails interaction with the various government and non-government entities involved with maritime rescue at sea.

The Intervention section is being developed and capacitated to respond to situations developing at sea relating to marine environment protection and maritime security. This is where interaction with vessels at sea and organisations ashore are executed; through radio communication, tasking of emergency standby tug, initiating the National Oil Spill Contingency Plan (NOSCP) and the Hazardous and Noxious Substances (HNS) Response Plan for specific pollution situations and calling on Defence and other assets to assist.

The Safety of Navigation section is also being developed and capacitated to ensure the safety of navigation in South African waters, both coastal and inland waterways through enhancing our maritime domain awareness (MDA) and regulation.

#### **4.3 SAMSA'S RESPONSIBILITY AS PART OF GOVERNMENT PRIORITIES**

##### **NATIONAL GOVERNMENT OBLIGATION**

The South African Maritime Safety Authority (SAMSA) is a Schedule 3A public entity in terms of the Public Finance Management Act No. 1 of 1999 ("PFMA"). SAMSA, led by the Department of Transport and amongst other national public entities forms an important part of South Africa's participation in global, continental, and regional maritime transport platforms aimed at developing and regulating maritime transportation. Maritime transport is international in nature and requires strong multinational cooperation to make sure that standardised approaches, international conventions, and systems for safe, clean, sustainable, and secure shipping and seafaring are established and adhered to across the globe.

As SAMSA enters its final year of the Medium-Term Strategic Framework (MTSF 2019-24), the entity has the responsibility of transforming the fortunes of our maritime industry. The Medium-Term Strategic Framework (MTSF) sets out the targeted outcomes for the medium term and provides a national framework for all government plans at the national, provincial, and local government to deliver within their scope of competence. The MTSF is therefore meant to enable policy coherence, alignment, and coordination across government plans as well as ensuring an effective system for allocating government resources to its priority outcome areas.

Below are the seven priorities derived from the Electoral Mandate:

- ❖ Priority 1: A Capable, Ethical and Developmental State
- ❖ Priority 2: Economic Transformation and Job Creation
- ❖ Priority 3: Education, Skills, and Health
- ❖ Priority 4: Consolidating the Social Wage through Reliable and Quality Basic Services
- ❖ Priority 5: Spatial Integration, Human Settlements, and Local Government
- ❖ Priority 6: Social Cohesion and Safe Communities
- ❖ Priority 7: A better Africa and World

The Minister of Transport has prioritised the Oceans Economy programme that will guide the country further in unlocking its economic potential by focusing on the following areas:

Pillar 1: Enhancing South Africa's Shipping Register

Pillar 2: Mainstreaming maritime through empowering historically disadvantaged persons to access opportunities, support the development of seafarers, and supporting young people to get involved in maritime through recreation and economic opportunities.

Pillar 3: Rolling out coastal shipping and creating partnerships to ensure a sustainable support system to enable effective implementation. The end goal is to have a SADC region-wide coastal shipping market. This includes all offshore shipping activities in the Oil and Gas sector (oil rigs, offshore supply vessels, offshore bunkering activities).

Pillar 4: Create programmes to elevate fluvial transport and open new economic opportunities by maximising the use of inland waterways.

Pillar 5: Unlocking maritime for economic stimulation and recreation.

#### **4.4 SAMSA'S RESPONSIBILITY AS PART OF THE COMPREHENSIVE MARITIME TRANSPORT POLICY (CMTP) OBLIGATIONS**

The South African Comprehensive Maritime Transport Policy (CMTP) serves as the embodiment of the Government's commitment to the growth, development, and transformation of South Africa's maritime transport sector. It represents South Africa's long-term vision, the underpinning philosophy, and principles that inform its development, and the direction that Government has committed to take the sector to reach its full potential. The current and desired future state of the sector demands CMTP. In being more comprehensive, CMTP provides an elaboration to the declared policy directives as of the White Paper on National Transport policy of 1996 and the subsequent macro national policies; and the National Development Plan and the other coterie of interventionist programmes including Operation Phakisa in the ocean economy.

##### **The strategic objectives of the CMTP are:**

- (a) To develop and grow South Africa to be an international Maritime Centre (IMC) in Africa serving its maritime transport customers and world trade in general.
- (b) To contribute to the Government's efforts to ensure the competitiveness of South Africa's international trade by providing customer focussed maritime transport infrastructure and services through an innovative, safe, secured, reliable, effective, profitable and integrated maritime supply chain, infrastructure and systems including safety of navigation.
- (c) To promote the growth and broadening participation of local entrepreneurs in the shipping industry and marine manufacturing and related services while vigorously through incentives and continuous improvement in ship registration to promote the increase of ships under the South African flag registry;
- (d) To Promote marine transport, manufacturing, and related services.
- (e) To provide guidance to the maritime transport sector stakeholders and customers about institutional arrangements, governance, and regulatory interventions while ensuring effective and efficient coordination across the Government on matters of common interest to the growth of the maritime transport sector.
- (f) To provide a clear framework around which operators, customers, investors, and funders can freely participate in the maritime transport market to improve the growth, performance, and competitiveness of the total Maritime Transport sector.

(g) Establish where feasible a sustainable funding and financing mechanisms and or facility for the growth of the broader maritime transport sector to facilitate infrastructure development and possible acquisition of ships and equipment necessary to meet the needs of customers in particular and the South African economy in general.

(h) To create and enhance viable and sustainable opportunities for historically disadvantaged entrepreneurs especially, women and youth to participate in maritime transport initiatives.

(i) To ensure efficient and effective regulation and clear separation between maritime operations and maritime regulation and these to be reflected in the institutional and governance frameworks.

(j) From an economic development perspective, create conducive climate for South African perishable goods businesses to take part in the global perishable products market either as producers or as consumers.

(k) Develop modalities for the creation of a national shipping carrier to serve the SA's economic and trade interests.

(l) Develop and maintain a competitive ship registration system.

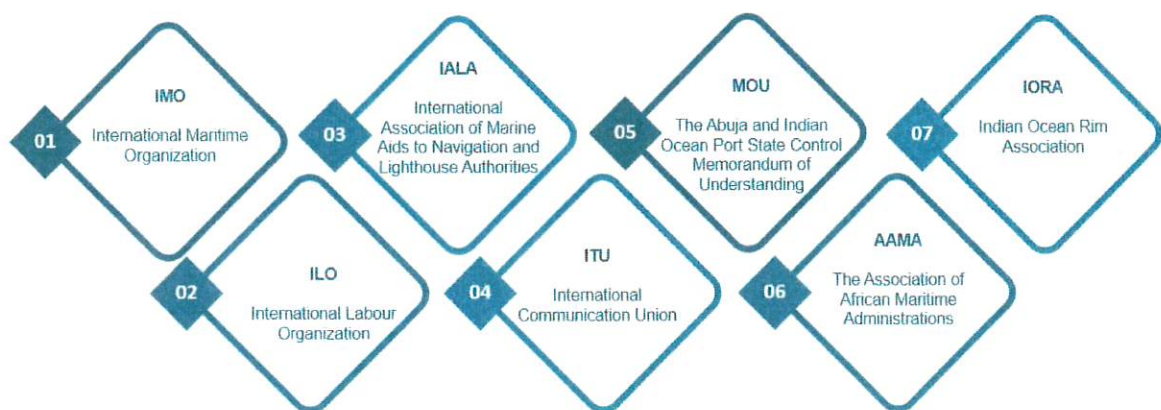
**SAMSA has identified the following priorities from government that will guide us and support delivery against our outcomes over the next five years are:**

7. Reducing the risk of accidents and casualties in the maritime transport sector
8. Reducing the risk of ship sourced pollution and degradation of the maritime environment
9. Supporting the beneficial development and transformation of the maritime sector, with a primary focus on ship registry development
10. Facilitating the creation of maritime jobs and contributing to the reduction of unemployment
11. Supporting in the achievement of increasing the number of highly competent and globally competitive South African Seafarers.
12. Ensuring that SAMSA contributes to an effective management government and deliver the mandate services to South African citizens and the global maritime stakeholders.

#### 4.5 SAMSA'S RESPONSIBILITY AS PART OF INTERNATIONAL OBLIGATIONS

South Africa is a signatory to numerous bilateral and multilateral agreements that advance development and technical maritime cooperation with other countries and their relevant institutions. SAMSA, led by the DoT and amongst other national public entities forms an important part of South Africa's participation in global, continental, and regional maritime transport platforms aimed at developing and regulating maritime transportation.

SAMSA therefore participates and executes nationally adopted obligations flowing from the following institutions and critical agreements:



## 5. OVERVIEW OF OUR STRATEGIC FOCUS \_ (WHERE WE ARE AND WHERE WE WANT TO GO)

### OUR VISION

"The Authority championing South Africa's maritime ambitions to be an International Maritime Centre by 2030".

### OUR MISSION

"To provide leadership in maritime safety, prevent and combat marine pollution for a sustainable maritime environment whilst supporting an innovative, progressive and vibrant maritime economy".

### OUR VALUES

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

#### DETHICS.

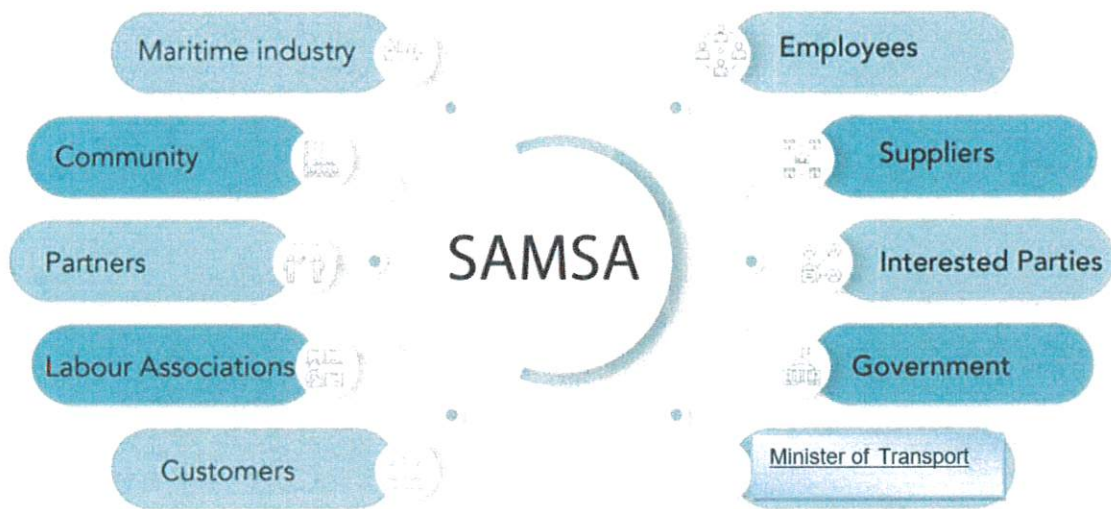


*The underlying mantra of SAMSA is to be "An Entity inspiring excellence and mastering sustainable development".*



## OUR STAKEHOLDERS

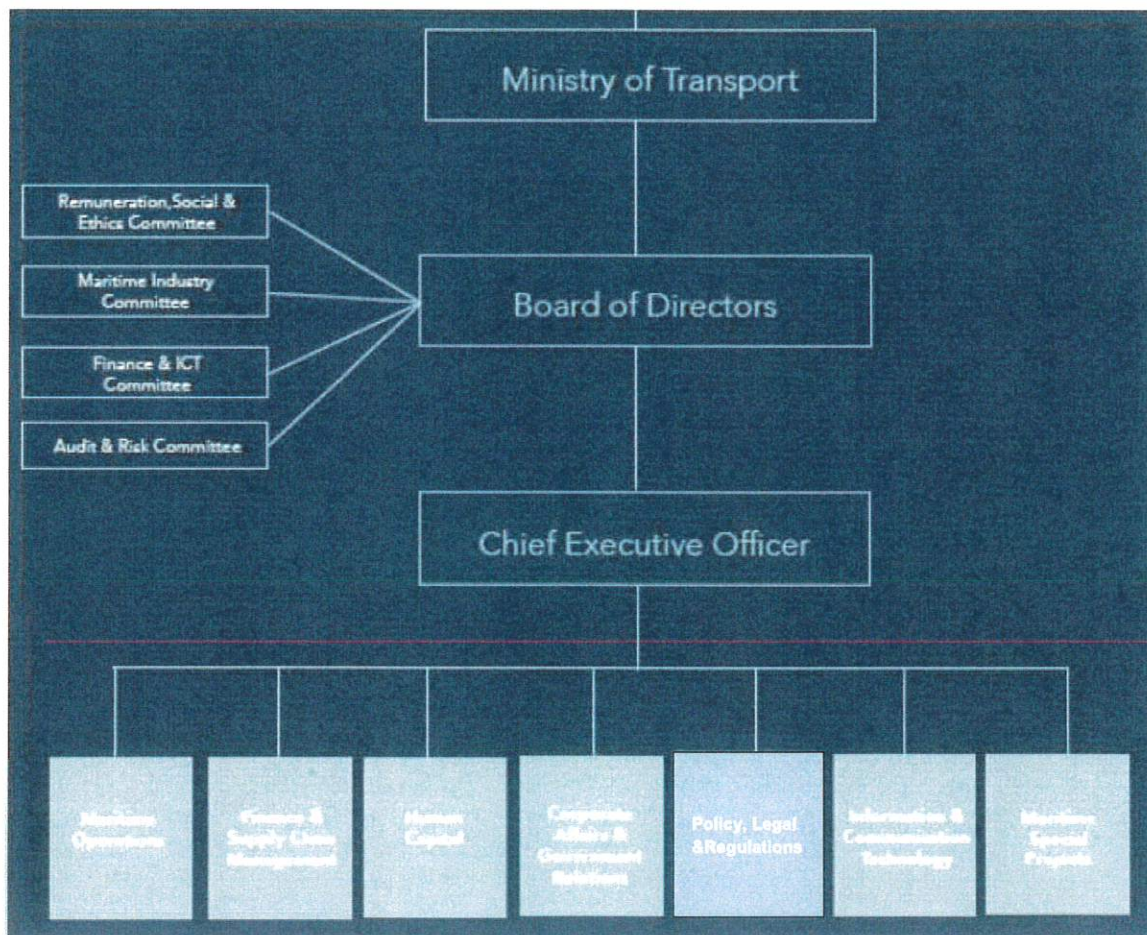
The ultimate outcome of SAMSA is to maximise the value generated for all our stakeholders. The stakeholders of SAMSA includes the International, Regional and National stakeholders categorised as follows; shipping industry, communities, partners, trade associations, suppliers, employees, customers, beneficiaries, interested parties, and government who can be affected by or may affect, the delivery of a safe and sustainable maritime transport system.



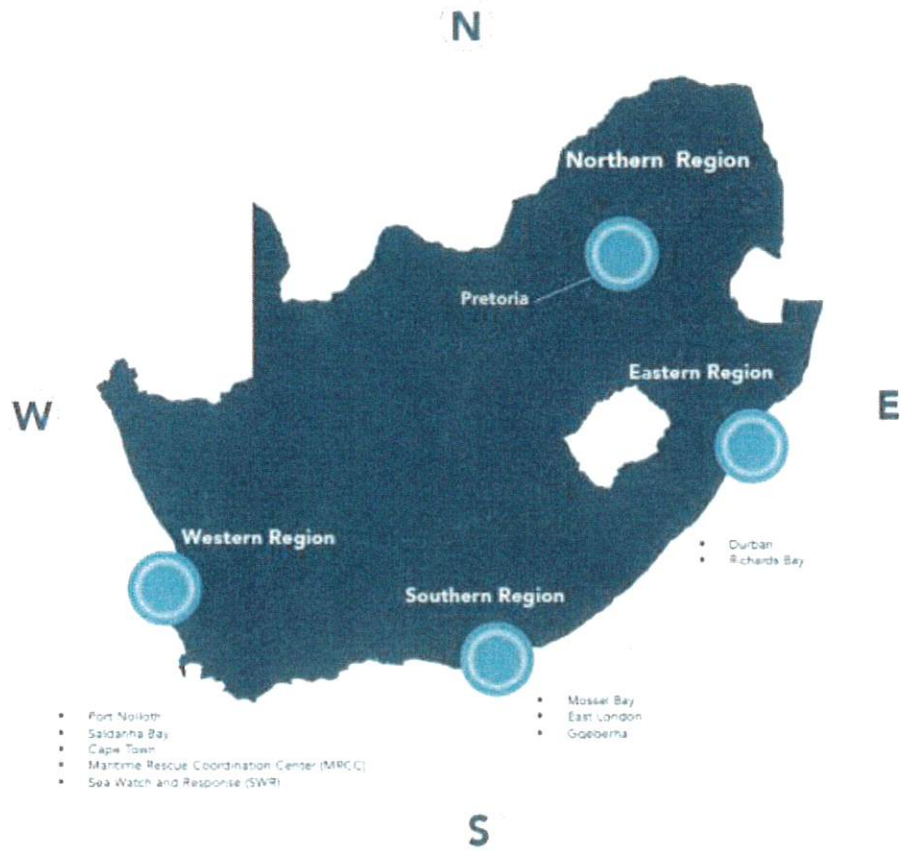
## OUR ORGANISATIONAL STRUCTURE

The PFMA appoints the Minister of Transport as the Executive Authority for SAMSA and the only Shareholder in SAMSA on behalf of the South African Government. The Accounting Authority, which is represented by the SAMSA Board of Directors reports to the Minister of Transport. The Board is made up of six non-executive members and the Chief Executive Officer.

The Chief Executive Officer is the Accounting Officer who manages SAMSA under the strategic guidance of the Board of Directors.

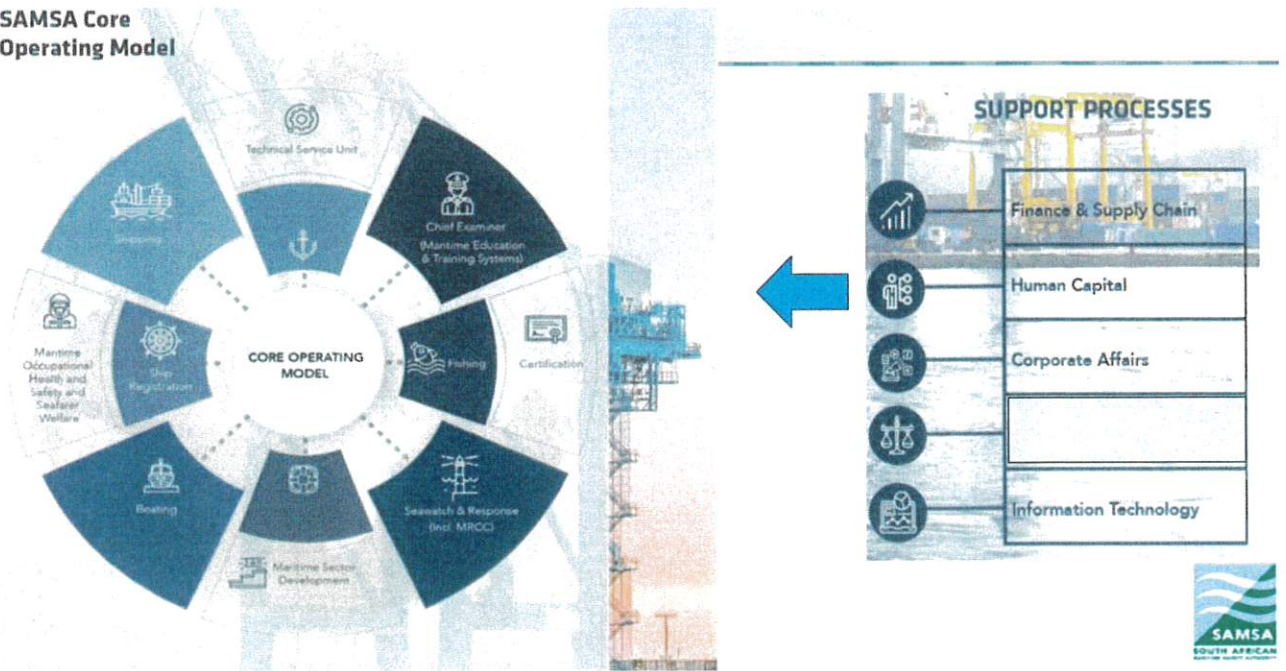


## OUR FOOTPRINT



## OUR BUSSINES OPERATING MODEL

### SAMSA Core Operating Model



## **6. OUR SITUATIONAL ANALYSIS (UNDERSTANDING OUR OPERATING ENVIRONMENT)**

Global shipping continues to navigate COVID-19 post-pandemic trends, the legacies of the 2021–2022 crunch in global supply chains, a softening in the container shipping market, and shifts in shipping and trading patterns arising from the war in Ukraine. Global shipping continues to confront multiple challenges, including heightened trade policy and geopolitical tensions, and is dealing with changes in globalization patterns. Additionally, shipping must transition to a more sustainable future, decarbonize, and embrace digitalization. Being at the intersection of these forces will influence how the sector adapts to the evolving operational and regulatory landscape while continuing to effectively service global trade.

Starting in early 2022, seaborne trade, in particular dry bulk, and tanker shipments, has been impacted by the war in Ukraine. The war led to changes in shipping patterns and increased the distances travelled for commodities, especially oil and grain. Maritime trade volume contracted marginally by 0.4 percent in 2022, but it is projected to grow by 2.3 percent in 2024. Containerized and dry bulk shipments declined in 2022. Weakened containerized trade reflects the slowdown in global economic growth, high inflation, reduced port calls, and normalizing of demand after the unusual surge during the COVID-19 pandemic.

Undoubtedly, the key challenge for the sector is that the maritime industry must embark on a transformative journey towards decarbonization while sustaining economic growth. Balancing environmental sustainability, regulatory compliance and economic demands is vital for a prosperous, equitable and resilient maritime transport future. Shipping is under pressure to decarbonize as soon as possible, with momentum arising from the confluence of regulatory and commercial drivers and growing demands for sustainability, as well as scrutiny from customers, partners, and the public. However, meeting the targets set out in the IMO Revised Strategy on Reduction of GHG Emissions from Ships remains a challenge. Some of the factors hindering a more rapid pace of decarbonization in shipping include the availability and cost of alternative fuels, the maturity of available technology, technical feasibility, safety, bunkering infrastructure, on-board storage, crew skills, and ship and engine design. The cost implications, in particular the cost of alternative fuels, need to be monitored and assessed to improve understanding of their impact and ways to mitigate their negative effects and ensure a smooth transition.

At a national level, South Africa was audited by the IMO under the IMO MEMBER STATE AUDIT SCHEME AUDIT. The IMO Member State Audit Scheme creates a basis to assess the extent to which a Member State complies with its obligations set out in the various IMO instruments to which it is a Party. In addition, the IMO Instruments Implementation (III) Code (resolution A.1070(28))

stipulates several principles a Member State should adhere to for its maritime administration to deliver on its obligations and responsibilities, with respect to maritime safety and protection of the marine environment, and to be capable of improving its performance in the discharge of its duties. The improvements required at an Authority will be implemented as part of this strategy to ensure continued adherence to the IMO standards and legislations.

Below is the continued analysis of our operating environment.

### EXTERNAL ENVIRONMENTAL ANALYSIS. (PESTEL)

Political Factors	Impact on SAMSA
National Treasury policies e.g., PFMA procurement rules apply to Regulators like SAMSA, even though they are not dependent on the fiscus.	Constraints on revenue increases and procurement regulations, which lead to difficulty in attracting and retaining critical skills and mandate delivery within the required standards.
Global and regional political instability (e.g., terrorism and conflict).	Reduced maritime activities led to a decrease in SAMSA's revenue.
South Africa's re-election to the IMO Council as" one of "20 States	To ensure that South Africa's special interests in maritime transport or navigation, are promoted at IMO.
Uncertainty in government policies such as taxation on ship registration.	May affect the growth of the maritime industry.
Economic Factors	
The global economy and the current Russia - Ukraine and Israel- Palestine war, have led to instability in the exchange rate and the oil price.	Reduced maritime activities led to a decrease in SAMSA's revenue.
Global economic meltdown.	Decrease in vessels port calls' numbers and the movement of goods between countries therefore affecting the funding of SAMSA.
Social Factors	Impact on SAMSA
Inequality and transformation, education, etc.	Untransformed maritime industry
Spread of Communicable diseases, e.g., Covid virus, Ebola.	Decreased maritime activities
Industrial action and community protests.	The business environment is adversely affected, and this leads to low / disrupted productivity and service.
Technological Factors	Impact on SAMSA
Cyber security threats. Interruption of ICT services due to cybersecurity related incidents can be attributed to the fast-paced changing nature and type of cyber threats including the third-party risks.	Cyber threats have an adverse impact on business systems, which can create regulatory and confidentiality challenges. The entity has been hacked twice in the current strategy cycle and this had a huge impact on the continuity of the business.
The rapid advancement of technology, especially Artificial Intelligence, Robotics and related digital technologies.	New developments and technologies will require revised processes and skill sets within SAMSA.

Political Factors	Impact on SAMSA
<b>Legal Factors</b>	<b>Impact on SAMSA</b>
National Treasury policies e.g., PFMA procurement rules apply to Regulators like SAMSA, even though they are not dependent on the fiscus.	Constraints on revenue increases and procurement regulations, which lead to difficulty in attracting and retaining critical skills and mandate delivery within the required standards.
Global and regional political instability (e.g., terrorism and conflict).	Reduced maritime activities leading to a decrease in SAMSA's revenue.
South Africa's re-election to the IMO Council as" one of "20 States	To ensure that South Africa's special interests in maritime transport or navigation, are promoted at IMO.
Uncertainty in government policies such as taxation on ship registration.	May affect the growth of the maritime industry.
<b>Economic Factors</b>	<b>Impact on SAMSA</b>
Proposed Merchant Shipping Bill, 2022	Improved maritime regulations and administration in line with the mandate requirements.
Proposed MARINE OIL POLLUTION (PREPAREDNESS, RESPONSE AND COOPERATION) BILL	Improved marine environment regulations in line with the mandate requirements.  Additional functions and responsibilities for SAMSA that requires funding
<b>Environmental Factors</b>	<b>Impact on SAMSA</b>
The introduction and implementation of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships"	Noncompliance to the requirements that might have a negative perception of the country by the global community.  Increased costs of shipping due to higher costs of cleaner fuels which in turn will affect the costs of goods.
Changing global weather patterns.	Adverse impact on the maritime sector because of the safety of passengers and vessels.

## **Situational Analysis continued**

The internal situational analysis interrogates the level, quality, and appropriateness of current organisational resources and capabilities against optimal organisational requirements for gaining a sustainable advantage and maximising the achievement of the SAMSA mission. This analysis has been undertaken to develop a deep insight into the strategic strengths and weaknesses of SAMSA.

### **The strengths of our resources and capabilities**

- SAMSA is viewed as a go to authority in terms of Maritime industry knowledge and expertise.
- Operating offices well positioned in all the commercial Ports in South Africa. The entity has a national footprint across all the commercial ports in the country which enables it to fully execute its mandate and reach all its stakeholders.
- Diverse Maritime Industry knowledge and skill base within the entity. The entity employs more than two hundred maritime technical experts in different roles ranging from vessels surveying, port state inspections, maritime environment protection, maritime search and rescue, maritime domain awareness, casualty investigations, maritime examinations and certification, maritime legislation, and maritime industry development.

### **The weakness in our resources and capabilities**

- Scarce and aging skilled maritime technical workforce to assist the entity in delivering on its core mandate. The maritime technical human resources required to fully execute the mandate are scarce due low base of qualified marine engineers and deck officers within the country and due to the fact that most qualified seafarers are employed at sea by shipping companies.
- Inadequate funding to capacitate and resource on maritime infrastructure and equipment to the full requirements of the entity's mandate as per the Act. The limitation on funding also has had a huge impact on the entity's ability to attract and retain scarce technical skills in critical positions.
- SAMSA enabling Information Communication Technology systems and Business Processes are not fully integrated to support the entity to fully optimise the existing information for a decision to improve corporate performance in relation to effectiveness and efficiency of its standard of delivery to enhance customer and stakeholder experience.
- Lack of leadership culture and values systems to provide the organisation with direction, delivery on the SAMSA strategy and capacity to motivate employees to perform at their optimal performance.



### **The Threats from our external operating environment**

- Inadequate maritime regulatory and legislative framework (due to slow ratification, domestication, and review of maritime legislation environment). The slow domestication has resulted in huge risks such as having an ineffective penalty system (low value penalty charges) to deter non-compliance on all maritime transgressions.
- Inadequate national maritime incident response system due to a lack of the availability of assets and resources to respond effectively and efficiently to maritime incidents (Aerial capabilities, patrol vessels, helicopters) within the South African Exclusive Economic Zone.
- Non-compliance in line with the PFMA and SAMSA Act requirements with critical organisational issues resulting in qualified audit opinion with matters of emphasis for several financial years.
- Non-integration and collaboration of maritime issues within government in the implementation of key initiatives in line with the national priorities.
- The effect of emergence of autonomous vessels and cyber security on the maritime ecosystem, legislation, labour force, port state responsibility readiness and funding of the required systems to monitor and enforce compliance.
- The impact of COVID-19 on job security, health of the working force, economy, ways of working, service delivery and customer experience.
- The increase of marine traffic, especially that of scrapped tankers and cargo vessels sailing or being towed around South Africa's coastline on the way to Asian Scrapyards, combined with SAMSA's inability to respond during an emergency together effectively and resolutely with a significant increase in medical evacuations along our coastline and increase South Africa's Risk profile significantly to such an extent that our coastline is compromised.

### The Opportunities from our external operating environment

- Implementation of the CMTP in focused areas of maritime transport.
- Exploiting the extensive global focus on South Africa as a significant international maritime economy and International Maritime Organisation (IMO) Technical Programs to build capacity for all member states.
- To fully execute marine environmental protection and combating objective function transfer from the Environment, Forestry and Fisheries (Ministry of) to the Department of Transport and then effectively to SAMSA.
- Integrated Partnership with Environment, Forestry and Fisheries (Ministry of) on the sharing of national resources and capabilities (aerial capabilities and vessels).
- Bilateral and multilateral agreements with South Africa that focus on technical collaboration and development initiatives.
- The effect of emergence of technological advancements would bring up new business opportunities in the maritime ecosystem i.e., autonomous vessels, alternatives fuels, business intelligence, etc.

### UPDATES OF COURT RULINGS

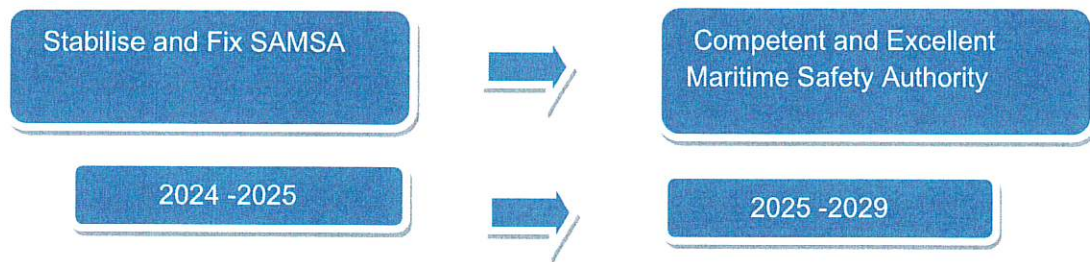
#### SOUTH AFRICAN MARINE FUELS (PTY) LTD (SAMF) VS SAMSA

Issue in Dispute	Status	Liability
<p>SAMF brought an application for the court to declare that SAMSA has no competency to enforce B-BBEE through its bunker compliance audit. SAMSA had suspended the bunker permission and as a result on 01 April 2021, SAMF launched/instituted an urgent application challenging the suspension of the bunker permission. The suspension has since been uplifted pending the finalisation of the application in court.</p>	<p>The main application was launched on 30 March 2021 whilst the urgent application was launched on 01 April 2021.</p> <p>The matter was heard on the 5<sup>th</sup> of September 2023 and on conclusion of the hearing, the court reserved its judgment. SAMSA awaits the court to issue judgment on the matter.</p>	<p>An estimated amount of R250,000.00 has been incurred to date.</p>
	<p>The case has been since finalised and SAMSA has lost the case and now waiting the communication on legal costs</p>	

## 7. WHAT IS OUR CORPORATE STRATEGY

As part of the review of the current SAMSA Strategic Plan 2020-2025, SAMSA evaluated their internal resources (incl. capabilities) and the external driver of change (incl. emerging trends) in the Maritime ecosystem to counter the negative effects with responsive institutional arrangements to achieve the strategic outcomes in agreement with the shareholder, key stakeholders, and customers.

The Corporate strategy is to ensure a more sustainable maritime safety authority through two key pillars as shown below:



### What will be our strategic intent under Pilar 1 of the Strategy\_ Stabilise and Fix SAMSA

- ❖ To fully execute the mandate objectives and strategy priorities.
- ❖ To ensure the legislative environment requirements are in place for the Authority to execute the mandate objectives.
- ❖ To ensure a fit for purpose business operating model and delivery structure and funding model in line with our obligations
- ❖ To ensure short and long-term financial sustainability of SAMSA
- ❖ To have competent leadership and management skills to run SAMSA.
- ❖ To standardise work and ensure business enablement through technology.
- ❖ Ensure sound corporate governance and management of the entity.

**What will be our strategic intent under Pillar 2 of the Strategy\_ Competent and Excellent Maritime Safety Authority**

- ❖ To be a globally recognised competent and excellent maritime authority.
- ❖ An optimally resourced (financial and infrastructure) maritime authority to deliver on its mandate objectives.
- ❖ Independent Recognition of the quality of SAMSA's service delivery from all stakeholders.
- ❖ Ensure a maritime sector that is absorbing South Africans into sustainable jobs and demographically and structurally transformed maritime sector.
- ❖ Building a maritime nation, elevating the oceans economy as a maritime nation with our commitment to position the oceans economy as a strategic contributor to economic stimulation and growth.

## 8. MEASURING OUR PERFORMANCE \_ DETAILED 2024-25 SAMSA STRATEGIC PLAN IN LINE WITH OUR LEGISLATIVE MANDATE OBJECTIVES

### MANDATE OBJECTIVE 1: To ensure safety of life and property at sea.

#### Context

Objective: ENSURE THE SAFETY OF LIFE AND PROPERTY AT SEA

Three key elements interact and need to be managed to ensure the fulfilment of this objective:

- I. Life refers to **people** (working on the ship, whether it is at sea or in the Harbour)
- II. Property refers to the **ship and cargo**.
- III. The medium where the ship operates is the **sea**.

The Interaction between the three entities mentioned above is as follows:

The preparation of the three entities includes:

- I. The people value chain comprises Training and Certification. Seafarers must be trained and certified for competence (or proficiency) in terms of legislation.
- II. The ship value chain comprises Ship Design and construction.
- III. The sea is equipped with aids to navigation (charts, lighthouses, buoys, etc) and means of communication.

The act of ensuring safety involves:

- Compliance of the ship, the seafarers, and the sea (during the normal course of the operation of the ship that is doing what it was built to do and sailing in any part of the sea as allowed by law): **ensuring compliance; monitoring continued compliance and enforcing compliance**.
  - For the Ship this is done by surveys. These include Approval for ship design (including stability), Statutory Surveys, ad hoc inspections, Port State Control Inspections
  - For the Seafarers this is done by accreditation of training institutions, ad hoc inspections at the institution. Seafarer qualifications compliance is monitored by checking the validity of certificates. This is done when the seafarers are on Board during the ship survey.
- The second part to "ensuring" safety involves intervention in cases where the ship or the seafarers face or could face danger: **managing incidents, emergency response including search and rescue**

OUR STRATEGIC MEDIUM-TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

Outcome	Outputs	Output Indicators	Audited Performance		Estimated Performance	MTEF Period		
			2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
A Safe South Africa Maritime Transport System- (Safer Lives and Property)	Reduction in maritime safety Incidents.	Reportable Maritime Incident rate from all types of vessels.	14.66 Reportable Maritime Incident rate from all types of vessels.	16.87 Reportable Maritime Incident rate from all types of vessels.	12.8 Reportable Maritime Incident rate from all types of vessels.	Below 20 Reportable Maritime Incident rate from all types of vessels.	Below 20 Reportable Maritime Incident rate from all types of vessels.	Below 15 Reportable Maritime Incident rate from all types of vessels.
	Reduced maritime fatalities.	Reportable Maritime fatalities rate reported from all types of vessels	1.77 Reportable Maritime fatalities rate reported from all types of vessels	0.93 Reportable Maritime fatalities rate reported from all types of vessels	2.55 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 3 Reportable Maritime fatalities rate reported from all types of vessels
		High priority foreign vessels inspected. under Port State responsibility (MOU agreements under Port State)	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility
	Gender Based Violence Cases attended to (resolved)	Number of reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)

**OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS**

Outcome	Outputs	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
1 A Safe South Africa Maritime Transport System- (Safer Lives and Property)	Reduction in maritime safety Incidents.	Reportable Maritime Incident rate from all types of vessels.	Below 20 Reportable Maritime Incident Rate	Below 20 Reportable Maritime Incident Rate	Below 20 Reportable Maritime Incident Rate	Below 20 Reportable Maritime Incident Rate	Below 20 Reportable Maritime Incident Rate
	Reduced maritime fatalities.	High priority foreign vessels inspected under Port State responsibility (MOU agreements under Port State)	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility	100% Watchlist Foreign vessels Inspected under Port State responsibility
		Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels	Below 4 Reportable Maritime fatalities rate reported from all types of vessels
	Gender Based Violence Cases attended to (resolved)	Number of reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved)

**Key Strategic Initiatives \_ (What we will Focus On)**

Key Strategic Initiatives	1. Review and update the South Africa Maritime Safety Authority (SAMSA) funding model
	2. Integrated Maritime Operating systems as well as Maritime Domain Monitoring technology
	3. 2023 IMO Mandatory audit Corrective Action Plan
	4. South Africa Maritime Risk Workshop Business Case implementation (maritime resources capacity)
	5. Implementation of the Small Vessels National Inland Waterways Strategy in partnership with key stakeholders
	6. The State of South Africa Maritime Safety Report
	7. Gender Based Violence in Maritime Initiative

## MANDATE OBJECTIVE 2: TO PREVENT AND COMBAT POLLUTION OF THE MARINE ENVIRONMENT BY SHIPS

### Context

The objective: TO **PREVENT** AND **COMBAT** POLLUTION OF THE **MARINE ENVIRONMENT** BY **SHIPS**

Two entities interact and need to be managed to ensure the fulfilment of this objective.

- I. The ship must carry out its work (underway or stationary) utilising the water medium (the sea). The discharge from the ship could end up in the water, on land and in the atmosphere.
- II. Marine Environment are all the living and non-living organisms in the water that must be protected from any pollution resulting from the ship that is utilising the water.

Thus, the environmental protection mandate, while explicit to the protection of the marine environment, also extends to land and atmosphere, to the extent that the pollution originates from the ship.

Action deriving from the mandate: "prevention".

The action of preventing applies to the ship during its normal operation (and extends to the owner). SAMSA carries out prevention by monitoring compliance with pollution prevention requirements by the ship. Thus, the ship must carry out certain functions to ensure compliance. It must also avoid doing certain things (pumping sewerage overboard, stopping in prohibited areas, etc). From a SAMSA perspective both the compliance and enforcement are carried out via surveys and are discharged along with the safety mandate.

**Incident Management and Emergency Response:** The function of incident management and emergency response is carried out in the same way as the safety mandate. There is no delineation between safety response and environmental response when the ship is facing danger or potential danger.

#### Combating

The action of combatting starts once oil (or other hazardous substance) leaves the ship and enters the water. It involves isolating the oil by booming around the spill and recovery by scheming the water surface. Oil dispersants may be applied to break the oil.

The function of combatting is delegated to Department of Environmental Affairs and Fisheries in terms of Section 52 of the SAMSA Act.

#### Other environmental protection work

**Prevention of Migration of Organisms:** Other environmental protection work involves prevention of migration of organisms carried in ballast water from one region to the other (alien species). The waters around those SA ports dealing with bulk cargoes (Saldanha Bay and Richards Bay) are particularly vulnerable to this type of pollution. The action of preventing this migration of species by ships is also carried out by enforcing the legal instruments meant to prevent that and this is also done via survey work.

**Prevention of Air Pollution by Ships:** This area of work has received a significant focus in the past decade owing to the global climate change discussion. There is a program of work set out by IMO via the decarbonisation roadmap to 2050 and it has milestones that are mandatory that South Africa needs to comply with (refer to the IMO Decarbonisation Roadmap). The work largely involves a lot of research and developing the country position on one hand to influence further decisions by IMO. On the other hand, there is a need to develop legislation to enforce the mandatory instruments from the IMO process. The importance of this work is that it affects the ability of the trade of the country to compete in international markets. Because South Africa is far removed from its trading partners, the logistics costs are a significant input in the landed goods (imports and exports). These logistics costs are significantly influenced by the decisions taken at IMO



OUR STRATEGIC MEDIUM-TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

Outcome	Outputs	Output Indicators	Audited Performance		Estimated Performance	MTEF Period		
			2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
			Clean Seas – Reduced reportable maritime pollution incidents by all types of vessels.	Clean Seas – Reduced reportable maritime pollution incidents by all types of vessels.	Reportable Maritime pollution incidents rate from all types of vessels	1.77 Reportable Maritime fatalities rate reported from all types of vessels	0.93 Reportable Maritime fatalities rate reported from all types of vessels	2.55 Reportable Maritime fatalities rate reported from all types of vessels

OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS

Outcome	Outputs	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
1 Clean Seas – Reduced reportable maritime pollution incidents by vessels.	Reduction in reportable maritime pollution Incidents.	Reportable Maritime pollution incidents rate from all types of vessels	Below4 Reportable Maritime pollution incidents rate from all types of vessels	Below 4 Reportable Maritime pollution incidents rate from all types of vessels	Below 4 Reportable Maritime pollution incidents rate from all types of vessels	Below 4 Reportable Maritime pollution incidents rate from all types of vessels	Below4 Reportable Maritime pollution incidents rate from all types of vessels

## Key Strategic Initiatives \_ (What we will Focus On)

### Key Strategic Initiatives

1. OPRC implementation plan Marine Oil Pollution (preparedness, response, and cooperation) Bill implementation plan –(OPRC).
2. Update the MARPOL Annex I to Annex IV inclusive and submit to the Department of Transport
3. Transfer of the maritime pollution combating functions to SAMSA from the Department of Environmental Affairs implementation plan
4. IMO Technical submissions
5. Approval of the Maritime Climate Change Plan
6. Delivery of the Maritime Decarbonisation workshop.
7. Development of the Maritime Decarbonisation Roadmap

## MANDATE OBJECTIVES: 3. TO PROMOTE THE REPUBLIC'S MARITIME INTERESTS

### Context

The objective: TO **PROMOTE** SOUTH AFRICA'S **MARITIME INTEREST**

The primary issue is to determine what is meant by Maritime Interest.

- Maritime is defined as anything connected (related) to the sea.
- Maritime interests are those that derive from the sea and include:
  - Strategic Interests (sovereign rights in the maritime zones, maritime trade routes)
  - Economic Interests (maritime trade and logistics; maritime related economic activity)
  - Social Interests
  - Political Interests (maritime geopolitical interests)
  - Environmental Interest

The secondary issue is to deal with the meaning of Promote in the context of the SAMSA objective:

- The dictionary definition of "Promote" means "to support or actively encourage; further the progress of..."
- The definition envisages proactive behaviour on the part of the promoter (SAMSA)
- SAMSA is thus expected to support or actively encourage the maritime interests, but more pertinently to "further the progress" of the maritime interests.

The function of "promotion" is carried out through initiatives that support and, in some instances, facilitate the furtherance of the sector. Conduct maritime awareness initiatives, and engage in lobbying activities including engaging with other arms of government to create an enabling environment for the maritime industry players. Actively promote and support existing business and start-up ventures that support the government objectives of job creation and transformation. Facilitate projects and programs that enhance South Africa's value offering to the international maritime value chain.

The principles that govern the approach are:

- SAMSA does not participate in the operations of any venture it supports or facilitates its establishment.
- SAMSA does not provide financial support for the creation of private ventures.
- Any research information to support initiative is meant for the sector even if it is requested. a.

**OUR STRATEGIC MEDIUM-TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:**

Outcome	Outputs	Output Indicators	MTEF Period					
			Audited Performance		Estimated Performance	MTEF Period		
			2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
A Transformed South Africa's Maritime industry.	Fast Track the implementation of the Maritime Transformational Agenda in collaboration with Strategic Partners	Percentage Implementation of the Maritime Transformational Strategy Action Plan	New Indicator	New Indicator	25% implementation of the Maritime Transformational Strategy Action Plan	50% implementation of the Maritime Transformational Strategy Action Plan	80% implementation of the Maritime Transformational Strategy Action Plan	90% implementation of the Maritime Transformational Strategy Action Plan
		Number of merchant vessels registered onto the South Africa Ship register	One merchant vessel registered onto the South Africa Ship register	One merchant vessel registered onto the South Africa Ship register	Two merchant vessels registered onto the South Africa Ship register	One merchant vessel registered onto the South Africa Ship register	One merchant vessel registered onto the South Africa Ship register	One merchant vessel registered onto the South Africa Ship register

**OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS**

Outcome	Outputs	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target	
1	South Africa's Maritime industry that contributes to the National Gross Domestic Product And creates jobs.	Merchant vessels registered onto the South Africa Ship Register.	Number of merchant vessels registered onto the South Africa Ship register.	One merchant vessel registered onto the South Africa Ship register.	Stakeholder engagements in line with Ship Registry Promotional Plan	Stakeholder engagements in line with Ship Registry Promotional Plan.	Stakeholder engagements in line with Ship Registry Promotional Plan.	One merchant vessel registered onto the South Africa Ship register.
2	A Transformed South Africa's Maritime industry	Fast Track the implementation of the Maritime Transformational Agenda in collaboration with Strategic Partners	Percentage Implementation of the Maritime Transformational Strategy Action Plan	100% implementation of the Maritime Transformational Strategy Action Plan	100% implementation of the Maritime Transformational Strategy Action Plan in line with the quarter targets	100% implementation of the Maritime Transformational Strategy Action Plan in line with the quarter targets	100% implementation of the Maritime Transformational Strategy Action Plan in line with the quarter targets	100% implementation of the Maritime Transformational Strategy Action Plan in line with the quarter targets

## Key Strategic Initiatives \_ (What we will Focus On)

### Key Strategic Initiatives

- 1.The State of South Africa Maritime Sector Report
2. The Implementation of the Maritime Employment Programme
3. Growth of the SA Ship Register \_ (Approved policy directive on the VAT implication on Ship register through to stakeholders' engagements through different channels)
- 4.Continue with the management of the DFFE Contract \_ Maritime Special Projects
- 5.Rural Maritime Economy Development Programme

**THE ADMINISTRATION OF SOUTH AFRICA MARITIME SAFETY AUTHORITY**

**ADMINISTRATION OF SOUTH AFRICA MARITIME SAFETY AUTHORITY**

**1. POLICY, LEGISLATION AND REGULATIONS**

**Context**

There is a detailed legislative and regulatory framework that governs the maritime industry in South Africa. These govern the key mandate issues including safety and environmental protection and include international treaties and conventions that have been domesticated. SAMSA is responsible for developing regulations to support the implementation of the legislation subject to the approval of the Minister of Transport. The current state is that there are massive backlogs in both updating regulations as well obtaining Ministerial approvals.

South Africa has outdated maritime legislation which needs to be prioritised for urgent reviewing and International Conventions that South Africa recently acceded to not being domesticated expeditiously into national laws to ensure execution of enforcement. Penalties for transgression of legal requirements are also very low in comparison with other countries and environmental laws and thus is not a real deterrent for offenders. For South Africa through SAMSA to realise the above mandates all acceded conventions must be ratified and domesticated into national laws. Current principal Acts and Regulations are also outdated and must be emended to ensure standards of surveys are consistent and in line with latest technological developments and industry best practice.

**The current process for the approval of Regulations submitted by SAMSA to the Department of Transport (DoT) is informal, ad-hoc and not regulated.**

**OUR STRATEGIC MEDIUM-TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:**

Outcome	Outputs	Output Indicators	MTEF Period					
			Audited Performance		Estimated Performance			
			2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Enforcement of domesticated maritime legislation and regulations to ensure effective implementation of the entity's responsibility.	Maritime legislation and regulations updated, implemented, and monitored.	Number of maritime legislation and regulations updated and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT	Three (3) maritime legislation and regulations updated, and submitted to DoT

## OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS

	Outcome	Outputs	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
1	Enforcement of domesticated maritime legislation and regulations to ensure effective implementation of the entity's responsibility.	Maritime legislation and regulations updated, implemented, and monitored.	Number of maritime legislations, regulations updated and submitted to the Department of Transport.	Three (3) maritime legislation and regulations updated, and sent to the Department of Transport for processing	First Drafts of Three (3) sets of Regulations are done.	Three (3) sets of Drafts Regulations are workshopped with the internal stakeholders.	Three (3) sets of Drafts Regulations are workshopped with the external stakeholders.	Three (3) sets of Drafts Regulations. submitted for processing to the Department of Transport

## KEY STRATEGIC INITIATIVES \_ (WHAT WE WILL FOCUS ON)

### Key Strategic Initiatives

1. Formalisation of the legislative drafting process: The legislative drafting process between SAMSA and DOT
2. SAMSA Comprehensive Maritime Transport Policy Roadmap implementation

## 2. CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICES

### Context

#### Context

To be an International Maritime Centre by the year 2030, capable of delivering on its mandate, SAMSA needs to be appropriately resourced and capacitated, with complete and correct financial resources, manpower, competencies (processes, systems, leadership, structures, management approaches, etc.), ICT infrastructure and able to retain the inherent institutional knowledge. We therefore seek to reconcile our internal resource and capabilities with the services and technical support demands placed on the entity so that we are best able to meet current and future strategic obligations over the next 5 years.

Due to a lack of enough resources, a significant number of surveys are outsourced to third parties, such as Authorised Agencies (small vessels), External Surveyors or Recognised Organisations (Classification Societies), which could lead to SAMSA failing in providing effective oversight. Should any incident occur, the ability of SAMSA to respond is limited, due to a lack of resources and capability.

Advancements in technology in the next five years is expected to rapidly change our operating environment. New Technologies, Autonomous ships, the threat of cyber-attacks, the adoption of new environmental regulations to reduce emission from ships, will require a new type of skillset for SAMSA to deliver on its mandate. Remote Surveying Technology provide new methods which will allow SAMSA to execute its mandate in safer and more efficient way, removing the risks which surveyors are exposed to daily.

Building a sustainably resourced and dynamic set of organisational capabilities can assist us to integrate, build and reconfigure internal and external competencies to address SAMSA's rapidly changing environments for today and into the future. SAMSA's resources and capabilities are a source of long-term sustainable advantage and can effectively position the entity as it pursues its strategic aspirations. Adopt an institute-wide continuous improvement approach to managing SAMSA's business processes, systems, and operational culture with the objective of streamlining operations and achieving superior stakeholder performance results.



**OUR STRATEGIC MEDIUM-TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:**

Outcome	Output	Output Indicators	Baseline Performance	Medium Term Strategic Forecasted Targets				
				2024/25	2025/26	2026/27	2027/28	2028/29
Digitalised SAMSA with all systems fully optimised with new technologies to ensure better work practices and greater synergies, allowing for integrated systems	Fit for Purpose Technological and Digitisation as an Enabler for the business and its customers.	Percentage (%) implementation of Digital Strategy Implementation Roadmap	70 % implementation of Digital Strategy Implementation Roadmap	100 (%) implementations of Digital Strategy Implementation Roadmap	100 (%) implementations of Digital Strategy Implementation Roadmap	100 (%) implementations of Digital Strategy Implementation Roadmap	100 (%) implementation of Digital Strategy Implementation Roadmap	100 (%) implementations of Digital Strategy Implementation Roadmap
A Financially sustainable SAMSA with enough resources to implement SAMSA's mandate obligations.	A Financially sustainable SAMSA	Cash Cover period	Cash Cover for Two months	Cash Cover for Three months	Cash Cover for Four months	A Financially sustainable SAMSA in line with plan	A Financially sustainable SAMSA in line with plan	A Financially sustainable SAMSA in line with plan
Improved governance and strengthened control environment	Institutionalise Governance Oversight Framework incorporating inclusive businesses approach to capable, ethical and developmental state requirements.	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan	Level of maturity of governance in line with the plan

Outcome	Outputs	Output Indicators	MTEF Period					
			Audited Performance		Estimated Performance	MTEF Period		
			2021/22	2022/23	2023/24	2024/25	2025/26	2026/27
Digitalised SAMSA with all systems fully optimised with new technologies to ensure better work practices and greater synergies, allowing for integrated systems.	Fit for Purpose Technological and Digitisation as an Enabler for the business and its customers	Percentage (%) implementation of Digital Strategy Implementation Roadmap	New Indicator	New Indicator	70 % implementation of the Annual ICT Plan.	100(%)implementation of the Annual ICT Plan	100 % implementation of the Annual ICT Plan	100 % implementation of the Annual ICT Plan
A Financially Sustainable SAMSA with enough resources to implement SAMSA's mandate obligations.	A Financially sustainable SAMSA	Cash Cover period	Cash Cover for Two months	Cash Cover for Two months	Cash Cover for Three months	Cash Cover for Three months	Cash Cover for Four months	Cash Cover for Four months
		A Financially sustainable SAMSA in line with plan	New Indicator	New Indicator	New Indicator	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan
A Highly Competent Maritime Authority with engaged diverse and sustainable workforce capable of delivering on SAMSA's mandate and other global initiatives.	An engaged and highly competent staff complement with the right knowledge, skills and competencies capable of delivering on SAMSA's mandate other global initiatives.	SAMSA Employees Turnover rate	13% SAMSA Employees Turnover rate	14.5 % SAMSA Employees Turnover rate	10.5 % SAMSA Employees Turnover rate	Below 10% SAMSA Employees Turnover rate	Below 10% SAMSA Employees Turnover rate	Below 10% SAMSA Employees Turnover rate
		Percentage of SAMSA Employees engagement	New Indicator	New Indicator	70% of SAMSA Employees engagement at a Satisfactory level	70% of SAMSA Employees engagement at a Satisfactory level	70% of SAMSA Employees engagement at a Satisfactory level	80% of SAMSA Employees engagement at a Satisfactory level
		Work skills Plan Implementation Rate	New Indicator	New Indicator	New Indicator	80% Work skills Plan Implementation	80% Work skills Plan Implementation	90% Work skills Plan Implementation
Improved governance and strengthened control environment	SAMSA Governance matured environment	Level achieved in the SAMSA Governance maturity plan	New Indicator	New Indicator	New Indicator	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan

## OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS

Outcome	Output	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
Digitalised SAMSA with all systems fully optimised with new technologies to ensure better work practices and greater synergies, allowing for integrated systems	Approved Information Communication Technology (ICT) plan in line with the Digital Strategy	% achievement against the approved ICT Plan.	100% implementation of the approved Annual ICT Plan	40% implementation of the approved Annual ICT Plan	60% implementation of the approved Annual ICT Plan	80% implementation of the approved Annual ICT Plan	100% implementation of the approved Annual ICT Plan
A Highly Competent Maritime Authority with engaged diverse and sustainable workforce capable of delivering on SAMSA's mandate and other global initiatives.	An engaged and highly competent staff complement with the right knowledge, skills and competencies capable of delivering on SAMSA's mandate other global initiatives.	SAMSA Employees Turnover rate	Below 10% Turnover rate	Below 10% Turnover rate	Below 10% Turnover rate	Below 10% Turnover rate	Below 10% Turnover rate
		Work skills Plan Implementation Rate	80% Work skills Plan Implementation	80% Work skills Plan Implementation	80% Work skills Plan Implementation	80% Work skills Plan Implementation	80% Work skills Plan Implementation
		Percentage of SAMSA Employees engagement	70% of SAMSA Employees engagement at a Satisfactory level	Implement prioritised initiatives to address issues affecting level of employees' engagement	Implement prioritised initiatives to address issues affecting level of employees' engagement	Implement prioritised initiatives to address issues affecting level of employees' engagement	Implement prioritised initiatives to address issues affecting level of employees' engagement
A Financially sustainable SAMSA with enough resources to implement SAMSA's mandate other global initiatives.	Ensure an adequate Cash Cover	Cash Cover for Three months.	Cash Cover for Three months.	Cash Cover for Three months.	Cash Cover for Three months.	Cash Cover for Three months.	Cash Cover for Three months.
	A Financially sustainable SAMSA in line with plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan	100% implementation of the SAMSA financial sustainability plan
Improved governance and strengthened control environment	Level achieved in the SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan	100% implementation of the Phased SAMSA Governance maturity plan

## Key Strategic Initiatives \_ (What we will Focus On)

### Key Strategic Initiatives

- 1.A FIT FOR PURPOSE BUSINESS OPERATING MODEL AND DELIVERY STRUCTURE AND IN LINE WITH OUR OBLIGATIONS
- 2.SAMSA TARIFFS APPROVAL PROCESS INTERVENTION
- 3.TO HAVE COMPETENT LEADERSHIP AND MANAGEMENT SKILLS TO DELIVER ON THE SAMSA MANDATE
- 4.IMPLEMENTATION OF SAMSA DIGITAL STRATEGY
- 5.SAMSA STAKEHOLDERS' ENGAGEMENT AND MANAGEMENT PROGRAMME

## 9. CONCLUSION

The Annual Performance Plans reflects the immediate steps SAMSA will be taking to ensure the stabilisation and fixing of the organisation and the achievement of its overall vision.

The Annual Performance Plans has been developed in compliance with the 2020 South Africa Frameworks on Strategic and Annual Performance Plans and aligned with the new 2019-24 Medium Strategic Term Framework.

## **10. ANNEXURES**

- 1. 2024-25 SAMSA CORPORATE BUDGET**
- 2. SAMSA STRATEGIC RISK REGISTER**
- 3. TECHNICAL INDICATOR DESCRIPTIONS (TID)**



# SAMSA BUDGET 2024/25

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## 1 INTRODUCTION

- 1.1 The South African Maritime Safety Authority (SAMSA) is a Schedule 3A public entity in terms of the Public Finance Management Act No. 1 of 1999 ("PFMA"). SAMSA was established on the 1st of April 1998, following the enactment of the South African Maritime Safety Authority Act No.5 of 1998. The Act provided for the establishment of an authority charged with the responsibility for regulating and enforcing maritime safety, marine pollution from ships and promoting South Africa's maritime interests. It is governed and controlled by a Board of Directors, appointed by the Minister of Transport in terms of the SAMSA Act.
- 1.2 SAMSA derives its legislative mandate from the objectives from the South African Maritime Safety Authority Act No. 5 of 1998. It is responsible for executing the following legislative objectives as set out in the act:
- To ensure safety of life and property at sea;
  - To prevent and combat pollution of the marine environment by ships; and
  - To promote the Republic's maritime interests.
- 1.3 SAMSA's mandate was expanded in 2007 to include the regulation of small vessel activities operating across South Africa's inland waters through the processes of:
- Developing small vessel operating standards
  - Authorising small vessel operations by licencing skippers and operators
  - Promoting and creating awareness to ensure small vessel safety
  - Monitoring the compliance to small vessels regulations, operators, passengers and skippers operating the vessels in our waters,
  - Enforcing compliance to regulations through issuing of admissions of contraventions, detentions, and any other disincentives provide for by law;
  - Managing the outcomes of boating activities by conducting incident and accident investigations as well as evaluative studies to continuously improve the safe and competent operation of small vessels in our waters.
- 1.4 SAMSA is also responsible for monitoring the activities of sea going vessels traversing South African waters, providing maritime search and rescue services and ensuring safe navigation at a distance through our Maritime Rescue and Coordination Centre (MRCC).



1.5 SAMSA fulfils the above mandates by executing/administering following main legislative instruments:

- Merchant Shipping Act, 1951 (Act 57 of 1951)
- Marine Traffic Act, 1981 (Act 2 of 1981)
- Carriage of Goods by Sea Act, 1986(Act 1 of 1986)
- Marine Pollution (Prevention of Pollution from Ships), 1986 (Act 2 of 1986)
- Shipping and Civil Aviation Laws Rationalisation Act, 1994 (Act 28 of 1994)
- Wreck and Salvage Act, 1996 (Act 94 of 1996)
- South African Maritime Safety Authority Levies Act, 1998 (Act 6 of 1998)
- Ship Registration Act, 1998 (Act 58 of 1998)
- Sea Transport Documents Act, 2000 (Act 65 of 2000)
- South African Maritime and Aeronautical Search and Rescue Act, 2002

1.6 The SAMSA Budget for the financial year 2024/25 as presented was derived from the broader longer term Strategic Objectives as set out in the SAMSA Strategic Plan and Annual Performance Plan.

## 2 SAMSA BUDGET 2024/25

### 2.1 Principal Budget Assumptions

	2024/25	2025/26	2026/27	2027/28
Inflation (CPI)	4.8%	4.7%	4.6%	4.5%
Salary increase %	5.8%	5.7%	5.6%	5.5%
Training % of salaries	1.5%	1.5%	1.5%	1.5%
SDL % of salaries	1.0%	1.0%	1.0%	1.0%
Bonus % of salaries	0.0%	2.0%	2.0%	2.0%
Levy volume change	0.0%	0.0%	0.0%	0.0%
Direct User charges volume change	5.0%	2.0%	2.0%	0.0%
SAMSA levy increase	8.0%	6.5%	5.2%	5.1%
Direct User charges increase	8.0%	6.5%	5.2%	5.1%
Commission on SAMSA levy	2.875%	2.875%	2.875%	2.875%
Debtor days	30	30	30	30
Creditor days	25	25	25	25

## 2.2 Budget Income Statement

2.2.1 Annexure A reflects the budgeted income statement for the financial year ending 2024/25, as well as the 3 year projected forecast.

2.2.2 Revenue is budgeted to increase by 0.9% from the 2023/24 budget to the 2024/25 budget. This is due to the following:

- The budgeted tariff increase of 8.0%.
- Budgeted increase in Direct User Charges volumes. This is based on the current year available information.
- The budgeted tariff increase of 11.4% has not been approved as yet, and has not been included in the budget.
- Volumes have still not recovered to pre Covid-19 levels, and the 2023/24 budgeted volumes will most likely not be achieved as seen in the first half of the financial year. SAMSA levies volumes are budgeted to remain in line with the 2022/23 actual volumes. This represents an 8.8% decrease compared to the 2023/24 budget.
- No revenue is budgeted for the SA Agulhas, as the vessel has been sold.

2.2.3 The SAMSA levies are budgeted to increase by 0.3% from the 2023/24 budgeted amount, and increase by 12.9% from the 2022/23 actual revenue. The 2024/25 budget reflects an 8.0% increase in the SAMSA levy rate from the approved rate effective from 1 January 2023. This increase is as per the 3-year tariff increase request submitted for approval in December 2022.

2.2.4 Other revenue is budgeted to increase with 2.5% from the 2023/24 budget. This is due to the budgeted tariff increase, partially off-set by the exclusion of charter revenue for the SA Agulhas.

2.2.5 The decrease in the variable cost budget for 2024/25 is due to the exclusion of variable costs for the SA Agulhas.

2.2.6 A slight increase in labour cost against the 2023/24 budget of 0.9% is budgeted for. This is due to the budgeted salary increase for the 2024/25 year, off-set by the exclusion of the SA Agulhas crew salaries. The increase from the 2022/23 actual is due to the vacancies in the entity.

- 2.2.7 Overheads are expected to increase with 1.4% compared to the 2023/24 budget. This increase is lower than the inflation assumption provided by National Treasury, due to continued adherence to cost containment measures. The overheads are budgeted to increase with 22.8% from the 2022/23 actual overheads (average annual increase of 11.4%). This is due to the expected increase in activities and relaxing of some cost containment measures to ensure that the annual performance plan targets are met. The budgeted overheads are still 0.7% lower than the pre Covid-19 levels, as the entity is still implementing cost containment measures as per National Treasury Instructions. Overheads for the forecast years are expected to increase in line with inflation.
- 2.2.8 Net profit for the 2024/25 year is budgeted at R0.5m, and is expected to remain consistent going forward due to projected inflationary increases in both revenue and expenses.

### **2.3 Budget Balance Sheet**

- 2.3.1 Annexure B reflects the budgeted balance sheet for the financial year ending 2024/25, as well as the 3 year forecast.
- 2.3.2 The net asset value of the entity is expected to improve from R148.2m in 2022/23 to R255.1m in 2027/28. The target cash cover as per the APP is 3 months. It is expected that this will be achieved in the 2024/25 year, as well as the 3 year forecast period. The budgeted cash cover is 4.06 months in 2024/25, and is budgeted to decrease to 3.20 in 2027/28, mainly due to the expected capital investment in ICT and operational equipment.

### **2.4 Budget Cash Flow Statement**

- 2.4.1 Annexure C reflects the budgeted cash flow statement for the financial year ending 2024/25, as well as the 3 year forecast.
- 2.4.2 The cash flow from operating expenditure is expected to increase in line with the budgeted surpluses. The cash and cash equivalents are budgeted to increase from R139.1m in 2022/23 to R187.9m in 2027/28. This is due to the expected surpluses to be achieved during the forecast period, subject to the approval of the tariff increases, off-set by the expected capital expenditure.
- 2.4.3 Capital expenditure of R40.2m is budgeted for the 2024/25 financial year. This consists of the following items:

<b>Item</b>	<b>Comment</b>	<b>Amount</b>
Replacement of the ERP system	Operational efficiencies; control weaknesses	R7.5m
ICT infrastructure	Replacement of laptops, switches, providing cloud infrastructure, UPS and batteries	R7.5m
Automation of Operations Forms	Adobe AEM software, licencing and implementation	R5.0m
Data and intelligence	Implementation of Data and Intelligence Capability	R4.0m
Oil Pollution Combatting equipment	DFFE hand-over of oil pollution combatting function	R2.0m
Operations system	Development of additional modules (Small vessel database, survey module)	R5.0m
Maritime Domain Awareness	Replacement of the Maritime Incident Management System (MIMS)	R2.5m
Furniture	Replacement of furniture	R2.3m
Motor vehicles	2 new vehicles (1 – Port Nolloth; 1 – Facilities)	R1.5m
Other	Various computer equipment and office equipment	R2.9m
<b>Total</b>		<b>R40.2m</b>

### 3 CONCLUSION

3.1 The successful implementation of the budget, in support of the Strategic Plan and the achievement of the mandate of SAMSA, is dependent on the requested increases in the SAMSA levies and Direct User Charges being approved and implemented.

## ANNEXURE A: INCOME STATEMENT

SAMSA	2022/23	2023/24	2024/25	Variance	2025/26	2026/27	2027/28
INCOME STATEMENT	Actual	Budget	Budget	22/23 vs 21/22	Forecast	Forecast	Forecast
SAMSA Levies - Tons ('000)	208 834	228 876	208 834	-8.8%	208 834	208 834	208 834
SAMSA Levies Average Rate per Ton	1.501	1.541	1.695	9.9%	1.805	1.898	1.995
SAMSA Levies % of Turnover	74.4%	75.0%	74.5%		74.5%	74.4%	74.4%
No. of Employees (excl SA Agulhas crew)	296	361	363	0.6%	356	356	356
SA Agulhas crew	28	34	0	-100.0%	0	0	0
Turnover per employee	1.30	1.19	1.31	9.8%	1.42	1.50	1.57
<b>Turnover</b>	421.1	470.7	474.8	0.9%	505.9	533.1	560.3
- SAMSA Levies	313.4	352.8	353.9	0.3%	376.9	396.4	416.7
- Other Revenue	107.7	117.9	120.9	2.5%	129.0	136.7	143.6
Variable cost	10.1	11.1	10.2	-8.1%	10.9	11.5	12.1
<b>Gross Profit</b>	411.0	459.6	464.6	1.1%	495.0	521.6	548.2
Labour and Overheads - Direct:	208.7	247.0	249.8	1.1%	267.0	281.4	296.3
- Labour - Direct	165.4	193.8	192.0	-0.9%	206.5	218.1	230.1
- Overheads - Direct	43.3	53.2	57.8	8.6%	60.5	63.3	66.2
- Internal fees charged - Direct	-	-	-	0.0%	-	-	-
<b>CONTRIBUTION</b>	202.3	212.6	214.8	1.0%	228.0	240.2	251.9
Labour and Overheads - Indirect:	171.6	213.5	215.8	1.1%	228.9	240.5	252.4
- Labour - Indirect	77.2	99.9	104.4	4.5%	112.3	118.5	125.0
- Overheads - Indirect	94.4	113.6	111.4	-1.9%	116.6	122.0	127.4
- Internal fees charged - Indirect	-	-	-		-	-	-
<b>OPERATING SURPLUS / (DEFICIT)</b>	30.7	(0.9)	(1.0)	11.1%	(0.9)	(0.3)	(0.5)
Interest Received / Paid	1.3	1.5	1.5	0.0%	1.5	1.5	1.5
<b>NET SURPLUS / (DEFICIT)</b>	32.0	0.6	0.5	-16.7%	0.6	1.2	1.0
<b>Labour Costs:</b>							
Labour as %age of Total Costs	64%	64%	64%		64%	64%	65%
<b>Working Capital:</b>							
Debtor Days	37.0	30.0	30.0		30.0	30.0	30.0
Creditor Days	10.4	25.0	25.0		25.0	25.0	25.0
<b>Solvency:</b>							
Debt: Equity Ratio	0.39	0.60	0.23		0.26	0.27	0.28
<b>Liquidity:</b>							
Acid Test Ratio	3.91	2.44	5.07		4.47	4.24	4.03
Current Ratio	3.92	2.44	5.08		4.48	4.25	4.03
Cash Cover in Months	3.07	1.71	4.06		3.76	3.47	3.20

## ANNEXURE B: BALANCE SHEET

SAMSA	2022/23	2023/24	2024/25	Variance 22/23 vs 21/22	2025/26	2026/27	2027/28
BALANCE SHEET	Actual	Budget	Budget		Forecast	Forecast	Forecast
<b>ASSETS</b>							
<b>Non-current assets</b>	13.0	36.4	55.0	180.0%	66.9	73.0	78.8
PPE	12.6	29.4	30.0	133.3%	35.4	40.6	45.6
Intangible assets	0.4	7.0	25.0	1 650.0%	31.5	32.4	33.2
<b>Current assets</b>	192.7	146.2	256.5	(24.1%)	251.3	249.4	247.7
Trade receivables	41.6	41.1	41.4	(1.2%)	41.0	43.2	45.5
Other receivables	11.6	17.4	12.2	50.0%	12.8	13.4	14.0
Inventory	0.4	0.3	0.3	(25.0%)	0.3	0.3	0.3
Bank and cash	139.1	87.4	202.6	(37.2%)	197.2	192.5	187.9
<b>TOTAL ASSETS</b>	205.7	182.6	311.5	(11.2%)	318.2	322.4	326.5
<b>EQUITY AND LIABILITIES</b>							
<b>Reserves</b>	148.2	114.0	252.3	(23.1%)	252.9	254.1	255.1
Accumulated surplus	147.1	112.9	251.2	(23.2%)	251.8	253.0	254.0
Revaluation reserve	1.1	1.1	1.1	-	1.1	1.1	1.1
<b>Non-current liabilities</b>	8.3	8.8	8.7	6.0%	9.2	9.6	10.0
Retirement benefit obligatio	8.3	8.8	8.7	6.0%	9.2	9.6	10.0
<b>Current liabilities</b>	49.2	59.8	50.5	21.5%	56.1	58.7	61.4
Trade payables	4.2	8.2	8.3	95.2%	11.9	12.5	13.1
Provisions	-	-	-	-	-	-	-
Other payables	45.0	51.6	42.2	14.7%	44.2	46.2	48.3
<b>TOTAL EQUITY AND LIABILITIES</b>	205.7	182.6	311.5	(11.2%)	318.2	322.4	326.5

## ANNEXURE C: CASH FLOW STATEMENT

SAMSA	2022/23	2023/24	2024/25	Variance 22/23 vs 21/22	2025/26 Forecast	2026/27 Forecast	2027/28 Forecast
<b>CASH FLOW STATEMENT</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>		<b>Forecast</b>	<b>Forecast</b>	<b>Forecast</b>
<b>Cash flow from operating activities</b>							
Receipts from customers	443.6	470.3	481.2	6.0%	507.2	531.8	558.9
Payments to suppliers and employees	(394.5)	(458.4)	(463.1)	16.2%	(493.4)	(522.8)	(549.8)
<b>Net cash flow from operating activities</b>	<b>49.1</b>	<b>11.9</b>	<b>18.1</b>	<b>(75.8%)</b>	<b>13.8</b>	<b>9.0</b>	<b>9.1</b>
<b>Cash flow from investing activities</b>							
Purchase of PPE	(2.9)	(11.8)	(16.2)	306.9%	(10.2)	(10.2)	(10.2)
Purchase of Intangible assets	(0.5)	(9.5)	(24.0)	1 800.0%	(9.0)	(3.5)	(3.5)
Proceeds from sale of assets	-	-	-	-	-	-	-
<b>Net cash flow from investing activities</b>	<b>(3.4)</b>	<b>(21.3)</b>	<b>(40.2)</b>	<b>526.5%</b>	<b>(19.2)</b>	<b>(13.7)</b>	<b>(13.7)</b>
Net increase/(decrease) in cash and cash equivalents	45.7	(9.4)	(22.1)	(120.6%)	(5.4)	(4.7)	(4.6)
Cash and cash equivalents at the beginning	93.4	96.8	224.7	3.6%	202.6	197.2	192.5
<b>Cash and cash equivalents at the end of the</b>	<b>139.1</b>	<b>87.4</b>	<b>202.6</b>	<b>(37.2%)</b>	<b>197.2</b>	<b>192.5</b>	<b>187.9</b>

STRATEGIC OUTCOME	STRATEGIC RISK	ROOT CAUSES (CONTRIBUTING FACTORS)	CONSEQUENCES (IMPACT OF OCCURRENCE)	LIKELIHOOD	IMPACT	INHERENT RISK	EXISTING CONTROLS	CONTROL EFFECTIVENESS	RESIDUAL RISK	Prioritisation on Risk Register	Risk Owner	ACTION PLAN (CORRECTIVE ACTIONS)	Action Owner	Risk Trend
				Rating	Descriptor	Rating	Rating	Rating	Rating	Priority 1	Priority 2			
<p><b>1. Safe South African Maritime Transport System (SARMS) - (SARMS and Property)</b></p> <p>To safeguard life and property across the maritime transport system, SARMS and Property will ensure that all maritime transport activities are conducted in a safe and secure manner, and that all maritime transport activities are conducted in a safe and secure manner, and that all maritime transport activities are conducted in a safe and secure manner.</p> <p>The ultimate result will be ensuring the welfare and safety of goods being transported by vessels.</p>	<p>A vessel or any marine pollution incident occurs</p> <p>A vessel or any marine pollution incident occurs</p> <p>A vessel or any marine pollution incident occurs</p>	<p>Lack of necessary vessel movements in South African Exclusive Economic Zone (EEZ).</p> <p>Human Error.</p> <p>Vessel technical issues</p> <p>Act of God.</p> <p>Lack of resources to attend to incidents.</p>	<p>Reputational damage to the Country</p> <p>Environmental damage to the Country</p> <p>Reputational damage to the Country</p> <p>Environmental damage to the Country</p> <p>Reputational damage to the Country</p> <p>Environmental damage to the Country</p>	High/Low	Catastrophic	20	<p>The SARMS and Property are approved and safe to use.</p> <p>2. EOP - Career development strategies are in place to ensure that SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	45%	Subsidiary	Priority 2	CHCS	<p>1. Benchmark salaries and fringe benefits to be competitive with the market.</p> <p>2. Complete implementation of the SARMS Maritime Technical Skills Allowance by August 2023.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	CHCS	↑
<p><b>2. Financially sustainable SARMS with enough resources to fund SARMS - maritime infrastructure</b></p>	<p>Failure of ICT Infrastructure and non-availability of Business Applications</p>	<p>Lack of necessary vessel movements in South African Exclusive Economic Zone (EEZ).</p> <p>Human Error.</p> <p>Vessel technical issues</p> <p>Act of God.</p> <p>Lack of resources to attend to incidents.</p>	<p>Non delivery of services and products to SARMS clients</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p>	High/Low	Catastrophic	20	<p>1. SARMS and Property are approved and safe to use.</p> <p>2. EOP - Career development strategies are in place to ensure that SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	50%	Critical Risk	Priority 2	COO	<p>1. Investigate a better funding model, consider Environmental Leases and other alternatives to fund MDA.</p> <p>2. New MDA systems to be investigated which can lead to better integration with other intelligence systems and domain data.</p> <p>3. Gap Analysis to be completed by SWR in terms of inland water Aids to Navigation and recommendations implemented by March 2024.</p>	COO	↑
<p><b>3. Compliance to NATIONAL AND REGULATORY REQUIREMENTS</b></p>	<p>COMPLIANCE TO NATIONAL AND REGULATORY REQUIREMENTS</p>	<p>Lack of necessary vessel movements in South African Exclusive Economic Zone (EEZ).</p> <p>Human Error.</p> <p>Vessel technical issues</p> <p>Act of God.</p> <p>Lack of resources to attend to incidents.</p>	<p>Non achievement of the SARMS Maritime and Property Regulatory Requirements (SARMS Regulatory Requirements)</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p>	High/Low	Catastrophic	20	<p>1. SARMS and Property are approved and safe to use.</p> <p>2. EOP - Career development strategies are in place to ensure that SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	50%	Critical Risk	Priority 2	COO	<p>1. Investigate a better funding model, consider Environmental Leases and other alternatives to fund MDA.</p> <p>2. New MDA systems to be investigated which can lead to better integration with other intelligence systems and domain data.</p> <p>3. Gap Analysis to be completed by SWR in terms of inland water Aids to Navigation and recommendations implemented by March 2024.</p>	COO	↑
<p><b>4. Digital SARMS with all systems fully optimised with new technologies to ensure better work practices and greater synergies, allowing for integrated systems</b></p>	<p>Cyber Security Risk</p>	<p>Lack of necessary vessel movements in South African Exclusive Economic Zone (EEZ).</p> <p>Human Error.</p> <p>Vessel technical issues</p> <p>Act of God.</p> <p>Lack of resources to attend to incidents.</p>	<p>Non achievement of the SARMS Maritime and Property Regulatory Requirements (SARMS Regulatory Requirements)</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p>	High/Low	Catastrophic	20	<p>1. SARMS and Property are approved and safe to use.</p> <p>2. EOP - Career development strategies are in place to ensure that SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	50%	Critical Risk	Priority 2	CEO	<p>1. Investigate a better funding model, consider Environmental Leases and other alternatives to fund MDA.</p> <p>2. New MDA systems to be investigated which can lead to better integration with other intelligence systems and domain data.</p> <p>3. Gap Analysis to be completed by SWR in terms of inland water Aids to Navigation and recommendations implemented by March 2024.</p>	CEO	↑
<p><b>5. Digital SARMS with all systems fully optimised with new technologies to ensure better work practices and greater synergies, allowing for integrated systems</b></p>	<p>Cyber Security Risk</p>	<p>Lack of necessary vessel movements in South African Exclusive Economic Zone (EEZ).</p> <p>Human Error.</p> <p>Vessel technical issues</p> <p>Act of God.</p> <p>Lack of resources to attend to incidents.</p>	<p>Non achievement of the SARMS Maritime and Property Regulatory Requirements (SARMS Regulatory Requirements)</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p> <p>Reputational damage to the Country</p>	High/Low	Catastrophic	20	<p>1. SARMS and Property are approved and safe to use.</p> <p>2. EOP - Career development strategies are in place to ensure that SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p> <p>3. SARMS and Property staff are equipped with the necessary skills and knowledge to perform their duties effectively.</p>	50%	Critical Risk	Priority 2	CEO	<p>1. Investigate a better funding model, consider Environmental Leases and other alternatives to fund MDA.</p> <p>2. New MDA systems to be investigated which can lead to better integration with other intelligence systems and domain data.</p> <p>3. Gap Analysis to be completed by SWR in terms of inland water Aids to Navigation and recommendations implemented by March 2024.</p>	CEO	↑





Very Good	87%	Time exposure is effectively controlled and managed.
Good	72%	Majority of risk exposure is effectively controlled and managed. Minor Deficiencies
Satisfactory	50%	There is room for some improvement.
Weak	32%	Some of the risk exposure appears to be controlled, but there are major deficiencies.
Unsatisfactory	19%	Control measures are ineffective.

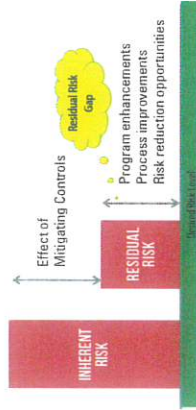
**Inherent Risk Exposure**

Inherent risk exposure	Category Definition (Risk Implication)	Risk Factor
Extreme/Catastrophic	Unacceptable level of risk - High level of control intervention required to achieve an acceptable level of residual risk	> 20
Critical	Unacceptable level of risk - Control interventions required to achieve an acceptable level of residual risk	15 < 20
Serious/Major	Unacceptable level of risk, except under unique circumstances or conditions - Moderate level of control intervention required to achieve an acceptable level of residual risk	10 < 15
Low	Acceptable level of risk, with periodic monitoring	5 < 10
Insignificant/Negligible	Not necessitating controls of any kind outside of good industry	< 5

**Residual Risk**

Residual risk exposure	Risk Implications	Risk Factor
Extreme/Catastrophic	Unacceptable level of residual risk. Implies that the controls are generally inadequate and/or ineffective. Controls require some review. Proper implementation of design, training and effective reporting.	> 15
Critical	Unacceptable level of residual risk. Implies that the controls are inadequate (poorly designed) or ineffective (poorly implemented). Controls require substantial redesign or a greater emphasis on proper implementation. Reporting should be regular to the oversight bodies.	10 < 15
Serious/Major	Unacceptable level of residual risk. Implies that the controls are generally inadequate and/or ineffective. Controls require some review. Proper implementation of design, training and effective reporting.	5 < 10
Low	Acceptable level of residual risk. Implies that the controls are in place. Monitoring and Reporting is sufficient.	2.5 < 5
Insignificant/Negligible	Priority acceptable level of residual risk. Implies minimal control improvements.	< 2.5

**Determining Risk Exposure - Residual Risk Gap**



RISK SOURCE	RISK CATEGORY	DESCRIPTION
Human Resource	Human Resource	Risks that relate to human resources of SAMSAC. These risks can have an effect on the SAMSAC's human capital with regard to: Integrity and honesty in Skills and competence of Employees wellness, Safety programs, Environmental Protection, and Occupational health and safety.

Risk Responses Strategy	Prioritisation on the Risk Register	Residual risk exposure
Immediate Action	Priority 1	Extreme/Catastrophic
Action	Priority 2	High/Critical
Monitor	Priority 3	Moderate
Tolerate	Priority 4	Low
Accept	Priority 5	Insignificant

**Reporting Status**

Reporting Status	Description
Completed	Mitigating action has been successfully completed.
In Progress - On Time	Mitigating action implementation has been initiated and is on progress. Implementation is expected to meet the timelines.
In Progress - Delay Forward	Mitigating action implementation has been initiated and is on progress. Implementation will meet the set timelines but delay has been exhibited.
Not Yet On	Mitigating action not started.

Internal	Knowledge and Information Management	Risks relating to the SANSO's management of knowledge and information. In identifying the risks consider the following aspects related to knowledge management: i. Accuracy of information. ii. Stability of the information. iii. Integrity of information data. iv. Availability of the information. v. Confidentiality and vi. Safeguarding.		
Internal	Litigation	Risks that the SANSO might suffer losses due to litigation and lawsuits against: i. Clients by employees, the public, service providers and other third party. ii. Failure to exercise certain rights that are to its advantage.		
Internal	Service Delivery	Every institution exists to provide value for its stakeholders. The risk will arise if the appropriate quality of service is not delivered to the citizens.		
Internal	Information Technology	The risks relating specifically to SANSO's IT objectives, infrastructure requirements, etc. Possible considerations could include the following when identifying applicable risks: i. Security and confidentiality (risks) ii. Applicability of IT infrastructure iii. Integration / interfaces of the systems. iv. Reliability of the systems and v. Obsolescence of technology		
Internal	Third Party Performance	Risks related to the SANSO's dependence on the performance of a third party. Risks in this regard could be that there is the likelihood that a service provider might not perform according to the service level agreement entered into with the third party. Other risks could include: i. Oversight failure to perform. ii. Not rendering the required service in time. iii. Not rendering the correct service, and iv. Inadequate / poor quality of performance.		
Internal	Health & Safety	Risks from occupational health and safety issues e.g., injury on duty, outbreak of disease within the SANSO.		
Internal	Disaster Recovery Business Continuity	Risks related to the SANSO's preparedness or absence thereof to disaster that could impact the normal functioning of SANSO e.g., natural disasters, act of terrorism etc. This would lead to the disruption of processes and hence the SANSO's ability to deliver services to its stakeholders. Factors to consider include: i. Disaster management procedures, and ii. Contingency planning.		
Internal	Compliance / Regulatory	Risks related to the compliance requirements that the SANSO has to meet. Factors to consider could include: i. Monitoring and enforcement mechanisms. ii. Consequences of non-compliance, and iii. Risk and penalties paid.		
Internal	Fraud And Corruption	These risks relate to illegal or improper acts by employees resulting in a loss of the SANSO's assets or resources.		
Internal	Financial	Risks encompassing the entire scope of general financial management. i. Cash flow adequacy and management thereof. ii. Financial losses. iii. Wasteful expenditure. iv. Financial statement integrity. v. Premium collection, and vi. Increasing operational expenditures.		
Internal	Cultural	Risks relating to SANSO's overall culture and control environment. The various factors to consider could include: i. Communication channels and the effectiveness; ii. Cultural integration; iii. Enforcement of ethics and values; iv. Management style.		
External	Economic Environment	Risks related to the SANSO's economic environment. Factors to consider include: i. Inflation; ii. Exchange rate fluctuations, and iii. Fiscal data.		
External	Political Environment	Risks emanating from political factors and decisions that have an impact on the SANSO's mandate and operations. Possible factors to consider include: i. Changes in government; ii. Local, Provincial and National elections; and iii. Changes in office bearers.		
External	Social Environment	Risks related to the SANSO's social environment. Possible factors to consider include: i. Unemployment, and ii. Migration of workers.		
External	Natural Environment	Risks relating to the SANSO's natural environment and its impact on normal operations could include: i. Depletion of natural resources; ii. Environmental degradation; iii. Natural disasters, and iv. Pollution.		
External	Technological Environment	Risks emanating from the effects of advancements and changes in technology.		
External	Legislative Environment	Risks related to the SANSO's legislative environment e.g. changes in legislation, conflicting legislation.		

## Technical Indicator Descriptions

Indicator Title	Reportable Maritime Pollution rate from all types of vessels
<p><b>Definition</b></p>	<p><i>The objectives of the Authority are—</i></p> <ul style="list-style-type: none"> <li><i>(a) to ensure safety of life and property at sea;</i></li> <li><i>(b) to prevent and combat pollution of the marine environment by ships; and</i></li> <li><i>(c) to promote the Republic's maritime interests.</i></li> </ul> <p><i>It is SAMSA's responsibility to ensure that all Maritime Pollution Incidents where the Marine Environment is polluted, are properly investigated, as prescribed by the following legislation:</i></p> <p><b>MARINE POLLUTION (CONTROL AND CIVIL LIABILITY) ACT NO. 6 OF 1981</b></p> <p><i>If any oil is discharged from a ship, tanker or offshore installation the master of such ship, tanker or offshore installation and, if he is not the owner of such ship, tanker or offshore installation, also the owner thereof, shall be guilty of an offence unless—</i></p> <ul style="list-style-type: none"> <li><i>(a) the oil in question was discharged for the purpose of securing the safety of such ship, tanker or offshore installation or of any other ship or tanker or of preventing damage to such ship, tanker or offshore installation or to any other ship or tanker or the cargo thereof, or of saving life, and such discharge of the oil was necessary for such purpose or was a reasonable step to take in the circumstances;</i></li> <li><i>(b) the oil in question escaped from the ship, tanker or offshore installation in consequence of damage to the ship, tanker or offshore installation, and as soon as practicable after the damage occurred all reasonable steps were taken for preventing or (if it could not be prevented) for stopping or reducing the escape of the oil; or</i></li> <li><i>(c) the oil in question escaped by reason of leakage, and neither such leakage nor any delay in discovering it was due to any lack of reasonable care, and as soon as practicable after the escape was discovered, all reasonable steps were taken for stopping or reducing it.</i></li> </ul> <p><b>MARINE POLLUTION (PREVENTION OF POLLUTION FROM SHIPS) ACT 2 OF 1986</b></p> <ul style="list-style-type: none"> <li><i>(1) (a) Any person who contravenes any provision of this Act or the Convention or who fails to comply with any provision thereof with which it is his or her duty to comply, shall be guilty of an offence.</i></li> <li><i>(b) The owner and the master of a ship that does not comply with the requirements of this Act and the Convention shall each be guilty of an offence.</i></li> <li><i>(2) (a) At a prosecution under subsection (1) in relation to a discharge of a harmful substance from a ship into the sea it shall be sufficient for the State to show that such discharge occurred, but it shall be a good defence if it is shown that the discharge complied with the requirements of this Act or the Convention.</i></li> <li><i>(b) For the purposes of paragraph (a), 'discharge' and 'harmful substance' shall have the meanings assigned thereto in Article 2 of the Convention.</i></li> <li><i>(3) No person shall be guilty of an offence under subsection (1) if he or she can show that he or she took all reasonable steps to ensure that the provisions of this Act and the Convention were complied with.</i></li> <li><i>(4) Any person convicted of an offence under subsection (1) shall be liable to a fine not exceeding R500 000, or to imprisonment for a period not exceeding five years or to such fine as well as such imprisonment.</i></li> <li><i>(5) If any person-</i> <ul style="list-style-type: none"> <li><i>(a) admits to the Authority that he or she has contravened or failed to comply with any provision of this Act or the Convention, which contravention or failure constitutes an offence under this Act;</i></li> </ul> </li> </ul>

(b) agrees to abide by the decision of the Authority; and  
(c) deposits with the Authority such sum as may be required of him or her, but not exceeding the maximum fine which may be imposed for a conviction for the contravention or failure in question,  
the Authority may, after such enquiry as it deems necessary, determine the matter summarily and may, without legal proceedings, order by way of penalty the whole or any part of the said deposit to be forfeited.  
(6) There shall be a right of appeal to the Minister from a determination or order by the Authority under subsection (5) whereby a penalty exceeding R10 000 is imposed, provided such right is exercised within a period of three months from the date of such determination or order.

3A. Offences and penalties.—(1) (a) Any person who contravenes any provision of this Act or the Convention or who fails to comply with any provision thereof with which it is his or her duty to comply, shall be guilty of an offence.

(b) The owner and the master of a ship that does not comply with the requirements of this Act and the Convention shall each be guilty of an offence.

(2) (a) At a prosecution under subsection (1) in relation to a discharge of a harmful substance from a ship into the sea it shall be sufficient for the State to show that such discharge occurred, but it shall be a good defence if it is shown that the discharge complied with the requirements of this Act or the Convention.

(b) For the purposes of paragraph (a), "discharge" and "harmful substance" shall have the meanings assigned thereto in Article 2 of the Convention.

(3) No person shall be guilty of an offence under subsection (1) if he or she can show that he or she took all reasonable steps to ensure that the provisions of this Act and the Convention were complied with.

(4) Any person convicted of an offence under subsection (1) shall be liable to a fine not exceeding R500 000, or to imprisonment for a period not exceeding five years or to such fine as well as such imprisonment.

(5) If any person—

(a) admits to the Authority that he or she has contravened or failed to comply with any provision of this Act or the Convention, which contravention or failure constitutes an offence under this Act;

(b) agrees to abide by the decision of the Authority; and

(c) deposits with the Authority such sum as may be required of him or her, but not exceeding the maximum fine which may be imposed for a conviction for the contravention or failure in question,

the Authority may, after such enquiry as it deems necessary, determine the matter summarily and may, without legal proceedings, order by way of penalty the whole or any part of the said deposit to be forfeited.

(6) There shall be a right of appeal to the Minister from a determination or order by the Authority under subsection (5) whereby a penalty exceeding R10 000 is imposed, provided such right is exercised within a period of three months from the date of such determination or order.

(7) The imposition of a penalty under subsection (5) shall be deemed not to be a conviction of an offence, but no prosecution in respect of the offence in question may thereafter be instituted.

Definitions:-

'Oil' means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

	<p><i>'Harmful substance' means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention.</i></p> <p><i>Pollution includes:</i></p> <p><i>"Operational wastes" includes all maintenance wastes, cargo-associated wastes and cargo residues except residues or wastes from substances which are defined or listed in other Annexes to the present Convention;</i></p> <p><i>"Discharge", in relation to harmful substances or effluents containing such substances, means any release howsoever caused from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting, or emptying; 'Discharge' does not include:</i></p> <ul style="list-style-type: none"> <li><i>(i) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done at London on 13 November 1972; or</i></li> <li><i>(ii) release of harmful substances directly arising from the exploration, exploitation and associated off-shore processing of sea-bed mineral resources; or</i></li> <li><i>(iii) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control.</i></li> </ul> <p><i>The Pollution Incident Rate shall not include:</i></p> <ul style="list-style-type: none"> <li><i>(i) Any incident where the origin of the pollution cannot be directly traced to a vessel.</i></li> <li><i>(ii) Air Pollution and Sewage as Annex IV and Annex VI is not yet legislated within the MARPOL Act.</i></li> </ul>
<b>Source of data</b>	RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)
<b>Method of Calculation/Assessment</b>	$\frac{\text{Number of Pollution Incidents from ships}}{\text{Number of SA Registered Ships} + \text{Number of foreign PAN ships}} \times 1000$ <p>The Number of SA Registered Ships + Number of Foreign PAN ships (excluding South African ships) are used to create a standardised factor for the calculation to determine an incident rate consistently. The foreign vessel could return multiple times to South African territorial waters, however for the purposes of the calculation only the "unique" vessels will be counted once whether or not she has called at South Africa multiple times during the month.</p>
<b>Means of Verification</b>	<ul style="list-style-type: none"> <li>(a) RPT-701-20-01 Initial Report - Maritime Statistics</li> <li>(b) Admissions of Contravention (if the incident is an offence)</li> <li>(c) Official Receipt (if the incident is an offence)</li> <li>(d) Supporting Letter (if the incident is an offence)</li> <li>(e) PAN reports received by MRCC via email from ships or ship agents on behalf of a ship</li> <li>(f) SA Ship Register</li> </ul> <p><i>Supporting documents:-</i></p> <ul style="list-style-type: none"> <li><i>(i) Annual summary of all pollution incidents</i></li> <li><i>(ii) Summary of all foreign vessels, as extracted from PAN reports from MRCC</i></li> <li><i>(iii) Summary of all SA registered vessels</i></li> <li><i>(iv) SA registered ship's vessel file containing ship history</i></li> </ul>

## Assumptions

- (a) All pollution incidents are reported to the Authority
- (b) Any Party shall furnish to the Authority evidence, if any, that the ship has discharged harmful substances or effluents containing such substances in violation of the provisions of the Regulations.
- (c) The Authority is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation
- (d) The origin of the pollution incident can be directly traced to a ship
- (e) Ship owners inform ship registrar if the vessel cease to be entitled to be registered
- (f) All port offices adhere to the procedure, as prescribed by Marine Circular 07- 2021 (Casualty investigation process and the recording of key performance indicators)
- (g) All foreign vessels adhere to the reporting requirements of the MS (Maritime Security) Regulations, 2004
- (h) A regulated vessel pose a risk to South Africa whenever the vessel is in South African waters and therefore may present a risk to South Africa on more than one occasion in a month or year if the vessel is a regular port caller, whenever the vessel returns to South Africa after departing South African waters.

For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year with valid Certificates of Register.

### **DENOMINATORS explained:**

#### (i) NUMBER OF POLLUTION INCIDENTS FROM SHIPS

'Ship' means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms

It shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service.

Exceptions:

- (j) the discharge into the sea necessary for the purpose of securing the safety of a ship or saving life at sea
- (k) the discharge into the sea resulting from damage to a ship or its equipment:
  - a. provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
  - b. except if the owner or the Master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result

This denominator only includes pollution incidents as per the definition and exclusion of a reportable marine pollution incident:-


- (l) if the date of incident is during the period of 1 April to 31 March of each financial year

#### a) TOTAL SA REGISTERED SHIPS

“Register” means the South African Ships Register, established by section 33 of the Act  
“registered” means registered or deemed to be or regarded as registered in terms of the Act  
“unregistered”, in relation to a ship, means not registered in terms of this Act or in terms of the law of another state

	<p>The following ships are entitled to be registered as per Section 3 of the Ship Registration Act:</p> <ul style="list-style-type: none"> <li>(i) Registered Ships;</li> <li>(ii) Unregistered ships, being entitled to be registered in terms of 16(a) or (b) of the Act. <ul style="list-style-type: none"> <li>a. South African-owned ships;</li> <li>b. Small vessels, other than fishing vessels</li> <li>c. Ships on bareboat charter to a South African</li> </ul> </li> </ul> <p>Exclusions, as per section 42 of the Act:</p> <ul style="list-style-type: none"> <li>(i) Ship that are constructively lost, taken by an enemy, burnt or broken up or</li> <li>(ii) Ships that cease to be entitled to be registered</li> <li>(iii) Ships that have successfully been deleted and regarded as closed</li> </ul> <p>ship is deemed to be constructively lost if—</p> <ul style="list-style-type: none"> <li>(a) the ship is reasonably abandoned for the reason that its actual total loss appears to be unavoidable;</li> <li>(b) the ship cannot be preserved from actual total loss without an expenditure that would exceed its value when the expenditure has been incurred; or</li> <li>(c) the ship has been damaged to the extent that the cost of repairing the damage would exceed its value when repaired</li> </ul> <p>For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year <u>with valid Certificates of Register</u>.</p> <p style="text-align: center;"><b>b) NUMBER OF FOREIGN PAN SHIPS</b></p> <p>All South African regulated and foreign regulated ships intending to call at a South African port are required to submit a Pre-Arrival Notification (PAN Report) as per Section 10, 11 and 86 of the MS(Maritime Security) Regulations, 2004 once the ship has left South Africa on a foreign going voyage. Only the “unique” vessels are counted.</p> <p>Regulated ships are:</p> <ul style="list-style-type: none"> <li>(i) South African foreign going ships that is a passenger ship, cargo ship &gt;500 GT or mobile offshore drilling unit</li> <li>(ii) A foreign ship that is a passenger ship, cargo ship &gt;500 GT or mobile offshore drilling unit <u>and</u> is in South African waters or is in, or is intending to proceed to, a port in the Republic.</li> </ul> <p>Exclusions:</p> <ul style="list-style-type: none"> <li>(i) Warship or other ships operated for naval, military, customs or law enforcement purposes by an organ of state or foreign state</li> <li>(ii) for the purposes of this denominator, South African regulated ships are excluded and included in the SA registered ship denominator count.</li> </ul>
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A
<b>Calculation Type</b>	Frequency Rate per 1000 vessels
<b>Reporting Cycle</b>	Annual



<b>Desired performance (Annual Target)</b>	Below 4 Reportable Maritime Incident rate from all types of vessels.	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 2</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 3</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 3</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Indicator Responsibility</b>	Deputy Chief Operations Officer 	

## Technical Indicator Descriptions

Indicator Title	Reportable Maritime Pollution rate from all types of vessels
Definition	<p><i>The objectives of the Authority are—</i></p> <ul style="list-style-type: none"> <li><i>(a) to ensure safety of life and property at sea;</i></li> <li><i>(b) to prevent and combat pollution of the marine environment by ships; and</i></li> <li><i>(c) to promote the Republic's maritime interests.</i></li> </ul> <p><i>It is SAMSA's responsibility to ensure that all Maritime Pollution Incidents where the Marine Environment is polluted, are properly investigated, as prescribed by the following legislation:</i></p> <p><b>MARINE POLLUTION (CONTROL AND CIVIL LIABILITY) ACT NO. 6 OF 1981</b></p> <p><i>If any oil is discharged from a ship, tanker or offshore installation the master of such ship, tanker or offshore installation and, if he is not the owner of such ship, tanker or offshore installation, also the owner thereof, shall be guilty of an offence unless—</i></p> <ul style="list-style-type: none"> <li><i>(a) the oil in question was discharged for the purpose of securing the safety of such ship, tanker or offshore installation or of any other ship or tanker or of preventing damage to such ship, tanker or offshore installation or to any other ship or tanker or the cargo thereof, or of saving life, and such discharge of the oil was necessary for such purpose or was a reasonable step to take in the circumstances;</i></li> <li><i>(b) the oil in question escaped from the ship, tanker or offshore installation in consequence of damage to the ship, tanker or offshore installation, and as soon as practicable after the damage occurred all reasonable steps were taken for preventing or (if it could not be prevented) for stopping or reducing the escape of the oil; or</i></li> <li><i>(c) the oil in question escaped by reason of leakage, and neither such leakage nor any delay in discovering it was due to any lack of reasonable care, and as soon as practicable after the escape was discovered, all reasonable steps were taken for stopping or reducing it.</i></li> </ul> <p><b>MARINE POLLUTION (PREVENTION OF POLLUTION FROM SHIPS) ACT 2 OF 1986</b></p> <ul style="list-style-type: none"> <li><i>(1) (a) Any person who contravenes any provision of this Act or the Convention or who fails to comply with any provision thereof with which it is his or her duty to comply, shall be guilty of an offence.</i></li> <li><i>(b) The owner and the master of a ship that does not comply with the requirements of this Act and the Convention shall each be guilty of an offence.</i></li> <li><i>(2) (a) At a prosecution under subsection (1) in relation to a discharge of a harmful substance from a ship into the sea it shall be sufficient for the State to show that such discharge occurred, but it shall be a good defence if it is shown that the discharge complied with the requirements of this Act or the Convention.</i></li> <li><i>(b) For the purposes of paragraph (a), 'discharge' and 'harmful substance' shall have the meanings assigned thereto in Article 2 of the Convention.</i></li> <li><i>(3) No person shall be guilty of an offence under subsection (1) if he or she can show that he or she took all reasonable steps to ensure that the provisions of this Act and the Convention were complied with.</i></li> <li><i>(4) Any person convicted of an offence under subsection (1) shall be liable to a fine not exceeding R500 000, or to imprisonment for a period not exceeding five years or to such fine as well as such imprisonment.</i></li> <li><i>(5) If any person-</i> <ul style="list-style-type: none"> <li><i>(a) admits to the Authority that he or she has contravened or failed to comply with any provision of this Act or the Convention, which contravention or failure constitutes an offence under this Act;</i></li> </ul> </li> </ul>

(b) agrees to abide by the decision of the Authority; and  
(c) deposits with the Authority such sum as may be required of him or her, but not exceeding the maximum fine which may be imposed for a conviction for the contravention or failure in question,  
the Authority may, after such enquiry as it deems necessary, determine the matter summarily and may, without legal proceedings, order by way of penalty the whole or any part of the said deposit to be forfeited.  
(6) There shall be a right of appeal to the Minister from a determination or order by the Authority under subsection (5) whereby a penalty exceeding R10 000 is imposed, provided such right is exercised within a period of three months from the date of such determination or order.

3A. Offences and penalties.—(1) (a) Any person who contravenes any provision of this Act or the Convention or who fails to comply with any provision thereof with which it is his or her duty to comply, shall be guilty of an offence.

(b) The owner and the master of a ship that does not comply with the requirements of this Act and the Convention shall each be guilty of an offence.

(2) (a) At a prosecution under subsection (1) in relation to a discharge of a harmful substance from a ship into the sea it shall be sufficient for the State to show that such discharge occurred, but it shall be a good defence if it is shown that the discharge complied with the requirements of this Act or the Convention.

(b) For the purposes of paragraph (a), "discharge" and "harmful substance" shall have the meanings assigned thereto in Article 2 of the Convention.

(3) No person shall be guilty of an offence under subsection (1) if he or she can show that he or she took all reasonable steps to ensure that the provisions of this Act and the Convention were complied with.

(4) Any person convicted of an offence under subsection (1) shall be liable to a fine not exceeding R500 000, or to imprisonment for a period not exceeding five years or to such fine as well as such imprisonment.

(5) If any person—

(a) admits to the Authority that he or she has contravened or failed to comply with any provision of this Act or the Convention, which contravention or failure constitutes an offence under this Act;

(b) agrees to abide by the decision of the Authority; and

(c) deposits with the Authority such sum as may be required of him or her, but not exceeding the maximum fine which may be imposed for a conviction for the contravention or failure in question,

the Authority may, after such enquiry as it deems necessary, determine the matter summarily and may, without legal proceedings, order by way of penalty the whole or any part of the said deposit to be forfeited.

(6) There shall be a right of appeal to the Minister from a determination or order by the Authority under subsection (5) whereby a penalty exceeding R10 000 is imposed, provided such right is exercised within a period of three months from the date of such determination or order.

(7) The imposition of a penalty under subsection (5) shall be deemed not to be a conviction of an offence, but no prosecution in respect of the offence in question may thereafter be instituted.

Definitions:-

'Oil' means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products.

	<p><i>'Harmful substance' means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention.</i></p> <p><i>Pollution includes:</i></p> <p><i>"Operational wastes" includes all maintenance wastes, cargo-associated wastes and cargo residues except residues or wastes from substances which are defined or listed in other Annexes to the present Convention;</i></p> <p><i>"Discharge", in relation to harmful substances or effluents containing such substances, means any release howsoever caused from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting, or emptying; 'Discharge' does not include:</i></p> <ul style="list-style-type: none"> <li><i>(i) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done at London on 13 November 1972; or</i></li> <li><i>(ii) release of harmful substances directly arising from the exploration, exploitation and associated off-shore processing of sea-bed mineral resources; or</i></li> <li><i>(iii) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control.</i></li> </ul> <p><i>The Pollution Incident Rate shall not include:</i></p> <ul style="list-style-type: none"> <li><i>(i) Any incident where the origin of the pollution cannot be directly traced to a vessel.</i></li> <li><i>(ii) Air Pollution and Sewage as Annex IV and Annex VI is not yet legislated within the MARPOL Act.</i></li> </ul>
<b>Source of data</b>	<p><i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i></p>
<b>Method of Calculation/Assessment</b>	$\frac{\text{Number of Pollution Incidents from ships}}{\text{Number of SA Registered Ships} + \text{Number of foreign PAN ships}} \times 1000$ <p>The Number of SA Registered Ships + Number of Foreign PAN ships (excluding South African ships) are used to create a standardised factor for the calculation to determine an incident rate consistently. The foreign vessel could return multiple times to South African territorial waters, however for the purposes of the calculation only the "unique" vessels will be counted once whether or not she has called at South Africa multiple times during the month.</p>
<b>Means of Verification</b>	<ul style="list-style-type: none"> <li><i>(a) RPT-701-20-01 Initial Report - Maritime Statistics</i></li> <li><i>(b) Admissions of Contravention (if the incident is an offence)</i></li> <li><i>(c) Official Receipt (if the incident is an offence)</i></li> <li><i>(d) Supporting Letter (if the incident is an offence)</i></li> <li><i>(e) PAN reports received by MRCC via email from ships or ship agents on behalf of a ship</i></li> <li><i>(f) SA Ship Register</i></li> </ul> <p><i>Supporting documents:-</i></p> <ul style="list-style-type: none"> <li><i>(i) Annual summary of all pollution incidents</i></li> <li><i>(ii) Summary of all foreign vessels, as extracted from PAN reports from MRCC</i></li> <li><i>(iii) Summary of all SA registered vessels</i></li> <li><i>(iv) SA registered ship's vessel file containing ship history</i></li> </ul>

## Assumptions

- (a) All pollution incidents are reported to the Authority
- (b) Any Party shall furnish to the Authority evidence, if any, that the ship has discharged harmful substances or effluents containing such substances in violation of the provisions of the Regulations.
- (c) The Authority is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation
- (d) The origin of the pollution incident can be directly traced to a ship
- (e) Ship owners inform ship registrar if the vessel cease to be entitled to be registered
- (f) All port offices adhere to the procedure, as prescribed by Marine Circular 07- 2021 (Casualty investigation process and the recording of key performance indicators)
- (g) All foreign vessels adhere to the reporting requirements of the MS (Maritime Security) Regulations, 2004
- (h) A regulated vessel pose a risk to South Africa whenever the vessel is in South African waters and therefore may present a risk to South Africa on more than one occasion in a month or year if the vessel is a regular port caller, whenever the vessel returns to South Africa after departing South African waters.

For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year with valid Certificates of Register.

### **DENOMINATORS explained:**

#### (i) NUMBER OF POLLUTION INCIDENTS FROM SHIPS

'Ship' means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms

It shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service.

Exceptions:

- (j) the discharge into the sea necessary for the purpose of securing the safety of a ship or saving life at sea
- (k) the discharge into the sea resulting from damage to a ship or its equipment:
  - a. provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
  - b. except if the owner or the Master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result


This denominator only includes pollution incidents as per the definition and exclusion of a reportable marine pollution incident:-

- (l) if the date of incident is during the period of 1 April to 31 March of each financial year

#### a) TOTAL SA REGISTERED SHIPS

"Register" means the South African Ships Register, established by section 33 of the Act  
"registered" means registered or deemed to be or regarded as registered in terms of the Act  
"unregistered", in relation to a ship, means not registered in terms of this Act or in terms of the law of another state

	<p>The following ships are entitled to be registered as per Section 3 of the Ship Registration Act:</p> <ul style="list-style-type: none"> <li>(i) Registered Ships;</li> <li>(ii) Unregistered ships, being entitled to be registered in terms of 16(a) or (b) of the Act. <ul style="list-style-type: none"> <li>a. South African-owned ships;</li> <li>b. Small vessels, other than fishing vessels</li> <li>c. Ships on bareboat charter to a South African</li> </ul> </li> </ul> <p>Exclusions, as per section 42 of the Act:</p> <ul style="list-style-type: none"> <li>(i) Ship that are constructively lost, taken by an enemy, burnt or broken up or</li> <li>(ii) Ships that cease to be entitled to be registered</li> <li>(iii) Ships that have successfully been deleted and regarded as closed</li> </ul> <p>ship is deemed to be constructively lost if—</p> <ul style="list-style-type: none"> <li>(a) the ship is reasonably abandoned for the reason that its actual total loss appears to be unavoidable;</li> <li>(b) the ship cannot be preserved from actual total loss without an expenditure that would exceed its value when the expenditure has been incurred; or</li> <li>(c) the ship has been damaged to the extent that the cost of repairing the damage would exceed its value when repaired</li> </ul> <p>For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year <u>with valid Certificates of Register</u>.</p> <p style="text-align: center;">b) NUMBER OF FOREIGN PAN SHIPS</p> <p>All South African regulated and foreign regulated ships intending to call at a South African port are required to submit a Pre-Arrival Notification (PAN Report) as per Section 10, 11 and 86 of the MS(Maritime Security) Regulations, 2004 once the ship has left South Africa on a foreign going voyage. Only the “unique” vessels are counted.</p> <p>Regulated ships are:</p> <ul style="list-style-type: none"> <li>(i) South African foreign going ships that is a passenger ship, cargo ship &gt;500 GT or mobile offshore drilling unit</li> <li>(ii) A foreign ship that is a passenger ship, cargo ship &gt;500 GT or mobile offshore drilling unit <u>and</u> is in South African waters or is in, or is intending to proceed to, a port in the Republic.</li> </ul> <p>Exclusions:</p> <ul style="list-style-type: none"> <li>(i) Warship or other ships operated for naval, military, customs or law enforcement purposes by an organ of state or foreign state</li> <li>(ii) for the purposes of this denominator, South African regulated ships are excluded and included in the SA registered ship denominator count.</li> </ul>
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A
<b>Calculation Type</b>	Frequency Rate per 1000 vessels
<b>Reporting Cycle</b>	Annual

<b>Desired performance (Annual Target)</b>	Below 4 Reportable Maritime Incident rate from all types of vessels.	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 2</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 3</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Quarter 3</b>	Below 4 Reportable Maritime Pollution Incident rate from all types of vessels	<i>RPT-701-20-01 Initial Report - Maritime Statistics, Admission of Contravention (if applicable), Official Receipt (if applicable), Supporting Letter (if applicable)</i>
<b>Indicator Responsibility</b>	Deputy Chief Operations Officer 	

## Technical Indicator Descriptions

Indicator Title	Number of reportable GBV cases attended to (resolved)
<p><b>Definition</b></p>	<p>SAMSA has a responsibility under the Merchant Shipping Act 57 of 1951 to look after the working conditions of seafarers working on South African registered ships as well as the welfare of South African seafarers.</p> <p>South Africa as a party to the Maritime Labour Convention 2006 has a responsibility to look after the working conditions and the welfare of all seafarers working on ships within South African waters including ports and harbours.</p> <p><b>Definition:</b> Gender-Based Violence (GBV) - is a term used to describe violence of various groups directed at an individual based on their gender. This violence can include verbal, emotional, sexual, physical, psychological, and economic abuse. GBV also includes sexual harassment, sexual assault, and rape. The violence can also manifest in other ways, such as through unfair discrimination and shaming related to one's gender role, or behaviour.</p> <p><b>Definition &amp; application:</b> Seafarers - For purposes of this KPI, seafarer refers to any person working on board a commercial ship (including fishing vessels) registered in South Africa regardless of nationality of the seafarer. This also extends to any seafarer working on foreign commercial ship (including fishing vessels) that is within South African waters and ports/harbours at the time of the GBV incident.</p> <p>South African seafarers working on foreign registered ships operating in international waters can report GBV cases to SAMSA however, SAMSA has no jurisdiction over these cases. The local authority would investigate and SAMSA would have to follow the case as an interested party and support the family in communicating with the relevant authorities.</p> <p><b>Reportable</b> – these are GBV incidents that are recorded through the SAMSA email (<a href="mailto:welfare@samsa.org.za">welfare@samsa.org.za</a>).</p> <p><b>Attended to (resolved)</b> – these are the process steps taken in attending and resolving the GBV incidents.</p> <p>Receive a complaint via <a href="mailto:welfare@samsa.org.za">welfare@samsa.org.za</a> ,</p> <p>Open a folder/file for the case,</p> <p>Hold a session with the complainant/victim to establish facts including issues of jurisdiction,</p> <p>Verify the incident with the company and request incident report and company procedures on reporting and handling of GBV cases,</p> <p>At this stage the complainant/victim will be advised to report the matter to the South African Police Service and any other relevant authority</p>




	<p>SAMSA's role will be to ensure that the company assists the complainant/victim in the form of counselling and necessary majors are taken to protect her/him.</p> <p>Our role will be to ensure that the company takes responsibility, they conduct internal investigation, take disciplinary measures where necessary, provide counselling and once the case is resolved i.e. in the victims favour, we follow up to ensure that the victim is integrated back into the company.</p>	
<b>Source of data</b>	SAMSA has an email dedicated to reporting seafarer complaints including GBV cases. The email is manned by two people including a Social Worker. <a href="mailto:welfarer@samsa.org.za">welfarer@samsa.org.za</a>	
<b>Method of Calculation/Assessment</b>	Count Number of cases reported and attended to	
<b>Means of Verification</b>	Quarterly reports	
<b>Assumptions</b>	<p>Success depends on seafarers reporting the cases.</p> <p>1. Budget allocation for the work that needs to happen 2. The Key stakeholders in the Seafarer welfare will be part of the</p>	
<b>Disaggregation of beneficiaries (where applicable)</b>	Not applicable	
<b>Calculation Type</b>	Number	
<b>Reporting Cycle</b>	Quarterly	
<b>Desired performance (Annual Target)</b>	All reportable GBV cases attended to (resolved)	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	All reportable GBV cases attended to (resolved)	Seafarer Welfare Quarterly report
<b>Quarter 2</b>	All reportable GBV cases attended to (resolved)	Seafarer Welfare Quarterly report
<b>Quarter 3</b>	All reportable GBV cases attended to (resolved)	Seafarer Welfare Quarterly report
<b>Quarter 4</b>	All reportable GBV cases attended to (resolved)	<ol style="list-style-type: none"> <li>1. Seafarer Welfare Quarterly report</li> <li>2. Evidence of collaboration with other International Maritime Organization's (IMO) member States to ensure a coordinated and unified approach against GBV at sea.</li> <li>3. GBV seminar report</li> </ol>
<b>Indicator Responsibility</b>	Manager: OHS & Maritime Welfare	

Sign : 

## Technical Indicator Descriptions

Indicator Title	High priority vessels inspected under Port State responsibility
<p><b>Definition</b></p>	<p><i>High Priority vessels for the purposes of this protocol is about monitoring vessels on the IOMOU Watchlist/Alert vessels.</i></p> <p><i>The Authority is responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give the relevant conventions full and complete effect so as to ensure that, from the point of view of safety of life and pollution prevention, a ship is fit for the service for which it is intended, and seafarers are qualified and fit for their duties. The nature of international shipping means that ships may not frequently call at South African ports.</i></p> <p><i>Port State Control (PSC) is the process, permitted by the control provisions in the relevant international maritime Conventions, where a nation exercises authority over foreign vessels where those vessels are in its waters and subject to its jurisdiction. According to the provisions of the Indian Ocean Memorandum of understanding (IOMOU) on port State control, each maritime Authority shall work to maintain an effective system of PSC to ensure that foreign flagged merchant ships calling at one of its ports or at an offshore installation or anchored within its jurisdiction comply with relevant Conventions and Codes.</i></p> <p><i>PSC can only be exercised in respect of Conventions where the port State has adopted and ratified the applicable Convention. This includes adoption of the Convention within its National laws.</i></p> <p><i>The PSCOs can only apply a Convention to a ship in a manner consistent with the requirements of the Convention as they relate to the type, size and date of construction of that vessel. The PSCO should observe the Code of Good Practice for port State control officers, use professional judgment in carrying out all duties and consider consulting others as deemed appropriate.</i></p> <p><i>This performance indicator ensures that a ship which is considered sufficiently serious to trigger a Port State Control Inspection, regardless of the period since last inspection, is inspected during a visit in a South African port. These ships are identified as any ship that is on the IOMOU's "Ships on Watchlist/Alert vessels"</i></p> <p><i><b>Watchlist vessels/Alert vessels</b> are published in the IOMOU-IOCIS-PSCO system and a copy of these vessels may be obtained directly from the IOMOU secretary.</i></p> <p><i>Watchlist vessels, published by the IOMOU Secretary may include:</i></p> <ul style="list-style-type: none"> <li><i>(a) Vessels that jump detention and proceed to sea without complying with the conditions agreed to by the authority of the port of inspection.</i></li> <li><i>(b) Vessels that fail to proceed to a nominated and agreed repair port.</i></li> <li><i>(c) Vessels whose PSC inspections by a member State are suspended in accordance with paragraph 4.6 of the Port State Control Procedures</i></li> <li><i>(d) Vessels having their certificate of class withdrawn or are suspended by their classification societies</i></li> <li><i>(e) Vessels detained three times or more during the previous 12 months, by Member Authorities of the IOMOU.</i></li> </ul> <p><i>Exclusion:</i></p>

	<p>(a) All Ship Risk Profiles (HRS, SRS, LRS (Priority I, Priority II and No Priority) ships that are not listed by the IOMOU on the Ships Watchlist/Alert vessels.</p> <p>(b) South African flagged ships</p>
<b>Source of data</b>	IOMOU Ship Watch List
<b>Method of Calculation/Assessment</b>	Comparing PAN reports received from all vessels against IOMOU Ships on Watchlist/Alert Vessels list
<b>Means of Verification</b>	<p>(a) IOMOU Ships on Watchlist/Alert vessels</p> <p>(b) PAN Reports</p> <p>(c) IOMOU-IOCIS-PSCO e-system (<a href="https://www.iomou.org">https://www.iomou.org</a>)</p> <p>(d) Port State Control Form A record (if a PSCI was conducted)</p>
<b>Assumptions</b>	<p>(a) IOMOU Secretary maintains an up to date IOMOU Ships on Watchlist/Alert vessels list</p> <p>(b) Clear grounds exist: Evidence that the ship, its equipment, or its crew does not correspond substantially with the requirements of the relevant conventions or that the master or crew members are not familiar with essential shipboard procedures relating to the safety of ships or the prevention of pollution.</p> <p>(c) Ship will not be unduly delayed and sufficient time in port is available to conduct a PSCI during a port stay.</p> <p>(d) All South African regulated and foreign regulated ships intending to call at a South African port are required to submit a Pre-Arrival Notification (PAN Reports) as per Section 10, 11 and 86 of the MS (Maritime Security) Regulations, 2004.</p> <p>(e) Ship submits a PAN report as prescribe in (d)</p> <p>(f) Code of good practice for port state control officers conducting inspections within the framework of the regional memoranda of understanding and agreement on port state control is adhered to</p> <p>Regulated ships, as mentioned in (d) above, are:</p> <p>(i) A foreign going ship that is a passenger ship, cargo ship &gt;500 GT or mobile offshore drilling unit and is in South African waters or is in, or is intending to proceed to, a port in the Republic.</p> <p>exclusions:</p> <p>(i) All South African ships as these are not inspected under the PSCI regime, but rather Flag State Inspection regime.</p> <p>(ii) Warships or other ships operated for naval, military, customs or law enforcement purposes by an organ of state or foreign state</p> <p>(iii) All Ship Risk Profiles HRS, SRS, LRS (Priority I, Priority II and No Priority) ships that are not listed by the IOMOU on the Ship Watch List</p> <p>Under the following conditions, a Watchlist vessel cannot be inspected:</p> <p>(i) The vessel calls off port limits only (PSCO's do not have access to the ships offshore)</p> <p>(ii) Vessels where there is no safe port access while alongside a berth</p>

	(iii) Vessel does not remain in port long enough to conduct a port state inspection (PSCI normally take ±6 hours to complete and a Port State is not allowed to unduly delay any vessels calling at a South African port. (iv) Vessel is in a dry dock or ship repair yard or intends to call a dry dock or ship repair yard. Vessel will not be inspected until she has completed repairs or dry dock.	
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A	
<b>Calculation Type</b>	Comparison Analysis	
<b>Reporting Cycle</b>	Quarterly	
<b>Desired performance (Annual Target)</b>	100% Foreign vessels inspected under Port State responsibility on the Watchlist/Alert Vessel list	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	100% Watchlist/Alert foreign vessels inspected under Port State responsibility	IOMOU "watchlist" report, daily PAN reports and if an inspection was conducted, a Port State Control Inspection Record (Form A)
<b>Quarter 2</b>	100% Watchlist/Alert foreign vessels inspected under Port State responsibility	IOMOU "watchlist" report, daily PAN reports and if an inspection was conducted, a Port State Control Inspection Record (Form A)
<b>Quarter 3</b>	100% Watchlist/Alert foreign vessels inspected under Port State responsibility	IOMOU "watchlist" report, daily PAN reports and if an inspection was conducted, a Port State Control Inspection Record (Form A)
<b>Quarter 3</b>	100% Watchlist/Alert foreign vessels inspected under Port State responsibility	IOMOU "watchlist" report, daily PAN reports and if an inspection was conducted, a Port State Control Inspection Record (Form A)
<b>Indicator Responsibility</b>	Deputy Chief Operations Officer 	

## Technical Indicator Descriptions

Indicator Title	Reportable Fatality Incident rate from all types of vessels
<p><b>Definition</b></p>	<p><i>It is SAMSA's responsibility to ensure that all partners and stakeholders operating within the South African maritime environment; responsibly observe the applicable maritime safety, security and pollution legislation, and practices to effectively facilitate a maritime environment that is clean, safe, sustainable and economically viable. SAMSA as part of its mandate must promote a safe and secure culture, fostered through the application of global and local safety and security standards and their rigorous enforcement.</i></p> <p><i>The people at risk include South African national and international seafarers, fishers, stevedores and shipyard workers, sport/recreational fraternity and passengers on a vessel at sea and operating on inland waters. The risk onboard a vessel includes amongst others various cargoes (dry cargo, wet cargo, containers, bulk, dangerous goods), bunker fuel and other environmental pollutants being carried causing a threat to the vessel, environment and persons on board. Equipment Failure, Fires, explosions, structural failures, collisions, groundings and sinking of vessel can cause injuries and fatalities. Giving full and complete effect to all international conventions and national legislation can reduce fatalities within the jurisdiction of South Africa.</i></p> <p><i>A fatality shall be recorded as both a Fatality Incident Rate (iow number of persons) and Maritime Incident Rate (iow vessel). Fatality rate specifically only counts the number of fatalities during the year. One vessel incident can lead to multiple fatalities.</i></p> <p><i>The Fatality Incident Rate, shall not include:</i></p> <ul style="list-style-type: none"> <li><i>(i) Illegal Activities (i.e. poaching, human trafficking, drug smuggling, leaving a port while in detention, etc)</i></li> <li><i>(ii) A deliberate act or omission with the intention to cause harm to the safety of a ship, individual or the environment. (i.e. suicide, a vessel purposely scuppered, taking an unseaworthy vessel to sea without SAMSA's approval, etc.)</i></li> <li><i>(iii) Occupational health incidents (i.e. Heart Attack, Stroke, Covid-19 or any health condition not related to an accident)</i></li> <li><i>(iv) Any fatality that was not as a direct result of an accident onboard</i></li> <li><i>(v) A person "missing at sea", where no body was found and/or there is no death certificate issued to confirm that the missing person is dead.</i></li> <li><i>(vi) A MEDEVAC fatality that is not as a result of an accident and/or where the vessel do not call at South Africa.</i></li> <li><i>(vii) Fatalities that occurred outside of South Africa's Territorial or in the jurisdiction of another flag state and the vessel's first port of call is South Africa and/or a request is received from the vessel flag to investigate the incident on their behalf.</i></li> </ul> <p><i>To fulfil international responsibilities (UNCLOS, IMO instruments, including SOLAS and MARPOL Conventions, Casualty Investigation Code and IMO Instruments Implementation Code, it is important for a Flag Administration to examine the analysis of investigation reports to determine if there are potential safety issues in way of trends or recurring contributing factors as it is related to accidents, which is why (i),(ii), (iii) and (iv) are excluded from the rate. The incident rate is used to identify trends and then implement specific actions to help reduce accidental fatalities to attempt to reduce that trend as best as possible to make the marine environment safer for all users.</i></p>
<p><b>Source of data</b></p>	<p><i>Casualty Accident reports (TV5-325) or Small Vessel Incident report, RPT-701-20-01 Initial Report - Maritime Statistics</i></p>
<p><b>Method of Calculation/Assessment</b></p>	$\frac{\text{Number of Fatalities}}{\text{Number of SA Registered Ships} + \text{Number of foreign PAN ships}} \times 1000$ <p><i>The Number of SA Registered Ships + Number of Foreign PAN ships (excluding South African ships) are used to create a standardised factor for the calculation to determine an incident rate consistently. The foreign vessel could return multiple times to South African territorial waters,</i></p>

however for the purposes of the calculation only the “unique” vessels will be counted once whether or not she has called at South Africa multiple times during the month.

**Means of Verification**

- (a) Casualty-Accident Report (TV5-325), as received during the financial year or a small vessel incident report form (as applicable)
- (b) RPT-701-20-01 Initial Report - Maritime Statistics, as submitted if the casualty is an MSA defined casualty (See MC 07-2021 for process flow)
- (c) PAN reports received via email from ships or ship agents on behalf of a ship
- (d) SA Ship Register

*Supporting documents:-*

- (i) Annual summary of all ongoing or closed casualties*
- (ii) Annual summary of all MIID's, which includes all exclusions and those casualties deemed not necessary to investigate or excluded*
- (iii) Summary of all foreign vessels per annum, as extracted from PAN reports from MRCC*
- (iv) Summary of all SA registered vessels*
- (v) SA registered ship's vessel file containing ship history*

*MIID means a Maritime Incident Investigation Declaration.*

**Assumptions**

- (a) Ship masters and/or ship owners reporting a fatality as prescribed by the Merchant Shipping Act, Section 259 to the Authority
- (b) Ship owners inform ship registrar if the vessel ceases to be entitled to be registered
- (c) All port offices adhere to the procedure, as prescribed by Marine Circular 07- 2021 (Casualty investigation process and the recording of key performance indicators)
- (d) All foreign vessels adhere to the reporting requirements of the MS (Maritime Security) Regulations, 2004
- (e) A regulated vessel poses a risk to South Africa whenever the vessel is in South African waters and therefore may present a risk to South Africa on more than one occasion in a month or year if the vessel is a regular port caller, whenever the vessel returns to South Africa after departing South African waters.

**DENOMINATORS explained:**

**a) NUMBER OF FATALITIES**

Casualty investigations can take a significant period of time to thoroughly complete, as a result of many variables, such as the availability of witnesses, analysing and collection of evidence, post-mortem and results, death certificates, waiting for investigation reports from a foreign flag state or if an investigation is declared as a matter of substantial interest as prescribed by the Mandatory Casualty Investigation Code [Resolution MSC.255(84)].

This denominator only includes fatalities as per the definition and exclusions for a reportable fatality incident:-

- (i) if the date of incident is during the period of 1 April to 31 March of each financial year

This denominator is not dependent on whether Preliminary Casualty Investigation Report (TV5-8A) is completed, and the investigation closed. A closed investigation will either have a MIID or a TV5-8A report and a TV5-325 (or small vessel incident investigation report) and an Initial Report - Maritime Statistics form (if applicable). An ongoing investigation will only have a TV5-325 (or small vessel incident investigation report) form and Initial Report - Maritime Statistics form.

**b) TOTAL SA REGISTERED SHIPS**

“Register” means the South African Ships Register, established by section 33 of the Act  
 “registered” means registered or deemed to be or regarded as registered in terms of the Act

“unregistered”, in relation to a ship, means not registered in terms of this Act or in terms of the law of another state

The following ships are entitled to be registered as per Section 3 of the Ship Registration Act:

- (i) Registered Ships;
- (ii) Unregistered ships, being entitled to be registered in terms of 16(a) or (b) of the Act.
  - a. South African-owned ships;
  - b. Small vessels, other than fishing vessels
  - c. Ships on bareboat charter to a South African

Exclusions, as per section 42 of the Act:

- (i) Ship that are constructively lost, taken by an enemy, burnt or broken up or
- (ii) Ships that cease to be entitled to be registered
- (iii) Ships that have successfully been deleted and regarded as closed

ship is deemed to be constructively lost if—

- (a) the ship is reasonably abandoned for the reason that its actual total loss appears to be unavoidable;
- (b) the ship cannot be preserved from actual total loss without an expenditure that would exceed its value when the expenditure has been incurred; or
- (c) the ship has been damaged to the extent that the cost of repairing the damage would exceed its value when repaired

For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year with valid Certificates of Register. Vessels, where the Certificate of Register is in the process of being renewed and where a Renewal Certificate of Registry was not yet issued, will be excluded as well, even though they have not been deleted.

**c) NUMBER OF FOREIGN PAN SHIPS**

All South African regulated and foreign regulated ships intending to call at a South African port are required to submit a Pre-Arrival Notification (PAN Report) as per Section 10, 11 and 86 of the MS(Maritime Security) Regulations, 2004 once the ship has left South Africa on a foreign going voyage. Only the “unique” vessels are counted.


Regulated ships are:

- (i) South African foreign going ships that is a passenger ship, cargo ship >500 GT or mobile offshore drilling unit
- (ii) A foreign ship that is a passenger ship, cargo ship >500 GT or mobile offshore drilling unit and is in South African waters or is in, or is intending to proceed to, a port in the Republic.

Exclusions:

- (i) Warship or other ships operated for naval, military, customs or law enforcement purposes by an organ of state or foreign state
- (ii) for the purposes of this denominator, South African regulated ships are excluded and included in the SA registered ship denominator count.

Disaggregation of beneficiaries (where applicable)	N/A
Calculation Type	Frequency Rate per 1000 vessels
Reporting Cycle	Annual
Desired performance (Annual Target)	<b>Below 4</b> Reportable Maritime Fatality rate from all types of vessels.

Admissible Evidence for Quarterly Targets	Quarterly Targets	Admissible Evidence
Quarter 1	Below 4 Reportable Fatality Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325), or Small Vessel Incident Report RPT-701-20-01, or MIID; Initial Report - Maritime Statistics, PAN Reports, SA Ship Register</i>
Quarter 2	Below 4 Reportable Fatality Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report RPT-701-20-01, or MIID; Initial Report - Maritime Statistics, PAN Reports, SA Ship Register</i>
Quarter 3	Below 4 Reportable Fatality Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report RPT-701-20-01, or MIID; Initial Report - Maritime Statistics, PAN Reports, SA Ship Register</i>
Quarter 3	Below 4 Reportable Fatality Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report RPT-701-20-01, or MIID; Initial Report - Maritime Statistics, PAN Reports, SA Ship Register</i>
Indicator Responsibility	Deputy Chief Operations Officer 	



## Technical Indicator Descriptions

Indicator Title	Reportable Maritime Incident rate from all types of vessels
<p><b>Definition</b></p>	<p><i>It is SAMSA's responsibility to ensure that all partners and stakeholders operating within the South African maritime environment; responsibly observe the applicable maritime safety, security and pollution legislation, regulations and practices to effectively facilitate a maritime environment that is clean, safe, sustainable and economically viable. SAMSA as part of its mandate must promote a safe and secure culture, fostered through the application of global and local safety and security standards and their rigorous enforcement.</i></p> <p><i>The people at risk include South African communities, national and international seafarers, fishers, stevedores and shipyard workers, sport/recreational fraternity and passengers on a vessel at sea and operating on inland waters. The risk onboard a vessel includes amongst others various cargoes (dry cargo, wet cargo, containers, bulk, dangerous goods), bunker fuel and other environmental pollutants being carried causing a threat to the vessel and persons onboard. Equipment Failure, Fires, explosions, structural failures, collisions, groundings and sinking of vessel can lead to a casualty, as defined by the Merchant Shipping Act.</i></p> <p><i>Giving full and complete effect to all international conventions and national legislation can reduce the number of incidents within the jurisdiction of South Africa.</i></p> <p><i>59. Report to proper officer of accidents to and on board ships.—(1) The owner or master of any ship—</i></p> <ul style="list-style-type: none"> <li><i>(a) which has been lost, abandoned or stranded; or</i></li> <li><i>(b) which has been seriously damaged or has caused serious damage to any other ship; or</i></li> <li><i>(c) on which any casualty resulting in loss of life or serious injury to any person or an accident has occurred; or</i></li> <li><i>(d) which has been in a position of great peril either from the action of some other ship or for any other reason; or</i></li> <li><i>(e) which, having left any port in the Republic, has put back to that port; or</i></li> <li><i>(f) which has fouled or done any damage to any harbour, dock or wharf or to any lightship, buoy, beacon or sea mark,</i></li> </ul> <p><i>shall within 24 hours after the ship has arrived in a port or, if the event occurred in a port, within 24 hours after the event occurred, but before the ship departs from that port, report the event to the nearest proper officer in the form prescribed, stating the nature of the event and of the probable cause thereof, the name of the ship, her official number, the port to which she belongs, the place where the event occurred and the place where the ship then is, and giving all other available relevant information: Provided that any event resulting in loss of life or serious injury shall forthwith be so reported by the fastest means of communication available.</i></p> <p><i>(1A) (a) Whenever a stevedore, a shore contractor or incidental persons are involved in a casualty resulting in loss of life or serious injury to any person, or in an accident, their employer shall, in the form and stating the particulars referred to in subsection (1), forthwith report the event to the nearest proper officer by the fastest means of communication available.</i></p> <p><i>(b) In paragraph (a)—</i></p> <p><i>"incidental persons" means persons other than the master and crew, and stevedores and shore contractors on board a vessel in the course and scope of their duties;</i></p>

*"shore contractor" means a person temporarily employed to effect general or specific repairs, alterations, renovations, improvements, painting, maintenance of vessel or machinery, tank or hatch cleaning and related tasks on or in a vessel;*

*"stevedore" means a person employed in the loading or unloading of a vessel or in related activities.*

*(2) Subsection (1) shall, subject to subsection (3), apply to every ship which is registered or licensed in the Republic or which is in terms of this Act required to be so licensed and to or in respect of or on board of which any such event as is referred to in subsection (1) has occurred anywhere, and it shall apply to a ship registered in a country other than the Republic only while she is within the Republic or the territorial waters thereof and if any such event has occurred to or in respect of or on board of the ship during a voyage to a port in the Republic or within the Republic or the territorial waters thereof.*

*(3) Subsection (1) (f) shall not apply to any vessel belonging to Transnet Limited and used by that authority in connection with the working of its harbours.*

*(4) (a) Any employee, employer or user who learns about an event referred to in subsection (1), shall forthwith notify the owner or master concerned of such event.*

*(b) The owner or master of any ship concerned and any employee or user who learns about an event referred to in subsection (1A), shall forthwith notify the employer concerned of such event.*

*(5) No person shall disturb or remove anything from the scene of an accident required to be reported in terms of this section unless permitted by the proper officer, or if a person has been appointed under section 264 to hold a preliminary enquiry into the accident, by that person.*

*Although an incident is still a casualty as per the Merchant Shipping Act, this incident rate specifically speaks to the number of events. Although a Fatality is measured also in another Key Performance Indicator, a fatality will still be included in this incident rate because it speaks to the event itself and not the number of persons who have lost their lives.*

*"accident", in relation to a vessel, includes—*

*(a) the collapse or overturning of any lift, crane, davit, derrick, mobile powered access platform, access equipment, staging or bosun's chair or the failure of any load-bearing part thereof;*

*(b) the explosion, collapse or bursting of any closed container, including a boiler or boiler tube, in which there is any gas (including air), liquid or any vapour at a pressure greater than atmospheric pressure;*

*(c) any electrical short circuit or overload resulting in fire or explosion;*

*(d) the sudden, uncontrolled release of flammable liquid or gas from any system, plant or pipeline;*

*(e) the uncontrolled release or escape of any harmful substance;*

*(f) either of the following occurrences in respect of any pipeline, valve or any piping system in a vessel—*

*(i) the bursting, explosion or collapse of a pipeline;*

*(ii) the accidental ignition of anything in a pipeline or of anything which, immediately before it ignited, was in a pipeline;*

*(f) any contact of the human body with loose asbestos fibre;*

*(g) the failure of any lashing-wire, chain or appliance;*

*(h) any collapse or significant movement of cargo;*

*(j) the malfunctioning of any hatch cover, hatch cover control wire or other mechanism;*

	<p>(k) any person falling overboard;  (l) the parting of a tow-rope;  (m) the failure of bilge-pumping arrangements or life-saving or fire-fighting equipment to operate;</p> <p>“serious injury” includes—</p> <p>(a) a fracture of the skull, spine or pelvis;  (b) a fracture of any bone other than a bone in the wrist, hand, ankle or foot, or a single rib;  (c) the amputation of a hand or foot;  (d) the loss of sight of an eye;  (e) frost-bite of any bodily extremity which may lead to permanent disfigurement; or  (f) any impairment of a person’s physical condition owing to—  (i) the use of machinery;  (ii) an electrical shock;  (iii) the exposure to hazardous working conditions or hazardous substances or articles; or  (iv) the exposure to natural or artificial environmental extremes,</p> <p>on board a vessel which results in that person being admitted to hospital as a patient <u>for more than 24 consecutive hours</u>, or would have resulted in his being so admitted had he been within reach of a hospital;</p> <p>The Maritime Incident Rate, shall not include:</p> <p>(i) Illegal Activities (i.e. poaching, drug smuggling, human trafficking and other criminal activities)  (ii) A deliberate act or omission with the intention to cause harm to the safety of a ship, individual or the environment. (i.e. suicide, a vessel purposely scuppered)  (iii) Occupational health incidents (i.e. Heart Attack, Stroke, Covid-19, natural causes, or any health condition not related to an accident)  (iv) Certain types of vessels such as “Jet-ski’s” or NSRI ribs which are designed to be surf launching and to operate within surf area and designed to capsize, unless a serious injury or fatality occur.  (v) Pollution Incidents where the marine environment was polluted with a hazardous substance, Oils, Garbage, Sewage, Air - these are reported separately and forms part of the Maritime Pollution Incident Rate – examples: the uncontrolled release or escape of any harmful substance where the pollutant entered the sea as defined by the CLC Act or MARPOL Act.</p> <p>The Maritime Incident Rate, shall include:</p> <p>(vi) Any accident that falls within the definition of accident (k), shall be recorded as a Casualty.  (vii) If the Man Overboard is “missing at sea” and no physical body is recovered or death certificate issued, it shall be recorded a casualty <u>but not as a fatality</u>.  (viii) The “missing person” will be record as a MIID, until such time as a body is recovered or death certificate issued.</p>
Source of data	Casualty Accident reports (TV5-325) or Small Vessel Incident Report, RPT-701-20-01 Initial Report - Maritime Statistics
Method of Calculation/Assessment	$\frac{\text{Number of Marine Casualties}}{\text{Number of SA Registered Ships} + \text{Number of foreign PAN ships}} \times 1000$

	<p>The Number of SA Registered Ships + Number of Foreign PAN ships (excluding South African ships) are used to create a standardised factor for the calculation to determine an incident rate consistently. The foreign vessel could return multiple times to South African territorial waters, however for the purposes of the calculation only the “unique” vessels will be counted once whether or not she has called at South Africa multiple times during the month.</p>
<p><b>Means of Verification</b></p>	<p>(a) Casualty-Accident Report (TV5-325), as received during that financial year or Small Vessel Incident Report (as applicable)</p> <p>(b) RPT-701-20-01 Initial Report - Maritime Statistics, as submitted if the casualty is an MSA defined casualty</p> <p>(c) PAN reports received via email from ships or ship agents on behalf of a ship</p> <p>(d) SA Ship Register</p> <p><i>Supporting documents:-</i></p> <p>(i) Annual summary of all ongoing or closed casualties</p> <p>(ii) Annual summary of all MIID's, which includes all exclusions and those casualties deemed not necessary to investigate</p> <p>(iii) Summary of all foreign vessels, as extracted from PAN reports from the MRCC</p> <p>(iv) Summary of all SA registered vessels</p> <p>(v) SA registered ship's vessel file containing ship history</p> <p><i>MIID means a Maritime Incident Investigation Declaration.</i></p>
<p><b>Assumptions</b></p>	<p>(a) Ship masters and/or ship owners reporting as prescribed by the Merchant Shipping Act, Section 259 to the Authority</p> <p>(b) Ship owners inform ship registrar if the vessel ceases to be entitled to be registered</p> <p>(c) All port offices adhere to the procedure, as prescribed by Marine Circular 07- 2021 (Casualty investigation process and the recording of key performance indicators)</p> <p>(d) All foreign vessels adhere to the reporting requirements of the MS (Maritime Security) Regulations, 2004</p> <p>(e) A regulated vessel poses a risk to South Africa whenever the vessel is in South African waters and therefore may present a risk to South Africa on more than one occasion in a month or year if the vessel is a regular port caller, whenever the vessel returns to South Africa after departing South African waters.</p> <p><b><u>DENOMINATORS explained:</u></b></p> <p>a) NUMBER OF MARINE CASUALTIES</p> <p>Casualty investigations can take a significant number of months to thoroughly complete, as a result of many variables, such as the availability of witnesses, analysing and collection of evidence, waiting for investigations reports from a foreign flag state or if an investigation is declared as a matter of substantial interest as prescribed by the Mandatory Casualty Investigation Code [Resolution MSC.255 (84)].</p> <p>This denominator only includes casualties as per the definition and exclusion of a reportable marine incident:-</p> <p>(i) if the date of incident is during the period of 1 April to 31 March of each financial year</p> <p>This denominator is not dependent on whether Preliminary Casualty Investigation Report (TV5-8A) is completed, and the investigation closed. A closed investigation will either have a MIID or</p>

a TV5-8A report and a TV5-325 (or small vessel incident investigation report) and an Initial Report - Maritime Statistics form (if applicable). An ongoing investigation will only have a TV5-325 (or small vessel incident investigation report) form and Initial Report - Maritime Statistics form until such time as the investigation is fully completed and signed off.

**b) TOTAL SA REGISTERED SHIPS**

“Register” means the South African Ships Register, established by section 33 of the Act  
“registered” means registered or deemed to be or regarded as registered in terms of the Act  
“unregistered”, in relation to a ship, means not registered in terms of this Act or in terms of the law of another state

The following ships are entitled to be registered as per Section 3 of the Ship Registration Act:

- (i) Registered Ships;
- (ii) Unregistered ships, being entitled to be registered in terms of 16(a) or (b) of the Act.
  - a. South African-owned ships;
  - b. Small vessels, other than fishing vessels
  - c. Ships on bareboat charter to a South African

Exclusions, as per section 42 of the Act:

- (i) Ship that are constructively lost, taken by an enemy, burnt, broken up; or
- (ii) Ships that cease to be entitled to be registered;
- (iii) Ships that have successfully been deleted and regarded as closed

A ship is deemed to be constructively lost if—

- (a) the ship is reasonably abandoned for the reason that its actual total loss appears to be unavoidable;
- (b) the ship cannot be preserved from actual total loss without an expenditure that would exceed its value when the expenditure has been incurred; or
- (c) the ship has been damaged to the extent that the cost of repairing the damage would exceed its value when repaired

For the purposes of this denominator, it is the total number of SA registered vessels as on the 31<sup>st</sup> of March of each financial year with valid Certificates of Register. Vessels, where the Certificate of Register is in the process of being renewed and where a Renewal Certificate of Registry was not yet issued, will be excluded as well, even though they have not been deleted.

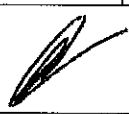
**c) NUMBER OF FOREIGN PAN SHIPS**

All South African regulated and foreign regulated ships intending to call at a South African port are required to submit a Pre-Arrival Notification (PAN Report) as per Section 10, 11 and 86 of the MS(Maritime Security) Regulations, 2004 once the ship has left South Africa on a foreign going voyage. Only the “unique” vessels are counted.

Regulated ships are:

- (i) South African foreign going ships that is a passenger ship, cargo ship >500 GT or mobile offshore drilling unit
- (ii) A foreign ship that is a passenger ship, cargo ship >500 GT or mobile offshore drilling unit and is in South African waters or is in, or is intending to proceed to, a port in the Republic.

Exclusions:

	(i) Warship or other ships operated for naval, military, customs or law enforcement purposes by an organ of state or foreign state (ii) for the purposes of this denominator, South African regulated ships are excluded and included in the SA registered ship denominator count.	
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A	
<b>Calculation Type</b>	Frequency Rate per 1000 vessels	
<b>Reporting Cycle</b>	Annual	
<b>Desired performance (Annual Target)</b>	Below 20 Reportable Maritime Incident rate from all types of vessels.	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	Below 20 Reportable Maritime Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report or MIID; RPT-701-20-01 Initial Report - Maritime Statistics, PAN Reports, , SA Ship Register</i>
<b>Quarter 2</b>	Below 20 Reportable Maritime Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report or MIID; RPT-701-20-01 Initial Report - Maritime Statistics, PAN Reports, , SA Ship Register</i>
<b>Quarter 3</b>	Below 20 Reportable Maritime Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report or MIID; RPT-701-20-01 Initial Report - Maritime Statistics, PAN Reports, , SA Ship Register</i>
<b>Quarter 3</b>	Below 20 Reportable Maritime Incident rate from all types of vessels.	<i>Casualty-Accident Report (TV5-325) or Small Vessel Incident Report or MIID; RPT-701-20-01 Initial Report - Maritime Statistics, PAN Reports, , SA Ship Register</i>
<b>Indicator Responsibility</b>	Deputy Chief Operations Officer 	

## CENTRE FOR POLICY, LEGAL AND REGULATIONS - TECHNICAL INDICATOR DESCRIPTIONS

<b>Indicator Title</b>	Number of Maritime Regulations amended (reviewed), implemented and monitored.	
<b>Definition</b>	<p>Maritime Legislation gives effect to the International Conventions adopted by IMO and ILO to ensure Safety of Life and Property at Sea, to Protect the Marine environment and to set the standard of qualifications and conditions of employment for Seafarers.</p> <p>SAMSA is the Implementing Authority charged with the responsibility of providing Legislative Advisory and to develop and review the Regulations in line with Maritime Legislation.</p> <p>To overcome the Strategic Challenge of having outdated legislation and to implement the South African Maritime Agenda, SAMSA will focus on the review of Maritime Acts and Regulations to update the Priority List. The focus for 2023-24 financial year will be The Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021; The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations); and A notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships</p> <p>The Merchant Shipping (Dangerous Goods) Regulations,1997; The Merchant Shipping (Safety of Navigation) Regulations,1968; and The Merchant Shipping (Crew Accommodation) Regulations, 2023 (repeal 1961 Regulations) have been reviewed and submitted to the DoT Maritime Branch in Quarter 4 of 2022-23 financial year, for approval and to ensure proper enforcement.</p>	
<b>Source of data</b>	Maritime Legislation Priority List	
<b>Method of Calculation/Assessment</b>	Manual	
<b>Means of Verification</b>	SAMSA submission of three (3) sets of Legislation to the DoT Maritime Branch for processing to the Executive Authority (Minister of Transport)	
<b>Assumptions</b>	<p>Draft Amendment Regulations and Notice are submitted to the DoT in Quarter 4 for promulgation in 2024-2025 Financial Year</p> <p>These Regulations seek to give effect to certain provisions of applicable International Conventions and Maritime Acts</p>	
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A	
<b>Calculation Type</b>	Number	
<b>Reporting Cycle</b>	Quarterly	
<b>Desired performance (Annual Target)</b>	<p>Three (3) sets of Legislation namely: -</p> <p>The Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021; The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations); and</p> <p>A notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships</p>	
<b>Admissible Evidence for Quarterly Targets</b>	<b>Quarterly Targets</b>	<b>Admissible Evidence</b>
<b>Quarter 1</b>	<p>Amendment Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021. (First Draft);</p> <p>The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations) (First Draft); and</p> <p>A notice in anticipation of section 2A (2) of the Marine Pollution</p>	<p>The Merchant Shipping (Training, Certification and Safe Manning) Amendment Regulations, 2021. (First Draft);</p> <p>The Merchant Shipping (National Small Vessel Safety) Regulations), 2023 (repeal 2007 Regulations) (First Draft); and</p> <p>Draft notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships)</p>

	(Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships	Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships (First Draft)
<b>Quarter 2</b>	<p>Amendment Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021 (Second Draft endorsed by the Technical Committee Legal Working Group)</p> <p>The Merchant Shipping (National Small Vessel Safety) Regulations, 2023(repeal 2007 Regulations) (Second Draft endorsed by the Technical Committee Legal Working Group)</p> <p>The Draft notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships. (Second Draft endorsed by the Technical Committee Legal Working Group)</p>	<p>The Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021 (Second Draft endorsed by the Technical Committee Legal Working Group)</p> <p>The Merchant Shipping (National Small Vessel Safety) Regulations), 2023 (repeal 2007 Regulations) (Second Draft endorsed by the Technical Committee Legal Working Group);</p> <p>The Draft notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships. (Second Draft endorsed by the Technical Committee Legal Working Group)</p>
<b>Quarter 3</b>	<p>Report on Stakeholder Consultation on The Amendment Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021;</p> <p>Report on Stakeholder Consultation on The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations); and</p> <p>Report on Stakeholder consultation on Draft notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships.</p>	<p>Report on Stakeholder Consultation on The Merchant Shipping (Training, Certification and Safe Manning) Amendment Regulations, 2021;</p> <p>Report on Stakeholder Consultation on The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations); and</p> <p>Report on Stakeholder consultation on Draft notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships.</p>
<b>Quarter 4</b>	SAMSA submission to DoT Maritime Branch of The Amendment Merchant Shipping	Email confirming SAMSA submission to DoT Maritime Branch on:



(Training, Certification and Safe Manning) Regulations, 2021 for processing to the Executive Authority by 31 March 2024;

SAMSA submission to DoT Maritime Branch of The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 for processing to the Executive Authority by 31 March 2024; and

SAMSA submission to DoT Maritime Branch of The notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships for processing to the Executive Authority 31 March 2024

The Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021; The Merchant Shipping (National Small Vessel Safety) Regulations, 2023 (repeal 2007 Regulations); and

The notice in anticipation of section 2A (2) of the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 being enacted, to reflect amendments to Annex I to Annex IV inclusive, of the International Convention for the Prevention of Pollution from Ships

**Indicator Responsibility**

Senior Manager: Maritime Legislation

**APPROVED BY:**

Acting Executive: Policy, Legal and Regulations

Captain Crispen Camp

Signed: 

20-06-2023

## Technical Indicator Descriptions

<b>Indicator Title</b>	Maintain South Africa International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist Status
<b>Definition</b>	<p>South Africa is a state party to the International Convention on Standards of Training, Certifications and Watchkeeping for Seafarers, 1978, as amended (STCW Convention). The STCW Convention places obligations on parties to give "...full and complete effect..." to its provisions and requirements. Parties to the STCW Convention are required, in the first instance, to provide and communicate information regarding implementation of the STCW Convention and furthermore, at regular intervals (5 years) undergo an Independent Evaluation and submit the report of the Evaluation to the International Maritime Organisation.</p> <p>STCW Convention <b>Regulation I/7</b> <b>Communication of information</b></p> <p>.1 In addition to the information required to be communicated by article IV, each Party shall provide to the Secretary-General, within the time periods prescribed and, in the format, specified in section A-I/7 of the STCW Code, such other information as may be required by the Code on other steps taken by the Party to give the Convention full and complete effect.</p> <p>.2 When complete information as prescribed in article IV and section A-I/7 of the STCW Code has been received and such information <u>confirms that full and complete effect is given</u> to the provisions of the Convention, the Secretary-General shall submit a report to this effect to the Maritime Safety Committee.</p> <p>.3 Following subsequent confirmation by the Maritime Safety Committee, in accordance with procedures adopted by the Committee, that the information which has been provided demonstrates that full and complete effect is given to the provisions of the Convention:</p> <p>.1 the Maritime Safety Committee shall identify the Parties so concerned;</p> <p>.2 shall review the list of Parties which communicated information that demonstrated that they give full and complete effect to the relevant provisions of the Convention, to retain in this list only the Parties so concerned; and</p> <p>.3 other Parties shall be entitled, subject to the provisions of regulations I/4 and I/10, to accept, in principle, that certificates issued by or on behalf of the Parties identified in paragraph 3.1 are in compliance with the Convention.</p> <p>.4 Amendments to the Convention and STCW Code, with dates of entry into force later than the date information has been, or will be, communicated to the Secretary-General in accordance with the provisions of paragraph 1, are not subject to the provisions of section A-I/7, paragraphs 1 and 2.</p> <p>The South African Maritime Safety Authority is to give full and complete effect to the STCW Convention and its Code to ensure that SAMSA remains on the STCW "Whitelist".</p> <p>The STCW "Whitelist" distinguishes the nations that have displayed and established a plan of full compliance with the STCW Convention and Code. Developed by an unbiased group of "competent persons" appointed by the IMO Secretariat, the Whitelist was created using criteria such as what system of licensing the administration has, training centre oversight, process of certificate revalidation, flag state control, and port state control.</p>
<b>Source of data</b>	(1) IMO Circular MSC.1/Circ.1164/Rev.xx (latest version) (2) Quarterly management review records (minutes)
<b>Method of Calculation/Assessment</b>	Confirmation of IMO Whitelist status as per IMO circulation
<b>Means of Verification</b>	IMO "Whitelist" – latest amendment
<b>Assumptions</b>	(a) SAMSA maintains a Quality Standards System for STCW Certification (b) The SIOMS is operational and there's improved turnaround times for issues raised (c) The requested budget is approved and all activities are fully funded
<b>Disaggregation of beneficiaries (where applicable)</b>	N/A
<b>Calculation Type</b>	N/A
<b>Reporting Cycle</b>	Quarterly
<b>Desired performance (Annual Target)</b>	Maintain the South Africa International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist Status

Q.N

Admissible Evidence for Quarterly Targets	Quarterly Targets	Admissible Evidence
Quarter 1	Roll out of the Quality Standards System on all STCW obligations in line with the plan.	<ul style="list-style-type: none"> <li>a) IMO Circular MSC.1/Circ.1164/Rev.xx (latest version).</li> <li>b) Seafarer Syllabus Committee meeting records</li> </ul>
Quarter 2	Confirmation received roll out of the Quality Standards System on all STCW obligation in line with the plan.	<ul style="list-style-type: none"> <li>a) IMO Circular MSC.1/Circ.1164/Rev.xx (latest version).</li> <li>b) Management Review Meeting records</li> <li>c) Review of QMS-OP-1002 commenced</li> <li>d) Draft MOU's for the STCW Reg I/10 recognition sent to identified administrations</li> </ul>
Quarter 3	Roll out of the Quality Standards System on all STCW obligations in line with the plan.	<ul style="list-style-type: none"> <li>a) IMO Circular MSC.1/Circ.1164/Rev.xx (latest version).</li> <li>b) Seafarer Syllabus Committee meeting records</li> <li>c) EMSA Evaluation Close-out report</li> <li>d) Record of the QMS-OP-1002 Workshop</li> </ul>
Quarter 4	Ensure that South Africa remains on the International Convention of Standards of Training, Certification and Watch keeping for Seafarers (STCW) Whitelist.	<ul style="list-style-type: none"> <li>a) IMO Circular MSC.1/Circ.1164/Rev.xx (latest version).</li> <li>b) Management Review Meeting records</li> <li>c) QMS-OP-1002 implemented, monitoring records in place</li> <li>d) Concluded all three mandatory Reg I/10. recognition MOUs</li> </ul>
Indicator Responsibility	Chief Examiner and Deputy Chief Operations Officer	

Sign: \_\_\_\_\_

