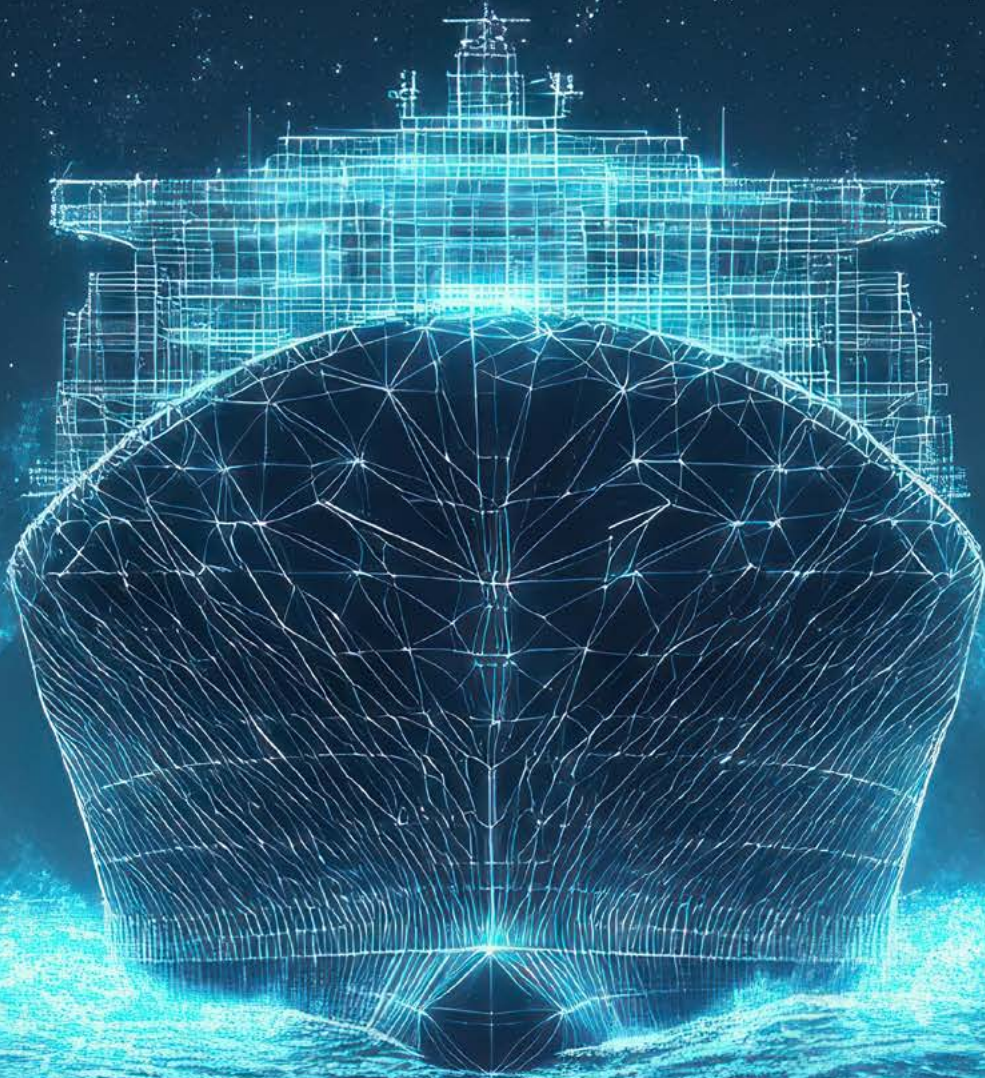




2024/25

SAMSA Annual Report



Towards a Model Maritime Safety Authority

SOUTH AFRICAN MARITIME SAFETY AUTHORITY

The Nature of Business and Principal Activities:

The South African Maritime Safety Authority (SAMSA) is a public entity under the Department of Transport established on the 1st of April 1998 in terms of the SAMSA Act (Act No. 5 of 1998) and has the mandate of ensuring the safety of life and property at sea, prevention and combating of pollution of the marine environment by ships and promotion of the Republic's maritime interests.

Registered Office
146 Lunnun Road
Hillcrest
Pretoria
0083
Republic of South Africa

Head Office Pretoria
(City of Tshwane)

Tel: +27 (0) 12 366 2600 | Fax: +27 (0) 12 366 2601
services@samsa.org.za
www.samsa.org.za

Auditors: Auditor-General of South Africa
Bankers: ABSA and FNB

Secretary Ms. Mahlodi Moffat



transport
Department:
Transport
REPUBLIC OF SOUTH AFRICA





Towards a Model Maritime Safety Authority

It begins with a single standard — one that inspires trust, drives action, and safeguards the seas.
We are that standard.

Anchored on the southern edge of a continent rich with promise, we navigate with purpose.

Guided by vision, driven by reform, we chart a course where safety, sustainability, and economic growth converge.

In every regulation we enforce, in every life we protect, in every policy we shape —
we move with intention.

Not just keeping pace, but setting it.
Not just guarding the seas, but guiding the future.

Table of Contents

01 Strategic Overview of SAMSA 05

Our Mandates and Obligations	08
Our Strategy Overview	20
Our Organisational Structure	21
Our Stakeholders	22
Our Core Business	24
Our Situational Analysis	26
Our Board of Directors	32
Our Executive Management	33
Chairperson's Report	34
Chief Executive Officer Report	37

02 Corporate Performance Highlights 40

Mandate Objective 1: Ensuring Safety of Life and Property at Sea.	43
Mandate Objective 2: To Prevent and Combat Pollution of the Marine Environment by Ships.	54
Mandate Objective 3: To Promote the Republic's Maritime Interests.	57

03 Corporate Performance Information Dashboard 66

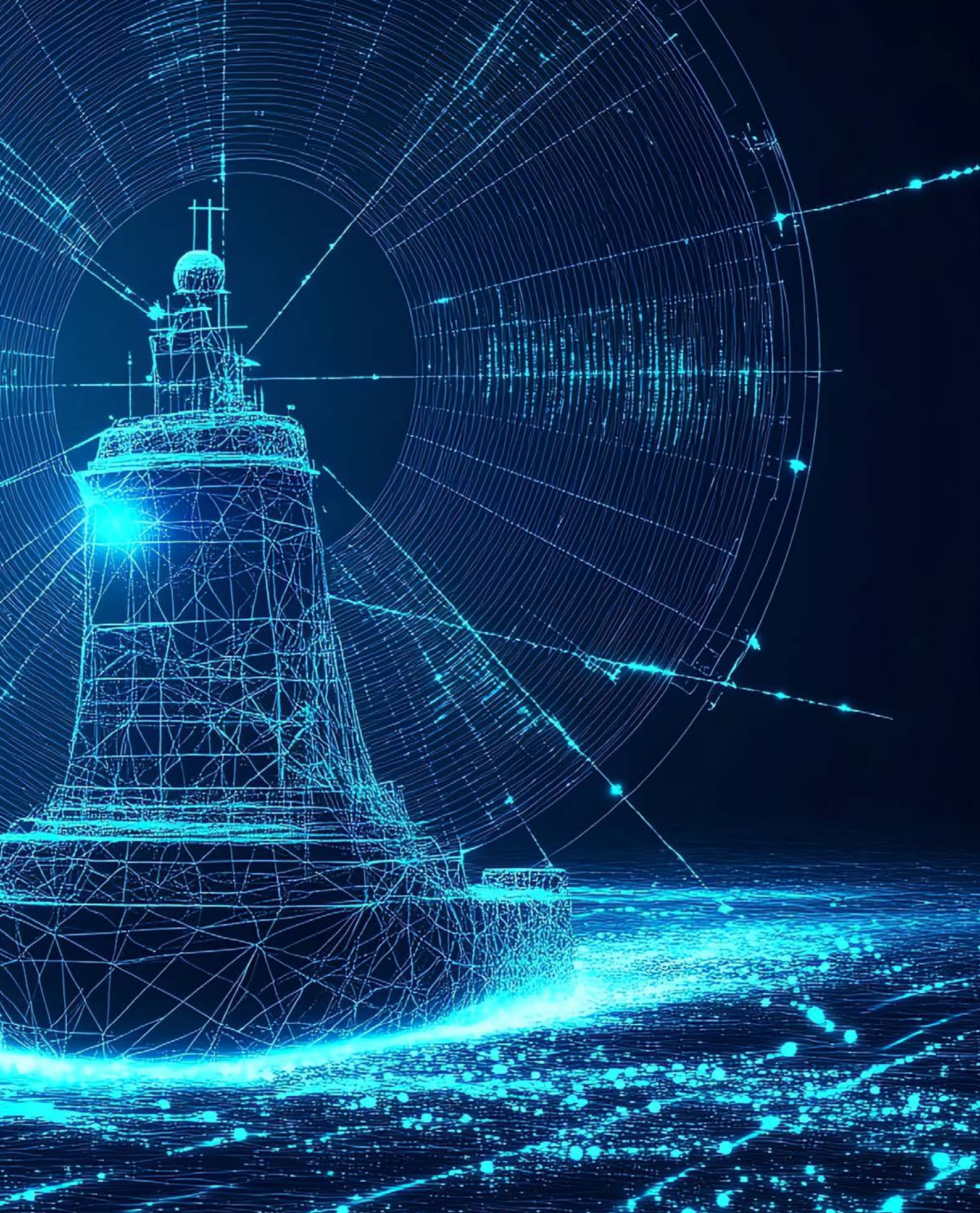
Mandate Objective 1: Ensuring Safety of Life and Property at Sea.	69
Mandate Objective 2: To Prevent and Combat Pollution of the Marine Environment by Ships.	73
Mandate Objective 3: To Promote the Republic's Maritime Interests	74
Administration of SAMSA on Legislations, Regulations and Policies	76
Corporate Governance, Management, Capacity and Service Delivery	77
Annexure 1: Surveys, Examinations, Audits, Inspections, Assessments and other activities	82
Annexure 2: Maritime Incidents and Casualties for the 2024-25 Financial Period	

04 Corporate Social Investment Report 104

SAMSA CSI Focus Area	
----------------------	--

Table of Contents

05	Human Capital Management Performance	110
	Current Workforce	112
	Personnel Cost	114
	Equity Target and Employment Equity Status	116
06	Corporate Governance Report	110
	Corporate Governance Report	124
	Board Members Expertise and Board Meeting attendance	128
	Board Committees	132
	Compliance with Laws and Regulations	137
07	Corporate Risk Report	140
	Role & Responsibility	142
	Organisational Risk Architecture	144
	Principal Risk Summary	145
	Risk Control Self-Assessment Results	146
	Overall Risk Control Environment	154
	Audit & Risk Committee Report	156
08	Financial Report	160
	Statement of Responsibility	162
	Auditor-General's Report	163
	Our CFO's Report	170
	PFMA Compliance Report	175
	Accounting Authority Report	186
	Audited Financial Statements	191
	Significant Accounting Policies	198
	Notes to Audited Annual Financial Statements	232



Our Mandate

Who are we and what we do

The South African Maritime Safety Authority was established as a juristic person in terms of the South African Maritime Safety Authority Act, 1998 (Act No. 5 of 1998) (SAMSA Act). The mandate of SAMSA is to administer laws mentioned in the first column of the Schedule of the SAMSA Act and any applicable regulations developed under those laws. SAMSA can generally carry out such other duties as are assigned to it under any other law and may carry out any duty as directed by the Minister of Transport as per Section 7 of the SAMSA Act.

The South African Maritime Safety Authority, 1998 (Act No. 5 of 1998) is the enabling legislation, which establishes the Authority and details the key activities and functions of the SAMSA. The legislated objectives of the Authority are:

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



In addition to these legislated objectives, further, duties for SAMSA were extended through the South African Maritime and Aeronautical Search and Rescue Act, 2002 and Merchant Shipping (maritime security) Regulations, 2004 to include the responsibility for implementing Safety of Life at Sea (SOLAS) and regulations on safety of navigation. SAMSA ensures comprehensive Maritime Domain Awareness (MDA) involving the constant monitoring of the safety and behaviour of ships in our coastal waters. SAMSA ensures the implementation of the Safety of Navigation Regime for SAMSA, including ensuring availability of Navigational Aids, communications with maritime traffic and other navigational warnings. SAMSA has a fully functional Maritime Rescue Coordination Centre (MRCC) which operates 24 hours/ seven (7) days with the focus primarily on the safety of life at sea.

Further, the Minister of Transport, expanded SAMSA's responsibility to include the regulation of marine activities in South Africa's inland water ways through a written directive and National Small Vessel Safety Regulations in 2007. Inland waters are made up of dams, lagoons, lakes, rivers and wetlands, but do not include tidal lagoons and tidal rivers. SAMSA was given the responsibility for administering inland small vessel regulations, which include duties such as inland water vessels inspections, licensing, surveying, safety promotion and awareness, accident investigation, development of examination standards and certificates of competence for seafarers and skippers. SAMSA must also perform its functions in accordance with South Africa's international obligations.

Legislative Instruments

SAMSA pursues the effective and efficient achievement of its international and national mandate objectives through the enforcement of the following main legislative instruments:

- South African Maritime Safety Authority Act, 1998
- South African Maritime Safety Authority Levies Act, 1998
- South African Maritime and Aeronautical Search and Rescue Act, 2002
- Wreck and Salvage Act, 1996
- Maritime Zones Act, 1994
- Marine Traffic Act, 1981
- Marine Pollution (Intervention) Act, 1987
- Ship Registration Act, 1998
- Merchant Shipping Act, 1951
- Marine Pollution (Control and Civil Liability), Act 6 of 1981
- Marine Pollution (Prevention of Pollution from Ships) Act, Act 2 of 1986
- Merchant Shipping (Safe Containers Convention) Act, 2011
- Merchant Shipping (Civil Liability Convention) Act, Act 25 of 2013

Our Mandate

Who are we and what we do

SAMSA must also perform its functions in accordance with South Africa's international obligations. SAMSA discharges its mandate obligation as guided by the following conventions:

- International Convention for the Safety of Life at Sea (SOLAS)
- The International Convention on Load Lines (CLL)
- International Convention on Tonnage Measurement of Ships
- Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs)
- International Convention on Maritime Search and Rescue (SAR)
- Convention on the International Maritime Satellite Organisation
- 2012 Cape Town Agreement to enhance fishing safety
- International Convention on Standards of Training, Certificate and Watchkeeping for Seafarers (STCW)
- International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995
- International Convention for Safe Containers (CSC)
- Intervention Convention
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- Protocol of 1992 to amend the International Convention on Civil Liability for Oil Pollution Damage (CLC Protocol 92)
- Protocol of 1992 to amend the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage (FUND Protocol 92)
- International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) – the convention not yet adopted into domestic legislation.
- Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996
- Anti-fouling Convention - the convention not yet adopted into domestic legislation.
- Ballast Water Management Convention - the convention not yet adopted into domestic legislation
- Nairobi International Convention on the Removal of Wrecks - the convention not yet adopted into domestic legislation
- London Convention
- Convention on the International Maritime Organization
- The Maritime Labour Convention, 2006, as amended, (MLC, 2006)
- C188 - Work in Fishing Convention, 2007

National Policies Mandate

The Comprehensive Maritime Transport Policy 2017



In 2017, South Africa adopted The South African Comprehensive Maritime Transport Policy (CMTP) that serves as the embodiment of Government's commitment to the growth, development, and transformation of the country's maritime transport sector. It represents South Africa's long-term vision, the underpinning philosophy, and principles that inform its development and the direction that the Government has committed to take the sector to reach its full potential.

CMTP provides an elaboration to the declared policy directives of the White Paper on National Transport policy of 1996 and the subsequent macro national policies; the National Development Plan and a coterie of various interventionist programs including Operation Phakisa in the ocean economy.

The strategic objectives of the CMTP are to:

- Develop and grow South Africa to be an international Maritime Centre (IMC) in Africa serving its maritime transport customers and world trade in general.
- Contribute to Government's efforts of ensuring the competitiveness of South Africa's international trade by providing customer focused maritime transport infrastructure and services through an innovative, safe, secure, reliable, effective, profitable, and integrated maritime supply chain, infrastructure and systems including safety of navigation.
- Promote the growth and broadened participation of local entrepreneurs in the shipping industry and marine manufacturing and related services while vigorously, through incentives and continuous improvement in ship registration, promoting the increase of ships under the South African flag registry.
- Promote marine transport manufacturing, and related services.
- Provide guidance to the maritime transport sector stakeholders and customers on institutional arrangements, governance and regulatory interventions, while ensuring effective and efficient co-ordination across Government on matters of common interest to the growth of the maritime transport sector.
- Provide a clear framework through which operators, customers, investors, and funders can freely participate in maritime transport market to improve growth, performance, and competitiveness of the total Maritime Transport sector.
- Establish where feasible a sustainable funding and financing mechanisms and or facility for the growth of the broader maritime transport sector to facilitate infrastructure development and possible acquisition of ships and equipment necessary to meet the needs of customers and the South African economy in general.
- Create and enhance viable and sustainable opportunities for historically disadvantaged entrepreneurs especially, women and youth to participate in maritime transport initiatives.
- Ensure efficient and effective regulation and clear separation between maritime operations and maritime regulation and these to be reflected in the institutional and governance frameworks.
- Create conducive climate for South African perishable goods businesses to take part in the global perishable products market either as producers or as consumers.
- Develop modalities for the creation of a national shipping carrier to serve the SA's economic and trade interests.
- Develop and maintain a competitive ship registration system.

National Policies Mandate

The Comprehensive Maritime Transport Policy 2017



SAMSA has identified priorities from CMTP that will guide and support its delivery on desired outcomes over the next five years as follows:



Reducing the risk of ship sourced pollution and degradation of the maritime environment.



Supporting the beneficial development and transformation of the maritime sector.



Ensuring that SAMSA contributes to a capable, ethical, and developmental state capable to deliver the mandated services to South African citizens and the global maritime stakeholders.



Increase in the number of highly competent and globally competitive South African Seafarers through maintenance of the South Africa Maritime Education system that is globally recognised.



Supporting the achievement of Reducing the risk of accidents and casualties in the maritime transport sector.



Develop and maintain a competitive ship registration system.

National Government Obligations

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

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

Seven priorities derived from the Electoral Mandate:



Priority 1: A Capable, Ethical and Developmental State



Priority 2: Economic Transformation and Job Creation



Priority 3: Education, Skills, and Health



Priority 4: Consolidating the Social Wage through Reliable and Quality Basic Services



Priority 5: Spatial Integration, Human Settlements and Local Government



Priority 6: Social Cohesion and Safe Communities



Priority 7: A better Africa and World

The Minister of Transport has prioritised the Oceans economy programme that will guide the country further in unlocking 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

Global and Continental Maritime Obligations

Maritime transport is international in nature and requires strong multinational co-operation to make sure that standardised approaches, international conventions, and systems for safe, clean, sustainable maritime transport, and seafaring, are established and adhered to across the globe.

South Africa is also a signatory to numerous bilateral and multilateral agreements that aim to advance development and technical maritime cooperation with other countries and their relevant institutions. SAMSA as an agency of the government is also obliged to implement relevant agreements between South Africa and its partner countries and institutions. SAMSA, led by the DoT and along with 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.



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

1	International Maritime Organisation (IMO)
2	International Labour Organization (ILO)
3	International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
4	International Communication Union (ITU)
5	The Abuja And Indian Ocean Port State Control Memorandum of Understanding (MOU)
6	The Association of African Maritime Administrations (AAMA)
7	Djibouti Code of Conduct (DCOC)
8	Indian Ocean Rim Association (IORA)
9	International STCW Convention
10	Benguela Current Convention (BCC)

1. International Maritime Organisation (IMO)

The purposes of the IMO, as summarized by Article 1(a) of the Convention, is "...to provide machinery for cooperation among governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; and to encourage and facilitate the general adoption of the highest practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships".

The organization is a specialised agency of the United Nations for setting international standards and regulations for international shipping covering ship safety, seafarer qualifications, preventing pollution from ships, maritime security, search and rescue, and the efficiency of shipping. Thus, the IMO, of which South Africa is a member of the IMO since 1995, is empowered to deal with administrative and legal matters related to these purposes.

The structure of IMO is as shown below and to which South Africa has obligations:

- The Assembly – is the highest governing body and includes 175 Member States.
- The Council – is the executive arm and consists of 40 Member States which are periodically elected to the organ. The number of Member States will expand to 52, effective from year 2025 onwards.

Main IMO Committees

- Maritime Safety Committee (MSC)
- Legal Committee (LEG)
- Marine Environment Protection Committee (MEPC)
- Technical Cooperation Committee (TCC)
- Facilitation Committee

Global and Continental Maritime Obligations

Sub-Committees

- Sub-Committee on Human Element, Training and Watchkeeping (HTW);
- Sub-Committee on Implementation of IMO Instruments (III);
- Sub-Committee on Navigation, Communications and Search and Rescue (NCSR);
- Sub-Committee on Pollution Prevention and Response (PPR);
- Sub-Committee on Ship Design and Construction (SDC);
- Sub-Committee on Ship Systems and Equipment (SSE); and
- Sub-Committee on Carriage of Cargoes and Containers (CCC)

2. International Labour Organization (ILO)

The ILO is a specialised agency of the United Nations for promoting workers' rights. It encourages decent employment opportunities, enhances social protection, and strengthens dialogue on work-related issues. The International Labour Organization (ILO) is devoted to promoting social justice and internationally recognized human and labour rights, pursuing its founding mission that social justice is essential to universal and lasting peace. The ILO, an only tripartite U.N. agency, since 1919 brings together governments, employers, and workers of 187 Member States, to set labour standards, develop policies and devise programmes promoting decent work for all women and men.

International Labour Organisation Sub Committee:

- The Special Tripartite Committee on Maritime Labour Convention.

3. International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

IALA is a non-profit, international technical association. Established in 1957, it gathers Maritime Aids to Navigation authorities, manufacturers, consultants, and scientific and training institutes from all parts of the world to offer them the opportunity to exchange and compare their experiences and achievements. IALA encourages its members to work collaboratively to harmonise Marine Aids to Navigation worldwide, and to ensure that the movements of vessels are safe, expeditious and cost-effective, while also protecting the environment.

4. International Communication Union (ITU)

ITU is a specialised agency of the United Nations that is responsible for issues concerning information and communication technologies, including coordinating the shared global use of the radio spectrum, promoting international cooperation in assigning satellite orbits, and assisting in the development and coordination of worldwide technical

standards. It was established on 17 May 1865 as the International Telegraph Union, significantly predating the UN and making it the oldest UN agency.

5. The Abuja And Indian Ocean Port State Control Memorandum Of Understanding (MOU)

South Africa is a signatory and active member of two regional MoU's; the Indian Ocean and Abuja MOU, on Port State Control (PSC). The two MoU's on PSC enable SAMSA to exercise control over foreign ships visiting South African ports by conducting inspections, which are meant to verify compliance with international maritime conventions. The inspection regime is guided by the IMO's resolution on Procedures for Port State Control.

6. The Association of African Maritime Administrations (AAMA)

The Association of African Maritime Administrations (AAMA) was officially established at the 2nd Heads of Maritime Administrators meeting held on 23 November 2013. All African Union member countries are welcomed as members of AAMA, although 33 of the 54 AU member states are coastal countries. The Association took a firm decision to ensure the inclusion of landlocked countries because of the importance of the inland waterways that they administer. South Africa is the interim secretariat of AAMA. The aim of the Association is:

- to promote the development of Africa's maritime safety and environmental regulatory framework;
- to collaborate in the development of Africa's maritime technical competence;
- to promote the harmonization of Africa's maritime system for greater competitiveness on a global basis;
- to promote the sharing of best practices among Africa's Maritime Administrations to enable the growth of the African maritime sector and;
- to enhance continental collaboration to build consensus on issues of common interest in the maritime sector.

7. Djibouti Code of Conduct (DCOC)

The Djibouti Code of Conduct (DCoC) is the IMO regional maritime security programme concerning the repression of piracy and armed robbery. The Code of Conduct in the Western Indian Ocean and the Gulf of Aden, also referred to as the Djibouti Code of Conduct, was adopted on 29 January 2009 by the representatives of Djibouti, Ethiopia, Kenya, Madagascar, Maldives, Seychelles, Somalia, the United Republic of Tanzania, and Yemen.

Global and Continental Maritime Obligations

Later, the Comoros, Egypt, Eritrea, Jordan, Mauritius, Mozambique, Oman, Saudi Arabia, South Africa, Sudan, and the United Arab Emirates have since signed, thereby bringing the total 21 signatories eligible to sign number to 20 countries.

8. Indian Ocean Rim Association (IORA)

South Africa is also a member of the Indian Ocean Rim Association for Regional Cooperation (IOR-ARC). IORA was launched in a meeting held over two days (06 to 07 March 1997) in Mauritius, with its focus on the promotion of the sustained growth and balanced development of the region, led by Member States in creating a common ground for regional economic cooperation. On 01 November 2013, the 13th Meeting of the Council of Ministers of the IOR-ARC issued the Perth Declaration / Communique' which declared, among others, the adoption of the Indian Ocean Rim Association (IORA) as the descriptive new name for the organisation.

The Indian Ocean Rim region defines a distinctive area in international politics consisting of coastal states bordering the Indian Ocean. Constituting the world's largest ocean, it carries half of the world's container ships, one third of the bulk cargo traffic and two thirds of the world's oil shipments. The Indian Ocean is the lifeline of international trade and economy, and the region is interwoven together by trade routes and commands control of the major sea-lanes. IORA membership consists of the several eligible littoral and sovereign states that include Australia, Bangladesh, India, Indonesia, Islamic Republic of Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique, Sultanate of Oman, Seychelles, Singapore, South Africa, Sri Lanka, Tanzania, Thailand, United Arab Emirates and Yemen.

The highest decision-making body of IORA - The Council of Ministers - has identified six (6) Priority Areas as follows:

- Maritime Safety and Security,
- Trade and Investment Facilitation,
- Fisheries Management,
- Disaster Risk Management,
- Academic and Scientific & Technology Cooperation,
- Tourism Promotion and Cultural Exchanges.

9. STCW Regulation 1/10 Agreements - Recognition of Foreign Seafarer Certificates of Competency In Terms of the Convention on Standards of Training, Certification And Watchkeeping for Seafarers, 1978, (STCW Convention).

South Africa has entered Memoranda of Understanding with at least 32 countries, to recognise certificates of competency issued by foreign administrations in accordance with Regulation 1/10 of the international STCW Convention, as amended and consistent with the country's Regulation 99 of the Merchant Shipping (Training, Certification and Safe Manning) Regulations, 2021.

10. Benguela Current Convention (BCC)

The Benguela Current Convention (BCC) is a multi-sectoral intergovernmental organisation established by the Republics of Angola, Namibia, and South Africa to promote a coordinated approach to long-term conservation, protection, rehabilitation, enhancement, and sustainable use of the Benguela Current Large Marine Ecosystem.



Our National Area of Responsibility

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

Below is an overview of SAMSA's areas of our responsibility within the maritime zones as per our national legislative mandate.

3000km

South Africa has a coastline of about 3 000 km and has sovereign possessions of the Prince Edward and Marion Islands off the coast of Cape Town (collectively called the Prince Edward Island Group).



- Land Mass: 1 220 000 Sq.Km
- Current EEZ: 1 553 000 Sq.Km
- New Claim Of Sea-land = 1 892 000 Sq.Km
- Total Sea-land = 3 432 000 Sq.Km
- Total Sea-land = 2.8 Times Size
- 9 commercial Ports
- 98% of SA trade by volume and 80% trade value is by sea
- 3.5% World sea trade (volume); top 15 countries on sea trade by distance (tonne-mile)

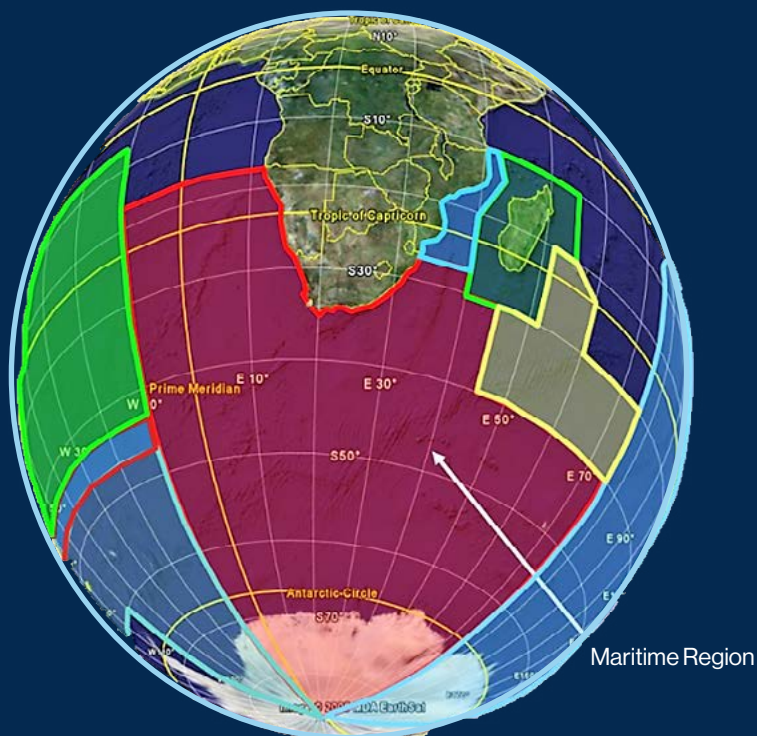
Proclaimed fishing harbours:

- Lamberts bay
- St Helena Bay
- Laaiplek Harbour
- Pepper Bay
- Hout Bay
- Kalk Bay
- Gordons bay
- Hermanus
- Arniston Harbour
- Still Bay

Our Search and Rescue Responsibility

27.7 mil km

SAMSA has a fully functional Maritime Rescue Coordination Centre (MRCC) which operates 24 hours/7 days 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. The area of responsibility for search and rescue is 27.7 million square kilometres which is almost five (5) percent of the earth.



Our Inland Waterways Responsibility

In addition to overseeing rivers within their respective regions, each port has been assigned responsibility for the following number of dams:

- Pretoria: (56) dams
- East London: (13) dams
- Cape Town twelve : dams
- Port Elizabeth: (12) dams
- Durban: (11) dams
- Mossel Bay: (8) dams
- Richards Bay: (6) dams
- Port Nolloth: (4) dams
- Saldanha Bay: (3) dams

125

Dams /
Inland waterways

Legislative Mandate

What We Do Daily

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

1. Flag State Surveys

These are surveys that customers book to comply with legislation that affects their operations. The surveys could be for initial certification, renewal of certification, or for issuing of a certificate of approval to carry out an operation.

2. Port State Control Inspections

This 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.

3. Maritime Casualty Investigations

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

4. Ship 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.

5. 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.

6. Admission of Contraventions

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

7. Labour Inspections

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.

8. Boating Safety and Regulation

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.

9. Seafarer Qualification, Competence and Certification:

In compliance with the MS (Seafarer Certification and Manning) Regulations, SAMSA provides all oversight for the South African Maritime Education and Training System for seafarers, which include setting and maintenance of the South African Seafarer Competency Standards, accreditation and auditing of all Maritime Training Institutions and Training Providers, Accelerated Onboard Accelerated Training Programmes, Seafarer Medical Standards and the accreditation and auditing of all Seafarer Medical Practitioners.

We accredit and approve all training courses, facilitators and moderators for training institutions and providers. In addition, we conduct Level 3 Assessments on all seafarers requiring a Certificate of Competence or Certificate of Proficiency.

10. 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, this is ensured through application of the maritime Occupational Safety Regulations and the relevant codes and also undertaking 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.

Legislative Mandate

What We Do Daily

11. 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.

12. Ship Registration

The Registrar of Ships is responsible for the maintenance of the South African Ships Register by ensuring that all vessels that are required to be registered onto the South African flag, 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 Registrar of Ships is the custodian of the Ship Registration Database and ensures that this database is always up to date.

13. 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.

14. Maritime Industry Development

This function facilitates the growth of the maritime sector with a focus

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

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

15. Monitoring Maritime Domain Awareness

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 on the safety of life at sea, and complies with the requirements of the 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 occurring 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.

16. Maritime Service Providers

SAMSA is responsible for accrediting and auditing all Seafarer Recruitment and Placement Agencies in its capacity as a labour supplying country. It also accredits and audits Firefighting Appliance Service Providers, as well as Lifesaving Safety Equipment Service Providers that supply and maintain liferafts, lifeboats, and marine evacuation systems. In addition, SAMSA accredits and audits Container Verified Gross Mass Service Providers in accordance with prescribed legislation.

Our Strategy Overview

Vision

“The Authority championing South Africa’s maritime ambitions to be an International Maritime Centre by 2030”.

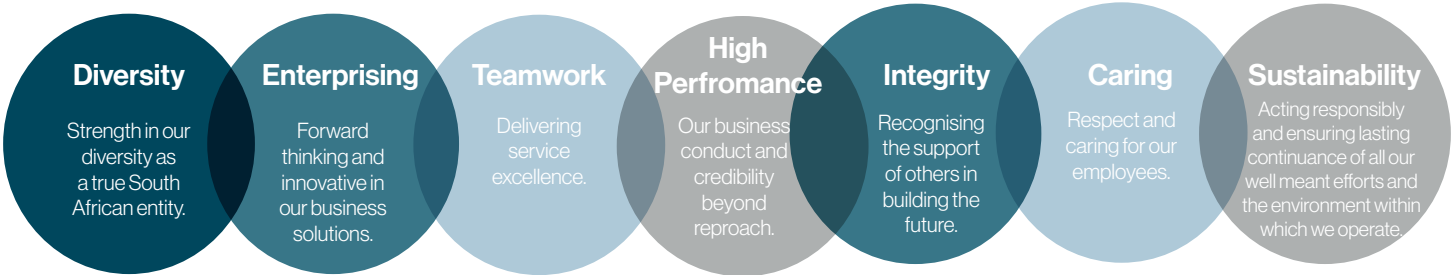
Mission

“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”.



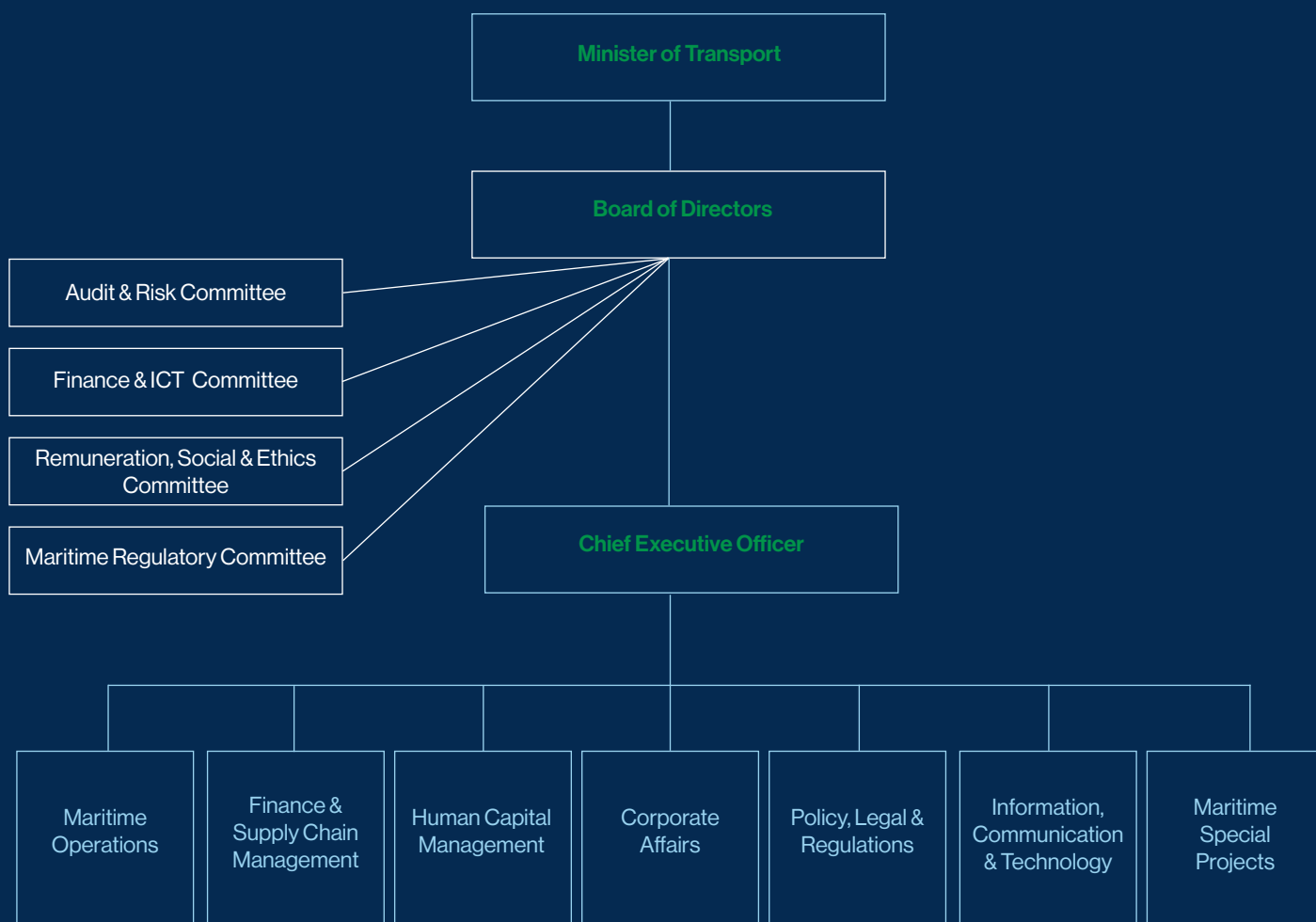
Core Values

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



Our Organisational Structure

The Public Finance Management Act No.1 of 1999 (PFMA) appoints the Minister of Transport as the Executive Authority for SAMSA and the only Shareholder in SAMSA on behalf of the South African Government. The SAMSA Board of Directors is the Accounting Authority, which reports to the Minister of Transport. The Board is made up of six (6) non-executive members and the Chief Executive Officer (CEO). The CEO is the Accounting Officer who manages SAMSA under the strategic guidance of the Board of Directors.



Our Stakeholders

SAMSA is responsible for ensuring safe and efficient operations in South African waters for the maritime industry, community, and the public.

It partners with international organizations like the International Maritime Organization (IMO) and the Association of African Maritime Administrations (AAMA) among others; to improve maritime safety and environmental protection. The International Labour Organisation, labour associations and unions work with SAMSA to ensure fair working conditions and proper certification for seafarers. Customers include shipowners, ship managers, maritime service providers, shipping agents, and port users. The South African government ensures SAMSA's activities align with national legislation and prioritize safety, environmental protection and promotion of the maritime interests.



Employees



Suppliers



Government



Community





Customers



Partners



Maritime Sector



International Organisations



Labour Associations



Shareholders



Consultative Bodies



Our Core Business

What We Do Daily



Maritime Safety

Ensuring the safety of vessels and seafarers by implementing and enforcing competency and safety standards for seafarers, commercial shipping, domestic commercial vessels, domestic sport & recreational boats and maritime operations in South African waters, both inland and offshore by undertaking activities that can support and develop the safety of people and ships and promote South Africa's maritime interests.



Maritime Environment

Ensuring, preventing, responding to and combating pollution from ship-sourced pollution of South Africa's marine environment by setting the competency standard of seafarers and the compliance standards for ships, maintaining regulations and the capability to respond to incidents.



Promote Maritime

Undertake activities that will promote South Africa's maritime interest globally by undertaking activities that will ensure that South Africa remains a reputable flag, coastal and port state

- Flag State surveys and inspections
- Coastal State Inspections
- Port State Control Inspections
- Maintaining Maritime Domain awareness and marine traffic monitoring
- Co-ordinate and conduct Search and Rescue operations
- Managing distress relay
- Manage Maritime Safety Information (MSI)
- Manage SAFREP and ISPS reporting system
- Providing Maritime Assistance Services (MAS)
- Facilitate Medical Evacuations (MEDEVAC)
- Monitoring, Responding and Preventing ships from becoming distressed
- Managing vessel casualties
- Managing vessels seeking a place of refuge
- Conducting Casualty Investigations
- Verifying Statutory Certificates for ships and seafarers
- Setting the standards for Aids to Navigation and maintain oversight of navigational aids

- Flag State surveys and inspections
- Coastal State Inspections
- Port State Control Inspections
- Maintaining Maritime Domain awareness and marine traffic monitoring for pollution
- Managing South Africa's Emergency Towing Vessel response capability
- Co-ordinate and conduct pollution response activities
- Co-ordinate salvage operations and wreck removals of ships and aircraft at sea
- Ensure continuous improvement in South Africa's response and monitoring capability with other port states to prevent sub-standard ships
- Off-take inspections
- Managing ships seeking a place of refuge
- Ship to Ship Transfer approvals and oversight
- Regional and National Drills

- Promote South African ship ownership and protect the rights of South African Ship Owners
- Promote the employment of South African Seafarers
- Participate at international fora such as IMO, ILO, ITU, IALA, MAIIF, IMRF, AAMA and influence decision making and international standards and conventions
- Maintain Regional Co-operation Agreements for search and rescue, pollution prevention and combating and other Africa interests
- Provide and participate in technical co-operation activities
- Ensure the highest standards for maintaining the Maritime Technical Co-operation and for seafarer competency and certification
- Promote and participate in international maritime events
- Maintain South Africa's STCW Code compliance
- Develop policies and technical development tools of domestic standards and regulations

Our Core Business

What We Do Daily



Compliance and Enforcement

Identify, prevent and manage contraventions of maritime legislation and associated risks to safety, the environment and South Africa's reputation. Undertake a consultative and collaborative approach with stakeholders and where non-compliance continues compel adherence through penalties, ship detentions and prohibitions and other enforcement activities by through co-operative governance with other government enforcement bodies and foreign flag states.



Capable Services

Ensure a competent flag, coastal and port state and control of statutory services and fulfilment of the South African Maritime Safety Authorities mandated objectives.



Develop Maritime

Undertake activities to cause the maritime transport sector to grow in support of South Africa's industrial development, trade and transformation goals, including the IMO sustainable development goals of maritime security and promoting the ocean economy, including equitable quality education, gender equality, innovation and supporting infrastructure development and ensuring cost-effective food and energy maritime sector.

- Encourage and promote compliance proactively
- Investigate safety and pollution violations
- Detain ships for violations
- Prohibit unsafe acts
- Prevent fraudulent certificates for seafarers and ships
- Take administrative action and/or prosecute offenders
- Recommend and participate in Marine Courts of Enquiry
- Recommend occupational health and safety prosecutions on Maritime Occupational Health and Safety Audits on Fishing Vessels and Ship Repair and Sideshore Companies
- Ensure all South African ships are certified
- Ensure Safe Seafarer Working Conditions and standards
- Seize substandard, unreported and unregulated (IUU) fishing

- Ship Registration and Licensing
- Approval of Maritime Service Providers
- Accreditation and Auditing of Seafarer Training Institutions, Medical Practitioner and Seafarer Recruitment and Placement Services
- Type approval of equipment and Accreditation of Service Providers
- Approval and oversight of Classification Societies and Recognised Organisations
- Cargo Supervision
- Dangerous Cargo Inspections
- Grain and Timber Inspections
- Temperature Inspections
- General Cargo Inspections
- Campaigns
- Environmental oversight for cargo
- Provide international, external surveys with other agencies, safety officers and enforcement officials
- Implement the Department of Transport IMO International Implementation Code Strategy

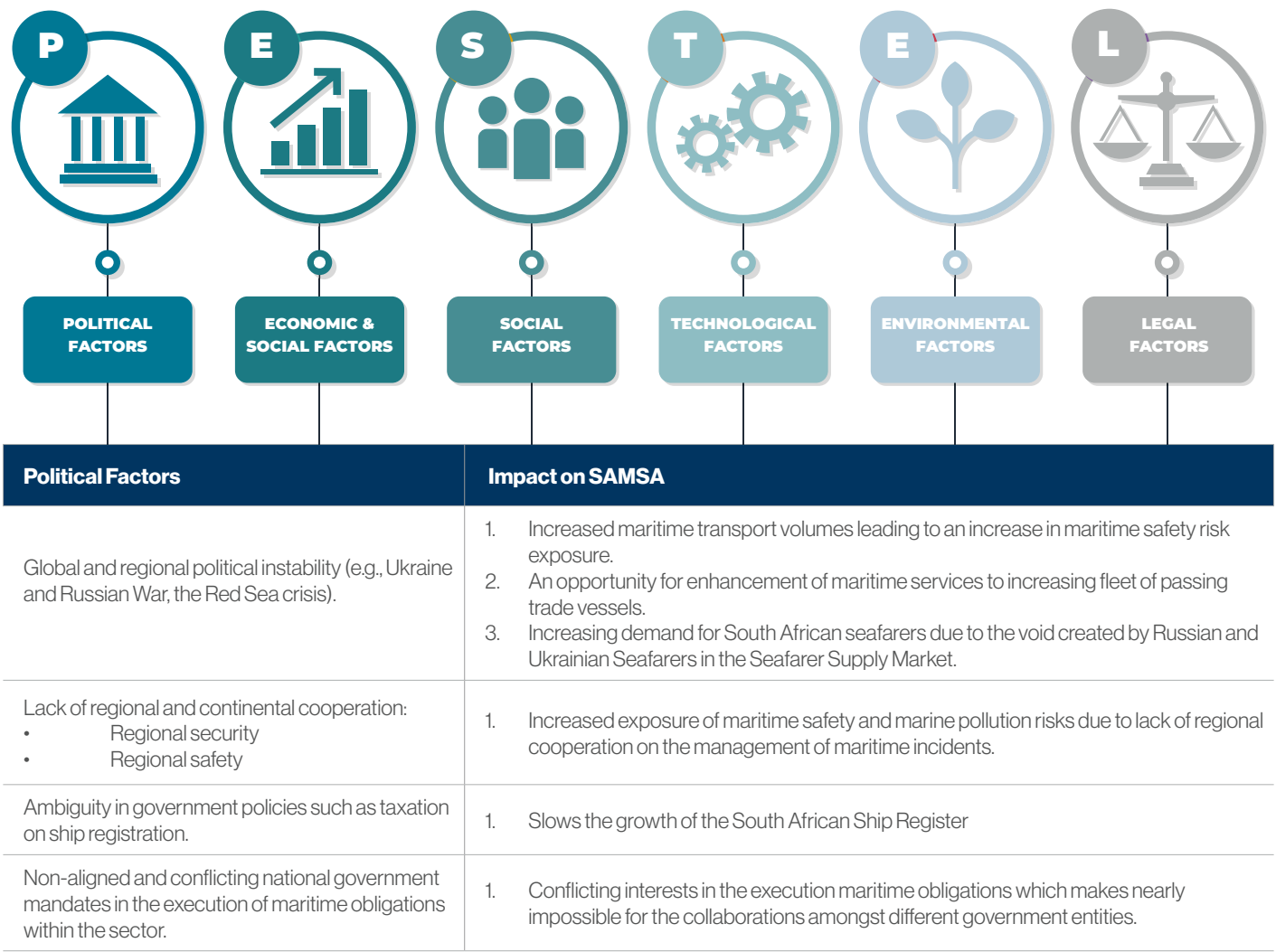
- Promote the South African Ship Register
- Promote the employment of South African Seafarers
- Provide recommendations on the competitiveness of South African flagged vessels
- Develop tools that guide the allocation of fleet investment
- Coordinate Special Economic Zones/Coastal Investment Promotion
- Provide leadership in initiatives to promote the ocean economy and the maritime industry
- Facilitate transformation of the maritime sector
- Facilitation for the Maritime Sector the collection of statistical and other data
- Provide the tools needed to guide industry and stakeholders
- Advise to the Minister of Transport on maritime issues
- Act as the Department of Transport implementation agency

Our Situational Analysis

Understanding Our Operating Environment

A variety of factors both from the internal environment of the Authority and those that arise out of the broader macro external environment within which SAMSA operates impact on the effectiveness of SAMSA's operations. An in-depth understanding of how these factors interact with each other, to create a platform upon which the plans of SAMSA can be enacted, is critical to its success. Global environmental factors have in recent times had a significant impact on the way all business is conducted

A SWOT and PESTLE analyses have been conducted during the strategic planning process to assess SAMSA's internal strengths and weaknesses, as well as external threats and opportunities identified with a view to obtain valuable insights into the challenges, risks and opportunities that face SAMSA, with the intention of identifying strategic options and choices available to SAMSA into the future.



Our Situational Analysis

Understanding Our Operating Environment

Economic Factors	Impact on SAMSA
Global maritime trade disruptions – Black and Red Sea Crisis.	1. Increased maritime traffic flows which will see increase maritime incidents. 2. Increased maritime traffic flows which present the country with economic opportunities to be derived from these vessels.
African Continental Free Trade Agreement (AFCTA).	1. For South Africa (and for SAMSA) there are benefits in belonging to relevant Inter-Governmental arrangements for seaborne trade and maritime regulation. 2. The national regulation of sectors or matters with extraterritorial dimensions.
Regional maritime sector competitiveness including the growth of ports in Mozambique and Namibia.	1. Reduced seaborne trade in the country especially the Port of Durban, with reduced number of port visits by vessels. 2. Reduced SAMSA maritime revenue due to the reduction of volumes of vessels.
Collapse of the MET institutions due to a lack of investment or inability to attract qualified lecturers due to scarce skill availability and operating costs.	1. Affects STCW Whitelist status and the employment of seafarers, including reputational damage to SAMSA. 2. SAMSA would not be able to accredit maritime training institutions or would need to withdraw training institution accreditations.
Social Factors	Impact on SAMSA
Inequality and transformation within maritime sector	1. Opportunity to implement the maritime transformation strategy and action plan.
Inability of public organisations to recruit seafarers into positions where they are required to provide their critical skills	1. Non delivery on the SAMSA mandate objectives as not enough maritime technical skills available to fully execute the obligations. 2. Public Higher Education Institutions, Government organisations and Training organisation unable to attract suitably qualified seafarers into shore positions, risking compliance with the IMO III Code.
Industrial action and community protests	1. Business environment is adversely affected, and this leads to low / disrupted productivity and service. .
Lack of absorption of SA seafarers on the employment market.	1. Inability for SAMSA and other shore site employers to build the skills pipeline require for capacity building.
Technological Factors	Impact on SAMSA
Cyber security threats increasing and becoming more sophisticated.	1. Cyber threats have an adverse impact on business systems, which can create regulatory and confidentiality challenges. 2. Inability to issue seafarers certificates therefore affecting the employment of the SA seafarers
Rapid advancement of technology, especially Artificial Intelligence, Robotics and automated vessels.	1. New developments and technologies will require revised processes and skill sets within SAMSA. 2. Opportunities for SAMSA to leverage on the rapid advancement of technology by digitalising the entity.

Our Situational Analysis

Understanding Our Operating Environment

Legal Factors	Impact on SAMSA
Proposed Merchant Shipping Bill 2023, currently in Parliament.	1. Improved maritime regulations and administration in line with the mandate requirements. 2. Establishment of an Independent marine accident and incident investigation unit 3. Establishment of a Shipping Information Centre 4. Establish a coastal shipping permit system and issue permits to ships conveying cargo between the ports 5. Issue technical standards that specify the technical requirements, data, information or guidance, which has the force of law. Marine Notices would be replaced by Technical Standards. 6. Permits the acquiring of appropriate systems, equipment, marine and aerial surveillance crafts. 7. Warrants to be obtained by SAMSA prior any investigations. Structures would need to be put in place to facilitate the obtaining of warrants, including relevant training to surveyors, principal officers and legal. 8. SAMSA would need to repatriate distressed seafarers from anywhere in the world, including from South Africa to their home ports – this will have a financial implication on SAMSA. 9. SAMSA to pay compensation for damage if ship is seaworthy and we unduly delay a ship from sailing after a complaint is received – this will have a financial implication and risk to SAMSA. 10. SAMSA appointed as National Competent Authority in terms of Aids to Navigation, may have to cover the costs of erecting and maintaining Aids to Navigation in areas outside of the ports. 11. All statutory certificates, checklists, forms, statutory books and procedures will have to renewed and amendment. Every South Africa ship will need to be issued new statutory certificates in line with the new MSB. This will place a significant administrative burden on SAMSA, and additional resources and capacity would be required to facilitate this. 12. Amended regulations or new regulations may need to be drafted in terms of: • Regulations Regarding Ship Registration • Matters regarding registration, licensing and permitting of ships to be prescribed • Regulations Regarding Seafarers • Regulations Regarding Safety of Life at Sea • Regulations Regarding Investigation of Allegations and Marine Casualty and Marine • Incident Investigations • Regulations Regarding Marine Traffic • Regulations Regarding Ship Security • Regulations Regarding Small Vessels and Inland Waters • Regulations Regarding International Conventions

Our Situational Analysis

Understanding Our Operating Environment

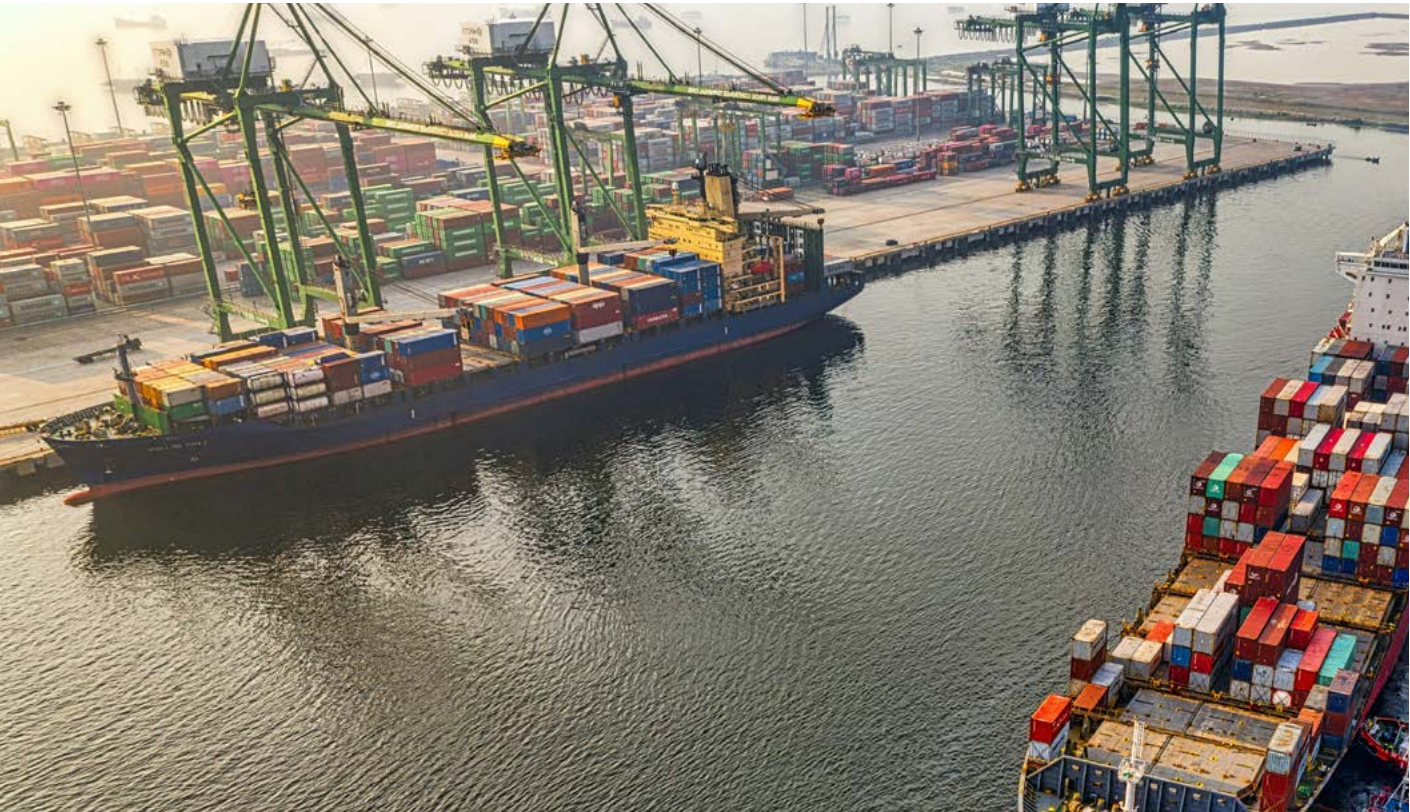
Legal Factors	Impact on SAMSA
Proposed Marine Oil Pollution (Preparedness, Response and Cooperation) Bill currently in Parliament.	1. Improved marine environment regulations in line with the mandate requirements. 2. Additional functions and responsibilities for SAMSA that requires funding through a new type of OPRC levy. 3. Additional capacity and resource would be required to maintain a national risk register for any ships, terminal, port that transfers oil, including the need to audit these risk assessments. 4. DFFE Oil Pollution equipment will be transferred to SAMSA, which will require new facilities such as warehousing and maintenance staff.
Slow adoption of Maritime Conventions, Protocols and Codes by the country.	1. Impact on shipowners' view of South Africa as a flag of choice for their ships 2. Seafarers not benefiting from the rights contained in the non-adopted international conventions 3. Inability of PSCO's to act against non-compliant ships when in SA Ports
Slow domestication of the Maritime conventions acceded to by the country	1. Non-compliance to the International conventions acceded to by the country, which could lead to South African ship owners being detained in other port states, leading to financial losses to both ship owners and SAMSA, especially if the ship owner re-flags as a result and reputational damage. 2. Limited enforcement of the international obligations due to the absence of domestic legislation in terms of Port State Control.
Slow promulgations of the maritime and other relevant regulations i.e. regulation for the repatriation of seafarers.	1. Failure to fully implement the mandates obligations. Non complaint maritime industry to the regulatory requirements. 2. Opportunity for SA as a bunkering region owing to its geographical location. Thus, the need to advance the regulatory frameworks.
The growing concerns around issues relating to Seafarer Welfare and seafarer rights, which includes using SAMSA accredited Seafarer Recruitment and	1. Inadequate regulations on the overall welfare of seafarers, including the employment conditions and labour rights. 2. Unable to accredit SRPS because of a lack of access to MLC and C188 insurance to protect these businesses from liability, could lead to a loss of revenue to SAMSA, Reputation and seafarers' unemployment or seafarers being distressed with SAMSA having to cover the financial burden of repatriation.



Our Situational Analysis

Understanding Our Operating Environment

Environmental Factors	Impact on SAMSA
The introduction and implementation of the 2023 IMO Strategy on Reduction of GHG Emissions from Ships".	1. Noncompliance with the requirements that may have a negative perception of the country by the global community. 2. Increased costs of shipping due to higher costs of cleaner fuels which in turn will affect the costs of goods. 3. Opportunities for the emergency of new maritime activities to support the emergency of alternative fuels. 4. Inability to enforce legislative requirements, such as MARPOL Annex VI, leading to an increase of pollution which SAMSA would have to manage and respond to, thus a financial liability.
Environmental laws that fail to recognise the need for sustainable development.	1. Non delivery of the SAMSA mandate obligations as a regulator.
Transfer of responsibilities from DFFE.	1. Additional mandate obligations for SAMSA 2. New capacity transferred to SAMSA to enable the entity to deliver effectively on the mandate objectives, which would require a financial investment and additional resources and capacity to manage and respond to pollution incidents.



Our Situational Analysis

Understanding Our Operating Environment

Internal Organisational Environment

SAMSA has been performing below stakeholder expectations largely due to human resource capacity constraints, and internal system weaknesses. SAMSA now enters a new strategy cycle (2025-2030 period) which will be underpinned by an institutional development and a corporate performance turnaround supported by a robust structure, systems, and human capital development.

The strength, weaknesses, opportunities, and threats (SWOT) identified in the analysis of our internal environment are as follows:

Below are details of the SWOT analysis of SAMSA ` s internal operating environment



Strengths	Weaknesses
■ World class technical maritime expertise ■ Strong stakeholder relationships and networks to deliver on the mandate obligations. ■ International participation in various maritime related forums ■ South Africa is strategically positioned along major global shipping routes, giving SAMSA a significant advantage in managing maritime traffic. ■ SAMSA's involvement with international maritime bodies provides access to global best practices and standards	■ Scarce skills, especially with respect to maritime technical skills ■ Low levels of integration and automation of SAMSA Information Communication Technology (ICT) systems ■ 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 Search and Rescue zone. ■ Bureaucratic Challenges: Internal inefficiencies, red tape, or slow decision-making processes could undermine SAMSA's operational effectiveness.
Opportunities	Threats
■ Established partnerships with other emerging economies (South Africa's membership of BRICS) with a focus on collaborations on maritime safety, maritime environment protection and aligned maritime interests. ■ The rapid economic growth of Sub-Saharan Africa (Offshore Oil and Gas, FDI, Trade, etc)	■ The threat of climate change and associated environmental impacts on the maritime sector. ■ The global economic declining conditions affecting the maritime trade. ■ The advent of increased maritime traffic along the South African coasts due to conflicts in the Red Sea thereby increasing the risk exposure to maritime safety and pollution.

Our Board of Directors



Mr. M. Fakir
Board Chairperson



Mr T. Morwe
Deputy-Chairperson



Ms. F. Nojozi
Board Member



Adv. N. Sobekwa
Board Member



Dr. N. Sweepers
Board Member



Mr. S. Nguse
Board Member



Mr. M Ralephenya
Executive Authority Representative



Ms M. Moffat
Acting - Company Secretary

Our Executive Management



Ms. Mbalenhle Golding
Acting - Chief Executive Officer



Mr. Sobantu Tilayi
Chief Operations Officer



Cpt. Vernon Keller
Deputy Chief Operations Officer



Mr. Douglas Malatji
Acting - Chief Financial Officer



Mr. Ndzimeni Ramugondo
Chief Information Officer



Ms. Nthabiseng Ntloedibe
Acting - Chief Human Capital Officer



Mr. Boetse Ramahlo
Acting - Chief Operations Officer



Mr. Eugene Rappetti
Executive Manager : MSP



Dr. Thulisile Mbuli
Executive: Corporate Affairs &
Government Relations

Chairperson's Statement



It is with a deep sense of national duty and governance responsibility that I present the Board Chairperson's Statement for the 2024/25 financial year. This period marks a strategic inflection point - concluding the 2020 - 2025 cycle while laying a solid foundation for SAMSA's 2025 - 2030 Strategic Plan. As South Africa positions itself as a leader in the maritime domain, SAMSA's role in ensuring safety, environmental protection, and sectoral transformation remains central to this vision.

Strategic Oversight and Governance Excellence

The Board exercised its oversight mandate with rigour, guided by principles of transparency, accountability, and strategic foresight. Informed by a comprehensive mandate analysis, our focus has been on strengthening institutional resilience and aligning SAMSA with the broader government agenda, particularly the Medium-Term Development Plan (MTDP) priorities of inclusive economic growth, a capable state, and ethical governance.

As stewards of good governance, the Board has supported the Authority's shift from compliance-centric operations to a value-creation leadership model, as articulated in the 2025–2030 Strategic Plan. This includes oversight of risk maturity, ethical conduct, and system strengthening.

Strengthening Leadership and Institutional Capacity

Recognising that effective regulation requires stable, professional and competent leadership, the Board has prioritised the stabilisation of executive management and supported initiatives to embed ethical leadership and organisational capability. While the operational responsibility rests with management, the Board's focus is on ensuring that executive appointments and institutional architecture serve the Authority's strategic and legislative obligations.

Reinforcing Regulatory Credibility and Maritime Stewardship

In line with our mandate under the SAMSA Act and international obligations such as the IMO Conventions, MLC, SOLAS and MARPOL, the Board renamed the Maritime Industry Committee (MIC) to Maritime Regulatory Committee (MRC) to foster deeper regulatory and industry alignment. This governance innovation aims to strengthen oversight of safety, environmental compliance, and maritime development in accordance with SAMSA's expanded mandate over inland waterways and pollution response.

Chairperson's Statement

Financial Governance and Strategic Sustainability

Although it is a regulator, SAMSA is not funded from tax derived Parliamentary grants, and its financial sustainability remains a core concern of the Board. We have worked closely with the Executive Authority to advocate for fair and predictable tariff adjustment frameworks while encouraging long-term solutions—including the potential review of funding models in alignment with SAMSA's mounting unfunded mandates like inland waterways, fishing vessel inspections, implementation of the Marine Oil Pollution Bill, and integration of DFFE marine pollution combating function. The resolution of the funding model will assist in Samsa obtaining the necessary professional capacity to fulfil its inspection and certification mandates, as well as to invest in the expensive capital assets and equipment required for maritime rescue and pollution combatting functions.

Enabling South Africa's Maritime Vision

The Board recognises the scale and complexity of challenges in the maritime domain—from global geopolitical shifts and climate change to the underrepresentation of South Africans in maritime careers. SAMSA's 2025–2030 strategy positions the Authority to address these challenges through smart regulation, skills development, and digital transformation. The Board is also in full support of the campaigning efforts led by the Department of Transport to have South Africa elected to the IMO Council. Our role is to ensure strategic coherence and performance accountability across the organisation.

Acknowledgements

On behalf of the Board, I extend our appreciation to the Honourable Minister of Transport, Ms. Barbara Creecy; Deputy Minister, Mr. Mkhuleko Hlengwa; and Acting Director-General, Mr. Mathabatha Mokonyama, Deputy Director General: Maritime, Mr Mthunzi Madiya for their policy guidance and partnership.

I also commend SAMSA's management and employees for striving for professionalism, integrity and service to the nation. Your dedication is key to building a sustainable, inclusive, and globally respected maritime sector.

Conclusion

Since the appointment of this Board as of September 2023, Samsa has improved its annual performance, its financial position, its international standing, its audit outcomes, as well as filled all key executive posts

within its authority. Being committed to good governance, it has, and will continue to deal with wrong-doing within the organisation in a fair and just manner without fear nor favour, and pledges its allegiance and support to the nationwide fight against corruption.

As we embark on a new strategic era, the Board remains committed to upholding high standards of governance, public accountability, and strategic leadership. With a renewed strategy and firm ethical foundations, SAMSA is poised to play a transformative role in South Africa's maritime future.



Mr. Mahesh Fakir

Chairperson of the SAMSA Board

Chief Executive Officer’s Report

A PERIOD OF TRANSFORMATION, DELIVERY, AND RENEWAL

The 2024/25 financial year marks a pivotal moment in the institutional journey of the South African Maritime Safety Authority (SAMSA). This is not merely the close of a reporting cycle; it represents the culmination of an ambitious five-year strategic era anchored in recovery, resilience, and repositioning.

The conclusion of the 2020–2025 Strategic Plan provides a dual lens through which we assess our progress: a focused evaluation of our annual performance and a broader reflection on our journey over five years of renewal. During this period, SAMSA has emerged from operational fragility to a position of stability and greater credibility. We have gradually restored governance integrity, enhanced performance management, and embraced a national and international leadership role in maritime safety and development.

Our transformation has been framed by national imperatives such as the Comprehensive Maritime Transport Policy (CMTP), the National Development Plan (NDP), Operation Phakisa: Oceans Economy, and our legislative mandate under the SAMSA Act No. 5 of 1998. This work has allowed us to reconnect with our purpose and reposition SAMSA as a maritime regulator that is compliant, responsive, and fit for the future.

ORGANISATIONAL PERFORMANCE

Annual Performance Trends Analysis

Over the past six years, SAMSA has demonstrated significant improvement in institutional performance. The 2024/25 financial year recorded an 80% achievement rate against our Annual Performance Plan (APP) — the highest in six years. This achievement underscores our progress in aligning planning with implementation, supported by stronger performance monitoring and internal controls.

This performance trajectory has been mirrored by improved audit outcomes. SAMSA has now received three consecutive unqualified audit opinions, and the reduction of material findings indicates a maturing control environment across the organisation.

FINANCIAL GOVERNANCE IMPROVEMENTS (2020/21 – 2024/25)

The SAMSA performance over the past five years reflects disciplined financial governance, with a progressive improvement in audit outcomes and financial discipline.

Financial Year	Audit Opinion	Irregular Expenditure (R'm)	Fruitless & Wasteful Expenditure (R'm)	Total IFWE (R'm)
2020/21	Qualified	23.2	0.3	23.5
2021/22	Unqualified	30.6	0.1	30.7
2022/23	Unqualified	13.3	0.0	13.3
2023/24	Unqualified	19.0	0.0	19.0
2024/25	Unqualified	2.9	0.5	3.4

The key governance improvements during the reporting period include:

- An 85% reduction in irregular expenditure over five years;
- Strengthened contract and procurement management processes;
- Improvements in revenue collection and debt management;
- A stabilised ICT infrastructure that supports core business operations.

Financial Indicator	SAMSA (R'm)	MSP (R'm)	Total (R'm)
Total Revenue	508.1	265.5	773.6
Total Expenditure	415.1	265.5	680.6
Surplus	93.0	0.0	93.0
Total Assets	424.4	19.6	444.0
Total Liabilities	84.1	26.6	110.7
Cash Cover (Months)	7.4	-	7.4

The surplus of R93 million, supported by an 11% increase in revenue, reflects our commitment to efficiency, enhanced project delivery, and rigorous cost control. Cash cover comfortably exceeds minimum thresholds, affirming SAMSA's financial sustainability.

STRATEGIC REVIEW: MANDATE ANALYSIS & STRATEGY REFINEMENT

In June 2024, SAMSA initiated an extensive Mandate Analysis—a critical, introspective undertaking aimed at assessing the degree to which we

Chief Executive Officer's Report

had fulfilled our legislated responsibilities under the SAMSA Act No. 5 of 1998. It was a sobering yet necessary process that asked not only where we had succeeded, but where we had fallen short—and why.

While the mandate remains unchanged, our ability to execute it with consistency, authority, and impact revealed areas of deep concern:

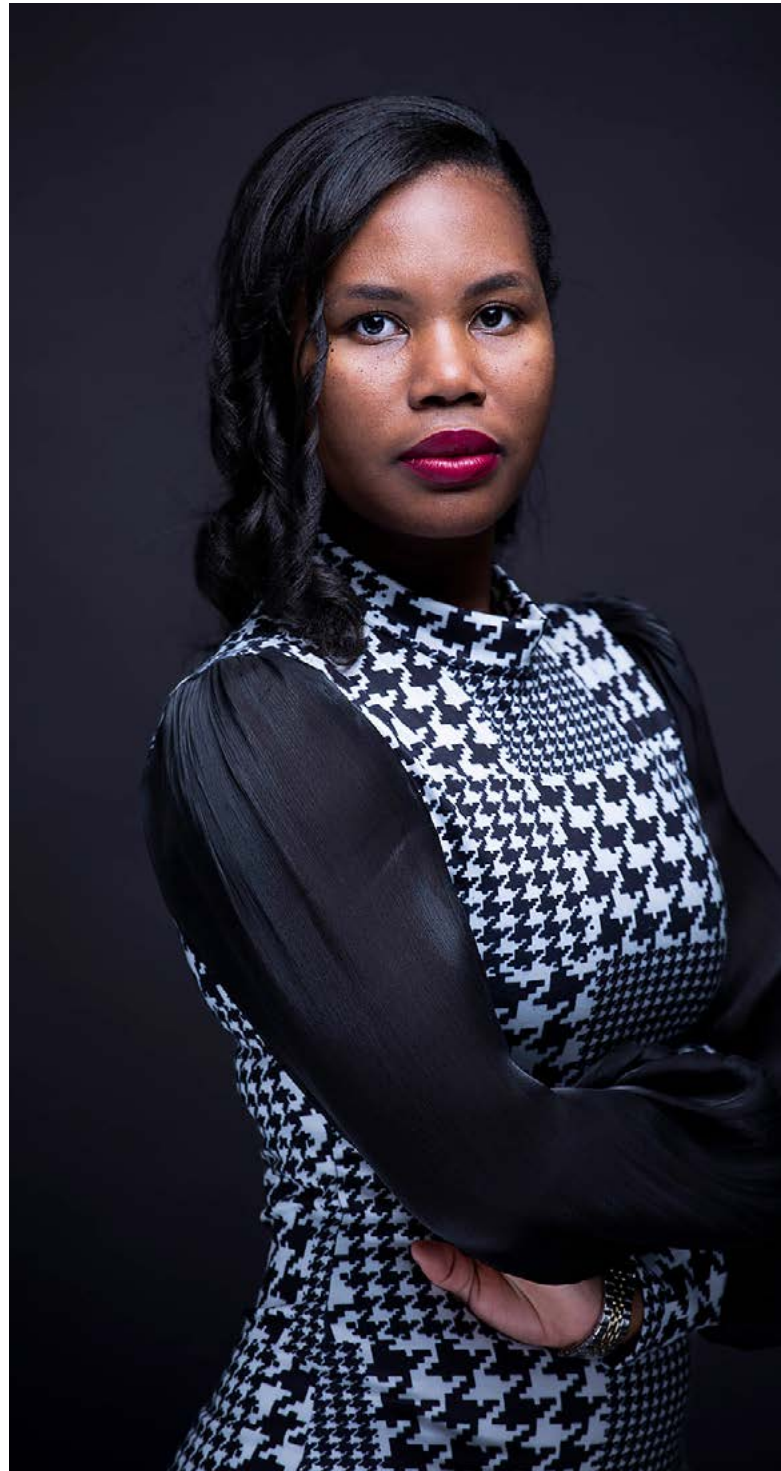
- Our flag state control function, while operational, is under-resourced and inconsistently enforced.
- We faced shortages of technical personnel, particularly Port State Control Officers and qualified marine surveyors, which compromised service coverage and response times.
- Seafarer certification—a cornerstone of our developmental role—continued to experience bottlenecks and delays thus having a negative impact on the employment of South African seafarers by international shipping companies.
- Engagement with key stakeholders across government, industry, and civil society remained fragmented, lacking the coherence needed for unified sectoral progress.
- Our ICT infrastructure is no longer fit for purpose, limiting both efficiency and transparency.
- And critically, SAMSA still lacked a centralised Quality Management System (QMS) to ensure process consistency and institutional accountability.

These findings were neither surprising nor discouraging. Rather, they were clarifying. They allowed us to refine the design of our 2025–2030 Strategic Plan, ensuring it is built not on aspiration alone, but on an unfiltered understanding of the authority's strengths, constraints, and opportunities.

Maritime Safety - Upholding Our Core Business

The safety of life and property at sea and inland waters is, and must always be, the central pillar of our mandate. In 2024/25, SAMSA conducted 13,424 statutory surveys, ensuring compliance with national regulations and international conventions such as SOLAS (Safety of Life at Sea) and SAR (Search and Rescue). These inspections spanned cargo vessels, fishing fleets, offshore installations, and small craft—each representing lives, livelihoods, and environmental risk.

Our Search and Rescue (SAR) coordination teams under MRCC led 52 maritime rescue operations and 38 emergency medical evacuations, showcasing our capacity for rapid response in life-threatening situations. Importantly, both our reportable incident rate and maritime fatality rate remained well below established thresholds, reflecting improved safety practices and growing awareness across the industry.



Chief Executive Officer's Report

One of our most notable accomplishments was achieving a 100% inspection rate for all targeted foreign vessels - a major milestone that reflects our credibility under the Abuja MoU and the Indian Ocean MoU, and our standing as a vigilant, rules-based Port State.

Marine Environmental Protection - Prevention Before Response

SAMSA's environmental protection responsibilities advanced considerably in the year under review. We recorded only one maritime pollution incident - a remarkable testament to both proactive prevention measures and strengthened monitoring capabilities.

In parallel, we began operationalising the long-anticipated Marine Oil Pollution (OPRC) Bill, which provides for enhanced preparedness and response mechanisms, including liability enforcement and contingency coordination. We deepened collaboration with public and private sector stakeholders to ensure our pollution response plans are integrated, tested, and scalable - particularly in light of South Africa's obligations under MARPOL and the OPRC Convention.

South African Maritime Interest - Sector Promotion while Enabling Access and Equity

The sale of the SA Agulhas marked a significant transition in the utilisation of national maritime assets. The sale agreement included enforceable conditions to preserve the vessel's training mission and national value. Under this agreement, the buyers committed to retaining the SA flag for five years, absorbing a significant portion of the lay-up crew, and providing a minimum of 20 cadetship berths annually scaling up to 120.

Our developmental mandate - to democratise opportunity within the maritime sector - remains a long-term national imperative. In 2024/25:

- We issued 3,600+ certificates of competency and proficiency to South African seafarers, empowering them to participate in the global shipping labour market.
- The South African Ship Register maintained 671 active vessels, and we welcomed a new merchant vessel registration - small, but symbolic of renewed confidence in our flag administration.
- Through the Ship Register Promotion Plan and the Maritime Transformation Strategy, we embarked on initiatives to raise awareness, build maritime skills, and expand access to career pathways - particularly for rural communities, women, and unemployed youth.

These programmes are not peripheral—they are central to building a maritime workforce that reflects South Africa's demographics and economic aspirations.

Organisational Performance and Strategic Moves

During the reporting period, SAMSA made measurable progress in strengthening institutional stability and governance structures. A major milestone was the successful appointment of a new Chief Financial Officer at the beginning of the financial year. The appointment of the Executive: Maritime Special Projects and Executive: Corporate Affairs were also finalised during the year, further enhancing leadership capacity. Recruitment processes for additional executive positions - including the Company Secretary and Chief Human Capital Officer - were initiated and are at an advanced stage.

Global Influence and Legislative Modernisation

SAMSA remained actively engaged in shaping both domestic regulatory frameworks and international maritime governance.

Internationally, SAMSA continued to represent South Africa at key sessions of the International Maritime Organization (IMO), actively contributing to global discourse on maritime safety, cybersecurity, decarbonisation, underwater radiated noise, and seafarer welfare - issues that are set to define the future of international shipping.

Domestically, significant legislative progress was made. Two landmark bills - the Merchant Shipping Bill and the Marine Oil Pollution Bill - were finalised and progressed through government processes. These instruments modernise South Africa's regulatory posture and strengthen its capacity to manage vessel safety, pollution liability, and maritime compliance.

SAMSA also led the regional GloNoise Partnership Project, positioning South Africa at the forefront of underwater radiated noise (URN) mitigation. As part of this initiative, we hosted a national URN workshop in January 2025 and established a dedicated task team to support implementation. These efforts align with Sustainable Development Goal 14: Life Below Water and affirm our commitment to environmentally responsible maritime operations.

Through these engagements, SAMSA reinforced its reputation as a credible, forward-looking regulator and a strategic partner in shaping global maritime policy.

Chief Executive Officer's Report

INSTITUTIONAL REFORM STRENGTHENING OUR FOUNDATION

Governance and Accountability

In line with our commitment to ethical leadership, management has concluded a forensic review of legacy irregular expenditure (2014-2024), identifying R20.4 million in spending that, while irregular, did not indicate criminal intent. In response, we:

- Implemented consequence management;
- Strengthened internal audits, controls and compliance protocols;
- Modernised supply chain and contract management systems; and
- Ensured that all procurement processes adhered strictly to National Treasury guidelines. No unsolicited bids were accepted during the reporting period.

Workforce Development

Our staff turnover remained under 10%, achieving the target. We prioritised the development of scarce and critical technical skills - focusing on surveyors, maritime regulations experts, and technical inspectors — to build a more robust and specialised SAMSA.

Persistent Challenges and Future Priorities

Despite the progress made during 2024/25, SAMSA continues to face structural and operational challenges that require focused attention:

- The limited availability of qualified technical personnel, including Port State Control Officers and marine surveyors, continues to affect operational coverage and efficiency;
- Persistent delays in seafarer certification, particularly for operators of small vessels, continue to hinder compliance and economic activity in the small-scale maritime sector;
- The absence of a centralised Quality Management System (QMS) undermines process standardisation and internal accountability;
- Fragmented stakeholder engagement has limited the coherence of national efforts to drive sector-wide progress.

These gaps, all thoroughly documented in the 2024 Mandate Analysis, are now priority focus areas in the 2025-2030 Strategic Plan and the Annual Performance Plan for 2025-2026.

The 2024/25 financial year marks both an end and a beginning - a period of closure and a foundation for renewal. Through strategic realignment and honest introspection, SAMSA is prepared to take bold, purposeful strides into the next decade.

I extend my heartfelt gratitude to management and all SAMSA employees for their dedication and contribution to fulfilling SAMSA mandate, even in the face of challenges. Appreciation is also due to union leadership, our customers, and our international partners. Special gratitude goes to the Minister of Transport, Ms. Barbara Creecy; the Deputy Minister of Transport, Mr. Mkhuleko Hlengwa; the Acting Director-General, Mr. Mokgethi Mosolwa; and the Department of Transport's senior management for their guidance and steadfast support.

We are equally grateful to the SAMSA Board of Directors and its committees for their unwavering commitment and sound governance, which continue to anchor our strategic direction. We also thank our stakeholders and industry partners for their consistent support and collaboration.

This report is not just a record of accomplishments - it is a declaration of what we now know is possible. With clarity of purpose, shared resolve, and integrity in execution, SAMSA is poised to confidently navigate the future in service of South Africa's maritime sector.



Ms. Mbalenhle Golding, CA(SA),
Chief Executive Officer (Acting)

2

Corporate Performance Highlights





Corporate Performance Highlights

The Department of Planning, Monitoring and Evaluation (DPME) Revised Framework Strategic Plans and Annual Plans.

Framework for Managing Programme Performance Information (National Treasury)

Public Finance Management Act (No. 1 of 1999) (PFMA)

King Code of Governance for South Africa 2016™ (King IV)

International Integrated Reporting Council's (IIRC)

International Integrated Reporting Framework.

Corporate performance assurance for the annual report has been provided by Executive Management (EXCO) and oversight by the following assurers



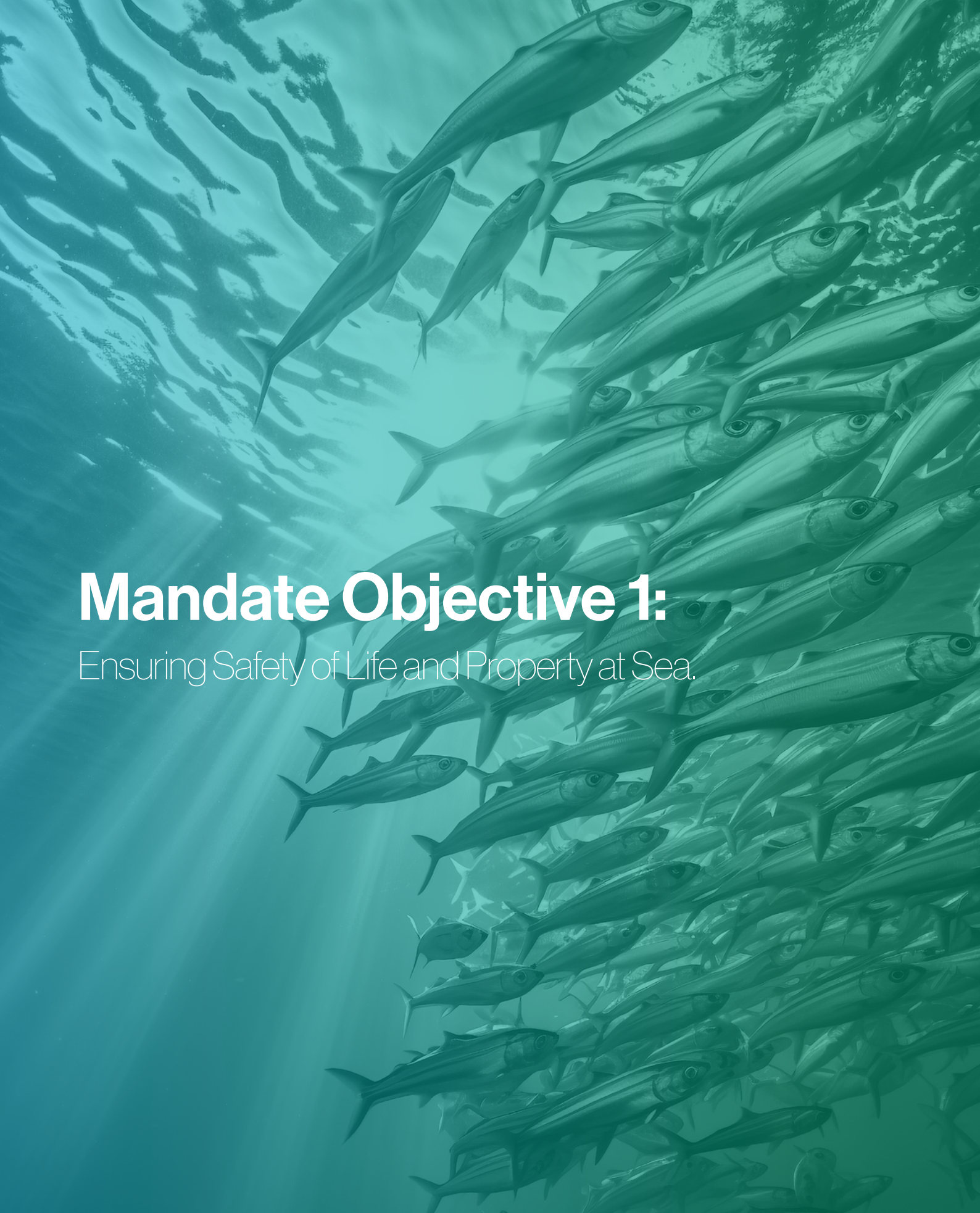
SAMSA Internal Auditors
(Nexia SAB & T)



SAMSA Audit and Risk Committee



SAMSA Board of Directors



Mandate Objective 1:

Ensuring Safety of Life and Property at Sea.

Corporate Performance Highlights

Ensuring Safety of Life and Property at Sea.

It is SAMSA's responsibility to ensure that all partners and stakeholders operating within the South African maritime environment responsibly observe the applicable maritime safety, security and pollution legislation, regulations. SAMSA must promote a safe and secure culture, fostered through the application of global and local safety and security standards and their rigorous enforcement.

Our main goal is to safeguard life and property across the maritime transportation environment such that we have a reduced occurrence of maritime fatalities and maritime incidence and accidents in South African waters. We anticipate ensuring safe shipping in South African waters with minimum pollution from vessels and a secure maritime environment. The people at risk include South African communities, national and international seafarers, fishers, stevedores, shipyard workers, sport and recreational workers, and passengers on a vessel at sea and inland. The risk on board a vessel includes all cargoes (dry cargo, wet cargo, and bulk containers) being conveyed by a vessel as well as the vessel's bunkers. The Property at risk refers to the vessel and its related equipment (i.e., firefighting appliances, life-saving equipment, marine engines, and electronic equipment) at risk from vessel activities at sea.

Key Highlights Under Ensuring Safety of Life And Property at Sea and Inland Waterways

1. Lives saved: Three hundred and two (**302**) lives were saved through the Maritime Rescue Co-ordination Centre (MRCC) section which monitors the coast from a safety, security and environmental issues perspective as well as monitoring standards for Aids to Navigation.
2. Lives lost: Twenty (**20**) lives were lost due to vessels capsizing/listing and an occupational accident.
3. SAMSA assisted in one hundred and eighty-six (**186**) Search and Rescue (SAR) incidents response and one hundred and sixty-one (161) Medical Evacuation (MEDEVAC) operations (i.e.to medically evacuate crew/passengers from vessels offshore to local hospitals). The Authority also provided eighty (**80**) Maritime Accident Services (MAS) which involves the monitoring of towing operations, vessels not under command, pollution reports and vessels aground around the coast within the South African SRR and EEZ.
4. The ultimate test of the state of maritime safety will be the reduction in the reportable maritime incidents under the jurisdiction of South Africa.



Corporate Performance Highlights

Ensuring Safety of Life and Property at Sea.

MARITIME INCIDENTS, MARITIME INCIDENT RATES, FATALITIES INCIDENTS AND FATALITIES RATE													
ANNUAL FINAL TOTALS	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	YTD
# Maritime Incidents	1	10	14	6	5	3	6	12	7	11	11	14	100
# Pollution Incidents	0	1	1	1	1	1	0	1	2	0	0	1	9
# Fatalities Incidents	0	14	1	0	0	1	1	0	0	0	3	0	20
INCIDENT RATE FACTOR													
Ship on SA Register	704	707	709	709	710	716	720	724	727	732	734	736	736
PAN Vessels (Single excl. SA)	769	833	816	790	595	730	796	758	764	773	750	815	9189
INCIDENT RATE FACTOR	1473	1540	1525	1499	1305	1446	1516	1482	1491	1505	1484	1551	9925
ANNUAL INCIDENT RATES	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	YTD
Maritime Incident Rate	0,68	6,49	9,18	4,00	3,83	2,07	3,96	8,10	4,69	7,31	7,41	9,03	10,08
Pollution Rate	0,00	0,65	0,66	0,67	0,77	0,69	0,00	0,67	1,34	0,00	0,00	0,64	0,90
Fatality Rate	0,00	9,09	0,66	0,00	0,00	0,69	0,66	0,00	0,00	0,00	2,02	0,00	2,02

Corporate Performance Highlights

Ad-Hoc Surveys

SAMSA conducted a total of two hundred and ninety-two (292) ad hoc surveys on vessels against a set target of 200. Below is an overview of the Ad hoc surveys that have been conducted for the financial period year to date.

Summary of the Ad hoc surveys conducted for the financial period year to date.

PORT	KPI	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	YTD
Cape Town	25	3	0	0	2	4	3	0	7	11	11	5	2	48
Saldanha Bay	20	2	1	4	4	0	0	0	1	0	22	14	18	66
Port Nolloth	20	9	0	1	0	1	0	0	0	0	1	2	1	15
Mossel Bay	20	0	1	0	4	0	0	0	0	0	0	0	2	7
Gqeberha	20	0	1	0	1	0	11	1	5	24	11	2	0	56
Port of Ngqura	5	2	0	0	2	0	0	0	0	0	0	0	2	6
East London	20	3	3	0	0	0	1	1	0	0	2	3	8	21
Durban	20	0	0	0	1	0	0	0	0	0	0	7	15	23
Richards Bay	20	0	0	0	7	0	0	0	2	6	0	2	3	20
Pretoria	30	0	0	0	0	2	0	6	22	0	0	0	0	30
TOTAL	200	19	6	5	21	6	15	8	37	41	46	35	51	292

Corporate Performance Highlights

Port State Control Inspections (PSC)

Port State Control Inspections (PSC) is the inspection of foreign ships in national ports to verify that the condition of the ship and its equipment comply with the requirements of international regulations and that the ship is manned and operated in compliance with these rules. Below is an overview of PSC inspections conducted by SAMSA year to date.

PSC inspections conducted by SAMSA year to date (133 against a target of 150 PSCI).

PORT	KPI	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	YTD
Cape Town	23	9	9	1	3	0	5	3	4	1	0	2	0	37
Saldanha Bay	20	0	0	0	1	1	2	0	0	0	3	9	5	21
Gqeberha	26	0	0	1	2	9	3	0	0	0	4	8	2	29
Port of Ngqura	16	0	0	1	1	1	0	2	1	0	1	4	5	16
East London	5	0	0	1	0	0	0	1	0	0	0	3	0	5
Durban	45	0	0	0	0	0	1	2	0	0	0	4	3	10
Richards Bay	15	0	1	1	1	0	0	1	0	0	2	4	5	15
TOTAL	150	9	10	5	8	11	11	9	5	1	10	34	20	133

Indian Ocean and Abuja Memorandum of Understanding Port State Control Inspections

PSC inspections conducted as per the IOMO and Abuja Agreement

Authority	No. of Inspection (N)	Priority I			Priority II	No Priority
		Target (70% of N)	Actual	% Age Target Achieved	Actual	Actual
South Africa	133	92	131	141.3%	1	1

Corporate Performance Highlights

Flag State Surveys, Audits and Approvals

The flag state is the country in which a ship is registered. The flag state has the responsibility to ensure that the ship follows international maritime laws and regulations. A flag state survey is carried out by the flag state authority, such as the SAMSA. The purpose of the survey is to ensure that the ship follows the international conventions that the flag state has ratified. These conventions cover a wide range of areas, including safety, pollution prevention, and crew working conditions. During the flag state survey, the surveyor will inspect the ship's equipment, documentation, and crew working conditions to ensure that they meet the requirements of the relevant conventions. The surveyor will also carry out tests and measurements to verify that the ship follows the conventions.

During the financial period SAMSA conducted forty-nine thousand, two hundred and sixty-three (49 263) statutory surveys to ensure maritime safety within the South African waters.

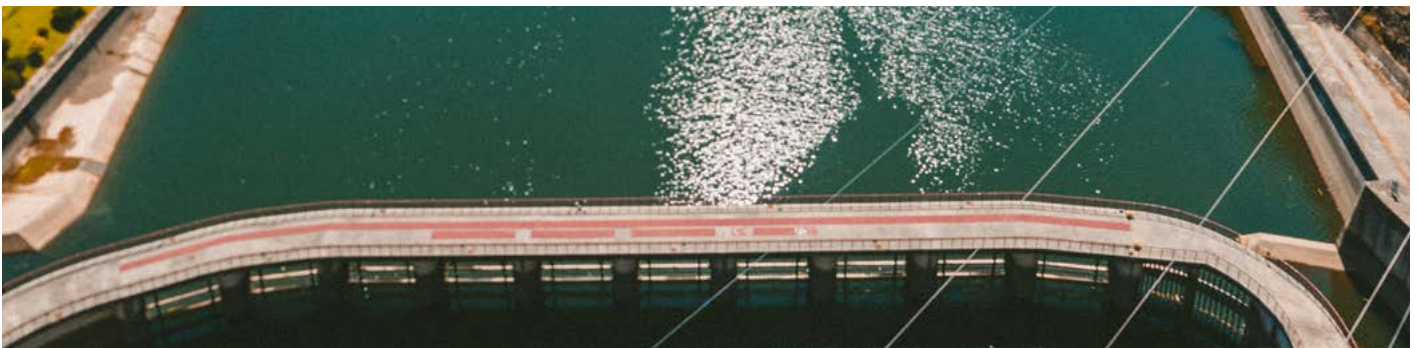
Small Vessels Inland Waterways Safety

- Concentrated Inspection Campaign (CIC) completed in Douglas, Northern Cape, partnering with Department of Water and Sanitation (DWS) and the South African Police Services (SAPS). Seven enforcement officers were trained and appointed at the same time during the period. Two (2) SAPS Officers joined the training. Forty (40) suspected non-compliant pontoon vessels were discovered during the CIC; however, it was impossible to contact the vessel owners as the vessels were not operating at the time and were moored. SAMSA would require additional area visits to address the challenges in this remote area.
- Collaboration between government departments is crucial when it comes to enforcing boating safety regulations. A prime example of this is the recent enforcement officer training course held at the Cape Town office on 27 and 28 January 2025. This training session, which included 17 inspectors from the Department of Employment and Labour, was part of a collaborative initiative between SAMSA and the Department of Employment and Labour. The goal of this initiative is to ensure these inspectors have a thorough understanding of the National Small Vessel Regulations, helping to enhance enforcement and promote safe boating practices across South Africa.
- SAMSA Boating was able to distribute over 2000 safety brochures around the country by both internal SAMSA officials and our external safety officers and surveyors to the boating public to create awareness of safe boating practices.

Occupational Health and Safety (OHS), and Seafarer Welfare

OHS Inspections are conducted in a way that ensures that the Marine OHS Specialist is in the port every week and is also able to cover each terminal per month to maintain constant visibility. All inspections are unannounced, and inspection times are rotated between morning and afternoon to ensure all shifts are covered.

- **Thirty (30)** Stevedore Maritime Occupational Safety Inspections conducted onboard ships, and ten (10) Stevedore Company MOS Inspections completed, although the wearing of PPE has improved, general housekeeping onboard still a concern.
- **Six (6)** Ship Repair Maritime Occupational Safety Inspections completed.
- **Two (2)** sexual harassment cases reported to SAMSA onboard a passenger yacht operating within harbour limits. DEL engaged and victim encouraged to report case to SAPS to further a criminal investigation via SAPS.



Corporate Performance Highlights

Compliance and Enforcement

A total of eighteen (18) vessels were detained for contravening maritime safety legislations and regulations. List of detained vessels during the reporting period.

VESSEL'S NAME	PORT	REGION	DATE OF DETENTION	AOC ISSUED
Wei Ning IMO 9064229	Cape Town	Western Region	21 Apr 2024	Yes
Shun Hang 7	Cape Town	Western Region	07 May 2024	No
Vlaeberg	Saldanha Bay	Western Region	24 Jun 2024	No
Avachinsky	Cape Town	Western Region	26 Jul 2024	No
Ocean Care	Richards Bay	Eastern Region	03 Jul 2024	Yes
MT Patrick C	Port of Ngqura	Southern Region	07 Aug 2024	Yes
MSC Apollo	Port of Ngqura	Southern Region	13 Aug 2024	Yes
Leena	Durban	Eastern Region	18 Sep 2024	Yes
Sinar Minahasa	Durban	Eastern Region	01 Oct 2024	Yes
Kaia	Durban	Eastern Region	19 Oct 2024	Yes
Densu River IMO 9514494	Cape Town	Western Region	29 Nov 2024	No
Hua Li IMO 9736523	Cape Town	Western Region	11 Dec 2024	No
Plover	Cape Town	Western Region	08 Jan 2025	No
Krotoa	Cape Town	Western Region	07 Feb 2025	No
Lady T DTC 8134D(P)	Cape Town	Western Region	01 Jan 2025	No
Allin	Cape Town	Western Region	20 Mar 2025	No
Ruey 1 Shyang 106	Cape Town	Western Region	26 Mar 2025	No
MFV Valhalla	Mossel Bay	Southern Region	11 Mar 2025	No

Corporate Performance Highlights

Status of the South Africa's Registrar of Ships

Total number of seven hundred and thirty-six (736) ships on the South African Register

VESSEL TYPE	TOTAL	TOTAL GROSS TONNAGE	TOTAL NET TONNAGE
Convention	23	363 825,52T	147 996,41T
Non-Convention	519	144 761,29T	42 963,52T
Small Vessel >25gt <100gt	3	173,85T	36,48T
Small Vessel <25gt	191	24,18T	-
GRAND TOTAL	736	508 784,84T	190 996,41T



Corporate Performance Highlights

Status of the South Africa’s Registrar of Ships Continued

A total of twenty-three (23) Convention vessels on the South Africa Register.

NAME OF VESSEL	VESSEL TYPE	GROSS TONN	NET TONN	HOME PORT
Cape Acacia	Bulk Carrier	104 735,00T	66 443,00T	Port Elizabeth
Cape Magnolia	Bulk Carrier	92 752,00T	60 504,00T	Port Elizabeth
Africana	Research (Fisheries)	2 471,11T	617,78T	Cape Town
Algoa	Research (Fisheries)	759,38T	227,81T	Cape Town
Bongani	Bunker Barge	1 731,00T	821,00T	Durban
Cape Jasmine	Bulk Carrier	91 349,00T	58 425,00T	Port Elizabeth
Coral Sea	Diamond Mining	6 734,00T	2 020,00T	Cape Town
Fumana	Bunker Barge	2 325,90T	1 252,60T	Durban
Ilembe	Dredger (Trailing Suction Hopper)	6 366,00T	1 909,00T	Durban
Isandlwana	Dredger (Hopper)	4 897,00T	1 469,00T	Durban
Isiqalo	Oil Tanker	3 220,00T	1 327,00T	Durban
Italeni	Dredger (Grab)	1 792,00T	537,00T	Durban
Lefkas	Oil Tanker	4 580,00T	1 967,00T	Port Elizabeth
Lipuma	Bunker Barge	2 398,17T	1 621,31T	Durban
Nomasa	Supply (OPL)	1 727,00T	518,00T	Cape Town
S. A. Agulhas	Training	6 122,96T	1 836,88T	Cape Town
S. A. Agulhas li	Research (Arctic/ Passenger)	12 897,00T	3 870,00T	Cape Town
Sarah Baartman	Patrol (Offshore)	1 875,00T	563,00T	Cape Town
Siyanda	Tug (Dive Support)	1 438,00T	431,00T	Durban
Southern Valour	Bunker Barge	2 402,00T	1 179,00T	Durban
Southern Venture	Bunker Barge	2 402,00T	1 179,00T	Durban
Uhambo	Oil Tanker	3 433,00T	3 433,00T	Port Elizabeth
Umkhuseli	Tug (Anchor Handler)	5 418,00T	1 626,00T	Cape Town

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

Seafarers and Certification

Registrar of Seafarers

A total of eighteen thousand, five hundred and thirty-nine (18,539) Certificates issued to seafarers during the financial period.

TYPE	APR	MAY	JUN	Q1	JUL	AUG	SEP	Q2	OCT	NOV	DEC	Q3	JAN	FEB	MAR	Q4
Certificate of Competency (Deck and Engine)	113	282	240	635	76	164	68	308	118	141	11	270	28	2	125	155
Certificate of equivalent Competency (STCW I/10)	14	0	10	24	12	0	0	12	3	1	0	4	0	4	0	4
Certificate of Proficiency (Ratings)	85	70	74	229	9	112	63	184	23	158	49	230	31	3	141	175
Seafarer Records Books	310	253	259	822	248	211	227	686	249	208	82	539	148	169	236	553
GMDSS Radio Certificates	63	51	25	139	11	16	13	40	29	16	7	52	26	45	29	100
Short Range Radio Certificates	22	7	629	658	207	138	59	404	299	498	188	985	7	26	73	106
Long Range Radio Certificates	2	310	3	315	0	1	2	03	3	10	2	15	199	2	6	207
Small Vessel Certificates of Competence	533	1241	895	2669	1445	1227	972	3644	675	820	535	2030	652	1044	646	2342
TOTAL	1142	2214	2135	5491	2008	1869	1404	5281	1399	1852	874	4125	1091	1295	1256	3642

Corporate Performance Highlights

Maritime Incidents and Casualties

A total of one hundred (100) maritime incidents and twenty (20) fatalities were recorded during the financial period.

EVENT SEVERITY	NUMBER	FATALITIES	INJURIES	MISSING
Marine Casualty	24	6	6	2
Capsize/Listing	4	2		1
Collision	1		2	
Fire/Explosion	3	1		
Flooding/ Foundering	1			
Hull Failure	1			
Grounding	1			
Loss of Control	4	1		
Occupational Accident	8	1	4	1
Other	1	1		
Marine Incident	67	0	5	0
Capsize/Listing	2			
Collision	2			
Contact	4			
Fire/Explosion	5			
Flooding/ Foundering	3			
Grounding	4			
Loss of Control	32			
Occupational Accident	6	1	4	
Other	3		1	
Ship/Equipment Damage	6			
Very Serious Marine Casualty	9	14	0	3
Capsize/Listing	1			
Fire/Explosion	1			
Flooding/ Foundering	2	11		
Grounding	1			
Loss of Control	1	1		
Occupational Accident	2	1		1
Other	1	1		2
TOTAL INCIDENTS (YTD)	100	20	11	5



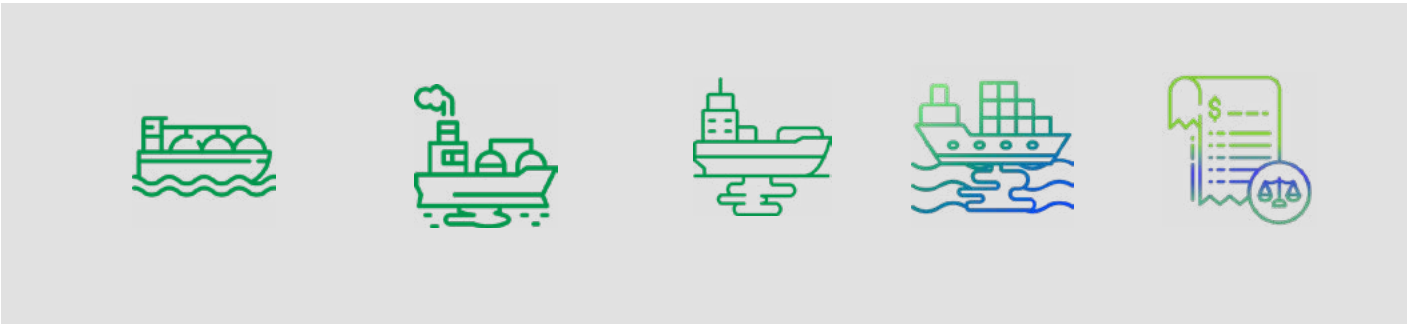
Mandate Objective 2:

To Prevent and Combat Pollution of the Marine Environment by Ships.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

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 the 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, as well as nonindigenous species from ballast water have an ongoing adverse impact on life in the world's seas. The focus has been on developing and enforcing regulations to avert the introduction of invasive species into the maritime environment, stop the unauthorised ocean dumping of hazardous substances and prevent oil and chemical spills. This involves among other interventions the development of integrated policies and regulations, national contingency plans and other related multi-stakeholder strategies.



Reportable Maritime Oil Pollution Incidents

VESSEL	PORT	DATE OF INCIDENT	SOURCE OF SPILL	TYPE OF VESSEL	SPILL ENTERED THE WATER	QTY OF SPILL IN M3	DETAINED	AOC ISSUED	AOC AMOUNT	TOTAL PAID
Harvest Atlantic Peace	Saldanha Bay	20-May-24	Bunker	Vessel	Yes	0,05m3	No	No	-	R -
Fa Platform	Mossel Bay	17-Jun-24	Oil	N/A	Yes	-	-	No	-	R -
MSC Capella	Port of Ngqura	09-Jul-24	Bunker	Vessel	Yes	0,01m3	No	Yes	R 675 000	R 675 000
Mt Patrick C	Port of Ngqura	07-Aug-24	Oil	Shore Side	Yes	0,02 m3	Yes	Yes	R 750 000	R 750 000
MSC Apollo	Port of Ngqura	07-Sep-24	Oil	Vessel	Yes	0,10 m3	Yes	Yes	R 1125 000	R 1125000
Mv GSL Lalo	Gqeberha	27-Nov-24	Oil	Vessel	Yes	1,30 m3	No	No		
Harvest Mzansi	Mossel Bay	11-Dec-24	Oil	Vessel	Yes	-	No	No		
FA Platform	Mossel Bay	28-Dec-24	Oil	Vessel	Yes	-	No	No		
Lipuma	Cape Town	26-Feb-25	Oil	Vessel	Yes	0,02 m3	No	Yes	R 100 000	

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

17th Session of the Intersessional Working Group on Reduction of Greenhouse Gas Emissions From Ships Meetings.

This meeting focused on further developing mid-term GHG reduction measures leading up to the MEPC 82 session.

Key outcomes and resolutions were:

- Development of the “IMO Net-Zero Framework”: A structured proposal for a phased reduction of marine fuel GHG intensity, featuring technical and economic elements.
- Economic Mechanisms: Discussions centred on revenue collection through GHG levies and credit trading, with several states supporting an “in-sector” revenue distribution.
- Life Cycle GHG Assessment (LCA): Continued focus on developing guidelines to account for well-to-wake emissions, critical for assessing the sustainability of alternative fuels.
- South Africa’s Contributions: Co-sponsored three key documents addressing the structure of mid-term measures and promoting flexible compliance and sustainability.

IMO Marine Environment Protection Committee (MEPC) 82

The MEPC 82 session focused on advancing international efforts to protect the marine environment, primarily through reducing greenhouse gas (GHG) emissions from shipping. Key highlights include:

- Amendments to MARPOL Annex VI: Approved new Emission Control Areas (ECAs) for the Canadian Arctic and Norwegian Sea, effective March 2026, targeting nitrogen oxides (NOx), sulphur oxides (SOx), and particulate matter (PM).
- GHG Emissions Reduction: Discussions centred around implementing the 2023 IMO GHG strategy, aiming for net-zero emissions by 2050.
- The committee also encouraged paper submissions on Maritime Autonomous Surface Ships (MASS).
- Ballast Water Management: The Ballast Water Review Group was re-established to address operational challenges.
- Security Concerns: Delegations condemned maritime security threats in the Red Sea, calling for urgent protective measures.

Considering the outcomes of ISWG-17 and MEPC 82nd Session, the following recommendations are proposed:

- On the possible IMO Board to be established to manage the Fund: South Africa should consider identifying and nominating suitable individual(s) to represent the SADC region in this envisaged IMO Board.
- Conduct a National Comprehensive Impact Assessment Study on MBMs: SAMSA should lead a comprehensive study to evaluate the potential economic impacts on the South Africa’s GDP because of the adopted a basket of candidate mid-term measures as assessed under the comprehensive impact assessment report
- Conduct a National Comprehensive Impact Assessment Study on Food Security: SAMSA should lead a comprehensive study to evaluate the potential impacts of the policy combinations of a basket of candidate mid-term measures as assessed under the comprehensive impact assessment on food security and on essential food.
- Develop a National Strategy for Low-Carbon Shipping: SAMSA should work with stakeholders to establish a roadmap for transitioning the maritime sector towards compliance with international GHG reduction targets. This includes adopting alternative fuels and upgrading infrastructure.
- Develop a National Maritime Data repository: SAMSA should work with IMO and regional stakeholders to establish South African maritime data repository to assist with supporting its work at the IMO and nationally.
- Engage in Capacity-Building Initiatives: SAMSA should proactively engage with the IMO and other international bodies to secure funding and technical support for local capacity-building in response to future GHG regulations and underwater radiated noise under the GloNoise Partnership Project. South Africa is a Pilot Country for the IMO GloNoise Partnership Project.
- Collaborate Regionally: Given the shared challenges with other developing nations, SAMSA should enhance collaboration with regional partners like AAMA to develop collective strategies and share best practices in reducing GHG emissions. South Africa is Focal Point for the IMO regional office MTCC hosted by Kenya.



Mandate Objective 3:

To Promote the Republic's Maritime Interests.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

South Africa is strategically positioned where the Indian Ocean, the Atlantic ocean and the Southern Seas meet to create a unique sea trade route, oceans, and marine ecosystem. The focus has been on the facilitation of targeted interventions to develop South Africa's maritime skills and expertise, the development of South Africa's ship register, enhancing maritime awareness across the country, and assist in the demographic and strategic transformation of the South African maritime sector towards a globally competitive and leading maritime destination.

Key Highlights Under to Promote the Republic's Maritime Interests

1. One of the functions of the Authority is to manage the South African Ship Registry as well as promote the register with a view of attracting investors (ship owners) to register their ships under the South African Flag. SAMSA anticipates that the promulgation of the Comprehensive Maritime Transport Policy will provide the basis for the revamping of the Ship Registry to generate revenue for the country and provide employment for South African Seafarers. The South African Ship Register during the reporting period has added one (1) oil tanker vessel onto the register.
2. The Port Elizabeth leg of the Future Maritime Careers & Industry Trends Seminar was held at the Garden Court Hotel in Port Elizabeth, where key industry stakeholders discussed strategies to address skills gaps and drive growth in South Africa's maritime sector. The South African International Maritime Institute (SAIMI) presented its various training programs in maritime transport, marine manufacturing, fisheries, and aquaculture to bridge the existing skills shortages. The discussion emphasised the need for collaboration between government, industry, and education sectors, along with enhanced work placement, research, and innovation initiatives to strengthen the maritime workforce and industry competitiveness. Additionally, the Transport Education and Training Authority (TETA) Maritime Chamber outlined available entry-level career opportunities and funding mechanisms, such as mandatory and discretionary grants, to support maritime skills development.
3. **The government fleet recapitalisation programme:** To advance the government fleet recapitalisation programme, SAMSA is awaiting the Department of Transport's feedback on the Terms of Reference. Once these inputs are received, SAMSA can select an appropriate service provider from its panel of researchers to conduct the feasibility study, ensuring the programme moves forward with clear strategic guidance.
4. **Number of Jobs Facilitated:** SAMSA is pleased to announce the resumption of offshore bunkering ship-to-ship operations at Algoa Bay, which officially restarted on 29 January 2025. This milestone marks a significant step forward in revitalizing the industry, reinforcing South Africa's position in the global maritime sector while promoting local employment and skills development within the seafaring community. AMSOL one of the operators showed a strong commitment to localisation and maritime sector transformation, with 94% of its crew being South African—16 out of 17 crew members aboard their vessel, Uhambo.
5. The Department of Transport (DoT) and the South African Maritime Safety Authority (SAMSA) convened a virtual Microsoft Teams meeting on 01 October 2024. The focus was to finalize a Memorandum of Agreement (MoA) governing the Maritime Training Programme. During this session, the DoT confirmed a budget allocation of R2.3 million for the Programme in the 2024/25 financial year, to be administered in line with the project implementation plan set out under the MoA.
6. **South Africa Maritime Education Training and Certification System – Office of the Chief Examiner:** First Inter Sessional Working Group on the STCW Convention (ISWG-STCW) took place at the IMO HQ from 07-11 October 2024. The ISGW-STCW Convention considered inputs from parties and other involved organisations on the scope of work to be done during the process for the comprehensive review and amendments of the STCW Convention.

IMEC Head of Training reported that SAMTRA and SAIMI has completed the NSDP Funding Agreement IMEC Cadet Training Programme to recruit South African cadets to place on ships. As a result, approximately twenty (20) South African cadets have been placed into employment.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.



1. South African Commercial Fishing Vessels Safety Compliance Audit

Considering recent maritime incidents involving fishing vessels such as the MFV Lepanto—which tragically resulted in the loss of 11 crew members—and the FV Armana—which experienced a fire at sea with the successful rescue of all 20 crew members—there is growing concern regarding the safety compliance of the South African fishing fleet. These incidents have highlighted the need for a comprehensive safety compliance audit to ensure that all vessels operating in South African waters adhere to SAMSA regulations and other applicable policies.

The Minister of Transport has instructed SAMSA to conduct an audit on Commercial Vessels Safety Compliance Inspection to establish the compliance status of the fishing fleet with existing maritime safety standards and regulations. The objective of this audit is to enhance maritime safety, prevent future incidents, and protect both crew members and the marine environment.

The overall objective of the project is to assess the safety compliance status of the South African fishing fleet, identify gaps in compliance with national and international maritime regulations, and provide recommendations to enhance safety standards.

Specifically, the audit will:

- Establish the compliance of fishing vessels in South African Ships Register with SAMSA's safety regulations and other national/international maritime laws.
- Evaluate the effectiveness of SAMSA's safety regulations in ensuring compliance for South African registered fishing vessels.
- Identify risks related to vessel age, maintenance, crew training, and onboard safety equipment.
- Provide a detailed assessment of the technical and structural integrity of vessels against all relevant regulations, focusing on all fishing vessels on the Register.
- Identify risks of having incorrect and/or incomplete stability assessments and stability documents for all fishing vessels on the Register.
- Evaluate the implementation of emergency preparedness and response measures on board fishing vessels.
- Propose a Safety Improvement Plan for fishing vessels operating in South African waters to address any identified shortcomings.

The SAMSA Commercial Vessels Safety Compliance Audit was officially launched in Port Elizabeth by the SAMSA Board and the Accounting Officer in March 2025.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

2. Ultra Galaxy Wreck Removal and Oil Spill Response

In the 2024/25 reporting period, SAMSA oversaw the complex wreck removal of the Ultra Galaxy, which ran aground near Lutzville on 9 July 2024 after experiencing a severe list during a storm. All 18 crew members were successfully rescued.

The removal operation, led by Shanghai Salvage Co., resulted in over 4,200 tons of wreckage being cleared from the seabed, with the wreck successfully removed in March 2025. South African companies benefitted significantly from the project, receiving approximately R70 million in local spend between December 2024 and March 2025.

During the operation, oil trapped in the wreck leaked, prompting activation of SAMSA's Pollution Response Plan. Spill Tech, the appointed spill management partner, led the clean-up, deploying 12 teams and approximately 180 personnel. Affected areas included Tormin Mine, Robbe Eiland, Papendorp, and Strandfontein.

SAMSA worked closely with environmental partners, including SANCCOB and CapeNature, to monitor and safeguard marine ecosystems. Clean-up efforts were effective and fully compliant with environmental regulations.

3. Deputy Minister's Visit to SAMSA Cape Town Office and South African International Maritime Institute (SAIMI)

On 10 October 2024, Deputy Minister of Transport, the honourable Mkhuleko Hlengwa, accompanied by SAMSA's Board Chairperson, Mr. Mahesh Fakir, and Acting CEO, Ms. Mbalenhle Golding, visited the South African Maritime Safety Authority (SAMSA) Cape Town office. The visit focused on SAMSA's efforts to enhance maritime safety in the country, with a special emphasis on the challenges posed by a significant increase in maritime incidents involving both cargo and commercial fishing vessels.

During the meeting, Deputy Minister Hlengwa expressed satisfaction with SAMSA's performance but highlighted areas needing improvement, particularly in contracts management and transformation. He pledged his full support for further resourcing SAMSA, recognizing the significant contributions the authority is making to ensure safety in South Africa's waters.

Two days prior, the delegation visited the South African International Maritime Institute (SAIMI) at Nelson Mandela University, where they discussed progress in maritime skills development and challenges in the training sector. The visit was part of the annual October Transport Month campaign, aiming to highlight the importance of skills development in the maritime sector.

Both visits underscored the ongoing collaboration between the Department of Transport, SAMSA, and educational institutions to strengthen maritime safety and human resource capacity in South Africa.

4. GEF-UNDP-IMO GloNoise Partnership Project

The Glo Noise Partnership aims to mitigate Underwater Radiated Noise (URN) from shipping—a growing concern for marine ecosystems—by supporting developing countries in awareness-raising, technical capacity development, and integration of URN reduction strategies into national and international frameworks. South Africa is one of nine participating countries and serves as an LPC for the Benguela Current/Agulhas Current Large Marine Ecosystem, with Madagascar as its twinning partner.

The Partnership covers nine developing countries, including Argentina, Chile, Costa Rica, India, South Africa, and Trinidad and Tobago as the Lead Pilot Countries (LPCs), and Georgia, Madagascar, and Malaysia as the twinning countries, respectively paired with India and South Africa corresponding to the large marine ecosystems (LMEs): respectively the Patagonian Shelf, Humboldt Current, Pacific Central American Coastal / Caribbean Sea, Arabian Sea / Bay of Bengal, Benguela Current / Agulhas Current and as a Small Island Developing State (SID) from the Caribbean Sea.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

The four major components and their associated outcomes describing the work of the Glo Noise Project are, as follows:

Component	Outcome
1 Global toolkit development and policy analyses.	Global capacities on assessing and mitigating the impacts of underwater noise from shipping enhanced through roll-out of advanced assessment methodologies and analysis of policy directions.
2 Capacity building and awareness raising in participating developing countries.	Enabling environment of Lead Pilot Countries strengthened through capacity building, awareness raising and gender inclusion.
3 Fostering partnerships on underwater noise mitigation from shipping.	Partnerships strengthened for more effective collaboration on mitigating underwater noise from shipping.
4 Monitoring, learning, adaptive feedback and evaluation.	Knowledge sharing and learning mechanisms established for facilitating adaptive management, upscaling and replication.



In December 2024, South Africa held a national workshop, with the participation of more than 100 representatives of the stakeholders from governmental organizations, shipping and ship building industry, port authorities, universities, research institutions, private sector and non-governmental organisations. The workshop triggered the kick-off of national task forces for an effective implementation of URN reduction strategy and further augmented the knowledge sharing among the members of the task forces. Given the complexity of the structures in the different countries and the necessity to institute regular governance mechanisms, the PMU considers that the stakeholder engagement should be envisaged beyond the project implementation. Therefore, development of stakeholder engagement plans are initiated in close collaboration with the LPCs and in synergy with the outcomes of the national policy analysis.

One of the main outcomes of the workshop was to contribute towards the achievement of Sustainable Development Goal (SDG) 5, promoting gender equality and empowering women. Learning Exchange Programme (LEP) for women professionals in LPCs were developed for implementation and establishment of twinning arrangements that pair these professionals, for knowledge exchange and joint activities focused on the assessment and mitigation of URN. This program will also assist in promoting and leveraging the synergies with WIMA, WIMMS, WIOMSA, WISTA, Red MAMLa, and any other relevant organisations.



Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

The South African workshop resolved on the following key outcomes:



Component 1: Toolkit Development and Policy Analysis

- Gap analysis of global, regional, and national URN-related policies completed in December 2024.
- Conceptual model for the global URN Toolkit development; procurement process launched in Q1 2025.
- Toolkit development delayed; expected completion and deployment now forecast for early 2026.



Component 2: Capacity Building and Awareness

- National Workshop on URN, held on 29 January 2025 in Cape Town, drew 167 participants from 24 countries.
- National Task Force on URN established, led by SAMSA.
- Stakeholder engagement plans initiated, Women's Learning Exchange Programme underway.
- Capacity-building workshops and environmental risk assessments planned post-toolkit rollout.
- Stakeholder engagement plan to be completed in Quarter 1 of 2025



Component 3: Partnership Development

- Strategic Project partnerships expanded, now to include Canada, the US (NOAA), ICS, WMU, and others.
- Strategic Co-financing leveraged: USD 19.1 million, including new donor support from Saudi Arabia and Japan.
- South Africa actively engaged in global forums including presenting information papers (TC 75, MEPC 84, and UN Oceans Conference)



Component 4: Knowledge Sharing and Learning

- Communications strategy implemented; website and social media platforms launched.
- Participated in global knowledge forums, planning underway for 2nd Project Board Meeting (July 2025).

South Africa remains committed to leading regional and global progress in mitigating URN from shipping. The requested extension will ensure that the project's ambitious and important outcomes are delivered in full, laying the groundwork for durable change in how shipping noise is managed worldwide.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.

5. TASAC Study Tour Which Took Place from the 27 January to the 29 January 2025.

On Monday, 27 January 2025 SAMSA, welcomed delegates from the Tanzanian Shipping Agencies Corporation (TASAC) in Cape Town. The purpose of the visit was to conduct a benchmarking exercise by TASAC of prominent Maritime Administrations within the African region.

During the three-day period, the delegation engaged with SAMSA, SAMTRA and TNPA, to collect insights as to improving their maritime administration strategies, as TASAC would be converting from a corporate business organization to a maritime administration entity. Established six years ago, TASAC serves as Tanzania's sole maritime regulator, overseeing a coastline of approximately 1,424 kilometres and operations across four major ports.

Some of the key objectives sort by TASAC from the 3-day engagements included knowledge on the following:

- Exchange of knowledge and experience in exercising the functions of maritime administration.
- Sharing experience on measures taken to address shortage of sea time to seafarers.
- Experience on the implementation of FAL Convention.
- Sharing experiences on applicable frameworks, coordination and financing of Maritime Search and Rescue operations.
- Financing mechanisms on effective discharge of duties of maritime administrations.
- Understanding initiatives towards green ports, management of ballast water, waste disposal and oil spills.
- Sharing experiences on regulation of ferries and conventional vessels.
- Exchanging notes on Deployment of Berthing window facility, involvement of private sector in provision of port terminal services and Terminal Operating Systems.
- Exchange notes on optimal organization structure of a maritime administration for effective undertaking of mandated functions.
- Appreciating application/deployment of information technology in facilitating undertaking of mandated duties/activities and the way such technologies are cascaded to stakeholders in the industry.

Having facilitated the tour, this initiative highlights SAMSA's dedication to enhancing collaboration with continental stakeholders. Both TASAC and SAMSA concluded with a mutual commitment to explore opportunities for collaboration, including personnel exchanges, training programs, and technical support. Both organizations expressed optimism about building a strong partnership that would not only benefit Tanzania and South Africa but also contribute to the broader development of Africa's maritime industry

6. Association of African Maritime Administrations (AAMA)

From 29 November to 01 December 2024, the Association of African Maritime Administrations (AAMA) convened its 7th General Assembly and conference at the Julius Nyerere International Convention Centre (JNICC) in Dar es Salaam, Tanzania. The meeting was entirely organized by the Tanzania Shipping Agencies Corporation (TASAC) with collaborative support from the International Maritime Organization (IMO).

South Africa, through the South African Maritime Safety Authority, serves as the Head of Secretariat for AAMA. The primary role of the Head Secretariat involves overseeing administrative responsibilities, coordinating meetings, keeping accurate records, enhancing communication among stakeholders, and serving as a central point for information distribution within the organisation.

The Head Secretariat's office has compiled the comprehensive report of the conference and General Assembly, which received approval from the governing bodies of the AAMA.

Corporate Performance Highlights

Prevention and Combating of Maritime Environment Pollution by Ships.



7. The Mandela Day Activation Event

The Mandela Day Activation occurred in both Mossel Bay, located in the Western Cape, and Centani, situated in the Eastern Cape. Employees from the Southern regional office of SAMSA, along with stakeholders, took part in these events, interacting with community members and providing essential fishing safety equipment. The initiatives offered direct support to fisher cooperatives while also cultivating a sense of connection between SAMSA and the communities it serves.

SAMSA identified two fishing cooperatives, as focal points for the 2024 Mandela Day Activation. The Centani Fishing Cooperative in the Eastern Cape and the Stillcob Joint Primary Cooperative Limited in the Western Cape. These communities were selected due to their critical needs in terms of fishing safety and livelihood sustainability.

The Centani Fishing Cooperative, established in 2014, has a membership of 60 individuals (26 males and 34 females) located in the Mnquma Local Municipality. Centani is part of a coastal area highly dependent on subsistence fishing while the cooperative has made progress, particularly with the granting of fishing rights in 2019, members face challenges regarding safety and catch storage. SAMSA's Mandela Day support provided critical safety gear such as gloves, wet boots, mussel bags, raincoats, and cooler bags for catch storage. These contributions are aimed at improving the safety and efficiency of fishing activities, especially in areas lacking refrigeration facilities.

Similarly, the Stillcob Joint Primary Cooperative Limited in the Hessequa Municipality of the Western Cape also benefited from SAMSA's support with 13 male members, the cooperative focuses on subsistence fishing, with species such as white mussels, galjoen, and limpets. The cooperative, located in a rural area with limited access to education and employment opportunities, faces significant challenges in maintaining sustainable fishing practices. SAMSA's Mandela Day initiative addressed these challenges by supplying safety gear and storage equipment to enhance the sustainability of their fishing activities.

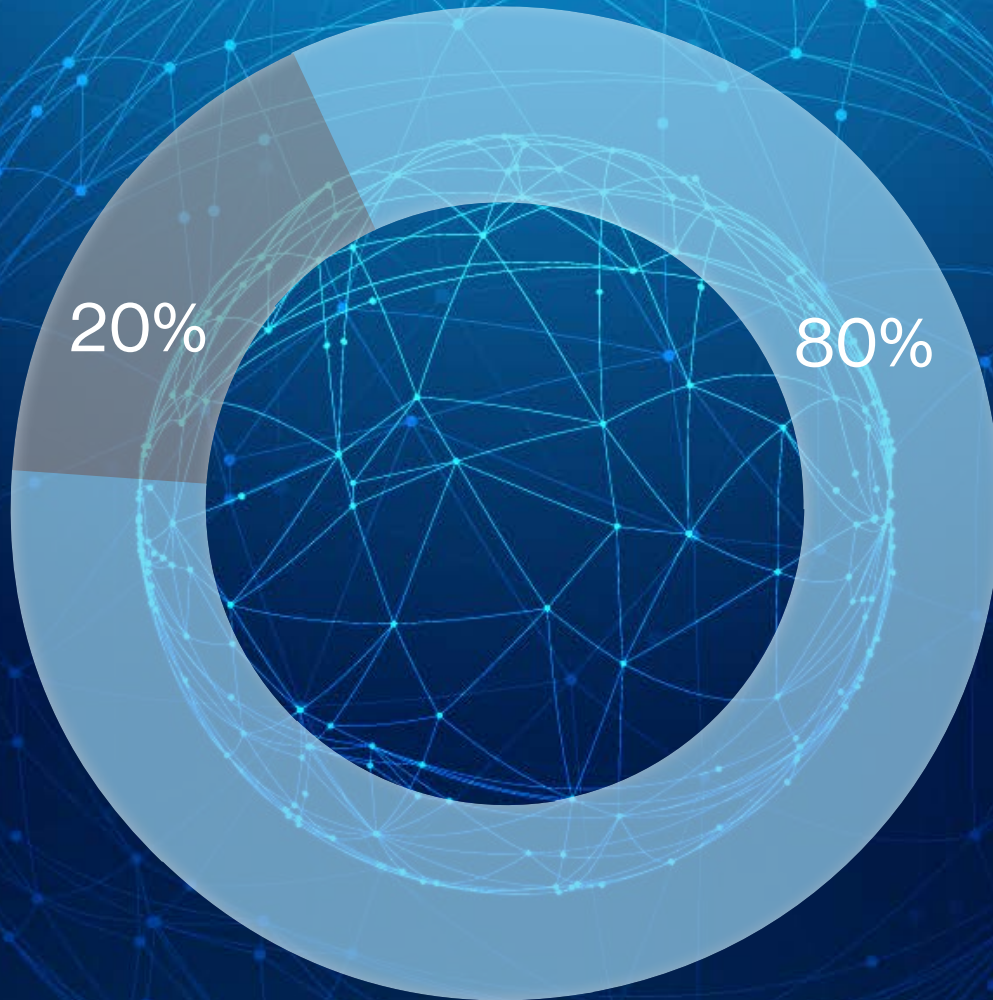
3

Corporate Performance Information Dashboard





Corporate Performance Dashboard



Corporate Performance Information

MANDATE OBJECTIVE 1. TO ENSURE SAFETY OF LIFE AND PROPERTY AT SEA.

Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
1	Reportable maritime Incident rate from all types of vessels.	12.94 Reportable Maritime Incident rate.	Below 20 Reportable Maritime Incident rate from all types of vessels.	Achieved 10,08 maritime incident rate against a target of below 20 reportable maritime Incident rate per thousand vessels Other Key activities done to reduce the Reportable Maritime Incident rate from all types of vessels. - SAMSA conducted 49,263 flag state surveys activities to ensure maritime safety. - SAMSA conducted a total of 292 ad hoc surveys on vessels. - Three hundred and two (302) lives were saved. - Training of 17 inspectors as maritime safety officers. - Distribution of over 2000 safety brochures around the country to create awareness of safe boating practices.	+9.92 (positive variance) maritime Incident rate.	↑	Positive result in the implementation of the Flag State responsibility through increased survey activities, ad hoc inspections, and management of maritime outcomes.	SAMSA to continue implementing the following: 1. Creation of a training program for fishers, facilitators, technical superintendents, surveyors for fishing industry to assist with providing a sponsored short training course on stability next financial year, using an MCA naval architect, experienced in fishing casualties.

Corporate Performance Information

MANDATE OBJECTIVE 1. TO ENSURE SAFETY OF LIFE AND PROPERTY AT SEA								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
2	High priority foreign vessels inspected under Port State responsibility. (MOU agreements under Port State).	100% Watchlist Foreign vessels inspected under Port State re-sponsibility	100% Watchlist Foreign vessels inspected under Port State responsibility	Achieved Zero high priority ships called at a South African port during the financial period. The Indian Ocean Memorandum of Understanding has made it mandatory all signatories to monitor vessels on the (IOMOU) Watchlist/Alert vessels for Port State Inspections. Even though there were no High priority vessels that called onto SA ports the entity conducted the following key activities to implement its Port State responsibility. <i>133 Port State Inspections were conducted.</i>	Zero high priority ships called at a South African port during the financial period. There was no means of recoding any variance as no High priority vessels called into SA Port.		Zero high priority ships called at a South African port during the financial period. There was no means of recoding any variance	The continuous implementation of the SA Port State Inspection Programme

Corporate Performance Information

MANDATE OBJECTIVE 1. TO ENSURE SAFETY OF LIFE AND PROPERTY AT SEA								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
3	Reportable Maritime fatalities rate reported from all types of vessels.	2.12 Reportable Maritime fatalities rate reported from all types of vessels.	Below 4 Reportable Maritime fatalities rate reported from all types of vessels.	Achieved 2.02 rate against a target of below 4 Maritime Fatality rate per thousand vessels Other Key activities done to reduce the Reportable Maritime Fatalities rate from all types of vessels. 1. Three hundred and two (302) lives were saved. 2. SAMSA assisted in one hundred and eighty-six (186) Search and Rescue (SAR) incidents response and one hundred and sixty-one (161) Medical Evacuation (MEDEVAC) operations (i.e.to medically evacuate crew/ passengers from vessels offshore to local hospitals)	+1.98 (positive variance) Maritime Fatality rate.		Continuous implementation of the Flag State responsibility statutory surveys, small vessels concentrated inspections, ad hoc vessels inspections yielding positive results.	Department of Employment and Labour (DEL) labour inspections to continue throughout the year and the Safety Audit on fishing vessels will continue for the next financial period

Corporate Performance Information

MANDATE OBJECTIVE 1. TO ENSURE SAFETY OF LIFE AND PROPERTY AT SEA.								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
4	Number of reportable GBV cases attended to (resolved)	Two (2) reportable GBV cases attended to (resolved)	All reportable GBV cases attended to (resolved).	Achieved Two (2) GBV cases have been reported and attended to and involved the Department of Labour. Other Key activities done to reduce reportable GBV cases 1. Sixteen (16) days of Activism for no Violence Against Women and Children, GBV at Sea campaign was launched on 24 November 2024 and continue until 10 December. 2. Continuous rollout of the GBV at Sea programme.	No variance	➡	No variance	Continuous rollout of the GBV at Sea programme.

Corporate Performance Information

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

Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
1	Reportable Maritime Pollution incidents rate from all types of vessels.	0.53 Reportable Maritime pollution incidents rate from all types of vessels.	Below 4 Reportable Maritime pollution incidents rate from all types of vessels.	Achieved 0.90 rate against a target of below 4 Reportable Maritime pollution incidents rate per thousand vessels. Other Key activities done to reduce the Reportable Maritime pollution rate from all types of vessels. 1. SAMSA conducted 74 International Oil Pollution Prevention surveys reduce pollution incidents	+3.1 (positive variance) Reportable Maritime pollution incidents rate from all types of vessels.		Implementation of various key maritime pollution initiatives across the country to ensure the reduction of the Maritime Pollution incidents.	SAMSA to continue with key maritime pollution initiatives across the country, incorporate a new enforcement plan with our partners in the maritime pollution value chain, provision of safety resources and retention of key technical skills.

Corporate Performance Information

MANDATE OBJECTIVE 3: TO PROMOTE THE REPUBLIC` S MARITIME INTERESTS.								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/ correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
1	Percentage Implementation of the Maritime Transformational Strategy Action Plan.	25% implementation of the Maritime Transformational Strategy Action Plan.	50% implementation of the Maritime Transformational Strategy Action Plan.	Achieved 100% implementation of the Maritime Transformational Strategy Action Plan (MTSA). Other Key activities done to ensure implementation of the Maritime Transformational Strategy Action Plan (MTSA). 1. SAMSA followed up with Wangzi Training and Skills Development and clarified that port operational seafarers fall outside the scope. Wangzi was advised to comply with other South African business regulations. 2. Target was achieved. MRED strategic plan document was developed.	+50% annual variance in the implementation of the Maritime Transformational Strategy Action Plan (MTSA)		Budget availability to implement other milestones within the financial period. Strategic partnering with other maritime sector players resulted in key engagements happening earlier than planned and allowed for consolidation of efforts to achieve the outputs.	None

Corporate Performance Information

MANDATE OBJECTIVE 3: TO PROMOTE THE REPUBLIC` S MARITIME INTERESTS.								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
2	Number of merchant vessels registered onto the South Africa Ship register.	One merchant vessel registered onto the South Africa Ship register.	One merchant vessel registered onto the South Africa Ship register.	Achieved One merchant vessel registered onto the South Africa Ship register. SAMSA registered Uhambo Oil Product Tanker from AMSOL and participated at a registration ceremony held in the Port on the 9th of December 2024.	None	➡	None	SAMSA will continue conduct stakeholder engagement in line with Ship Registry Promotional Plan 2024/25.

Corporate Performance Information

ADMINISTRATION OF SAMSA ON LEGISLATIONS, REGULATIONS AND POLICIES								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
1	Number of maritime legislations, regulations updated and submitted to the Department of Transport.	Three (3) sets of amendment Regulations finalised and submitted for processing to the Department of Transport	Three (3) maritime legislation and regulations updated and sent to the Department of Transport for processing.	Achieved Three set of regulations were submitted to the DoT for processing. Three sets of Regulations reviewed, developed and submitted to the DoT Maritime Branch for processing to the Executive Authority by 31 March 2025 - The Draft Marine Pollution (BCH Code) Regulations, (to repeal the 1998 regulations); - The Draft Life Saving Equipment Regulations (to repeal the 1968 Regulations); and - The Merchant Shipping (Seafarer Insurance) Regulations, 2025.	- SAMSA resolved to address the urgent issue of the backlog and prioritisation of the drafting of regulations process. - Efficient and effective management of the regulations drafting process by SAMSA.	➡	- SAMSA resolved to address the urgent issue of the backlog and prioritisation of the drafting of regulations process. - Efficient and effective management of the regulations drafting process by SAMSA	SAMSA resolved to address the urgent issue of the backlog on legislation through the following actions: - Formalisation of the legislation and regulations approval process. - Board communication to the Minister of Transport on the backlogs and the prioritisation on the outstanding legislations and regulations.

Corporate Performance Information

CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICE DELIVERY

Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
1	% achievement against the approved ICT Plan.	67% implementation of the approved Annual ICT Plan.	100% implementation of the approved Annual ICT Plan	Not Achieved 90% implementation of the approved Annual ICT Plan. Key activities done to ensure the implementation of the approved Annual ICT Plan. - The ICT infrastructure optimization plan is comprised of 11 delivery items planned for this FY. At the end of the period under review, 10 deliverables were completed, which constitutes 91% of the delivered items. - Business Applications- 91% of the identified applications gaps were resolved at the end of the period under review with 80% of the new applications modules completed. - Data and Intelligence -100% for the period under review. - Governance, Security and Compliance - 75% for the period under review 100% provisioning of required end-user devices to support the modern workplace and related solutions	10% variance in the implementation of the approved Annual ICT Plan. Non achievement in the following areas - One (1) item under the ICT Infrastructure Optimisation. - Business applications – two (2) gaps not achieved with one new module not achieved. - Governance, Security and Compliance – target not achieved relates to the implementation of Cryptography and Key Management System.		Business Applications The delays that impacted the implementation of the two (2) deliverables is attributed to the technical challenges experienced during testing of the upgraded SIOMS system. Security, Governance and Compliance – the target not delivered is attributed to the sourcing strategy that resulted in limited responses	Expedite the process for the appointment of the service provider that will assist with the implementation of the Cryptography services by end of FY2025/2026 Plan currently being implemented to ensure completion of the outstanding deliverables. Procurement process being initiated following the full tender process as a sourcing model and not the Transversal Contract. Infrastructure and Modern Workplace Enablement. To ensure full compliance with the procurement process, the procurement process for the HPE Aruba switches had to be restarted which resulted in the deliverable not delivered.

Corporate Performance Information

CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICE DELIVERY								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/ correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
2	Cash Cover for three months	Cash cover for five (5) months.	Cash cover for three months.	Achieved Cash cover of 7.5 months.	Cash cover for 4.5 months (positive variance).	↑	Improved due to vacancies and lower than budgeted spending for the financial period.	None
3	100% Implementation of the SAMSA Financial sustainability plan.	100% Implementation of the SAMSA Financial sustainability plan.	100% Implementation of the SAMSA Financial sustainability plan.	Achieved 100% Implementation of the SAMSA Financial sustainability plan. Key activities done to ensure Implementation of the SAMSA Financial sustainability plan. 1. Management accounts prepared with analysis of budget vs actual expenditure. 2. Budget approved for 2025/26. 3. Process to review the SAMSA Funding model with key stakeholders	No Variance	→	None	None

Corporate Performance Information

CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICE DELIVERY								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/ correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
4	SAMSA Employees Turnover rate.	5.9 Scarce Skills Attrition Rate </= 5.9 %.	Below 10% employee Turnover rate.	Achieved 7.46 % SAMSA Employees Turnover rate there were 23 terminations of permanent vacancies. Key activities done reduce the SAMSA employee attrition rate 1. 75% of surveyor roles have been filled. 2. Recruitment of key personnel in management structures.	+2.53 SAMSA employee turnover rate.		75% of surveyor roles have been filled. Recruitment of key personnel in management structures.	Implement the action plan from the employee engagement survey Focus largely on key roles that have low occupancy rate.
5	Work Skills Plan implementation rate.	New Indicator	80% Work Skills Plan implementation.	Not Achieved 35% Work Skills Plan implemented. Key activities done to implement the Work Skills Plan 1. 132 WSP interventions completed for FY 24/25.	45% variance of the Work Skills Plan not implemented		Due to the increased number of maritime incidents and additional audit and safety campaigns as well as the number of vacancies within Operations, many employees were not available to attend training due to workload. Therefore, the number of training interventions that took place in were less than the number of anticipated training interventions based on historical trends.	Group wide communication to encourage training attendance. Group training to be prioritised. HC to consider appointing a service provider that can more efficiently source and deliver the training.

Corporate Performance Information

CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICE DELIVERY

Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
6	Percentage of SAMSA Employee engagement.	81.2% of SAMSA Employees engagement at a Satisfactory level.	70% of SAMSA Employees engagement at a Satisfactory level.	Not Achieved 58% of SAMSA Employees engagement at a Satisfactory level.	-12% variance of SAMSA Employees not engaged at a Satisfactory level		All the two key milestones Training for Coaching for Manager and Management Fundamentals not done. Some of the reasons for the decline in the SAMSA engagement levels include. 1. Retraction of the Remote Work policy and employees now required to report fulltime to the office. 2. Employee desires regarding flexibility and remote work 3. Non-appointment of a CEO and lack of stable Top leadership. 4. Remuneration and benefits & opportunities to grow are among the most serious concerns	Appointment of service providers for Training for Coaching for Manager and Management Fundamentals. The HC plan has been developed based on the outcomes of the survey and aims to address key challenges faced by employees. A deep dive as part of the culture Change programme will be implemented to ensure proper interventions are put in place to improve engagement levels.

Corporate Performance Information

CORPORATE GOVERNANCE, MANAGEMENT, CAPACITY AND SERVICE DELIVERY								
Key Performance Indicator		Annual Performance Plan		Annual Performance Progress Report				Additional Planned Actions (augment/correct)
No	Description	2023_24 Actual Baseline	Annual Target	Actual Performance	Annual Variance	Trend	Reason for Variance against the target	
7	100% implementation of the Phased SAMSA Governance maturity plan.	100% implementation of the Phased SAMSA Governance maturity plan.	100% implementation of the Phased SAMSA Governance maturity plan.	Achieved 100% implementation of the Phased SAMSA Governance maturity plan in with the annual targets. Key activities done to ensure implementation of the Phased SAMSA Governance maturity plan. 1. SAMSA Corporate report completed within the compliance timelines. 2. SAMSA Risk report completed. 3. SAMSA Whistleblowing report received and processed.	No Variance	➡	None	None

Annexure 1

Surveys, Examinations, Audits, Inspections, Assessments and other activities.



[illegible]

List of Statutory Surveys and Audit

Surveys, Examinations, Audits, Inspections, Assessments and other activities.

[illegible]

[illegible]

List of Statutory Surveys and Audit

Surveys, Examinations, Audits, Inspections, Assessments and other activities.

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS
Examinations	276	343	161	78		15		0	2			
Application for Level 3 Examination	158	192	61	35		8						
Application for Written Examination									2			
Deck Fishing Fail	13		17	6								
Deck Fishing Pass	12		5	1								
Deck Fishing Referred	5			1								
Deck Non STCW Fail	16	12	8	4		4						
Deck Non STCW Pass		9	3	7		3						
Deck Non STCW Referred		1		2								
Deck STCW Fail	13	42	25	1								
Deck STCW Pass	3	37	24	1								
Deck STCW Referred	1	14	2	1								
Engine Fishing Fail	2											
Engine Fishing Pass			1									
Engine Fishing Referred			1									
Engine Non STCW Fail	10	3	7	1								
Engine Non STCW Pass	4	3	4	2								
Engine Non STCW Referred	1											
Engine STCW Fail	10	11	2	5								
Engine STCW Pass	20	16	1	8								
Engine STCW Referred	8	3		3								
Written Exam Deck												
Written Exam Engine												
Giving Effect to Legislation	0				15	8					31	4
MC's Reviewed, Issued or Re-issued						1					8	
MN's Reviewed, Issued or Re-issued					1						12	
Regulations Reviewed/ Submitted					14	7					11	4

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS	
III Code Effectiveness	0												
Recognised Organisation Audits													
Surveyor Training Course (External)													
Surveyor Training Course (Internal)													
Industry Meetings	8		10		4	5		4	8		7	16	
BCOCC			2										
Benguela Current Convention (BCC)													
CISWP											6		
IMO Meeting										3	1	13	
IMOrg Meeting	1		1	1			1				3		
MARSECO			2										
National Fishing Forum (NFF)	2												
Port Consultative Committee (PCC)	2		2	3			4	2	2				
Port Welfare Committee						1							
SASAR	3		3						2	2			
Ship Repair Safety Committee													
Stevedore Safety Committee													
Inspections	99	40	92	87	26	41	49	30	7	16	3	31	
Ad-hoc Inspection	48	23	66	56	6	20	30	21	7	15	3		
Ad-hoc Inspection (External)	2							19	1				
Coastal State Inspection													
Flag State Inspection													
Port State Control Inspection	37	10	21	29	16	15	5						
Port State Control Inspection - Watchlist													
PSCI on C188	9	1											

List of Statutory Surveys and Audit

Surveys, Examinations, Audits, Inspections, Assessments and other activities.

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS
Ship Repair Inspection	1		1	1				2				6
Stevedore Safety Inspection	2	6	4	1	4	6		2				25
Local Vessel	5202	818	2621	720	15	265	3348	276	1197	231		
Approval of Controlled Event	2		3	4		3	15	6	1			
Approval of Plans / Manuals / Books	25	1	30	5					3			
Approval of Stability Book	19	1										
Buoyancy Certificate												
Carving and Marking Inspection	4	3	7	1				2	1			
CoF Internal	11	4	21	7		8		73	1	37		
Conducting Oil Free Survey												
Exemption issued basis survey by RO		1		1			13					
Hull Survey External												
Hull Survey Internal	204	37	113	87		21		11	21	22		
Incline Experiment / Heeling Test	19	2	4	7		1		1				
IOPP	36	6	17	5	2	4		4				
Issue Cert basis survey by Ext surveyor												
Issue of Licence to Vessel > 25GT						1						
LGSC (>25GT)	29	26	9	4	3	7		8	7	3		
LGSC (Passenger Ship)	53		2	5		10	15	17	3	3		
LGSC External (Small Vessel)	305	9	151	7		5		1		2		
LGSC Fishing Vessel (>25GT≤400GT)	117		64	99					13			
LGSC Fishing Vessel (>400GT)	31		13									
LGSC Internal (Small Vessel)	542	478	401	253	4	172	171	85	340	142		
Loadline	29	16	6	5	2	12		7	5			

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS	
Loadline Assignment	6												
New Building / Modifications	8	12	11	4	1	1		1	1				
Radio Survey	260	30	91	109	2	7		8	21				
Registration of Vessels	10			1									
Safe Manning	5	6		3	1	13			1				
Scrutiny of CoF Returns	3354	165	1673	109			3134	50	776	22			
Sea Trails	6		3										
Shaft / Sea Valve Insp / Blueing	124			2				1	3				
Suitability to be Registered			1										
Tank Inspection	7	3	1	1									
Tonnage Computation	11	1		1									
Tonnage Measurement	1	1						1					
Misc	652	53	382	112	170	40	23	56	65	11	104	164	
Admission of Contravention	13	1	4	4	11	4					1		
Approval of Towing Arrangement	2	1	2						1				
Casualty/ Accident/ Incidents	66	23	24	27	9	5	2	7	11		1		
Consultancy	39	6	2		4	1		5	7	1	6	1	
Immobilisation of Ships Outside a Port	1												
Levies not paid to TNPA	41												
Meeting	217	4	50	26	77	18	21	41	20	4	96	163	
Oil / Chemical Spill	1			1	3				3				
OPL Operation	211												
Partial Survey	45	4	27	20	2	4		3	9	6			
Permission to Anchor	1	1	270	1	61	1			11				
Prohibition		1		1	1								
Replacement or copy of Cert/document	6	8	2	32		6			2				
Submerged Loadline													

List of Statutory Surveys and Audit

Surveys, Examinations, Audits, Inspections, Assessments and other activities.

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS
Vessel Detained	10	3	1		2	1			1			
National MOSR/OHS Audit	1		5	15								8
Fishing National	1		5	15								
OHS National												4
Ship Repair National												4
Other	67			5	39	23	8	36	41		84	46
Access to Information	1											
Attend Conference / Seminar / Workshop	19			1	3	11		14	17			17
Attend Internal Committee Meeting	4				1	1		2	13			7
Attend Internal Training / Workshop	26			4	21	10	8	20	10		2	9
Conduct Training / Workshop	6				2	1			1		26	1
Drafting of MN / MC	1										5	7
Research / Preparation for Meeting	10				12						51	5
Seafarers	4471	1713	737	795	4	196	14	300	447	3		98
Accreditation of Training Institution	65	19	16	5		6	4	3	5			
Additional Proficiencies	21	20				11			1			
Certificate of Proficiency	178	39	53	47		11		7	16			
Crew Query / Complain	1	4	2	19	4				8			
Discharge of Seaman												
Eyesight Test	688	309	207	134		40		12	31	2		
Gender Based Violence												
GMDSS	36	39	11	6		2			3			
I/10 Endorsement (CEC)												
Inspection of Crew Accommodation												
LRC	35		12	6					3			

List of Statutory Surveys and Audit

Surveys, Examinations, Audits, Inspections, Assessments and other activities.

Key Performance Indicator	Cape Town	Durban	Saldanha Bay	Port Elizabeth	Port of Ngqura	Richards Bay	Pretoria	East London	Mossel Bay	Port Nolloth	Boating	OHS
Moderation of Scripts	98	55	68	1								
Re-issue of Lost / Destroyed Certificate	2	5	5	3				6	8			
Revalidation - Deck	201	69	49	22		16		6	20			
Revalidation - Engine	115	27	19	27				3				
Revalidation - GMDSS	118	56	12	10		10		3	2			
Sea Time Assessment	2	2	0	0								
Seaman's Record Book	1463	117	181	41		15		7	45			
Section 83 Endorsement												
Section 85 Endorsement	4	3	21	11				2				
SRC	1351	675	70	56		60		24	148	1		
SV CoC From External Examiners		262		365				215	140			
SVCC Conversion/ Upgrade/ Endorsement	75	11	1	23		17		10	11			
SVCC Written / Oral / Practical Exam	18	1	10	19		8	10	2	6			
Grand Total - all jobs done	10891	3173	4306	1883	343	901	3515	722	1788	274	297	374
Grand Total - all additional supporting activities	8280	3110	707	1007	1570	277	614	511	960	3069	401	290
Total reported work done for the annum	19171	6283	1429	2795	3453	551	957	4026	1861	7375	775	587

A large Evergreen container ship is docked at a port. The ship is covered in stacks of colorful shipping containers, many of which have the 'EVERGREEN' logo on them. Several large gantry cranes are visible in the background, and the ship's name 'EVERGREEN' is prominently displayed on its side. The entire image has a teal color overlay.

Annexure 2

Maritime Incidents and Casualties for the 2024-25 Financial Period.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Hesko	Saldanha Bay	2024/04/04	Fishing Vessel (≥15m ⚓ 24m)	Occupational Accident	slipping, stumbling, falling of person overboard			1	Whilst stacking the net crewmember lost his footing and fell overboard. Despite search being done the master was unable to find the body.
DTS 713 D Vega Bond	Saldanha Bay	2024/04/08	Small Vessel (Pleasure)	Grounding	while drifting				Vessel was reported aground, apparently broke free of its moorings
Goliath Leader	Port Elizabeth	2024/04/09	Ro-Ro cargo ship	Occupational Accident	Others				Stevedore drove the car overboard while loading the RoRo in the harbour
Vuna Elita	Mossel Bay	2024/04/25	Fishing Vessel (≥ 24m ⚓ 45m)	Loss of Control	loss of propulsion power				Whilst engaged in trawling operations the vessel experienced engine failure and she was towed back to Mossel Bay
Oceana Amethyst	Cape Town	2024/04/26	Fishing Vessel (≥15m ⚓ 24m)	Flooding/ Foundering	foundering				Vessel sunk whilst being towed back to port due to flooding in engine room
Seawin Diamond	Mossel Bay	2024/04/28	Fishing Vessel (≥15m ⚓ 24m)	Occupational Accident	slipping, stumbling, falling of person overboard			1	Whilst the vessel was engaged in a fishing activity one of the crew members fell overboard and as of present has not been recovered.
Andromeda	Cape Town	2024/04/30	Fishing Vessel (≥ 24m ⚓ 45m)	Loss of Control	loss of propulsion power				Towed back to port. Gearbox problems
Boronia	Cape Town	2024/05/02	Fishing Vessel (≥ 24m ⚓ 45m)	Loss of Control	loss of propulsion power				Towed back to port by Freesia due to rope stuck in propeller
St Paul	Saldanha Bay	2024/05/06	Bulk carrier	Ship/ Equipment Damage	-				Crane wire parted, under investigation
Lincoln	Cape Town	2024/05/07	Fishing Vessel (≥ 24m ⚓ 45m)	Loss of Control	loss of propulsion power				Towed back to port by African Queen due to main engine problems

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Aqua Marine @ Sea	Mossel Bay	2024/05/09	Yacht (>9m Commercial)	Other	-		1		Whilst the small vessel was engaging in a commercial charter crews' activity, one of the persons on board(passenger) apparently slipped on board and broke his leg.
Realeka	Cape Town	2024/05/13	Fishing Vessel (≥ 24m < 45m)	Fire/Explosion	explosion	1			Shore contractor loss of life during commissioning of newly converted refrigeration system - pressure vessel accumulator failed
Shivon	Cape Town	2024/05/13	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed back to Hout Bay by Malachite due to rope stuck in propeller
Lepanto	Cape Town	2024/05/17	Fishing Vessel (≥ 24m < 45m)	Flooding/ Foundering	foundering	11			Sinking resulting in eleven fishers missing, complete total constructive loss of vessel
DTS 3334 Veldrift	Saldanha Bay	2024/05/19	Small Vessel (Semi-Rigid)	Contact	with fixed object				Collided with a jetty on the way up Berg River (Veldrift) - under investigation still
DTS 5487 My Diamond	Saldanha Bay	2024/05/20	Small Vessel (Ski boat)	Capsize/ Listing	capsize	2			Whilst steaming back to port vessel crossed a shallow bar resulting in a wave/swell coming back from behind and resulting in the vessels bow taking water and capsizing
Transporter-Alpha	Cape Town	2024/05/23	Small Vessel (Commercial)	Occupational Accident	slipping, stumbling, falling of person overboard				MOB during OPL Operations crew member knocked by crane from vessel Alpha.
XH Taizhou-Ocean Surge	Cape Town	2024/05/30	Small Vessel (Commercial)	Occupational Accident	slipping, stumbling, falling of person overboard				MOB whilst boarding the vessel via pilot ladder.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Prins Willem 1	Cape Town	2024/05/31	Fishing Vessel (≥ 24m < 45m)	Flooding/ Foundering	flooding				Vessel flooding in the engine room, resulting in being towed back to port by NSRI.
Gondo	Saldanha Bay	2024/06/08	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Due to a rip current the vessel was pushed onto her fishing nets whilst towing nets. Nets became stuck on the rudder post rendering her rudder and prop unusable.
Fuchsia	Cape Town	2024/06/12	Fishing Vessel (≥ 24m < 45m)	Occupational Accident	body movement without any physical stress (generally leading to an external injury)		1		Fisher tried to prevent scate from slipping out of the pond at which the operator accidentally dropped the pond hatch door on his foot.
NCC Dalia	Port Elizabeth	2024/06/10	Oil tanker	Collision	own ship not under way				Oil tanker collided with the tanker berth.
Full up III	Durban	2024/06/11	Other	Other	natural causes (fatality)	1		2	While netting sardines the ski-boat capsized.
Cosco Izmir	Durban	2024/06/15	Container ship	Occupational Accident	loss of control of machine, means of transport or handling equipment, handheld tool, object, animal		1		While positioning the long lashing bars, one bar slipped and struck his right hand against the shorter bars, resulting in swelling of the wrist. Injured person was admitted in the hospital for 72hours.
Braveheart	Saldanha Bay	2024/06/19	Fishing Vessel (< 15m)	Loss of Control	loss of propulsion power				Vessel had Gearbox problems and was unable to repair at sea. Vessel towed to port as suitable shore contractors was available.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Ultra Galaxy	Saldanha Bay	2024/07/08	Bulk carrier	Grounding	while drifting				Cargo shift resulted in a heel to the point where the crew abandoned ship. Due to bad weather the towing vessels sent was unable to connect tow and she grounded.
Compass Challenger	Cape Town	2024/07/20	Fishing Vessel (≥ 45m)	Loss of Control	loss of propulsion power				Towed back by AM Pride.
Hamba Landa	Cape Town	2024/07/21	Bulk carrier	Occupational Accident	slipping, stumbling, falling of person overboard				MOB from Jewel with Hamba Landa in attendance.
Allin	Cape Town	2024/08/06	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed back to port by Armana. Engine problems.
CMA CGM Belem	Port of Ngqura	2024/08/19	Container ship	Occupational Accident	slipping, stumbling, falling of person overboard				While boarding the CMA CGM Belem via a pilot ladder from the OPL launch "In motion One" a supernumerary fell from the pilot ladder into the water. She was retrieved immediately back on board in motion One. She reported no injuries at the time.
Msc Monica III	Durban	2024/08/20	Container ship	Fire/Explosion	fire				The MSC MONICA fuel pump pipe ruptured and start a fire, which escalated when Unit No. 3's connecting rod broke and ruptured the crankcase door, resulting in a blackout and the evacuation of the engine room, with the fire ultimately extinguished by port firefighters.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Reflections	Saldanha Bay	2024/08/28	Small Vessel (Commercial)	Grounding	while drifting				Vessel broke her moorings in Lamberts Bay harbour during a storm. She ran aground with substantial damage after recovery. No other vessel or structures were damaged
Vuna Liesa	Mossel Bay	2024/08/31	Fishing Vessel (< 15m)	Loss of Control	loss of propulsion power				Whilst the Fishing vessel was engaged in trawling operations, engine failure was experienced and loss of control. The vessel was safely towed back to the Port of Mossel Bay.
MV AM Pride	Mossel Bay	2024/09/12	Offshore service vessel	Fire/Explosion	fire				Vessel suffered a fire on board whilst standing by platform. All crew safely abandoned ship. Vessel went to port of refuge in Cape Town. Investigation conducted by Flag state (Marshall Islands).
Southwest Lapwing	Cape Town	2024/09/17	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed back to port net caught in the propeller
Only one DTC 8922	Cape Town	2024/09/23	Motorised Yacht	Occupational Accident	slipping, stumbling, falling of person overboard		1		MOB with amputation of left leg, two fingers left hand, crushed right leg
Lardos	Saldanha Bay	2024/09/24	Bulk carrier	Ship/ Equipment Damage	-				Crane #1 hoisting wire parted with first lift, with no injuries. Skip with cargo fell on the quay with substantial damage to bin and noting to ship
DTD1522R(P)	Pretoria	2024/09/28	Small Vessel (Passenger)	loss of Control	loss of propulsion power				Vessel's engine/power failed due to fishing net caught by propeller. Strong wind came up and resulted in vessel drifting to nearby sandbank. Skipper called for assistance from NSRI. NSRI assisted by towing vessel to its mooring site.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
COSCO PRINCE RUPERT	Port of Ngqura	2024/09/30	Container ship	Other		1	1		During heavy weather off the SA coast 4 crew members were sent forward to check on water ingress. The vessel shipped some seas on deck and 4 crew were injured with 1 crew member subsequently passing away.
MSC Taranto	Mossel Bay	2024/10/02	Container ship	Ship/ Equipment Damage	-				The vessel lost 5 empty containers whilst on passage to Sri Lanka, passing the South African coast. No injuries reported.
Key Largo	Cape Town	2024/10/05	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				Towed by African Queen. Unable to manoeuvre under own power.
Meral Hanin	Durban	2024/10/07	Bulk carrier	Fire/Explosion	fire				A fire was report onboard while discharging cargo from cargo hold no. 2
MSC Samu	Durban	2024/10/10	Container ship	Occupational Accident	Others	1			During the loading of container, a stevedore was crushed under a loaded
Valhalla	Cape Town	2024/10/12	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed back to port by Capt. de Sousa. Unable to start engines
Armana	Cape Town	2024/10/13	Fishing Vessel (≥ 24m < 45m)	Fire/Explosion	fire				fire in engine room, vessel abandoned and subsequently sank
Royal Tern	East London	2024/10/15	Pilot Boat	Fire/Explosion	fire				The pilot boat collided with the tanker during pilot boarding, damaging the wheelhouse window.
Serenity one/ Blue Jay	Cape Town	2024/10/26	Small Vessel (Passenger)	Collision	with other ship		2		Collision during manoeuvring in port.
Laverne	Cape Town	2024/10/17	Fishing Vessel (≥ 24m < 45m)	Fire/Explosion	fire				Fire in Cabin, extinguished onboard.
Radiant star	Cape Town	2024/10/17	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed by Kraken due to engine problems.
Equinox	Cape Town	2024/10/17	Fishing Vessel (< 15m)	Marine Incident	loss of propulsion power				towed by Braveheart.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Tylers tide	Cape Town	2024/10/26	Fishing Vessel (< 15m)	Loss of Control	loss of directional control				towed by Perle de la Atlantic due to engine problems.
Isabella Marine	Cape Town	2024/10/27	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				towed by Casablanca
Vuna Liesa	Mossel Bay	2024/10/31	Fishing Vessel (< 15m)	Loss of Control	loss of propulsion power				Vessel reportedly lost power whilst fishing. Vessel was towed back to Mossel Bay by the MFV Vuna Imbongi.
Yacht Passo Passo	Cape Town	2024/11/04	Yacht (>9m Pleasure)	Loss of Control	loss of propulsion power				Towed by NSRI.
Southwest Seahawk	Cape Town	2024/11/21	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed by Allison.
Beatrice Marine	Cape Town	2024/11/21	Fishing Vessel (≥ 45m)	Loss of Control	loss of propulsion power				Crankcase explosion.
Wilmag	Cape Town	2024/11/25	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed by Tierkop
Radiant star	Cape Town	2024/11/26	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Towed back by Kraken- experiencing gearbox problems. Replacement of oil pump required.
Sunrise & Sepelong	Durban	2024/11/02	Ro-Ro cargo ship	Contact	with floating object				Tug Sepelong had a hard contact on the vessel Sunrise
Bay Bridge	Durban	2024/11/29	Container ship	Ship/ Equipment Damage	-				The container crane made contact with top of Monkey Island.
Celestia	Durban	2024/11/19	Container ship	Occupational Accident	slipping, stumbling, falling of person to a lower level		1		During discharging operations, a stevedore slipped and fell to the lower level of the deck.
Catmando	East London	2024/11/16	Small Vessel (Skiboat)	Capsize/Listing	capsize				Vessel capsized on return to the beach.
Kianga	Saldanha Bay	2024/11/14	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				Under investigation.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Key Largo	Cape Town	2024/12/05	Fishing Vessel (≥ 24m ↔ 45m)	Occupational Accident	body movement without any physical stress (generally leading to an external injury)		1		Injury to hand and hospitalised for more than 24 hours
Ilovane	Port Elizabeth	2025/01/27	Fishing Vessel (< 15m)	Capsize/Listing	capsize				Vessel capsized while coming into port, outside the harbour
DTS 1629 Angie	Saldanha Bay	2025/01/13	Small Vessel (Commercial)	Grounding	while drifting				This small vessel mooring lines parted from the mooring buoy in heavy weather. The weather conditions pushed her ashore where she grounded.
Konkar Theodorus	Saldanha Bay	2025/01/13	Bulk carrier	Ship/ Equipment Damage	-				Crane wire parted whilst loading cargo. This was not the first load of the day and matter is still being investigated.
Harvest Veronica	Saldanha Bay	2025/01/14	Fishing Vessel (≥ 45m)	Loss of Control	loss of propulsion power				Whilst at sea vessel lost propulsion power, resulting in her having to be towed to port. Shore technicians are still investigating the reason for this.
Boetie Akie	Saldanha Bay	2025/01/24	Fishing Vessel (≥ 24m ↔ 45m)	Flooding/ Foundering	flooding				After vessel had discharged, one of the wooden hull planks came undone. Vessel was listed so that area was above water and stopping the ingress of water.
Elomi	Saldanha Bay	2025/01/25	Fishing Vessel (≥15m ↔ 24m)	Fire/Explosion	fire				Whilst alongside (during dry-docking period) improper fire watch was kept on area where hot work had taken place. This resulted in wooden area catching alight.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Southern cross	Cape Town	2025/01/04	Passenger Vessel	Occupational Accident	slipping, stumbling, falling of person to a lower level		1		Passenger fell down steps to lower deck toilet and was hospitalised.
MFV Koryo Mara	Durban	2025/01/21	Fishing Vessel (≥ 24m < 45m)	Other	-		1		The container crane made contact with top of Monkey Island.
Leontina Marie	Cape Town	2025/01/09	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of propulsion power				towed by Amoria me Problem
Avro Warrior	Cape Town	2025/01/10	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				towed by Ferox ME problem
PB Petrel	Cape Town	2025/01/12	Pilot Boat	Loss of Control	loss of propulsion power				The vessel allided with Sea Princess after loss of ME.
Fuchsia	Cape Town	2025/01/17	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				towed by Ferox. ME problem.
Ameera	Cape Town	2025/01/23	Passenger Vessel	Fire/Explosion	fire				Fire while alongside, with some damage to GRP hull.
Sea Express	Durban	2025/01/23	Offshore service vessel	Other	-				One of the crew members fell into the water as he was disembarking from the vessel to the service boat.
Nossob	Saldanha Bay	2025/02/03	Fishing Vessel (≥15m < 24m)	Contact	with fixed object				Vessel inbounds when the vessel collided with the harbour wall. Poor lighting of nav marks etc was noted, but the possibility that the skipper fell asleep is not ruled out. Under investigation
Bella Prima	Saldanha Bay	2025/02/03	Fishing Vessel (≥15m < 24m)	Capsize/Listing	capsize				Under investigation, but initial reports indicate that the vessel was overloaded resulting in capsizing and sinking. The skipper did not allow for enough freeboard.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
Oceana Mercury	Saldanha Bay	2025/02/06	Fishing Vessel (≥15m < 24m)	Contact	with fixed object				Vessel collided with harbour wall in poor visibility. Skipper was on the bridge and misjudged the distance to the exit. Vessel did not clear the wall yet and they then turned to quickly.
SAIPEM 12000	Port of Ngqura	2025/02/19	MODu or FPSO	Other	natural causes (fatality)	1			During lay up for maintenance, a Drill contractor entered the fish room (unauthorised entry) and died in the space with no effort being made to activate the alarm fitted to this space for the very reason, nor was any attempt made to escape. Something does not add up.
DTG5360R	Pretoria	2025/02/09	Small Vessel (Pleasure)	Loss of Control	loss of directional control	1			Skipper of the vessel playing in the water with Jet ski. Skipper did not attach kill switch to body. Skipper fell overboard and vessel ran over him resulting in a fatality.
Iraklis	Durban	2025/02/09	Container ship	Ship/ Equipment Damage	-				No.4 deck crane made contact with container and collapsed during cargo operation.
Isiponono	Durban	2025/02/26	Passenger Vessel	Flooding/ Foundering	flooding				Harbour passenger vessel destined for scrap was moored alongside and started taking in water and partially sank.
Lipuma	Cape Town	2025/02/20	Barge	Loss of Control	loss of electrical power				Loss of thrusters and steering control.
Pugsy	Cape Town	2025/02/22	Small Vessel (Rigid)	Capsize/Listing	capsize			1	Vessel capsized resulting in skipper lost overboard and still missing.
Dona Jane	Cape Town	2025/02/28	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				Towed back to Hout Bay by Augusta 1 main engine problems.

Maritime Incidents and Casualties

For the 2024-25 Financial Period

Casualty Name	Port	Date Of Incident	Ship Type	Casualty Type	Casualty Event	Fatality	Injuries	Missing	Description
De Hai No12	Cape Town	2025/02/28	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power	1			Foreign fishing vessel in port. Engine casing cover dropped on freon line releasing freon gas leading to one fatality.
Elomi	Saldanha Bay	2025/03/03	Fishing Vessel (≥15m < 24m)	Hull Failure	-				The vessel appears to have experienced catastrophic hull failure resulting in a total loss and sinking of the vessel. Hull planking appears to have come undone.
Khoe Rasi	Cape Town	2025/03/04	Fishing Vessel (≥15m < 24m)	Flooding/ Foundering	foundering				Fishing vessel laid up and not operational in Hout Bay port, flooded and sunk alongside at moorings. Re-floated.
Dantago	Cape Town	2025/03/10	Fishing Vessel (≥ 24m < 45m)	Loss of Control	loss of propulsion power				Towed back to Cape Town by Annabelle Rose, main engine problems.
Southwest Lapwing	Cape Town	2025/03/11	Fishing Vessel (≥15m < 24m)	Loss of Control	loss of directional control				Faulty valve on steering system due to metal fatigue. Valve replaced and system tested - now all operational.
Palinurus	Port Elizabeth	2025/03/15	Fishing Vessel (≥15m < 24m)	Grounding	while under power				Vessel ran aground while leaving the berth going to sea.
Tylers tide	Cape Town	2025/03/19	Fishing Vessel (< 15m)	Flooding/ Foundering	flooding				Tyler's Tide reported water ingress into engine room (burst water pipe with failure of bilge pump). The vessel was then towed back to Hout Bay by Maverick.
Big blue	Port Elizabeth	2025/03/22	Offshore service vessel	Fire/Explosion	fire				Vessel caught fire in the starboard engine.
Nord Lotus	Durban	2025/03/26	Oil tanker	Other	-				Steel plates in a cargo hold shifted.
Andromeda	Cape Town	2025/03/28	Fishing Vessel (≥ 24m < 45m)	Grounding	while drifting				Andromeda drifted onto Sandbank outside port, lifted during high tide (grounding).
Rum runner NW61C	Cape Town	2025/03/29	Small Vessel (Semi-Rigid)	Capsize/Listing	capsize				Small vessel capsized at Rooi Els, no fatalities.

4

Corporate Social Investment Report





Corporate Social Investment Report

SAMSA's vision and objective is to lead and champion South Africa's maritime interests as custodian and steward of maritime policy, to be the vigorous promoter of the maritime sector and give full and complete effect to its obligations for the benefit of all stakeholders.



A key item in SAMSA's mission is to

'Deliver services related to public awareness and education in marine safety and pollution prevention.'



A key item in SAMSA's mission is to 'deliver services related to public awareness and education in marine safety and pollution prevention and as such, CSI projects at SAMSA, encompasses projects that are outward for the purpose of achieving a sustained improvement in socio-economic conditions of the target beneficiaries. Projects at SAMSA adhere and driven towards a credible developmental approach. The CSI programme at SAMSA aim to support an operating environment that is conducive to doing sustainable business in South Africa.

Corporate Social Investment Report

SAMSA CSI Focus Area



A Commitment to Empowering Coastal Communities

In the 2024/2025 financial year, SAMSA upheld its commitment to honouring Nelson Mandela's legacy by celebrating Mandela Day, providing a platform for the organisation to connect with and support communities in need.

For the 2024/2025 Mandela Day Activation, SAMSA directed its efforts towards assisting rural-based fisher cooperatives in the Eastern and Western Cape provinces. This initiative is in accordance with SAMSA's overarching Corporate Social Investment strategy, which seeks to enhance the social and economic development of coastal communities while fostering sustainability and maritime safety.



Impact on Rural Fisher Cooperatives

SAMSA identified two fishing cooperatives, as focal points for the 2024 Mandela Day Activation. The Centani Fishing Cooperative in the Eastern Cape and the Stillcob Joint Primary Cooperative Limited in the Western Cape. These communities were selected due to their critical needs in terms of fishing safety and livelihood sustainability.

The Centani Fishing Cooperative, established in 2014, has a membership of 60 individuals (26 males and 34 females). Located in the Mnquma Local Municipality, Centani is part of a coastal area highly dependent on subsistence fishing. While the cooperative has made progress, particularly with the granting of fishing rights in 2019, members face challenges regarding safety and catch storage.

SAMSA's Mandela Day support provided critical safety gear such as gloves, wet boots, mussel bags, raincoats, and cooler bags for catch storage. These contributions are aimed at improving the safety and efficiency of fishing activities, especially in areas lacking refrigeration facilities.



Corporate Social Investment Report

SAMSA CSI Focus Area



A Commitment to Empowering Coastal Communities

The Stillcob Joint Primary Cooperative Limited in the Hessequa Municipality of the Western Cape also benefited from SAMSA's support. With 13 male members, the cooperative focuses on subsistence fishing, with species such as white mussels, galjoen, and limpets.

The cooperative, located in a rural area with limited access to education and employment opportunities, faces significant challenges in maintaining sustainable fishing practices.

SAMSA's Mandela Day initiative addressed these challenges by supplying safety gear and storage equipment to enhance the sustainability of their fishing activities.



Mandela Day Activation

The Mandela Day Activation took place, both in Mossel Bay (Western Cape) in Centani (Eastern Cape). SAMSA employees in the Southern regional office and stakeholders, actively participated in these events, engaging with community members and distributing the necessary fishing safety gear.

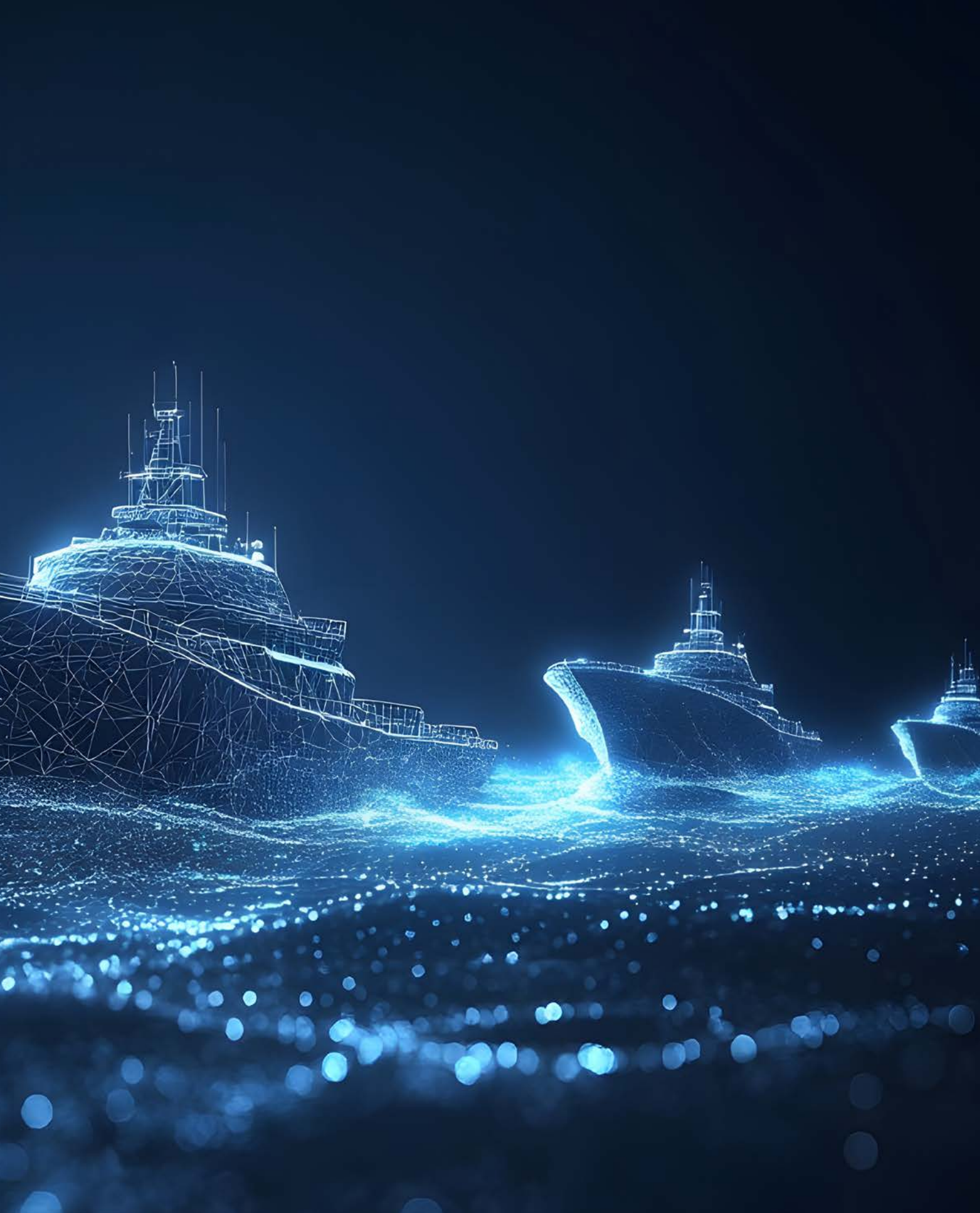
These initiatives not only provided direct support to fisher cooperatives but also fostered a sense of connection between SAMSA and the communities it serves.

Institutional Reform
Strengthening our Foundation

5

Human Capital Management Performance





Human Capital Management Performance

The Human Capital's core function is to source, develop and retain talented workforce to fulfil SAMSA's core mandates. It is further to manage the effectiveness of their contribution, which is achieved through Human Capital interventions that include Organizational Design, Workforce Planning, Talent Management, Employee Engagement, Performance Management and Rewards & Recognition



The staff complement as at the end March 2024 was 308. For the organization to achieve the strategic objectives set for the five years business planning period, a capacity plan was developed in alignment with the SAMSA's 5-year strategy as follows:

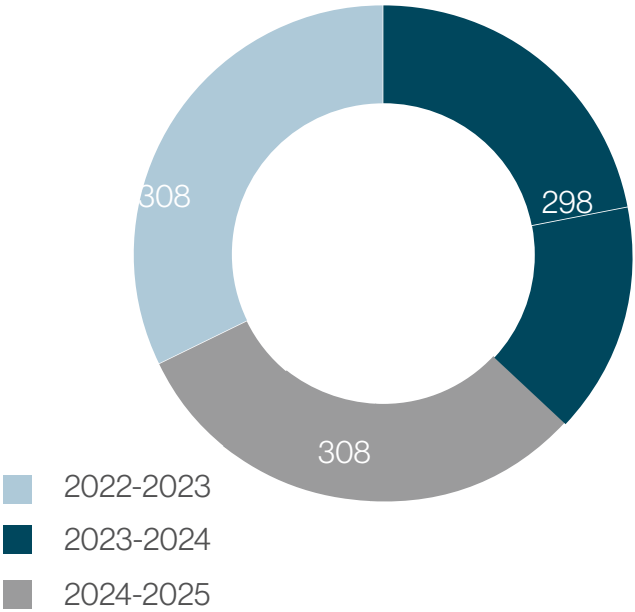
Five Year Capacity Plan

2021	2022	2023	2024	2025
345	345	345	345	346

Current Workforce

Year end March 2025

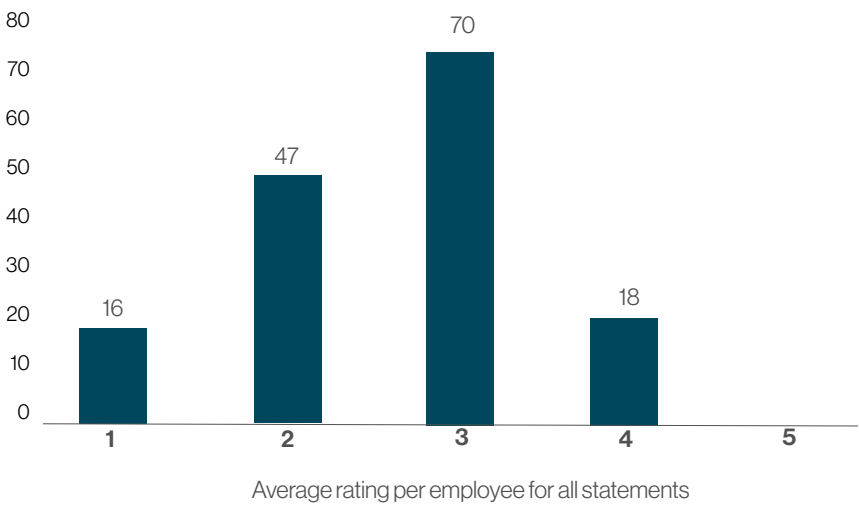
308
employees



Human Capital Management Performance

Overall Employee Engagement

Distribution of Score



Average Employee Engagement Score 2025	Average Employee Engagement Score 2024
3,0 / 5,0	3,1 / 5,0

2025	
disengaged to actively disengaged	42%
neutral	46%
engaged to actively engaged	12%



Human Capital Management Performance

Employee Wellness Programme (EAP)

Company Wellness Solutions is the appointed EAP service provider who employs professionally qualified Counsellors and Therapists, who are experienced in helping employees to deal with all kinds of practical and emotional issues such as Well-being, family matters, relationships, debt management, workplace issues, and much more.

The following table reflects the utilisation for FY2024/25.

Area	Number of Cases
Grief/Bereavement	8
Familial Relationships	14
Stress and burnout	33
Work-Related Stress	34
Anxiety	15
Relationships	37
Depression	21
Behavioral Issue's	13
Drugs and alcohol	4
Physiological and Psychological abuse	4
Total	183

Research shows that EAP utilisation rates often hover around 3-5% globally, though a well-implemented EAP should ideally reach 7-10% to indicate strong engagement (Steen, 2023). EAP utilisation in SAMSA is well above the industry benchmarks and increased from 171(57%) from the previous year to 183 (59%) . However, the high numbers can also include multiple use by a single employee.

The top three (3) most reported concerns include Relationships, Work related stress and stress/burnout respectively

Managers were made aware of the high number of employees consulting on Relationships, Work Related Stress and stress/burnout and Company Wellness Solution. The data will inform workplace interventions to address work related concerns because of stress, burnout and relationships, throughout the course of the FY 25/26.

Human Capital Management Performance



Achievements

- The submission of the WSP (Workplace Skills Plan) ahead of schedule
- The new Skills Development and Employment Equity (SDEE) committee was elected and is active.
- Migration from HR Focus to Sage 300.
- SAMSA Acting Policy and Remuneration Policies approved by board.



Challenges

- Delays in the implementation of the Sage 300 system.
- Limited supply of scarce and technical skills from previously disadvantaged groups and increasing attrition amongst technical skills.
- Lack of representation of females at management level as well as employees living with disabilities at all levels which has an impact on employment equity and transformation.
- Increased number of resignations among key technical skills citing remuneration and benefits as the key concern.
- Challenges with SAGE roll-out leading to compromising of data



Human Capital Management Performance

Future Human Capital Plans / Goals

- To begin the implementation of the Re-organisation/Re-alignment Project to ensure that SAMSA is fit for purpose.
- To undertake a Skill audits to identify skills requirements now and for the future.
- To implement the Culture Shaping Programme in stages and in areas of priority to address the outcomes of the Employee Engagement survey. This includes interventions aim at Management and Leadership levels.
- To conclude roll out of all modules of the Sage 300 system.

PERSONNEL COST BY PROGRAMME/ACTIVITY/OBJECTIVES

Focus Areas	Total Expenditure for the Entity (R'000)	Personnel Expenditure (R'000)	Personnel Expenditure as a % of Total Expenditure	Number of Employees	Average Personnel Cost per Employee (R'000)
Focus Area 1	680 502	127 225	18,70%	127	1 002
Focus Area 2	680 502	42 408	6,23%	31	1 368
Focus Area 3	680 502	53 974	7,93%	39	1 384
Focus Area 4	680 502	17 349	2,55%	9	1 928
Focus Area 5	680 502	101 393	14,90%	102	994
Total		680502	342 349	308	

PERSONNEL COST BY SALARY BAND

Level	Personnel Expenditure (R'000)	% of Personnel Expenditure to Total Personnel Cost	Number of Employees	Personnel Costs per Level (R'000)
Top Management	342 349	1,34%	1	4 577
Senior Management	342 349	9,48%	10	32 450
Professionally Qualified	342 349	54,60%	112	186 925
Skilled Technical	342 349	23,08%	89	79 006
Semi-Skilled	342 349	9,48%	70	32 447
Unskilled	342 349	1,73%	21	5 911
Temporary Workers	342 349	0,30%	5	1 033
Total	342 349			

Human Capital Management Performance

PERFORMANCE REWARDS			
Level	Performance Rewards (R'000)	Personnel Expenditure (R'000)	% of Personnel Expenditure to Total Personnel Cost
Top Management	0,00	342 349	0,00
Senior Management	0,00		0,00
Professionally Qualified	0,00		0,00
Skilled Technical	0,00		0,00
Semi-Skilled	0,00		0,00
Unskilled	0,00		0,00
Total	0,00	342 349	0,00

TRAINING COST					
Programme	Personnel expenditure	Training expenditure	Training expenditure as a % of personnel cost	No of employees trained	Average training cost per employee (R'000)
	268 882				
Short Term Training (1-5 days)		R 738 830	35%	127	5817
Grand Total Spending	268 882		100%	150	13 907



Human Capital Management Performance

PERSONNEL COST BY PROGRAMME/ACTIVITY/OBJECTIVES					
Occupational Level	2023/2024 No. of Employees	2024/2025 Approved Posts	2024/2025 No. of Employees	2024/2025 Vacancies	% Of Vacancies of Total Approved Posts
Top Management	1	2	1	1	0,29%
Senior Management	8	13	10	4	1,16%
Professional Qualified	107	139	107	28	8,09%
Skilled Technical	81	99	80	15	4,34%
Semi-Skilled	61	74	68	4	1,16%
Unskilled	19	19	19	0	0,00%
Fixed Term	25		23		0,00%
Total	302	346	308	52	15,03%

EMPLOYMENT CHANGES				
Salary Band	Employment at the beginning of the period	Appointments	Terminations	Employment at the end of the period
Top Management	1	0	0	1
Senior Management	8	3	1	10
Professionally Qualified	107	10	10	107
Skilled Technical	81	7	8	80
Semi-Skilled	61	10	3	68
Unskilled	19	1	1	19
Fixed	25	11	13	23
Total	302	42	36	308

Human Capital Management Performance

REASONS FOR STAFF LEAVING		
Reason	Number	% of total number of staff leaving
Death	0	0%
Resignation	14	39%
Dismissal	6	17%
Retirement	3	8%
Ill Health	0	0%
Expiry of Contract	9	25%
Other*	4	11%
Total	36	

**Other refers to employees vacating positions due to promotions or grade change*

The total number of exits for this financial year is 10,38% compared to the last financial year 12,08 %. There is a slight decrease in the number of terminations from compared to the previous financial year. The majority of exist were due to voluntary resignations and expiry of contracts respectively.



Human Capital Management Performance

Equity Target and Employment Equity Status

Highlights during the year:

- A successive Skills Development and Employment Equity (SDEE) Committee was elected.
- The Annual EE Report was submitted to the Department of Employment and Labour in December 2024.

EE TARGETS: CURRENT PROFILE VERSUS TARGET (MALES)										
Males										
Occupational Levels	A		C		I		W		Foreign Nationals	
	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target
Top Management	1	1	0	0	0	0	0	0	0	0
Senior Management	4	6	1	0	0	0	1	1	0	0
Professionally Qualified	40	55	13	16	1	4	19	19	3	3
Skilled Technical	32	40	7	8	1	1	2	2	1	1
Semi-Skilled	19	24	2	1	0	1	0	0	0	0
Unskilled	4	2	0	0	0	0	0	0	0	0
Temporary Workers	3	4	0	0	0	0	0	0	0	0
Total	103	132	23	25	2	6	22	22	4	4



Human Capital Management

Performance

Equity Target and Employment Equity Status

EE TARGETS: CURRENT PROFILE VERSUS TARGET (FEMALES)										
Occupational Levels	Females									
	A		C		I		W		Foreign Nationals	
	Current	Target	Current	Target	Current	Target	Current	Target	Current	Target
Top Management	0	1	0	0	0	0	0	0	0	0
Senior Management	4	5	0	0	0	0	0	0	0	0
Professionally Qualified	26	31	1	2	2	2	6	6	1	1
Skilled Technical	40	38	4	5	1	1	1	3	0	0
Semi-Skilled	36	34	10	8	1	1	2	5	0	0
Unskilled	16	16	1	1	0	0	0	0	0	0
Temporary Workers	2	8	0	0	0	0	0	0	0	0
Total	124	133	16	16	4	4	9	14	1	1

EE TARGETS: CURRENT PROFILE VERSUS TARGET (PEOPLE LIVING WITH DISABILITIES)				
Salary Band	Employees with Disabilities			
	Males		Females	
	Current	Target	Current	Target
Top Management	0	0	0	0
Senior Management	0	0	0	0
Professionally Qualified	1	2	0	0
Skilled Technical	2	2	0	0
Semi-Skilled	0	0	2	2
Unskilled	0	0	2	2
Temporary Workers	0	0	0	0
Total	3	4	4	4

6

Corporate Governance Report





Corporate Governance Report

The SAMSA Board of Directors is committed to upholding the highest standards of corporate governance, in line with applicable legislation and the recommended principles of good governance, including those outlined in the King IV Report. During the 2024/25 financial year, the Board diligently carried out its oversight responsibilities, guided by principles of ethical leadership, accountability, transparency, and fairness. The Board maintained a clear focus on aligning its governance practices with the core values and strategic objectives of the entity, ensuring that decisions were made in the best interest of sustainable performance and public value.

A key highlight of the year under review was the progression of the recruitment process for the position of Chief Executive Officer (CEO), as well as other critical executive roles, as part of broader efforts to stabilise and strengthen the leadership capacity of the entity. In line with the provisions of the relevant legislation, the Board duly recommended suitable candidates for the CEO position to the Executive Authority for consideration and appointment. In addition, the term of the Deputy Chairperson, who was serving in an acting capacity, came to an end by mid-year. Following this, and in collaboration with the Executive Authority, the Chief Financial Officer (CFO) was appointed as Acting CEO to ensure continuity in leadership and strategic direction.

Since assuming the acting role, the CFO has prioritised the reinforcement of financial governance, with a specific focus on consequence management measures to address irregular, fruitless, and wasteful expenditure identified in previous audit periods. These interventions reflect the Board's ongoing commitment to strengthening accountability, improving internal controls, and fostering a culture of compliance and ethical conduct across the organisation.

Reporting to Parliament and Oversight by the Portfolio Committee on Transport

Parliament exercises its oversight function over the South African Maritime Safety Authority (SAMSA) through the Portfolio Committee on Transport. This oversight is a key component of SAMSA's broader accountability framework and is critical in ensuring transparency, compliance, and alignment with national priorities.

During the year under review, SAMSA responded to all invitations extended by the Portfolio Committee and participated in scheduled meetings to table and deliberate on strategic documents, including performance plans, governance updates, and financial reports. These engagements enabled Parliament to maintain effective oversight of the Authority's operations and strategic direction.

The Accounting Authority (Board) has remained committed to ensuring timely submission of all reports and documentation required by the Committee. This includes performance and financial reporting in line with the legislative requirements of the Public Finance Management Act (PFMA). The timely provision of these documents has enabled the Portfolio Committee to carry out its oversight role efficiently and with the necessary information.

Since its appointment, the current Board has proactively addressed several issues previously raised by the Portfolio Committee. These include the stabilisation of the organisation, strengthening governance controls, and reducing irregular expenditure. In addressing these matters, the Board has demonstrated its commitment to restoring institutional integrity and accountability, while enhancing the Authority's operational and financial discipline. In the year under review, SAMSA was invited to present its 2023/24 Annual Report during the Seventh Administration. The session was attended by the newly appointed Board Chairperson, who was accompanied by the Deputy Minister of Transport and members of SAMSA's Executive Management. This engagement reflected the Authority's commitment to cooperative governance, transparency, and strengthening its relationship with key parliamentary stakeholders.

The Board remains fully committed to supporting the Portfolio Committee in its oversight mandate and will continue to work collaboratively with the Executive Authority and Parliament to ensure that SAMSA contributes meaningfully to the country's maritime safety, economic development, and regulatory compliance.

Reporting to Executive Authority

The Board, as the Accounting Authority of SAMSA, recognises the importance of a well-defined and collaborative relationship with its Executive Authority, the Department of Transport (DoT). This relationship is critical to ensuring effective oversight, aligned strategic direction, and strengthened corporate governance.

Corporate Governance Report

At the beginning of the financial year, SAMSA and the DoT signed a Shareholder's Compact. This compact governs the strategic and operational interface between the parties and outlines the respective roles, responsibilities, and performance expectations. It is a key instrument for enhancing transparency, promoting accountability, and fostering a results-oriented governance culture.

SAMSA continues to work closely with the Executive Authority, maintaining open and regular lines of communication. This commitment is demonstrated through the holding of bilateral engagements as and when required to address strategic priorities and operational developments. The Authority ensures timely submission of statutory and performance reports in line with the requirements of the Public Finance Management Act (PFMA) and other applicable legislation.

During the year under review, two formal engagements were held between SAMSA and the DoT. These included strategic planning sessions hosted by SAMSA, to which the Executive Authority was invited, and reciprocal participation in the DoT's strategic planning session. These interactions ensured the alignment of maritime sector priorities within the broader transport sector agenda and provided a platform for mutual input on key strategic initiatives.

Furthermore, SAMSA undertook targeted maritime sector interventions during the reporting period, including the assessment and surveying of fishing vessels as part of regulatory compliance and maritime safety oversight. These activities were accompanied by joint stakeholder engagements between SAMSA, the DoT, and other relevant maritime stakeholders to promote sectoral inclusivity, awareness, and responsiveness to industry concerns.

The Board, in discharging its governance mandate, remains committed to fostering a transparent and cooperative relationship with the Executive Authority, grounded in mutual respect, strategic alignment, and a shared commitment to the development of South Africa's maritime sector.

Accounting Authority

The current Accounting Authority (Board) of the South African Maritime Safety Authority (SAMSA) was appointed with effect from 01 September 2023, in accordance with the SAMSA Act. The Board comprises individuals carefully selected for their diverse expertise across various sectors, ensuring a balanced and competent leadership team. Collectively, the members bring deep industry knowledge, legal and governance acumen, and sectoral insight, which positions them well to fulfil their fiduciary responsibilities with integrity and diligence.

The roles, responsibilities, and functioning of the Board are clearly defined in a formal Board Charter, which is reviewed annually to ensure it remains aligned with best governance practices, legislative frameworks, and the evolving needs of the Authority.

Upon their appointment, Board members participated in a structured induction programme to familiarise themselves with the organisation's mandate, strategic context, and key operational matters. In addition to this induction, the Board held a strategic review session that focused on refining the Authority's strategic objectives, understanding decision-making frameworks, and reaffirming SAMSA's values and principles. This session reinforced the Board's commitment to embedding a culture of integrity and ethical leadership throughout the organisation.

The Board has committed to upholding and promoting a high standard of ethics, professionalism, and compliance with applicable laws and regulations in all aspects of SAMSA's operations. Ethical standards are not only clearly articulated but are actively championed as a foundational element of how the Authority conducts its business, including its engagements with stakeholders.

In pursuit of organisational stability and compliance, the Board has taken proactive and, where necessary, decisive measures. These actions are guided by the principles of good governance and aligned with the approved Code of Conduct, ensuring that the Authority continues to operate in a manner that is transparent, accountable, and in the public interest.

Corporate Governance Report

The SAMSA Board is the focal point and custodian of corporate governance within the organisation. In fulfilling this role, the Board recognises that effective governance is underpinned by a strong commitment to ethical leadership, integrity, and proactive stakeholder engagement. The Board accepts full accountability and responsibility for the overall direction, control, and performance of the Authority. It is guided in its duties by a formal Board Charter, which is reviewed regularly to ensure alignment with legislative requirements, governance best practices, and the evolving strategic needs of the organisation.



The Charter reflects the provisions of Section 15 of the South African Maritime Safety Authority Act, 1998, as well as other applicable laws and recommended corporate governance principles. These include the following key responsibilities:

- ✓ Retaining full and effective control of the entity;
- ✓ Exercising leadership, integrity, and sound judgment in directing the Authority toward sustainability and long-term value creation;
- ✓ Implementing and fulfilling responsibilities as defined in the SAMSA Act;
- ✓ Appointing the Chief Executive Officer and determining SAMSA's values and overarching strategy to fulfil its mandate;
- ✓ Approving the Annual Performance Plan (APP), budgets, and reporting framework on an annual basis;
- ✓ Monitoring and evaluating the implementation of strategies, policies, performance criteria, and business plans;
- ✓ Identifying key risk areas and performance indicators to achieve the Authority's objectives in a sustainable and value-enhancing manner;
- ✓ Reviewing internal control systems and accepting responsibility for the total process of risk management;
- ✓ Ensuring compliance with all relevant laws, regulations, and leading governance practices;
- ✓ Ensuring adequate technology and systems are in place to support operational excellence and efficient use of assets, processes, and human resources;
- ✓ Regularly assessing the performance and effectiveness of the Board as a whole, including individual Directors and the Chief Executive Officer;
- ✓ Communicating with shareholders and stakeholders in an open, transparent, and timely manner;
- ✓ Reviewing the Shareholder's Compact, and any amendments thereto, prior to submission to the Executive Authority for approval;
- ✓ Recommending transactions in terms of Section 54 of the PFMA to the Executive Authority, where applicable.

Through the execution of these responsibilities, the Board remains committed to ensuring that SAMSA operates with integrity, transparency, and accountability, in pursuit of its public mandate and strategic objectives.

Corporate Governance Report



Board Charter

In line with recommended governance principles and best practices, the South African Maritime Safety Authority (SAMSA) Board has reviewed and updated its Board Charter. The Charter serves as a foundational framework within which the Board operates and is intended to guide the parameters of sound and ethical decision-making.

The Charter clearly defines the roles, responsibilities, and expectations of the Board and its members. It ensures that all Directors are fully aware of their individual and collective fiduciary duties, accountability obligations, and the governance standards required of them in fulfilling their mandate.

In addition to defining the scope of authority and responsibilities of the Board, the Charter outlines the powers delegated to the established Board Committees. These Committees are tasked with supporting the Board in executing specific functions, enabling focused oversight in key areas such as audit and risk, human resources and remuneration, and governance and strategy.

The Board and its governance Committees are scheduled to meet at least four times per financial year. However, special meetings are convened as and when required to address urgent or exceptional matters that arise between scheduled sittings. This flexibility ensures that the Board remains responsive and agile in dealing with the dynamic and evolving needs of the organisation.

The reviewed Charter continues to reinforce SAMSA's commitment to good corporate governance, accountability, and strategic leadership in advancing its mandate.

- a. Remuneration, Social & Ethics Committee
- b. Finance & ICT Committee
- c. Maritime Industry Committee, (now Maritime Regulatory Committee)
- d. Audit & Risk Committee

Composition of the Board

The composition of the South African Maritime Safety Authority (SAMSA) Board is regulated by Section 12 of the SAMSA Act, as amended from time to time. This provision ensures that the structure of the Board supports effective oversight, accountability, and alignment with the Authority's mandate.

The Board consists primarily of non-executive directors who bring a diverse range of skills, expertise, and professional experience. The collective competencies of the Board include, but are not limited to, maritime operations, corporate governance, financial management, public sector oversight, and labour relations. This blend of expertise enables the Board to provide strategic leadership and robust governance across all areas of the Authority's operations.

In line with the SAMSA Act, the Chief Executive Officer (CEO) serves as an ex officio member of the Board, ensuring a critical link between executive management and the Board's strategic oversight functions. Furthermore, as required by the Act, a representative of the Executive Authority (the Department of Transport) also participates in all Board meetings, as well as meetings of the established Board Committees. This arrangement enhances transparency, supports coordinated decision-making, and strengthens the alignment between the Authority and its Executive Authority.

The current Board composition reflects a deliberate effort to ensure that SAMSA is governed by a team equipped with the appropriate knowledge, experience, and independence to fulfil its governance and fiduciary responsibilities effectively.

Corporate Governance Report

Board Members Expertise and Board Meeting attendance

BOARD MEMBERS EXPERTISE AND BOARD MEETING ATTENDANCE

Full Names	Designation	Date Appointed	Date Resigned/ Terminated	Qualifications	Area of Expertise	Other Committees	No of Board Meetings Attended
Mahesh Fakir	Chairperson	01-09-2023	Active	MBA, MSc in Civil Engineering, MSc in Development Finance	Maritime Trade and Logistics, Design and Delivery of Infrastructure Projects	MRC	12
Tau Morwe	Deputy Chairperson	01-09-2023	Active	BA in Economics, Data Processing / Computer Specialist Certificate	Development economics, Policy formulation and implementation, Supply Chain Management, Logistics, Management Information Systems, Business Turnaround Strategies	MRC, Acting CEO	12
Nosipho Sobekwa	Board Member	Active	Active	BA, BPROC, LLB, and LLM Diplomas in fields including Legislative Drafting, Marine Surveys, Yachts & Small Craft Surveys	Maritime Law, Environmental Law, Pollution Control, International Environmental Law, Economics of Ports and Harbors, International Trade, Maritime Transport Economics, Carriage of Goods by Sea	MRC, REMCO & Fin & ICT	12

Corporate Governance Report

Board Members Expertise and Board Meeting attendance

BOARD MEMBERS EXPERTISE AND BOARD MEETING ATTENDANCE

Full Names	Designation	Date Appointed	Date Resigned/ Terminated	Qualifications	Area of Expertise	Other Committees	No of Board Meetings Attended
Nogolide Nojozi	Board Member	01-09-2023	Active	Master's degree in Public and Development Management	Strategic Leadership and Corporate Governance	REMCO & Fin & ICT	12
Natalie Skeepers	Board Member	01-09-2023	Active	Ph.D. in Engineering Management, Master's degree Safety, Health and Environment, BTech Environmental Health, National Diploma in Public Health, MPhil HIV/AIDs Management in Workplace Post Graduate Diploma HIV/AIDS, Leadership Development Programme	Governance, Risk & Compliance, Workplace Safety & Health	MRC, REMCO & Fin & ICT	12
Sihle Nguse	Board Member	01-09-2023	Active	Bachelor of Commerce in International Business Degree Labour Relations Management and Public Relations Certificates	Labour Relations, Research, Tourism Development, Youth Career Development	Audit & Risk, REMCO & Fin & ICT	12

Corporate Governance Report

Board Members Expertise and Board Meeting attendance

BOARD MEMBERS EXPERTISE AND BOARD MEETING ATTENDANCE							
Full Names	Designation	Date Appointed	Date Resigned/ Terminated	Qualifications	Area of Expertise	Other Committees	No of Board Meetings Attended
Metse Ralephenya	Executive Authority Representative	01-09-2023	Active	Post-Graduate Diploma in Public Policy and Development Administration Masters in Maritime Studies (in progress)	Policy Development, Public Administration	Executive Authority Representative	11
Mbalenhle Golding	Acting Chief Executive Officer	05-10-2024	Active	Chartered Accountant (SA) - (SAICA) Honours Bachelor of Accounting Science - (Unisa) Bachelor of Commerce - (Wits University)	Corporate Finance		6

The Deputy Chairperson, Mr Tau Morwe who appointed by the Board as the acting CEO up until the acting term lapsed on 04 October 2024, was The Chief Financial Officer, Ms Mbalenhle Golding, was appointed as the acting CEO effective from 05 October 2024, CEO serves at all Board and Committees as ex-officios, except for ARC and REMCO where they attend as Invitees Executive Authority Representative attend all Board and Committee meetings

- Committees:
- MIC: Maritime Industry Committee, now Maritime Regulatory Committee since 01 November 2024
 - Fin & ICT: Finance and ICT Committee
 - REMCO: Remuneration, Social and Ethics Committee
 - ARC: Audit & Risk Committee



Corporate Governance Report

Board Committees

The Board has established various Committees to assist in the execution of its governance and oversight responsibilities. These Committees operate under delegated authority as set out in their respective Charters, which have been formally approved by the Board. Each Charter defines the scope of authority, decision-making powers, roles, responsibilities, and duties conferred on the Committee.

The Board has satisfied itself that each Committee is appropriately constituted with the necessary knowledge, skills, experience, and capacity to discharge its responsibilities effectively. The composition and performance of Committees are subject to regular review, with the Board retaining the authority to reconstitute Committee membership as and when required to maintain optimal functionality and alignment with strategic objectives.

To assess the effectiveness of each Committee, the Board undertakes a formal evaluation process. This process ensures that the mandate, structure, and composition of each Committee remain appropriate and that Committees continue to provide effective support to the Board. The Board Charter prescribes that these evaluations be conducted regularly as part of the organisation's commitment to sound governance.

The Company Secretariat coordinates the scheduling of Committee meetings to manage the impact of cross-membership and ensure that all members can effectively meet their responsibilities. When making appointments to Committees, the Board considers the individual capacity and existing responsibilities of members to ensure appropriate balance and workload distribution.

Each Committee operates within clearly defined parameters, and the Board has ensured there is no duplication of jurisdiction. In areas where Committee mandates intersect, joint meetings are convened at least bi-annually or as otherwise required to ensure coordination and alignment.

Executive and senior management are invited to attend Committee meetings either by standing invitation or as required to provide relevant information, insights, and professional support. Where technical or specialised input is necessary, independent experts may be engaged to assist the Committees in fulfilling their roles effectively.

While Committees act on delegated authority, the Board retains overall accountability and remains responsible for the direction and control of the organisation. Committee Chairpersons provide regular reports to the Board at its ordinary meetings, ensuring the Board remains fully informed of Committee activities and key decisions.

Committee Charters also serve as governance instruments, promoting ethical conduct, good governance practices, and procedural consistency. They provide guidance on conflict-of-interest disclosures and form part of the broader governance framework through which the effectiveness of the Board and its Committees is evaluated.

Despite the delegation of authority to Committees, the Board retains ultimate responsibility and unfettered powers to oversee and direct the business and performance of the organisation. The Board ensures that effective control and strategic direction of SAMSA remain firmly within its purview.

The following are currently established as standing Committees of the Board, each governed by its specific terms of reference detailing its respective roles and responsibilities.

Remuneration, Social & Ethics Committee

The Remuneration, Social & Ethics Committee ("REMCO") is a constituted Board Committee that was established to review and provide oversight in the Human Capital area to ensure that the entity is on par with good practice and adherence to Labour relations legislation. The Committee is established to assist and make recommendations to the Board on all matters relating to human capital, including remuneration issues; as well as consideration of Policies for Board approval. The Committee also reviews the application of ethical conduct and reviews ethics reports periodically. Ten (10) meetings were held in the year under review in which the Committee reviewed various Human Capital policies to ensure alignment with good practice and legislation. The table below illustrate Committee membership and meeting attendance.

The Board remains fully committed to supporting the Portfolio Committee in its oversight mandate and will continue to work collaboratively with the Executive Authority and Parliament to ensure that SAMSA contributes meaningfully to the country's maritime safety, economic development, and regulatory compliance.

Corporate Governance Report

Board Committees

Member Name	Appointment date	Resignation/ Termination Date	Number of Meetings Attended
Natalie Skeepers	12 October 2023	Active	7
Nogolide Nojozi	19 February 2024	Active	7
Nosipo Sobekwa	19 February 2024	Active	7
Sihle Nguse	19 February 2024	Active	7
Tau Morwe	01 November 2024	Active	2

Finance & ICT Committee

The Finance and ICT Committee ("Fin & ICT") is a constituted Board Committee that was established to review and provide oversight of the financial affairs of the entity; and the technology-based issues including research and innovation investments. The Board has a fiduciary duty to protect the assets of the entity and also ensures responsible financial reporting. In King IV, it is recommended that the Board exercise oversight of technology and information management to ensure that it supports the Entity in implementation of its strategy, approves policies that provide direction to the employment of technology and information.

The Committee assists the SAMSA Board to discharge its fiduciary responsibilities and oversight in financial reporting and ICT Governance. Four (4) meetings were held in the year under review, the Committee deliberated on quarterly reports as well as Annual Financial statements and ICT Governance reports. The table below illustrates Committee membership and meeting attendance.

Member Name	Appointment date	Resignation/ Termination Date	Number of Meetings Attended
Nogolide Nojozi	01 October 2023	Active	4
Natalie Skeepers	19 February 2024	Active	3
Nosipo Sobekwa	19 February 2024	Active	4
Sihle Nguse	19 February 2024	Active	4
Tau Morwe	01 November 2024	Active	2

Maritime Regulatory Committee

The Maritime Regulatory Committee ("MRC") is a constituted Committee of the Board, established to facilitate consultation on maritime research and regulatory matters involving government, international partners, and other relevant bodies. Following a mandate analysis process undertaken to ensure alignment with the core responsibilities set out in the SAMSA Act, the Committee was officially renamed the Maritime Regulatory Committee, replacing its previous title, the Maritime Industry Committee. This renaming reflects a renewed emphasis on SAMSA's regulatory obligations and to ensure that the Committee's title accurately reflects its broader responsibilities and alignment with the core mandate of SAMSA as a maritime regulatory authority.

The Committee also provides oversight on the development and implementation of industry-focused strategies and submits recommendations to the Board in support of SAMSA's strategic objectives.

Corporate Governance Report

Board Committees

Maritime Industry Committee Continued

During the year under review, the Committee held four meetings. Key matters considered included progress reports on the implementation of SAMSA's legislative mandate, with specific focus on developments in the South African Ship Registry and the management of maritime safety incidents.

The Committee's membership included the Chairperson of the Board, however when the Deputy Chairperson's acting stint ended as the CEO, the Board resolved that the Chairperson be replaced by the Deputy Chairperson as the member of the Committee. The table below outlines meeting attendance and membership for the reporting period.

Subsequent to the lapsing of the appointment of the Deputy Chairperson of the Board as Acting Chief Executive Officer, he was appointed to the Committee in November, replacing the Board Chairperson in the Committee's composition.

Member Name	Appointment date	Resignation/ Termination Date	Number of Meetings Attended
Nosipo Sobekwa	12 October 2023	Active	4
Mahesh Fakir	19 February 2024	01 November 2024	2
Tau Morwe	01 November 2024	Active	2
Natalie Skeepers	19 February 2024	Active	4

Audit & Risk Committee

The Audit and Risk Committee is recognised as a fundamental pillar of sound corporate governance at SAMSA. Established in terms of Section 77 of the Public Finance Management Act (PFMA), the Committee supports the Board in discharging its oversight responsibilities, with particular focus on the integrity of financial reporting, the effectiveness of risk and compliance management, and the adequacy of internal control systems.

The composition and functioning of the Committee are fully compliant with the provisions of the PFMA. Upon their appointment, all members of the Committee underwent a structured induction process and submitted the required general disclosure of interests, ensuring full transparency and adherence to governance best practices. During the year under review, the Audit and Risk Committee was comprised of three (3) members, including one non-executive Board member, in accordance with legislative requirements.

To elevate the role of the Board in risk governance, the Committee has embedded risk management into its oversight framework, ensuring that risk issues are not marginalised and are actively managed in support of achieving the Authority's strategic objectives. Through this focus, the Committee has significantly contributed to the strengthening of SAMSA's control environment and organisational resilience during the reporting period.

A comprehensive Audit and Risk Committee statement, as required in terms of the PFMA, is provided in the pages to follow. This includes a detailed account of the Committee's activities, its conclusions on the internal control environment, and the attendance record of members during the year.

Corporate Governance Report

Board Committees

Board Remuneration

The remuneration of Board members, Committee members, and advisory experts is determined by the Executive Authority and is reviewed annually in consultation with the Minister of Finance, in line with applicable prescripts. Board members who are employed by an organ of state are not eligible to receive remuneration or allowances for their services to SAMSA. However, they are reimbursed for reasonable out-of-pocket expenses incurred in the execution of their official duties on behalf of the Authority.

The table below provides a summary of the total remuneration and reimbursements paid to each Board member who served during the year under review.

Board Member	Member's Fees	Committees Fees	Travel Costs	Totals
MFakir - Board Chairperson	104	29	-	133
TC Morwe	92	67	-	159
S Nguse	187	201	15	403
NF Nojozi	187	171	14	372
NC Skeepers	187	210	16	413
NA Sobekwa	187	211	6	404

Internal Audit & Audit Committees

The Internal Audit function at SAMSA is outsourced to ensure independent and objective evaluation of the Authority's systems, processes, and internal controls. This function plays a critical role in supporting good governance and accountability, and reports functionally to the Audit and Risk Committee, maintaining operational independence from management.

The contract of the initially appointed internal audit service provider concluded in June 2024. A formal procurement process was undertaken, and the appointment of a new service provider was finalised in February 2025, ensuring continuity and the uninterrupted delivery of internal audit services. The internal audit function is guided by an Internal Audit Charter, which is approved by the Audit and Risk Committee. This Charter sets out the purpose, authority, and responsibility of the internal audit function, aligning its activities with SAMSA's strategic objectives and risk profile.

The primary objective of the Internal Audit function is to provide independent, objective assurance and consulting services designed to add value and improve the Authority's operations. The function contributes to the effective governance of SAMSA by bringing a systematic, disciplined approach to evaluating and enhancing the efficacy of risk management, internal control, and governance processes. In doing so, Internal Audit supports the Audit and Risk Committee in fulfilling its oversight responsibilities and enhances the organisation's capacity to operate effectively, transparently, and in compliance with applicable legislation and best practices.

Corporate Governance Report

Board Committees



Audit & Risk Committee Members					
Full Names	Internal or external	Date Appointed	Date Resigned/ Terminated	Qualifications	No of Meetings Attended
Nick Nicholls	External - Independent	24-02-2021	25-07-2025	CA (SA) Bachelor of Commerce Computer Audit Qualification	8
Fikile Mkhize	External - Independent	24-02-2021	Active	Master of Business Leadership - UNISA, Bachelor of Commerce Managing Managers for Results – , Senior Management Development Programme, Certificate in Insurance and Risk Management Applied Directorship Programme, Certified Director SA (In Progress) - Institute of Directors in Southern Africa	8
Sihle Nguse	External - Non-Executive Board Member	31-01-2023	24-06-2025	Bachelor of Commerce in International Business Diploma in Tourism, Labour Relations Management Certificate Public Relations Certificate	6

Corporate Governance Report

Compliance with Laws and Regulations

SAMSA remains steadfast in its commitment to being a responsible corporate citizen by consistently adhering to the legislative framework and operating within the scope of all applicable laws and regulations. During the current year, the Accounting Authority has conducted a thorough review and approved updates to key policies, ensuring alignment with recent amendments to relevant statutes and regulations.

These policy enhancements reinforce SAMSA's dedication to promoting equity, fair remuneration, health and safety, among other critical governance areas, thereby supporting an ethical, compliant, and inclusive organisational culture.

Fraud and Corruption

SAMSA maintains a zero-tolerance stance on fraud, corruption, and unethical conduct. The organisation is committed to upholding the highest standards of integrity and accountability across all its operations. Employees and stakeholders are actively encouraged to report any suspected fraud, financial misconduct, or unethical behaviour through a dedicated, toll-free whistle-blower hotline, which is managed independently by an external service provider. This ensures confidentiality, anonymity, and impartial handling of reported concerns.

All reported incidents are submitted to the Audit and Risk Committee, which reviews and assesses the matters raised. The Committee, in turn, submits comprehensive reports to the Board, along with recommendations for corrective action where necessary. The Board continues to exercise oversight by deliberating on regular reports from the independent service provider and monitoring the implementation of corrective measures, including disciplinary action against individuals found responsible for misconduct.

Through these mechanisms, SAMSA reinforces its commitment to ethical leadership, transparency, and organisational accountability.

Minimising Conflict of Interest

SAMSA has adopted and implemented approved conflict of interest policies aimed at preventing and mitigating actual, potential, or perceived conflicts across all levels of the organisation. All employees, including members of the Board, are required to complete annual conflict-of-interest declarations to promote transparency and uphold ethical standards.

The Accounting Authority recognises that where a conflict exists, an individual's objectivity and ability to act in the best interests of the Authority may be compromised. As such, conflict of interest is a standing agenda item at all Board and Committee meetings, with members required to declare any relevant interests at the start of each meeting. Each Board-approved Charter outlines clear procedures for managing declared interests, including recusal requirements and documentation protocols. These practices are essential to ensuring that all decisions are made with integrity, independence, and in alignment with SAMSA's governance principles.

Code of Conduct

Since their appointment, SAMSA's Board of Directors has set a strong ethical tone at the top, promoting a culture grounded in professionalism, integrity, and accountability. This commitment to ethical leadership is actively embedded in the Authority's operations and decision-making processes, ensuring that ethical conduct is not only expected but consistently demonstrated.

All contracts and partnership agreements with external stakeholders include provisions requiring adherence to ethical standards and conduct in line with SAMSA's governance framework. These commitments help to uphold trust, transparency, and compliance across all stakeholder relationships.

The Accounting Authority is equally committed to fostering a workplace culture that values employee engagement, inclusivity, and continuous improvement. Regular staff meetings are held to promote open dialogue and alignment with organisational goals. In addition, employees are given opportunities to provide feedback through structured platforms such as employee engagement surveys, allowing them to voice their perspectives and contribute to the enhancement of internal processes.

This ongoing engagement ensures that employees are not only heard but are actively involved in shaping a positive and accountable organisational culture.

Corporate Governance Report

Compliance with Laws and Regulations



Health & Safety and Environmental - Issues that Affect the Entity

As the national maritime safety authority, SAMSA remains steadfast in its commitment to upholding the highest standards of safety, ensuring that the protection of life, property, and the marine environment remains at the core of all operational and regulatory activities. The authority is committed to upholding the highest standards of health and safety across all its operational environments.

Regular and systematic assessments are conducted to ensure full compliance with the Occupational Health and Safety Act at all its premises ensuring that safe working environments and practices are maintained at all times in the execution of its mandate.”

Beyond compliance, SAMSA undertakes proactive staff workshops and training sessions designed to foster a safety-conscious culture. These initiatives emphasize that adherence to health and safety regulations is not merely a procedural formality but a genuine and collective commitment to safeguarding the health, wellbeing, and security of all employees.

Company Secretary

The Company Secretary plays a pivotal role in ensuring the effective functioning of the Board and its Committees by supporting the implementation and follow-through of Board decisions. While the responsibilities are wide-ranging, they are principally guided by the provisions of Section 88 of the Companies Act, which outline the statutory duties of the role.

To promote efficiency and effectiveness, all Board and Committee members have unrestricted access to the Office of the Company Secretariat for governance-related support and guidance. The Secretariat also ensures that members are kept informed of relevant developments in corporate governance practices and regulatory updates. In line with good governance principles, the Company Secretary also facilitates access to independent professional advice, when necessary, to enable the Board to discharge its duties with confidence, competence, and integrity.

Risk Management

The Accounting Authority is responsible for the oversight of the governance of risk as per recommendary principles and practices in King iv report. The Board has reviewed the Risk Implementation strategy at the beginning of the year as well as policies in place. The strategic risk assessments are undertaken at the beginning of the first quarter to determine the risk and opportunities in order develop mitigations towards achievement of the strategy.

Design and implementation of risk management is assigned to Management who account to the Accounting Authority by submitting quarterly reports to the Audit & Risk Committee which is delegated to provide oversight on behalf of the Board. The risk management is part of the annual operational planning cycle, and the strategic risk register adopted at the beginning of the financial year determines the strategic and annual operational plans.

The Accounting Authority has exercised ongoing oversight to avert any business disruptions especially during the cyber-attacks suffered by the entity in the first month of the financial year, the required improvements were undertaken to limit business disruptions and prevent future attacks. To ensure

Corporate Governance Report

Compliance with Laws and Regulations



a proactive response, the Cybersecurity Incident Management Process (CIMP) was invoked to guide the process of containing, eradication and restoration of services while business continuity plans were being invoked to ensure continuity of services. The continuity process included usage of manual process while the impacted systems were being recovered, and for other operational processes.

The Audit & Risk Committee provides an independent review of the Risk Management systems in place and provides regular reports to the Board on the monitoring of the implementation of the mitigations in place - as risk mitigation is considered a key to successful service delivery. A comprehensive risk management is provided in the following pages outlining activities undertaken in the year.

Conclusion

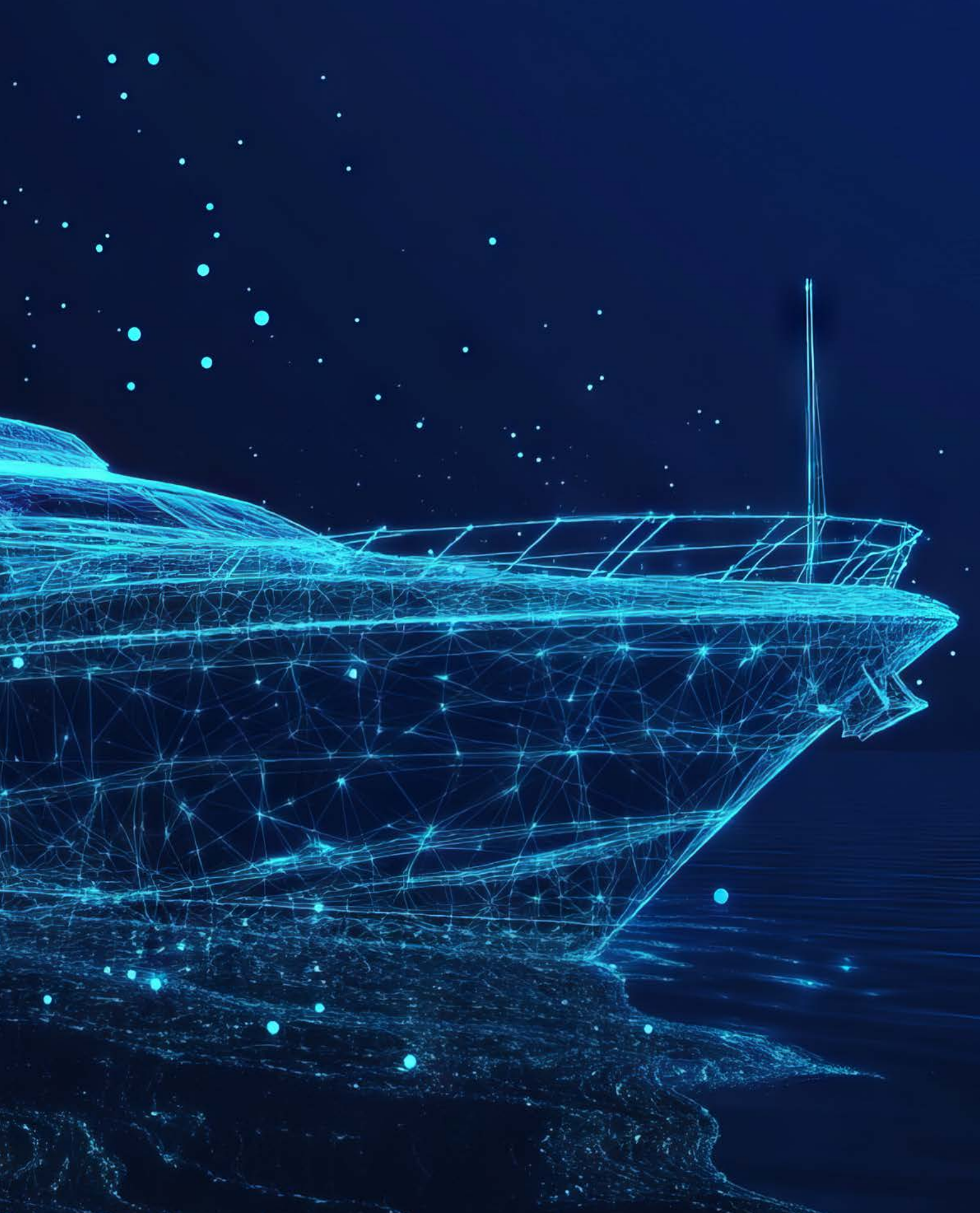
While significant work remains to fully stabilise the Authority, the Board is encouraged by the notable improvements achieved and the diligent application of the SAMSA Act and relevant regulations in driving enhanced performance. The Board is confident that more effective controls are now firmly in place. Governance processes continue to be regularly reviewed and updated to reflect legislative and regulatory changes, ensuring that SAMSA's business practices remain robust and relevant.

With the Deputy Chairperson serving as Acting CEO until the appointment of a new Chief Executive Officer, the Accounting Authority has ensured continuity and steadfast commitment to sound governance principles throughout this transitional period. This strong leadership and oversight culminated in the attainment of an unqualified audit opinion and improved organisational performance during the year under review.



Corporate Risk Report

A wireframe ship, resembling a cruise ship, is depicted sailing on a digital sea. The ship is constructed from glowing blue lines and dots, giving it a futuristic, digital appearance. The sea below is also composed of these glowing elements, with a trail of light particles behind the ship. The background is a dark blue night sky filled with numerous small, glowing blue dots, suggesting a starry or digital environment.



Corporate Risk Report

The purpose of this report is to provide the Audit & Risk Committee with the progress of the implementation of risk correction measures based on the Risk Control Self-Assessment for the period ending 31 March 2025 and the overall risk management view for the period 2024/2025 financial year.

Risk Control Self-Assessment (RCSA) is an integral part of risk management and reporting. It provides a structured mechanism for estimating organisational exposure to risks and the effectiveness of the overall organisational control environment. The undertaking of a Risk Control Self-Assessment aids the organisation to prioritise risk exposure, identify control weaknesses, and monitor the management's actions taken to address weaknesses identified. SAMSA's undertaking of the RCSA ensures that management, as vested with Principle 11 of the King IV report on corporate governance by the Board, commits to a risk-based organisation which influences the strategic and organisational culture management decision making, risk assessment versus reward and influence of risk exposure against the organisation for the achievement of strategic objectives.

Role & Responsibility

The undermentioned table depicts the roles and responsibilities of different pillars of risk governance within an organisation which is aligned to the combined assurance process. Management and other pillars as depicted in the table have a responsibility to provide the Governing Body with assurance that SAMSA RCSA approach is effective in reviewing the risk exposure faced by the organisation year on year.

Role	Responsibility
 Governing Body	Ensuring that an appropriate system of internal control is in place which includes receiving assurance of the effectiveness of the Risk Control Self-Assessment approach and reviewing the result of the assessment for significant risk exposure.
 Executive Management	Responsible for supporting the activities of the Board and such includes ensuring that an effective Risk Control Self-Assessment approach is in place. Where present the Chief Risk Officer will have primary responsibility for overseeing the design and implementation of the assessment.
 Risk Owner	Responsible for the completion of the Risk Control Self-Assessment and ensuring that exposures are within appetite and tolerance and that there are no significant weaknesses or gaps in controls. Risk owner must oversee the completion of any actions required to address control weakness
 Control Owner	Responsible for the design, implementation and maintenance of effective controls. The control owner should provide information to risk owners on any weaknesses or gaps n controls and should ensure that action is taken to address any identified weaknesses in the controls they own.mentation of the assessment.
 Data Owner	Responsible for providing data to risk control owner to enable the completion of the Risk Control Self-Assessment process.

Corporate Risk Report

Residual Risk Horizon



The residual risk horizon provides an annual view of how the organisation has applied its knowledge of risk management, the measurement of organisational risk culture as well as the Board’s commitment to driving risk exposure to tolerance levels when measured against achievement of objectives quarter to quarter. The table below reflects the residual risk trend for the year and how the organisation has measured and managed risk exposure after assessing the effectiveness of the internal controls. As at the end of the 2024/2025 financial year, the risk horizon proved critical and robust focus to how risk exposure is managed will be of strategic importance in foresight given the environment in which SAMSA operates in.

No	Risk	Inherent Risk Rating	Q1 Residual Risk Rating	Q2 Residual Risk Rating	Q3 Residual Risk Rating	Q4 Residual Risk Rating
1	Significant adverse maritime events.	Extreme/ catastrophic	Extreme/ catastrophic	Extreme/ catastrophic	Critical	Critical
2	Inadequate enforcement environment	Extreme/ catastrophic	Extreme/ catastrophic	Critical	Critical	Critical
3	Poor seafarer training and welfare	Extreme/ catastrophic	Extreme/ catastrophic	Critical	Critical	Critical
4	Seafarer certification	Extreme/ catastrophic	Extreme/ catastrophic	Critical	Critical	Critical
5	Non-compliance to international and national obligations by SAMSA.	Serious/ major	Serious/ major	Extreme/ catastrophic	Critical	Critical
6	Significant marine pollution events	Extreme/ catastrophic	Extreme/ catastrophic	Extreme/ catastrophic	Critical	Critical
7	Litigation against SAMSA.	Serious/ major	Serious/ major	Extreme/ catastrophic	Critical	Critical
8	Cyber security and data privacy.	Critical	Critical	Critical	Critical	Critical
9	Inability to grow the ship register.	Critical	Critical	Critical	Critical	Critical

Corporate Risk Report

Organisational Risk Architecture



Risk architecture is the risk governance structure that outlines how management has reported the events of risk management during the financial year to the Audit & Risk Committee and the Board of Directors. The architecture indicates the responsibility of different levels of governance from management to the Board. Although risk management was not efficiently executed during the financial year, management continued to manage risks and reported to the Committee on the activities of risk management.

Below are the different roles of risk management responsibilities as per best practice which will be robustly implemented from the new financial year as the organisation continues to identify, analyse and manage risks during its operations:

Executive Committee

- Ensure risk management is embedded in all process
- Review risk profile monthly
- Prepare routine risk management reports
- Analyse business environment against uncertainty
- Identify emerging risks and set risk controls tolerance
- Facilitate combined assurance and implement Committee recommendations

Audit & Risk Committee

- Receive routine risk management reports
- Monitor risk controls implementation progress
- Approve risk-based internal audit plan
- Provide guidance management and implement Board recommendations

Board of Directors

- Provide overall governance of risk responsibility
- Approve risk tolerance levels and risk appetite
- Set risk tone and approve strategic risks
- Report to shareholder on risk management activities of the organisation
- Provide advice to the Audit & Risk Committee.

Corporate Risk Report

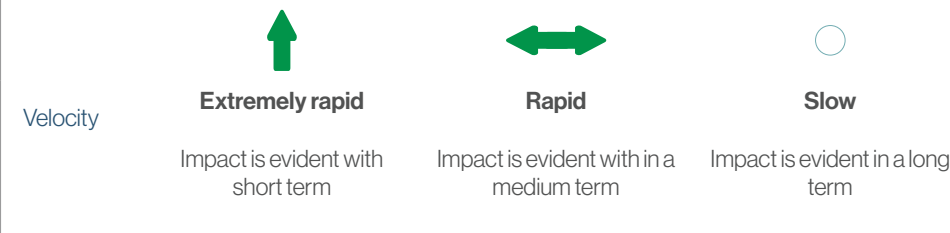
Principal Risk Summary

as of 31 March 2025



Principal risks are the most significant risks to SAMSA and are derived through synthesis of top-down Board and the Executive Committee's discussions and bottom-up risk assessments from the divisions. The principal risks reflect a prioritisation of risk rather than an exhaustive list. SAMSA's principal risks are monitored throughout the year and approach to monitoring is adjusted when material issues emerge. The organisation's Board and Management continuously review the principal risks to ensure an appropriate response and improvement within the control environment for achievement of objectives. No new risks were added during the period under review and the Board will continue to monitor current principal risks and therefore fulfilling its obligation in line with Principle 11 of the King IV report on corporate governance

No	Principal Risk	Velocity	Strategic Focus Area
1	Principal Risk		Priority 1
2	Inadequate enforcement environment		Priority 2
3	Poor seafarer training and welfare		Priority 2
4	Seafarer certification		Priority 1
5	Non-compliance to international and national obligations by SAMSA.		Priority 1
6	Significant marine pollution events		Priority 2
7	Litigation against SAMSA.		Priority 2
8	Cyber security and data privacy.		Priority 2
9	Inability to grow the ship register.		Priority 2

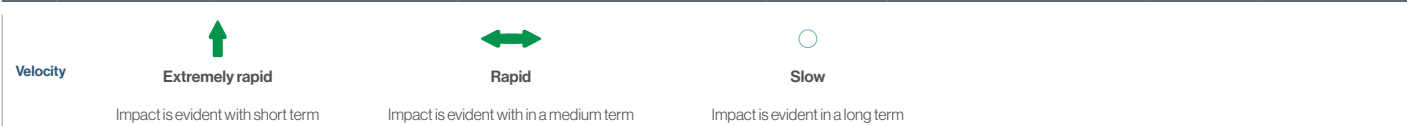


Corporate Risk Report

Risk Control Self-Assessment Results as of 31 March 2025

Below are the Risk Control Self-Assessment results as undertaken with the action owner to determine the status quo of the implementation of actions to be implemented by management and whether such implemented actions have resulted in the reduction of risk exposure against the organisation as per the movement of the residual risk value.

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
1	Significant adverse maritime events	Extreme/ catastrophic	Critical	Intervention capability (advance MDA technologies, Incident Management Systems, access to Patrol Vessels, Rotary and Fixed Wing Aircraft and UAVs). Regional Co-operation Agreements that allow us to better coordinate any emergency response and monitoring act. Continuous updating of domestic legislation flowing from IMO/ILO/IALA to improve the regulatory environment Conduct a coastal ATon Risk Assessment to evaluate the volume of traffic and the degree of risk along the South African Coast in order to identify areas of high risk and whether additional vessel traffic services or Traffic Separation Schemes are required to ensure better safety of navigation. Provide for the collection of statistical data so that trend analyses can be conducted to identify problem areas. Improve SAMSA monitoring response capability that will provide sufficient assets with the right capability in order to provide advance early warning	COO/ CIO	Proposal and estimated costs were drafted and submitted to DOT. DFFE Transfer Document also lists the items and costs required for having a better MDA capability. To date, the system has not been procured instead the process for the procurement of the system is vested with South African Search and Rescue Organisation (SASAR) and Department of Transport. The Incident Management Organisation (IMOrg) was created for all serious emergencies (major oil spills and shipping casualties) – which is a multi-organisation and inter-government team. DOT is the chair of the IMOrg, SAMSA acts as Incident Commander. Bowman's study was completed in 2020, which includes all statistical data based on risk and is included in the DFFE/DOT/SAMSA Document. The study also included a study on maritime traffic.	Critical	



Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
2	Inadequate enforcement environment	Extreme/ catastrophic	Critical	Develop a comprehensive training program for mari-time personnel, offer incen-tives to attract and retain skilled professionals, and collaborate with educa-tional institutions to address skills gaps. Strengthen enforcement mechanisms to ensure compliance with maritime regulations, including regular inspections, audits, and penalties for non-compliance. Engage with the National Prosecuting Authority to en-able SAMSA to prosecute non-compliance by ships, owners, and crew. Investigate and possibly introduce the use of Body Cameras for surveyors who act as Flag State and Port State Control Inspector, to be used during surveys and investigations onboard a ship in order to prevent any fraud and corruption and assist with the gathering of any evidence and witness statements. Review the organisations structure, conduct a needs assessment to establish the best capacity and skills model for Maritime Opera-tions, especially that of the Technical Service Unit, to ensure proper oversight of RO's and provide technical support to Maritime Operations. Develop a supplementary oversight inspection pro-gram for all convention ships entitled to fly the South African Flag, which falls outside of any statutory surveys to ensure that South African ships maintain the highest safety standards and crew competence.	CCO/ Acting HC	The procurement process for the skills audit is currently underway it is envisaged in the new financial year. Loss of surveyors, which takes 3 years to train, affects enforcement activities DCCO is investigating the various options available for body cameras to obtain basic information and costs. A proposal will then be made for the procurement of body cameras. Body Cameras need to be intrinsically safe to board a ship. RO Oversight Audits are continuing, and TSU conducted an Audit on the DNV classification society in January 2025. As part of IMSAS Audit Findings, the supplementary flag state inspection will be closed out on the Corrective Action is agreed with the DOT. It will require a procedure and a checklist. Operations currently considering using the ISM Annual Audits as a means to oversee both the RO and the Ship Operations as a means to do these inspections	Critical	

Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
3	Poor seafarer training and welfare.	Extreme/ catastrophic	Critical	Develop an all-encompassing implementation plan for the enforcement strategy. Ensure that continual training programs are in place to ensure Surveyors, Principal Officers, and Regional Managers are appropriately trained in terms of the Safety and Pollution Prevention. Short-term funding plan to address the inadequacy of maritime resources.	COO/ Acting HC	The Skills Audit will priorities technical skills training. An enforcement and compliance strategy plan was implemented as part of IMSAS Audit preparation. Marine Circular 7 of 2016 "Fine Amounts for the Merchant Shipping Act, 1951" needs to be reviewed. Joint DEL/SAMSA C188 implementation plan implemented to audit fishers' employment conditions in line with C188 to assist SAMSA surveyors. Welfare Officer supporting fishers with trauma counselling after each casualty involving fishers.	Critical	
4	Seafarer certification	Extreme/ catastrophic	Critical	Complete an emergency procurement of a proven "off the shelf" system that is already in use by other flag states and implement within the shortest timeframe possible (3-9 months) that will allow for a stable environment and the printing of seafarer certificates and vessel certificates.	COO/ CIO	The service provider has been appointed for the development of the certification module. The module will aid the organisation to be able to print seafarer certification in-house. The government printing works (GPW) contract will be renewed to facilitate a seamless transition between current GPW printing to the new in-house printing process	Critical	

Velocity



Extremely rapid

Impact is evident with short term



Rapid

Impact is evident with in a medium term



Slow

Impact is evident in a long term

Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
5	Non-compliance to international and national obligations by SAMSA	Serious / Major	Critical	Conduct compliance assessment to ensure that SAMSA is compliant with international and national obligations.	Acting SM: Maritime Legislation	SAMSA legislation currently under review and update to ensure that all international obligations from Conventions and domestic legislation are given effect to through regulations under the mandating legal framework. New regulations are also being developed to ensure compliance with domestic legislation. Centre for Policy Legal and Regulations is currently conducting compliance risk assessment and monitoring on the SAMSA Regulatory Universe. This exercise will culminate into the production of the KPI of Compliance. A report 2024-2025 which will be submitted for EXCO consideration and approval in March 2025.	Critical	



Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
6	Significant marine pollution events	Extreme/ catastrophic	Critical	ETV to respond as soon as possible for "on-time" interventions to prevent any emergency from escalating to a point where a pollution incident occurs. Complete the Transfer of Oil Pollution Equipment implementation plan and motivate to DoT for the transfer of the equipment and additional funding to manage the warehouse and equipment. Continue with Port State Control inspections using qualified Port State Control Officers, focusing on Marpol Annex VI requirements		Contractually, the ETV must respond when activated within 20 minutes from time of notification, however AMSOL/DOT permits the ETV to be used for commercial operations (>80 days per annum) to reduce costs to the DOT. This hampers response time when the ETV has cargo on its deck (as example). Transfer Plan awaiting approval from EXCO in order to submit the draft plan to the DOT, who will then be responsible to finalise and agreement the transfer between Ministries and obtain funding from treasury, in order to finalise the transfer plan, before transferring the equipment to SAMSA. There is not enough qualified Port State Control Officers in the Eastern Region to conduct enough PSC's in the port of Durban due to the number of vacancies within operations. When conducting PSC's, MARPOL VI is considered, however until the MARPOL amendments come into effect, SAMSA would not be able to detain and penalise ships if there is no compliance.	Critical	

Velocity



Extremely rapid

Impact is evident with short term



Rapid

Impact is evident with in a medium term



Slow

Impact is evident in a long term

Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
7	Litigation against SAMSA	Serious / Major	Critical	Updating of legislation and regulations. Formalisation of legislative and regulatory processes. Joint Committee between DoT and SAMSA to address legislation and regulation changes. Awareness on proper governance and the Delegations of Authority (DoT).	CIO	Three sets of regulations are identified and prioritised annually for development, review and update and submitted to Executive Authority for promulgation. SAMSA conducted a benchmark exercise to determine feasibility of formalising legislative process. Benchmark and recommendations for a formal process between SAMSA and the Department of Transport were presented to Exco and Maritime Industry Committee for approval. The 2nd SAMSA Legal Monitoring Report 2024-2025 is under review and will be submitted to EXCO in March 2025.	Critical	



Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
8	Cyber security and data privacy	Critical	Critical	Explore creation of an additional position to support the Information Security Officer- Network and Security Operations. Implementation of a new connectivity solution (SD-WAN) with an enhanced security approach. Ensure that the new firewall to be implemented as part of SD-WAN is incorporated into the service provider's Security Incidents and Events Management (SIEM) solution. Implementation of a Cloud Firewall to protect the Cloud resources. Implementation of KnowB4 solution to train staff on Cyber Security related threats with option to review impact and users progress on the attending of training	CIO	The recruitment process to fill the position of Network and Security Engineer commenced however the position had to re-advertised as there were no suitable candidates. Whistle the ICT Officer is current assisting with responsibility of the role, it is expected that re-advertisement will commence in the in first month of the 2025/2026 financial year. The perimeter firewall and cloud firewall are assessed on a monthly basis to detect anomalies such as incoming authorised and unauthorised traffic which maybe be malicious to the system and the firewall rules blocks authorised traffic. The firewall logs are also monitored by the Security Operation Centre. All logs across the SAMSA environment are monitored through (SOC) which is a separate capability that detects any anomalies and trigger alerts which are attended in-house. The DR testing was conducted and the fail over process has not posed challenges, however there is a need to increase storage space to reduce the replication time.	Critical	



Corporate Risk Report

No.	Strategic Risk	Inherent Risk Rating	Q4 Residual Risk Rating	Action to be Implemented by Management	Action Owner	Action Implemented by Management	Current Residual Risk as of 31 March 2025	Velocity of Action Implemented by Management
9	Inability to grow the ship register	Critical	Critical	Develop and implement the South African National Ships Register Strategy.	Acting SM: Maritime Legislation	As at the date of this report, the workshop for the presentation of the ship registration strategy had not taken place as was envisaged to take place in March 2025. The acting SM: Maritime Legislation with therefore present the strategy at a workshop scheduled for 23 April 2025, with EXCO/MANCO as invitees.	Critical	



Corporate Risk Report

Overall Risk Control Environment

The overall risk control environment requires significant attention and changes in risk culture. For this control environment to mature, the risk culture must align with strategy and the internal control environment. In foresight, risk control-self assessment will continue to be undertaken monthly, which will foster a risk culture that considers risk management as a strategic tool to influence organisational decision making and to enhance the strategic direction of organisational performance.

Organisational Going Concern And Solvency Risk

The overall risk control environment requires significant attention and changes in risk culture. For this control environment to mature, the risk culture must align with strategy and the internal control environment. In foresight, risk control-self assessment will continue to be undertaken monthly, which will foster a risk culture that considers risk management as a strategic tool to influence organisational decision making and to enhance the strategic direction of organisational performance.

Risk Financing

Risk financing cover for the year stood at R98,358,008.00, with at least 20 claims logged with the insurance brokers to the value of R688,269.63. Claims settled were valued at R645 470.49, with outstanding claims as at the end of the period valued at R22 604.27, with one rejected claim, which stood at R20 194.87. During this period, there was no change of insurance brokers as ARIS Broker continued to serve as SAMSA's insurance brokers.

Fraud And Corruption

The organisation continues to subscribe to the Prevention and Combating of Corruption Activities Act 2004 and, Protected Disclosure Act 2000 as guiding legislation for combating fraud and corruption and ensuring of the protection of the identity of whistleblowers. Throughout the year, the organisation continued to maintain active communication channels for members of the public and officials to report instances of fraud, corruption, and/or maladministration. During the reviewed period, SAMSA's active fraud and corruption communication channels included, a fraud hotline (0800 000 631), an SMS number (33490) and a whistle blowing email address (samsa@whistleblowing.co.za), which are all managed by an independent service provider. The office of the Company Secretary served as the focal point for reporting, and during this review period, only one report was submitted to the organisation through the Company Secretary's office, whilst another report came through the office of the CEO. An investigation into the gravity of the claims is underway, and a report will be submitted to the Audit & Risk Committee as well as to the Board.

Emerging and Prevalent Risks

Emerging risks are risks that evolve in areas and ways where the body of knowledge is weak. It is imperative for the organisation to ensure that when emerging risks are identified, further intelligence is obtained to determine the severity thereof. The organisation uses media monitoring to identify external emerging risks that could have a future material impact on its operations. As at the end of the 2024/2025 financial year, management identified emerging risks, including a possible strike action by Transnet Port employees over a wage dispute. This risk assessment was conducted through media monitoring, which also highlighted a cyber-attack against the MTN Group, the provider of technological infrastructure services for the organisation. Transnet Group has stated through the media that it has a contingency plan to continue with Port services, which mitigates the risk of SAMSA not having its levies collected in time for the settlement of financial obligations. Additionally, MTN has provided SAMSA with assurance that it has not identified material reasons to believe that its data has not been compromised. Another emerging risk is that of global geo-political tensions emanating from trade tariff increase which has potential effect on the ship and/or vessel traffic in which 70% of SAMSA revenue is generated from. Management will continue to monitor these events through media monitoring as part of the strategy to manage risk and business continuity.

Corporate Risk Report



Environmental, Social & Governance (ESG)

Environment: SAMSA is committed to responsible stewardship of the marine environment in the South African Maritime sector. This is achieved through continued Port State Control surveys conducted by the organisation, which also provides environmental impact data such as that of oil pollution used as a measure for the achievement of mandate 2, being the prevention of and combat of pollution from ships in the marine environment.

Social: The organisation's business activities significantly impact the Global Maritime Community and SAMSA is committed to undertaking its business activities to make a positive impact and uphold its responsibility in making South Africa an African Flag state of choice. SAMSA is dedicated towards employee sustainability through investment in education, skills development through various Committee platforms in the International Maritime Organisation (IMO) and promotion of a healthy working environment.

Governance: Governance remains an essential part of strategy driver and achievement of organisational mandate. The Board of Directors oversees SAMSA's management and ensures compliance with applicable laws and regulations. The Board value drivers are realised and/or manifested in governance meetings where strategic guidance is provided to management for achievement of objectives. It comprises of diverse group of experience and independent directors and is committed to the principles of good corporate governance. Reporting on risk management, corporate governance and anti-corruption measures, shows the Board's commitment to ensuring that SAMSA remains a good corporate citizen that contributes to the sustainable development of South Africa.



Risk Outlook

The Internal Audit Foundation released a global summary of the risk focus in 2025. The global summary report identified the top 5 risks currently faced by the global business community as significant risks that will have a material impact on business, and such include their high-ranking order as follows: Cybersecurity, Digital disruption, Business continuity, Human capital, and Climate change. The identified risks have a bearing on SAMSA operations. Consequently, the organisation will continue to monitor global risk trends. As SAMSA serves the International Maritime Community, which has trade relations with South Africa, this affects the organisation's financial stability.

Audit & Risk Committee Report



Audit & Risk Committee Report



The Audit & Risk Committee (Audit Committee) herewith presents its report for the financial year ended 31 March 2025, as required by section 77 of the Public Finance Management Act, 1999 (Act No. 1 of 1999, as amended by Act No. 29 of 1999) (PFMA) read with Treasury Regulation 27:10. During the year under review, the Committee was made up of one Non-Executive Director and two independent members, with one serving as the Committee Chairperson. Changes effected subsequent to the period under review are indicated in the membership table below.

Audit & Risk Committee Reflections For The Year 2024/25

The Audit & Risk Committee reports that it has complied with its responsibilities arising from Section 51 (1) (a) (ii) of the Public Finance Management Act, Treasury Regulation 27:1 and King IV Report Practice 51. The Audit & Risk Committee also reports that it has an appropriate charter, which is reviewed annually and regulated its affairs in compliance with this charter but has not discharged all its responsibilities as contained therein.

The Committee confirms that it has functioned with some hindrances or limitations throughout the reporting period in light of the Internal Audit function not being appointed for the majority of the period under review. The Committee concurs with the AGSA's assertions in the Management Report for the period and has regularly provided detailed reports to the Accounting Authority through its Chairperson. The Board, in turn, has ensured that all statutory reporting obligations have been met, including the submission of financial reports to the National Treasury and the Executive Authority.

Audit & Risk Committee Composition and Attendance

In the period under review, the Audit & Risk Committee consisted of 3 members, 2 Independent members and 1 Board representative. The Committee is properly constituted, with a balanced representation of independent members with a diverse and appropriate mix of qualifications, skills, and expertise. The Committee convened eight times during the year with four being ordinary meetings and the remainder special meetings. For more information, please refer to page 112 in the annual report where more detail is included.

During the period, a total of eight (8) meetings were held, as detailed below:

Member	Tenure	No of Meetings scheduled	Number of Meetings Attended
Rowan Nick Nicholls (Chairperson)	24 - 02 - 2021 to 25 - 07 - 2025	8	8
Fikile Mkhize	24 - 02 - 2021	8	8
Sihle Nguse	31 - 08 - 2023 to 24 - 06 - 2025	8	6

Following the review period, Mr Nicholls' contract was terminated, and Ms Mkhize was appointed as Interim Chairperson of the Audit & Risk Committee. The Board resolved to appoint three additional independent members, thereby ensuring the Audit & Risk Committee was fully and properly constituted.

Audit & Risk Committee Report

The Effectiveness of Internal Control

In the year under review, the Committee expressed serious concerns over the control environment and in particular the irregular expenditure that had been incurred by the organisation year on year with no consequence management effected to reduce the risk of recurrence. It concurs with the audit findings raised by the Auditor-General regarding the lack of consequence management over irregular expenditure, therefore corrective actions will be ensured in the new year to strengthen accountability.

Continuously was the lack of its oversight role over the internal audit which was absent in the greater part of the year as flagged by the external auditor as well. The Committee understands the impact of having an internal audit function within the organisation and the value which it has over the reporting of internal control deficiencies within the organisation and as such, affected the overall review of the control environment by the Committee and only placed reliance on the conclusion of the external auditor over the internal control environment.

Furthermore, the Committee notes the notable improvement in ICT controls, which has contributed positively to operational efficiency, risk mitigation, and the overall enhancement of internal control systems. These achievements are commendable given the challenges faced during the reporting period.

The completeness of the Executive team remained a significant concern, particularly due to the continued vacancy of the Chief Executive Officer position and the length of the suspension of the Chief Operations Officer which is yet to be finalised. Despite this leadership gap, the Committee is pleased with the overall performance of the organisation. Notably, the organisation achieved a substantial reduction of irregular expenditure by 80%, reflecting strengthened financial controls and governance.

Key Areas of Concerns 2024/2025 FY

1. The non-availability of an internal audit function for greater part of the year, which significantly hindered execution of oversight mandate, additionally, inefficiencies in the reporting of risk management as well as inadequate consequence management related to irregular expenditure. These issues collectively undermined the ARC's capacity to provide effective oversight and ensure accountability within the organization.
2. Audit findings remedial action not implemented with the set time lines.

Risk Management

The Audit & Risk Committee holds oversight responsibility for the organisation's risk management. The Senior Manager: Risk provides quarterly reports to the Committee on SAMSA's risk management

activities. At each quarterly meeting, the Risk Management Unit presents updates on the progress made in identifying, assessing, and managing both strategic and operational risks across the organisation. Please refer to page 120 of the Annual Report for more detailed information on risk management activities.

The Committee is concerned that there are investigation reports whose recommendations have not been implemented or are still in the process of implementation. Further, a number of whistleblowing reports which have not been finalised during the period. The Committee intends refining these processes and strengthen the oversight in the current financial year.

Internal Audit

The Internal Audit function at SAMSA is fully outsourced to ensure independent and objective evaluation of the Authority's systems, processes, and internal controls. This function plays a critical role in supporting good governance and accountability, and reports functionally to the Audit & Risk Committee, maintaining operational independence from management.

The term of SAMSA's previous internal audit service provider ended on 30 June 2024, and a new provider was only appointed in February 2025. As a result, SAMSA did not have an internal audit function for a significant portion of the 2024/25 financial year.

In-Year Management and Monthly/Quarterly Report

During the period under review, the Audit & Risk Committee was periodically presented with financial and performance reports, which allowed for continuous monitoring and assessment of the organisation's financial health. The Committee is pleased to report the quality and an improvement in financial performance and commends management for the progress achieved. The Committee remains concerned with the quality of the performance management reporting, and as part of its oversight will continue to monitor for continuous improvements.

Performance Management

As part of its responsibilities, the Audit & Risk Committee undertook a limited review of performance management within the authority due to the delay in appointment of the internal auditors. The Committee's functions in this regard included the following:

- Evaluating the effectiveness of the performance management framework and related policies;
- Assessing the alignment between strategic objectives and individual

Audit & Risk Committee Report

performance targets;

- Reviewing the accuracy and reliability of performance information reported;
- Identifying areas for improvement and making recommendations to enhance performance monitoring and reporting processes.

The Audit & Risk Committee is satisfied that the performance report has been prepared in accordance with the requirements of the Public Finance Management Act (PFMA), Treasury Regulations, and other applicable regulatory frameworks. The Committee has noted the areas where performance targets were not achieved and has emphasised to management the importance of fulfilling SAMSA's critical mandate. Furthermore, the Committee is pleased with the reported improvement in overall performance, compliance with regulatory requirements, and notable progress in the Information and Communication Technology (ICT) environment, as reflected in the external audit report. The Committee notes the regression on performance reporting accuracy and the management comments in the AGSA report, and will monitor the implementation of the audit action plan.

Evaluation of Annual Financial Statements

In fulfilling its oversight responsibilities, the Audit & Risk Committee has evaluated the Annual Financial Statements and confirms the following:

- It has reviewed and discussed the audited Annual Financial Statements to be included in the Annual Report, with the Auditor-General of South Africa, management, and the Board;
- It has considered the Auditor-General's Management Report and the corresponding responses from management.
- It has assessed the Board's compliance with applicable legal and regulatory provisions; and
- It has reviewed significant audit adjustments resulting from the audit process.

Based on the information provided and discussions held, the Audit & Risk Committee is satisfied that the audited Annual Financial Statements fairly present the financial position and performance of the organisation in all material respects and have been prepared in accordance with the Standards of Generally Recognised Accounting Practice and the PFMA.

Evaluation of the Finance Function

The Audit & Risk Committee is satisfied with the performance of the Finance Function for the year under review and acknowledges its contribution to sound financial management and compliance. However, the Committee is of the opinion that the delayed appointment of the Chief

Executive Officer and the length in which the Chief Financial Officer has been acting in this position needs prioritisation.

Combined Assurance

The Audit & Risk Committee notes that a formal Combined Assurance Plan was not in place during the period under review. While the Committee acknowledges ongoing assurance activities across the organisation, the absence of a documented and integrated approach limited the ability to assess the coordination and effectiveness of assurance efforts across all lines of defence. The Committee recognises the importance of implementing Combined Assurance arrangements to strengthen governance and oversight going forward.

Auditor General's Report

The Audit & Risk Committee concurs with the AGSA audit opinion on the Annual Financial Statements, and acknowledges the management effort in this regard. The Committee is satisfied with the conclusions drawn in the performance report, as well as the AGSA's findings regarding compliance with applicable laws and regulations. Based on its review, the Committee is of the view that the audited Annual Financial Statements and Annual Performance Report be accepted and considered in conjunction with the AGSA's audit report. The Audit & Risk Committee further confirms that it has exercised adequate oversight throughout the audit process to support accountability and good governance. The committee has secured management's commitment to develop an action plan to address AGSA findings, especially in performance management and SCM. The outcome of the which will support the journey towards a clean audit.



Ms. Fikile Mkhize

Interim Audit & Risk Committee Chairperson



8

Financial

Report







Statement of Responsibility and Confirmation of Accuracy for the Annual Report

To the best of my knowledge and understanding, I confirm the following:

- All information and amounts disclosed in this annual report is consistent with the annual financial statements audited by the Auditor General.
- The annual report is complete, accurate and is free from any omissions.
- The annual report has been prepared in accordance with the guidelines and format as issued by National Treasury.
- The Annual Financial Statements have been prepared in accordance with the standards applicable to the public entity.

A handwritten signature in black ink, consisting of stylized, overlapping loops and lines.

Ms. Mbalenhle Golding, CA(SA),
Chief Executive Officer (Acting)

A handwritten signature in black ink, featuring a series of sharp, angular strokes.

Mr. Mahesh Fakir
Chairperson of the Board

A teal-tinted photograph of a large ship, the Lenin, docked at a pier. The ship's name "ЛЕНИН" and "LENIN" are visible on its side. In the foreground, there is a dark metal fence with vertical bars and decorative arches. The ship has a white upper hull and a dark lower hull, with various antennas and equipment on its mast.

Auditor General Report

Auditor General Report

REPORT ON THE AUDIT OF THE ANNUAL FINANCIAL STATEMENTS

Opinion

1. I have audited the financial statements of the South African Maritime Safety Authority set out on pages 191 to 271, which comprise the statement of financial position as at 31 March 2025, statement of financial performance, statement of changes in net assets, cash flow statement and statement of comparison of budget and actual amounts for the year then ended, as well as notes to the financial statements, including a summary of significant accounting policies.
2. In my opinion, the financial statements present fairly, in all material respects, the financial position of the South African Maritime Safety Authority as at 31 March 2025 and its financial performance and cash flows for the year then ended in accordance with Generally Recognised Accounting Practice (SA standards of GRAP) and the requirements of the Public Finance Management Act 1 of 1999 (PFMA).

Basis of opinion

3. I conducted my audit in accordance with the International Standards on Auditing (ISAs). My responsibilities under those standards are further described in the responsibilities of the auditor-general for the audit of the financial statements section of my report.
4. I am independent of the public entity in accordance with the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA code) as well as other ethical requirements that are relevant to my audit in South Africa. I have fulfilled my other ethical responsibilities in accordance with these requirements and the IESBA code.
5. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of matters

6. I draw attention to the matters below. My opinion is not modified in respect of these matters.

Contingencies

7. With reference to note 32 to the financial statements, the public entity is the defendant in a legal claim instituted by a supplier where a combined summons was issued against SAMSA by a supplier for breach of a heads of agreement between SAMSA and the supplier. The supplier instituted a legal claim to the amount of R10,639 million and ancillary costs. SAMSA filed court papers with the intention of defending the claim. It is not possible at this stage to estimate the outcome of the matter, as this is a pending litigation matter. The ultimate outcome of the matter could not be determined and no provision for any liability that may result was made in the financial statements.
8. With reference to note 32 to the financial statements, the public entity is the defendant in a legal claim instituted by a claimant. The action was brought against SAMSA by the claimant on 31 July 2023. The matter is before the High Court of South Africa, Gauteng Division, Pretoria. The party is claiming an amount of R44 million against SAMSA. The ultimate outcome of the matter could not be determined and no provision for any liability that may result was made in the financial statements.

Responsibilities of the accounting authority for the financial statements

9. The accounting authority is responsible for the preparation and fair presentation of the financial statements in accordance with the SA Standards of GRAP and the requirements of the PFMA and for such internal control as the accounting authority determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.
10. In preparing the financial statements, the accounting authority is responsible for assessing the public entity's ability to continue as a going concern; disclosing, as applicable, matters relating to going concern; and using the going concern basis of accounting unless the appropriate governance structure either intends to liquidate the public entity or to cease operations, or has no realistic alternative but to do so.

Responsibilities of the accounting authority for the financial statements

11. My objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error; and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance but is

Auditor General

Report

not a guarantee that an audit conducted in accordance with the ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

12. A further description of my responsibilities for the audit of the financial statements is included in the annexure to this auditor’s report. This description, which is located at page 168-169, forms part of my auditor’s report.

REPORT ON THE AUDIT OF THE ANNUAL PERFORMANCE REPORT

13. In accordance with the Public Audit Act 25 of 2004 (PAA) and the general notice issued in terms thereof; I must audit and report on the usefulness and reliability of the reported performance against predetermined objectives for the selected objectives presented in the annual performance report. The accounting authority is responsible for the preparation of the annual performance report.
14. I selected the following objectives presented in the annual performance report for the year ended 31 March 2025 for auditing. I selected objectives that measure the public entity’s performance on its primary mandated functions and that are of significant national, community or public interest.

Objective	Page Number	Purpose
Mandate objective 1. To ensure safety of life and property at sea	69 - 72	Ensuring compliance, monitoring continued compliance and enforcing complian
		Managing incidents, emergency response, including search and rescue
Mandate objective 2. To prevent and combat pollution of the marine environment by ships	73	Prevention of migration of organisms Prevention of oil pollution by ships

15. I evaluated the reported performance information for the selected objectives against the criteria developed from the performance management and reporting framework, as defined in the general notice. When an annual performance report is prepared using these criteria, it provides useful and reliable information and insights to users on the public entity’s planning and delivery on its mandate and objectives.
16. I performed procedures to test whether:
- the indicators used for planning and reporting on performance can be linked directly to the public entity’s mandate and the achievement of its planned objectives
 - all the indicators relevant for measuring the public entity’s performance against its primary mandated and prioritised functions and planned objectives are included
 - the indicators are well defined to ensure that they are easy to understand and can be applied consistently, as well as verifiable so that I can confirm the methods and processes to be used for measuring achievements
 - the targets can be linked directly to the achievement of the indicators and are specific, time bound and measurable to ensure that it is easy to understand what should be delivered and by when, the required level of performance as well as how performance will be evaluated
 - the indicators and targets reported on in the annual performance report are the same as those committed to in the approved initial or revised planning documents
 - the reported performance information is presented in the annual performance report in the prescribed manner and is comparable and understandable
 - there is adequate supporting evidence for the achievements reported and for the reasons provided for any over- or underachievement of targets.

Auditor General Report

17. I performed the procedures for the purpose of reporting material findings only; and not to express an assurance opinion or conclusion.

18. I did not identify any material findings on the reported performance information for the selected objectives.

Other Matter

19. I draw attention to the matters below.

Material misstatements

20. I identified material misstatements in the annual performance report submitted for auditing. These material misstatements were in the reported performance information for mandate objective 1: to ensure the safety of life and property at sea, and mandate objective 2: to prevent and combat pollution of the marine environment by ships. Management subsequently corrected all the misstatements, and I did not include any material findings in this report.

Achievement of planned targets

21. The annual performance report includes information on reported achievements against planned targets.

REPORT ON THE AUDIT OF THE ANNUAL PERFORMANCE REPORT

22. In accordance with the PAA and the general notice issued in terms thereof, I must audit and report on compliance with applicable legislation relating to financial matters, financial management and other related matters. The accounting authority is responsible for the public entity's compliance with legislation.

23. I performed procedures to test compliance with selected requirements in key legislation in accordance with the findings engagement methodology of the Auditor-General of South Africa (AGSA). This engagement is not an assurance engagement. Accordingly, I do not express an assurance opinion or conclusion.

24. Through an established AGSA process, I selected requirements in key legislation for compliance testing that are relevant to the financial and performance management of the public entity, clear to allow consistent measurement and evaluation, while also sufficiently detailed and readily available to report in an understandable manner. The selected legislative requirements are included in the annexure to this auditor's report.

25. The material findings on compliance with the selected legislative requirements, presented per compliance theme, are as follows:

Expenditure management

26. Effective and appropriate steps were not taken to prevent irregular expenditure as disclosed in note 38 to the annual financial statements, as required by section 51(1)(b)(ii) of the PFMA. The majority of the irregular expenditure was caused by non-compliance with supply chain management prescripts.

27. Effective steps were not taken to prevent fruitless and wasteful expenditure, as disclosed in note 38 to the annual financial statements, as required by section 51(1)(b)(ii) of the PFMA. The majority of the fruitless and wasteful expenditure was caused by interest paid on back payments made to employees.

Consequence management

28. I was unable to obtain sufficient appropriate audit evidence that disciplinary steps were taken against officials who had incurred irregular expenditure as required by section 51(1)(e)(iii) of the PFMA. This was due to proper and complete records that were not maintained as evidence to support the investigations into irregular expenditure.

29. Disciplinary steps were not taken against the officials who had incurred and/or permitted irregular, fruitless and wasteful expenditure, as required by section 51(1)(e)(iii) of the PFMA.

Auditor General Report

OTHER INFORMATION IN THE ANNUAL REPORT

30. The accounting authority is responsible for the other information included in the annual report. The other information does not include the financial statements, the auditor's report and those selected objectives presented in the annual performance report that have been specifically reported on in this auditor's report.
31. My opinion on the financial statements and my reports on the audit of the annual performance report and compliance with legislation do not cover the other information included in the annual report and I do not express an audit opinion or any form of assurance conclusion on it.
32. My responsibility is to read this other information and, in doing so, consider whether it is materially inconsistent with the financial statements and the selected objectives presented in the annual performance report or my knowledge obtained in the audit, or otherwise appears to be materially misstated.
33. I did not receive the other information prior to the date of this auditor's report. When I do receive and read this information, if I conclude that there is a material misstatement therein, I am required to communicate the matter to those charged with governance and request that the other information be corrected. If the other information is not corrected, I may have to retract this auditor's report and re-issue an amended report as appropriate. However, if it is corrected this will not be necessary.

INTERNAL CONTROL DEFICIENCIES

34. I considered internal controls relevant to my audit of the financial statements, annual performance report and compliance with applicable legislation; however, my objective was not to express any form of assurance on it.
35. The matters reported below are limited to the significant internal control deficiencies that resulted in the basis for the opinion, and the material findings on compliance with legislation included in this report.
36. Management did not implement effective controls to ensure that the public entity prevents irregular, fruitless and wasteful expenditure.
37. Management did not undertake effective consequence management action on all outstanding cases in a timely manner, and proper records management was not maintained for some of the cases.

OTHER REPORTS

38. I draw attention to the following engagements conducted by various parties. These reports did not form part of my opinion on the financial statements or my findings on the reported performance information or compliance with legislation.
39. There are various other investigations being conducted which were identified during the current year. At the date of this report, the internal investigations were still ongoing

Auditor General
Pretoria

31 July 2025

Auditor General Report

Annexure to the auditor's report

The annexure includes the following:

- The auditor-general's responsibility for the audit
- The selected legislative requirements for compliance testing

AUDITOR-GENERAL'S RESPONSIBILITY FOR THE AUDIT

Professional judgement and professional scepticism

As part of an audit in accordance with the ISAs, I exercise professional judgement and maintain professional scepticism throughout my audit of the financial statements and the procedures performed on reported performance information for selected objectives and on the public entity's compliance with selected requirements in key legislation.

Financial statements

In addition to my responsibility for the audit of the financial statements as described in this auditor's report, I also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error; design and perform audit procedures responsive to those risks; and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the override of internal control
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the public entity's internal control
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made
- conclude on the appropriateness of the use of the going concern basis of accounting in the preparation of the financial statements. I also conclude, based on the audit evidence obtained, whether a material uncertainty exists relating to events or conditions that may cast significant doubt on the ability of the public entity to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the financial statements about the material uncertainty or, if such disclosures are inadequate, to modify my opinion on the financial statements. My conclusions are based on the information available to me at the date of this auditor's report. However, future events or conditions may cause a public entity to cease operating as a going concern
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and determine whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

Communication with those charged with governance

I communicate with the accounting authority regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

I also provide the public entity with a statement that I have complied with relevant ethical requirements regarding independence and communicate with them all relationships and other matters that may reasonably be thought to bear on my independence and, where applicable, actions taken to eliminate threats or safeguards applied.

Auditor General Report

Compliance with legislation - selected legislative requirements

The selected legislative requirements are as follows:

Objective	Purpose
Public Finance Management Act 1 of 1999	Section 51(1){b}{i}; 51(1){b}{ii}; 51(1){e}{iii}; 53(4); 54(2)(c); 54(2)(d); 55(1)(a); 55(1)(b); 55(1)(c)(i); 56; 57(b); 66(3)(c); 66(5)
Treasury Regulations, 2005	Regulation 16A3.2; 16A3.2(a); 16A6.1; 16A6.2(a); 16A6.2(b); 16A6.3(a); 16A6.3(b); 16A6.3(c); 16A6.3(e); 16A6.4; 16A6.5; 16A6.6; 16A.7.1; 16A.7.3; 16A.7.6; 16A8.3; 16A8.4; 16A9.1(b){ii}; 16A.9.1(d); 16A9.1(e); 16A9.1(f); 16A9.2; 16A9.2(a){ii}; 30.1.1; 31.1.2(c); 30.1.3(a); 30.1.3(b); 30.1.3(d); 30.2.1; 31.2.1; 31.2.5; 31.2.7(a); 31.3.3; 32.1.1(a); 32.1.1(b); 32.1.1(c); 33.1.1; 33.1.3
Companies Act 71 of 2008	Section 45(2); 45(3)(a){ii}; 45(3)(b){i}; 45(3)(b){ii}; 45(4); 46(1)(a); 46(1)(b); 46(1)(c); 112(2)(a); 129(7)
Construction Industry Development Board Act 38 of 2000	Section 18(1)
Construction Industry Development Board Regulations, 2004	Regulation 17; 25(7 A)
National Treasury Instruction No. 5 of 2020/21	Paragraph 4.8; 4.9; 5.3
Second Amendment National Treasury Instruction No. 5 of 2020/21	Paragraph 1
Erratum National Treasury Instruction No. 5 of 202/21	Paragraph 2
National Treasury Instruction No. 1 of 2021/22	Paragraph 4.1
National Treasury Instruction No. 4 of 2015/16	Paragraph 3.4
National Treasury SCM Instruction No. 4A of 2016/17	Paragraph 6
National Treasury SCM Instruction No. 03 of 2021/22	Paragraph 4.1; 4.2(b); 4.3; 4.4; 4.4(a); 4.17; 7.2; 7.6
National Treasury SCM Instruction No. 11 of 2020/21	Paragraph 3.4(a); 3.4(b); 3.9
National Treasury SCM Instruction No. 2 of 2021/22	Paragraph 3.2.1; 3.2.4; 3.2.4(a); 3.3.1
National Treasury Practice Note 5 of 2009/10	Paragraph 3.3
National Treasury Practice Note 7 of 2009/10	Paragraph 4.1.2
Preferential Procurement Policy Framework Act 5 of 2000	Section 1; 2.1(a); 2.1(f)
Preferential Procurement Regulations, 2022	Regulation 4.1; 4.2; 4.3; 4.4; 5.1; 5.2; 5.3; 5.4
Preferential Procurement Regulations, 2017	Regulation 4.1; 4.2; 5.1; 5.3; 5.6; 5.7; 6.1; 6.2; 6.3; 6.6; 6.8; 7.1; 7.2; 7.3; 7.6; 7.8; 8.2; 8.5; 9.1; 10.1; 10.2; 11.1; 11.2
Prevention and Combating of Corrupt Activities Act 12 of 2004	Section 34(1)



Chief Financial Officer Report

MSC FRANCESCA
PANAMA

MSC

Chief Financial Officer's Report

Audited Annual Financial Statements for the year ended 31 March 2025



The analysis of the financial performance for the year ended 31 March 2025 focuses on the key line items of the statements of financial performance and financial position which management consider material to stakeholders' understanding of SAMSA's financial performance. The following review should be read together with the Annual Financial Statements as well as the summary of the Statement of Financial Performance and Financial Position, and Cashflow Statement respectively

FINANCIAL PERFORMANCE OVERVIEW

	Revenue (excl. other income) R752,4 million 4% increase
	Operating Expenditure R680,6 million 2% decrease
	Operating Surplus R73,2 million (2024: R75,5 million)
	Net Surplus / (Deficit) for the Year R93,1 million (2024: R91,9 million)
	Total Net Assets R333,3 million – 39% increase

A summary of the financial performance for the 2024/2025 financial year is as follows:

- SAMSA reported a net surplus of R93,1m. The main reasons for the surplus are the savings in the compensation of employees' budget due to vacancies in the process of being filled as well as the improved revenue performance.
- SAMSA levies revenue improved by 11%, due to the positive impact of the tariff increment implemented on 1 September 2024.
- Vessel management revenue decreased 5% due to lower demand on ad-hoc Voyage during the period under review.

Revenue Analysis

- SAMSA revenue for the period increased by 11% while MSP revenue reduces by 5% resulting in a net overall increase of 4% to R752,4m (2024: R726,8m).
- SAMSA levies revenue increased by 11%, due to the tariff increase.
- Direct user charges increased by 0.3% from prior year due to the tariff increase, significantly offset by lower bunkering revenue.

Chief Financial Officer's Report

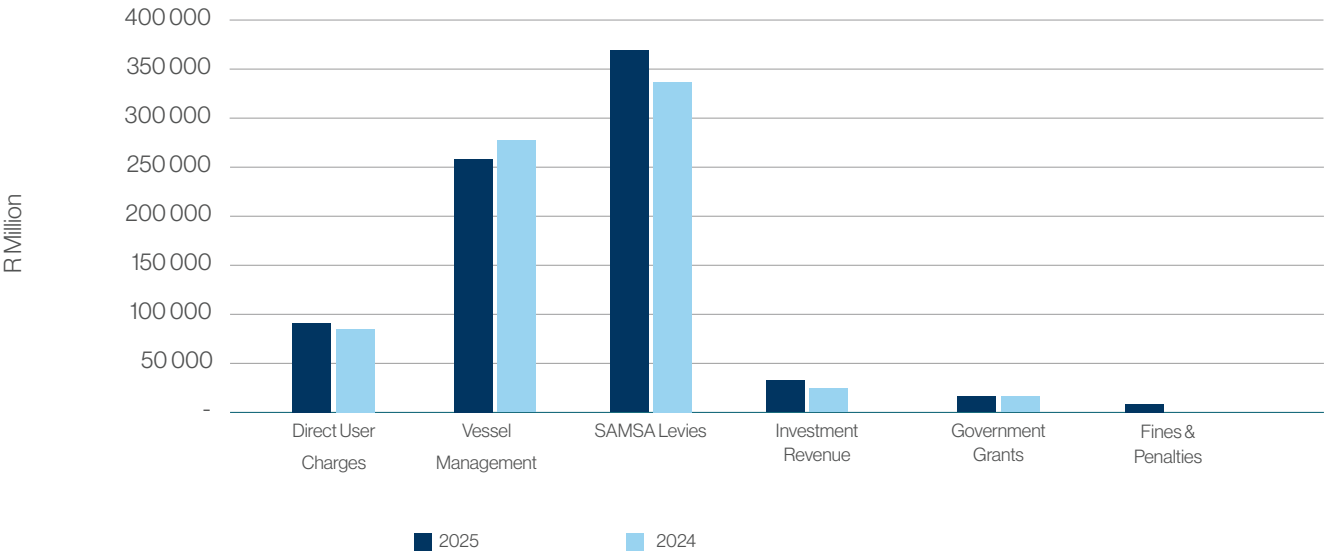
Audited Annual Financial Statements for the year ended 31 March 2025

- Fines, penalties, and forfeits relating to the Maritime Fund increased to R3,6m (2024: R1,9m), due to increased number of ships issued with contravention notices.
- Vessel management revenue relating to the MLRF vessels was 5% lower than the previous year due to lower demand on ad-hoc Voyage.

Revenue Analysis

- SAMSA revenue for the period increased by 11% while MSP revenue reduces by 5% resulting in a net overall increase of 4% to R752,4m (2024: R726,8m).
- SAMSA levies revenue increased by 11%, due to the tariff increase.
- Direct user charges increased by 0.3% from prior year due to the tariff increase, significantly offset by lower bunkering revenue.
- Fines, penalties, and forfeits relating to the Maritime Fund increased to R3,6m (2024: R1,9m), due to increased number of ships issued with contravention notices.
- Vessel management revenue relating to the MLRF vessels was 5% lower than the previous year due to lower demand on ad-hoc Voyage.

REVENUE ANALYSIS



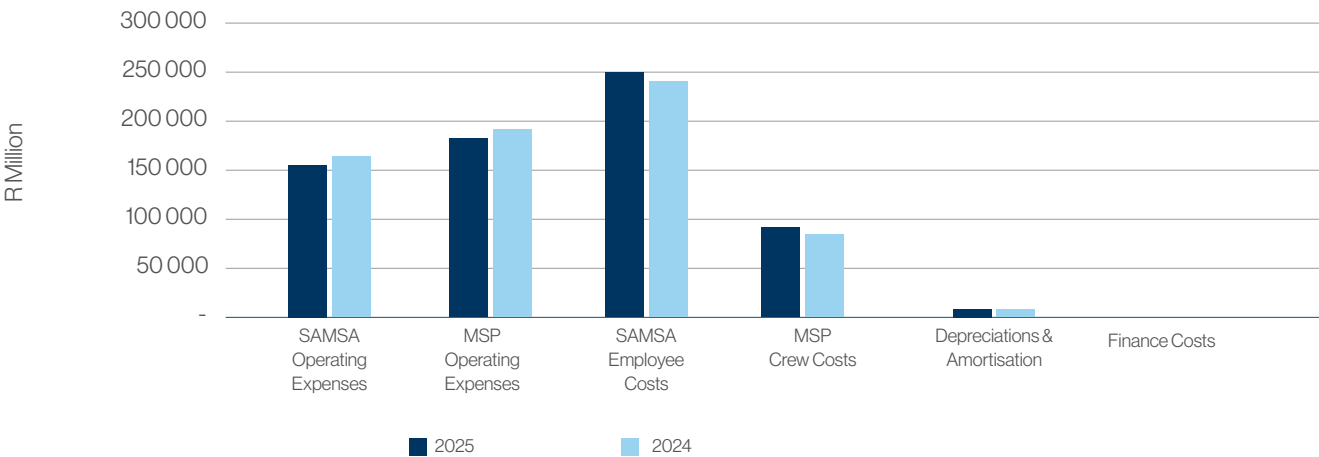
Chief Financial Officer's Report

Audited Annual Financial Statements for the year ended 31 March 2025

Expenditure Analysis

Total expenditure for the year decreased by 2% to R680,6m (2024: R696.9m). This decrease is mainly due to a reduced MLRF vessel expenditure by R17,7m. The entity is also gradually relaxing the robust cost containment measures implemented in the previous financial years, to ensure that SAMSA can achieve its mandate.

EXPENDITURE ANALYSIS



Overview: Statement of Financial Position

The accumulated surplus increased to R332,2m (2024 restated: R239,1m)

The SAMSA cash position has improved to R264,9m (2024: R177,4m). This is due to the improved financial performance for the year. The Maritime Fund cash position has increased to R49,1m (2024: R41,2m), while the MLRF bank account decreased to R17,4m (2024: R47.7m).

Debtor turnover days reduced to 45 days (2024: 53 days), which was due to the entity's efforts on debtors' collection during the period under review.

Irregular, Fruitless and Wasteful Expenditure

Irregular expenditure of R2,9m and fruitless expenditure of R0,535m was incurred during the financial year. This represents 85% decline from the prior year irregular expenditure of R18,9m. SAMSA has appointed a service provider to conduct a determination and assessment test for the irregular and fruitless expenditure incurred. The scope incorporates the identification of root causes and responsible officials in order to affect the necessary consequence management leading up to the condonation of the irregular expenditure and recovery/write-off of fruitless expenditure.

Chief Financial Officer's Report

Audited Annual Financial Statements for the year ended 31 March 2025

Internal controls are being strengthened to ensure that adequate processes and systems are in place to prevent the recurrence of irregular, fruitless and wasteful expenditure. This includes a review of the SCM policy, development of standard operating procedures and capacitating the SCM unit to ensure a functional SCM environment with clear processes in place.

Future Outlook

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

We are committed to the following priorities:

- Optimising revenue management by unlocking new revenue streams and maximising revenue fully within the existing streams;
- Transitioning from the robust cost containment initiatives to more sustainable cost saving strategies to ensure SAMSA has adequate resources to fulfil its mandate and other global initiatives;
- Continuing to align the supply chain/procurement and cost drivers to support our mandate

I extend my gratitude to the SAMSA Board of Directors, the Board Committees and my colleagues in the Executive Committee for their ongoing guidance and support throughout the year. I value the relationships with our shareholder, stakeholders and industry partners who recognise the opportunities that our regulatory work affords to South Africa at large.

Lastly, to my Finance and SCM team who constantly strive towards best practice standards and disclosure, I truly appreciate your commitment in maintaining an unqualified audit outcome.



Mr Douglas Malatji CA(SA)|CGMA
Acting Chief Financial Officer



PFMA Compliance Report

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

IRREGULAR, FRUITLESS AND WASTEFUL EXPENDITURE AND MATERIAL LOSSES

Irregular expenditure

a) Reconciliation of irregular expenditure

Description	2024/2025 R '000	2023/2024 R '000
Opening balance	609 397	590 446
Adjustment to opening balance	-	-
Opening balance as restated	609 397	590 446
Add: Irregular expenditure confirmed	2 908	18 951
Less: Irregular expenditure condoned	-	-
Less: Irregular expenditure not condoned and removed	-	-
Less: Irregular expenditure recoverable	-	-
Less: Irregular expenditure not recoverable and written off	-	-
Closing balance	612 305	609 397

Discussions where deemed relevant

RECONCILING NOTES

Description	2024/2025 R '000	2023/2024 R '000
Opening balance	609 358	590 446
Adjustment to opening balance	39	-
Opening balance as restated	609 397	590 446
Add: Irregular expenditure confirmed	2 908	18 951
Total	612 305	609 397

b) Details of irregular expenditure (under assessment, determination, and investigation)

Description	2024/2025 R '000	2023/2024 R '000
Irregular expenditure under assessment	-	-
Irregular expenditure under determination	2 908	18 951
Irregular expenditure under investigation	-	-
Total	2 908	18 951

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

In the current financial year, the entity incurred irregular expenditure amounting to R2.9 million due to non-compliance with the SCM legislation requirements. In addition, a potential irregular expenditure also existed at the reporting date relating to non-compliance with internal policies – appointment of BEC members not in line with SCM policy. SAMSA has requested a technical consultation on this matter with the relevant authorities, as such, this matter remains outstanding and will be concluded in the next financial audit.

c) Details of irregular expenditure condoned

Description	2024/2025 R '000	2023/2024 R '000
Irregular expenditure condoned	-	-
Total	-	-

d) Details of current and previous year irregular expenditure removed - (not condoned)

Description	2024/2025 R '000	2023/2024 R '000
Irregular expenditure NOT condoned	-	-
Total	-	-

e) Details of current and previous year irregular expenditure recovered

Description	2024/2025 R '000	2023/2024 R '000
Irregular expenditure recovered	-	-
Total	-	-

There is no irregular expenditure condoned ,removed or recoverable for both current and previous financial years

f) Details of current and previous year irregular expenditure written off (irrecoverable)

Description	2024/2025 R '000	2023/2024 R '000
Irregular expenditure written off	-	-
Total	-	-

There is no irregular expenditure written off in the current financial year and prior year.

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

ADDITIONAL DISCLOSURE RELATING TO INTER-INSTITUTIONAL ARRANGEMENTS

g) Details of non-compliance cases where an institution is involved in an inter-institutional arrangement (where such institution is not responsible for the non-compliance)

Description	2024/2025 R'000	2023/2024 R'000
	-	-
Total	-	-

There are no instances of non-compliance cases identified or occurred in relation to the inter-institutional arrangements.

h) Details of irregular expenditure where an institution is involved in an inter-institutional arrangement (where such institution is responsible for the non-compliance)

Description	2024/2025 R'000	2023/2024 R'000
	-	-
Total	-	-

Include discussion here where deemed relevant.

i) Details of disciplinary or criminal steps taken as a result of irregular expenditure

Description
None

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

The entity implement consequences management as required by the framework based on the outcome of the investigations and recommendations provided on the determination tests reports or investigations reports.

FRUITLESS AND WASTEFUL EXPENDITURE

a) Reconciliation of fruitless and wasteful expenditure

Description	2024/2025 R '000	2023/2024 R '000
Opening balance	11 047	11 031
Adjustment to opening balance	-	-
Opening balance as restated	11 047	11 031
Add: Fruitless and wasteful expenditure confirmed	535	16
Less: Fruitless and wasteful expenditure recoverable	-	-
Less: Fruitless and wasteful expenditure not recoverable and written off	-	-
Closing balance	11 582	11 047

The entity incurred fruitless and wasteful expenditure amounting to R535 000 in the current financial year due to interest paid and other wasteful expenditure relating to legal matter and cancellation of flight due to unforeseen circumstances.

RECONCILING NOTES

Description	2024/2025 R '000	2023/2024 R '000
Fruitless and wasteful expenditure that was under assessment in previous year	-	-
Fruitless and wasteful expenditure that relates to previous and identified in current year	-	-
Fruitless and wasteful expenditure for the current year	535	16
Total	535	16

The entity incurred fruitless and wasteful expenditure amounting to R535 000 in the current financial year due to interest paid and other wasteful expenditure relating to legal matter and cancellation of flight due to unforeseen circumstances

b) Details of fruitless and wasteful expenditure (under assessment, determination, and investigation)

Description	2024/2025 R '000	2023/2024 R '000
Fruitless and wasteful expenditure under assessment	-	-
Fruitless and wasteful expenditure under determination	535	16

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

Fruitless and wasteful expenditure under investigation	-	-
Total	535	16

c) Details of fruitless and wasteful expenditure recoverable

Description	2024/2025 R '000	2023/2024 R '000
Fruitless and wasteful expenditure under recovered	-	-
Total	-	-

There is no fruitless and wasteful expenditure recoverable in the current and previous financial years.

d) Details of fruitless and wasteful expenditure removed not recoverable and written off

Description	2024/2025 R '000	2023/2024 R '000
Fruitless and wasteful expenditure under recovered	-	-
Total	-	-

There is no fruitless and wasteful expenditure recoverable in the current and previous financial years.

e) Details of disciplinary or criminal steps taken as a result of fruitless and wasteful expenditure

Disciplinary steps taken
Total

The entity implement consequences management as required by the framework based on the outcome of the investigations and recommendations provided on the determination tests reports or investigations reports.As a result disciplinary processes are implemented in line with the recommendations of the investigations/determinations report.

ADDITIONAL DISCLOSURE RELATING TO MATERIAL LOSSES IN TERMS OF PFMA SECTION 55(2)(B)(I) & (III)

a) Details of material losses through criminal conduct

Description	2024/2025 R '000	2023/2024 R '000
Theft	-	-
Other material losses	-	-
Less: Recoverable	-	-
Less: Not recoverable and written off	-	-

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

Total	-	-
-------	---	---

There are no material losses incurred or reported by the entity for the current and previous financial years.

b) Details of other material losses

Description	2024/2025 R '000	2023/2024 R '000
Group major categories, but list material items	-	-
Total	-	-

There are no material losses incurred or reported by the entity for the current and previous financial years.

c) Other material losses recoverable

Description	2024/2025 R '000	2023/2024 R '000
Group major categories, but list material items	-	-
Total	-	-

There are no material losses incurred or reported by the entity for the current and previous financial years.

d) Other material losses not recoverable and written off

Description	2024/2025 R '000	2023/2024 R '000
Group major categories, but list material items	-	-
Total	-	-

There are no material losses incurred or reported by the entity for the current and previous financial years

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

PROCUREMENT BY OTHER MEANS

Project Description	Name of supplier	Type of procurement by other means	Contract Number	Value of contract
OFFICE 5735 - Biometric scanner repairs/maintenance	ERSBIO (Pty) Ltd	Sole Provider	0016530	R3 476,50
OFFICE 5718 - Renewal of annual license fee - Biometric scanner	ERSBIO (Pty) Ltd	Sole Provider	0016496	R4 009,99
Catering for Board Members	Gabatshwane Catering & Projects (Pty) Ltd	Sole Provider	0016662	R4 420,00
CCG Increase Letter reports	CCG Systems (Pty) Ltd	Single Source	0016567	R5 721,25
Consulting Fees-Support	HR Focus Holdings (Pty) Ltd	Sole Provider	0016751	R22 929,56
Repair to Toilets	Moving Up Trading (PTY) LTD	Emergency	0016757	R7 080,00
IMSBC Code & Supplement 2022	The Tyneside	Sole Provider	0016532	R9 911,85
4 x 4 m Booth space	Angling Expo Africa (Pty) Ltd	Single Source	0016510	R10 000,00
Maintenance	Drager South Africa	Sole Provider	0016648	R12 859,38
Lundrex Tech AirCon Extras	Lundrex Tech (Pty) Ltd	Sole Provide	0016581	R13 896,52
Electrical Repairs	SOJAJI (PT) LTD	Emergency	0016779	R14 029,89
SR309070/MJ	Diesel Electric Services	Single Source	0016712	R16 226,02
Staff Recruitment	Secureus (Pty) Ltd	Business Continuity Impractical	0016614	R19 753,00
Diesel Refill	Diesel Electric Services	Emergency	0016578	R22 908,14
Durban UPS Electrical Commissioning	Horizon Media And Marketing	Single Source	0016685	R24 038,30
Rental-Maintenance	X T S Trading Enterprise (Pty) Ltd	Emergency	0016554	R29 089,00
Conference Fees-Venue Hire: Marquee	Messe Frankfurt South Africa	Sole Provider	0016597	R29 819,62
Photography: Ministerial Imbizo KZN	FBI Communications	Urgency	0016471	R33 062,50
Consulting Fees- Khomeliwa Consulting	Khomeliwa Consulting cc	Business Continuity Impractical	0016782	R39 619,00
Consulting Fees-Support	Siwisa Business Solutions (Pty) Ltd	Single Source	0016539	R44 800,00
Consulting Fees- Affirmative Portfolio	Affirmative Portfolios (Pty) Ltd	Business Continuity Impractical	0016783	R45 562,83
SATC- Exhibition Stand and Space - DBN	Southern African Transport Conference	Single Source	0016543	R47 610,00
Consulting Fees- Enterprise Risk Management Role	Search Partners International (Pty) Ltd	Business Continuity Impractical	0016667	R50 000,00
Consulting Fees-Other	Sage South Africa	Sole Provide	0016606	R53 360,00
Legal Fees	Zabdurahman Attorneys Inc	Urgency	0016576	R95 829,47
Placement fee for Senior Manager:SCM	SPT Consulting CC	Business Continuity Impractical	0016519	R112 800,11
Consulting Fees- Prologue Consulting 1	Prologue Consulting (Pty) Ltd	Business Continuity Impractical	0016784	R120 759,50
Rental-Office-July 2024 (Richards Bay)	National Ports Authority	Single Source	0016557	R141 496,17

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

PROCUREMENT BY OTHER MEANS

Project Description	Name of supplier	Type of procurement by other means	Contract Number	Value of contract
Licenses-Other	OYNETEC (PTY) LTD	Sole Provider	0016643	R146 902,80
Licenses-Other	Braintree by Vox Telecom	Single Source	0016619	R162 791,70
Licenses-Other	R Q Tech (Pty) Ltd	Sole Provider	0016719	R176 000,00
Consulting Fees-Software	Onsoft (Pty) Ltd	Single Source	0016762	R207 575,00
Licenses-Other	Microsoft	Sole Provider	0016602	R237 267,22
Time Kathy First Scretaries	First Corporate Transfer Secretaries (Pty) Ltd	Single Source	0016465	R275 000,00
December 2024	GCA Tradings (Pty) Ltd	Single Source	0016681	R281 486,85
Richards bay - October 2024	National Ports Authority	Single Source	0016679	R282 992,28
Consulting Fees-Support	Tipp Focus Holdings (Pty) Ltd	Single Source	0016645	R358 595,76
Unity Renewal Quote Id (27848239)	Dell Computer(Pty)Ltd	Sole Provider	0016646	R522 984,47
Placement of CFO	Pinpoint One Human Resources (Pty) Ltd	Business Continuity Impractical	0016508	R548 166,67
Licenses-Other	R Q Tech (Pty) Ltd	Sole Provider	0016713	R850 080,00
SolarWinds Observability Advance A500	Thembanet CC	Single Source	0016731	R999 835,94
Veam Back Up and Replication License	Bottomline IT	Multi-Source	0016640	R1581 040,41
Licenses-Qualys	Icon Information Systems (Pty) Ltd	Single Source	0016537	R1667 500,00
Licenses-Other	Dynamdre (Pty) Ltd	Multi-Source	0016507	R1824 032,25
Consulting Fees-Software	Afrisonga (Pty) Ltd	Single Source	0016526	R3 072 000,00
APN	Vodacom Service Provider (Pty) Ltd	Single Source	0016647	R3 795 535,76
AIS Satellite	ExactEarth	Single Source	0016628	R4 021 557,75
Licenses-Open Text Licence	Open Text South Africa (Pty) Ltd	Sole Provider	0016563	R4 815 683,29
Computer Expenses-Other	MTN Service Provider (Pty) Ltd	Single Source	0016728	R5 194 044,00
Rental-Office-May 2024(Balance)	National Ports Authority	Single Source	0016450	R8 293 189,92
SAMSA Data & Intelligence Solution	SITA	Single Source	0016600	R10 170 000,60
Licenses-Other	Microsoft	Sole Provider	0016525	R18 177 831,75
TOTAL				R68 697 163,02

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

CONTRACT VARIATIONS AND EXPANSIONS

Project description	Name of supplier	Contract modification type (Expansion or Variation)	Contract number	Original contract value	Value of previous contract expansion/s or (if applicable)	Value of current contract expansion or variation
SA Alguhas Send Off-Deco	Unlimited Events Group (Pty) Ltd	Variations	0016447	R90 591,11		R6 497,50
Pretoria office	Cocotiva (Pty) Ltd	Variations	0016760	R840 909,28		R105 113,62
Extension of store room	First Hope Group of Companies (Pty) Ltd	Variations	0016745	R72 708,00		R10 755,00
Audit Fees - Internal Audit	A2A Kopano Inc	Variations	0016459	R1579 609,00		R2 685 762,41
Furniture removal	Eleanor Relocations And Removals	Variations	0016504	R340 800,00		R49 400,00
Licences-Other	Altron TMT (Pty) Ltd	Variations	0016603	R1 728 000,00		R190 000,00
Licenses-Other	Dynamdre (Pty) Ltd	Variations	0016644	R1824 032,25		R286 369,83
Rental-Office July 2024	Spear One (Pty) Ltd	Variations	0016556	R11 112 063,00		R71 651,47
Qualys 15% Variation request	Broadsmart (Pty) Ltd	Variations	0016493	R1 115 500,00		R113 505,00
Staff Training - Company wellness	27 Four Invesment Managers (Pty) Ltd	Variations	0016739	R403 186,24		R768 000,00
Rental-Office	Cardinal Properties (Pty) Ltd	Variations	0016464	R12 800 336,76		R1 463 699,47
Rental-Office-May 2024	Pretor Group	Variations	0016462	R40 790 762,04		R20 192 676,82
Victuals	Panel of Victuals	Variations	291.1/2	R47 011 567,05	R5 371 607,64	R5 371 607,64
Recruitment	Mogale Solutions	Variations	0016505	R454 405,30		R48 000,00
Investigation of Misconduct	MMM Advisory Services	Variations	No PO number yet	R349 330,00		R19 120,00
TOTAL				R120 513 800,03		R31 382 158,76

PFMA Compliance Report

Audited Annual Financial Statements for the year ended 31 March 2025

INFORMATION ON LATE AND / OR NON-PAYMENT OF SUPPLIERS

Description	Number of invoices	Consolidated value
Valid Invoices received	688	R128 538 619,97
Invoices paid within 30 Days	525	R108 061 878,51
Invoices Paid after 30 days or agreed period	163	R 20 476 741,46
Invoices older than 30 days or agreed period (Unpaid and without Dispute)	27	R 482 322,89
Invoices older than 30 days or agreed period (Unpaid and in Dispute)	22	R331 865,12

Invoices are paid late for a number of reasons:

- Late submission of bank letters
- Late submission of invoices
- Disputes on contract terms
- Disputes on invoices
- Internal delays

Accounting Authority Report



Accounting Authority's Responsibilities and Approval

Audited Annual Financial Statements for the year ended 31 March 2025

The Accounting Authority is required by the Public Finance Management Act (Act 1 of 1999), to maintain adequate accounting records and is responsible for the content and integrity of the annual financial statements and related financial information included in this report. It is the responsibility of the Accounting Authority to ensure that the annual financial statements fairly present the state of affairs of the entity as at the end of the financial year and the results of its operations and cash flows for the year then ended. The external auditors are engaged to express an independent opinion on the annual financial statements and was given unrestricted access to all financial records and related information and data.

The annual financial statements have been prepared in accordance with Standards of Generally Recognised Accounting Practice (GRAP) including any interpretations, guidelines and directives issued by the Accounting Standards Board.

The annual financial statements are based upon appropriate accounting policies consistently applied and supported by reasonable and prudent judgments and estimates.

The Accounting Authority acknowledges that it is ultimately responsible for the system of internal financial control established by the entity and place considerable importance on maintaining a strong control environment. To enable the Accounting Authority to meet these responsibilities, the Accounting Authority sets standards for internal control aimed at reducing the risk of error or deficit in a cost effective manner. The standards include the proper delegation of responsibilities within a clearly defined framework, effective accounting procedures and adequate segregation of duties to ensure an acceptable level of risk. These controls are monitored throughout the entity and all employees are required to maintain the highest ethical standards in ensuring the entity's business is conducted in a manner that in all reasonable circumstances is above reproach. The focus of risk management in the entity is on identifying, assessing, managing and monitoring all known forms of risk across the entity. While operating risk cannot be fully eliminated, the entity endeavours to minimise it by ensuring that appropriate infrastructure, controls, systems and ethical behaviour are applied and managed within predetermined procedures and constraints.

The Accounting Authority is of the opinion, based on the information and explanations given by management, that the system of internal control provides reasonable assurance that the financial records may be relied on for the preparation of the annual financial statements. However, any system of internal financial control can provide only reasonable, and not absolute, assurance against material misstatement or deficit.

The Accounting Authority has reviewed the entity's cash flow forecast for the year to 31 March 2026 and, in the light of this review and the current financial position, it is satisfied that the entity has or has access to adequate resources to continue in operational existence for the foreseeable future. The entity is wholly dependent on internally generated revenue for continued funding of operations. The audited annual financial statements are prepared on the basis that the entity is a going concern and that the entity has neither the intention nor the need to liquidate or curtail materially the scale of the entity.

The external auditors are responsible for independently auditing and reporting on the entity's annual financial statements. The annual financial statements will be examined by the entity's external auditors and their report will be presented on page 163 to 169, after the audit process.

The audited annual financial statements set out on pages 191 to 271, which have been prepared on the going concern basis, were approved by the Accounting Authority on 31 July 2025 and were signed on its behalf by:



Mr. Mahesh Fakir

Chairperson of the Board

Accounting Authority's Report

Audited Annual Financial Statements for the year ended 31 March 2025

1. Incorporation

The entity was incorporated on 1 April 1998 and obtained its certificate to commence business on the same day.

2. Review of activities

Main business and operations

SAMSA is South Africa's maritime authority and safety agency under the Ministry of Transport, with a primary role in:

Regulatory, Enforcement and Compliance Services

- Ensuring maritime (ships, ports, off-shore) and inland waterways (boating) safety
- Protection of marine environment from pollution by ships
- Provision of maritime search and rescue coordination and maritime emergency response services
- Development of seafarer skills, training, certification and welfare standards (including the fishing sub-sector)

Strategic Maritime Interests Promotion

- Development, growth and transformation of the maritime sector, particularly ensuring:
- Promote the awareness of the potential of, and the opportunities in, the maritime sector to contribute to the overall development of South Africa
- Grow the domestic maritime industry and its ship registry
- Ensure adequate and competitive skills and an inclusive sector with women and black participants in maritime jobs, professions and business opportunities
- Maritime Security and Communications
- Ensure effective maritime (transport) security infrastructure and services (Long Range Identification and Tracking - LRIT) on behalf of the country
- Ensure availability of effective and modern global maritime communications systems
- Key participation at Maritime Security Advisory Committee (MSAC) and Maritime Security Coordination Center (MSCC)
- International Relations
- Represent South Africa's interests at key global maritime and regional forums

The Authority is also the custodian of the Maritime Fund, which was established by section 38 of the SAMSA Act. The Maritime Fund consists of funds earned through penalties, fines and forfeiture for contraventions of maritime legislation.

The net assets reserves of the entity for the current financial year amount to R329.2 million (2024: R240.2 million).

3. Going concern

The annual financial statements have been prepared on the basis of accounting policies applicable to a going concern. This basis presumes that funds will be available to finance future operations and that the realisation of assets and settlement of liabilities, contingent obligations and commitments will occur in the ordinary course of business.

4. Subsequent events

The Accounting Authority is not aware of any matter or circumstance arising since the end of the financial year.

Accounting Authority's Report

Audited Annual Financial Statements for the year ended 31 March 2025

5. Accounting Policies

Recognised Accounting Practices (GRAP) issued by the Accounting Standards Board as the prescribed framework by National Treasury.

6. Accounting Authority

The Accounting Authority of the entity during the year and to the date of this report is as follows:

M Fakir	Board Chairperson	Appointed 1 September 2023
TC Morwe	Deputy Board Chairperson	Appointed 10 January 2023; Acting CEO (04 October 2023 to 03 October 2024)
S Nguse	Board Member	Appointed 1 September 2023
NF Nojozi	Board Member	Appointed 1 September 2023
NC Skeepers	Board Member	Appointed 1 September 2023
NA Sobekwa	Board Member	Appointed 1 September 2023
M Ralephenya	Shareholder Representative	Re - Appointed 1 September 2023
M Golding	Acting Chief Executive Officer	Permanent invitee Appointed 04 October 2024

7. Secretary

The position of secretary of the entity is currently held in an acting capacity by Ms M Moffat.

8. Corporate governance

General

The Accounting Authority is committed to business integrity, transparency and professionalism in all its activities. As part of this commitment, the Accounting Authority supports the highest standards of corporate governance and the ongoing development of best practice.

Board of directors

The Board:

- retains full control over the entity, its plans and strategy;
- acknowledges its responsibilities as to strategy, compliance with internal policies, external laws and regulations, effective risk management and performance measurement, transparency and effective communication both internally and externally by the entity;
- is of a unitary structure comprising of non-executive directors, all of whom are independent directors as defined in the Code.

Chairperson and Chief Executive

The Chairperson is a non-executive and independent director (as defined by the Code).

The roles of Chairperson and Chief Executive are separate, with responsibilities divided between them, so that no individual has unfettered powers of discretion.

Accounting Authority's Report

Audited Annual Financial Statements for the year ended 31 March 2025

Non-Executive Meetings

The Accounting Authority has met on nine (9) separate occasions during the financial year, which includes five (5) special board meetings. The Accounting Authority schedules to meet at least four (4) times per annum.

Non-executive directors have access to all members of management of the entity.

Audit and risk committee

The Audit and Risk Committee is chaired by Mr RG Nicholls (independent ARC Chair) and comprises of one non-executive director, Mr S Nguse, as well as one additional independent member, Ms F Mkhize.

Internal Audit

The entity has outsourced its internal audit function to Nexia SAB&T

9. Controlling entity

The entity's Executive Authority is the Minister of Transport.

10. Bankers

The Authority's bankers, which are approved by National Treasury, are ABSA and First National Bank (FNB).

11. Auditors

Auditor-General South Africa will continue in office for the next financial year.

An aerial photograph of a large container ship docked at a port. The ship is heavily loaded with colorful shipping containers. Several tugboats are positioned around the ship, likely assisting with its movement. In the background, a large gantry crane is visible on the pier. The entire image has a teal color overlay.

Audited Financial Statements

Statement of Financial Position

Audited Annual Financial Statements for the year ended 31 March 2025

	Note(s)	2025 R'000	2024 Restated R'000
Assets			
Current Assets			
Inventories	4	1 237	495
Receivables from exchange transactions	5	4 808	9 818
Receivables from non-exchange transactions	6	86 004	58 410
Prepayments	7	7 408	9 044
Cash and cash equivalents	8	331 358	266 334
		430 815	344 101
Non-Current Assets			
Property, plant and equipment	2	12 973	15 829
Intangible assets	3	205	388
		13 178	16 217
Total Assets		443 993	360 318
Liabilities			
Current Liabilities			
Payables from exchange transactions	9	92 879	90 308
Payables from non - exchange transactions	10	852	13 843
VAT payable	11	98	172
Employee benefit obligation	12	749	731
Unspent conditional grants and receipts	13	5 001	5 002
Provisions	14	2 191	1 982
		101 770	112 038
Non-Current Liabilities			
Employee benefit obligation	12	8 892	8 024
Total Liabilities		110 662	120 062
Net Assets		333 331	240 256
Reserves			
Revaluation reserve	15	1 127	1 127
Accumulated surplus		332 204	239 129
Total Net Assets		333 331	240 256

Statement of Financial Performance

Audited Annual Financial Statements for the year ended 31 March 2025

	Note(s)	2025 R '000	2024 Restated R '000
Revenue - exchange transactions	17	90 496	90 297
Revenue - non exchange transactions	17	661 977	636 599
Cost of sales	18	(82)	(80)
Net Revenue		752 391	726 816
Other income	19	690	45 479
Operating expenses	20	(331 561)	(362 163)
Employee Costs	21	(342 349)	(329 201)
Depreciation and amortisation	22	(6 004)	(5 402)
Operating surplus		73 167	75 529
Investment revenue	25	20 493	16 511
Fair value adjustments	26	(138)	(94)
Finance costs	27	(450)	(7)
Surplus for the year		93 072	91 939

Statement of Changes in Net Assets

Audited Annual Financial Statements for the year ended 31 March 2025

	Revaluation reserve R '000	Accumulated surplus/(deficit) R '000	Total net assets R '000
Opening balance as previously reported	1127	147 522	148 649
Adjustments	-	(332)	(332)
Prior year adjustments 35			
Balance at 01 April 2023 as restated*	1127	147 190	148 317
Changes in net assets			
Surplus for the year	-	91 939	91 939
Total changes	-	91 939	91 939
Opening balance as previously reported	1127	243 447	244 574
Adjustments			
Prior year adjustments 35	-	(4 315)	(4 315)
Balance at 1 April 2024 as restated*	1127	239 132	240 259
Changes in net assets			
Surplus for the year	-	93 072	93 072
Total changes	-	93 072	93 072
Balance at 31 March 2024	1127	332 204	333 331
Notes	15		

Cash Flow Statement

Audited Annual Financial Statements for the year ended 31 March 2025

	Note(s)	2025 R'000	2024 Restated R'000
Cash flows from operating activities			
Receipts			
SAMSA Levies		359 065	321 040
Other Charges		371 159	384 020
Interest income		20 708	16 511
		750 932	721 571
Payments			
Employee Costs		(342 530)	(327 431)
Finance costs		(450)	(7)
Other payments		(339 917)	(392 765)
		(682 897)	(720 203)
Net cash flows from operating activities	28	68 035	1 368
Cash flows from investing activities			
Purchase of property, plant and equipment	2	(3 011)	(8 433)
Proceeds from sale of property, plant and equipment	2 & 19	-	45 000
Purchase of other intangible assets	3	-	(456)
Net cash flows from investing activities		(3 011)	36 111
Net increase / (decrease) in cash and cash equivalents			
		65 024	37 479
Cash and cash equivalents at the beginning of the year		266 334	228 855
Cash and cash equivalents at the end of the year	8	331 358	266 334

Statement of Comparison of Budget and Actual Amounts

Audited Annual Financial Statements for the year ended 31 March 2025

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R '000	R '000	R '000	R '000	R '000	

Statement of Financial Performance

Revenue

Revenue from exchange transactions

Direct User Charges	64 909		64 909	58 475	(6 434)	N1
Management Fee - MLRF	30 328		30 328	32 021	1 693	
Other income	671		671	690	19	
Interest received - investment	1 500		1 500	20 493	18 993	N2
Total revenue from exchange transactions	97 408		97 408	111 679	14 271	

Revenue from non-exchange transactions

Taxation revenue

SAMSA Levies	360 765	-	360 765	377 223	16 458	N3
Vessel Management Services- MLRF	198 400	-	198 400	263 031	64 631	N4

Government Services Fees

Transfer revenue	18 106		18 106	18 106		
Fine, Penalties and Forfeits	-	-	-	3 617	3 617	N5

Total revenue from non-exchange transactions	577 271	-	577 271	661 977	84 706	
Total revenue	674 679	-	674 679	773 656	98 977	

Expenditure

Personnel	(294 885)	-	(294 885)	(249 005)	45 880	N6
Advertising and Promotions	(3 626)	-	(3 626)	(617)	3 009	
Audit Fee - External	(7 121)	-	(7 121)	(8 475)	(1 354)	
Audit Fess - Internal	(1 638)	-	(1 638)	(2 093)	(455)	
Cleaning	(757)	-	(757)	(748)	9	
Commission paid	(10 173)	-	(10 173)	(11 169)	(996)	
Computer expenses	(7 054)	-	(7 054)	(5 786)	1 268	
Conference and seminars	(1 913)	-	(1 913)	(1 355)	558	
Consulting fees	(11 596)	-	(11 596)	(9 806)	1 790	
Depreciation and amortisation	(6 949)	11	(6 949)	(6 003)	946	

Statement of Comparison of Budget and Actual Amounts

Audited Annual Financial Statements for the year ended 31 March 2025

	Approved budget	Adjustments	Final Budget	Actual amounts on comparable basis	Difference between final budget and actual	Reference
	R '000	R '000	R '000	R '000	R '000	
Directors remuneration	(2 400)	-	(2 400)	(2 068)	332	
Donations /Social Responsibility	(593)	-	(593)	(366)	227	
Insurance	(3 415)	-	(3 415)	(2 296)	1 119	
Lease charges	(933)	-	(933)	(1 530)	(597)	
Legal expenses	(3 408)	-	(3 408)	(8 552)	(5 144)	N7
License fees	(17 788)	-	(17 788)	(18 477)	(689)	
Mileage claims and Surveyor costs	(1 972)	-	(1 972)	(1 504)	468	
Repairs and Maintenance	(2 010)	-	(2 010)	(1 783)	227	
Office Security	(2 038)	-	(2 038)	(1 345)	693	
Printing and stationery	(6 005)	-	(6 005)	(5 362)	643	
Provision of Data	(2 191)	-	(2 191)	(1 034)	1 157	
Rent	(35 386)	-	(35 386)	(34 462)	924	
Research Programme	(3 940)	-	(3 940)	(209)	3 731	
Scholarship Programme	(1 205)	-	(1 205)	(501)	704	
Staff recruitment and relocation	(2 366)	-	(2 366)	(1 556)	810	
Staff training	(5 000)	-	(5 000)	(1 754)	3 246	
Telecommunication costs	(3 274)	-	(3 274)	(4 291)	(1 017)	
Travel - Overseas	(5 686)	-	(5 686)	(2 993)	2 693	
Travel - Local	(13 171)	-	(13 171)	(15 010)	(1 839)	
Vessel Management Expenses	(198 400)	-	(198 400)	(265 475)	(67 075)	N8
Water and electricity	(4 596)	-	(4 596)	(5 630)	(1 034)	
Other Expenditure	(12 693)	-	(12 693)	(8 746)	3 947	
Total expenditure	(674 182)	-	(674 182)	(680 001)	(5 819)	
Operating surplus	497	-	497	93 655	93 158	
Fair value adjustments	-	-	-	(138)	(138)	
Finance cost	-	-	-	(450)	(450)	
	-	-	-	(588)	(588)	
Surplus	497	-	497	93 067	92 570	
Actual Amount on Comparable Basis as Presented in the Budget and Actual Comparative Statement	497		497	93 067	92 570	

Material variances between actual and budget are explained on Note 42 of the Annual Financial Statements.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

1. SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies applied in the preparation of these annual financial statements are set out below.

1.1 BASIS OF PREPARATION

The annual financial statements have been prepared in accordance with the Standards of Generally Recognised Accounting Practice (GRAP), issued by the Accounting Standards Board in accordance with Section 91(1) of the Public Finance Management Act (Act 1 of 1999).

These annual financial statements have been prepared on an accrual basis of accounting and are in accordance with historical cost convention as the basis of measurement, unless specified otherwise. They are presented in South African Rand.

These accounting policies are consistent with the previous year.

New GRAP standards and interpretations:

At the date of authorisation of these annual financial statements, there are GRAP standards and interpretations which were gazetted by the Minister of Finance but were not effective for the financial year under review. These standards are as follows:

GRAP 1 - Presentation of Financial Statements (amendments related to going concern)

The objective of this Standard is to prescribe the basis for presentation of general purpose financial statements, to ensure comparability both with the entity's financial statements of previous years and with the financial statements of other entities. Issued by the ASB in November 2022 and no effective date been determined by the Minister of Finance. The entity will assess the impact of the standard on its financial statements

GRAP 103 - Heritage Assets

The objective of this Standard is to prescribe the accounting treatment for heritage assets and related disclosure requirements. This standard will replace the current GRAP 103. It is not expected to have a material effect on the entity. Issued by the ASB in June 2022 and no effective date has been determined by the Minister of Finance

GRAP 104 - Financial Instruments

The objective of this Standard is to establish principles for recognising, measuring, presenting and disclosing financial instruments. This standard will replace the current GRAP 104. The entity will assess the impact of the standard on its financial statements. Issued by the ASB in April 2021 and the effective date is 1 April 2025.

GRAP 105 - Transfer of Functions Between Entities Under Common Control

The objective of this Standard is to establish principles and requirements for the acquirer and transferor in a transfer of functions between entities under common control and its effects. This standard will replace the current GRAP 105. The entity will assess the impact of the standard on its financial statements. Issued by the ASB in February 2024 and no effective date has been determined by the Minister of Finance.

GRAP 106 - Transfer of Functions Between Entities Not Under Common Control

The objective of this Standard is to establish principles and requirements for the acquirer in a transfer of functions between entities not under common

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

control and its effects. This standard will replace the current GRAP 106. The entity will assess the impact of the standard on its financial statements. Issued by the ASB in February 2024 and no effective date has been determined by the Minister of Finance

GRAP 107 - Mergers

The objective of this Standard is to establish principles and requirements for the combined entity and combining entities in a merger and its effects. This standard will replace the current GRAP 107. The entity will assess the impact of the standard on its financial statements. Issued by the ASB in February 2024 and no effective date has been determined by the Minister of Finance.

GRAP 2023 - Improvements to Standards of GRAP (2023)

The entity will assess the impact of the improvements to the standards of GRAP on its financial statements. Issued by the ASB in November 2023 and no effective date has been determined by the Minister of Finance.

GRAP 22 - Foreign Currency Transactions and Advance Consideration

This Interpretation addresses how to determine the date of the transaction for the purpose of determining the exchange rate to use on initial recognition of the related asset, expense or revenue on the derecognition of a non-monetary asset or non-monetary liability arising from the payment or receipt of advance consideration in a foreign currency. The entity will assess the impact of the interpretation on its financial statements. Issued by the ASB in October 2023 and no effective date has been determined by the Minister of Finance.

1.2 PRESENTATION CURRENCY

These financial statements are presented in South African Rand, which is the functional currency of the entity.

1.3 GOING CONCERN ASSUMPTION

These annual financial statements have been prepared based on the expectation that the entity will continue to operate as a going concern for at least the next 12 months.

1.4 MATERIALITY

Omissions or misstatements of items are material if they could, individually or collectively, influence the decisions or assessments of users made on the basis of the financial statements. Materiality depends on the nature or size of the omission or misstatement judged in the surrounding circumstances. The nature or size of the information item, or a combination of both, could be the determining factor.

Assessing whether an omission or misstatement could influence decisions of users, and so be material, requires consideration of the characteristics of those users. The Framework for the Preparation and Presentation of Financial Statements states that users are assumed to have a reasonable knowledge of government, its activities, accounting and a willingness to study the information with reasonable diligence. Therefore, the assessment takes into account how users with such attributes could reasonably be expected to be influenced in making and evaluating decisions.

The entity does not retrospectively adjust the accounting of past items (or group of items) that were previously assessed as immaterial, unless an error occurred.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

1.5 SIGNIFICANT JUDGEMENTS AND SOURCES OF ESTIMATION UNCERTAINTY

In preparing the annual financial statements, management is required to make estimates and assumptions that affect the amounts represented in the annual financial statements and related disclosures. Use of available information and the application of judgement is inherent in the formation of estimates. Actual results in the future could differ from these estimates which may be material to the annual financial statements. Significant judgements include:

Fair value estimation

The carrying value less impairment provision of trade receivables and payables are assumed to approximate their fair values. The fair value of financial liabilities for disclosure purposes is estimated by discounting the future contractual cash flows at the current market interest rate that is available to the entity for similar financial instruments.

Impairment testing

The entity reviews and tests the carrying value of assets when events or changes in circumstances suggest that the carrying amount may not be recoverable. Assets are grouped at the lowest level for which identifiable cash flows are largely independent of cash flows of other assets and liabilities. If there are indications that impairment may have occurred, estimates are prepared of expected future cash flows for each group of assets. Expected future cash flows used to determine the value in use of goodwill and tangible assets are inherently uncertain and could materially change over time.

Useful lives of assets

The entity assesses at each reporting date whether there is any indication that the entity expectations about the useful life of an asset have changed since the preceding reporting date. If any such indication exists, the entity revises the expected useful life accordingly. The change is accounted for as a change in an accounting estimate.

Post retirement benefits

The present value of the post-retirement obligation depends on a number of factors that are determined on an actuarial basis using a number of assumptions. The assumptions used in determining the net cost (income) include the discount rate. Any changes in these assumptions will impact on the carrying amount of post-retirement obligations.

The entity determines the appropriate discount rate at the end of each year. This is the interest rate that should be used to determine the present value of estimated future cash outflows expected to be required to settle the pension obligations. In determining the appropriate discount rate, the entity considers the interest rates of high-quality corporate bonds that are denominated in the currency in which the benefits will be paid, and that have terms to maturity approximating the terms of the related pension liability.

Other key assumptions for pension obligations are based on current market conditions. Additional information is disclosed in Note 12.

Effective interest rate

The entity used the prime interest rate to discount future cash flows.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Allowance for doubtful debts

On debtors an impairment loss is recognised in surplus and deficit when there is objective evidence that it is impaired. The impairment is measured as the difference between the debtors carrying amount and the present value of estimated future cash flows discounted at the effective interest rate, computed at initial recognition. An allowance for doubtful debt is raised for amounts owing in excess of 120 days.

1.6 PROPERTY, PLANT AND EQUIPMENT

Property, plant and equipment are tangible non-current assets (including infrastructure assets) that are held for use in the production or supply of goods or services, rental to others, or for administrative purposes, and are expected to be used during more than one period.

The cost of an item of property, plant and equipment is recognised as an asset when:

- it is probable that future economic benefits or service potential associated with the item will flow to the entity; and
- the cost of the item can be measured reliably.

Property, plant and equipment is initially measured at cost.

The cost of an item of property, plant and equipment is the purchase price and other costs attributable to bring the asset to the location and condition necessary for it to be capable of operating in the manner intended by management. Trade discounts and rebates are deducted in arriving at the cost.

Where an asset is acquired through a non-exchange transaction, its cost is its fair value as at date of acquisition.

Where an item of property, plant and equipment is acquired in exchange for a non-monetary asset or monetary assets, or a combination of monetary and non-monetary assets, the asset acquired is initially measured at fair value (the cost). If the acquired item's fair value was not determinable, its deemed cost is the carrying amount of the asset(s) given up.

When significant components of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

Costs include costs incurred initially to acquire or construct an item of property, plant and equipment and costs incurred subsequently to add to, replace part of, or service it. If a replacement cost is recognised in the carrying amount of an item of property, plant and equipment, the carrying amount of the replaced part is derecognised.

The initial estimate of the costs of dismantling and removing the item and restoring the site on which it is located is also included in the cost of property, plant and equipment, where the entity is obligated to incur such expenditure, and where the obligation arises as a result of acquiring the asset or using it for purposes other than the production of inventories.

Recognition of costs in the carrying amount of an item of property, plant and equipment ceases when the item is in the location and condition necessary for it to be capable of operating in the manner intended by management.

Items such as spare parts, standby equipment and servicing equipment are recognised when they meet the definition of property, plant and equipment.

Major inspection costs which are a condition of continuing use of an item of property, plant and equipment and which meet the recognition criteria above are included as a replacement in the cost of the item of property, plant and equipment. Any remaining inspection costs from the previous inspection are derecognised.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

1.6 PROPERTY, PLANT AND EQUIPMENT CONTINUED

Property, plant and equipment is carried at cost less accumulated depreciation and any impairment losses except for land and buildings which are carried at revalued amount being the fair value at the date of revaluation less any subsequent accumulated depreciation and subsequent accumulated impairment losses.

Revaluations are made with sufficient regularity such that the carrying amount does not differ materially from that which would be determined using fair value at the end of the reporting period.

When an item of property, plant and equipment is revalued, any accumulated depreciation at the date of the revaluation is restated proportionately with the change in the gross carrying amount of the asset so that the carrying amount of the asset after revaluation equals its revalued amount.

Any increase in an asset's carrying amount, as a result of a revaluation, is credited directly to a revaluation surplus. The increase is recognised in surplus or deficit to the extent that it reverses a revaluation decrease of the same asset previously recognised in surplus or deficit.

Any decrease in an asset's carrying amount, as a result of a revaluation, is recognised in surplus or deficit in the current period. The decrease is debited directly to a revaluation surplus to the extent of any credit balance existing in the revaluation surplus in respect of that asset.

The revaluation surplus in equity related to a specific item of property, plant and equipment is transferred directly to retained earnings when the asset is derecognised.

The revaluation surplus in equity related to a specific item of property, plant and equipment is transferred directly to retained earnings as the asset is used. The amount transferred is equal to the difference between depreciation based on the revalued carrying amount and depreciation based on the original cost of the asset.

Property, plant and equipment are depreciated on the straight-line basis over their expected useful lives to their estimated residual value.

The useful lives of items of property, plant and equipment have been assessed as follows:

Item	Depreciation method	Average useful life
Buildings	Straight line	21 years
Leasehold property	Straight line	4 - 11 years
Furniture and fixtures	Straight line	5 - 22 years
Motor vehicles	Straight line	5 - 12 years
Office equipment	Straight line	6 - 13 years
IT equipment	Straight line	4 - 11 years

The depreciable amount of an asset is allocated on a systematic basis over its useful life.

Each part of an item of property, plant and equipment with a cost that is significant in relation to the total cost of the item is depreciated separately.

The depreciation method used reflects the pattern in which the asset's future economic benefits or service potential are expected to be consumed by

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

the entity. The depreciation method applied to an asset is reviewed at least at each reporting date and, if there has been a significant change in the expected pattern of consumption of the future economic benefits or service potential embodied in the asset, the method is changed to reflect the changed pattern. Such a change is accounted for as a change in an accounting estimate.

The entity assesses at each reporting date whether there is any indication that the entity expectations about the residual value and the useful life of an asset have changed since the preceding reporting date. If any such indication exists, the entity revises the expected useful life and/or residual value accordingly. The change is accounted for as a change in an accounting estimate.

The depreciation charge for each period is recognised in surplus or deficit unless it is included in the carrying amount of another asset.

Items of property, plant and equipment are derecognised when the asset is disposed of or when there are no further economic benefits or service potential expected from the use of the asset.

The gain or loss arising from the derecognition of an item of property, plant and equipment is included in surplus or deficit when the item is derecognised. The gain or loss arising from the derecognition of an item of property, plant and equipment is determined as the difference between the net disposal proceeds, if any, and the carrying amount of the item.

The entity separately discloses expenditure to repair and maintain property, plant and equipment in the notes to the financial statements (see note 2).

1.7 INTANGIBLE ASSETS

An asset is identifiable if it either:

- is separable, i.e. is capable of being separated or divided from an entity and sold, transferred, licensed, rented or exchanged, either individually or together with a related contract, identifiable assets or liability, regardless of whether the entity intends to do so; or
- arises from binding arrangements (including rights from contracts), regardless of whether those rights are transferable or separable from the entity or from other rights and obligations.

A binding arrangement describes an arrangement that confers similar rights and obligations on the parties to it as if it were in the form of a contract.

An intangible asset is recognised when:

- it is probable that the expected future economic benefits or service potential that are attributable to the asset will flow to the entity; and
- the cost or fair value of the asset can be measured reliably.

The entity assesses the probability of expected future economic benefits or service potential using reasonable and supportable assumptions that represent management's best estimate of the set of economic conditions that will exist over the useful life of the asset.

Where an intangible asset is acquired through a non-exchange transaction, its initial cost at the date of acquisition is measured at its fair value as at that date.

Expenditure on research (or on the research phase of an internal project) is recognised as an expense when it is incurred.

An intangible asset arising from development (or from the development phase of an internal project) is recognised when:

- it is technically feasible to complete the asset so that it will be available for use or sale.
- there is an intention to complete and use or sell it.
- there is an ability to use or sell it.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

- it will generate probable future economic benefits or service potential.
- there are available technical, financial and other resources to complete the development and to use or sell the asset.
- the expenditure attributable to the asset during its development can be measured reliably.

Intangible assets are carried at cost less any accumulated amortisation and any impairment losses. An intangible asset is regarded as having an indefinite useful life when, based on all relevant factors, there is no foreseeable limit to the period over which the asset is expected to generate net cash inflows or service potential. Amortisation is not provided for these intangible assets, but they are tested for impairment annually and whenever there is an indication that the asset may be impaired. For all other intangible assets amortisation is provided on a straight line basis over their useful life.

The amortisation period and the amortisation method for intangible assets are reviewed at each reporting date.

Reassessing the useful life of an intangible asset with a finite useful life after it was classified as indefinite is an indicator that the asset may be impaired. As a result the asset is tested for impairment and the remaining carrying amount is amortised over its useful life.

Amortisation is provided to write down the intangible assets, on a straight line basis, to their residual values as follows:

Item	Depreciation method	Average useful life
Computer software	Straight line	4 - 7 years

Intangible assets are derecognised:

- on disposal; or
- when no future economic benefits or service potential are expected from its use or disposal.

The gain or loss arising from the derecognition of an intangible assets is included in surplus or deficit when the asset is derecognised (unless the Standard of GRAP on leases requires otherwise on a sale and leaseback).

1.8 FINANCIAL INSTRUMENTS

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or a residual interest of another entity.

The amortised cost of a financial asset or financial liability is the amount at which the financial asset or financial liability is measured at initial recognition minus principal repayments, plus or minus the cumulative amortisation using the effective interest method of any difference between that initial amount and the maturity amount, and minus any reduction (directly or through the use of an allowance account) for impairment or uncollectibility.

A concessionary loan is a loan granted to or recieved by an entity on terms that are not market related .

Credit risk is the risk that one party to a financial instrument will cause a financial loss for the other party by failing to discharge an obligation.

Currency risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in foreign exchange rates.

Derecognition is the removal of a previously recognised financial asset or financial liability from an entity's statement of financial position.

A derivative is a financial instrument or other contract with all three of the following characteristics:

- Its value changes in response to the change in a specified interest rate, financial instrument price, commodity price, foreign exchange rate, index of prices or rates, credit rating or credit index, or other variable, provided in the case of a non-financial variable that the variable is not specific to a party

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

to the contract (sometimes called the 'underlying').

- It requires no initial net investment or an initial net investment that is smaller than would be required for other types of contracts that would be expected to have a similar response to changes in market factors.
- It is settled at a future date.

The effective interest method is a method of calculating the amortised cost of a financial asset or a financial liability (or group of financial assets or financial liabilities) and of allocating the interest income or interest expense over the relevant period. The effective interest rate is the rate that exactly discounts estimated future cash payments or receipts through the expected life of the financial instrument or, when appropriate, a shorter period to the net carrying amount of the financial asset or financial liability. When calculating the effective interest rate, an entity shall estimate cash flows considering all contractual terms of the financial instrument (for example, prepayment, call and similar options) but shall not consider future credit losses. The calculation includes all fees and points paid or received between parties to the contract that are an integral part of the effective interest rate (see the Standard of GRAP on Revenue from Exchange Transactions), transaction costs, and all other premiums or discounts. There is a presumption that the cash flows and the expected life of a group of similar financial instruments can be estimated reliably. However, in those rare cases when it is not possible to reliably estimate the cash flows or the expected life of a financial instrument (or group of financial instruments), the entity shall use the contractual cash flows over the full contractual term of the financial instrument (or group of financial instruments).

Fair value is the amount for which an asset could be exchanged, or a liability settled, between knowledgeable willing parties in an arm's length transaction.

A financial asset is:

- Cash
- a residual interest of another entity; or
- a contractual right to:
 - receive cash or another financial asset from another entity; or
 - exchange financial assets or financial liabilities with another entity under conditions that are potentially favourable to the entity.

A financial guarantee contract is a contract that requires the issuer to make specified payments to reimburse the holder for a loss it incurs because a specified debtor fails to make payment when due in accordance with the original or modified terms of a debt instrument.

A financial liability is any liability that is a contractual obligation to:

- deliver cash or another financial asset to another entity; or
- exchange financial assets or financial liabilities under conditions that are potentially unfavourable to the entity.

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates.

Liquidity risk is the risk encountered by an entity in the event of difficulty in meeting obligations associated with financial liabilities that are settled by delivering cash or another financial asset.

Loan commitment is a firm commitment to provide credit under pre-specified terms and conditions.

Loans payable are financial liabilities, other than short-term payables on normal credit terms.

Market risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices. Market risk **1.8** comprises three types of risk: currency risk, interest rate risk and other price risk.

Other price risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market prices (other than those arising from interest rate risk or currency risk), whether those changes are caused by factors specific to the individual financial instrument or its issuer, or factors affecting all similar financial instruments traded in the market.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

A financial asset is past due when a counterparty has failed to make a payment when contractually due.

A residual interest is any contract that manifests an interest in the assets of an entity after deducting all of its liabilities. A residual interest includes contributions from owners, which may be shown as:

- equity instruments or similar forms of unltlised capital;
- a formal designation of a transfer of resources (or a class of such transfers) by the parties to the transaction as forming part of an entity's net assets, either before the contribution occurs or at the time of the contribution; or
- a formal agreement, in relation to the contribution, establishing or increasing an existing financial interest in the net assets of an entity.

Transaction costs are incremental costs that are directly attributable to the acquisition, issue or disposal of a financial asset or financial liability. An incremental cost is one that would not have been incurred if the entity had not acquired, issued or disposed of the financial instrument.

Financial instruments at amortised cost are non-derivative financial assets or non-derivative financial liabilities that have fixed or determinable payments, excluding those instruments that:

- the entity designates at fair value at initial recognition; or
- are held for trading.

Financial instruments at cost are investments in residual interests that do not have a quoted market price in an active market, and whose fair value cannot be reliably measured.

Financial instruments at fair value comprise financial assets or financial liabilities that are:

- derivatives;
- combined instruments that are designated at fair value;
- instruments held for trading. A financial instrument is held for trading if:
 - it is acquired or incurred principally for the purpose of selling or repurchasing it in the near-term; or
 - on initial recognition it is part of a portfolio of identified financial instruments that are managed together and for which there is evidence of a recent actual pattern of short term profit-taking;
 - non-derivative financial assets or financial liabilities with fixed or determinable payments that are designated at fair value at intial recognition; and
 - financial instruments that do not meet the definition of financial instruments at amortised cost or financial instruments at cost.

Classification

The entity has the following types of financial assets and financial liabilities (classes and category) as reflected on the face of the statement of financial position or in the notes thereto:

Class	Category
Receivables from exchange transactions	Financial asset / liability measured at amortised cost
Receivables from non-exchange transactions	Financial asset / liability measured at amortised cost
Financial instruments	Financial asset / liability measured at fair value

Initial recognition

The entity recognises a financial asset or a financial liability in its statement of financial position when the entity becomes a party to the contractual provisions of the instrument.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

The entity recognises financial assets using trade date accounting.

Initial measurement of financial assets and financial liabilities

The entity measures a financial asset and financial liability initially at its fair value plus transaction costs that are directly attributable to the acquisition or issue of the financial asset or financial liability.

Subsequent measurement of financial assets and financial liabilities

The entity measures all financial assets and financial liabilities after initial recognition using the following categories:

- Financial instruments at fair value
- Financial instruments at amortised cost.
- Financial instruments at cost.

All financial assets measured at amortised cost, or cost, are subject to an impairment review.

Fair value measurement considerations

The best evidence of fair value is quoted prices in an active market. If the market for a financial instrument is not active, the entity establishes fair value by using a valuation technique. The objective of using a valuation technique is to establish what the transaction price would have been on the measurement date in an arm's length exchange motivated by normal operating considerations. Valuation techniques include using recent arm's length market transactions between knowledgeable, willing parties, if available, reference to the current fair value of another instrument that is substantially the same, discounted cash flow analysis and option pricing models. If there is a valuation technique commonly used by market participants to price the instrument and that technique has been demonstrated to provide reliable estimates of prices obtained in actual market transactions, the entity uses that technique. The chosen valuation technique makes maximum use of market inputs and relies as little as possible on entity-specific inputs. It incorporates all factors that market participants would consider in setting a price and is consistent with accepted economic methodologies for pricing financial instruments. Periodically, an entity calibrates the valuation technique and tests it for validity using prices from any observable current market transactions in the same instrument (i.e. without modification or repackaging) or based on any available observable market data.

The fair value of a financial liability with a demand feature (e.g. a demand deposit) is not less than the amount payable on demand, discounted from the first date that the amount could be required to be paid.

Gains and losses

A gain or loss arising from a change in the fair value of a financial asset or financial liability measured at fair value is recognised in surplus or deficit.

For financial assets and financial liabilities measured at amortised cost or cost, a gain or loss is recognised in surplus or deficit when the financial asset or financial liability is derecognised or impaired, or through the amortisation process.

Impairment and uncollectibility of financial assets

The entity assesses at the end of each reporting period whether there is any objective evidence that a financial asset or group of financial assets is impaired.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Financial assets measured at amortised cost:

If there is objective evidence that an impairment loss on financial assets measured at amortised cost has been incurred, the amount of the loss is measured as the difference between the asset's carrying amount and the present value of estimated future cash flows (excluding future credit losses that have not been incurred) discounted at the financial asset's original effective interest rate. The carrying amount of the asset is reduced directly OR through the use of an allowance account. The amount of the loss is in surplus or deficit.

If, in a subsequent period, the amount of the impairment loss decreases and the decrease can be related objectively to an event occurring after the impairment was recognised, the previously recognised impairment loss is reversed directly OR by adjusting an allowance account. The reversal does not result in a carrying amount of the financial asset that exceeds what the amortised cost would have been had the impairment not been recognised at the date the impairment is reversed. The amount of the reversal is recognised in surplus or deficit.

Financial assets measured at cost:

If there is objective evidence that an impairment loss has been incurred on an investment in a residual interest that is not measured at fair value because its fair value cannot be measured reliably, the amount of the impairment loss is measured as the difference between the carrying amount of the financial asset and the present value of estimated future cash flows discounted at the current market rate of return for a similar financial asset. Such impairment losses are not reversed.

Presentation

Interest relating to a financial instrument or a component that is a financial liability is recognised as revenue or expense in surplus or deficit.

Dividends or similar distributions relating to a financial instrument or a component that is a financial liability is recognised as revenue or expense in surplus or deficit.

Losses and gains relating to a financial instrument or a component that is a financial liability is recognised as revenue or expense in surplus or deficit.

A financial asset and a financial liability are only offset and the net amount presented in the statement of financial position when the entity currently has a legally enforceable right to set off the recognised amounts and intends either to settle on a net basis, or to realise the asset and settle the liability simultaneously.

In accounting for a transfer of a financial asset that does not qualify for derecognition, the entity does not offset the transferred asset and the associated liability.

1.9 STATUTORY RECEIVABLES

Identification

Statutory receivables are receivables that arise from legislation, supporting regulations, or similar means, and require settlement by another entity in cash or another financial asset.

Carrying amount is the amount at which an asset is recognised in the statement of financial position.

The cost method is the method used to account for statutory receivables that requires such receivables to be measured at their transaction amount, plus any accrued interest or other charges (where applicable) and, less any accumulated impairment losses and any amounts derecognised.

Nominal interest rate is the interest rate and/or basis specified in legislation, supporting regulations or similar means.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

The transaction amount (for purposes of this Standard) for a statutory receivable means the amount specified in, or calculated, levied or charged in accordance with, legislation, supporting regulations, or similar means.

1.10 LEASES

A lease is classified as a finance lease if it transfers substantially all the risks and rewards incidental to ownership. A lease is classified as an operating lease if it does not transfer substantially all the risks and rewards incidental to ownership.

When a lease includes both land and buildings elements, the entity assesses the classification of each element separately.

Operating leases - lessee

Operating lease payments are recognised as an expense on a straight-line basis over the lease term. The difference between the amounts recognised as an expense and the contractual payments are recognised as an operating lease asset or liability.

1.11 INVENTORIES

Inventories are initially measured at cost except where inventories are acquired through a non-exchange transaction, then their costs are their fair value as at the date of acquisition.

Subsequently inventories are measured at the lower of cost and net realisable value.

Inventories are measured at the lower of cost and current replacement cost where they are held for;

- distribution at no charge or for a nominal charge; or
- consumption in the production process of goods to be distributed at no charge or for a nominal charge.

Net realisable value is the estimated selling price in the ordinary course of operations less the estimated costs of completion and the estimated costs necessary to make the sale, exchange or distribution.

Current replacement cost is the cost the entity incurs to acquire the asset on the reporting date.

The cost of inventories - books comprises of all costs of purchase, costs of conversion and other costs incurred in bringing the inventories - books to their present location and condition.

The cost of inventories - books of items that are not ordinarily interchangeable and goods or services produced and segregated for specific projects is assigned using specific identification of the individual costs.

The cost of inventories is assigned using the first-in, first-out (FIFO) formula. The same cost formula is used for all inventories having a similar nature and use to the entity.

When inventories are sold, the carrying amounts of those inventories are recognised as an expense in the period in which the related revenue is recognised. If there is no related revenue, the expenses are recognised when the goods are distributed, or related services are rendered. The amount of any write-down of inventories to net realisable value or current replacement cost and all losses of inventories are recognised as an expense in the period the write-down or loss occurs. The amount of any reversal of any write-down of inventories, arising from an increase in net realisable value or current replacement cost, are recognised as a reduction in the amount of inventories recognised as an expense in the period in which the reversal occurs.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

1.12 IMPAIRMENT OF CASH-GENERATING ASSETS

Cash-generating assets are assets used with the objective of generating a commercial return. Commercial return means that positive cash flows are expected to be significantly higher than the cost of the asset.

Impairment is a loss in the future economic benefits or service potential of an asset, over and above the systematic recognition of the loss of the asset's future economic benefits or service potential through depreciation (amortisation).

Carrying amount is the amount at which an asset is recognised in the statement of financial position after deducting any accumulated depreciation and accumulated impairment losses thereon.

A cash-generating unit is the smallest identifiable group of assets used with the objective of generating a commercial return that generates cash inflows from continuing use that are largely independent of the cash inflows from other assets or groups of assets.

Costs of disposal are incremental costs directly attributable to the disposal of an asset, excluding finance costs and income tax expense.

Depreciation (Amortisation) is the systematic allocation of the depreciable amount of an asset over its useful life.

Fair value less costs to sell is the amount obtainable from the sale of an asset in an arm's length transaction between knowledgeable, willing parties, less the costs of disposal.

Recoverable amount of an asset or a cash-generating unit is the higher of its fair value less costs to sell and its value in use.

Useful life is either:

- the period of time over which an asset is expected to be used by the entity; or
- the number of production or similar units expected to be obtained from the asset by the entity.

Identification

When the carrying amount of a cash-generating asset exceeds its recoverable amount, it is impaired.

The entity assesses at each reporting date whether there is any indication that a cash-generating asset may be impaired. If any such indication exists, the entity estimates the recoverable amount of the asset.

Irrespective of whether there is any indication of impairment, the entity also tests a cash-generating intangible asset with an indefinite useful life or a cash-generating intangible asset not yet available for use for impairment annually by comparing its carrying amount with its recoverable amount. This impairment test is performed at the same time every year. If an intangible asset was initially recognised during the current reporting period, that intangible asset was tested for impairment before the end of the current reporting period.

Value in use

Value in use of a cash-generating asset is the present value of the estimated future cash flows expected to be derived from the continuing use of an asset and from its disposal at the end of its useful life.

When estimating the value in use of an asset, the entity estimates the future cash inflows and outflows to be derived from continuing use of the asset and from its ultimate disposal and the entity applies the appropriate discount rate to those future cash flows.

Basis for estimates of future cash flows

In measuring value in use the entity:

- base cash flow projections on reasonable and supportable assumptions that represent management's best estimate of the range of economic

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

conditions that will exist over the remaining useful life of the asset. Greater weight is given to external evidence;

- base cash flow projections on the most recent approved financial budgets/forecasts, but excludes any estimated future cash inflows or outflows expected to arise from future restructuring's or from improving or enhancing the asset's performance. Projections based on these budgets/forecasts covers a maximum period of five years, unless a longer period can be justified; and
- estimate cash flow projections beyond the period covered by the most recent budgets/forecasts by extrapolating the projections based on the budgets/forecasts using a steady or declining growth rate for subsequent years, unless an increasing rate can be justified. This growth rate does not exceed the long-term average growth rate for the products, industries, or country or countries in which the entity operates, or for the market in which the asset is used, unless a higher rate can be justified.

Composition of estimates of future cash flows

Estimates of future cash flows include:

- projections of cash inflows from the continuing use of the asset;
- projections of cash outflows that are necessarily incurred to generate the cash inflows from continuing use of the asset (including cash outflows to prepare the asset for use) and can be directly attributed, or allocated on a reasonable and consistent basis, to the asset; and
- net cash flows, if any, to be received (or paid) for the disposal of the asset at the end of its useful life.

Estimates of future cash flows exclude:

- cash inflows or outflows from financing activities; and
- income tax receipts or payments.

The estimate of net cash flows to be received (or paid) for the disposal of an asset at the end of its useful life is the amount that the entity expects to obtain from the disposal of the asset in an arm's length transaction between knowledgeable, willing parties, after deducting the estimated costs of disposal.

Discount Rate

The discount rate is a pre-tax rate that reflects current market assessments of the time value of money, represented by the current risk-free rate of interest and the risks specific to the asset for which the future cash flow estimates have not been adjusted.

Recognition and measurement (individual asset)

If the recoverable amount of a cash-generating asset is less than its carrying amount, the carrying amount of the asset is reduced to its recoverable amount. This reduction is an impairment loss.

An impairment loss is recognised immediately in surplus or deficit.

Any impairment loss of a revalued cash-generating asset is treated as a revaluation decrease.

When the amount estimated for an impairment loss is greater than the carrying amount of the cash-generating asset to which it relates, the entity recognises a liability only to the extent that is a requirement in the Standard of GRAP.

After the recognition of an impairment loss, the depreciation (amortisation) charge for the cash-generating asset is adjusted in future periods to allocate the cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

Cash-generating units

If there is any indication that an asset may be impaired, the recoverable amount is estimated for the individual asset. If it is not possible to estimate the recoverable amount of the individual asset, the entity determines the recoverable amount of the cash-generating unit to which the asset belongs (the asset's cash-generating unit).

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

If an active market exists for the output produced by an asset or group of assets, that asset or group of assets is identified as a cash-generating unit, even if some or all of the output is used internally. If the cash inflows generated by any asset or cash-generating unit are affected by internal transfer pricing, the entity use management's best estimate of future price(s) that could be achieved in arm's length transactions in estimating:

- the future cash inflows used to determine the asset's or cash-generating unit's value in use; and
- the future cash outflows used to determine the value in use of any other assets or cash-generating units that are affected by the internal transfer pricing.

Cash-generating units are identified consistently from period to period for the same asset or types of assets, unless a change is justified.

The carrying amount of a cash-generating unit is determined on a basis consistent with the way the recoverable amount of the cash-generating unit is determined.

An impairment loss is recognised for a cash-generating unit if the recoverable amount of the unit is less than the carrying amount of the unit. The impairment is allocated to reduce the carrying amount of the cash-generating assets of the unit on a pro rata basis, based on the carrying amount of each asset in the unit. These reductions in carrying amounts are treated as impairment losses on individual assets.

In allocating an impairment loss, the entity does not reduce the carrying amount of an asset below the highest of:

- its fair value less costs to sell (if determinable);
- its value in use (if determinable); and
- zero.

The amount of the impairment loss that would otherwise have been allocated to the asset is allocated pro rata to the other cash-generating assets of the unit.

Where a non-cash-generating asset contributes to a cash-generating unit, a proportion of the carrying amount of that non-cash-generating asset is allocated to the carrying amount of the cash-generating unit prior to estimation of the recoverable amount of the cash-generating unit.

Reversal of impairment loss

The entity assesses at each reporting date whether there is any indication that an impairment loss recognised in prior periods for a cash-generating asset may no longer exist or may have decreased. If any such indication exists, the entity estimates the recoverable amount of that asset.

An impairment loss recognised in prior periods for a cash-generating asset is reversed if there has been a change in the estimates used to determine the asset's recoverable amount since the last impairment loss was recognised. The carrying amount of the asset is increased to its recoverable amount. The increase is a reversal of an impairment loss. The increased carrying amount of an asset attributable to a reversal of an impairment loss does not exceed the carrying amount that would have been determined (net of depreciation or amortisation) had no impairment loss been recognised for the asset in prior periods.

A reversal of an impairment loss for a cash-generating asset is recognised immediately in surplus or deficit.

Any reversal of an impairment loss of a revalued cash-generating asset is treated as a revaluation increase.

After a reversal of an impairment loss is recognised, the depreciation (amortisation) charge for the cash-generating asset is adjusted in future periods to allocate the cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

A reversal of an impairment loss for a cash-generating unit is allocated to the cash-generating assets of the unit pro rata with the carrying amounts of those assets. These increases in carrying amounts are treated as reversals of impairment losses for individual assets. No part of the amount of such a reversal is allocated to a non-cash-generating asset contributing service potential to a cash-generating unit.

In allocating a reversal of an impairment loss for a cash-generating unit, the carrying amount of an asset is not increased above the lower of:

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

- its recoverable amount (if determinable); and
- the carrying amount that would have been determined (net of amortisation or depreciation) had no impairment loss been recognised for the asset in prior periods.

The amount of the reversal of the impairment loss that would otherwise have been allocated to the asset is allocated pro rata to the other assets of the unit.

Redesignation

The redesignation of assets from a cash-generating asset to a non-cash-generating asset or from a non-cash-generating asset to a cash-generating asset only occur when there is clear evidence that such a redesignation is appropriate.

1.13 IMPAIRMENT OF NON-CASH-GENERATING ASSETS

Cash-generating assets are assets used with the objective of generating a commercial return. Commercial return means that positive cash flows are expected to be significantly higher than the cost of the asset.

Non-cash-generating assets are assets other than cash-generating assets.

Impairment is a loss in the future economic benefits or service potential of an asset, over and above the systematic recognition of the loss of the asset's future economic benefits or service potential through depreciation (amortisation). Carrying amount is the amount at which an asset is recognised in the statement of financial position after deducting any accumulated depreciation and accumulated impairment losses thereon.

A cash-generating unit is the smallest identifiable group of assets managed with the objective of generating a commercial return that generates cash inflows from continuing use that are largely independent of the cash inflows from other assets or groups of assets.

Costs of disposal are incremental costs directly attributable to the disposal of an asset, excluding finance costs and income tax expense.

Depreciation (Amortisation) is the systematic allocation of the depreciable amount of an asset over its useful life. Fair value less costs to sell is the amount obtainable from the sale of an asset in an arm's length transaction between knowledgeable, willing parties, less the costs of disposal.

Recoverable service amount is the higher of a non-cash-generating asset's fair value less costs to sell and its value in use.

Useful life is either:

- the period of time over which an asset is expected to be used by the entity; or
- the number of production or similar units expected to be obtained from the asset by the entity.

Designation

At initial recognition, the entity designates an asset as non-cash-generating, or an asset or cash-generating unit as cash generating. The designation is made on the basis of an entity's objective of using the asset.

The entity designates an asset or a cash-generating unit as cash-generating when:

- its objective is to use the asset or a cash-generating unit in a manner that generates a commercial return; such that
- the asset or cash-generating unit will generate positive cash flows, from continuing use and its ultimate disposal, that are expected to be significantly higher than the cost of the asset.

The entity designates an asset as non-cash-generating when its objective is not to use the asset to generate a commercial return but to deliver services.

An asset used with the objective of generating a commercial return and service delivery, is designated either as a cash-generating asset or

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

non-cash-generating asset based on whether the entity expects to use that asset to generate a commercial return. When it is not clear whether the objective is to use the asset to generate a commercial return, the entity designates the asset as a non-cash-generating asset and applies this accounting policy, rather than the accounting policy on Impairment of Non-cash-generating assets.

Identification

When the carrying amount of a non-cash-generating asset exceeds its recoverable service amount, it is impaired.

The entity assesses at each reporting date whether there is any indication that a non-cash-generating asset may be impaired. If any such indication exists, the entity estimates the recoverable service amount of the asset.

Irrespective of whether there is any indication of impairment, the entity also tests a non-cash-generating intangible asset with an indefinite useful life or a non-cash-generating intangible asset not yet available for use for impairment annually by comparing its carrying amount with its recoverable service amount. This impairment test is performed at the same time every year. If an intangible asset was initially recognised during the current reporting period, that intangible asset was tested for impairment before the end of the current reporting period..

Value in use

Value in use of non-cash-generating assets is the present value of the non-cash-generating assets remaining service potential.

The present value of the remaining service potential of a non-cash-generating assets is determined using the following approach:

Depreciated replacement cost approach

The present value of the remaining service potential of a non-cash-generating asset is determined as the depreciated replacement cost of the asset. The replacement cost of an asset is the cost to replace the asset's gross service potential. This cost is depreciated to reflect the asset in its used condition. An asset may be replaced either through reproduction (replication) of the existing asset or through replacement of its gross service potential. The depreciated replacement cost is measured as the current reproduction or replacement cost of the asset, whichever is lower, less accumulated depreciation calculated on the basis of such cost, to reflect the already consumed or expired service potential of the asset.

The replacement cost and reproduction cost of an asset is determined on an "optimised" basis. The rationale is that the entity would not replace or reproduce the asset with a like asset if the asset to be replaced or reproduced is an overdesigned or overcapacity asset. Overdesigned assets contain features which are unnecessary for the goods or services the asset provides. Overcapacity assets are assets that have a greater capacity than is necessary to meet the demand for goods or services the asset provides. The determination of the replacement cost or reproduction cost of an asset on an optimised basis thus reflects the service potential required of the asset.

Restoration cost approach

Restoration cost is the cost of restoring the service potential of an asset to its pre-impaired level. The present value of the remaining service potential of the asset is determined by subtracting the estimated restoration cost of the asset from the current cost of replacing the remaining service potential of the asset before impairment. The latter cost is determined as the depreciated reproduction or replacement cost of the asset, whichever is lower.

Service units approach

The present value of the remaining service potential of the asset is determined by reducing the current cost of the remaining service potential of the asset before impairment, to conform to the reduced number of service units expected from the asset in its impaired state. The current cost of replacing the remaining service potential of the asset before impairment is determined as the depreciated reproduction or replacement cost of the asset before impairment, whichever is lower.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Recognition and measurement

If the recoverable service amount of a non-cash-generating asset is less than its carrying amount, the carrying amount of the asset is reduced to its recoverable service amount. This reduction is an impairment loss.

An impairment loss is recognised immediately in surplus or deficit.

Any impairment loss of a revalued non-cash-generating asset is treated as a revaluation decrease.

When the amount estimated for an impairment loss is greater than the carrying amount of the non-cash-generating asset to which it relates, the entity recognises a liability only to the extent that is a requirement in the Standards of GRAP.

After the recognition of an impairment loss, the depreciation (amortisation) charge for the non-cash-generating asset is adjusted in future periods to allocate the non-cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

Reversal of an impairment loss

The entity assesses at each reporting date whether there is any indication that an impairment loss recognised in prior periods for a non-cash-generating asset may no longer exist or may have decreased. If any such indication exists, the entity estimates the recoverable service amount of that asset.

An impairment loss recognised in prior periods for a non-cash-generating asset is reversed if there has been a change in the estimates used to determine the asset's recoverable service amount since the last impairment loss was recognised. The carrying amount of the asset is increased to its recoverable service amount. The increase is a reversal of an impairment loss. The increased carrying amount of an asset attributable to a reversal of an impairment loss does not exceed the carrying amount that would have been determined (net of depreciation or amortisation) had no impairment loss been recognised for the asset in prior periods.

A reversal of an impairment loss for a non-cash-generating asset is recognised immediately in surplus or deficit.

Any reversal of an impairment loss of a revalued non-cash-generating asset is treated as a revaluation increase.

After a reversal of an impairment loss is recognised, the depreciation (amortisation) charge for the non-cash-generating asset is adjusted in future periods to allocate the non-cash-generating asset's revised carrying amount, less its residual value (if any), on a systematic basis over its remaining useful life.

Redesignation

The redesignation of assets from a cash-generating asset to a non-cash-generating asset or from a non-cash-generating asset to a cash-generating asset only occur when there is clear evidence that such a redesignation is appropriate.

1.14 EMPLOYEE BENEFITS

Identification

Employee benefits

Employee benefits are all forms of consideration given by an entity in exchange for service rendered by employees or for the termination of employment.

Short-term employee benefits are employee benefits (other than termination benefits) that are due to be settled wholly before twelve months after the end of the reporting period in which the employees render the related service.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Post-employment benefits are employee benefits (other than termination benefits and short-term employee benefits) that are payable after the completion of employment.

Other long-term employee benefits are all employee benefits other than short-term employee benefits, post-employment benefits and termination benefits.

Termination benefits are employee benefits provided in exchange for the termination of an employee's employment as a result of either: (a) an entity's decision to terminate an employee's employment before the normal retirement date; or (b) an employee's decision to accept an offer of benefits in exchange for the termination of employment.

Classification of plans

A binding arrangement is an arrangement that confers enforceable rights and obligations on the parties to the arrangement as if it were in the form of a contract. It includes rights from contracts or other legal rights.

Post-employment benefit plans are formal or informal arrangements under which an entity provides post-employment benefits for one or more employees.

Defined contribution plans are post-employment benefit plans under which an entity pays fixed contributions into a separate entity (a fund) and will have no legal or constructive obligation to pay further contributions if the fund does not hold sufficient assets to pay all employee benefits relating to employee service in the current and prior periods.

Defined benefit plans are post-employment benefit plans other than defined contribution plans.

Net defined benefit liability (asset)

The net defined benefit liability (asset) is the deficit or surplus, adjusted for any effect of limiting a net defined benefit asset to the asset ceiling.

The deficit or surplus is: (a) the present value of the defined benefit obligation; less (b) the fair value of plan assets (if any); plus (c) any liability that may arise as a result of a minimum funding requirement.

The asset ceiling is the present value of any economic benefits available in the form of refunds from the plan or reductions in future contributions to the plan.

The present value of a defined benefit obligation is the present value, without deducting any plan assets, of expected future payments required to settle the obligation resulting from employee service in the current and prior periods.

Plan assets comprise: (a) assets held by a long-term employee benefit fund; and (b) qualifying insurance policies.

Assets held by a long-term employee benefit fund are assets (other than nontransferable financial instruments issued by the reporting entity) that: (a) are held by an entity (a fund) that is legally separate from the reporting entity and exists solely to pay or fund employee benefits; and (b) are available to be used only to pay or fund employee benefits, are not available to the reporting entity's own creditors (even in liquidation), and cannot be returned to the reporting entity, unless either: (i) the remaining assets of the fund are sufficient to meet all the related employee benefit obligations of the plan or the reporting entity; or (ii) the assets are returned to the reporting entity to reimburse it for employee benefits already paid.

A qualifying insurance policy is an insurance policy issued by an insurer that is not a related party (as defined in GRAP 20) of the reporting entity, if the proceeds of the policy: (a) can be used only to pay or fund employee benefits under a defined benefit plan; and (b) are not available to the reporting entity's own creditors (even in liquidation) and cannot be paid to the reporting entity, unless either: (i) the proceeds represent surplus assets that are not needed for the policy to meet all the related employee benefit obligations; or (ii) the proceeds are returned to the reporting entity to reimburse it for employee benefits already paid.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Defined benefit cost

Service cost comprises: (a) current service cost, which is the increase in the present value of the defined benefit obligation resulting from employee service in the current period; (b) past service cost, which is the change in the present value of the defined benefit obligation for employee service in prior periods, resulting from a plan amendment (the introduction or withdrawal of, or changes to, a defined benefit plan) or a curtailment (a significant reduction by the entity in the number of employees covered by a plan); and (c) any gain or loss on settlement.

Net interest on the net defined benefit liability (asset) is the change during the period in the net defined benefit liability (asset) that arises from the passage of time.

Remeasurements of the net defined benefit liability (asset) comprise: (a) actuarial gains and losses; (b) the return on plan assets, excluding amounts included in net interest on the net defined benefit liability (asset); and (c) any change in the effect of the asset ceiling, excluding amounts included in net interest on the net defined benefit liability (asset).

Actuarial gains and losses are changes in the present value of the defined benefit obligation resulting from: (a) experience adjustments (the effects of differences between the previous actuarial assumptions and what has actually occurred); and (b) the effects of changes in actuarial assumptions.

The return on plan assets is interest, dividends or similar distributions and other revenue derived from the plan assets, together with realised and unrealised gains or losses on the plan assets, less: (a) any costs of managing the plan assets; and (b) any tax payable by the plan itself other than tax included in the actuarial assumptions used to measure the present value of the defined benefit obligation.

A settlement is a transaction that eliminates all further legal or constructive obligations for part or all of the benefits provided under a defined benefit plan, other than a payment of benefits to, or on behalf of, employees that is set out in the terms of the plan and included in the actuarial assumptions.

Short-term employee benefits

Recognition and measurement

All short-term employee benefits

When an employee has rendered service to the entity during a reporting period, the entity recognises the undiscounted amount of short-term employee benefits expected to be paid in exchange for that service:

- a. As a liability (accrued expense), after deducting any amount already paid. If the amount already paid exceeds the undiscounted amount of the benefits, the entity recognises that excess as an asset (prepaid expense) to the extent that the prepayment will lead to, for example, a reduction in future payments or a cash refund.
- b. As an expense, unless another Standard of GRAP requires or permits the inclusion of the benefits in the cost of an asset.

Short-term paid absences

The entity recognises the expected cost of short-term employee benefits in the form of paid absences as follows:

- a. in the case of accumulating paid absences, when the employees render service that increases their entitlement to future paid absences; and
- b. in the case of non-accumulating paid absences, when the absences occur.

The entity measures the expected cost of accumulating paid absences as the additional amount that the entity expects to pay as a result of the unused entitlement that has accumulated at the end of the reporting period.

Bonus, incentive and performance related payments

The entity recognises the expected cost of bonus, incentive and performance related payments when, and only when:

- a. the entity has a present legal or constructive obligation to make such payments as a result of past events; and
- b. a reliable estimate of the obligation can be made. A present obligation exists when, and only when, the entity has no realistic alternative but to make the payments.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Post-employment benefits: Defined benefit plans

Recognition and measurement

The entity determines the net defined benefit liability (asset) with sufficient regularity that the amounts recognised in the financial statements do not differ materially from the amounts that would be determined at the end of the reporting period.

Accounting for the constructive obligation

The entity accounts not only for its legal obligation under the formal terms of a defined benefit plan, but also for any constructive obligation that arises from the entity's informal practices. Informal practices give rise to a constructive obligation where the entity has no realistic alternative but to pay employee benefits.

Statement of financial position

The entity recognises the net defined benefit liability (asset) in the statement of financial position. When the entity has a surplus in a defined benefit plan, it measures the net defined benefit asset at the lower of: o the reporting entity's own creditors (even in liquidation), and cannot be returned to the reporting entity, unless either:

- a. the surplus in the defined benefit plan; and
- b. the asset ceiling, determined using the discount rate specified. Any adjustments arising from the limit is recognised in surplus or deficit..

Asset recognition ceiling: When a minimum funding requirement may give rise to a liability

If the entity has an obligation under a minimum funding requirement to pay contributions to cover an existing shortfall on the minimum funding basis in respect of services already received, the entity determines whether the contributions payable will be available as a refund or reduction in future contributions after they are paid into the plan. To the extent that the contributions payable will not be available after they are paid into the plan, the entity recognises a liability when the obligation arises. The liability reduces the defined benefit asset or increases the defined benefit liability so that no gain or loss is expected to result when the contributions are paid.

Recognition and measurement: Present value of defined benefit obligations and current service cost

Actuarial valuation method

The entity uses the projected unit credit method to determine the present value of its defined benefit obligations and the related current service cost and, where applicable, past service cost.

Attributing benefit to periods of service

In determining the present value of its defined benefit obligations and the related current service cost and, where applicable, past service cost, the entity attributes benefit to periods of service under the plan's benefit formula. However, if an employee's service in later years will lead to a materially higher level of benefit than in earlier years, the entity attributes benefit on a straight-line basis from: required to settle the obligation resulting from employee service in the current and prior periods.

- a. the date when service by the employee first leads to benefits under the plan (whether or not the benefits are conditional on further service); until
- b. the date when further service by the employee will lead to no material amount of further benefits under the plan, other than from further salary increases.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Actuarial assumptions

Actuarial assumptions are unbiased and mutually compatible.

Financial assumptions are based on market expectations, at the end of the reporting period, for the period over which the obligations are to be settled.

Actuarial assumptions: Mortality

The entity determines its mortality assumptions by reference to its best estimate of the mortality of plan members both during and after employment.

Actuarial assumptions: Discount rate

The rate used to discount post-employment benefit obligations (both funded and unfunded) reflects the time value of money. The currency and term of the financial instrument selected to reflect the time value of money is consistent with the currency and estimated term of the post-employment benefit obligations.

Actuarial assumptions: Salaries, benefits and medical costs

The entity measures its defined benefit obligations on a basis that reflects:

- a. the benefits set out in the terms of the plan (or resulting from any constructive obligation that goes beyond those terms) at the end of the reporting period;
- b. any estimated future salary increases that affect the benefits payable;
- c. the effect of any limit on the employer's share of the cost of the future benefits;
- d. contributions from employees or third parties that reduce the ultimate cost to the entity of those benefits; and
- e. estimated future changes in the level of any state benefits that affect the benefits payable under a defined benefit plan, if, and only if, either:
 - i. those changes were enacted before the end of the reporting period; or
 - ii. historical data, or other reliable evidence, indicates that those state benefits will change in some predictable manner, for example, in line with future changes in general price levels or general salary levels.

Assumptions about medical costs takes account of estimated future changes in the cost of medical services, resulting from both inflation and specific changes in medical costs.

Past service cost and gains and losses on settlement

- When determining past service cost, or a gain or loss on settlement, the entity remeasures the net defined benefit liability (asset) using the current fair value of plan assets and current actuarial assumptions (including current market interest rates and other current market prices), reflecting:
 - a. the benefits offered under the plan and the plan assets before the plan amendment, curtailment or settlement; and
 - a. the benefits offered under the plan and the plan assets after the plan amendment, curtailment or settlement

Past service cost

The entity recognises past service cost as an expense at the earlier of the following dates:

- a. when the plan amendment or curtailment occurs; and
- b. when the entity recognises related restructuring costs or termination benefits.

Gains and losses on settlement

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

The entity recognises a gain or loss on the settlement of a defined benefit plan when the settlement occurs.

Recognition and measurement: Plan assets

Fair value of plan assets

The fair value of any plan assets is deducted from the present value of the defined benefit obligation in determining the deficit or surplus.

Components of defined benefit cost

The entity recognises the components of defined benefit cost in surplus or deficit, except to the extent that another Standard requires or permits their inclusion in the cost of an asset, as follows:

- a. service cost
- b. net interest on the net defined benefit liability (asset); and
- c. remeasurements of the net defined benefit liability (asset)

Current service cost

The entity determines current service cost using actuarial assumptions determined at the start of the reporting period. However, if the entity remeasures the net defined benefit liability (asset) in accordance with the section on Past service cost gains and losses on settlement, it determines current service cost for the remainder of the reporting period after the plan amendment, curtailment or settlement using the actuarial assumptions used to remeasure the net defined benefit liability (asset) in accordance with the section on Past service cost gains and losses on settlement (part b).

Net interest on the net defined benefit liability (asset)

The entity determines net interest on the net defined benefit liability (asset) by multiplying the net defined benefit liability (asset) by the discount rate specified.

To determine net interest, the entity uses the net defined benefit liability (asset) and the discount rate determined at the start of the reporting period. However, if the entity remeasures the net defined benefit liability (asset) in accordance with the section on Past service cost gains and losses on settlement, the entity determines net interest for the remainder of the reporting period after the plan amendment, curtailment or settlement using:

- a. the net defined benefit liability (asset) determined in accordance with the section on Past service cost gains and losses on settlement (part b); and
- b. the discount rate used to remeasure the net defined benefit liability (asset) in accordance with the section on Past service cost gains and losses on settlement (part b).

In applying this, the entity also takes into account any changes in the net defined benefit liability (asset) during the period resulting from contributions or benefit payments.

Remeasurements of the net defined benefit liability (asset)

Remeasurements of the net defined benefit liability (asset) comprise:

- a. actuarial gains and losses
- b. the return on plan assets, excluding amounts included in net interest on the net defined benefit liability (asset); and
- c. any change in the effect of the asset ceiling, excluding amounts included in net interest on the net defined benefit liability (asset).

Presentation

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Components of defined benefit cost

The entity recognises service cost, net interest on the net defined benefit liability (asset) and remeasurements in surplus or deficit.

Other long-term employee benefits

Recognition and measurement

For other long-term employee benefits, the entity recognises the net total of the following amounts in surplus or deficit, except to the extent that another Standard requires or permits their inclusion in the cost of an asset:

- a. service cost;
- b. net interest on the net defined benefit liability (asset); and
- c. remeasurements of the net defined benefit liability (asset).

Termination benefits

Recognition

The entity recognises a liability and expense for termination benefits at the earlier of the following dates: (a) when the entity can no longer withdraw the offer of those benefits; and (b) when the entity recognises costs for a restructuring that is within the scope of GRAP 19 and involves the payment of termination benefits.

Measurement

The entity measures termination benefits on initial recognition, and measures and recognise subsequent changes, in accordance with the nature of the employee benefit, provided that if the termination benefits are an enhancement to post-employment benefits, the entity applies the requirements for post-employment benefits. Otherwise:

- a. If the termination benefits are expected to be settled wholly before twelve months after the end of the reporting period in which the termination benefit is recognised, the entity applies the requirements for short-term employee benefits.
- b. If the termination benefits are not expected to be settled wholly before twelve months after the end of the reporting period, the entity applies the requirements for other long-term employee benefits.

1.15 PROVISIONS AND CONTINGENCIES

Provisions are recognised when:

- the entity has a present obligation as a result of a past event;
- it is probable that an outflow of resources embodying economic benefits or service potential will be required to settle the obligation; and
- a reliable estimate can be made of the obligation.

The amount of a provision is the best estimate of the expenditure expected to be required to settle the present obligation at the reporting date.

Where the effect of time value of money is material, the amount of a provision is the present value of the expenditures expected to be required to settle the obligation.

The discount rate is a pre-tax rate that reflects current market assessments of the time value of money and the risks specific to the liability.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Where some or all of the expenditure required to settle a provision is expected to be reimbursed by another party, the reimbursement is recognised when, and only when, it is virtually certain that reimbursement will be received if the entity settles the obligation. The reimbursement is treated as a separate asset. The amount recognised for the reimbursement does not exceed the amount of the provision.

Provisions are reviewed at each reporting date and adjusted to reflect the current best estimate. Provisions are reversed if it is no longer probable that an outflow of resources embodying economic benefits or service potential will be required, to settle the obligation.

Where discounting is used, the carrying amount of a provision increases in each period to reflect the passage of time. This increase is recognised as an interest expense.

A provision is used only for expenditures for which the provision was originally recognised.

Provisions are not recognised for future operating surplus.

If an entity has a contract that is onerous, the present obligation (net of recoveries) under the contract is recognised and measured as a provision. A constructive obligation to restructure arises only when an entity:

- has a detailed formal plan for the restructuring, identifying at least:
 - the activity/operating unit or part of a activity/operating unit concerned;
 - the principal locations affected; the location, function, and approximate number of employees who will be compensated for services being terminated;
 - the expenditures that will be undertaken; and when the plan will be implemented; and
- has raised a valid expectation in those affected that it will carry out the restructuring by starting to implement that plan or announcing its main features to those affected by it.

A restructuring provision includes only the direct expenditures arising from the restructuring, which are those that are both:

- necessarily entailed by the restructuring; and
- not associated with the ongoing activities of the entity

Contingent assets and contingent liabilities are not recognised. Contingencies are disclosed in note 31.

Levies

A levy is an outflow of resources embodying economic benefits that is imposed by governments on entities in accordance with legislation (i.e. laws and/or regulations), other than:

- those outflows of resources that are within the scope of other Standards, and
- fines or other penalties that are imposed for breaches of the legislation.

Government refers to government, government agencies and similar bodies whether local, national or international.

The obligating event that gives rise to a liability to pay a levy is the activity that triggers the payment of the levy, as identified by the legislation.

The entity does not have a constructive obligation to pay a levy that will be triggered by operating in a future period as a result of the entity being economically compelled to continue to operate in that future period. The preparation of financial statements under the going concern assumption does not imply that the entity has a present obligation to pay a levy that will be triggered by operating in a future period.

The liability to pay a levy is recognised progressively if the obligating event occurs over a period of time (i.e. if the activity that triggers the payment of the levy, as identified by the legislation, occurs over a period of time).

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

If an obligation to pay a levy is triggered when a minimum threshold is reached, the corresponding liability is recognised when that minimum threshold is reached.

The entity recognises an asset if it has prepaid a levy but does not yet have a present obligation to pay that levy.

1.16 COMMITMENTS

Items are classified as commitments when an entity has committed itself to future transactions that will normally result in the outflow of cash.

Disclosures are required in respect of unrecognised contractual commitments.

Commitments for which disclosure is necessary to achieve a fair presentation should be disclosed in a note to the financial statements, if both the following criteria are met:

- Contracts should be non-cancellable or only cancellable at significant cost (for example, contracts for computer or building maintenance services); and
- Contracts should relate to something other than the routine, steady, state business of the entity - therefore salary commitments relating to employment contracts or social security benefit commitments are excluded.

1.17 REVENUE FROM EXCHANGE TRANSACTIONS

Revenue is the gross inflow of economic benefits or service potential during the reporting period when those inflows result in an increase in net assets, other than increases relating to contributions from owners.

An exchange transaction is one in which the municipality receives assets or services, or has liabilities extinguished, and directly gives approximately equal value (primarily in the form of goods, services or use of assets) to the other party in exchange.

Fair value is the amount for which an asset could be exchanged, or a liability settled, between knowledgeable, willing parties in an arm's length transaction.

Revenue from exchange transactions include the following categories:

- Direct user charges
- Vessel management services
- SA Agulhas fees
- Government service fees

Measurement

Revenue is measured at the fair value of the consideration received or receivable, net of trade discounts and volume rebates.

Rendering of services

When the outcome of a transaction involving the rendering of services can be estimated reliably, revenue associated with the transaction is recognised by reference to the stage of completion of the transaction at the reporting date. The outcome of a transaction can be estimated reliably when all the following conditions are satisfied:

- the amount of revenue can be measured reliably;
- it is probable that the economic benefits or service potential associated with the transaction will flow to the entity;
- the stage of completion of the transaction at the reporting date can be measured reliably; and
- the costs incurred for the transaction and the costs to complete the transaction can be measured reliably.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

When services are performed by an indeterminate number of acts over a specified time frame, revenue is recognised on a straight line basis over the specified time frame unless there is evidence that some other method better represents the stage of completion. When a specific act is much more significant than any other acts, the recognition of revenue is postponed until the significant act is executed.

When the outcome of the transaction involving the rendering of services cannot be estimated reliably, revenue is recognised only to the extent of the expenses recognised that are recoverable.

Service revenue is recognised by reference to the stage of completion of the transaction at the reporting date. Stage of completion is determined by services performed to date as a percentage of total services to be performed.

Interest, royalties and dividends

Revenue arising from the use by others of entity assets yielding interest, royalties and dividends or similar distributions is recognised when:

- It is probable that the economic benefits or service potential associated with the transaction will flow to the entity, and
- The amount of the revenue can be measured reliably.

Interest is recognised, in surplus or deficit, using the effective interest rate method.

1.18 REVENUE FROM NON-EXCHANGE TRANSACTIONS

Revenue comprises gross inflows of economic benefits or service potential received and receivable by an entity, which represents an increase in net assets, other than increases relating to contributions from owners.

Conditions on transferred assets are stipulations that specify that the future economic benefits or service potential embodied in the asset is required to be consumed by the recipient as specified or future economic benefits or service potential must be returned to the transferor.

Control of an asset arise when the entity can use or otherwise benefit from the asset in pursuit of its objectives and can exclude or otherwise regulate the access of others to that benefit.

Exchange transactions are transactions in which one entity receives assets or services, or has liabilities extinguished, and directly gives approximately equal value (primarily in the form of cash, goods, services, or use of assets) to another entity in exchange.

Expenses paid through the tax system are amounts that are available to beneficiaries regardless of whether or not they pay taxes.

Fines are economic benefits or service potential received or receivable by entities, as determined by a court or other law enforcement body, as a consequence of the breach of laws or regulations.

Non-exchange transactions are transactions that are not exchange transactions. In a non-exchange transaction, an entity either receives value from another entity without directly giving approximately equal value in exchange, or gives value to another entity without directly receiving approximately equal value in exchange.

Tax expenditures are preferential provisions of the tax law that provide certain taxpayers with concessions that are not available to others. The taxable event is the event that the government, legislature or other authority has determined will be subject to taxation.

Taxes are economic benefits or service potential compulsorily paid or payable to entities, in accordance with laws and or regulations, established to

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

provide revenue to government. Taxes do not include fines or other penalties imposed for breaches of the law.

Transfers are inflows of future economic benefits or service potential from non-exchange transactions, other than taxes.

The main revenue from non-exchange transactions earned by the entity, is SAMSA levies, which are charged in terms of the SAMSA levies Act, 1998.

Recognition

An inflow of resources from a non-exchange transaction recognised as an asset is recognised as revenue, except to the extent that a liability is also recognised in respect of the same inflow.

As the entity satisfies a present obligation recognised as a liability in respect of an inflow of resources from a non-exchange transaction recognised as an asset, it reduces the carrying amount of the liability recognised and recognises an amount of revenue equal to that reduction.

Measurement

Revenue from a non-exchange transaction is measured at the amount of the increase in net assets recognised by the entity.

When, as a result of a non-exchange transaction, the entity recognises an asset, it also recognises revenue equivalent to the amount of the asset measured at its fair value as at the date of acquisition, unless it is also required to recognise a liability. Where a liability is required to be recognised it will be measured as the best estimate of the amount required to settle the obligation at the reporting date, and the amount of the increase in net assets, if any, recognised as revenue. When a liability is subsequently reduced, because the taxable event occurs or a condition is satisfied, the amount of the reduction in the liability is recognised as revenue.

Transfers

Apart from Services in kind, which are not recognised, the entity recognises an asset in respect of transfers when the transferred resources meet the definition of an asset and satisfy the criteria for recognition as an asset.

The entity recognises an asset in respect of transfers when the transferred resources meet the definition of an asset and satisfy the criteria for recognition as an asset.

Transferred assets are measured at their fair value as at the date of acquisition.

Fines

Fines are recognised as revenue when the receivable meets the definition of an asset and satisfies the criteria for recognition as an asset.

Assets arising from fines are measured at the best estimate of the inflow of resources to the entity.

Where the entity collects fines in the capacity of an agent, the fine will not be revenue of the collecting entity.

Gifts and donations, including goods in-kind

Gifts and donations, including goods in kind, are recognised as assets and revenue when it is probable that the future economic benefits or service potential will flow to the entity and the fair value of the assets can be measured reliably.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

Services in-kind

Except for financial guarantee contracts, the entity recognise services in-kind that are significant to its operations and/or service delivery objectives as assets and recognise the related revenue when it is probable that the future economic benefits or service potential will flow to the entity and the fair value of the assets can be measured reliably.

Where services in-kind are not significant to the entity's operations and/or service delivery objectives and/or do not satisfy the criteria for recognition, the entity disclose the nature and type of services in-kind received during the reporting period.

1.19 INVESTMENT INCOME

Investment income is recognised on a time-proportion basis using the effective Interest method.

1.20 ACCOUNTING BY PRINCIPALS AND AGENTS

Identification

An agent is an entity that has been directed by another entity (a principal), through a binding arrangement, to undertake transactions with third parties on behalf of the principal and for the benefit of the principal.

A principal is an entity that directs another entity (an agent), through a binding arrangement, to undertake transactions with third parties on its behalf and for its own benefit.

A principal-agent arrangement results from a binding arrangement in which one entity (an agent), undertakes transactions with third parties on behalf, and for the benefit of, another entity (the principal).

Identifying whether an entity is a principal or an agent

When the entity is party to a principal-agent arrangement, it assesses whether it is the principal or the agent in accounting for revenue, expenses, assets and/or liabilities that result from transactions with third parties undertaken in terms of the arrangement.

The assessment of whether an entity is a principal or an agent requires the entity to assess whether the transactions it undertakes with third parties are for the benefit of another entity or for its own benefit.

Binding arrangement

The entity assesses whether it is an agent or a principal by assessing the rights and obligations of the various parties established in the binding arrangement.

Where the terms of a binding arrangement are modified, the parties to the arrangement re-assess whether they act as a principal or an agent.

Assessing which entity benefits from the transactions with third parties

When the entity in a principal-agent arrangement concludes that it undertakes transactions with third parties for the benefit of another entity, then it is the agent. If the entity concludes that it is not the agent, then it is the principal in the transactions.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

The entity is an agent when, in relation to transactions with third parties, all three of the following criteria are present:

- It does not have the power to determine the significant terms and conditions of the transaction.
- It does not have the ability to use all, or substantially all, of the resources that result from the transaction for its own benefit.
- It is not exposed to variability in the results of the transaction.

Where the entity has been granted specific powers in terms of legislation to direct the terms and conditions of particular transactions, it is not required to consider the criteria of whether it does not have the power to determine the significant terms and conditions of the transaction, to conclude that is an agent. The entity applies judgement in determining whether such powers exist and whether they are relevant in assessing whether the entity is an agent.

Recognition

The entity, as a principal, recognises revenue and expenses that arise from transactions with third parties in a principal-agent arrangement in accordance with the requirements of the relevant Standards of GRAP.

The entity, as an agent, recognises only that portion of the revenue and expenses it receives or incurs in executing the transactions on behalf of the principal in accordance with the requirements of the relevant Standards of GRAP.

The entity recognises assets and liabilities arising from principal-agent arrangements in accordance with the requirements of the relevant Standards of GRAP.

1.21 TRANSLATION OF FOREIGN CURRENCIES

Foreign currency transactions

A foreign currency transaction is recorded, on initial recognition in Rands, by applying to the foreign currency amount the spot exchange rate between the functional currency and the foreign currency at the date of the transaction.

At each reporting date:

- foreign currency monetary items are translated using the closing rate;
- non-monetary items that are measured in terms of historical cost in a foreign currency are translated using the exchange rate at the date of the transaction; and
- non-monetary items that are measured at fair value in a foreign currency are translated using the exchange rates at the date when the fair value was determined.

Exchange differences arising on the settlement of monetary items or on translating monetary items at rates different from those at which they were translated on initial recognition during the period or in previous financial statements are recognised in surplus or deficit in the period in which they arise.

When a gain or loss on a non-monetary item is recognised directly in net assets, any exchange component of that gain or loss is recognised directly in net assets. When a gain or loss on a non-monetary item is recognised in surplus or deficit, any exchange component of that gain or loss is recognised in surplus or deficit.

Cash flows arising from transactions in a foreign currency are recorded in Rands by applying to the foreign currency amount the exchange rate between the Rand and the foreign currency at the date of the cash flow.

1.22 COMPARATIVE FIGURES

Where necessary, comparative figures have been reclassified to conform to changes in presentation in the current year.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

1.23 FRUITLESS AND WASTEFUL EXPENDITURE

Fruitless expenditure means expenditure which was made in vain and would have been avoided had reasonable care been exercised. All expenditure relating to fruitless and wasteful expenditure is recognised as an expense in the Statement of Financial Performance in the year the expenditure was incurred. The expenditure is classified in accordance with the nature of the expense, and where recovered, it is subsequently accounted for as revenue in the Statement of Financial Performance.

Fruitless and wasteful expenditure is recorded in the Annual Financial Statements when it is either:

- under assessment, determination, and investigation;
- transferred to receivables for recovery; or
- written off if it is not recoverable.

A separate register is maintained for historical fruitless and wasteful expenditure incurred in previous reporting periods and not addressed.

1.24 IRREGULAR EXPENDITURE

Irregular expenditure as defined in section 1 of the PFMA is expenditure other than unauthorised expenditure, incurred in contravention of or that is not in accordance with a requirement of any applicable legislation, including -

- a. this Act; or
- b. the State Tender Board Act, 1968 (Act No. 86 of 1968), or any regulations made in terms of the Act.

Annexure A to the National Treasury instruction no. 4 of 2022/2023: PFMA Compliance and reporting framework requires the following:

For determining whether irregular expenditure occurred, the following must be present:

- a. expenditure incurred in contravention of, or not in accordance with legislation; and
- b. expenditure must have been recognised in the statement of financial performance or liability recognised in the statement of financial position (where expenditure is not reflected in the statement of financial performance). The earlier of an invoice or payment will trigger irregular expenditure for these transactions. the State Tender Board Act, 1968 (Act No. 86 of 1968), or any regulations made in terms of the Act.

Irregular expenditure when incurred and confirmed is recorded in the annual financial statement disclosure. This relates to irregular expenditure incurred in the current financial year, with a one financial year comparative analysis.

Irregular expenditure for the previous financial year (comparative amounts) must be recognised in the period in which they occurred as follows:

- irregular expenditure incurred and confirmed in the previous financial year;
- irregular expenditure that was under assessment in the previous financial year and confirmed in the current financial year;
- irregular expenditure that was not discovered in the previous financial year and identified and confirmed in the current financial year; and
- irregular expenditure payments relating to multi-year contracts that was not condoned or removed.

1.25 SEGMENT INFORMATION

A segment is an activity of an entity:

- that generates economic benefits or service potential (including economic benefits or service potential relating to transactions between activities of the same entity);
- whose results are regularly reviewed by management to make decisions about resources to be allocated to that activity and in assessing its performance; and

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

- for which separate financial information is available.

SAMSA has only one reportable segment, Maritime Special Project (MSP), which operates as a unit that provides vessel management for Marine Living Resources Fund (MLRF). In terms of GRAP 18 the entity shall report the following in respect of the identified reportable segment: (a) General Information in relation to the reportable segment identified; (b) Information about reported segment surplus or deficit including specified segment assets, segment liabilities and basis of measurements; (c) Reconciliations of totals of segment revenues, reported segment surplus or deficit, segment assets, segment liabilities and other material segment items.

Measurement

The amount of each segment item reported is the measure reported to management for the purposes of making decisions about allocating resources to the segment and assessing its performance. Adjustments and eliminations made in preparing the entity's financial statements and allocations of revenues and expenses are included in determining reported segment surplus or deficit only if they are included in the measure of the segment's surplus or deficit that is used by management. Similarly, only those assets and liabilities that are included in the measures of the segment's assets and segment's liabilities that are used by management are reported for that segment. If amounts are allocated to reported segment surplus or deficit, assets or liabilities, those amounts are allocated on a reasonable basis.

If management uses only one measure of a segment's surplus or deficit, the segment's assets or the segment's liabilities in assessing segment performance and deciding how to allocate resources, segment surplus or deficit, assets and liabilities are reported in terms of that measure. If management uses more than one measure of a segment's surplus or deficit, the segment's assets or the segment's liabilities, the reported measures are those that management believes are determined in accordance with the measurement principles most consistent with those used in measuring the corresponding amounts in the entity's financial statements.

The Maritime Special Projects segment applies the same accounting policies as those of SAMSA as outlined in this note. These accounting policies are consistent with the previous year.

1.26 RESEARCH AND DEVELOPMENT EXPENDITURE

Expenditure on research is recognised as an expense when it is incurred.

An asset arising from development is recognised when:

- it is technically feasible to complete the asset so that it will be available for use or sale.
- there is an intention to complete and use or sell it.
- there is an ability to use or sell it.
- it will generate probable future economic benefits or service potential.
- there are available technical, financial and other resources to complete the development and to use or sell the asset.
- the expenditure attributable to the asset during its development can be measured reliably.

1.27 BUDGET INFORMATION

The entity is subject to budgetary limits in the form of budget authorisations (or equivalent), which is given effect through authorising legislation, appropriation or similar.

General purpose financial reporting by entity shall provide information on whether resources were obtained and used in accordance with the legally adopted budget.

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

The approved budget is prepared on a accrual basis and presented by programmes linked to performance outcome objectives.

The approved budget covers the fiscal period from 2024/04/01 to 2025/03/31.

The annual financial statements and the budget are on the same basis of accounting therefore a comparison with the budgeted amounts for the reporting period have been included in the Statement of comparison of budget and actual amounts.

The Statement of comparative and actual information has been included in the annual financial statements as the recommended disclosure when the annual financial statements and the budget are on the same basis of accounting as determined by National Treasury.

The Statement of comparative and actual information has been included in the financial statements as the recommended disclosure when the financial statements and the budget are on the same basis of accounting as determined by National Treasury.

Comparative information is not required.

1.28 RELATED PARTIES

A related party is a person or an entity with the ability to control or jointly control the other party, or exercise significant influence over the other party, or vice versa, or an entity that is subject to common control, or joint control.

Control is the power to govern the financial and operating policies of an entity so as to obtain benefits from its activities.

Joint control is the agreed sharing of control over an activity by a binding arrangement, and exists only when the strategic financial and operating decisions relating to the activity require the unanimous consent of the parties sharing control (the venturers).

Related party transaction is a transfer of resources, services or obligations between the reporting entity and a related party, regardless of whether a price is charged.

Significant influence is the power to participate in the financial and operating policy decisions of an entity, but is not control over those policies. Management are those persons responsible for planning, directing and controlling the activities of the entity, including those charged with the governance of the entity in accordance with legislation, in instances where they are required to perform such functions.

Close members of the family of a person are those family members who may be expected to influence, or be influenced by that person in their dealings with the entity.

The entity is exempt from disclosure requirements in relation to related party transactions if that transaction occurs within normal supplier and/or client/recipient relationships on terms and conditions no more or less favourable than those which it is reasonable to expect the entity to have adopted if dealing with that individual entity or person in the same circumstances and terms and conditions are within the normal operating parameters established by that reporting entity's legal mandate.

Where the entity is exempt from the disclosures in accordance with the above, the entity discloses narrative information about the nature of the transactions and the related outstanding balances, to enable users of the entity's financial statements to understand the effect of related party transactions on its audited annual financial statements.

1.29 EVENTS AFTER REPORTING DATE

Events after reporting date are those events, both favourable and unfavourable, that occur between the reporting date and the date when the financial statements are authorised for issue. Two types of events can be identified:

Significant Accounting Policies

Audited Annual Financial Statements for the year ended 31 March 2025

- those that provide evidence of conditions that existed at the reporting date (adjusting events after the reporting date); and
- those that are indicative of conditions that arose after the reporting date (non-adjusting events after the reporting date).

The entity will adjust the amount recognised in the financial statements to reflect adjusting events after the reporting date once the event occurred.

The entity will disclose the nature of the event and an estimate of its financial effect or a statement that such estimate cannot be made in respect of all material non-adjusting events, where non-disclosure could influence the economic decisions of users taken on the basis of the financial statements.

1.30 ROUNDING OFF

All figures in the financial statements were rounded off to the nearest thousand and are indicated by R'000.

1.31 BAD DEBTS

It is the policy of the Authority to handle each potential bad debt case or impairment allowance on merit. A provision is made for all debtors which are likely not going to be paid over to SAMSA. Where there is objective evidence and indications to the impairment of a debt, such debts are written off.

1.32 TAX

The Authority is exempt from income tax in terms of section 10(1)(CA)(i) of the Income Tax Act, 1962 (Act No. 58 of 1962).

The Authority is registered as an employer in terms of the PAYE provisions of the Income Tax Act.

As from 01 April 2005 the Authority has been de-registered from VAT, although the Authority is still liable for VAT on imported goods and services.

1.33 PREPAYMENTS

Prepayments are payments made in advance for products and services that have not been delivered for which SAMSA expects the delivery in the next financial period. Prepayments are recognised as current assets and are not discounted as the discounting effect thereof is considered immaterial.

1.34 CONDITIONAL GRANTS

The Authority recognises the asset (cash) upon receipt of the grant and will recognise a corresponding liability to the extent that the Authority has not yet met the conditions attached to the grant. When conditions of the grant have been met, the applicable amounts will be recognised in the statement of financial performance.

An aerial photograph of the Federal Beaufort, a large maritime supply ship, sailing on the ocean. The ship is white with a dark hull and features several cranes and deck structures. The name "FEDERAL BEAUFORT" and the number "14120" are visible on the stern. The entire image is overlaid with a semi-transparent teal filter.

Notes to Audited Annual Financial Statements

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

2. PROPERTY, PLANT AND EQUIPMENT

	2025			2024		
	Cost / Valuation R'000	Accumulated depreciation and accumulated impairment R'000	Carrying value R'000	Cost / Valuation R'000	Accumulated depreciation and accumulated impairment R'000	Carrying value R'000
Land	448	-	448	448	-	448
Buildings	4 936	(2 926)	2 010	4 935	(2 615)	2 320
Leasehold property	9 707	(9 042)	665	9 391	(8 916)	475
Furniture and fixtures	16 410	(14 374)	2 036	16 287	(13 746)	2 541
Motor vehicles	5 245	(5 213)	32	5 245	(5 066)	179
Office equipment	7 394	(6 001)	1 393	7 276	(5 536)	1 740
IT equipment	40 229	(33 840)	6 389	38 531	(30 405)	8 126
Total	84 369	(71 396)	12 973	82 113	(66 284)	15 829

RECONCILIATION OF PROPERTY, PLANT AND EQUIPMENT - 2025

	Opening Balance R'000	Additions R'000	Disposals R'000	Depreciation R'000	Total R'000
Land	448	-	-	-	448
Buildings	2 320	-	-	(310)	2 010
Leasehold property	475	316	(1)	(126)	665
Furniture and fixtures	2 541	204	-	(708)	2 036
Motor vehicles	179	-	-	(147)	32
Office equipment	1 740	176	-	(523)	1 393
IT equipment	8 126	2 314	(45)	(4 007)	6 389
	15 829	3 010	(46)	(5 821)	12 973

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

RECONCILIATION OF PROPERTY, PLANT AND EQUIPMENT - 2024

	Opening Balance R '000	Additions R'000	Disposals R '000	Depreciation R '000	Total R '000
Land	448	-	-	-	448
Buildings	2 631	-	-	(311)	2 320
Leasehold property	572	-	-	(97)	475
Furniture and fixtures	3 380	-	(11)	(828)	2 541
Motor vehicles	351	-	-	(172)	179
Office equipment	1 353	1 021	(17)	(617)	1 740
IT equipment	3 688	7 412	(31)	(2 943)	8 126
SA Agulhas - Ship	164	-	(24)	(140)	-
	12 587	8 433	(83)	(5 108)	15 829

Pledged as security

No assets are pledged as security.

Undisclosed Assets

As at 31 March 2025, SAMSA had Artwork assets in a form of paintings which the value of the assets thereof has not been disclosed in the annual financial statement pending valuation assessment of the assets. The value of the Artwork is not expected to be significant or have material impact on the assets disclosure note.

Revaluations

Land and buildings are re-valued independently every 5 years. No revaluations were done during the current financial year. Land and buildings were last valued in 2021.

The effective date of the revaluations was Wednesday, 31 March 2021. Revaluations were performed by independent valuer, Mr Stow (Professional Valuer, SACVP Reg. No. 6651/0), of Spectrum Valuation & Asset Solutions (Pty) Ltd. Spectrum Valuation & Asset Solutions (Pty) Ltd is not connected to the entity.

The valuation was performed using the income capitalised method, and the following assumptions were used:

Capitalisation rate:	10.3%
Comparable rentals:	R125 per square meter
Expenditures:	16.8%; R16.19 per square meter
Area vacancies:	3%.

These assumptions were based on current market conditions at the time of valuation.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Details of properties

	2025 R '000	2024 R '000
East London office		
Terms and conditions		
- Purchase price: 1 December 2008	4 334	4 334
- Additions since purchase or valuation	1 050	1 050
	5 384	5 384

Expenditure incurred to repair and maintain property, plant and equipment

	2025 R '000	2024 R '000
Expenditure incurred to repair and maintain property, plant and equipment included in Statement of Financial Performance		
Buildings	593	1
Motor vehicles	275	183
Office equipment	60	74
IT equipment	51	68
SA Agulhas - ship	-	118
	979	444

A register containing the information required by the PFMA is available for inspection at the registered office of the entity.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

3. INTANGIBLE ASSETS

	2025			2024		
	Cost R '000	Accumulated Amortisation and Accumulated Impairment R '000	Carrying value R '000	Cost R '000	Accumulated Amortisation and Accumulated impairment R '000	Carrying value R '000
Computer software, other	2 765	(2 560)	205	17 764	(17 376)	388

	Opening balance R '000	Amortisation R '000	Total R '000
Reconciliation of intangible assets - Statement of Financial Position - 2025			
Computer software, other	388	(183)	205

	Opening balance R '000	Amortisation R '000	Additions R '000	Total R '000
Reconciliation of intangible assets - 2024				
Computer software, other	226	456	(294)	388

Pledged as security

No intangible assets are pledged as security.

4. INVENTORIES

	2025 R '000	2024 R '000
Finished goods	1 237	495
Inventories recognised as an expense during the year	82	80

This represents the seafarer record books that are used by SAMSA in its course of business and in line with the certifications and accreditations it provides.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

5. RECEIVABLES FROM EXCHANGE TRANSACTIONS

	2025 R '000	2024 R '000
Trade debtors	3 729	8 472
Deposits	2 484	2 487
Sundry Receivables	495	619
Maritime Fund Receivables	214	206
Provision for doubtful debts	(1 808)	(1 644)
Staff debtors	423	330
Discounting of receivables	729	(652)
	4 808	9 818
Statutory receivables included in receivables from exchange transactions above are as follows		
Direct User charges	470	2 783
Financial asset receivables included in receivables from exchange transactions above	4 338	7 035
Total receivables from exchange transactions	4 808	9 818

Statutory receivables general information

Transaction(s) arising from statute

Direct user charges are charged based on section 44 of the SAMSA Act (Act No. 5 of 1998), which states: The Authority may make determinations imposing charges and specifying the persons by whom, and the times when, such charges are payable.

Determination of transaction amount

The direct user charges included in the financial statements was based on the Determination of charges issued on 19 July 2024, effective from 1 September 2024.

Basis used to assess and test whether a statutory receivable is impaired

Statutory receivables older than 120 days have been impaired.

Fair value of trade and other receivables

The fair value of trade debtors have been derived by calculating the present value of the amounts owing using the current prime interest rate on the assumption that they will be paid within 30 days after year-end.

Trade and other receivables past due but not impaired

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Trade and other receivables which are less than 3 months past due are not considered to be impaired. At 31 March 2025, the following amounts were past due but not impaired.

The ageing of amounts past due but not impaired is as follows:

	2025 R '000	2024 R '000
1 month past due	455	3 361
2 months past due	11	135
3 months past due	16	69

The carrying amount of trade and other receivables are denominated in the following currencies:

Rand	4 808	9 818
------	-------	-------

5. RECONCILIATION OF PROVISION FOR IMPAIRMENT OF TRADE AND OTHER RECEIVABLES

	2025 R '000	2024 R '000
Opening balance	(1 644)	(1 087)
Provision for impairment	(164)	(712)
Amounts written off as uncollectible	-	155
	(1 808)	(1 644)

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

6. RECEIVABLES FROM NON-EXCHANGE TRANSACTIONS

	2025 R'000	2024 R'000
Receivables from non-exchange transactions		
Fines, penalties and forfeits	890	1145
MLFR Recievables	9 691	-
SAMSA Levies	75 423	57 265
	86 004	58 410
Statutory receivables included in receivables from non-exchange transactions above are as follows:		
Fines, penalties and forfeits	890	1145
SAMSA Levies	75 423	57 265
	76 313	58 410
Total receivables from non-exchange transactions	76 313	58 410

Statutory receivables general information

Transaction(s) arising from statute

SAMSA levies are charged based on section 2 of the SAMSA Levies Act (1998), which states: The Authority may make determinations imposing levies and specifying the persons by whom, and the times when, such levies are payable.

Fines, penalties and forfeits relate to amounts charged for contraventions of the relevant laws, as set out in section 38 of the SAMSA Act (1998).

Determination of transaction amount

The SAMSA levies included in the financial statements are partly based on the Determinations of levies issued on 15 December 2022, implemented with effect from 1 January 2023 and the Determinations of levies issued on 19 July 2024, implemented with effect from 1 September 2024.

Basis used to assess and test whether a statutory receivable is impaired

Statutory receivables older than 120 days have been impaired.

The carrying amount of other receivables from non-exchange transactions are denominated in the following currencies:

	2025 R'000	2024 R'000
Rand	86 004	58 410

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

7. PREPAYMENTS

The amount represents goods and services which were paid for in advance and were delivered or provided for after year-end respectively. In each and every instance, there was a requirement for payment to be made in advance and thus in compliance with Treasury Regulations.

The prepayments amount consists mainly of software licences and insurance for the assets and resources of the entity.

	2025 R '000	2024 R '000
Prepayments	7 408	9 044

8. CASH AND CASH EQUIVALENTS

Cash and cash equivalents consist of:

	2025 R '000	2024 R '000
Cash on hand	33	23
Bank balances	331 325	266 311
	331 358	266 334

Cash and cash equivalents held by the entity that are not available for use by the economic entity

Maritime Fund	49 063	41 182
MLRF funds	17 397	47 711
Unspent conditional grants and receipts	5 001	5 002

The bank balances consist of current accounts and call accounts.

Credit quality of cash at bank and short term deposits, excluding cash on hand

The credit quality of cash at bank and short term deposits, excluding cash on hand that are neither past due nor impaired can be assessed by reference to external credit ratings (if available) or historical information about counterparty default rates:

	2025 R '000	2024 R '000
Credit rating		
BB - (ABSA)	329 581	264 928
BB - (FNB)	1 744	1 383
	331 325	266 311

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

9. PAYABLES FROM EXCHANGE TRANSACTIONS

	2025 R '000	2024 R '000
Trade payables	20 176	29 070
Lease liability	8 827	7 146
Accrued leave pay	26 601	30 900
Other payables	35 912	22 807
Creditors discounting	(209)	(269)
Travel credit card	1 572	654
	92 879	90 308

10. PAYABLES FROM NON-EXCHANGE TRANSACTIONS

	2025 R '000	2024 R '000
Other Creditors - MLRF	-	13 590
Maritime Fund revenue received in advance	852	253
	852	13 843

The funds for non-exchange transactions were collected for the Maritime Fund fines and penalties, but the cases have not been finalised as yet, or the appeal period of three (3) months has not lapsed at year-end.

11. VAT PAYABLE

	2025 R '000	2024 R '000
VAT on imported goods and services	98	172

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

12. EMPLOYEE BENEFIT OBLIGATIONS

Defined benefit plans - General information

Post-employment medical aid subsidy policy

Employees who came from the original National Department of Transport will receive a post-employment subsidy of 2/3rds (subject to a maximum subsidy) of the contribution payable (excluding top-up products and Vitality) should they be a member of a medical scheme at retirement.

Continuation members and their eligible spouses receive a 2/3rds subsidy, limited to the maximum subsidy.

Upon a member's death-in-service, surviving dependants are entitled to commence receipt of the same post-employment subsidy. Upon a member's death-in-retirement, surviving dependants are entitled to continue to receive the same subsidy.

Apart from one continuation member, all post-employment subsidies are subject to a maximum of R 3,931.45 per member per month, for the year ending 31 March 2025. This maximum subsidy amount increases annually on 1 April in line with Medical Price Index inflation, which has been assumed to equal Consumer Price Index (CPI) inflation plus 1% over the long term.

These yields were obtained by calculating the duration of the total liability and then taking the fixed-interest and index-linked yields from the respective yield curves at that duration using an iterative process (because the yields depend on the duration, which in turn depends on the liability).

The amounts recognised in the statement of financial position are as follows:

	2025 R '000	2024 R '000
Carrying value		
Present value of the unfunded liability	(9 641)	(8 755)
Non-current liabilities	(8 892)	(8 024)
Current liabilities	(749)	(731)
	(9 641)	(8 755)

The link between reimbursement right and the related obligation is that the obligation caters for the monthly payment of a portion of the medical aid contributions post retirement.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Changes in the present value of the defined benefit obligation are as follows:

	2025 R '000	2024 R '000
Opening balance	8 755	8 317
Current service cost	81	76
Interest cost	1 047	895
Actuarial (gains) / losses	461	91
Expected employer payments / (benefits)	(703)	(624)
	9 641	8 755

Net expense recognised in the statement of financial performance are as follows:

	2025 R '000	2024 R '000
Service cost	81	76
- Current service cost	81	76
Net interest on the net defined benefit liability (asset)	1 047	895
Remeasurements of the net defined benefit liability (asset)	461	91
- Actuarial gains and losses arising from:	461	91
- Basis changes: increases in net discount rates	283	(439)
- Changes in inflationary assumptions	174	455
- Changes to membership profile different from assumed	32	98
- Actual benefits vested, different than expected	(28)	(23)
Expected employer payments / (benefits)	(703)	(624)
	886	438

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Calculation of actuarial and losses

	2025 R '000	2024 R '000
Actuarial (gains) losses – Obligation	461	91
Key assumptions used		
Assumptions used at the reporting date:		
Average retirement age	65,00%	65,00%
Discount rates used	11,00%	12,46%
Health care cost inflation rate	5,20 %	8,02%
Maximum subsidy inflation rate	6,20 %	7,52%
Continuation of membership at retirement	100,00%	100,00%
In service members	9,00%	9,00%

Average retirement age:

The normal retirement age of employees is 65. It has been assumed that employees will retire at age 65 on average, which thus assumes that expected rates of ill-health and early retirement are nil.

The basis on which the discount rate has been determined is as follows:

GRAP 25 stipulates that the choice of this rate should be derived from government bond yields consistent with the estimated term of the post-employment liability. However, where there is no deep market in government bonds with a sufficiently long maturity to match the estimated term of all the benefit payments, current market rates of the appropriate term should be used to discount shorter term payments, and the discount rate for longer maturities should be estimated by extrapolating current market rates along the yield curve.

Consequently, a discount rate of 11% per annum has been used. The corresponding index-linked yield at this term is 5.11%. These rates do not reflect any adjustment for taxation. These rates were deduced from the interest rate data obtained from the Johannesburg Stock Exchange after the market close on 31 March 2025.

These yields were obtained by calculating the duration of the total liability and then taking the fixed-interest and index-linked yields from the respective yield curves at that duration using an iterative process (because the yields depend on the duration, which in turn depends on the liability).

Health care cost inflation rate:

This assumption is required to reflect estimated future changes in the cost of medical services, resulting from both inflation and specific changes in medical costs (for example, due to technological advances or changes in utilisation patterns). Any assumption regarding future medical scheme contribution increases is therefore subjective.

A health care cost inflation rate of 5.2% has been assumed. This is 1.0% in excess of expected CPI inflation over the expected term of the liability, namely 6.2%. A larger differential would be unsustainable, eventually forcing members to less expensive options.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

The inflation assumption of 6.2% was obtained from the differential between market yields on index-linked bonds consistent with the estimated term of the liabilities (5.11%) and those of fixed interest bonds (11%) with a risk premium adjustment for the uncertainty implicit in guaranteeing real increases. The next contribution increase was assumed to occur with effect from 1 January 2026

Maximum subsidy inflation rate:

This assumption is required to reflect estimated future changes in the maximum amount to which subsidies are limited. This maximum amount is set at R4,289.21 per family per month for the year ending 31 March 2026.

This maximum subsidy amount increases annually on 1 April in line with Medical Price Index inflation, which has been assumed to equal Consumer Price Index (CPI) inflation plus 1% over the long term. Thus a maximum subsidy inflation assumption of 7.52% per annum was used. The next increase to the maximum subsidy was assumed to occur with effect from 1 April 2025.

Continuation of membership:

It has been assumed that 100% of in-service members will remain on SAMSA's health care arrangement should they stay until retirement.

Sensitivity analysis

Healthcare cost trends

Assumed healthcare cost trends rates have a significant effect on the amounts recognised in surplus or deficit. A one percentage point change in assumed healthcare cost trends rates would have the following effects:

	One percentage point increase R'000	One percentage point decrease R'000
2025		
Effect on the service cost	9	(11)
Effect on interest cost	50	(56)
Effect on defined benefit obligation	452	(555)
2024		
Effect on the service cost	9	(10)
Effect on interest cost	43	(48)
Effect on defined benefit obligation	406	(450)

The results presented in the note are based on a number of assumptions. The extent to which the actual liability faced in the future by SAMSA differs from these results will depend on the extent to which actual experience differs from the assumptions made.

The table above indicates, for example, that if medical inflation is one percentage point greater than the long-term assumption made, the liability will be R452 000 higher than that shown.

There were no changes from the previous year in the methods and assumptions used in preparing the sensitivity analyses.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Discount rate

Assumed discount rate have a significant effect on the amounts recognised in surplus or deficit. A one percentage point change in assumed discount rate would have the following effects:

	One percentage point increase R'000	One percentage point decrease R'000
2025		
Effect on the service cost	14	(13)
Effect on interest cost	19	(19)
Effect on defined benefit obligation	1061	(890)
2024		
Effect on the service cost	(12)	15
Effect on interest cost	(12)	13
Effect on defined benefit obligation	(762)	902

The table above indicates, for example, that if the discount rate is one percentage point greater than the long-term assumption made, the liability will be R1 061 000 higher than that shown.

There were no changes from the previous year in the methods and assumptions used in preparing the sensitivity analyses.

Post-employment mortality

Assumed post-employment mortality have a significant effect on the amounts recognised in surplus or deficit. A one year change in assumed post-employment mortality would have the following effects:

	One year increase R'000	One year decrease R'000
2025		
Effect on the service cost	1	(3)
Effect on interest cost	35	(36)
Effect on defined benefit obligation	318	(317)
2024		
Effect on the service cost	(2)	2

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Effect on interest cost	(30)	31
Effect on defined benefit obligation	(286)	285

The post-employment mortality adjustment of 1 year decrease, for example, assumes that someone aged 70 will experience the mortality of someone aged 69. The liability is expected to increase under this scenario because members are expected to live longer. There were no changes from the previous year in the methods and assumptions used in preparing the sensitivity analyses.

Membership continuation

Assumed membership continuation percentage have a significant effect on the amounts recognised in surplus or deficit. A ten percentage point change in assumed membership continuation would have the following effects:

	Assumption is 100%	Ten percentage point decrease R'000
2025		
Effect on the service cost	-	(8)
Effect on interest cost	-	(21)
Effect on defined benefit obligation	-	(236)
2024		
Effect on the service cost	-	(7)
Effect on interest cost	-	(17)
Effect on defined benefit obligation	-	(167)

The table above indicates that if membership continuation is ten percentage points lower than the long-term assumption made, the liability will be R236 000 lower than that shown. The assumption used is 100%, therefore the sensitivity analyses only includes a decrease.

There were no changes from the previous year in the methods and assumptions used in preparing the sensitivity analyses.

Defined contribution plans

The entity is under no obligation to cover any unfunded benefits.

13. UNSPENT CONDITIONAL GRANTS AND RECEIPTS

The amounts recognised in the income statement during the course of the financial year related to the grant given to SAMSA by the Office of the Premier: Eastern Cape for the Maritime Youth Development Programme, which was utilised in line with the grant conditions.

Unspent conditional grants and receipts comprises of:

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

	2025 R '000	2024 R '000
Unspent conditional grants and receipts		
Office of the Premier: Eastern Cape	5001	5002
Movement during the year		
Balance at the beginning of the year	5 002	5 003
Income recognition during the year	(1)	(1)
	5 001	5 002

These amounts are invested in a ring-fenced investment until utilised

14. PROVISIONS

	Opening Balance R '000	Additions R '000	Total R '000
Reconciliation of provisions - Statement of Financial Position - 2025			
Legal proceedings	1982	-	1982
Provision for leave pay	-	209	209
	1982	209	2191
Reconciliation of provisions - Statement of Financial Position - 2024			
Legal proceedings	-	1982	1982

In a judgement handed down by the High Court, Pretoria, SAMSA was ordered to pay the costs of the applicant, including the cost of 2 counsels, where relevant. SAMSA will pay the costs as outlined in the judgement upon receipt of a taxed bill of costs. The bill of costs is calculated at an amount of R2.0 million, but the final amount payable will only be confirmed once taxed by the Taxing Master.

As at the 31 March 2025, the entity has not received the taxed bill of costs.

15. REVALUATION RESERVE

No revaluations were carried out during the current financial year. The balance below relates to the revaluation of the East London building in previous financial years.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

	2025 R '000	2024 R '000
Opening balance	1 127	1 127

16. CHANGE IN ACCOUNTING ESTIMATES

The useful lives of all asset classed have been reviewed which resulted in the extension of the useful lives of certain assets. The effect of this change in accounting estimates has resulted in a decrease in depreciation. The effect on the current and future years is shown below:

	2025 R '000	Future Periods
Statement of Financial Performance and Statement of Financial Position		
Motor vehicles: Accumulated Depreciation	8	8
Motor vehicles: Depreciation	(8)	(8)
Leasehold improvements: Accumulated Depreciation	28	28
Leasehold improvements: Depreciation	(28)	(28)
Equipment: Accumulated Depreciation	92	92
Equipment: Depreciation	(92)	(92)
Computer Equipment: Accumulated Depreciation	233	233
Computer Equipment: Depreciation	(233)	(233)
Furniture & Fittings : Accumulated Depreciation	58	58
Furniture & Fittings : Depreciation	(58)	(58)
	-	-

17. REVENUE

The amount included in revenue arising from exchanges of goods or services are as follows:

	2025 R '000	2024 R '000
Direct user charges	58 475	59 800
Management fees - MLRF	32 021	30 497
	90 496	90 297

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

	2025 R '000	2024 R '000
The amount included in revenue arising from non-exchange transactions is as follows:		
Taxation revenue		
SAMSA Levies	377 223	339 089
Vessel management services - MLRF	263 031	278 300
Grant revenue	-	1
Government service fees	18 106	17 343
Transfer revenue		
Fines, Penalties and Forfeits	3617	1 866
	661 977	636 599

18. COST OF SALES

The cost relates to books that were used in generating revenue for the entity

	2025 R '000	2024 R '000
Sales of goods		
Cost of goods sold	82	80

19. OTHER INCOME

	2025 R '000	2024 R '000
Decrease in provision for doubtful debts	86	-
Decrease in post retirement medical liability	11	-
TETA contributions	519	544
Gain or loss on disposal of assets and liabilities	-	44 916
Credit balances prescribed	74	19
	690	45 479

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

20. OPERATING EXPENSES

		2025 R '000	2024 R '000
Advertising		617	881
Auditors remuneration	23	10 568	7 920
Bank charges		488	483
Debt Impairment		245	155
Cleaning		748	431
Commission paid		11 169	9 745
Computer expenses		5 786	5 524
Consulting and legal fees		18 358	21 994
Discount allowed		-	3 031
Donations		366	349
Entertainment		-	1
Gifts		1 408	127
Insurance		2 296	2 976
Conferences and seminars		1 355	997
Lease charges	24	1 530	897
Motor vehicle expenses		875	728
Recruitment and relocation costs		1 556	969
Publications		1 501	3 029
Postage and courier		461	159
Printing and stationery		5 362	3 089
Protective clothing		352	197
Repairs and maintenance		1 783	9 798
Lease rentals on operating leas		34 462	32 450
Research and development costs		209	825
Office security		1 345	1 800
Staff welfare		430	474
Subscriptions and membership fees		503	268
Telephone and fax		4 291	4 426
Parking expenses		-	1
Training		1 754	2 901

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

	2025 R '000	2024 R '000
Travel - local	15 010	12 914
Travel - overseas	2 993	3 292
Partnership programme	-	1
Water and electricity	5 630	4 535
Uniforms	4	-
SA Agulhas costs	-	5 789
Board remuneration and expenses	2 068	2 407
Vessel management expenses - MLRF	172 132	195 406
Bouquets and wreaths	182	173
Licences	18 477	15 791
Mileage claims and surveyor costs	1 504	1 470
Implementation costs	1 034	956
VAT on imports	184	238
Scholarship programme	501	1 104
Other expenses	435	-
Loss on exchange differences	-	464
Increase in provision for doubtful debts	-	556
Post retirement medical expense	1 589	438
	331 561	362 159

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

21. EMPLOYEE RELATED COSTS

	2025 R'000	2024 R'000
Basic	200 432	193 679
Medical aid - company contributions	2 753	2 974
Unemployment Insurance Fund	639	645
Workmen's Compensation Act	455	399
Skills Development Levy	2 229	2 146
Leave pay charge	(59)	2 681
Cell phone allowance	2 004	1 833
Defined contribution plans	21 275	18 944
Long-service awards	225	173
13th Cheques	18 541	17 426
Car allowance	380	388
Housing benefits and allowances	131	146
Crew salaries - MLRF	93 344	87 767
	342 349	329 201

The total average number of employees for 2024/25 is 464 which consist of 304 staff members for SAMSA and 160 staff members for MLRF. For the comparative period which is 2023/24 financial year the total average number of employees was 470 consisting of 312 staff members for SAMSA and 158 staff members for MLRF.

22. DEPRECIATION AND AMORTISATION

	2025 R'000	2024 R'000
Property, plant and equipment	5 821	5 108
Intangible assets	183	294
	6 004	5 402

23. AUDITORS' REMUNERATION

	2025 R'000	2024 R'000
External audit fees	8 475	7 327
Internal audit fees	2 093	593
	10 568	7 920

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

24. OPERATING LEASE

	2025 R'000	2024 R'000
Premises		
Contractual amounts	34 462	32 450

Office Buildings

Cape Town

The entity entered into a lease agreement with Spear One for Cape Town offices. The initial lease agreement is for 5 (five) years which commenced on 1 March 2022. The termination date is 28 February 2027 with an escalation rate of 7%per annum.
Cape Town - DCOO Office

The entity entered into a lease agreement with Spear One for Cape Town offices. The initial lease agreement is for 5 (five) years which commenced on 1 March 2022. The termination date is 28 February 2027 with an escalation rate of 7%per annum.

Cape Town - MRCC

The entity entered into a lease agreement for part of Tyger Hills Office Park with Parkdev. Initial lease period is for 5 (five) years which commenced on the 1February 2018 and expired on 31 January 2023. The contract was renewed for a further 5 (five) years which commenced on 1 February 2023. The termination date is 31 January 2028 with an escalation rate of 8% per annum.

Durban

The entity entered into a lease agreement with Cardinal Properties for its offices in Durban. The initial lease is for 5 (five) years which commenced on 1 January 2024. The termination date is 31 December 2028 with an escalation rate of 8% per annum.

Gqeberha

The entity entered into a lease agreement with Rikett Sales for Gqeberha port and regional offices, the initial lease period is for 5 years which commenced on 1 July 2023 and the termination date is 30 June 2028 with the escalation of 8% per annum.

Port Nolloth

The entity entered into a lease agreement with South African Post Office SOC Limited, the initial lease agreement is for 5 (five) years which commenced on 1 October 2022. The termination date is 30 September 2027 with an escalation rate of 8% per annum.

Pretoria

The entity entered into a lease agreement with All Top Properties. The initial lease period is for 9 years and 11 months which commenced on the 1 September 2013 and expired on 31 July 2023. The contract was renewed for a further 5 (five) years which commenced on 1 August 2023. The termination date is 31 July 2028 with an escalation rate of 8% per annum.

Richards Bay

The entity entered into a lease agreement with Tuzi Gazi Waterfront (Pty) Ltd, the initial lease agreement is for 5 (five) years which commenced on 1 August 2022. The termination date is 31 July 2027 with no escalation.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Saldanha

The entity entered into a lease agreement with National Port Authority for its offices in Saldanha Bay. The initial lease was for 5 (five) years which commenced on 1 October 2014 and expired on 30 September 2019. National Treasury has approved an extension of the contract for a 5 (five) year period. The entity has entered into a contract with NPA which will expire on 31 March 2029.

	2025 R '000	2024 R '000
Future minimum lease rentals payable under non-cancelable leases as at 31 March 2025 and 31 March 2024 are as follows:		
Up to 1 year	49 015	41 287
2 to 5 years	72 111	102 994
	121 126	144 281

Office Equipment

The entity has commercial leases on certain office equipment. These leases have an average of between 2 and 5 years with no renewal option included in the contracts. There are no renewal restrictions placed upon the lessee by entering into these leases.

	2025 R '000	2024 R '000
Future minimum lease rentals payable under non-cancelable leases on equipment as at 31 March 2025 and 31 March 2024 are as follows:		
Up to 1 year	1 105	996
2 to 5 years	460	1 412
	1 565	2 408

25. INVESTMENT REVENUE

	2025 R '000	2024 R '000
Interest revenue		
Bank	20 493	16 511

The full amount included in Investment revenue arose from exchange transactions due to interest earned on favourable bank balances

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

26. FAIR VALUE ADJUSTMENTS

	2025 R '000	2024 R '000
Fair value - creditors	(60)	148
Fair value - debtors	(78)	(242)
	(138)	(94)

27. FINANCE COST

	2025 R '000	2024 R '000
Trade and other payables	450	7

Total interest expense, calculated using the effective interest rate, relates to interest charged on late payments of suppliers and employees related costs.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

28. CASH GENERATED FROM OPERATIONS

	2025 R '000	2024 R '000
Surplus	93 072	91 939
Adjustments for:		
Depreciation and amortisation	6 004	5 402
Loss (profit) on sale of assets	-	(44 916)
(Decrease)/Increase on provision for doubtful debt	245	711
Fair value adjustments	138	94
Movements in retirement benefit assets and liabilities	886	438
Movements in provisions	(86)	-
Loss (profit) on exchange differences	(11)	464
Changes in working capital:		
Inventories	(742)	(59)
Receivables from exchange transactions	4 882	(4 221)
Other receivables from non-exchange transactions	(27 594)	(18 178)
Prepayments	1 636	2 357
Payables from exchange transactions	2 462	(48 100)
VAT	(74)	172
Payable from non-exchange transactions	(12 991)	13 284
Unspent conditional grants and receipts	(1)	(1)
Provisions	209	1 982
	68 035	1 368

29. FINANCIAL INSTRUMENTS DISCLOSURE

Categories of financial instruments

Statement of Financial Position - 2025

Financial assets

2025	At amortised cost	Total
Trade and other receivables from exchange transactions	4 808	4 808
Cash and cash equivalents	331 358	331 358
	336 166	336 166

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Financial liabilities

2025	At amortised cost	Total
Trade and other payables from exchange transactions	92 879	92 879

Financial assets

2024	At amortised cost	Total
Trade and other receivables from exchange transactions	9 818	9 818
Cash and cash equivalents	266 334	266 334
	276 152	276 152

Financial liabilities

2025	At amortised cost	Total
Trade and other payables from exchange transactions	90 308	90 308

30. RISK MANAGEMENT

Financial risk management

The entity’s activities expose it to a variety of financial risks: market risk (including currency risk, fair value interest rate risk, cash flow interest rate risk and price risk), credit risk and liquidity risk.

Liquidity risk

The entity’s risk to liquidity is a result of the funds available to cover future commitments. The entity manages liquidity risk through an ongoing review of future commitments and credit facilities.

Cash flow forecasts are prepared to give an indication of periods during which liquidity problems are expected.

Credit risk

Credit risk consists mainly of cash deposits, cash equivalents, derivative financial instruments and trade debtors. The entity only deposits cash with major banks with high quality credit standing and limits exposure to any one counter-party.

Trade receivables comprise a large individual customer and numerous small customers. Management evaluated credit risk relating to customers on an ongoing basis. Assessment of the credit quality of the customer, taking into account its financial position, past experience and other factors are used to assess credit risk of trade receivables. The utilization of credit limits is regularly monitored. Sales to retail customers are settled in cash or using major credit cards.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Financial assets exposed to credit risk at year end were as follows:

	2025 R '000	2024 R '000
Financial instrument		
Cash and cash equivalents	331 358	266 334
Trade and other receivables	4 808	9 818

Market risk

Interest rate risk

As the entity has no significant interest-bearing assets, the entity's income and operating cash flows are substantially independent of changes in market interest rates.

Foreign exchange risk

The entity does not hedge foreign exchange fluctuations.

The entity reviews its foreign currency exposure, including commitments on an ongoing basis.

31. COMMITMENTS

	2025 R '000	2024 R '000
Authorised operational expenditure		
Already contracted for but not provided for	-	-
- Expenditure - SAMSA	240 707	118 203
- Expenditure - MLRF	38 966	54 608
	279 673	172 811
Total commitments		
Total commitments		
Authorised operational expenditure	279 673	172 811

This committed expenditure relates to operational expenditure in future financial years and will be financed by available retained surpluses, existing cash resources and funds internally generated.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

32. CONTINGENCIES

	2025 R '000	2024 R '000
Contingent liabilities Claims against the entity		
Claims against the entity	54 639	59 539

All necessary steps are taken to manage risks inherent in contracting with third parties and other stakeholders. An assessment was carried out at financial year end to determine the probability of a dispute that could lead to financial loss to SAMSA.

Breach of Heads of Agreement:

A combined summons was issued against SAMSA by a supplier for breach of a Heads of Agreement between SAMSA and the supplier. The supplier has instituted a legal claim in the amount of R10.639 million and ancillary costs. SAMSA has filed court papers with the intention to defend the claim. It is not possible at this stage to estimate the outcome of the matter as this is a pending litigation matter.

Lavish Energy Limited:

The action was brought against SAMSA by the claimant on 31 July 2023. The matter is before the High Court of South Africa Gauteng Division, Pretoria. The party is claiming an amount of R44 million against SAMSA. It is not yet possible to ascertain the likelihood of the claim being successful.

Surrender of surpluses

The entity annually declares all surpluses or deficits to National Treasury, from the period 1 August to 30 September of each year, using its audited annual financial statements as the basis for calculation of surpluses or deficits.

The entity submits requests to National Treasury to retain surpluses in terms of section 53(3) of the PFMA, as and when appropriate. Failure by the entity to submit a surplus retention request to National Treasury by 30 September each year will result in the entity having to surrender the surplus to the relevant Revenue Fund by 30 November, unless there has been a delay in the finalisation of the audit.

- In the case of a delay in the finalisation of the audit –
- (a) a letter is sent to National Treasury by the 30th September explaining the delay.
 - (b) a surplus retention request is submitted to National Treasury within 30 days of finalising the audit

The surplus as at 31 March 2025 is calculated at R318,8 million.

33. RELATED PARTIES

Financial instrument

Ultimate controlling entity	Department of Transport
Other relationships	National Public Entities

SAMSA is a Schedule 3A public entity in terms of the Public Finance Management Act (Act 1 of 1999, as amended) and reports to the Department of Transport. It is therefore related to all National spheres of government, including other public entities reporting to the Department of Transport.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

During the year, the entity continued to provide maritime and rescue coordination and other services on behalf of the Department of Transport as agreed in the memorandum of understanding signed between the entity and the department respectively. Fees for those services received from the department amounted to R18.1 million in the current financial year (2023/24: R17.3 million).

The entity also has an agreement with the National Ports Authority (NPA) for the collection of SAMSA levies. NPA charges a commission of 2.5% for the collection of the levies and the revenue collected during this year was R377.2 million (2023/24: R339.1 million). Commission charged on the transactions amounted to R11.2 million (2023/24: R9.7 million)

The transactions handled on behalf of the Department of Transport which relates to our administration of the Maritime Fund and the financial statements are disclosed as part of this annual report. Emoluments and other payments made to executives and board members are shown on a separate disclosure below.

The entity has a contract with the Marine Living Resources Fund (MLRF), under the auspices of the Department of Forestry, Fisheries and the Environment (DFFE) for the management of their vessels. A management fee of R32.0 million (2023/24: R30.5million) was received during the financial year.

	2025 R'000	2024 R'000
Related party balances		
Related party balances - Owing (to) by related parties		
Transnet National Ports Authority (TNPA)	75 423	57 265
Marine Living Resources Fund (MLRF)	9 691	(13 590)
Department of Transport (DoT)	57	4 681
Amounts included in Trade receivable (Trade Payable) regarding related parties		
Transnet National Ports Authority (TNPA)	75 423	57 265
Department of Transport (DoT)	57	4 681

Included in the commitments is the R24,7 million relating to TNPA and MLRF agreement and R6,8 million relating to lease agreement between SAMSA and TNPA.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

34. MANAGEMENT EMOLUMENTS

Executive Management

2025	Basic Salary R'000	Cellphone Allowance R'000	Pension Paid R'000	Acting Allowance R'000	13th Cheque R'000	Other R'000	Total R'000
S Tilayi Chief Operations Officer	2 463	44	477	-	250	56	3 290
TC Morwe Acting CEO (4 Oct 2023 - 3 Oct 2024)	1 627	-	-	-	-	-	1 627
B A Ramahlo Executive: Policy, Legal and Regulations	2 136	29	247	202	203	46	2 863
P Naidoo Acting Chief Human Capital Officer	1 046	10	203	224	107	24	1 614
D Malatji (Acting CFO from 1 December 2024)	402	4	57	69	-	-	532
M Golding CFO (Acting CEO from October 2024)	2 146	29	249	504	-	44	2 972
N Ramugondo Chief Information Officer	1 642	29	203	-	157	35	2 066
L Mashishi Chief Human Capital Officer	494	10	75	-	203	35	817
V F Keller Deputy Chief Operations Officer	1 884	29	364	-	191	43	2 511
T Ramatjie Acting Executive: Corporate Affairs	603	6	67	135	-	-	811
R Shortt Acting Executive: Maritime Special Projects (April 2024 to October 2024)	770	7	-	159	-	26	962
J Goodey Acting CFO from 1 April 2024- 30 November 2024) Resigned	269	2	31	42	100	34	478
EA Rappetti Executive Maritime Special Projects from November 2024	857	12	99	-	-	-	968
M Moffat Acting Company Secretary from 18 Mar 2024	975	10	113	170	103	20	1 391
T Mbuli Executive Corporate Affairs	857	12	99	-	-	-	968
	18 171	233	2 284	1 505	1 314	363	23 870

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

34. MANAGEMENT EMOLUMENTS

Executive Management

2024	Basic Salary R'000	Cellphone Allowance R'000	Pension paid R'000	Acting Allowance R'000	Travel Allowance R'000	13th Cheque R'000	Long service award R'000	Other R'000	Total R'000
M. Moffat Acting Company Secretary (from 18 Mar 2024)	31	-	4	7	-	-	-	-	42
L. Mudau Acting Company Secretary (from 1 Nov 2023 to 15 Feb 2024)	284	3	33	63	-	191	-	-	383
S. Tilayi Chief Operations Officer	2328	40	439	-	60	236	7	235	3345
B. A. Ramalho Executive: Policy, Legal and Regulations	2064	27	227	-	3	191	-	-	2512
T. C. Morwe Acting Chief Executive Officer (from 4 Oct 2023)	1568	-	-	-	-	-	-	-	1568
J. Goodey Acting CFO (from 20 Oct 2023 to 31 Mar 2024)	676	5	76	97	2	-	-	-	856
Z. Chonco Chief Financial Officer (Acting CEO from 1 Apr 2022 to 30 Nov 2022)	898	15	169	140	2	171	-	240	1635
N. Ramugondo Chief Information Officer (Acting CEO from 1 Dec 2022 to 31 Mar 2023)	1548	27	217	59	7	148	-	-	2016
L. Mashishi Chief Human Capital Officer	1860	27	217	-	-	107	-	-	1661
V. F. Keller Deputy Chief Operations Officer	1827	27	334	-	-	180	-	-	856
V. G. September Executive: Corporate Affairs	1587	27	187	-	-	147	-	-	1948
R. Short Acting Executive: Maritime Special Projects (Jan 2023 – Mar 2023)	1287	11	-	256	-	107	-	-	1661
	15958	209	1913	622	74	1353	7	605	20 741

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Non-executive remuneration

2025	Member's fees R '000	Committees fees R '000	Travel costs R '000	Total R '000
Board Members:				
M Fakir - Board Chairperson	104	29	-	133
TC Morwe	92	67	-	159
S Nguse	187	201	15	403
NF Nojozi	187	171	14	372
NC Skeepers	187	210	16	413
NA Sobekwa	187	211	6	404
Audit and Risk Committee Members:				
SF Mkhize	-	95	3	98
RG Nicholls	-	141	2	143
	944	1 125	56	2 125

2024	Member's fees R '000	Committees fees R '000	Travel costs R '000	Total R '000
Board Members:				
M Fakir (Chairperson)	146	29	11	186
T Morwe	94	38	-	132
L N Dlamini	94	57	3	154
L Haluodi	46	29	-	75
ED Khosa	94	107	-	201
BC Zulu	94	78	-	172
Audit and Risk Committee Members:				
MR Burton	-	39	-	39
SF Mkhize	-	38	1	39
RG Nicholls	-	60	1	61
RemCO Members				
K Morobe	-	77	-	77
L Ndziba	-	105	-	105
PM Mthethwa	-	86	-	86

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

2024	Member's fees R '000	Committees fees R '000	Travel costs R '000	Total R '000
MIC members:				
JM Marillier	-	29	-	29
IIS Motau	-	29	-	29
Finance and IT Committee members				
P Dala	-	29	-	29
F Docrat	-	59	-	59
MD Nkhabu	-	29	-	29
	568	918	16	1 502

35. PRIOR YEAR ADJUSTMENTS

Presented below are those items contained in the statement of financial position, statement of financial performance and cash flow statement that have been affected by prior-year adjustments:

	Note	As Previously Reported R '000	Correction of error R '000	Reclassification R '000	Restated R '000
2024					
Statement of financial position					
Receivables from exchange transation		9 898	(80)	-	9 818
Payables from exchange transactions		(99 660)	(4 238)	13 590	(90 308)
Payables from non-exchange transactions		(253)	-	(13 590)	(13 843)
Provisions		-	(1 982)	-	(1 982)
Accumulated Surplus		(245 429)	5 173	-	(240 256)
		(335 444)	(1 127)	-	(336 571)

	Note	As Previously Reported R '000	Correction of error R '000	Reclassification R '000	Restated R '000
2024					

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Statement of Financial Performance

Receivables from exchange transaction	(355 526)	(30 414)	295 643	(90 297)
Receivables from non-exchange transactions	(340 946)	-	(295 643)	(636 589)
Legal Costs	-	1 982	-	1 982
Operational Expenses	325 684	36 479	-	362 163
	(370 788)	8 047	-	(362 741)

Adjustments

Revenue for MRCC and vessels management amounting to R18,1 million and R278,3 million respectively were incorrectly classified as revenue from exchange transactions. The correction of this error resulted in the reclassification to revenue from non-exchange transactions. The correction of this error also had a similar impact on the related payables of R13,5 million (MLRF) been corrected. The Statement of cash flow movement was amended to account for this movement.

The R30 million management fees that was incorrectly eliminated on consolidation of MLRF financial data has been reinstated. The reinstatement resulted in an increase in revenue from exchange transactions.

The main causes of the prior year adjustments were as follows:

- Operating expenses were erroneously understated by R3,9 million due to invoices that were received by the entity after the financial statement have been issued.
- Revenue from exchange transactions were overstated by R0,08 million due to returns that were issued after the reporting period.
- The above adjustments resulted in a restatement of payables from exchange transactions by R4,2 million and receivables from exchange transactions by R0,2 million. The net effect on accumulated surplus was R4,3 million.
- An amount of R2 million was erroneously disclosed as contingent liabilities in the prior year. The judgement on this matter has been concluded and SAMSA is only waiting for the taxed bills to determine the settlement costs. The correction of this error resulted in an increase in legal cost and provision for legal fees of a similar amount.

Segment Reporting

- In the previous financial year the segment reporting disclosure was omitted on the Annual Financial Statements. Management performed an assessment on Maritime Special Project division and concluded that the division qualify for segment reporting disclosure in terms of GRAP 18. The entity disclosed the segment reporting on Note 40 of the annual financial statements and disclosed the comparative period/prior period segment reporting figures that were omitted on the previous financial statements. For prior period segment information disclosure refer to Note 40.

36. GOING CONCERN

As at 31 March 2025, the entity had cash and cash equivalents to the value of R331,3 million.

We also draw attention to the fact that at 31 March 2025, the entity had changes in net assets of R331,7 million which indicates that the entity's total assets exceed its liabilities by R331,7 million.

The annual financial statements have been prepared on the basis of accounting policies applicable to a going concern. This basis presumes that funds will be available to finance future operations and that the realisation of assets and settlement of liabilities, contingent obligations and commitments will occur in the ordinary course of business.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

37. EVENTS AFTER THE REPORTING DATE

There were no reportable events after the reporting date.

38. IRREGULAR EXPENDITURE AND FRUITLESS AND WASTEFUL EXPENDITURE

Information regarding the opening balances of the irregular expenditure and fruitless and wasteful expenditure (previous years) is included on the Annual Report under Part E. In terms of the new framework the entity is required to disclose the fruitless and irregular expenditure incurred during the reporting period only.

	2025 R '000	2024 R '000
Irregular expenditure	1 595	15 542
Irregular expenditure - MLRF	1 313	3 409
Fruitless and wasteful expenditure	535	27
	3 443	18 978

Restatement of prior year balances

Previously stated - Irregular expenditure - MLRF	-	3 370
Restatement - incurred in prior year, identified in current year	-	39
	-	3 409
Previously stated - Fruitless and wasteful expenditure	-	16
Restatement - incurred in prior year, identified in current year	-	11
	-	27

39. ACCOUNTING BY PRINCIPALS AND AGENTS

The entity is a party to a principal-agent arrangement. The arrangement is with Transnet National Ports Authority (TNPA). The entity is the principal in this arrangement.

Details of the arrangement(s) is/are as follows:

TNPA collects the SAMSA levies from vessels entering South Africa's territorial waters, and pays the levies over to SAMSA. There has been no changes to the terms and conditions during the reporting year.

The entity is the principal, as it directs the TNPA to undertake transactions (collection of the SAMSA levies) on behalf, and for the benefit, of SAMSA. The risks related to the arrangement is that TNPA could pay over less than the allocated amount to SAMSA, or that all levies are not collected from the vessels. The benefit to SAMSA is that it would require a significant investment in resources to collect the levies on its own.

Entity as principal

Resources (including assets and liabilities) of the entity under the custodianship of the agent

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

There are no resources that have been recognised by the agent in its financial statements.

Fees Paid

	2025 R '000	2024 R '000
Fee paid as compensation to the agent	11 169	9 745

Resource and/or cost implications for the entity if the principal-agent arrangement is terminated

The resource and/or cost implications for the entity if the principal-agent arrangement is terminated, will include additional employees to be appointed and the procurement of a system to track all vessels entering South Africa's territorial water, or to interface with the TNPA system.

40. GUARANTEES

	2025 R '000	2024 R '000
81059816160 SA Mutual Life Assurance	36	36
81059928877 Lofty Nel Properties	3	3
81059928876 Tuzi Gazi Waterfront	5	5
81059926905 Portnet Saldanha	3	3
	47	47

The guarantees relate to the rental of properties.

41. SEGMENT INFORMATION

General information

Identification of segments

The South African Maritime Safety Authority is organised and reports to management on the basis of two major functional areas: SAMSA Operations and The Maritime Special Projects. The segments were organised around the type of service delivered and the target market. Management uses these same segments for determining strategic objectives. Segments were aggregated for reporting purposes.

Information reported about these segments is used by management as a basis for evaluating the segments' performances and for making decisions about the allocation of resources. The disclosure of information about these segments is also considered appropriate for external reporting purposes. Types of services by segment

These reportable segments as well as the goods and/or services for each segment are set out below:

Reportable segment	Goods and/or services
Segment 1	Maritime Safety Authority

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

Segment 1

Vessels Management for MLRF

Segment surplus or deficit, assets and liabilities

Restatement - incurred in prior year, identified in current year

	SAMSA Operations	Maritime Special Projects (MSP)	Total
Revenue from exchange transactions	90 496	-	90 496
Revenue from non-exchange transactions	398 946	263 031	661 977
Other Income	690	-	690
Investment Income	17 989	2 504	20 493
Total segment revenue	508 121	265 535	773 656
Entity's revenue			773 656
Expenditure			
Cost of Sales	82	-	82
Operating expenses	159 429	172 132	331 561
Employee Cost	249 005	93 344	342 349
Depreciation, Amortisation and Impairments	6 004	-	6 004
Fair Value Adjustments	138	-	138
Finance Costs	450	-	450
Total segment expenditure	415 108	265 476	680 584
Total segmental surplus/(deficit)	93 013	59	93 072
Assets			
Segment assets	424 409	19 584	443 993
Total assets as per Statement of financial Position			443 993
Liabilities			
Segment Liabilities	84 057	26 605	110 662
Total assets as per Statement of financial Position			110 662

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

	SAMSA Operations	Maritime Special Projects (MSP)	Total
Revenue			
Revenue from exchange transactions	90 297	-	90 297
Revenue from non exchange transactions	358 299	278 300	636 599
Other Income	45 479	-	45 479
Share of surplus of associates	14 206	2 305	16 511
Total segment revenue	508 281	280 605	788 886
Entity's revenue			788 886
Expenditure			
Cost of Sales	80	-	80
Operating expenses	166 756	195 407	362 163
Employee Cost	241 434	87 767	329 201
Depreciation, Amortisation and Impairments	5 402	-	5 402
Fair Value Adjustments	94	-	94
Finance Costs	7	-	7
Total segment expenditure	413 773	283 174	696 947
Total segmental surplus/(deficit)	94 508	(2 569)	91 939
Assets			
Segment assets	309 810	50 508	360 318
Total assets as per Statement of financial Position			360 318
Liabilities			
Segment Liabilities	82 908	37 154	120 062
Total assets as per Statement of financial Position			120 062

Following a change in the composition of its reportable segments, the corresponding items of segment information for earlier periods has been restated.

Measurement of segment surplus or deficit, assets and liabilities.

Basis of accounting for transactions between reportable segments

The accounting policies of the segments are the same as those described in the summary of significant accounting policies in Note 1: Significant Accounting Policies.

Notes to the Audited Annual Financial Statements

Audited Annual Financial Statements for the year ended 31 March 2025

The nature of differences between the measurements of the reportable segments' surplus or deficit and the entity's surplus or deficit and discontinued operations

Inter-segment transfers: segment revenue and segment expense include revenue and expense arising from transfers between segments. Such transfers are usually accounted for at cost and are eliminated on consolidation. The amount of these transfers was 32 021 340 (2024: 30 496 500).

The nature and effect of any changes from prior periods in the measurement methods used to determine reported segment surplus or deficit

The measurement methods has not changed from the prior year.

The nature and effect of any asymmetrical allocations to reportable segments

The South African Maritime Safety Authority allocated Management Fee expense to a segment without allocating the related employee cost and assets utilisation to the MSP segment.

42. EXPLANATIONS OF MATERIAL VARIANCES FOR STATEMENT OF COMPARISON OF BUDGET AND ACTUAL AMOUNTS

N1 - The direct user charger revenue is lower than projections due to declined performance in bunkering revenue.

N2 - Interest income was projected lower than actual due to the contingency attached on retaining cash surplus at the end of the financial year and the timing of approval by the National Treasury.

N3 - SAMSA implemented tariff increases with effect from 1 September 2024 leading to increase levy collection.

N4 - SAMSA provides vessel management services to Marine Living Resources Fund (MLRF). As part of the agreement, the MLRF reserved the rights to request for ad-hoc/ unplanned services from SAMSA at any time in order to deliver on its mandate. These ad-hoc services are not included in the approved budgeted, however are funded as and when the need arises. In 2024-25 financial year, a transfer of R65 million relating to ad-hoc services was received and included in the total revenue of R263 million reported for Vessels Management on behalf of MLRF.

N5 - The entity does not budget for fine & penalties due to the nature of the expense

N6 - The budget for 2024/25 is based on full staff complement. The underspending on personnel costs is due to vacant positions that were not filled during the year or for the part of the financial year.

N7 - legal expenses variance is due to increase labour related matters that were finalised in the current financial year.

N8 - SAMSA provides vessel management services to Marine Living Resources Fund (MLRF). As part of the agreement, the MLRF reserved the rights to request for ad-hoc/ unplanned services from SAMSA at any time in order to deliver on its mandate. These ad-hoc services are not included in the approved budgeted, however are funded as and when the need arises. In 2024-25 financial year, the expenditure of R67 million relating to ad-hoc services was incurred and included in the total expenditure of R265 million reported for Vessels Management on behalf of MLRF.

Notes



www.samsa.org.za