



SOUTH AFRICAN
MARITIME SAFETY
AUTHORITY

Presentation to the parliamentary Committee on Transport

October 2012

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Chief Operating Officer

SAFE SHIPS • CLEAN SEAS



Overview

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- ❑ Overview of SAMSA Mandate and Legislative Framework
- ❑ Strategic Programme Performance
 - ❑ Organisational Capability Improvement Programme
 - ❑ Maritime Safety Programme
 - ❑ Maritime Sector Governance Programme
 - ❑ Maritime Security Programme
 - ❑ Maritime Environmental Protection Programme
 - ❑ Operational Excellence Programme
- ❑ Financial Performance and Audit Outcomes
- ❑ Key Challenges

SAMSA's ROLE AND MANDATE



SAMSA Legal Mandate (Act 5, 1998)

SAFETY

To ensure the safety of life and property at sea

POLLUTION

To prevent and combat pollution of the marine environment by ships

PROMOTING SOUTH AFRICA's MARITIME INTERESTS

To promote Republic's Maritime Interests



Repositioning SAMSA

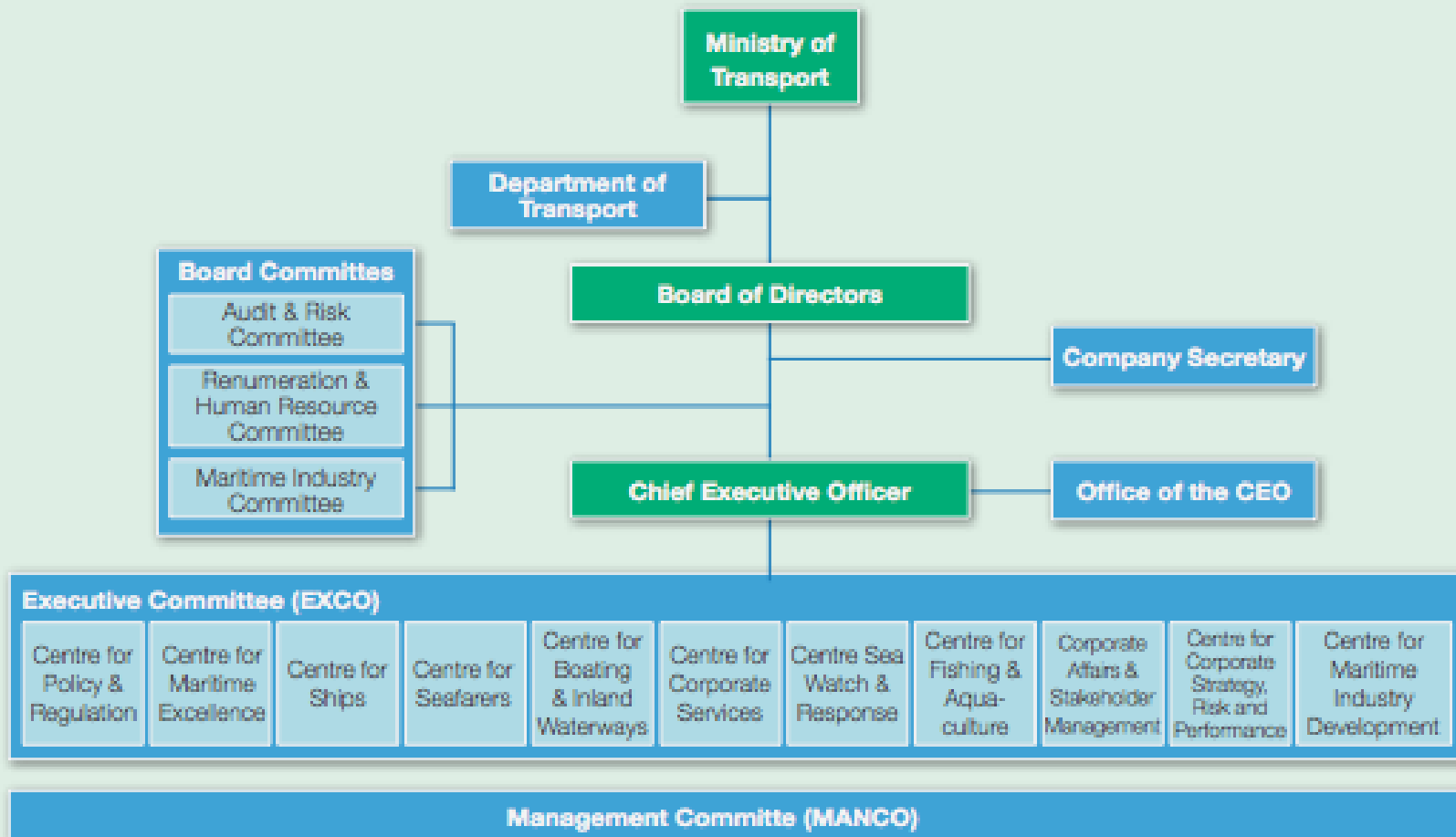
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- Vision
- The authority championing South Africa's maritime ambitions
- Mission
- To promote South Africa's maritime interests and develop and position the country as an International maritime centre whilst ensuring maritime safety, health and environmental protection
- Value Proposition
- The authority leading the advancement of South Africa's maritime safety and industry development agenda through service excellence



SAMSA STRUCTURE

SAMSA Governance Structure:



Board Composition



➤ **5-7 Members**

- ✓ Chairperson
- ✓ Deputy Chairperson
- ✓ CEO (Ex Officio)
- ✓ 2-4 Other members

➤ **Specific Member Requirements**

- ✓ 1 Shipping Sector
- ✓ 1 Organised Labour in Shipping Sector
- ✓ 1 Maritime Legal Expert

State of the Board

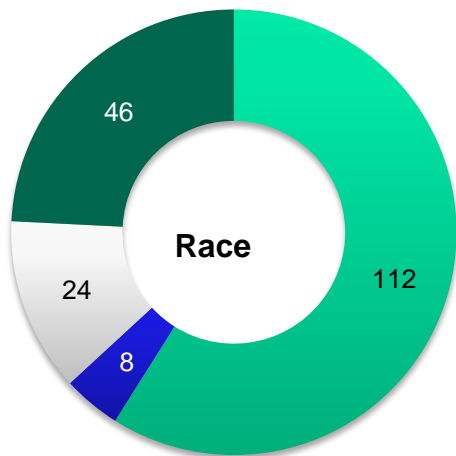
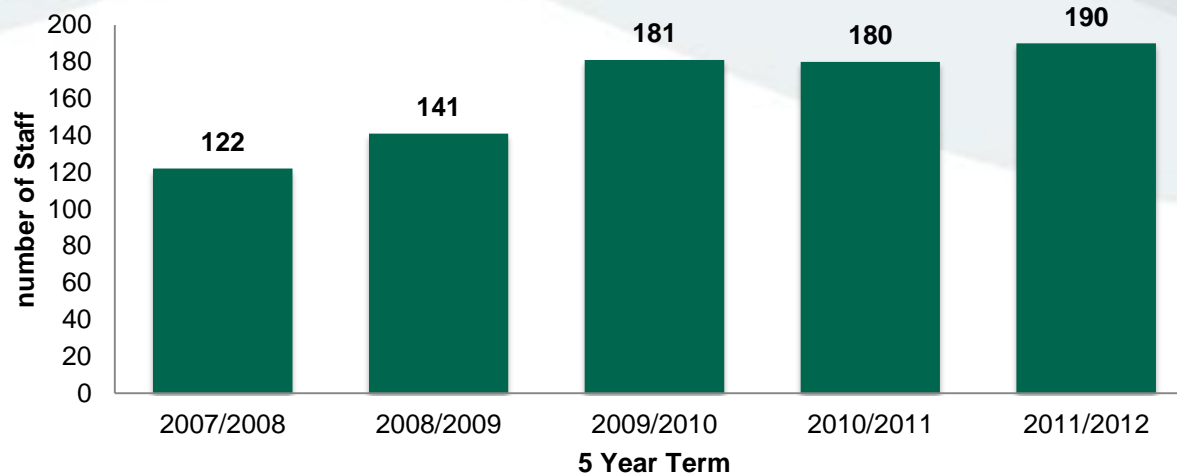
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Name	Appointed	Term Ends	No. of Terms
Non-Executive Directors			
Mr Comfort Ngidi	Nov 2010	November 2013	1 st Term
Ms Nadeema Syms	June 2006	July 2014	3 rd Term
Mr Ronny Mkhwanazi	June 2008	July 2014	2 ND Term
Ms Lorretta Feris	Nov 2010	November 2013	1 st Term
Mr John Martin	Nov 2010	November 2013	1 st Term
1 Vacancy (Ms Lily Zondo resigned in November 2011)			
Shareholder representative			
Ms Hamida Fakira			
Executive Director			
Commander Tsietsi Mokhele	1 January 2008	December 2012	1 st Term

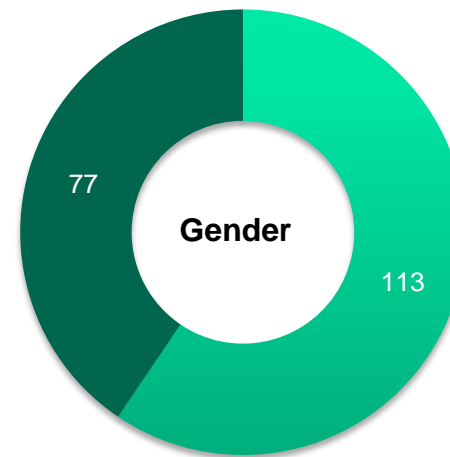
Human Capital Statistics



Staff complement



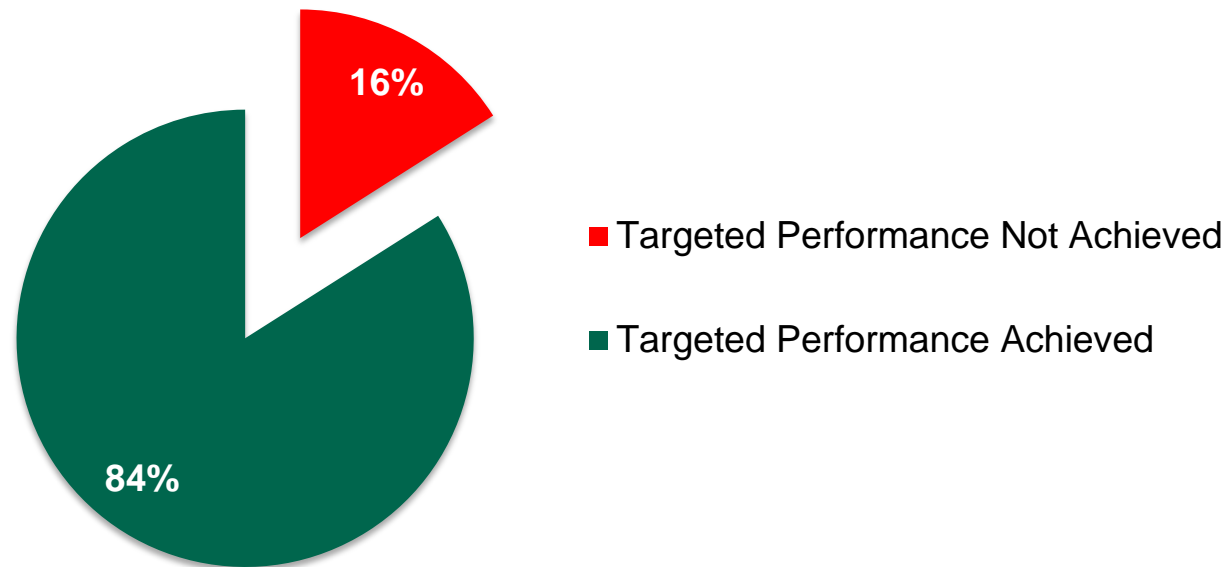
24% White
59% African
8% Indian
13% Coloured



68% Male
32% Female



SAMSA STRATEGIC PROGRAMME PERFORMANCE



OVERALL PERFORMANCE

1. ORGANISATIONAL CAPABILITY IMPROVEMENT PROGRAMME

Strategic Objectives		KPI	Target	Actual	Comments on Progress	
8	To achieve superior human capital performance	8.1	Increase in the rating achieved on the employee satisfaction rating survey	Baseline satisfaction survey	Employee Survey Conducted and baseline established	The employee satisfaction survey baseline survey has been established
		8.2	Achievement against the employment equity targets	100%	100%	Targets have been achieved in line with the EE plan
		8.3	Rating achieved on the organisational culture and climate survey	Baseline survey conducted by September 2011	Culture Survey Conducted and baseline established	A survey was conducted before September 2011 to establish a baseline on the organisational climate and culture. A secondary survey is underway through the brand audit process.
		8.4	Number of graduates from the SAMSA Maritime Leadership Development Academy	Academy launched by June 2011	Academy was not launched	The Academy will be launched in the 2012/13 financial year and the learning material is being prepared.
		8.5	Outcomes achieved against the Human Capital Management strategy	A SAMSA Human capital development strategy and programme developed	100%	The SAMSA Human Capital Development strategy has been developed
		8.6	Budget spent on skills development	3%	1.23%	Actual spend will be confirmed based on final SAMSA financial accounts (report)
		8.7	Number of SAMSA staff members that have been trained on identified strategic competencies.	SAMSA Staff Academy and Maritime Leadership Academy Launched in June 2011	Not Achieved	Staff members have not been trained in line with the SAMSA Maritime Leadership Academy as the academy was not launched during this financial year; however staff identified for training on strategic competencies has been trained in line with our plans.
		8.8	Targeted vacancies filled	100%	100%	100% of targeted positions have been filled for the financial year.
		8.9	Planned milestones achieved on the board and management development programme	100%	100%	All targeted training has been delivered in line with the management development plan.

1. ORGANISATIONAL CAPABILITY IMPROVEMENT PROGRAMME



Strategic Objectives		KPI		Target	Actual	Comments on Progress
9	To improve maritime information and communications technology systems	9.1	Level of maturity achieved on the level of ICT enablement and integration of SAMSA ⁷	Implementation of SIOMS	SIOMS Implemented	SIOMS has been implemented and will be deployed in 2012
		9.2	Milestones achieved against the SAMSA knowledge management strategy	A SAMSA knowledge management strategy and programme developed	100%	A SAMSA knowledge management strategy has been developed with key programme initiatives
		9.3	Milestones achieved against the approved ICT Strategy	Develop knowledge management strategy by March 2012	100%	The draft business plan has been completed, which talks to internal ICT infrastructure as well as operational issues and the development of a single integrated external Maritime Community System.
10	To enhance the management of SAMSA's financial resources	10.1	Audit opinion achieved on the Auditor General's report	Clean Audit	Clean Audit	Clean Audit achieved on the Auditor-General's report
		10.2	Identified risk mitigation targets that have been successfully implemented	100%	100%	Risk mitigation actions have been implemented by SAMSA. A report was submitted to the SAMSA audit and risk committee in this regard.
		10.3	Compliance with supply chain management regulations, PFMA and other governance frameworks	100%	Not 100% compliant	SAMSA has not complied with all SCM, PFMA and treasury SCM requirements. The Auditor-General has raised queries which are being addressed by management.



1. ORGANISATIONAL CAPABILITY IMPROVEMENT PROGRAMME



Strategic Objectives	KPI	Target	Actual	Comments on Progress
11 To deliver excellent operational services	11.1 Increase in the number of people covered by SAMSA safety and awareness intervention: Fishing Communities Recreational Boating Other Maritime Employees	Establish baseline by December 2011	100% -Baseline Established	A baseline was established by the end of December through the boating awareness campaign, Stevedoring audit engagements and the Fishing Community campaigns.
	11.2 Improvement on the rating achieved on the SAMSA customers satisfaction survey	Baseline survey established	100% -Baseline Established	The customer satisfaction survey, which was coupled with the stakeholder satisfaction component, has been completed and a final report is available as baseline for the next financial year.
	11.3 Registered customer complaints that have been successfully resolved	100%	100%	100% of registered complaints have been responded to by SAMSA. Customer complaints and queries are registered through the website and are being managed.
	11.4 Targeted South African citizens that have benefited from Corporate Social Investment initiatives	100%	100%	All targeted South African individuals and communities have benefited from the SAMSA CSI programme. Miss Chuma, a girl learner at Lawhill, received funding for a hearing aid to enable her to further her studies towards a maritime qualification. Ngwenyathi High School, that has 700 learners received financial and manpower support through a SAMSA initiated intervention with the participation of a 150 Nxarhuni village community members during the Nelson Mandela Day.



STRATEGIC INITIATIVES IMPLEMENTED



- ❑ Employee satisfaction survey (baseline 29.3% Extremely Satisfied, 43.4 % Moderately Satisfied, 12.1% Neither Satisfied/Dissatisfied, 15.2% dissatisfied)
- ❑ Implementation of a cost optimisation strategy in line with our long term financial sustainability programme.
- ❑ Maritime stakeholder engagement and communications interventions
- ❑ Implementing the Supply Chain Management Turnaround Strategy
- ❑ Establishing a SAMSA Leadership development and Training institute of Excellence Academy
- ❑ Corporate social Investments and enhanced corporate citizenry
- ❑ Phased implementation of the SAMSA Integrated Operations System (SIOMS)
- ❑ Implementation of an Automated integrated performance management system
- ❑ Business Intelligence and Analytics system implementation
- ❑ Implementation of an Enterprise Risk Management System
- ❑ SAMSA Brand, Customer, SAMSA Culture and Staff Perception Audits



CHALLENGES



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

KEY HIGHLIGHTS

SOUTH AFRICAN



2012 Best African Maritime Agency

2012 Top Public Service Award

2012 BBQ Businessman of the year

2011 News maker of the year

Top Women in the Public Sector Award 2012

2012 Public Sector Executive Award

2012 BBQ Platinum Award

2012 South African Transport Personality of the Year



2. MARITIME SAFETY PROGRAMME

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Safety of Ships



Seafarer Welfare



Safe vessel Operations

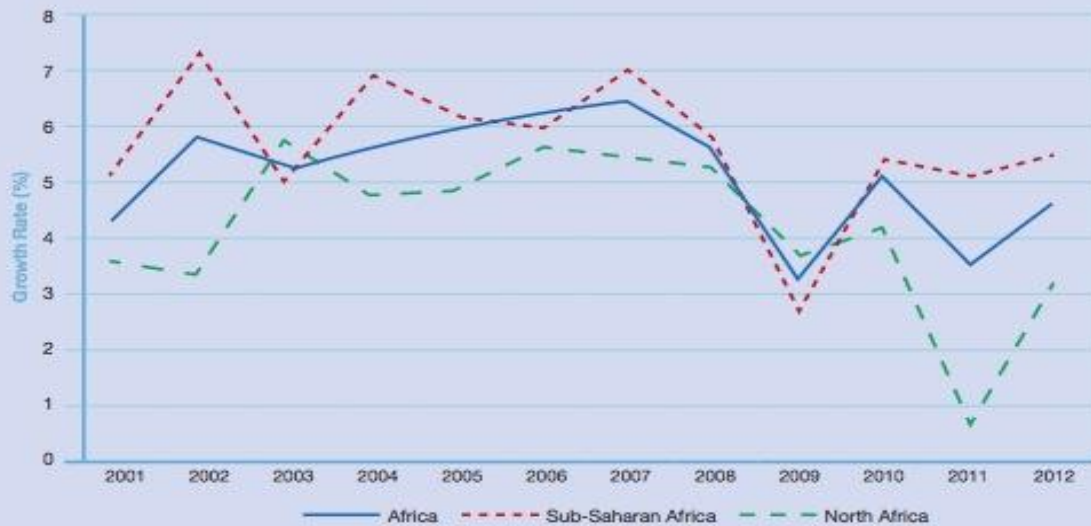


Inland Maritime (Boating) Safety



Maritime Shipping: Context

Figure 1.1: Growth in volume of world merchandise and GDP, 2001-2012
(annual percentage change)



2011/2012 Reduced level of global trade and other shipping related activities

2. MARITIME SAFETY PROGRAMME



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



2. MARITIME SAFETY PROGRAMME

Strategic Objectives		KPI	Target	Actual	Comments on Progress	
2	To provide a safe maritime environment (Shipping)	2.1	Implementation of Port State Control regime	Baseline by June 2011	100% -Baseline Established	The baseline Port State Control Inspection Rate has been established as envisaged.
		2.2	Implementation of Flag State Control regime	baseline by June 2011	100% -Baseline Established	The 2011 ICS Flag state performance table, which is the benchmark standard of flag state performance indicates that South Africa has not been blacklisted by any PSC MoU. We do not appear on the whitelist only because we do not have any merchant ships flying our flag visiting those regions. South Africa has fallen short as it relates to the ratification of the following major conventions (SOLAS '88 protocol MARPOL Annex IV and VI, LL '88 protocol and ILO 147/MLC '06. We received full marks for compliance to A739 (Relating to Recognised Organisations), being on the STCW 95 "Whitelist" and full reporting to the ILO and the attendance of IMO meetings. Flag state implementation is being improved upon as indicated by the 16% increase in flag state inspections conducted by SAMSA.
		2.3	Compliance with IMO, IALA and IOMOU regulations and conventions	Review and implement new IMO and IALA codes by December 2011	A review of all IMO and IALA codes was conducted .	All ratified IMO and IOMOU regulations and conventions have been reviewed and implemented. Compliance has been demonstrated through the recent IOMOU report.
		2.4	Implementation of SOLAS requirements ¹	100%	100%	All targeted SOLAS requirements are being implemented including Port State Control and Flag State Inspections.
		2.5	Improvement achieved on the Shipping Safety Index	Baseline study and index development research concluded	100% -Baseline Established	The shipping safety index has been completed.

2. MARITIME SAFETY PROGRAMME



Strategic Objectives		KPI	Target	Actual	Comments on Progress	
3	To provide a safe maritime environment (Boating)	3.1	Implementation of inland water safety regime ²	Baseline in Sep 2011	Achieved	Boating Surveyors have been trained in line with the new regulations, the SAMSA sponsored boating show was a success.
		3.2	Increase in the number of inland water users who are aware of safety regulations and requirements.	Establish baseline in Sep 2011	100% -Baseline Established	The baseline has been established.
		3.3	Improvement achieved on the Boating Safety Index ³	Baseline study and index development research concluded	100% -Baseline Established	The boating safety index has been developed.



2. MARITIME SAFETY PROGRAMME



Strategic Objectives		KPI		Target	Actual	Comments on Progress
4	To provide a safe maritime environment (Seafarers)	4.1	Favourable findings achieved on external audits on the quality of SAMSA training standards and practices ⁴	100%	100%	A report on all corrective actions turning previously unfavourable findings to favourable findings in respect of 2010/2011 audit findings by the European Maritime Safety Agency (EMSA) was submitted in February 2012.
		4.2	Compliance with the STCW convention Manila amendments	Comply by March 2012	100%	100% of the targeted draft amendments to the following Regulations were published for public comment in February 2012. Once signed into law, these will give effect to the full implementation of the STCW Manila amendments.
		4.3	Maritime training providers audited for compliance	50% of all accredited training providers	50%	50% of all eligible accredited training providers were audited.
		4.4	Improvement achieved on the Seafarer Safety Index ⁵	Baseline study and index development research concluded	100% - Baseline Established	The Seafarer Safety Index has been developed



STRATEGIC INITIATIVES IMPLEMENTED



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



CHALLENGES

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

HIGHLIGHTS

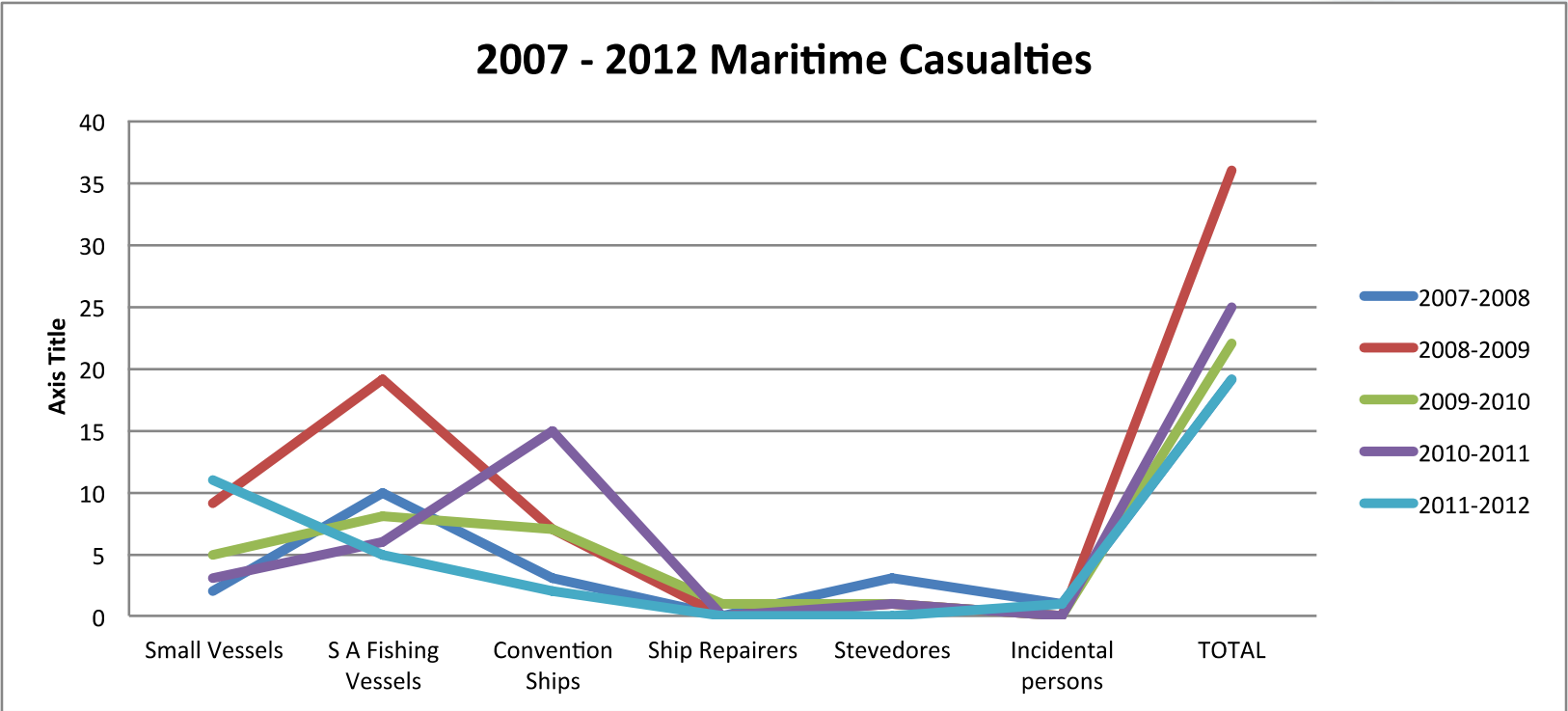


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- ❑ 76 persons were saved and 15 evacuated through our search and rescue efforts.
- ❑ Successful Management of Casualties
 - ❑ Eihatsu Maru (2012)
 - ❑ Panos Earth (2012)
- ❑ Successful Implementation of Small Vessel Training
 - ❑ All SAMSA appointed surveyors follow a formalized training program
 - ❑ Enforcement training program implemented with key partners acting on behalf of SAMSA
- ❑ Successful Implementation of Safety of Fishing Programs
 - ❑ Training Program for safety of fisherman in the fishing communities
- ❑ Recognition of South Africa's Officer Training by Global On Board Training Initiative (a Far East Training Initiative that is seeking partnership particularly on the Agulhas Project)
- ❑ Members of Global Maritime and Education (GlobalMET) Organisation.



LOWLIGHTS



3. MARITIME GOVERNANCE PROGRAMME



Strategic Objectives		KPI		Target	Actual	Comments on Progress
7	To strengthen governance of South Africa's maritime domain	7.1	IMO compliance with all regulatory requirements resulting from external audits (VIMSAS, EMSA and other administrations)	100% compliance by March 2012	100%	SAMSA has complied with all requirements as per the VIMSAS and EMSA report
		7.2	A comprehensive South African Maritime regulatory framework approved by target date.	Assessment Report to be established by Dec. 2011	Achieved by Dec 2011	The assessment report has been developed and approved by the maritime regulatory and legislative committee.
		7.3	Number of targeted legal instruments, regulations and policies that have been submitted for approval	100%	100%	The legal log process report has been completed and an indication of the status of all legislation has been shared with the DoT to fast track the ratification of the outstanding legislation.
		7.4	Milestones achieved against the International Maritime Relations Enhancement Infrastructure	A London Office opened by March 2012	Not Achieved	An office has not yet been opened but the status at this stage is that the DoT has acceded to the appointment of a SAMSA representative at their Maritime international office in London
		7.5	Increase in the rating achieved on the Maritime governance stakeholder survey	Develop baseline rating by December 2011	100% -Baseline Established	Baseline rating has been completed
		7.6	Regional and international agreements that have been successfully implemented	100% including the African Maritime Charter	100%	All approved international agreements have been implemented.
		7.7	Milestones achieved on the SAMSA Maritime Stakeholder strategy	Strategy developed by September 2011	100%	The SAMSA stakeholder strategy has been developed



STRATEGIC INITIATIVES IMPLEMENTED



SAMSA has been instrumental in reviewing and redrafting a number of Bills and subsidiary instruments. There has been progress in some of the drafts and would be processed for promulgation soon, which include:

- ❑ Merchant Shipping (International Oil Pollution Compensation Fund) (Contributions) Bill and Merchant Shipping (International Oil Pollution Compensation Fund) (Administration) Bill
- ❑ Merchant Shipping (Safe Containers) Act, 2011
- ❑ Merchant Shipping (International Oil Pollution Compensation Fund) Bill and Merchant Shipping (Civil Liability Convention) Bill
- ❑ Maritime Labour Convention, 2006 (MLC) & Work in Fishing Convention, 2007 (“C188”)
- ❑ Maritime Transport Security Bill
- ❑ Admiralty Jurisdiction Regulations Amendment Bill
- ❑ Merchant Shipping Amendment Bill (Chapter IV)
- ❑ Amendments to International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW)



4. MARITIME SECURITY PROGRAMME



Strategic Objectives	KPI	Target	Actual	Comments on Progress
6 To provide a secure maritime environment (Security)	6.1 Compliance with International Ship and Port Facility Security code and other security codes	100%	100%	The MRCC processed 11961 pre-arrival notifications, as well as query messages, to the Maritime Security Coordination Centre (MSCC) at DoT in Pretoria in compliance with the ISPS code.
	6.2 Improvement achieved on the Maritime Security Index	Baseline study and index developed	100% - Baseline Established	The development of the maritime security index baseline has been completed
	6.3 Targets achieved against the anti-piracy programme	An anti-piracy strategy and programme developed	100%	The SAMSA Anti-Piracy strategy and plan has been completed
	6.4 Completion of the integration of identified systems into the SAMSA Maritime security tracking and surveillance system	100% of Satellite AIS System and plan developed	100%	Satellite AIS has been successfully implemented
	6.5 Maritime research and innovation targets achieved	A maritime research and innovation agenda developed	100%	A strategic maritime research and innovation agenda has been developed focusing on topics such as a study on Coastal Shipping and Cabotage, a feasibility study on acquiring a training vessel, ship building & repairs industry study, etc.
	6.6 Compliance with the maritime security code of practice requirements incorporating piracy response measures	Maritime security code of practice developed by 2012	100%	Marine Notice no. of 2008 has been adopted as the maritime security code with respect to the processing of pre arrival notifications. The LRIT system has been implemented at MRCC and learnings from this implementation are being shared with other African states with the view of devising the most effective way of deploying the capability across Africa.



STRATEGIC INITIATIVES IMPLEMENTED



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



5. MARITIME ENVIRONMENTAL PROTECTION PROGRAMME

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5. MARITIME ENVIRONMENT PROTECTION PROGRAMME

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- ❑ **Focus of Programme: Compliance with MARPOL as well as National Maritime Safety Requirements**
 - ❑ Monitoring compliance and enforcement of International Maritime Pollution (MARPOL) requirements
 - ❑ Promotion of Environmentally Friendly Shipping Practices
 - ❑ Pollution Prevention Capacity and National Contingency Planning
 - ❑ Maritime Pollution Interventions and Combating
 - ❑ Incident Management and Investigations
 - ❑ Climate Change Policy input and implementation

5. MARITIME ENVIRONMENTAL PROTECTION PROGRAMME



Strategic Objectives	KPI	Target	Actual	Comments on Progress
5 To effectively respond to the challenges and effects of climate change on the maritime environment	5.1 Targets achieved against the Maritime Environmental Protection Programme	Develop plan by March 2012	100%	The SAMSA Environmental protection plan has been developed
	5.2 Approved National Maritime Climate Change Agreements on Carbon Emissions that have been successfully implemented	Successful submission and participation at COP 17	100%	SAMSA submitted a position paper to DoT and successfully participated at the UNFCCC COP17 conference held in Durban.
	5.3 Implementation of maritime sea watch, rescue and response capability development programme	100% ⁶	100%	AIS have been implemented and the full establishment of the Centre for Sea Watch and Rescue Centre has been completed.



STRATEGIC INITIATIVES IMPLEMENTED



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



CHALLENGES

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

HIGHLIGHTS



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- ❑ Successful implementation of the West Indian Ocean Marine Highway (WIOMH) Project
- ❑ All incidents that had a huge pollution potential were managed without any environmental pollution incident.
- ❑ Technological Upgrades of our Systems
 - ❑ Implementation of monitoring systems (Satellite AIS with oil spill monitoring capability)

HIGHLIGHTS



OIL POLLUTION INCIDENTS

Port	Vessel	Type of Vessel	Port of Registry	Brief Description
Cape Town	Pinotage	Harbour Tug	Cape Town	18 Aug 2011 - Whilst transferring lube oil from port main engine sump to a tank on the quay, a spill of approximately 60 litres occurred
Cape Town	Nikko Maru 1	Fishing Trawler	Cook Islands	01 Sept 2011 - Approximately 1500 litres of marine gas oil was spilled into the sea, due to the incorrect closing and opening of the two valves which control the transfer of fuel from one tank to the other
Cape Town	Desert Diamond	Fishing Trawler	Cape Town	03 Sept 2011 - Approximately 500 litres of intermediate fuel oil was spilled into the sea whilst taking bunkers.
Durban	Asian Cosmos	Fruit Ship	Panama	04 Oct 2011 - During a routine bunker operation into No 2 port and starboard wing tank No 5 port, approximately 100 Litres of heavy fuel oil overflowed on deck due to a filling valve been left open.
Cape Town	Iona	Fishing Vessel	St Kitts & Nevis	01 Nov 2011 - Approximately 40 litres of Lubrication Oil was spilt during internal transfer in engine room.
Durban	Not Known	Not Known	Not known	11 Dec 2011 - Oil spots on Umdloti Beach
Durban	Thor Pioneer	General Cargo	Antigua & Barbuda	15 Jan 2012 - Oil leaked from deck overflow pipe, which had been perforated and corroded. Resulting in the vessel being detained
Cape Town	Codesa 1	Fishing vessel	RSA	29 Jan 2012 - Discharge of Engine Room Bilge Oily water into the sea.
Port Elizabeth	Portia 1	Fishing Vessel	Cape Town	10 Feb 2012 - Approximately 100 litres of Diesel Oil overflowed into the sea
Cape Town	MFV Fuschia	Fishing Stern Trawler	Cape Town	27 Mar 2012 - Approximately 1000 Litres of Stern lube oil leaked into the sea.

Year	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012
Total penalties imposed	24	14	14	24	18
Penalties paid	R 720,797	R 669,985	R 898,741	R 438,539	R 459,350

6. MARITIME SECTOR DEVELOPMENT PROGRAMME



Maritime Skills Development



Marine Manufacturing



Marine Tourism & Leisure



SAMSA Cadetship program



SA Ship Registry



Ports & Logistics



6. MARITIME SECTOR DEVELOPMENT PROGRAMME



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

6. MARITIME SECTOR DEVELOPMENT PROGRAMME



Indicators of Progress against KPIs

Achieved

Partially Achieved

Not Achieved

Strategic Objectives		KPI	Target	Actual	Comments on Progress		
1	To grow, develop and transform the South African maritime economy (sector)	1.1	Increase in the number of High Schools on the Maritime Education Network for Grades 10 – 12	1	3	A school in Limpopo, Gauteng and KZN has been identified and agreed on with the respective provincial departments..	
		1.2	Increase in the number of FET colleges participating in the Maritime Education Network	2	3	MOU's have been signed with the Durban University of Technology, The Vaal University of Technology and the Cape Peninsula University of Technology	
		1.3	Number of learners that have graduated from the SAMSA Learnership scheme			101	SAMSA has secured berths for 72 cadets, enrolled 14 new cadets and currently has 15 learners on the workplace skills exposure programme.
				Maritime Learnerships	100		
				Cadetships	100		
		1.4	Number of direct maritime jobs created through SAMSA facilitated programmes	400	Not Achieved	The preliminary analysis of direct job creation pointed to a need for SAMSA to establish an in depth understanding of the current state of jobs and to test the job creation capacity of the SAMSA maritime sector development programme during the second quarter of the year. This meant the that the key to achieving this goal was to have carried out a detailed Maritime Economic Impact Study, which will among other things establish the number of jobs created and the potential for further job creation. This study will provide scientific data to base the SAMSA job creation strategy in the medium to long term. Terms of reference were developed for the Maritime economic impact study, adverts were placed and a Service Provider was appointed. At the close of the financial year, the studies had not yet been completed to establish the number of jobs created and the potential for further job creation. This study will provide scientific data to base the SAMSA job creation strategy in the medium to long term.	
1.5	An African Maritime University/Institute (AMU) established	A Business case and plan for the AMU developed	AMU Plan and case developed	The business case and plan is available for inspection.			

6. MARITIME SECTOR DEVELOPMENT PROGRAMME



Strategic Objectives		KPI		Target	Actual	Comments on Progress	
1	To grow, develop and transform the South African Maritime economy (sector)	1.6	Increase in the number of Black EE & SMME businesses successfully participating in the maritime sector	Baseline study concluded by Sept 2011	Not Achieved	The preliminary analysis of SMME and broad-based black empowerment within the sector identified a need for SAMSAs to conduct a baseline understanding of the current number of SMME and BBBEE and the sub-sectors they are predominately active in as available economic data and statistics poorly reflect on these within the maritime sector. This meant that SAMSAs would undertake the Maritime Economic Impact Study, which among other things would establish the number and level of participation by SMME's and BBBEE's within the sector as well as the opportunities and strategies required for broadening this participation. The terms of reference have been developed for the maritime economic impact study, This study will provide SAMSAs with an in depth understanding of the structure and nature of broad-based participation of black and SMME enterprises within the sector.	
			Black Economically Empowered Businesses (BEE)				
			Small Medium Enterprises (SMME)				
		1.7	Number of ships attracted onto the South African Ship Registry	2	Not Achieved		The underlying intention was to attract merchant trading vessels. Even though this was not achieved, there was an increase of 27 net ships (non-trading) registered on the SA Registry. A total of 1389 ships registered under the SA flag compared to 1362 ships in 2010/11. No new Merchant ships have been attracted onto the SA Ship Register.
		1.8	Maritime Cluster Strategy & Implementation Programme	100% as per plan	100%		The areas SAMSAs has been tasked with on the Maritime Economic Development Cluster work plan have been executed as planned
1.9	Approved Ship Building Investment Plan	100% as per plan	100%	The preferred bidder for the tender on shipbuilding and repairs has been appointed and the study is underway as per the Ship Building Investment Plan.			
1.10	Approved Boating Investment Plan	100% as per plan	100%	An MOU has been signed and funding provided to MIA-SA to promote the boating industry in SA and a Boating Investment Plan has been developed.			

STRATEGIC INITIATIVES IMPLEMENTED



A. Maritime Industry Development Subprogramme

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



STRATEGIC INITIATIVES IMPLEMENTED



B. Maritime Human Resources Development Subprogramme

❑ **Maritime innovation and Research Development**

- ❑ Focusing on improving the commercial application of high level science, engineering and technological knowledge.

❑ **Maritime Skills Development**

- ❑ Maritime Cadetship programme
- ❑ Maritime Education Network Development - Universities, FET, High School and Primary school maritime education.
- ❑ Maritime Skills Partnership Development
- ❑ Maritime Career Awareness Campaign
- ❑ SAMSA Learnership Programme



HIGHLIGHTS



- ❑ **2011 Department of Transport Investors Conference**
- ❑ **National Fishing Indaba 2011**
 - ❑ Establishment of a National Fishing Forum
 - ❑ Audit of the Fishing Fleet of South Africa
- ❑ **Maritime Industry Development Roundtables**
 - ❑ Marine Manufacturing
 - ❑ Oil and Gas
 - ❑ Shipping, Ports and Logistics
 - ❑ Broad based Business Participation
 - ❑ Fishing and Aquaculture
 - ❑ Marine Tourism and Leisure



HIGHLIGHTS



- ❑ **National Maritime Skills Study 2011**
 - ❑ **Cadetship Programme** (*Over 100 cadets secured Berths since inception*)
 - ❑ **Maritime Skills Summit 2011**
 - ❑ **HRDCSA Maritime Skills Development Programme Partnership**
 - ❑ **Securing of the SA Agalhus I as a first of its kind **Dedicated National Training Vessel for South African Seafarers****



SAMSA 2011/2012
GOVERNANCE AND AUDIT OUTCOMES

AUDIT OUTCOMES



Year	Audit Opinion	Matters of Emphasis	Action Taken
2011/2012	Unqualified audit opinion	<p>Restatement of prior year financials due to wreck funds;</p> <p>As disclosed in note 30 to the financial statements (statement of budget and actual information), the entity has materially under spent on the budget for capital expenditure to the amount of R140 394 000.</p>	The material misstatements identified by the AGSA with regards to expenditure and disclosure items were subsequently corrected, resulting in the financial statements receiving an unqualified audit opinion.



AUDIT OUTCOMES



Year	Audit Opinion	Legal and Regulatory requirements	Action Taken
2011/2012	Unqualified audit opinion	50% of variances were not explained in compliance with the National Treasury Guideline for the preparation of the annual report	SAMSA has incorporated this requirement as part of our reporting process.
		The accounting authority did not finalise and submit a strategic plan to the relevant executive authority on or before 1 April as required by TR 30.1.1 and 30.1.2.	SAMSA has taken corrective measures with regards to the submission of plans.
		The financial statements submitted for auditing were not prepared in accordance with the prescribed financial reporting framework as required by section 55(1) ((a) and) (b) of the PFMA.	SAMSA has subsequently taken corrective action, resulting in the financial statements receiving an unqualified audit opinion.

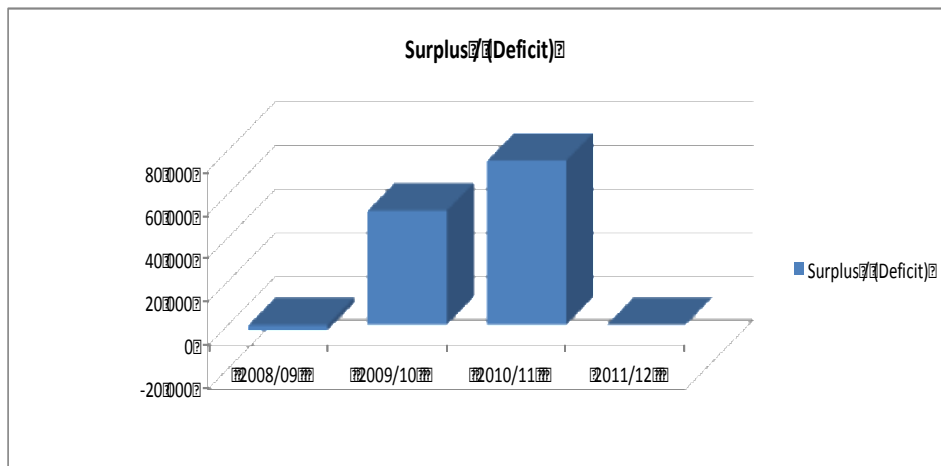
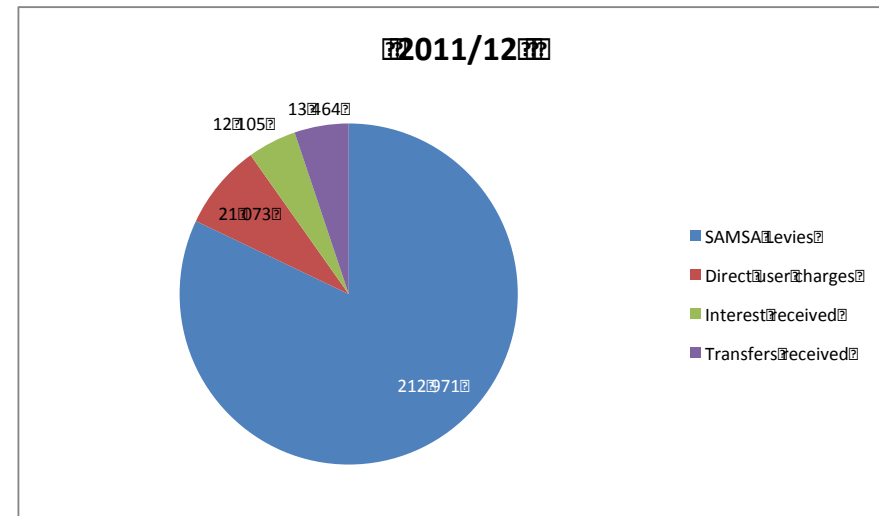
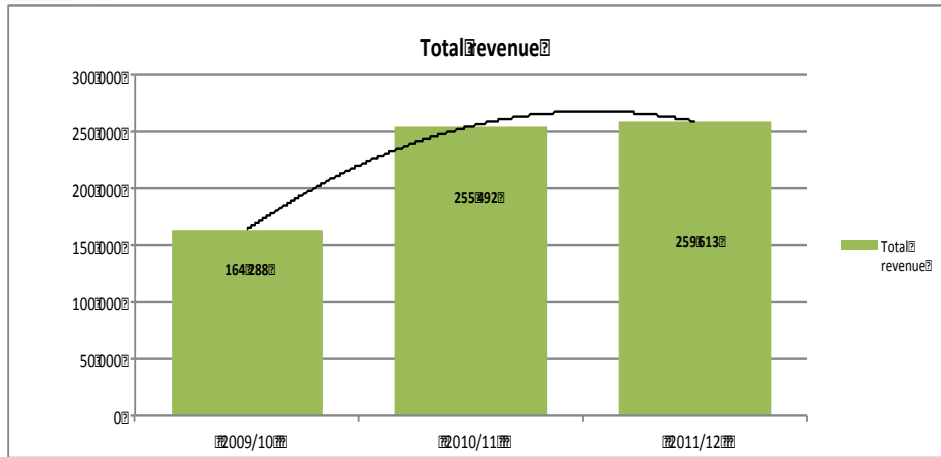


FINANCIAL REPORT – OVERALL PERFORMANCE

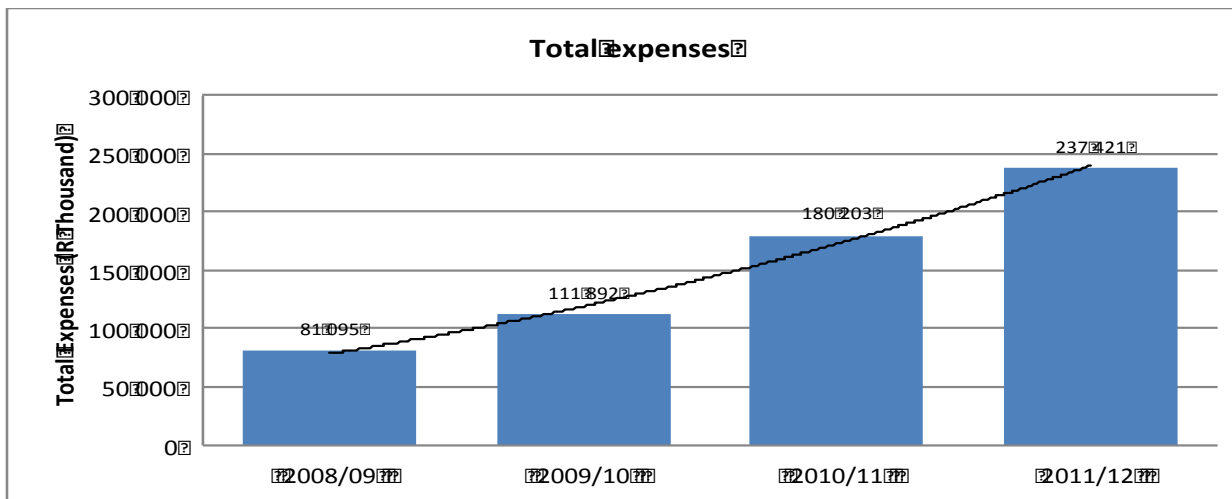
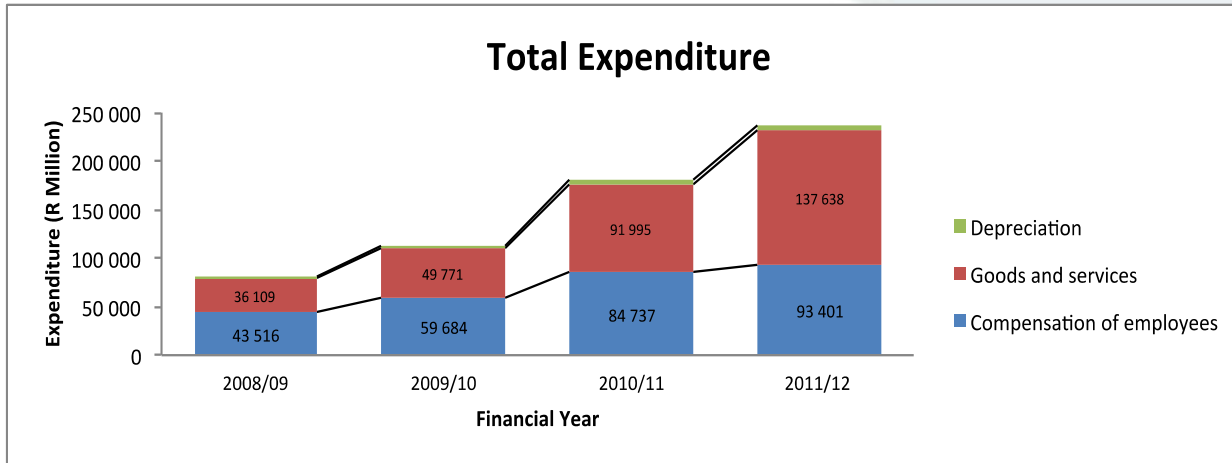


	2012 R'000	2011 R'000	% Change
Revenue	247 560	248 688	-1%
Expenditure	(246 143)	(181 641)	36%
Surplus	13 470	77 121	-83%
Interest Income	11 645	9 952	17%
Total Assets	272 629	252 572	8%
Fixed Assets	25 145	10 609	137%
Cash & cash equivalents	230 510	218 110	6%
Cash from operating activities	31 036	91 343	-66%

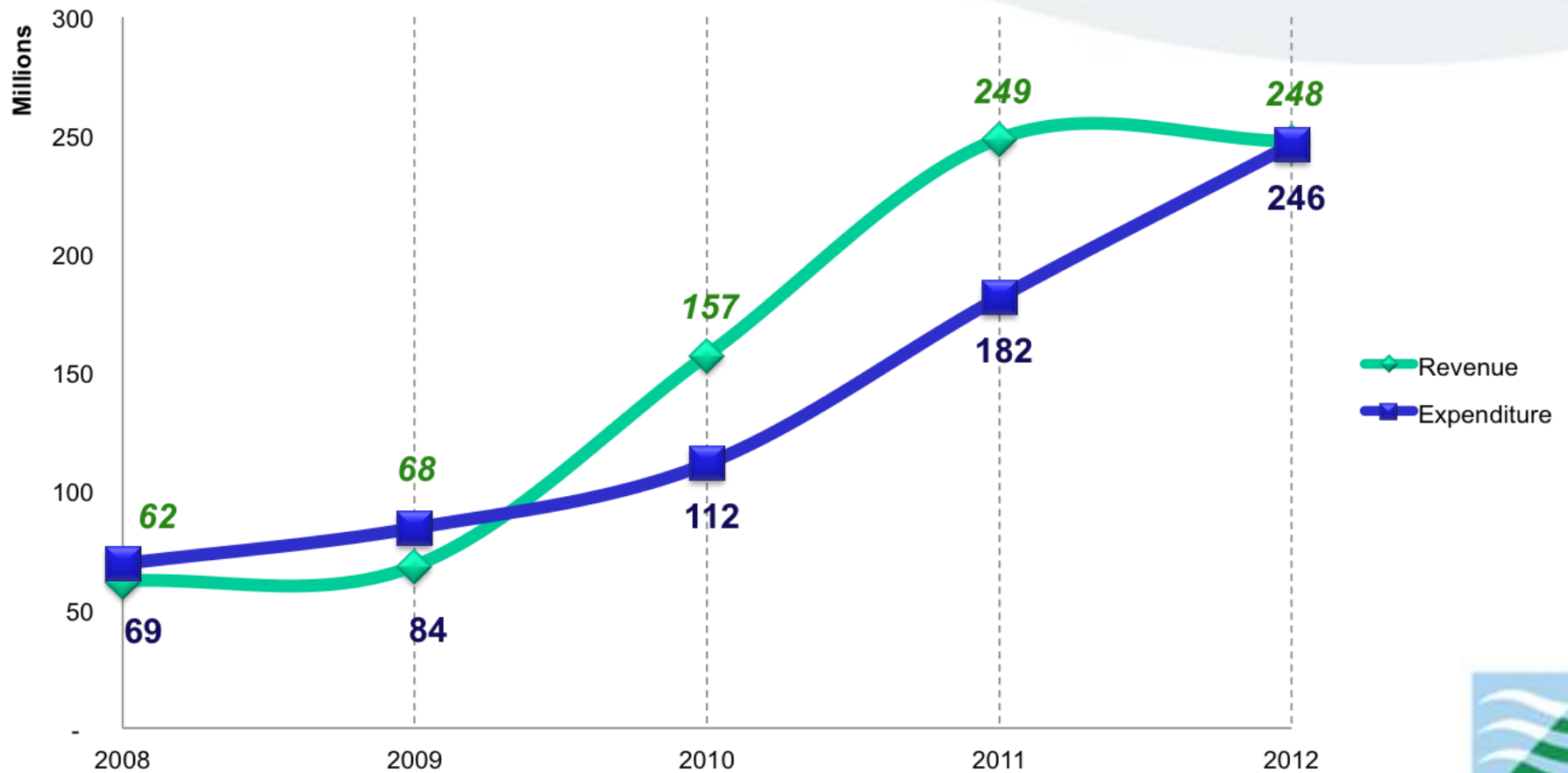
Revenue Trend



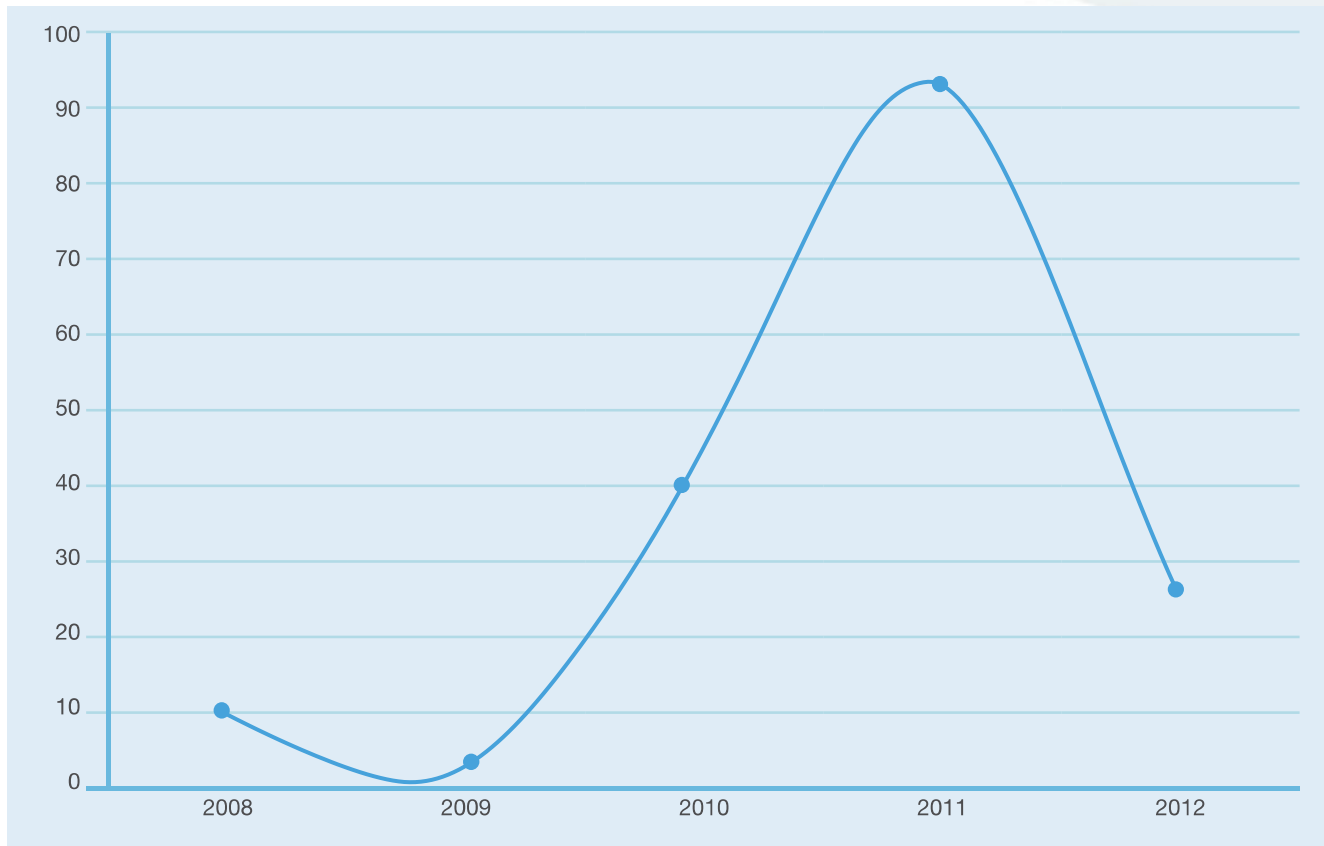
Expenditure Trend



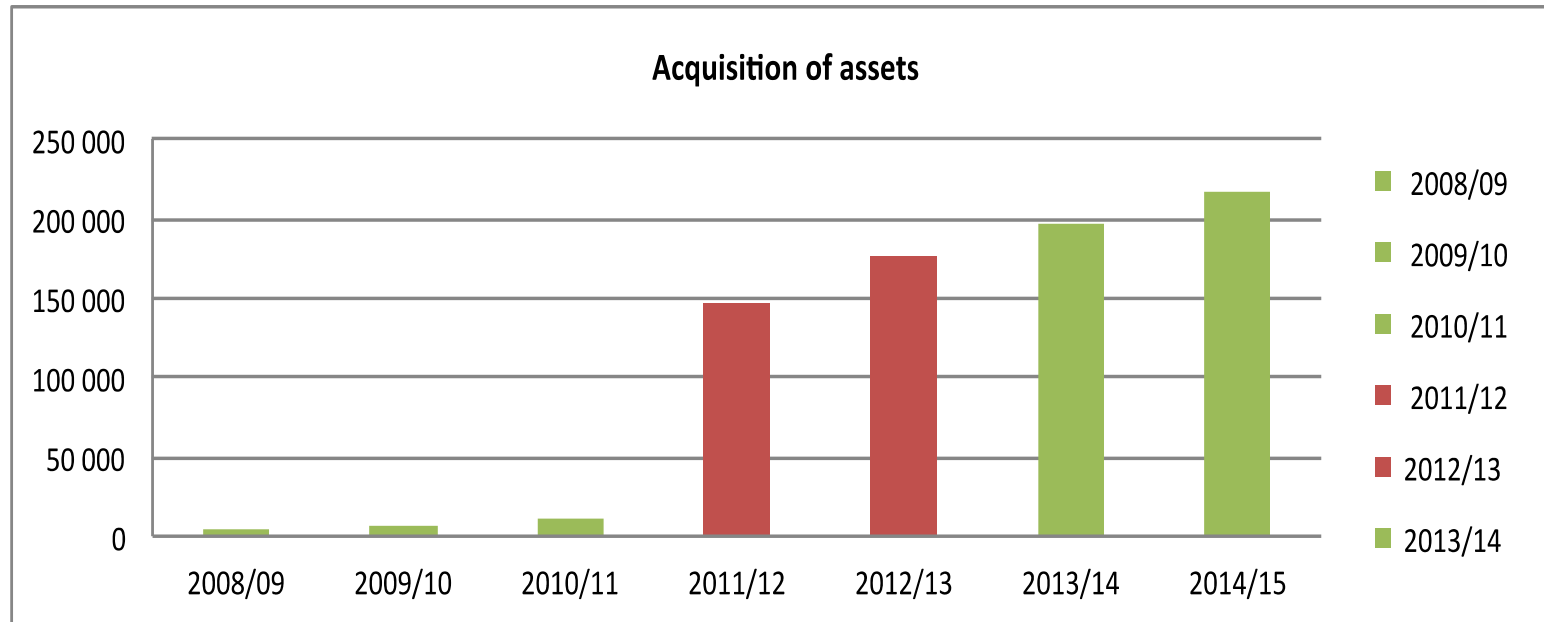
Revenue vs Expenditure Trend Analysis



Net Cash Generated from SAMSA Operations



CAPEX



Thank You