


# Country profile 2024– South Africa

## Part 1. General information

### 1. Country information

	<b>Full name of the country</b>	Republic of South Africa (RSA)
	<b>Capital</b>	South Africa has no legally defined capital city. The country's three branches of government are split over different cities. Cape Town, as the seat of Parliament, is the legislative capital; Pretoria, as the seat of the President and Cabinet, is the administrative capital; and Bloemfontein, as the seat of the Supreme Court of Appeal, is the judicial capital, while the Constitutional Court of South Africa sits in Johannesburg. Most foreign embassies are in Pretoria.
	<b>Official language(s)</b>	Afrikaans, English, Ndebele, Northern Sotho, Sotho, Swazi, Tsonga, Tswana, Venda, Xhosa and Zulu.
	<b>Main ports</b>	Port of Richards Bay Port of Durban Port of East London Port of Ngqura Port of Port Elizabeth Port of Mossel Bay Port of Cape Town Port of Saldanha
	<b>Coastline (km)</b>	3 924 km

## 2. Contacts

### *GI WACAF Focal point*

<b>Name</b>	1. DoT: Mr Metse Ralephenya 2. DoT: Ms Stella Matlala 3. SAMSA: Capt. Ravi Naicker	
<b>Ministry/ Department / Agency</b>	1. Department of Transport (DoT) 2. Department of Transport (DoT) 3. South African Maritime Safety Authority (SAMSA)	
<b>Job title</b>	1. Director: Maritime safety, security & environment 2. Deputy Director, Marine Environment Protection 3. Senior Manager: Navigation, Security & Environment	
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		<b>Postal:</b> Private Bag X193 Pretoria, 0001 South Africa

Updated in November 2024

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<b>Ministry/ Department / Agency</b>	1. Department of Transport (DoT)

	<ol style="list-style-type: none"> <li>2. Department of Transport (DoT)</li> <li>3. South African Maritime Safety Authority (SAMSA)</li> </ol>
<b>Job title</b>	<ol style="list-style-type: none"> <li>1. Director: Maritime safety, security &amp; environment</li> <li>2. Deputy Director: Marine Environment Protection</li> <li>3. Senior Manager: Navigation, Security &amp; Environment</li> </ol>
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*National representatives completing this document*

Name	Job title	Organisation	Country	Email	Telephone
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Ms Stella Matlala	Deputy Director, Marine Environment Protection	Department of Transport	South Africa	<a href="mailto:mamadis@dot.gov.za">mamadis@dot.gov.za</a>	+2712 309 3954

## 1. Industry

Industry presence in the country	
<b>Which industry partners from the <i>Oil &amp; Gas</i> sector are present and operating in your country?</b>	PetroSA Total Energies, and Gazania only drilled exploration wells.
Cooperation with the industry	
<b>Is there working group/platform that brings together government and industry to address issues related to oil spill preparedness and response? If yes, please provide the name.</b>	Yes. It started at the Initiative B1 Working Group (WG) under Operation Phakisa in 2015. The B1 WG has now been superseded by the Interim Incident Management Organisation (IMOrg), and the Incident Management Organisation is due to be launched in 2025 as a virtual organisation once the Marine OPRC Act is promulgated.

	Forty-five (45) sessions of the IMOrg has been held thus far.
<b>Is there sharing of human resources and equipment between industry and government during exercises and/or training?</b>	Yes. This is done as part of the Incident Management Structure (IMS) and Industry is also represented on the structure.
<b>Please list any other aspects relevant to cooperation between industry and government.</b>	<p>(a) Industry will be included in the Joint Government Exercises, starting in March 2018</p> <p>(b) In addition to the B1 WG mentioned above, Industry is also included in any related Task Teams, training, Seminars, Workshops and Awareness Sessions. Five national exercises under the IMOrg thus far.</p> <p>(c) Three regional NOSCP roadshows conducted in 2023/2024.</p>

## Part 2. Updating the Country Profile, identification of level of preparedness and priority actions

### *I. Institutional and legal context*

#### 1. Designation of responsible authority(ies)

<b>Competent national authorities responsible for oil spill preparedness and response</b>
<i>Response at sea</i>

<b>Ministry/Department/Agency</b>	<ol style="list-style-type: none"> <li>1. Department of Transport (DoT)</li> <li>2. South African Maritime Safety Authority (SAMSA)</li> <li>3. Department of Forestry ,Fisheries and the environment(DFFE)</li> </ol>
<b>Contact person responsible for oil spills at sea</b>	<ol style="list-style-type: none"> <li>1. DoT: Mr Metse Ralephenya</li> <li>2. DOT: Ms Stella Matlala</li> <li>3. SAMSA: Capt. Ravi Naicker</li> </ol>
<b>Address</b>	<div> <div> <p>1. DoT:</p> <p><b>Physical:</b></p> <p>Corner Bosman and Struben Street</p> <p>Pretoria Central</p> <p>South Africa</p> </div> <div> <p><b>Postal:</b></p> <p>Private Bag X193</p> <p>Pretoria, 0001</p> <p>South Africa</p> </div> </div> <div> <div> <p>2. SAMSA:</p> <p><b>Physical:</b></p> <p>2nd Floor Table Bay building</p> <p>Tygerberg Park</p> <p>Uys Krige Drive</p> <p>Platteklouf</p> <p>Cape Town</p> </div> <div> <p><b>Postal:</b></p> <p>PO Box 532</p> <p>Parow, 7499 163</p> <p>South Africa</p> </div> </div>
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Shoreline response		
Ministry/Department/Agency	Department of Forestry , Fisheries and the environment (DFFE)	
Contact person responsible for shoreline oil spills	1. Dr Yazeed Peterson 2. Ms Feroza Albertus 3. Mr Ulric Van Bloemestein	
Address	Physical: East Pier V&A Waterfront Cape Town South Africa	Postal: PO Box 52126 V&A Waterfront Cape Town 8002
Telephone	1. Dr Peterson: +2721 819 2450 2. Ms Albertus: +2721 819 2457 3. Mr Van Bloemestein: +2721 819 2456	
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<b><i>Authority(ies) responsible for implementation of IMO conventions</i></b>	
<b>Ministry/Department/Agency</b>	<ol style="list-style-type: none"> <li>1. Department of Transport (DoT)</li> <li>2. South African Maritime Safety Authority (SAMSA)</li> <li>3. Department of Forestry , Fisheries and the environment (DFFE)</li> </ol>
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## 1. Ratification of international conventions and national legislation

Ratification of international IMO conventions (related to oil spill prevention, preparedness and response, and to civil liability and compensation) and their transposition into national legislation				
	Status of ratification	National legislation that incorporates the Convention	Status of implementation	Observations/specific actions needed
<b>Prevention</b>				
<b>MARPOL 73-78</b>	Yes	Yes		
<b>Preparedness and response</b>				
<b>OPRC 90</b>	Yes	No, but a draft Bill has been prepared	Bill in the final stage of parliamentary processes	
<b>OPRC-HNS Protocol</b>	No	No		

Liability and compensation				
<b>CLC 69</b>				
<b>CLC 92</b>	Yes	Yes		
<b>Fund 92</b>	Yes	Yes		
<b>Fund Prot. (2003)</b>				
<b>Bunker Oil (BUNKER 2001)</b>	No	No		
<b>LLMC 76</b>				
<b>LLMC 96</b>				
<b>HNS 2010</b>	No	No		

National legislation			
<b>Maritime policies and regulatory framework</b>	Do maritime policies or strategies exist? What is the responsible entity?	Comprehensive Maritime Transport Policy, 2017 outlines the Department of Transport as the lead organisation	
<b>Ratification of IMO conventions</b>	What are the main challenges/obstacles to ratification?	Lack of capacity	Congested Parliamentary programme
		Lengthy consultation process	

		Lack of legal expertise	
		Lack of technical expertise	
		Lack of financial resources	
<b>Incorporation of IMO conventions</b>	What is the procedure for incorporating IMO Conventions related to safety, marine pollution, and liability and compensation, into national legislation?	Section 231 of the Constitution of South Africa, 1996 require tabling of Conventions in Parliament and outlines further requirements.	
<b>Incorporation of:</b> <ul style="list-style-type: none"> <li>• 1992 Fund Convention</li> <li>• Supplementary Fund Protocol</li> </ul>	Does the related law identify the national authority responsible for the submission of oil reports?	Yes, in terms of the Merchant Shipping [International Oil Pollution Compensation Fund] Contributions Act, 2013	

## *II. National Oil Spill Contingency Plan*

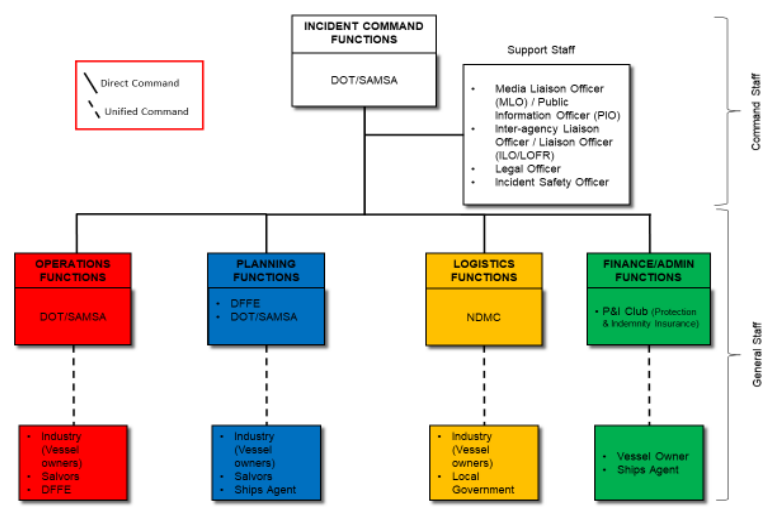
### 1. Development of a National Oil Spill Contingency Plan (NOSCP)

Document	
<b>Name of NOSCP</b>	South Africa's National Oil Spill Contingency Plan [NOSCP]

<b>Status of NOSCP</b>	Complete, approved by DoT – December 2019, to be reviewed in 2024
<b>Administrative act of initial approval – Number and date</b>	N/A
<b>Date of last approved update</b>	December 2019
<b>Committee/working group responsible</b>	<p>Started off under Operation Phakisa (a Presidential initiative) Initiative B1 Working Group that was tasked to address concerns on potential negative impact of offshore oil and gas exploration and production, with regards to all oil spills within the industry. A specific outcome of the B1 initiative is a joint industry government emergency response drill which was to prepare the country should there be an oil spill offshore.</p> <p>The Initiative B1 WG has come to an end and the NOSCP is now part of the responsibilities on an Incident Management Organisation (IMOrg).</p>
<b>Has the NOSCP been tested? Date and main comments</b>	<p>Yes</p> <ul style="list-style-type: none"> <li>• Cape Town, March 2018</li> <li>• Algoa Bay, November 2018</li> <li>• Cape Town, November 2019</li> <li>• March 2021</li> <li>• May 2022</li> <li>• Incidents management in 2023 and 2024</li> </ul>
<b>What is the procedure for updating the NOSCP? Does the updated NOSCP have to be formalised through an administrative act (e.g. decree, law ...) for it to be applicable?</b>	<p>To be reviewed every 5 years.</p> <p>To be made a requirement in the OPRC Bill once it has been signed into law by the President of the Republic of South Africa.</p>

## 2. Coordination, notification policies and organisation of response

### Organisation of response

Does the NOSCP utilise concepts from the <i>Incident Management System (IMS)</i> ?	Yes
Is each defined role assigned to a person/function?	Yes
Are the contact details of the responsible persons contained in an annex?	Yes
Does the NOSCP incorporate the different preparedness levels (Tiers 1, 2, 3)?	Yes – Using the Tiered Preparedness and Response (TPR) wheel.
<p>Organisation chart:</p>  <pre> graph TD     subgraph Incident_Command [INCIDENT COMMAND FUNCTIONS]         DOT_SAMSA_IC[DOT/SAMSA]     end     subgraph Support_Staff [Support Staff]         MLO[Media Liaison Officer (MLO) / Public Information Officer (PIO)]         ILO[Inter-agency Liaison Officer / Liaison Officer (ILO/LOFR)]         Legal[Legal Officer]         ISO[Incident Safety Officer]     end     subgraph Operations [OPERATIONS FUNCTIONS]         DOT_SAMSA_O[DOT/SAMSA]     end     subgraph Planning [PLANNING FUNCTIONS]         DFFE[DFFE]         DOT_SAMSA_P[DOT/SAMSA]     end     subgraph Logistics [LOGISTICS FUNCTIONS]         NDMC[NDMC]     end     subgraph Finance_Admin [FINANCE/ADMIN FUNCTIONS]         P&amp;I[P&amp;I Club (Protection &amp; Indemnity Insurance)]     end     subgraph General_Staff [General Staff]         subgraph Ops_Staff [Operations Staff]             I1[Industry (Vessel owners)]             S1[Salvors]             DFFE1[DFFE]         end         subgraph Plan_Staff [Planning Staff]             I2[Industry (Vessel owners)]             SA[Ships Agent]         end         subgraph Log_Staff [Logistics Staff]             I3[Industry (Vessel owners)]             LG[Local Government]         end         subgraph Fin_Staff [Finance/Admin Staff]             VO[Vessel Owner]             SA2[Ships Agent]         end     end     DOT_SAMSA_IC --- DOT_SAMSA_O     DOT_SAMSA_IC --- DOT_SAMSA_P     DOT_SAMSA_IC --- NDMC     DOT_SAMSA_IC --- P&amp;I     DOT_SAMSA_O -.- I1     DOT_SAMSA_O -.- S1     DOT_SAMSA_O -.- DFFE1     DOT_SAMSA_P -.- I2     DOT_SAMSA_P -.- SA     NDMC -.- I3     NDMC -.- LG     P&amp;I -.- VO     P&amp;I -.- SA2                     </pre> <p>The diagram illustrates the organizational structure of the Incident Management System (IMS). At the top, 'INCIDENT COMMAND FUNCTIONS' (DOT/SAMSA) and 'Support Staff' (Media Liaison Officer, Inter-agency Liaison Officer, Legal Officer, Incident Safety Officer) are shown. Below them are four functional areas: 'OPERATIONS FUNCTIONS' (DOT/SAMSA), 'PLANNING FUNCTIONS' (DFFE, DOT/SAMSA), 'LOGISTICS FUNCTIONS' (NDMC), and 'FINANCE/ADMIN FUNCTIONS' (P&amp;I Club). Each functional area is linked to a corresponding 'General Staff' box, which lists specific roles and contacts. A legend indicates 'Direct Command' (solid line) and 'Unified Command' (dashed line).</p>	
Notification and reporting procedures	
Are the emergency, notification and follow-up procedures (reports, etc.) well defined? Do they include a template as well as an updated contact list?	Yes

Can the NOSCP be activated in case of an oil spill caused by a non-ship source (e.g. offshore platform, pipeline, etc.)?	Yes
<b>Coordination with local plans and the industry</b>	
Are the local plans (port, terminal, etc.) referenced and integrated in the NOSCP?	Yes
Are the contingency plans of oil and gas industry facilities referenced and integrated in the NOSCP?	Yes
<b>Involving the local communities</b>	
Is the involvement of local communities in case of oil spills and during exercises planned?	No
<b>Follow-up and archive; compensation</b>	
Is there a follow-up plan and archiving system that allows evidence to be stored?	Yes
Are compensation and the procedures for requesting compensation defined and integrated?	Yes

### 3. Components of the National Oil Spill Contingency Plan

<b>Policy on use of dispersants</b>	
<b>Status of the policy on the use of dispersants</b>	Developed (currently under revision) – Dispersant use policy workshop conducted in November 2023. Roadmap agreed upon.

<b>The use of dispersants is considered as (first/second/last option/not an option).</b>	An option depending on the variables and site characterisation.	
<b>State the name of the administrative act which details the policy on use of dispersants.</b>	Not yet in place	
<b>Is there a list of approved dispersants? If yes, is it public?</b>	To be updated	
<b>Is there an approval procedure? If yes, which authority is responsible for this?</b>	Department of Forestry ,Fisheries and the environment	
<b>Is the same authority responsible for authorising the use of dispersants in emergency situations?</b>	Yes	
<b>Is the policy on the use of dispersants included in the NOSCP?</b>	Yes	
<b>What are the geographic and bathymetric limits for use of dispersants?</b>	Not yet specified	
<b>Is there a stock of dispersants?</b>	No	
<b>Location of the storage sites</b>	DFFE stockpile in Paarden Island , Cape Town	
<b>Name</b>	<b>Owner</b>	<b>Quantity</b>
<b>Sensitivity mapping and risk evaluation</b>		
<i>Sensitivity maps</i>		
<b>Status of sensitivity maps</b>	Developed and approved (but need for an update)	
<b>Responsible working group/committee</b>	IMOrg [Incident Management Organisation]	
<b>Are sensitivity maps included in the NOSCP?</b>	No, but it would be available on a Dashboard and App that are currently being developed. Hardcopy publication is available.	
<b>Date of validation and last update</b>	1985 (last update)	



<b>Does the map cover the whole shoreline?</b>	Yes
<b>Are the sensitivity maps public?</b>	Yes, old version
<b>In what format are the sensitivity maps available? Print or digital?</b>	Hard copy
<i>Risk evaluation</i>	
<b>Does the plan include drift patterns?</b>	Yes
<b>Does the NOSCP consider air surveillance in case of an incident (radar, satellite, aircraft, helicopter, etc.)?</b>	Yes
<b>Does the plan include a risk register and spill scenarios?</b>	Yes
<b>Is the Net Environmental Benefit Analysis (NEBA) included in the NOSCP?</b>	Yes
<b>Shoreline evaluation and response plan</b>	
<b>Status of the shoreline response plan</b>	Response Strategy outlined in the NOSCP
<b>Which authority is responsible for shoreline response?</b>	Department of Forestry, Fisheries and the Environment
<b>Date of validation and last update</b>	2012
<b>Is the shoreline response plan part of the NOSCP?</b>	Yes
<b>Does the shoreline response plan incorporate the Shoreline Clean-up and Assessment Technique (SCAT)?</b>	Yes, but not in detail
<b>Can volunteers participate in shoreline response? If yes, is there a volunteer management plan in case of oil spills?</b>	Yes, but under limited occasions

Oiled waste management plan	
Status of the waste management plan	Not fully developed
Responsible working group/committee	National task team assigned
Date of validation and last update	N/A
Is the waste management plan part of the NOSCP?	In the current version of NOSCP 2019
Does the waste management plan include transport, temporary storage and final disposal of waste?	Yes
Does the national legislation consider oiled waste as hazardous waste?	Not yet referred
What legislative framework regulates waste management at the national level?	DFFE Waste Management Act MARPOL National Legislation in place
Contingency plan for the safety of oiled wildlife	
Status of the contingency plan for the protection of oiled wildlife	A National Oiled Wildlife Response Contingency Plan (NOWPRCP) has been drafted by the Department of Forestry, Fisheries and the environment and relevant stakeholders in August 2021.
Responsible working group/committee	Yes
Date of validation and last update	August 2021
Is the contingency plan for the protection of oiled wildlife part of the NOSCP?	Yes
Are there national bodies responsible for this? If yes, which ones?	Yes Conservation Agencies and Non-Governmental Organisation (Department of Environmental, Forestry & Fisheries, South African National Parks, CapeNature, City of Cape Town, Ezemvelo, and Registered rehabilitation centres and captive institutions)
Are there cooperation agreements with international specialised organisations?	No (there are regional agreements, but not specific for wildlife response)

<b><i>In-situ</i> burning policy</b>	
<b>Status of the <i>in-situ</i> burning policy</b>	Not yet initiated / Under development / Finalised
<b>Responsible working group/committee</b>	IMOrg
<b>Date of validation and last update</b>	None yet
<b>Does the <i>in-situ</i> burning policy form part of the NOSCP?</b>	Current version of NOSCP 2019
<b>What is the authorization procedure in case of an incident?</b>	To be outlined by the IMOrg – responsible departments
<b>Other technical elements</b>	
<b>Does the NOSCP cover preparedness and response in the case of spills of hazardous and noxious substances (HNS)?</b>	No A separate Plan will be developed for HNS

### *III. Response equipment, training/exercises and international cooperation*

#### 1. Transboundary cooperation and international assistance

<b>Regional agreements</b>	
<b>What bilateral and/or regional cooperation response mechanisms are included in the NOSCP?</b>	Agreement on the Regional Contingency Plan for Preparedness for and Response to Major Marine Pollution Incidents in the Western Indian Ocean) which call for countries in the Western Indian Ocean region [Tanzania, Kenya, Mozambique, South Africa, Madagascar, Mauritius, Comoros, Seychelles] to further implement the articles and principles found in the OPRC 90 Convention and Nairobi Convention and its Emergency Protocol by developing and aligning with the Regional Contingency Plan.

<b>Are transboundary exercises organised regularly? If yes, how often?</b>	No
<b>Date of the last transboundary exercise</b>	South Africa participated as Observer in the Angola/Namibia exercise in August 2019. Dispersant use policy workshop with Angola and Namibia in 2023.
<b>Transboundary transfer of expertise and equipment</b>	
<b>Are there specific customs and immigration procedures in place to facilitate the import of equipment and/or expertise?</b>	No – work in progress under the IMOrg
<b>If yes, what are the procedures?</b>	This is being addressed as part of the revision of the NOSCP
<b>Assistance mechanisms</b>	
<b>Does your country participate in cooperation with projects/institutions aimed at improving preparedness and response? If yes, which ones?</b>	Other Government Departments, State Entities and Institutions, Private Sectors, organisations and Non-Governmental Organisations
<b>Is there mutual support between government and industry for the exchange of response equipment?</b>	Yes
<b>Are mechanisms for mobilisation and access to public and private international assistance in place?</b>	Yes

## 2. Training and exercises

<b>Training</b>
<i>Courses</i>

<b>Does the country organise internal training for staff at all levels (based on the needs of the country and in accordance with international standards)?</b>	<p>Training</p> <p>(i) Yes, mainly within Oil &amp; Gas Organisations and Disaster Management Centres.</p> <p>(ii) Government Departments and its Technical Agencies and certain NGO personnel started with training in 2016.</p> <p>(iii) Official IMS training commenced in January 2018.</p> <p>DFFE provides one annual introduction to oil spill training workshop and exercise for local authorities and other organisations.</p> <p>IMOrg has a “completed training database” of entities related to the NOSCP.</p>
<i>Exercises</i>	
<b>Does the country organise national exercises (involving local and private sectors) at least once a year?</b>	<p>YES , in March 2018, November 2018 ,November 2019 ,March 2021 and May 2022</p> <p>A significant number of incidents in 2024 and the IMS model was implemented. The response catered for an all hazard response and not only for oil.</p>
<b>Education</b>	
<b>Does cooperation with universities to train future experts in environmental management and the management of industrial and environmental risks exist or is it planned?</b>	Not yet

### 3. Equipment and national resources

<b>Response equipment</b>	
<b>Government: Department of Forestry ,Fisheries and the environment (DFFE)</b>	<b>Private sector: contained in a dashboard</b>
<b>Centre for storage and maintenance of response equipment</b>	Yes
<b>Planned acquisition of response equipment by the government</b>	No

<b>Inventories of public and private response equipment (annexed to the NOSCP)</b>	Yes SAMSA has two IMS toolkits available for setting up an incident command post.
<b>Procedure for the temporary loan of response equipment from the industry, in case of an incident</b>	To be refined
<b>Crisis control centre (rooms for meetings and communication)</b>	No
<b>Centre for resources, training and documentation for oil spill preparedness and for response management</b>	No
<b>Capacity for intervention</b>	
<b>In case of TIER 1<sup>1</sup> oil spills, is there sufficient national oil spill response capacity to enact intervention measures?</b>	Yes – SA is using the Tiered preparedness and response wheel (TPR) which is contained in the NOSCP.
<b>In case of TIER 2 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?</b>	Yes
<b>In case of TIER 3 oil spills, is there sufficient national oil spill response capacity to enact intervention measures?</b>	Yes

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<sup>1</sup> The definition of tiers 1, 2, 3 varies by country

#### 4. Communication

Communication with the media and the public	
Are standard procedures in place for communication with the media during exercises and actual incidents?	Yes
Is there a practical and strategic training programme on communicating with the media, for decision-makers and other response stakeholders?	Yes- communication plan completed by the Interim IMOrg