

SOUTH AFRICAN MARITIME SAFETY AUTHORITY

(SAMSA)

Annual Performance Plan



For the financial period

2022 – 2023

OFFICIAL SIGN OFF

It is hereby certified that this Annual Performance Plan:

OFFICIAL SIGN OFF

It is hereby certified that this Annual Performance Plan:

- Was developed by the management of SAMSA under the guidance of the SAMSA Board;
 - Was prepared in line with the Updated 2020-25 Strategic Plan of SAMSA;
 - And reflects performance targets, which SAMSA will endeavour to achieve over the 2022/23 financial year.

CHIEF FINANCIAL OFFICER
MS. ZAMACHONCO CHONCO

SIGNATURE: 

ACTING CHIEF EXECUTIVE OFFICER
MS. TSEPISO TAOANA-MASHILOANE

SIGNATURE: 

BOARD CHAIRPERSON
MS. NTHATO MINYUKU

SIGNATURE: 

EXECUTIVE AUTHORITY
MR. FIKILE MBALULA



Table of Contents

FOREWORD BY THE MINISTER OF TRANSPORT 4

WHO WE ARE AND WHAT WE DO 6

AN OVERVIEW OF SOUTH AFRICA MARITIME SAFETY AUTHORITY..... 6

OUR VISION 6

OUR MISSION 6

OUR VALUES 6

OUR STAKEHOLDERS 7

OUR ORGANISATIONAL STRUCTURE 7

WHAT WE DO - OUR BUSINESS..... 8

OUR OPERATING ENVIRONMENT – A SITUATIONAL ANALYSIS 14

DETAILED 2022-23 SAMSA STRATEGIC FOCUS AREAS 17

2022-23 BUDGET OVERVIEW FOR THE ANNUAL PERFORMANCE PLAN..... 36

CONCLUSION 37

FOREWORD BY THE MINISTER OF TRANSPORT

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.

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.

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.

As SAMSA enters its second year of the Medium-Term Strategic Framework (MTSF 2019-24), the entity has the responsibility of transforming the fortunes of our maritime industry. The 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 Minister of Transport has prioritised the Oceans economy programme that will guide the country further in unlocking the 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 development of seafarers and support young people to get involved in maritime through recreation and economic opportunities.

Pillar 3: Rolling out coastal shipping and create partnership to ensure sustainable support system to enable effective implementation. The end goal is to have a SADC region-wide coastal shipping market. This to include 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.

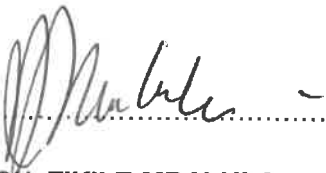
Pillar 5: Unlocking maritime for economic stimulation and recreation

As SAMSA, our strategic plan describes the challenges we face in our environment and articulates the key strategies we intend to pursue, towards meeting our objectives over the next five years. It communicates our planned approach to our staff, customers and key stakeholders so there is a clear understanding of the direction SAMSA is taking and the outcomes we expect to achieve.

The strategic priorities that will guide us and support delivery against our outcomes over the next five years are:

1. Reducing the risk of accidents and casualties in the maritime transport sector - Reducing the risk of ship sourced pollution and degradation of the maritime environment;
2. Supporting the beneficial development and transformation of the maritime sector, with a primary focus on ship registry development;
3. Facilitating the creation of maritime jobs and contributing to the reduction of unemployment;
4. Supporting in the achievement of increasing the number of highly competent and globally competitive South African Seafarers.

I therefore look forward to taking on the exciting prospect of implementing this ambitious strategy and particularly working with all our key stakeholders in achieving the objectives we have set out. I anticipate with great excitement the collaborative pursuit of these opportunities confident of the greatest levels of support and passion, which has been continuously demonstrated by our stakeholders (partners, staff, customers)



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HON. FIKILE MBALULA

MINISTER OF TRANSPORT

WHO WE ARE AND WHAT WE DO

AN OVERVIEW OF SOUTH AFRICA MARITIME SAFETY AUTHORITY

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 governed and controlled by a Board of Directors, appointed by the Minister of Transport in terms of the Act. The Maritime Safety Authority is responsible for executing the following legislative objectives as set out in the Act:

1. To ensure 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 SAMSA 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.

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”).

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 a 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:



The underlying mantra of SAMSA is to be “An Entity inspiring excellence and mastering sustainable development”

OUR STAKEHOLDERS

The stakeholders of SAMSA include 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 SAMSA Act appoints the Minister of Transport as the Executive Authority (Shareholder) 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 five 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.

WHAT WE DO - OUR BUSINESS

1. To ensure safety of life and property at sea

Flag State (Statutory) Survey Activities: these are surveys that customers book in order to comply with legislation that affects their operations. The surveys could be for initial certification, renewal certification, or for issuing of 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 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 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 Safety

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 a competitiveness of the South African Fishing Industry.

Boating (Small Vessels)

The function ensures compliance with the National Small Vessel Safety Regulations and responsible for surveying all small vessels, certify 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 local legislation, appointed examiners scrutinize seafarer's 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 also scrutinizes training institutions applications to conduct various courses that must be attended by seafarers, the approval of medical practitioners for seafarers accredited courses of international standards are available for seafarers. Training institutions are also audited on 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 is complied with through application of the maritime Occupational Safety Regulations and the relevant codes and undertakes 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, ship builders regarding the verification of all Stability Books, Tonnage measurements and calculations to ensure compliance with the relevant regulations.

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 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.

Sea Watch and Response

In executing its responsibility for contributing towards ensuring 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 of 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.

2. To prevent and combat pollution of the marine environment by ships

The Maritime Environmental Protection from vessels through the development and enforcing regulations to avert the introduction of invasive species into the maritime environment, stop unauthorised ocean dumping of hazardous substances and prevent oil and chemical spills. The functions adopts a multi stakeholder approach to ensuring successful and sustainable marine environment protection, working with other government departments and agencies, the shipping industries, Oil, chemical and exploration companies, emergency services and other environmental protection interest groups to enable a strong national pollution and environmental protection system.

This involves among other interventions the development of integrated policies and regulations, national contingency plans and other related multi stakeholder strategies. The international convention for the prevention of pollution from ships (MARPOL) regulations aimed at preventing and minimising pollution from ships, both accidental and that from routine operations requires SAMSA to ensure that there is compliance by ships operating in South African seas

The compelling scientific evidence of warmer temperatures, rising sea levels and a better understanding of the economic impacts of climate change has heightened the international significance of this issue for maritime nations and as a consequence led to the need for countries to devise possible regulatory and industrial mitigation measures to address greenhouse gas (GHG) emissions from international shipping and the broader maritime sector. The provision of competitive cost efficient and sustainable transport services needs to be considered to ensure effective adaptation of maritime practices towards a greener maritime sector.

A systematic approach for responding to climatic changes, adaptation of the maritime sector and broader domain as well as protecting the environment can enhance our level of preparedness against the socio economic impacts of climate changes. This is critical in our attempt of addressing external threats to the maritime domain

3. To promote the Republic's maritime interests.

Ship Registration

SAMSA 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, complies with the Ship Registration Act 58 of 1998 (SRA). The Registrar of Ships receives and record 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 Authority is the custodian of the Ship Registration Database and ensures that this database is always up to date.

Maritime Industry Development

This function facilitates the growth of the maritime sector with a focus on domestic and international priority areas. This focuses on the development of all sections of the Maritime Sector through coordinated initiatives that seek to exploit 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 an anticipation to increase the number of South African seafarer's employment opportunities working onboard ships trading internationally.

The Authority will focus on promoting and facilitating socio economic growth, development and transformation (demographic and economic structure) across the South African maritime sector. It should enable effective leveraging of economic benefits sought from developing the maritime industry to the achievement of South Africa's socio economic development priorities at a local, national, regional and global level.

An Implementer of the oceans economy development programme was developed through Operation Phakisa

- *Implementing Initiatives, in particular those relating to the development of maritime trade under the MTM lab, where the lab aspires for a growing ship registry for international trade, coastal trade and broader participation within the region and on the continental trade system. Secondly SAMSA will implement its initiatives on the Marine Protection and Governance lab, particularly those aspiring for an integrated approach to enforcement of marine protection and combating pollution from ships through streamlined legislative and policy instruments, joint planning and execution of interventions. Thirdly, SAMSA will implement all its activities under initiatives aimed at enhancing the level of preparedness and contingencies in the unenviable event of a major oil spill, which has become a heightened area of priority due to a stronger promotion of oil and gas exploration along our coastline.*

A Technical Advisor: The oceans economy development programme was developed through Operation Phakisa

SAMSA will also play the role of a specialist with in depth knowledge and regulatory expertise in relation to marine transport including offshore installations and aquaculture structures. Although in this role SAMSA does not play a direct role, it is however the regulator of marine installations and vessels used in marine commercial activities at sea. For example, marine aquaculture is regulated by SAMSA in terms of ensuring that marine transport lanes are not negatively affected by submersible cage operations, pollutants and the transportation of the harvested fish

OUR OPERATING ENVIRONMENT – A SITUATIONAL ANALYSIS

SAMSA's business is impacted by a wide range of factors, which are internal and external to the entity. Understanding how these current and emergent factors interact with each other to create an organisational context is central to devising an appropriate strategy and way to navigate the future.

To this end SAMSA has undertaken an analysis of its operating environment to assess both the internal and external environments to gain material insights into the strategic options facing the entity. This analytical tool has been used to engage and agree on the set of strategic options available to SAMSA. The following section presents a summary of the strategic analysis conducted through the SWOT analytical framework:

Internal Analysis

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

- 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

- Inadequate funding to capacitate and resource on maritime infrastructure and equipment to the full requirements of the entity's mandate as per the SAMSA Act. The limitation on funding also has had a huge impact on the entity 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 decision making 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.

External Analysis

Shipping, as the key element around which much of SAMSA's mandate revolves, is a cyclical business on its own but is also largely linked to the real economies of South Africa's trading partners. However, shipping as contemplated in the SAMSA strategy is broader than the element of transportation as would be ordinarily envisaged. SAMSA's broader maritime business model incorporates a wide range of stakeholders who in turn form a large opportunity pool of subsectors and industries from which SAMSA can derive and capture socio economic value.

The Threats from our external operating environment

- Inadequate maritime regulatory and legislative framework (due to slow 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 noncompliance 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-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 effectively and resolutely respond during an emergency together 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 Comprehensive Maritime Transport Policy (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 Forestry, Fisheries and Environmental” (DFFE) to the Department of Transport and then effectively to SAMSA.
- 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.

DETAILED 2022-23 SAMSA STRATEGIC FOCUS AREAS

STRATEGIC FOCUS AREA 1: Managing risks with regards to maritime safety of life and property, equipment and seafarers.

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

IMSAS III Code Audit in year 2023

Implementation of Mandatory IMO Instruments, 2011, which provides guidance for the implementation and enforcement of IMO instruments and forms the basis of the Voluntary IMO Member State Audit Scheme, in particular concerning the identification of the auditable areas.

PART 1 – COMMON AREAS Objective Strategy General Scope Initial actions Communication of information Records Improvement

PART 2 – FLAG STATES Implementation Delegation of authority Enforcement Flag State surveyors Flag State investigations Evaluation and review

PART 3 – COASTAL STATES Implementation Enforcement Evaluation and review

PART 4 – PORT STATES Implementation Enforcement Evaluation and review

Safe Shipping Improvement Project – Adherence to safety standards, practices and international conventions in our waters (foreign and national flagged vessels).

Implementation of the **Small Vessels National Inland Waterways Strategy** in partnership with key stakeholders

Maritime Risk Workshop Business Case implementation

The State of South Africa Maritime Safety Report

Gender Based Violence in Maritime Initiative

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

No.	Outcome	Outputs	Output Indicators	Baseline Performance	Medium Term Strategic Forecasted Targets				
					2022/23	2023/24	2024/25	2025/26	2026/27
1	A Safe South Africa Maritime Transport System- (Safer Lives and Property)	Reduction in maritime safety Incidents. Reduced maritime fatalities Number of Lives saved	Reportable Maritime Incident rate from all types of vessels. High priority foreign vessels inspected under Port State responsibility Reportable Maritime fatalities rate reported from all types of vessels Number of Gender Based Violence Cases attended to (resolved)	10 Reportable Incident frequency Rate	Below 7 Reportable Maritime Incident Rate	Below 6 Reportable Maritime Incident Rate	Below 5 Reportable Maritime Incident Rate	Below 5 Reportable Maritime Incident Rate	Below 5 Reportable Maritime Incident Rate
				100% High priority foreign vessels inspected under Port State responsibility	100% High priority foreign vessels inspected under Port State responsibility	100% High priority foreign vessels inspected under Port State responsibility	100% High priority foreign vessels inspected under Port State responsibility	100% High priority foreign vessels inspected under Port State responsibility	100% High priority foreign vessels inspected under Port State responsibility
				Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 1 Reportable Maritime fatalities rate reported from all types of vessels
				New Indicator	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	Reduction in maritime safety Incidents.	Reportable Maritime Incident rate from all types of vessels.	Below 10 Reportable Incident Rate	Below 10 Reportable Incident Rate	Below 10 Reportable Incident Rate	Below 10 Reportable Maritime Incident Rate	Below 10 Reportable Maritime Incident Rate

System- (Safer Lives and Property)	Reduced maritime fatalities	High priority foreign vessels inspected under Port State responsibility	100% High priority Foreign vessels Inspected under Port State responsibility	100% High priority Foreign vessels Inspected under Port State responsibility	100% High priority Foreign vessels Inspected under Port State responsibility	100% High priority Foreign vessels Inspected under Port State responsibility	100% High priority Foreign vessels Inspected under Port State responsibility
	Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels	Below 2 Reportable Maritime fatalities rate reported from all types of vessels
Clean Seas -- Reduced reportable maritime pollution incidents by 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)

STRATEGIC FOCUS AREA 2: The State of the South Africa Maritime Education Training and Certification system to give full and complete effect has been given to the relevant provisions of the STCW Convention in South Africa, in accordance with regulation 1/8 of the Convention and section A-1/7, paragraphs 4 to 6 of the Code. South Africa's last report on Independent Evaluation accepted by the Panel of Competent persons was in September 2006, thus posing the risk of being removed from the STCW White List if an acceptable report is not submitted before the MSC implements the provision of Regulation 1/7.3 of the STCW Convention

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

- SCTW Project in year 2022-23
- Roll out of the Quality Standards System on all STCW and STCW-F obligations.3.Training Institutions Mandatory Audits

OUR STRATEGIC MEDIUM TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

No.	Outcome	Output	Output Indicators	Medium Term Strategic Forecasted Targets					
				Baseline Performance	2022/23	2023/24	2024/25	2025/26	2026/27

1	A Globally Competitive South Africa Maritime Education and Training System.	Maintain South Africa International Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist Status	Status of South Africa International Conventions of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist.	South Africa on the STCW Whitelist Status as per IMO Circular MSC.1/Circ.1163/Rev.10 (or latest version) through the last IMO report was only submitted in 2015.	Maintain South Africa STCW Whitelist Status through the IMO assessment of the South Africa STCW report	Maintain South Africa STCW Whitelist Status	Maintain South Africa STCW Whitelist Status	Maintain South Africa STCW Whitelist Status	Maintain South Africa STCW Whitelist Status
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OUTPUT INDICATORS: ANNUAL AND QUARTERLY TARGETS

Outcome	Output	Indicators	Annual target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
1 A Globally South Africa Maritime Education and Certification and Watchkeeping for Seafarers (STCW) Whitelist Status	Maintain South Africa International Conventions of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist Status	Status of South Africa International Conventions of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist.	Maintain the South Independent Evaluation of Conventions of Standards of Training, Certification and Watchkeeping for Seafarers (STCW) (STCW) Whitelist.	Submit report of Confirmation received from IMO of South Africa to the IMO	Confirmation received from IMO of South Africa International Africa Report	Maintain the South Africa International Conventions of Standards of Training, Certification and Watchkeeping for Seafarers (STCW) Whitelist Status	Ensure that South Africa Competitive International Convention of Standards of Training, Certification and Watchkeeping for Seafarers System. Whitelist Status

STRATEGIC FOCUS AREA 3: Managing risks with regards to prevention and combating of maritime environment pollution by ships. Vessel operations pose a risk to the marine environment as they discharge harmful emissions from daily release of various substances. Intentional and unintentional discharges of oil, chemical cargo residues, garbage and cleaning agents, anti-fouling paint, exhaust and other air emissions and non-indigenous species from ballast water have an ongoing adverse impact on life in the world's seas.

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

1. 2020 Sulphur Workshop Resolutions inc legislations. research on the feasible options- Scrubber Research Initiative
2. South Africa Green House Gas IMO Technical submission
3. OPCR implementation plan
- 4..Maritime Pollution Combating Function transfer implementation

OUR STRATEGIC MEDIUMTERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

Outcome	Outputs	Output Indicators	Baseline Performance	Medium Term Strategic Forecasted Targets				
				2022/23	2023/24	2024/25	2025/26	2026/27
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	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate 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	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels	Below 2 Reportable Maritime pollution incidents rate from all types of vessels

STRATEGIC FOCUS AREA 4: South Africa has outdated maritime legislation which needs to be prioritised for urgent reviewing and International Conventions that South Africa recently acceded to be not domesticated expeditiously into local 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.

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

- 1. Maritime Legislation Stakeholder Lobbying and Partnering initiatives*
- 2. South Africa IMO Committees Technical Submissions*

OUR STRATEGIC MEDIUMTERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

No.	Outcome	Output	Baseline Perform	Medium Term Strategic Forecasted Targets				
				2022/23	2023/24	2024/25	2025/26	2026/27
1	Enforcement maritime legislation and implemented updated, implemented	Maritime Number of Two (2) All All All All maritime legislation domesticaté and legislation regulations updated, ns regulatio regulation regulations to ensure monitored. and impleme	All All All All maritime legislation legislatio legislation regulations updated. updated, regulations and implemented updated, ns s	All maritime of legislation maritime maritime maritime	legislation and and d maritime	legislation and and	legislation and implemented updated, ns s	regulations and implemented updated, ns s

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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) sets of amendment Regulations	SAMSA plan and prioritisation of the regulations to be submitted to the Department of transport	SAMSA submission to DoT One sets of amendment Regulations for processing to the Executive Authority	SAMSA submission to DoT One sets of amendment Regulations for processing to the Executive Authority	SAMSA submission to DoT One sets of amendment Regulations for processing to the Executive Authority

STRATEGIC FOCUS AREA 5: 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. Emergency Response capability such as vessels or aircraft are outsourced to third parties and does not always have these assets available for immediate use. No Sea or Air patrols have been conducted since early 2010 to monitor and combat pollution along the South African coast.

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

1. Implementation of the SAMSA Digital Strategy
2. Implementation of the Corporate Quality Management System
3. SAMSA Financial Strategy and Plan (Development and Implementation)
4. Corporate Audit Improvement Plan
5. Leadership and Culture Change Programme

OUR STRATEGIC MEDIUM TERM PERFORMANCE WILL BE MEASURED AS FOLLOWS:

No.	Outcome	Output	Output Indicators	Baseline Performance	Medium Term Strategic Forecasted Targets				
					2022/23	2023/24	2024/25	2025/26	2026/27
1	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	Approved Information Communication Technology (ICT) plan in line with the Digital Strategy	100 (%) implementation of Digital Strategy Implementation Roadmap	100 (%) implementation of Digital Strategy Implementation Roadmap	100 (%) implementation of Digital Strategy Implementation Roadmap	100 (%) implementation of Digital Strategy Implementation Roadmap
2	A Financially sustainable SAMSA with enough resources to implement SAMSA's mandate obligations.	Ensure an adequate Cash Cover	Cash Cover for Two months	New Indicator	Cash Cover for Two months	Cash Cover for Four months	Cash Cover for Five months	Cash Cover for Six months	
3	Improved governance and strengthened control environment	Institutionalise Governance Oversight Framework incorporating inclusive businesses and investment approach to respond to social and environmental factors in the Maritime Ecosystem	Resolution of reported incidents of corruption Ethics committees established and operationalised Percentage implementation of action plans to address audit findings	90% resolution of reported incidents of corruption Ethics committees Scope of work incorporated into the Board Committees 63% implementation of action plans to address audit findings	New indicator Ethics Committees operationalised 100% implementation of action plans to address audit findings	95% resolution of reported incidents of corruption Ethics Committees operationalised 100% implementation of action plans to address audit findings	95% resolution of reported incidents of corruption Ethics Committees operationalised 100% implementation of action plans to address audit findings	95% resolution of reported incidents of corruption Ethics Committees operationalised 100% implementation of action plans to address audit findings	

No.	Outcome	Output	Output Indicators	Baseline Performance	Medium Term Strategic Forecasted Targets		
					2022/23	2023/24	2024/25

STRATEGIC INITIATIVE INDICATORS: ANNUAL AND QUARTERLY TARGETS

Outcome	Output	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
1 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.	95% implementation of the approved ICT Plan	Approved ICT annual plan. 25% of the Annual ICT Plan achieved.	50% of the annual ICT Plan achieved.	70% of the annual ICT Plan achieved.	95% of the annual ICT Plan achieved.
2 A Financially sustainable SAMSA with enough resources to implement SAMSA's mandate other global initiatives.	Ensure an adequate Cash Cover	Cash Cover for Two months	Cash Cover for Two months	Cash Cover for Two months	Cash Cover for Two months	Cash Cover for Two months	Cash Cover for Two months
3 Improved governance and strengthened control environment	Institutionalise Governance Oversight Framework incorporating inclusive businesses and investment approach to respond to social and environmental factors in the Maritime Ecosystem	Percentage resolution of reported incidents of corruption Ethics committees established and operationalised -	100% resolution of reported incidents of corruption Operations of ethics committees monitored in line with the Plan	Quarterly Report on progress made to resolve reported incidents of corruption Quarterly Report on the status and operations of ethics committees	Quarterly Report on progress made to resolve reported incidents of corruption Quarterly Report on the status and operations of ethics committees	Quarterly Report on progress made to resolve reported incidents of corruption Quarterly Report on the status and operations of ethics committees	Annual Report on steps taken to ensure resolution of reported incidents of corruption Annual Report on the status and operations of ethics committees.
		Percentage implementation of action plans to address audit findings	100% implementation of action plans to address audit findings	-100% implementation of action plans to address audit findings	100% implementation of action plans to address audit findings	Develop action plans to address audit findings raised by the AGSA for the 2020/21 financial year	Annual Report on the implementation of action plan to address audit findings raised by the AGSA for the 2021/22 financial year.

Outcome	Output	Output Indicators	Annual Target	Quarter One Target	Quarter Two Target	Quarter Three Target	Quarter Four Target
		Percentage reduction of cases of wasteful and fruitless expenditure	75% reduction of cases of wasteful and fruitless expenditure	75% reduction of cases of wasteful and fruitless expenditure	75% reduction of cases of wasteful and fruitless expenditure	75% reduction of cases of wasteful and fruitless expenditure	75% reduction of cases of wasteful and fruitless expenditure
		Percentage reduction of cases of irregular expenditure	75% reduction of cases of irregular expenditure	75% reduction of cases of irregular expenditure	75% reduction of cases of irregular expenditure	75% reduction of cases of irregular expenditure	75% reduction of cases of irregular expenditure
		Percentage compliance to 30day payment requirement	100% compliance to 30-day payment requirement	100% compliance to 30-day payment requirement	100% compliance to 30-day payment requirement	100% compliance to 30-day payment requirement	100% compliance to 30-day payment requirement

STRATEGIC FOCUS AREA 6: To enhance the competitiveness of South Africa's Maritime industry and exploit the potential for job creation, transformation and economic contribution to the country's Gross Domestic Product. South Africa is strategically positioned where the Indian Ocean, the Atlantic oceans and the Southern Seas meet to create a unique sea trade route, oceans and marine ecosystem. The country has jurisdiction over one of the largest Exclusive Economic Zones (EEZ) in the world, where its waters stretch 200 nautical miles (370,4 km), a depth of 5,700m with more than 65% of this area deeper than 2,000m. The EEZ is traversed by international merchant ships transporting global trade from the far East to Africa, the Americas and Europe as well as ships performing a diverse number of knowledge gathering, recreational and economic offshore operational activities. The South African oceans economy and coastal economic assets, resources, goods and services of the country, which includes fisheries, ports, harbours, trade, recreation and tourism makes up approximately 43% of the country's Gross Domestic Product (GDP) production system of which 25% is from direct economic benefits whilst 18% is derived from indirect benefits

Key Strategic Initiatives (Projects) to be implemented to deliver on the Strategic Focus Area.

1. *The State of South Africa Maritime Sector Report*
2. *The South Africa Maritime Sector Growth Strategy*
3. *The South Africa Maritime Sector Transformation Strategy and Action Plan*
4. *Promotion of the Ship Register and South Africa Maritime Agenda*

South Africa's Maritime industry that contributes to the National Gross Domestic Product And creates jobs	Jobs created in the South Africa maritime industry	Number of Jobs (Women, Youths etc) created in South Africa maritime industry	Stakeholder engagements in line with the plan	50 Jobs (Women, Youths etc) created in South Africa maritime industry	50 Jobs (Women, Youths etc) created in South Africa maritime industry	100 Jobs (Women, Youths etc) created in South Africa maritime industry
A Transformed South Africa's Maritime industry	Merchant vessels registered onto the South Africa Ship Register Fast Track the implementation of the Maritime Transformational Agenda in collaboration with Strategic Partners	Number of merchant vessels 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
		Percentage Implementation of the Maritime Transformational Strategy Action Plan	10% implementation of the Maritime Transformational Strategy Action Plan	15% implementation of the Maritime Transformational Strategy Action Plan	20% implementation of the Maritime Transformational Strategy Action Plan	25% implementation of the Maritime Transformational Strategy Action Plan

2022-23 BUDGET OVERVIEW FOR THE ANNUAL PERFORMANCE PLAN

	Actual 2020/21 Rm	Budget 2021/22 Rm	Budget 2022/23 Rm	Budget 2023/24 Rm	Budget 2024/25 Rm
Expenditure estimates by Programme					
Administration	37.6	49.8	46.9	49.1	51.2
Ensure safety of life and property at sea	219.6	287.5	271.1	283.2	296.0
Prevent and combat pollution of the maritime environment	56.8	74.4	70.1	73.2	76.5
Promote South Africa's maritime interests	76.1	129.3	99.0	103.5	108.2
Total for Programmes	390.1	541.0	487.1	509.0	531.9
Financial highlights					
Revenue:	374.2	539.0	489.3	510.7	534.9
- SAMSA levies	286.4	380.9	358.6	376.5	394.4
- Other	87.8	158.1	130.7	134.2	140.5
Expenditure:	390.0	541.0	487.1	509.0	531.9
- Employee costs	251.0	331.4	308.1	322.0	336.5
- Goods and services	139.0	209.6	179.0	187.0	195.4
Interest received	1.8	3.5	1.5	1.5	1.5
Net surplus / (deficit)	(14.0)	1.5	3.7	3.2	4.5

CONCLUSION

The Annual Performance Plans reflects the immediate steps South Africa will be taking to ensure that the country becomes an International Maritime Centre by the year 2030.

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