



## INFORMATION SHARING ON LESSONS AND BEST PRACTICES

### SOUTH AFRICA PERSPECTIVE

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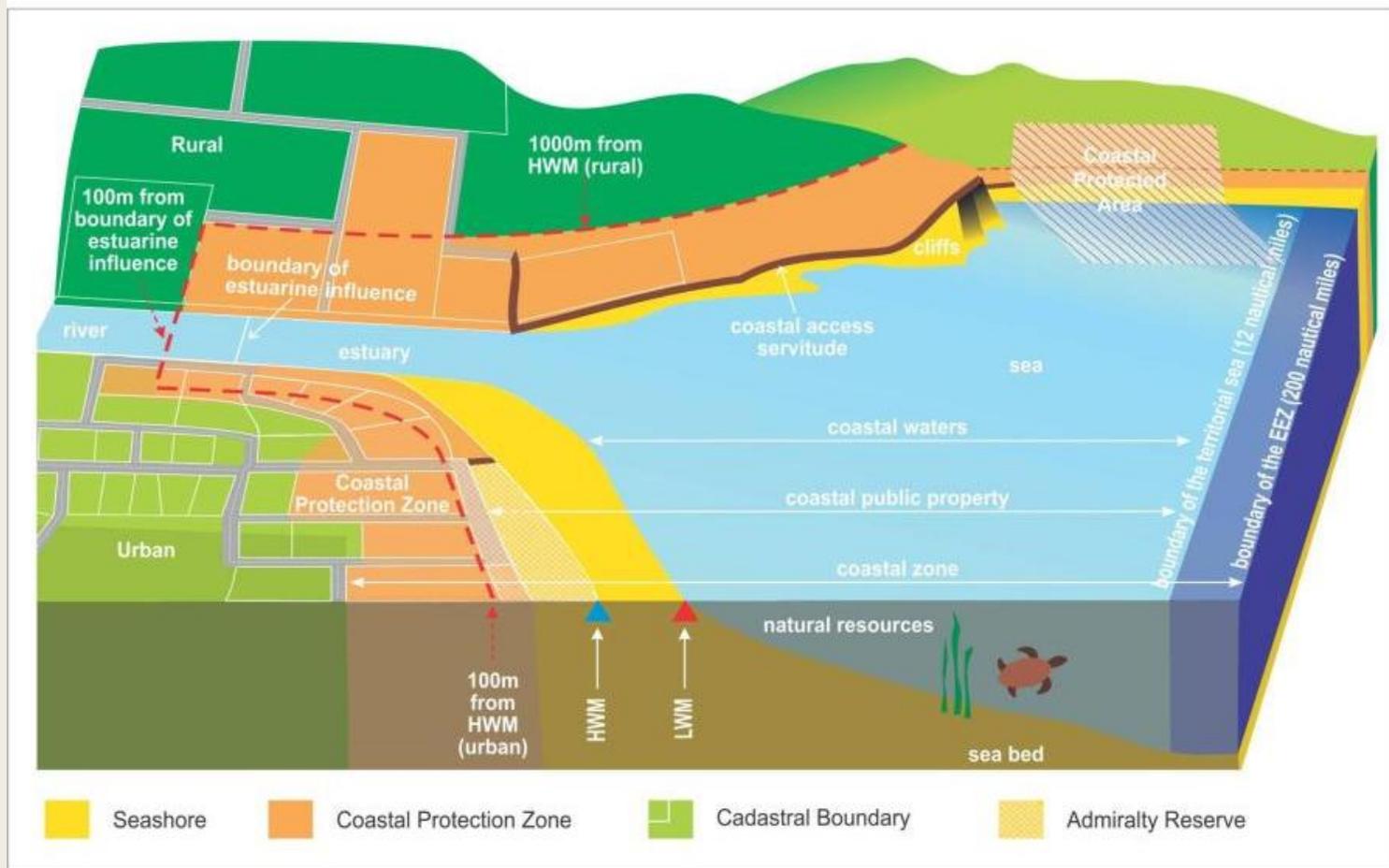
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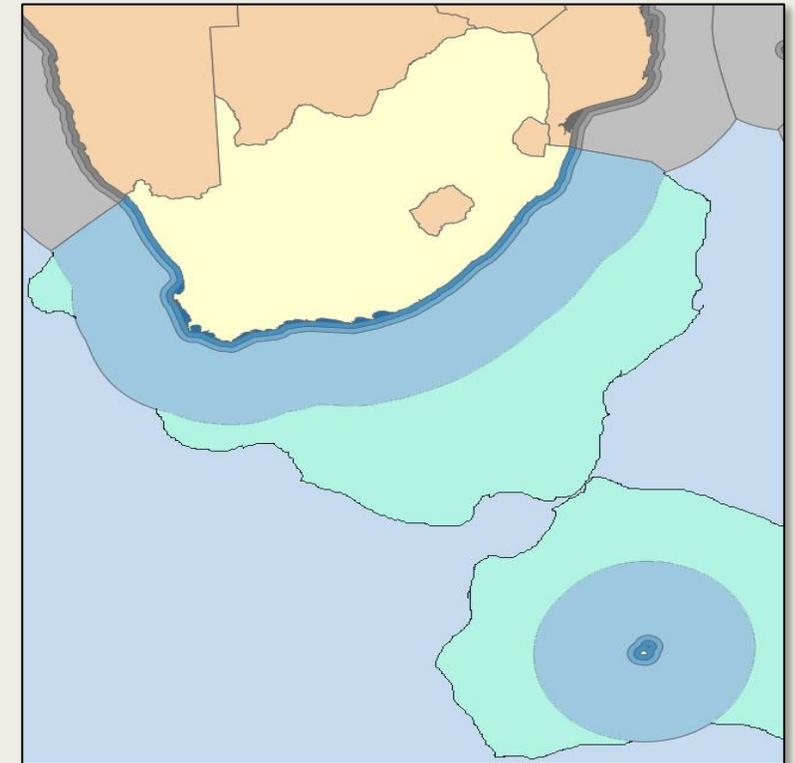
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# SA – Jurisdictions



- South Africa is responsible for managing an **oceans space** that is **greater** than the **land territory**
- Extended continental shelf claim will **double** the size of the **ocean geographic extent**



- Over **3000 km** of coastline with **4 Provinces** and **48 local government** and **4 Metropolitan Municipalities**
- Over **50 legislations** with marine and coastal implications and over **10 key sectors** or Ministries playing a role in the space.

1. Land Size: **1.2 mn km<sup>2</sup>**

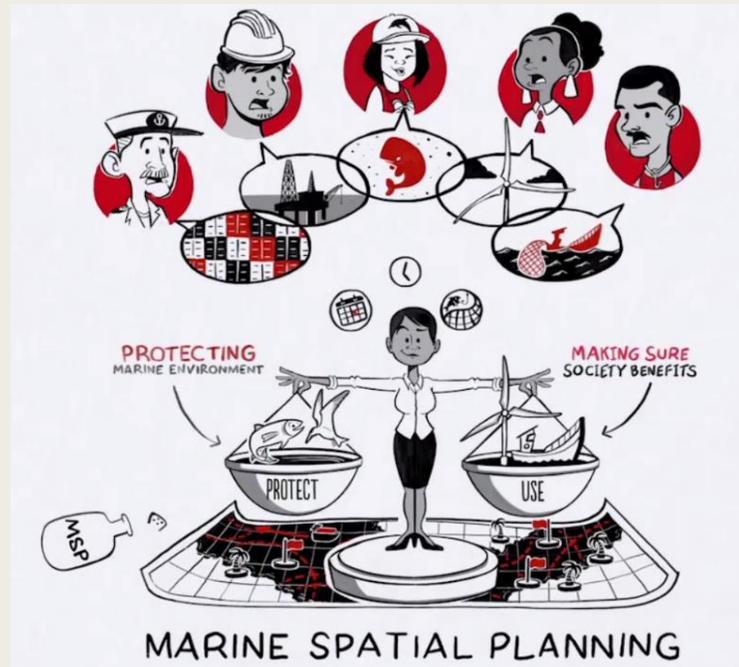
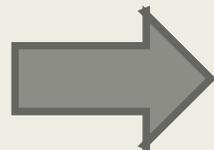
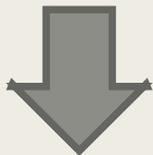
2. Exclusive Economic Zone (EEZ) Size: **1.5 mn km<sup>2</sup>**

# Why?

## Spatial Planning in the Oceans in SA

Develop an integrated approach to ocean governance including management plans for ocean areas, environmental variables, conflict scenarios and trade-offs as recommended in the White Paper on the National Environmental Management of the Ocean.

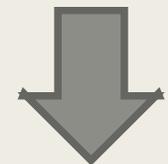
Cabinet decision on Ocean Economic Perspective Study – Dec 2013



Coordinated ocean governance in South Africa will identify and manage interdependencies of socio-economic aspirations and environmental integrity

Over the next five years South Africa will transition from the current sector based ocean management approach to a coordinated cross-sectoral planning scheme. The movement towards a coordinated cross-sectoral planning approach is required by the existing statutory framework.

White Paper on the National Environmental Management of the Ocean – May 2014



# How? Spatial Planning in the Oceans

Malaysian concept (2014)

oFirst leg of the Project was focusing on the Oceans Economy

➤To implement an overarching, integrated ocean governance framework for sustainable growth of the ocean economy to maximise socio-economic benefits whilst ensuring adequate ocean environmental protection within the next 5 years

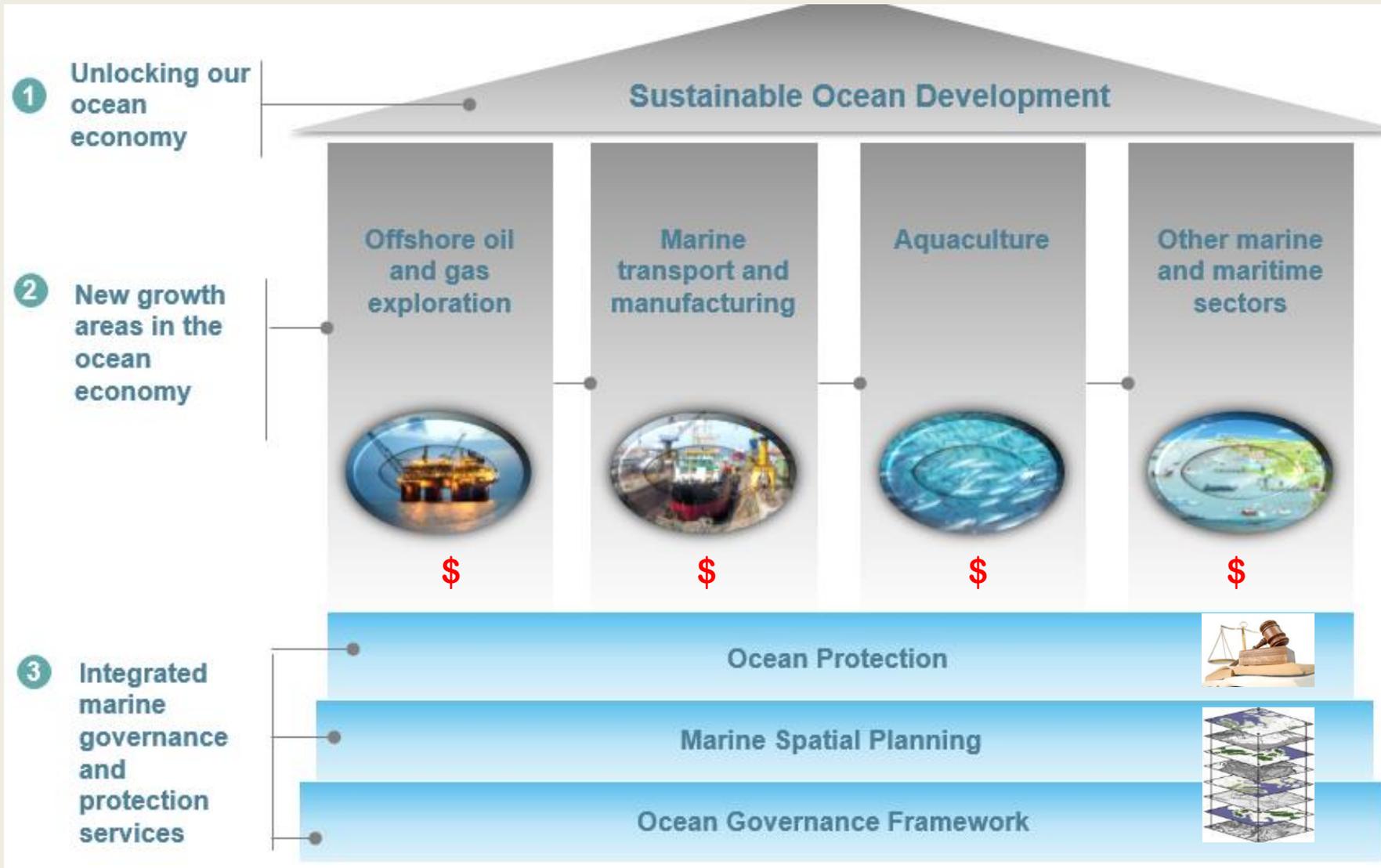
➤Oceans Economy, a priority programme, the SA Government, aims to grow the Ocean Economy's contribution to the country's GDP to R129-177 billion by 2033.

➤This is expected to provide up to a million new jobs



# How?

## Involvement of key sectors



■ Other marine and maritime sectors deemed to be interested and affected include:

- 1) Tourism
- 2) Employment and Labour
- 3) Public Enterprises
- 4) Public Works and Infrastructure
- 5) Planning, Monitoring and Evaluation
- 6) Trade, Industry and Competition
- 7) Small Business Development
- 8) Higher Education and Training; Science and Innovation

# NAVIGATING THROUGH A DIFFICULT PATH

Different views on sustainability in MSP.

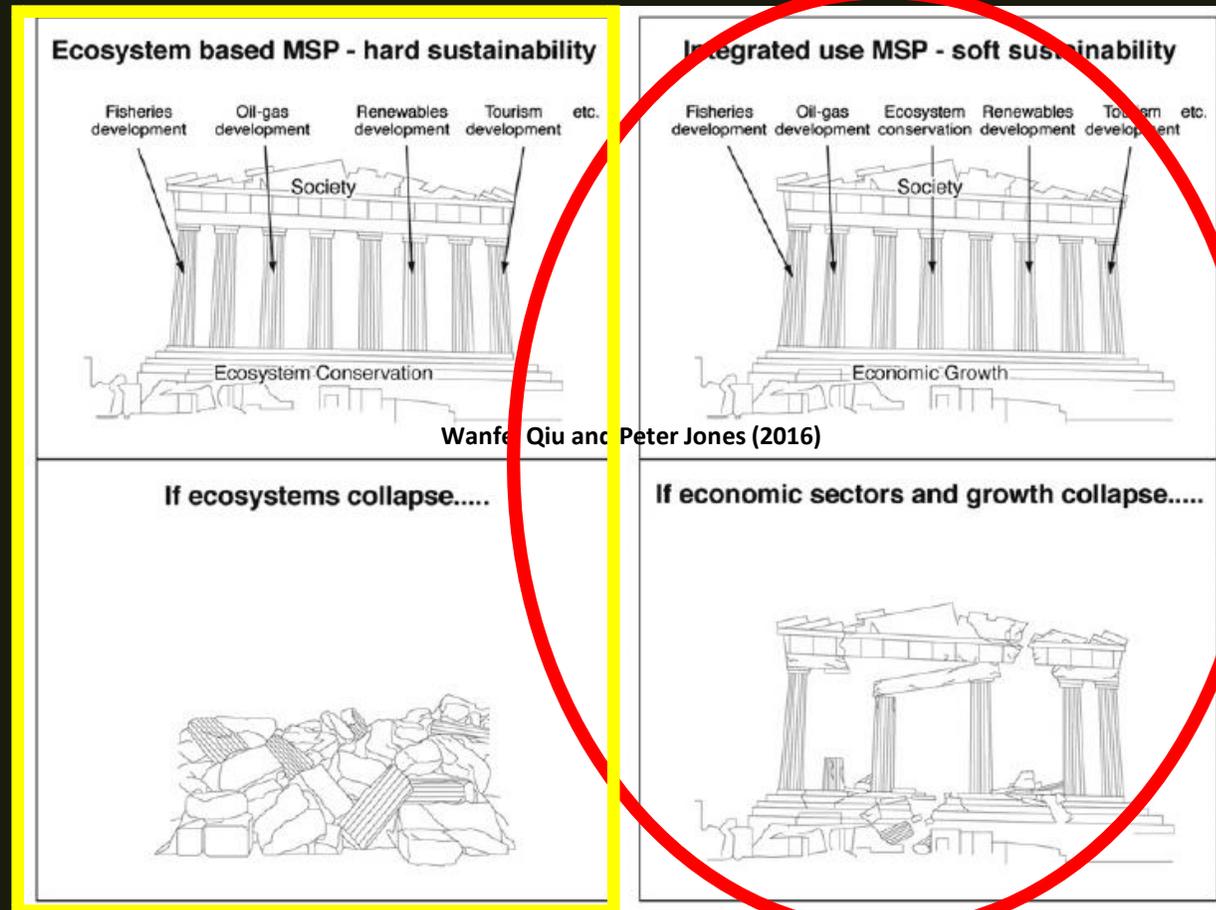
The two figures on the left describe ecosystem-based MSP, and the anticipated consequences of ecosystem collapse, based on 'hard sustainability'.

This view sees ecosystem conservation as the foundation for MSP, and that irreversible collapses in marine ecosystems would eventually lead to collapses in the economic sectors that depend on such marine ecosystems.

South African MSP process was initiated and prioritized to deal with the integrated use of the Oceans space "soft sustainability".



Countries that approach MSP as a conservation tool and putting emphases on ecosystem management to protect often use this view.



- The two figures on the right describe integrated-use MSP, based on 'soft sustainability', in which economic growth is seen as the foundation of MSP, and the collapse of the 'environmental pillar' does not necessarily lead to the collapse of related socio-economic structures.

# Challenges Experienced

## LEGISLATIVE CHALLENGES

- The MSP Act putting more emphasis on instructional arranges rather than guiding the implementation and monitoring processes of the plans.
- Shifted from the Oceans Economy aspirations to more towards an ecosystem-based MSP approach.
- Lack of synergies in the legislative arrangements with spatial planning implications (i.e. Spatial Planning and Land Use Management, Maritime Zone Act, MSP Act etc).

## STAKEHOLDER AND PARTICIPATORY APPROACH

- Lack of nation-wide consultation on the benefits of the MSP process to the Countries GDP.
- Selective identification of different user groups (i.e. lack of involvement of institutions (universities and research communities), NGO's, industries etc).

## INTERGOVERNMENTAL RELATIONS APPROACH

- Integration at both Vertical and Horizontal (not easy to achieve)
- Involvement of Provincial and Local government (no clear indication on their roles – based on boundaries)

OTHERS



Internal and External Coordination



Inconsistencies of the WG members



Lack of Vision "capacitation and resource"

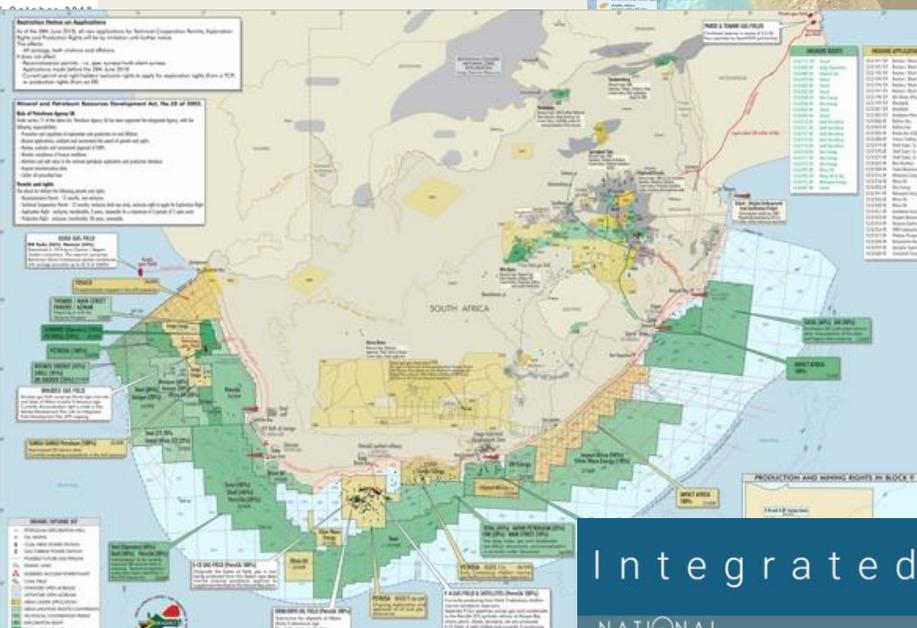
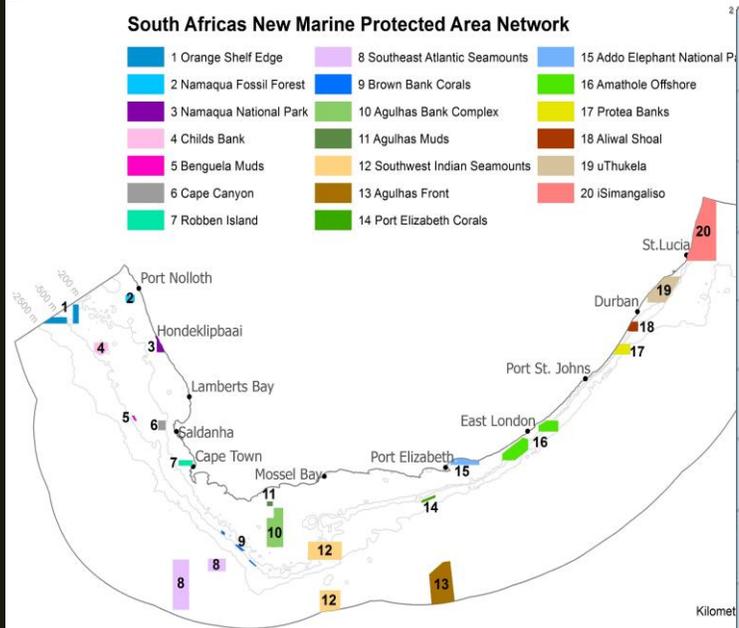
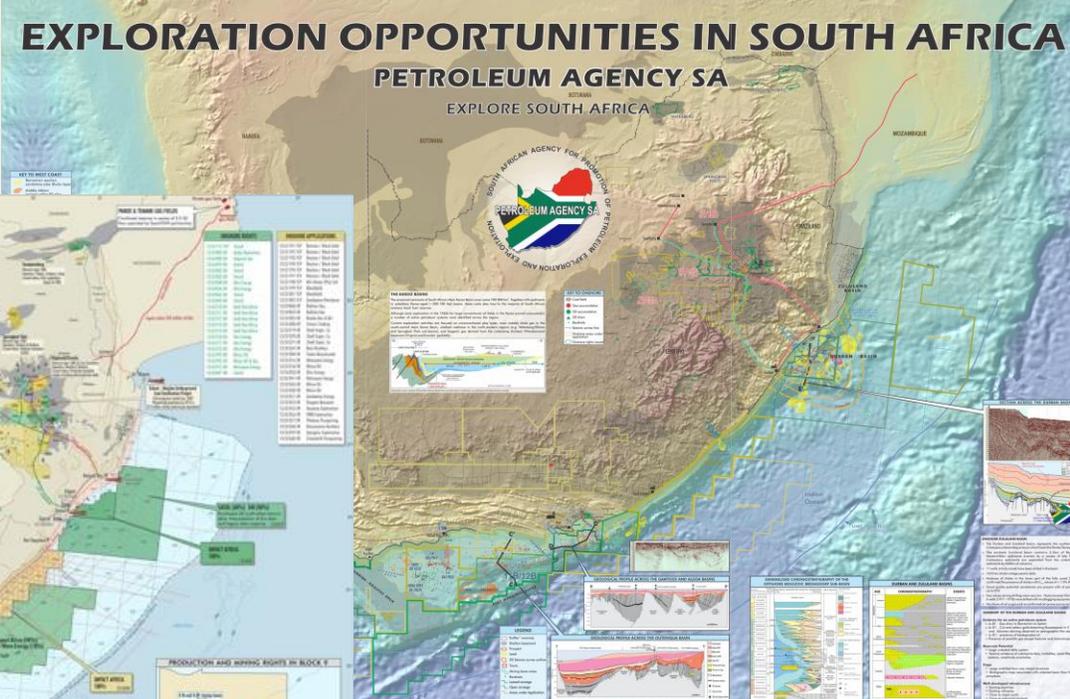


Lack of partnership and learning network



Conflict of Interest from the Leading Ministry

# Challenges Experienced



## Integrated Vessel Tracking DeST

## Fisheries and Aquaculture DEFF Coastal Viewer

**NATIONAL OCIMS**  
Fisheries and Aquaculture Decision Support

**Coastal Viewer**  
Department of Environmental Affairs

Layers:
 

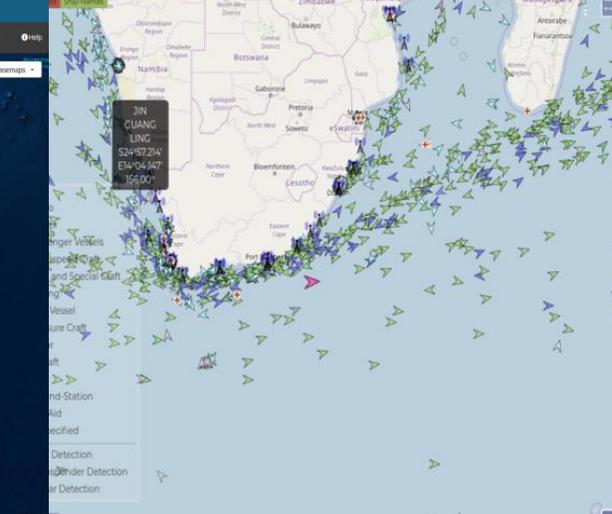
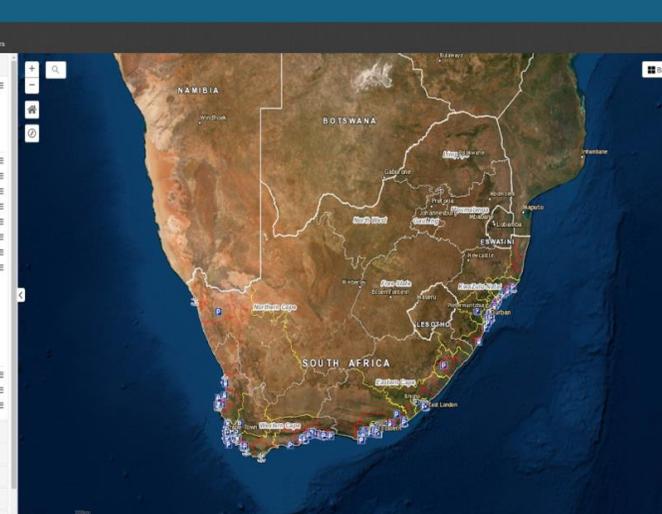
- Demarcation
- Provinces
- Coastal District Municipalities
- Coastal Local Municipalities
- Coastal Boundaries
- Coastal Accesses
- Coastal Pollution Management
- Coastal Management Lines
- Protected Areas & Conservation
- Physical Features
- Coastal Risk Management
- Transport
- Parking
- Railway Stations
- Ports / Harbours
- Marine Navigation
- Bridges
- Railway Lines
- Land Parcels
- Elevation
- Other Projects

High Risk Areas: ST HELENA BAY, SW CAPE, GARDEN ROUTE, ALGOA BAY

DATE ON VIEW: 2020-02-24

SEEK TO SPECIFIC DATE: -1 DAY +1 DAY

PICK DATE: 2020-03-24



**CURRENT SHIPS** | GEOFENCES | SAR | CAMERA | IMAGES

MMSI	Name	Callign	Flag	Remove
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477793000	DARIA KIRTHI	VJUC2	Hong Kong	Remove
240569000	KYZIKOS	SKUE	Greece	Remove
993116012	Nav-Aid	Unknown		Remove

**Ship Details**

Name: KYZIKOS  
MMSI: 240569000  
Position: [35.01, 29.03]  
Position: S35°00.479' E29°01.966'  
IMO: 9343845  
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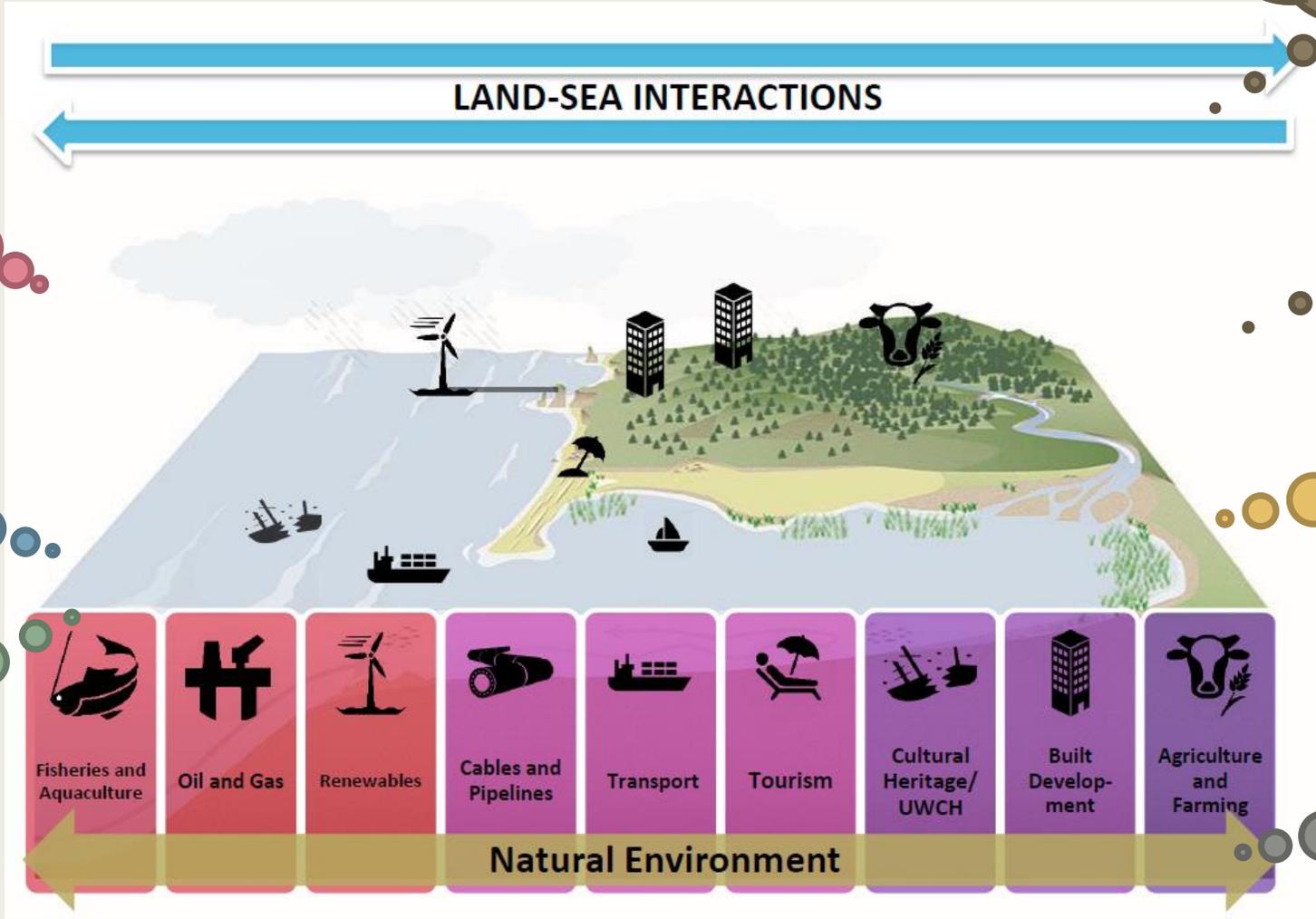
# Lessons Learned

## MSP – NOT EFFECTIVE WITHOUT LSI

What do we know?  
Do we have data and methods to address an issue?  
How deal with uncertainties?

Coordinating across planning levels in the coastal area and also across borders...

cultural and heritage conservation & tourism development



land-based issues and coastal infrastructure developments

Shipping and fishing and mining

Why, when and how to involve the numerous coastal stakeholders in marine planning

Environmental problems from both onshore and offshore activities

# Lessons Learned LSI – PROCESS IN SA

South Africa with partnership from the Nairobi Convention – pilot 3 sites for LSI under SAPPHIRE

Small scale funding for the demonstration project proposal under “SAPPHIRE”

○ *Support for a coordinated sectoral Ocean and Coastal management approach in South Africa*

## Component 1.

- *Supporting Policy Harmonization and Management Reforms towards improved ocean*

## Component 4:

- *Delivering best practices and lessons through innovative ocean governance demonstration*



# Lessons Learned LSI – PROCESS IN SA

## Outcome 1: .

- *Development of three (3) integrated Oceans and Coasts Site Plans as pilots to contribute to the broader implementation of the South Africa's Marine Spatial Planning Framework.*

## Outcome 2:

- *Facilitate linkages between the project principal goal and objectives with those of the national priorities;*

## Outcome 3:

- *Establish a coastal / oceans planning scheme as a regulatory mechanisms for implementation*

## Outcome 4:

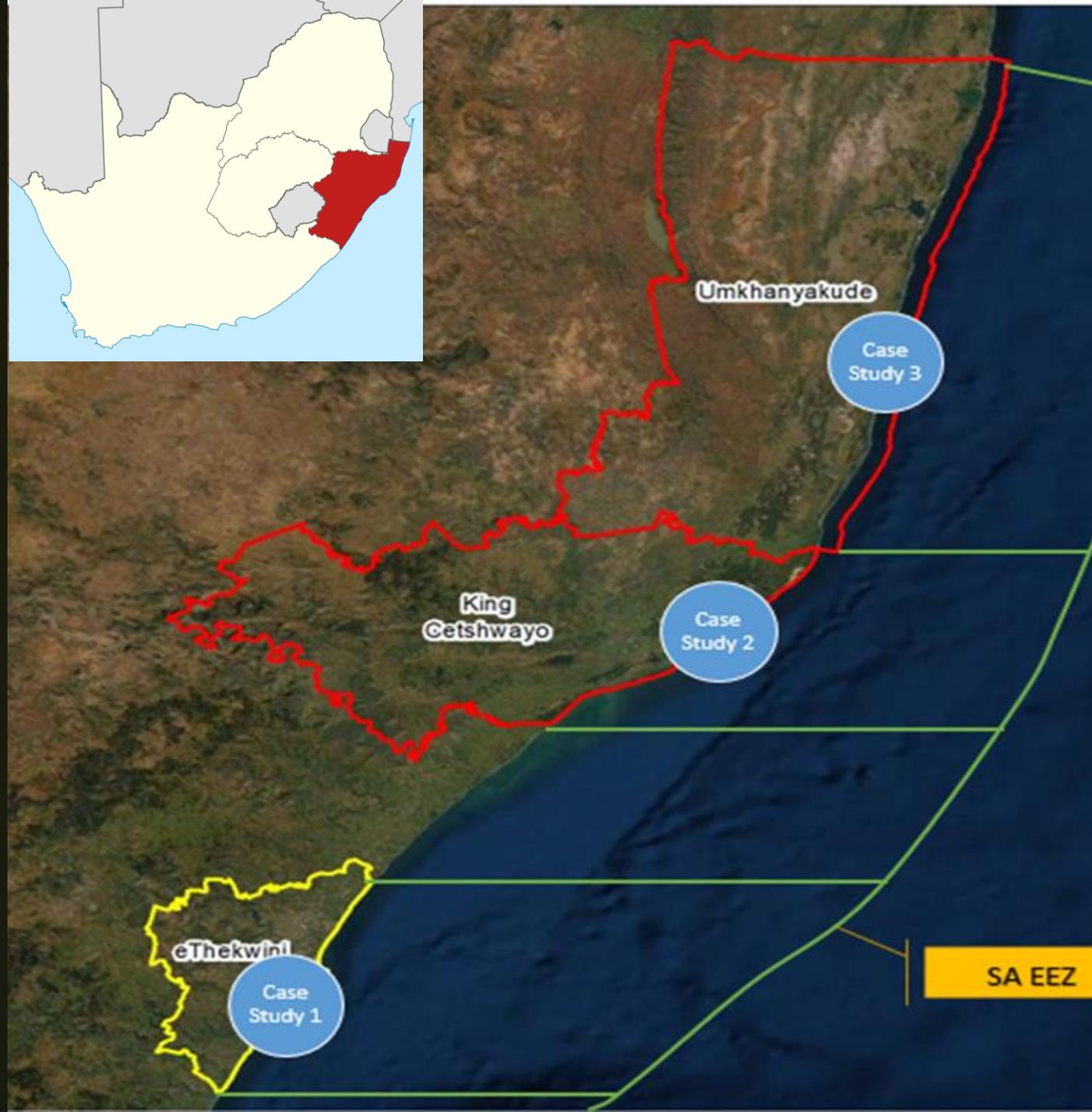
- *Productions of assessment reports and a GIS tool developed for data management;*

## Outcome 5:

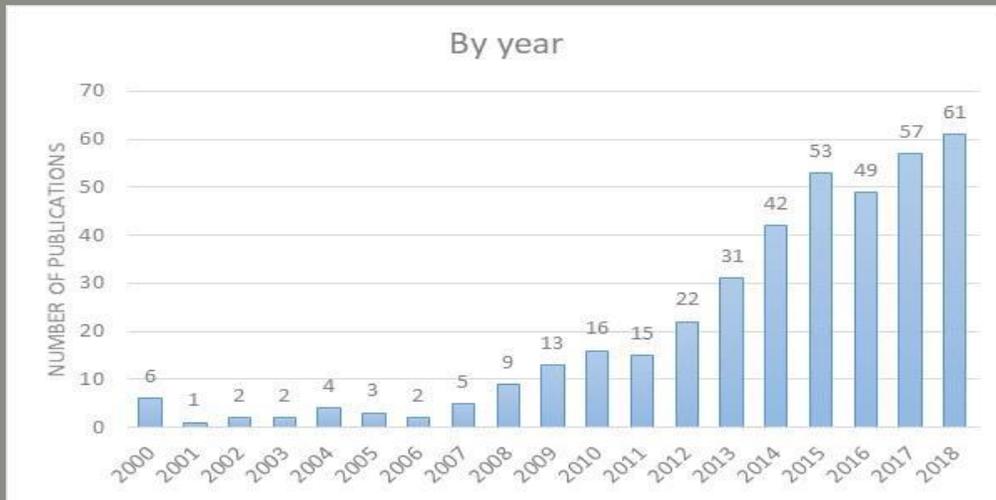
- *Support the development of Awareness, educations and training products developed to facilitate national outreach on the coastal and mine spatial planning approach including communications products.*

## Outcome 6:

- *Capacity building supported to equip various stakeholders in the spatial planning aspects and the integrated development planning.*



# Lessons Learned MSP Economic evaluation (European Commission)



Number of publications on MSP by year

## Study on the Economic Impact of Maritime Spatial Planning (2022)

- no **systematic or methodologically** rigorous efforts to **quantify the costs and benefits of MSP**
- **Challenges:**
  - Difficulties in quality of data from other marine economic sectors (tourism, energy etc.)
  - Lack of quality data (poor)
  - Consequence of larger social context.
  - **Impact of externalities.** (MSP often relates to the objectives of environmental conservation. In fact, a wide number of papers and reports focus on quantifying ecosystem benefits, and a thorough overview of the full costs and benefits of MSP should not overlook any positive or negative externalities)

## Certain sectors may benefits from MSP than others.

- This has nothing to do with the MSP process itself, it depends on the stated policy preference.
- Countries have their own national plans and frameworks

# FORWARD LOOKING MSP STRATEGY FOR AFRICA

African BE sectors and components generate today a value of USD 296 billion with 49 million jobs.

The African Blue Economy Strategy is consolidated based on the following five detailed thematic areas considered critical to the blue economy growth in Africa:

1. Fisheries, aquaculture, conservation and sustainable aquatic ecosystems
2. Shipping/transportation, trade, ports, maritime security, safety and enforcement
3. Coastal and maritime tourism, climate change, resilience, environment and infrastructure
4. Sustainable energy and mineral resources, and innovative industries
5. Policies, institutional and governance, employment, job creation and poverty eradication, and innovative financing

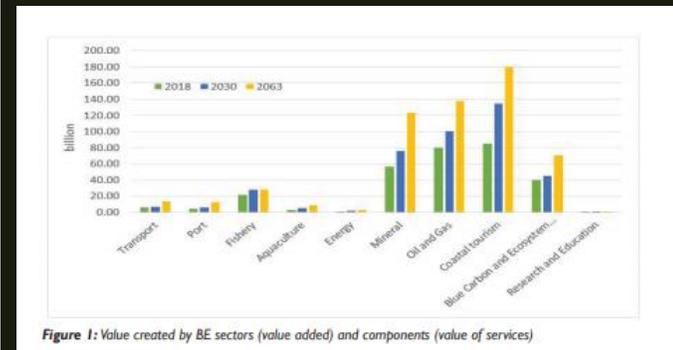
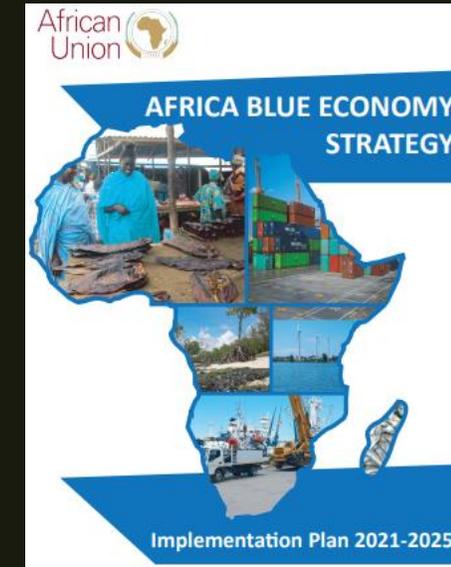
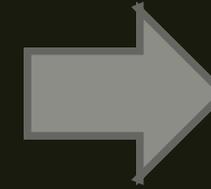
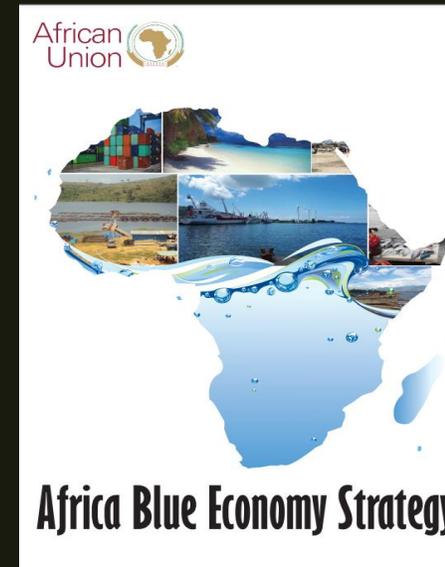


Figure 1: Value created by BE sectors (value added) and components (value of services)

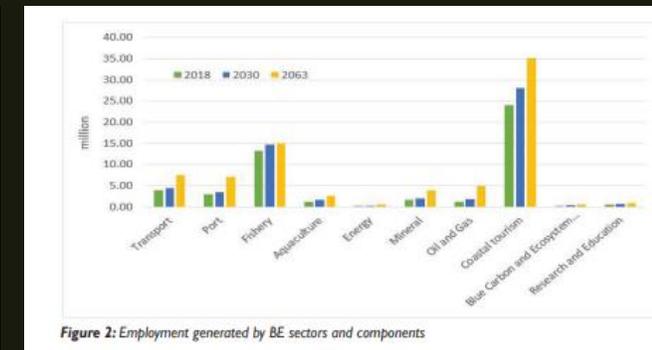


Figure 2: Employment generated by BE sectors and components

**Addressing the following aspects will support Africa to implement MSP for the Africa's BE.**

**Governance: Africa's working committee on MSP and ICZM FOR LSI**

**Strategic Plan /or Framework: Framework or Strategy for integrated MSP & ICZM**

**Climate Change: Mainstream the climate change projections into MSP**

# Conclusion



- The LSI will be commencing in September 2021 (Partnership with the Nairobi Convention)
- The pilot project will be undertaken for 24 months (2 years) – to provide a tool for implementation of coastal and marine spatial planning.
- Possibly to be replicated within the WIO Countries.
- Ideally to share the lesson learned with the rest of the African Continent.
- Various consultancy services in South Africa can support members states
- We endeavour to achieve coordinated and integrated Oceans and Coastal management approach

