

***A National  
Strategy for the  
Facilitation of  
Coastal Access in  
South Africa***

2



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# Content

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Content.....	ii
Purpose of this Document.....	1
1. Introduction.....	2
2. Management Goal for Coastal Access.....	3
3. Management Objectives for Coastal Access.....	4
4. Cross-cutting issues in SA coastal municipalities.....	5
5. Current National Practice.....	6
6. International Examples.....	9
7. Coastal Access Priorities per Province.....	12
8. Providing coastal access and designation of coastal access land.....	16
9. Access and Accessibility.....	19
10. Coastal Access in Context.....	20
11. Measuring Progress.....	22
12. A Guideline for the Designation of Coastal Access.....	26
13. How to report on Coastal Access Land.....	28
14. Acknowledgements.....	32
15. Appendix.....	35

## Purpose of this Document

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The National Environmental Management: Integrated Coastal Management Act, 2008 (ICM Act; Act. no. 24 of 2008) emphasises on equitable access to and utilisation of the coastline and coastal resources by all South African citizens, after 20 years post-Apartheid, still is not a reality everywhere.

The intention of coastal access land provision as per ICM Act is to ensure that the public can gain access to coastal public property via public access servitudes – in perpetuity. All municipalities with coastal public property must declare these servitudes within four years of the establishment of the ICM Act. They are also required to report to the MEC their progress towards declaring coastal access land within two years of the ICM Act coming into effect. Municipalities are also required to establish coastal access land using by-laws.

While the ICM Act is a mechanism for ensuring co-ordinated action and policy-planning around the coastal zone through a governance approach that is facilitating, integrated and cross-cutting, practical advice on how to achieve equitable access is not given.

Therefore, the DEA Oceans and Coasts branch commissioned the development of a National Coastal Access Strategy (NCAS) in order to provide coastal access land management with national guidance coupled with practical step-by-step implementation at municipal level, acknowledging that at this management level, frequently resources are scarcest.

This document presents the National Coastal Access Strategy under ICM Act and provides a framework for the National Guide to Coastal Access for South Africa, which focuses on the practical step-by-step implementation. This Guide is provided in an affiliated Guide document<sup>1</sup>.

**The purpose of this document is to provide strategic direction to the establishment and maintenance of coastal access in South Africa.**

**It aims to provide the framework within which coastal municipalities must designate coastal access and coastal access land (as per Section 18 of the ICM Act) within their respective coastal public property.**

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<sup>1</sup> *Department of Environmental Affairs (2014) A Guide for the Designation and Management of Coastal Access in South Africa 2014. Guide 2 to the Implementation of the ICM Act, March 2014. Cape Town.*

# 1. Introduction

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The coast of South Africa is rich in resources and as a result has a high demand for its use whether it is, amongst a multitude of uses, for extracting living resources, opportunity for economic development and growth, the expansion of the built environment and infrastructure, or open space for recreation or tourism. In this context, gaining access to the coast and its resources is not a trivial matter. This is evident from the prominence that this matter enjoys in the Constitution of South Africa, 1996 (Act no. 108 of 1996).

Access to resources is imbedded in the Bill of Rights of the South African Constitution. This provides for the basic right of every citizen of the Republic to an environment that is not harmful to their health and well-being and the right to have the environment protected, for the benefit of present and future generations, through reasonable legislative and other measures. These measures include the right to secure ecological sustainable development and the use of natural resources while promoting justifiable economic and social development.

Our coast is a special national asset that must be planned for and managed in the long-term public interest. All South Africans, particularly organs of State, have a responsibility to ensure that its use is planned and managed in the public interest.

In response to this, the Department of Environmental Affairs tasked the development of a National Coastal Access Strategy (NCAS) which is this document. The goals and objectives of this Strategy address the following key coastal issues:

- Improve pedestrian access above the high water mark;
- Improve infrastructure for access;
- Prevent exclusive use;
- Address conflicting rights between public interest, private property owners and communal and traditional users;
- Minimise adverse impacts on the environment.

The White Paper for Sustainable Coastal Development in South Africa (DEA, 2000) emphasises the central role the coast and its resources can play in the transformation and development of the South African economy and society. The Act highlighted the need for better access to coastal resources and economic opportunities on the coast for all South African citizens in an ecologically sustainable way.

The ICM Act presents a strong focus on and commitment to equitable access to and utilisation of the coastline and coastal resources by all South African citizens. The ICM Act is a mechanism for ensuring co-ordinated action and policy-planning around the coastal zone through a governance approach that is facilitating, integrated and cross-cutting. In essence, the ICM Act seeks to co-ordinate all other

coastal legislation and coastal management approaches, including the “Working for the Coasts Programme”. It places the coast and its resources in public ownership and promotes enhanced social inclusion in the utilisation of the coastal zone and its resources.

The NCAS, through the interpretation of the relevant clauses of the ICM Act, presents a case for three key messages to coastal stakeholders in the three spheres of government. These messages are at the heart of pragmatic management of an important coastal issue in South Africa. The three key messages are:

1. The designation and management of coastal access is locally contextual and most appropriately assigned to municipalities which can effectively respond to the complexity of providing and maintaining access;
2. Providing coastal access is a management issue that influences the state of the natural environment on the coast and concomitantly enables many of the potential social and economic benefits offered by the coast and its resources;
3. The social and economic value of appropriate coastal access makes it imperative that both national and provincial governments, as co-beneficiaries, also contribute to the sustainable provision of coastal access. Provinces, in particular, have an important role to play by undertaking or facilitating (by co-ordinating municipal action) a provincial scale assessment of existing coastal access.

## **2. Management Goal for Coastal Access**

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A management goal is a desired result from the actions and activities initiated by the objectives. The term “coastal access” conceals a complex and multi-dimensional human activity that potentially have equally intricate legal and management considerations. While some of the more practical aspects of providing coastal access can be consistent, the issue of fair and equitable access to the coastal zone and the shoreline follows a strategic process and must involve most, if not all, coastal stakeholders.

The intention of the ICM Act, in relation to facilitating, regulating and managing access to coastal public property, is to provide inalienable coastal public access in perpetuity. It is essential that our coast is retained as a national asset for the benefit of all South Africans.

**Goal: To ensure, protect and manage, in perpetuity, public right of physical access to and along the coastal zone.**

Equally important is the fact that uncontrolled access can result in environmental degradation and a loss in the value and functioning of the coastal system. Physical access to and along the coast therefore needs to be managed appropriately. It is recognised that the establishment and

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maintenance of coastal access is dependent on the environmental, financial and social context of both the province and local area.

### 3. Management Objectives for Coastal Access

Management objectives for coastal access are clearly defined objectives established by a coastal management programme for a specific area within the coastal zone which coastal management must be directed at achieving. There are two management objectives for the provision of coastal access and the designation of coastal access land.

**Objective 1: Opportunities for public access must be provided at appropriate coastal locations in context of the environmental, financial and social opportunities and constraints.**

**Objective 2: Public access must be maintained, managed and monitored to minimise adverse impacts on the environment and public safety and to resolve incompatible uses.**

Provision will need to be made for public recreation and enjoyment. Public access will need to be directed to identified and established locations. Public facilities and services will need to be provided where necessary and appropriate. Education and awareness about public access will need to be promoted. Historical inequities in public access will need to be given particular attention. Planning for new developments will need to ensure that public access along the coast is not impeded.

Strategies to improve public access to the coast will need to be developed for those areas in which it is currently limited or where access points are inappropriately located. In providing public access, existing rights, including private-property and traditional-user rights, sensitive coastal ecosystems, public health, safety and security, will need to be considered. Attention will need to be given to providing access to public coastal recreational facilities for disabled people.

Existing rights, including private-property and traditional-user rights, and public health, safety and security, will need to be considered when providing physical access. Measures will need to be implemented to prevent public access from causing degradation of coastal ecosystems. Appropriate management arrangements will need to be established. Sustainable financing and maintenance provisions will need to be developed. Other existing national programmes such as “Working for the Coast” will need to be considered for accessing funds to locally implement the goals of this strategy. Different forms of access will need to be provided according to the nature of different kinds of activities, for instance walking, off-road vehicles and boats.

## 4. Cross-cutting issues in SA coastal municipalities

In many cases, municipalities recognise the importance of both coastal accessibility and shoreline access and have initiated processes that would guide the development of beach tourism, nodal or recreation hubs, areas of high interest, etc. A number of municipalities and some Provinces have also embarked on highly detailed assessment of coastal access routes (e.g. City of Cape Town, 2012<sup>2</sup>; Barnett, 2011<sup>3</sup>; NMMM, 2004<sup>4</sup>; Western Cape Province). These assessments are based on identification of all access routes through data collection and field visits and have assigned a number of useful attributes to them. In very few cases, the information is used to make management decisions on the placement and nature of specific access routes. The connection between the physical characteristic of access routes and the degree of management interventions has not been made yet. Smaller Municipalities, however, are concerned about the lack of funding for implementing a coastal access management system.

Opportunities to gather funding from other programmes such as “Working for the Coast”<sup>5</sup> are usually not considered. This Government Programme sets aside R292 million in 2014-15 for project activities such as:

- Contribution to the development and maintenance of coastal infrastructure;
- Assisting municipalities in obtaining and maintaining blue flag status for beaches;
- Regular coastal clean-ups;
- Removal of illegal and abandoned structures;
- Improvement of access to and along the coast;
- Removal of invasive alien vegetation;
- Rehabilitation of degraded areas including dunes and estuaries.

***It is recommended that municipalities explore the Working for the Coast Programme for (co-)funding for their coastal access management activities.***

<sup>2</sup> City of Cape Town, 2012. *A preliminary assessment towards a Coastal Access Management Plan for the City of Cape Town in terms of section 18(1) of the Integrated Coastal Management (ICM) Act (No. 24 of 2008).*

<sup>3</sup> Barnett, K., 2011. *eThekweni Coastal Accesses: Status Update: September 2011. PowerPoint Presentation, Cape Town, 2011.*

<sup>4</sup> NMMM, 2004. *Nelson Mandela Metropolitan Municipality: Integrated Beachfront Development Plan. Report No. P1566/01. Nelson Mandela Metropolitan Municipality (IDBP).*

<sup>5</sup> <http://www.sabinetlaw.co.za/environmental-affairs-and-water/articles/r292-million-working-coast-project-launched>

## 5. Current National Practice

The status quo of coastal access and coastal accessibility in South Africa is highly variable in the four coastal provinces. Access and accessibility is influenced by protected areas, mining leases, coastal geomorphology (high dunes and rocky shores), limited or lack of infrastructure, climate change, financial constraints and private land ownership.

In many cases, municipalities recognise the importance of both coastal accessibility and coastal access and have initiated processes that would guide the development of beach tourism, nodal or recreation hubs, areas of high interest, etc. A number of municipalities and some Provinces have also embarked on highly detailed assessment of coastal access routes (e.g. City of Cape Town, 2012<sup>6</sup>; Barnett, 2011<sup>7</sup>; NMMM, 2004<sup>8</sup>; Western Cape Province). These assessments are based on identification of all access routes through data collection and field visits and have assigned a number of useful attributes to them. In very few cases, the information is used to make management decisions on the placement and nature of specific access routes. The connection between the physical characteristic of access routes and the degree of management interventions has not been made yet. Smaller Municipalities, however, are concerned about the lack of funding for implementing a coastal access management system.

Coastal access as a management issue as identified by the ICM Act has been dealt with in a number of ways by different municipalities. A number of common elements of the process were identified. These are grouped thematically in [Table 1](#) below.

**Table 1: Elements in the process of providing coastal access and designating coastal access land as required by the ICM Act.**

ELEMENT	DESCRIPTION
Strategic planning for access	Recognition of the value and importance of understanding the strategic placement of coastal access. This is typically captured in strategic documents such as spatial development framework, integrated development plans, coastal

<sup>6</sup> City of Cape Town, 2012. A preliminary assessment towards a Coastal Access Management Plan for the City of Cape Town in terms of section 18(1) of the Integrated Coastal Management (ICM) Act (No. 24 of 2008).

<sup>7</sup> Barnett, K., 2011. eThekweni Coastal Accesses: Status Update: September 2011. PowerPoint Presentation, Cape Town, 2011.

<sup>8</sup> NMMM, 2004. Nelson Mandela Metropolitan Municipality: Integrated Beachfront Development Plan. Report No. P1566/01. Nelson Mandela Metropolitan Municipality (IDBP).

	management programmes, beach management and development plans etc.
<b>Access assessment and data collection</b>	The actual assessment of the access point during a field visit. Photos taken at the site can be helpful for decisions on the installation of signposts etc. The assessment can also be done from aerial photographs and satellite images if the resolution is sufficient and the image acquisition date is adequate. This element is most commonly associated with access “management” but is in fact only a data collecting activity. The assessment stage also includes some degree of capture and manipulation of spatial data. This element results in a <i>description</i> of the existing access sites.
<b>Decision-making</b>	Not only is it important to understand where existing coastal access point are located and what they look like, but also to be able to make decisions relating to the appropriateness of access points. Access to the shoreline must not result in environmental degradation at the site or due to the number of access points in an area. The placement of access points must also be appropriate in terms of existing amenities and infrastructure. It also follows that access points must be created in such a position that beach users would agree to and use the site which will attract an investment and maintenance cost to the ratepayers.
<b>Provision and designation</b>	None of the existing coastal access management strategies in South Africa have engaged in the specific provision of coastal access, or the designation of coastal access land. This will require land set aside to improve coastal access and must be endorsed by the Registrar of Deeds. There may be cases where a public access servitude already provides access to the shoreline. The complexity and cost of the process as described in the ICM Act suggests that there may be an issue with the practicality of the current intent and wording of the Act.
<b>Management and monitoring</b>	In many cases, municipalities are already managing and monitoring highly-used access points, irrespective of their status according to the ICM Act. Much of the existing monitoring of access is included in the day-to-day operational management of parks and gardens of municipalities.
<b>Reporting</b>	Coastal access, other than boat launch sites, off-road vehicle (ORV) and disabled access have not yet been reported on consistently. The approaches described in this guide will enable the consistent collation and effective (online) dissemination of coastal access information in order to direct users (recreational, tourism etc.) to the most appropriate access location.

**Some facts about South Africa's coasts**

<p>4 Provinces are bordering to the sea shore. Within them there are</p> <ul style="list-style-type: none"> <li>○ 16 Districts, constituting of</li> <li>○ 44 municipalities (including Metros) broken up into</li> <li>○ 198 Wards bordering directly to the sea shore.</li> </ul>	<p>The total population in these 198 coastal wards is 1,263,423. Their distribution per province:</p> <ul style="list-style-type: none"> <li>○ NC: 13,860</li> <li>○ WC: 556,494</li> <li>○ EC: 306,798</li> <li>○ KZN: 386,271</li> </ul>
<p>The most densely populated wards can be found in</p> <ul style="list-style-type: none"> <li>○ Mossel Bay (4,210 habitants per sqrkm)</li> <li>○ Cape Town (4,132 – 2,460 per sqrkm)</li> <li>○ eThekwni (3,067 per sqrkm)</li> <li>○ Kouga (2,994 – 2,053 per sqrkm)</li> </ul>	<p>The least densely populated wards can be found in:</p> <ul style="list-style-type: none"> <li>○ NC (All wards 5.5 – 0.3 per sqrkm)</li> </ul>

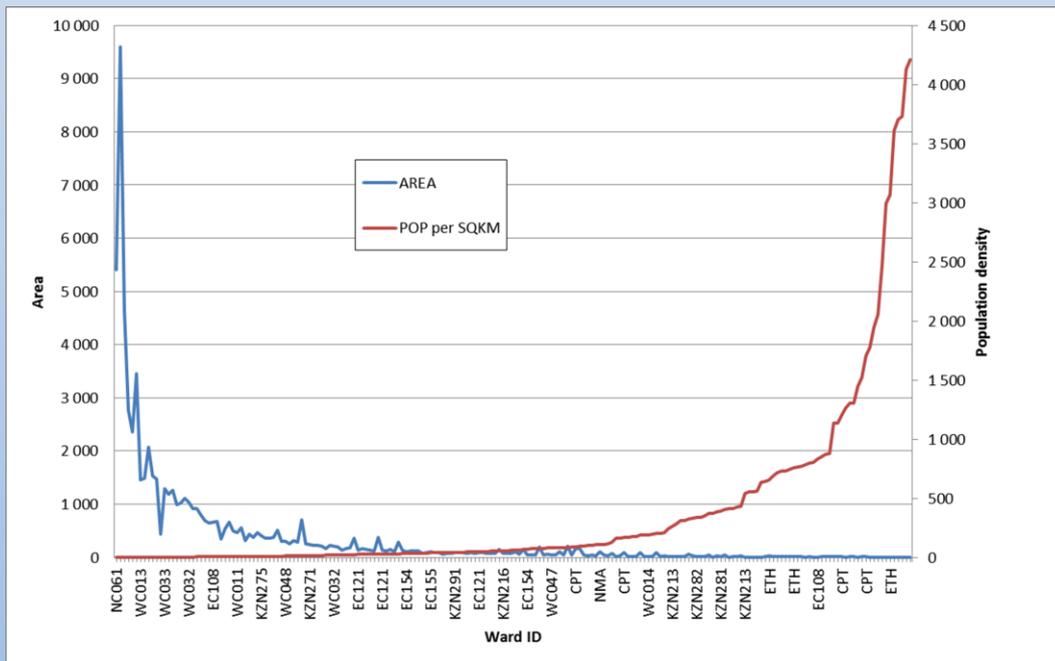


Figure 1: Size (AREA) and population density (POP per SQKM) per ward, for all South African wards adjacent to the coast.

The wards with high population density per km<sup>2</sup> are usually very small spatially, i.e. a high number of people is crowded very close to the shore. The densely populated wards are likely the wards where intense coastal access planning will be required.

Source of data: StatsSA from <http://www.demarcation.org.za/>.

## 6. International Examples

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Internationally, a very variable picture with regards to coastal access can be drawn. Generally, documentation on coastal access regulations can be found in areas where conflicts between different coastal use types occur. These are usually areas where high density of population, industry and natural assets occur.

In Africa, most important usage types for coastal resources are fishery and tourism. This frequently results in access conflicts, if hotel complexes on the beach or next to it prohibit access to the shore for local fishermen. While this problem has been identified in several countries (Algeria, Kenya, Tanzania) a legal solution is not provided. A similar situation has been documented for Malaysia.

Other issues arise when looking at examples from First World countries. For instance, when comparing the coastal management documents of the different States of the USA, it becomes obvious that the different States are facing very different challenges in terms of coastal access. For example, in the State of New York coastal access is restricted by the high degree of urbanization and industrialization of the coast with docks, highways, railway and metro lines cutting off the access to the coast. Local initiatives on improving the value of and access to the coast for the public (e.g. creating “water fronts”) are supported by higher government spheres. In contrast, in Louisiana the major part of the low lying coast consists of swamps and marshlands. Improving public access to the coast is therefore of no priority for the State. In Maine access is important for local commercial and recreational fishing. Privatisation of parts of the coast, even of the intertidal, poses a major challenge here.

In Europe, the coast is usually valued for its recreational/touristic value, which might be conflicting mainly with protected or sensitive natural environment. In the different countries there, coastal access is either granted to the public generally – or to areas of recreational value only. This is certainly due in countries where a large percentage of the coast has been industrialised.

Internationally, coastal management is legislated on a national level and executed on the local level, with some reporting duties on the provincial level. In Europe, overarching European legislatives complement the picture. Management of the coast and coastal access is overly in the responsibility of local government, partly subsidised with provincial or national grants.

With regards to the level of detail on different access types, the international examples cannot add much to the picture we put together from the South African examples. Main categories of access types mentioned are pedestrian/ bicycle/ vehicular access through public road ends (cul-de-sac), parking areas, walkways, boat launching sites etc. over public or privately owned or other types of restricted areas.

However, the international review gave inspiring insights on how to actively active outreach to the public itself – the final beneficiary of the provided access. A local example of a “coastal Access Map” can be found in the Shoreline Access Guidebook for the Municipality of Bainbridge (Washington State, USA). In this online-available Guidebook (<http://www.ci.bainbridge-isl.wa.us/186/Shoreline-Access-Guidebook>) all local access points are described and characterised and local amenities such as

toilets, picnic facilities, disabled access, and lifesavers are listed. A map is included as well. This guidebook provides an effective tool for guiding the visitors to suitable access points.

<b>EUCLID AVENUE</b>	
<p><b>USES &amp; AMENITIES:</b> Scenic views (Port Madison Bay), wildlife watching, walking, biking.</p>	
	
<p><b>SITE DESCRIPTION:</b> Euclid Road intersects the Lafayette road-end. Since most of this area is heavily forested, this ¼-mile stretch of road is one of the only roadways with open shoreline views of Port Madison Bay.</p>	
<p><b>BACKGROUND/ HISTORICAL INFORMATION:</b> Historic site of Port Madison Hotel, store, shipyard, and Meigs' saw mill. Port Madison was also the first seat for county government.</p>	
<p><b>MAP &amp; DIRECTIONS:</b> Refer to North Bainbridge Area map.</p> <p>From Hwy 305, turn east on Day Road and make an immediate left turn (north) on Phelps Road. Continue to 4-way intersection, turn left on Euclid Ave NE.</p> <p><b>NEARBY SHORELINE ACCESS:</b></p> <ul style="list-style-type: none"> <li>• Lafayette Avenue (road-end)</li> <li>• Beach Place (road-end)</li> <li>• T'Chookwap Park</li> </ul>	 <p>(6-8 cars along shoulder of Euclid Ave.)</p>

SHORE-VIEW ROADS

Figure 2: Example of a Site Description page from the Bainbridge Island Shoreline Access Guidebook, December 2003.

Comparable tools for reaching the public can be found e.g. in New Zealand's "Walking Access" online tool ([http://wams.org.nz/wams\\_desktop/index.aspx](http://wams.org.nz/wams_desktop/index.aspx)), which provides information for all (not just

coastal) public access areas. See also the Connecticut Coastal Access Guide (<http://www.lisrc.uconn.edu/coastalaccess/index.asp>).

**Connecticut Coastal Access Guide**
Explore the Connecticut Shore

Baybrook Beach

West Haven, Connecticut

Describe Site
Map Site
Printable Version
Help



Baybrook Beach, West Haven

Baybrook Beach is a small sandy beach. There is a small parking lot which accommodates only 2 or 3 cars. This site is ideal for bird watching. Visitors can enjoy a picnic at one of the tables provided.

[More Photos...](#)

**Location**

New Haven Avenue  
West Haven, Connecticut

**Fees**

None

**Directions**

From the East: Take I-95 South to exit 41. Take a left onto Marsh Hill Road. Marsh Hill Road becomes Oxford Road. Oxford Road becomes Woodmont Road. Then turn right onto Route 162/Jones Hill Road. Baybrook Beach located at the end of Jones Hill Road.

From the West: Take I-95 North to exit 40. Turn left onto Old Gate Lane. Then take a right onto Woodmont Road. Stay straight to go onto Anderson Avenue. Make a left on New Haven Avenue/Route 162. Baybrook Beach will be on your right.

**Parking**

Parking Lot

**Site Contact Information**

Website - [City of West Haven](#)

Address - 355 Main Street  
West Haven, CT 06516

**Facilities**

- Food Concession
- Picnic Area

**Activities**

- Bird and Wildlife
- Crabbing
- [Fishing](#)
- Unsupervised Swimming

**Environment**

- Fronting Long Island Sound
- Rocky Shore
- Sandy Beach

Figure 3: Example of Access Site Description from the Connecticut Coastal Access Guide.

In addition, many international examples can be found of “off-line” i.e. printed brochures and maps with coastal hiking / cycling / kayaking trails. The benefits of these (interactive) online or static printed information sources are obvious. The stream of coastal users/visitors can be guided much better. People who want to have picnics (and potentially cause a lot of littering) can be guided to picnic sites (with litter bins provided). Swimming can be directed to sites with lifeguards and toilets on site. Kayaking tourists will choose points where the landing or launching of boats is possible, and so on. Thinking of an interactive “coastal atlas” a feedback solution can be installed, where visitors can report site-specific incidents or broken facilities etc. to the respective coastal management.

Technically these public information tools do not stand isolated from the respective local or regional coastal management system and do therefore not pose much of an extra burden to the coastal manager. As we have seen for some of the South African examples above, much information on coastal access will be collected and managed in a geo-spatial (GIS) way. Packaging this information in a user-friendly online format, or even extraction of “static” printed information map does not take much more effort.

Therefore, we envisage that an efficient coastal access management strategy for South Africa should optimally consist of three pillars; 1) the strategic, practical and technical strategy and tools for the local coastal manager, 2) a comprehensive geo-spatial data and information base, which then forms the basis for 3) public coastal information tools (Figure 4).



Figure 4: Interlinked elements of coastal access management proposed for South Africa.

How to achieve this model is elaborated in the national coastal access guide under Sections B and C.

## 7. Coastal Access Priorities per Province

The status quo of shoreline access and coastal accessibility in South Africa is highly variable in the four coastal provinces. Access and accessibility is influenced by protected areas, mining leases, coastal geomorphology (high dunes, rocky shore, and estuaries), lack of infrastructure and private land ownership. The availability of resources at municipal level is another important barrier to the effective designation and management of coastal access land. An overview of the provincial status quo and associated access priorities are provided in Table 2 below.

Table 2: Coastal access *status quo* and management priorities in the four coastal provinces of South Africa.

Area	Status Quo	Priorities
KwaZulu-Natal	<p>High to medium levels of access and accessibility. In urban areas, mostly characterised by ribbon development, access to the shoreline is excessive to the point where management interventions are required to maintain dune cordon stability and integrity. Access and accessibility of rural areas of particularly northern KwaZulu-Natal is limited to reasonable but there is an increasing trend to restrict access and accessibility to the coast through enclosed residential estates such as Zimbali, and others. In some remote places of Zululand, specialised vehicles may be required to access the shoreline. Access to the shoreline and accessibility of the coastal area is controlled in the iSimangaliso Wetland Park. Activities governed under the Marine Living Resources Act include boat-based commercial line-fishing that requires access to boat launch sites. In addition to the boat-based activities, the annual sardine run also creates a need for temporary coastal access for commercial sein-net fishers. This normally takes place on the KZN South Coast.</p>	<ul style="list-style-type: none"> <li>• Undertake a provincial-level assessment and stakeholder validation of the state of coastal access.</li> <li>• Rationalise the number of access points on the coast in order to reduce habitat fragmentation.</li> <li>• Manage and maintain formalised access points in the province.</li> </ul>
Eastern Cape	<p>Low accessibility and limited coastal access. In the former Transkei area, both access and accessibility is limited. In the predominantly nodal urban areas, access and accessibility are good. In rural areas, accessibility and access are limited and may require specialised vehicles due to the lack of road infrastructure. The national government approval of the proposed N2 highway extension may rapidly change accessibility to the coast. This change may prove to be both beneficial to the socio-economic development of the province if the associated development is sensitive to the environmental limits of the area. In addition to the lack of infrastructure, the Eastern Cape geographical land scape is characterised by hills and steep cliffs along the coast. It is rocky and this will need engineers in designing the type of access that are suitable and safe to be used by the public.</p> <p>Physical access to parts of the coast is difficult. Access is constrained by land privatisation, nature reserve areas, topography and access fees.</p> <p>Wild Coast Poor public access due to topography, lack of infrastructure, state-owned land.</p>	<ul style="list-style-type: none"> <li>• Undertake a provincial-level assessment and stakeholder validation of the state of coastal access.</li> <li>• Increase the access to the coast and formalise safe access to the shoreline;</li> <li>• Equitable and reasonable access to the coast;</li> <li>• Development of amenities and infrastructure to accompany the provision of public access.</li> </ul>

Area	Status Quo	Priorities
Western Cape	<p>Good access and accessibility. Urban areas have good access and accessibility. Accessibility is controlled in protected areas in the province. Some rural areas may have limited accessibility to the coast by virtue of the lack of road infrastructure. The Western Cape also hosts a number of small-harbours that provide direct access to the ocean. Poorly managed and controlled access points associated with illegal activities due to the private land ownership.</p> <ul style="list-style-type: none"> <li>• West Coast: Physical access to the West Coast is restricted by private land holdings, private development and nature conservation areas;</li> <li>• West Coast: There is controversy over access to marine resources and how the benefits could be more equitably distributed</li> <li>• West Coast: Conflict between industrial development, nature conservation and tourism activities, particularly in the Saldanha-Langebaan area</li> <li>• West Coast: Uncontrolled ribbon-development is taking place.</li> <li>• Cape Town: Access to certain beaches is restricted</li> <li>• Cape Town: Highly urbanised requiring intensive management</li> <li>• Agulhas Coast: Pedestrian access above the HWM must be ensured</li> <li>• Agulhas Coast: Privatisation of state land on the coast limits public access</li> <li>• Agulhas Coast: Appropriately designed or controlled access to beaches is needed to protect the sensitive environment, and</li> <li>• Garden route: Public access is limited by private development, privatisation of beaches and nature reserves.</li> </ul>	<ul style="list-style-type: none"> <li>• Undertake a provincial-level assessment and stakeholder validation of the state of coastal access.</li> <li>• Increase the accessibility to the coast in rural areas and formalise access to the shoreline;</li> <li>• Equitable and reasonable access to the coast;</li> <li>• Development of amenities and infrastructure to accompany the provision of public access;</li> <li>• Maintain and promote existing public access to the coast;</li> <li>• Ensure that infrastructure does not degrade the coastal environment;</li> <li>• Maintain or reduce the number of access points in urbanised areas.</li> </ul>
Northern Cape	<p>Large parts of the Northern Cape are not accessible to the public due to no-go mining areas and limited or no road access. Road access to most estuaries provides tourist or recreational access to specific locations. Otherwise access only with permits due to mining concessions. Gaining access to the coast often requires specialised vehicles. Most estuaries can be reached by vehicle even though</p>	<ul style="list-style-type: none"> <li>• Undertake a provincial-level assessment and stakeholder validation of the state of coastal access.</li> <li>• Increase the accessibility to the coast</li> </ul>

Area	Status Quo	Priorities
	<p>there is a lack of road infrastructure.</p> <ul style="list-style-type: none"><li>• Physical access to the coast and its resources is limited by mine security issues;</li><li>• The coastal area of the province is relatively undeveloped;</li><li>• Mining, recreation, conservation and fishing activities is very limited.</li></ul>	<p>and formalise access to the shoreline;</p> <ul style="list-style-type: none"><li>• Equitable and reasonable access to the coast;</li></ul> <p>Development of amenities and infrastructure to accompany the provision of public access.</p> <ul style="list-style-type: none"><li>• Develop a strategic vision for coastal-related economic development facilitated by improved coastal accessibility.</li></ul>

## 8. Providing coastal access and designation of coastal access land

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The ICM Act makes provision for more than one way of providing public access to the coast (**Error! Reference source not found.**). The first and more specific and more important category of access is created by Section 18 of the ICM Act that states that municipalities whose areas of jurisdiction includes coastal public property must designate strips of land as coastal access land in order to secure public access to coastal public property. Section 19 of the Act describes the process for designating and withdrawing coastal access land, and Section 20 the ICM Act stipulates the responsibilities of municipalities with regards to coastal access land.

The other broadest category of access is provided by means of coastal public property (ICM Act Section 7). In addition to the composition of coastal public property as described in Section 7 of the ICM Act, the Minister may extend coastal public property over state land for many reasons to improve coastal management and amongst others is the express purpose of improving public access to the coastal zone (ICM Act Section 8(1)(a)). The Minister may also acquire private land for the purpose of declaring that land as coastal public property (ICM Act Section 9), and the intent as provided for in Section 8.

Therefore, in this document, the concept of “providing coastal access” by virtue improved access to the coastal public property refers to the Sections 18-20 of the ICM Act “designate coastal access land”.

NB: Table 2 is based on the Legal Conditions as of the date of this document, which is before the enactment of the ICM Amendment Bills. Subject to the enactment thereof, the content might change.

**Table 3: The most relevant of sections of the ICM Act relating to the provision of coastal access and the designation of coastal access land (CAL).**

SECTION OF THE ICM ACT	§	CONTENT	RESPONSIBILITY
(7) Composition of coastal public property	(a)-(h)	Description of what constitutes coastal public property. In conjunction with Section 8, this section describes an area of the coastal zone that is intended to promote general access and accessibility to the coast.	Minister
(8) Extending coastal public property	(1)(a)	The Minister (of the Department of Environmental Affairs) may, by notice in the Gazette, extend coastal property over state land with the specific purpose of improving public access to the seashore.	Minister
	(2)-(4)	Conditions of extending coastal public property over state owned land, the method of withdrawing such land.	Minister
(9) Acquisition of private land by the State	(1)-(2)	The Minister may also declare coastal public property of private land in order to improve coastal access to the shoreline (see Section 8(1)(a)). The Minister may acquire private land by way of purchase, exchange or expropriation.	Minister
(13) Access to coastal public property	(1)-(5)	Stipulates the rights and responsibility of all people relating to access to coastal public property. This section also outlines the reasons why the Minister may prohibit or restrict access to coastal public property. This section also deals with fees that may be charged for access to coastal property.	Minister
(18) Designation of CAL	(1)	Assigns, to municipalities, the responsibility for designating strips of land as coastal access land in order to secure public access to coastal public property.	Municipality
	(2)	Defines the method by which coastal access land is designated, i.e. subject to public access servitude in favour of the municipality. Public access servitude is a term defined in law.	Municipality
	(3)-(5)	Conditions of coastal access land and its alignment with provincial and national legislative and management tools. Some restrictions on where coastal access land may not be designated. Withdrawal of coastal access land.	Municipality
(19) CAL designation and withdrawing process	(a)-(c)	Conditions for the designation and withdrawal of coastal access land.	Municipality

*Providing coastal access and designation of coastal access land*

(20) Responsibility of municipalities with regards to CAL	(1)-(2) Responsibility of the municipality in terms of management of coastal access land. This includes site management and reporting. This section also specifies that coastal access must be incorporated in the municipal coastal management programme and the spatial development framework.	Municipality
(29) Determining and adjusting coastal boundaries of CAL	(a)-(f) List of issues that must be taken into account when determining and adjustment of coastal access land boundaries. These are practical issues that determine the nature and use of the coastal access land.	Municipality
(31) Endorsement by the Registrar of Deeds	(1)-(3) To be read in conjunction with Section 8 and 9. This section stipulates the process to be followed to register, with the Registrar of Deeds, any extension of coastal public property over State land. Such extension of coastal public property may have been for the purpose of improving access to the shoreline.	Minister

## 9. Access and Accessibility

The public has an expectation to be able to access the coastal zone. Accessibility of the coastal zone and free and unhindered access to it are two key features of integrated coastal management as expressed by the ICM Act. In South Africa, access is not only an inalienable civil right, but also provides benefit to our society in terms of use and enjoyment of the coastal zone, as well as a variety of potential economic benefits. The ICM Act also requires that access to the coast and related infrastructure and amenities must be planned and managed to protect coastal resources, their values and public safety. This is however not a right “at all costs”, and the responsibility to plan, manage and control appropriate coastal access is assigned to the local municipalities.

Coastal access and accessibility (see Encyclopaedia of Coastal Science, 2006) are terms often used interchangeably but for the purposes of this document they have different meanings.

**Coastal accessibility** refers to the means and ways to gain access to the wider coastal zone that is not always spatially explicit i.e. cannot always be mapped. Accessibility is often impeded by a lack of parking facilities, high entry fees, or a lack of public transportation to the beach. Accessibility to the coast and coastal resources is typically a strategic planning issue that would form part of an Integrated Development Plan (as specified in the Municipal Systems Act, 2000; Act no. 32 of 2000) directly, or through the inclusion in a Coastal Management Programme (as specified in the ICM Act). The term macro-level access planning would also be correct in this context.

**Coastal access**, in contrast, is a local management or site specific issue that refers to the physical route or way that one traverses to arrive at the coast. This can be a road, an informal pathway or public parking area, or any number of combinations of these. This is in all likelihood a route that provides direct access to the coast and that can be indicated on a map. Although coastal access is often referred to as a point, i.e. coastal access point, it most frequently consists of an entry point, back of the beach, that is located in the vicinity of an existing transport network, formal or informal, to a point on the coast. The coastal access entry and exit points are connected by a path that can be depicted by a line on a map. However, in some cases, features such as public parking areas, or municipal infrastructure such as boardwalks that is located parallel to the beach provides an access area, rather than a point and a path. This document refers to coastal access as meaning the general area, line or point that can be considered as the means to access the coast.

Public coastal access refers to people's ability to view, reach and move along the coast of both the mainland and nearby islands including publicly owned land and privately owned land. Issues include:

- Whether the public can physically use or view the coast;
- Whether the public can legally pass over land to reach the coast;
- Whether the public can access coastal lands from the water;
- Whether the public can afford to access the coast through fees or other expenses; and
- Whether the public can use coastal areas without placing undue stress on ecosystems.

## 10. Coastal Access in Context

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Coastal access is a coastal management issue at various levels of spatial scale:

- At a strategic level, coastal access must be addressed in the spatial development framework (SDF) and ultimately in the integrated development plan (IDP) of municipalities. Part of this strategic planning also involves the inclusion of the management objectives relating to access in the municipalities Coastal Management Programme (CMP). The CMP needs to identify and create a database of the access points in order for proper management of the coastal access and addressing issues on the ground.
- Every municipality must also have a land use management system which must include at least a *scheme* recording the rights and restrictions applicable to erven or plots within the municipal area. Coastal access is also an important aspect of municipal zoning schemes.
- At the lowest scale, the intent of the ICM Act is to provide coastal access that is inalienable and therefore provides for the creation of public access servitudes and the endorsement of such servitude by the Registrar of Deeds.

Providing access to coastal resources is a strategic issue best dealt with in the SDF of municipalities. The primary purpose of the SDF is to represent the spatial development goals of a local authority that result from an integrated consideration and sifting of the spatial implications of different sectoral issues. The coast and its resources are a power driver of economic development and are widely used by a large proportion of society. The resources of the coast, including the water and the land, provide opportunity for recreation, tourism, industry and business, amongst others. It is important for municipalities to consider the provision of coastal access at a macro or jurisdiction-wide scale (accessibility).

Coastal managers must understand the role and potential of coastal access and accessibility to ensure that the SDF informs the directions of growth, major movement routes, special development areas for targeted management to redress past imbalances, conservation of both the built and natural environment, areas in which particular types of land use should be encouraged and others discouraged and areas in which the intensity of land development could be either increased or reduced.

Critical strategic issues relating to coastal access include:

- The identification of coastal areas as growth points for local economic development;
- The provision of sufficient shoreline access for recreational use in urban and rural areas;
- The use of the coast for special events e.g. surfing or fishing competition, filming;
- The appropriate placement of access to promote coast and ocean specific business e.g. scuba diving operators, whale and dolphin watching;
- The provision of boat launch sites for recreational and commercial use;
- The provision of access for historically disadvantaged and displaced communities;
- The management and control of access to prevent habitat fragmentation;
- The management and control of access in coastal and marine protected areas;
- Determining and demarcating the boundaries of state owned land, the coastal public property, and the coastal protection zone; and,
- The management and control of access to the coast for historical and cultural purpose.

The timing of the process of compiling the SDF corresponds with that of the IDP. The preparation and approval of SDFs, as an integral part of each municipality's IDP is the most critical planning responsibility within all three spheres of government. Once the spatial development framework is approved it will have a binding effect not only on the private sector but also on all spheres of government. It will thus become a central element in the system of cooperative governance<sup>9</sup>.

With the CMPs, which each coastal municipality must develop, the ICM Act provides a clear mechanism through which coastal access can be addressed as a strategic issue (ICM Act Section 48). A CMP is a policy directive on integrated coastal management that provides for a co-ordinated, integrated and uniform approach by government departments, NGOs, the private sector and local communities (ICM Act Section 49). One of the key objectives of the municipal CMP is to deal with coastal access issues (ICM Act Section 49(2)(v)). The CMP of any coastal municipality must be consistent with the national and respective provincial CMP, and also with the National Estuary Management Protocol (ICM Act: Section 33). The municipal CMP must include the coastal management objectives for the coastal zone within the jurisdiction of the municipality, including the sustainable use of coastal resources. One of the more pragmatic ways to include coastal access issue in the CMP is as a specific action or management activity.

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<sup>9</sup> For more information on spatial development frameworks refer to:

- Ministry of Agriculture and Land Affairs. 2001. White Paper on Spatial Planning and Land Use Management - Wise Land Use. Ministry of Agriculture and Land Affairs, Republic of South Africa. July 2001 ([www.info.gov.za](http://www.info.gov.za)).
- Republic of South Africa. 2013. Spatial Planning and Land Use Management (SLUMA, Act No. 16 of 2013). Minister of Rural Development and Land Reform, Republic of South Africa.

## 11. Measuring Progress

The issue of setting performance targets for providing coastal access and designating coastal access land is highly contextual at a municipal level and is dependent on a variety of factors including the bio-physical environment, human capacity and financial resources, existing access status, growth ambitions and long-term planning objectives. Therefore it is difficult to come up with a widely applicable rule-of-thumb figure for the envisaged number of access points per kilometre coast. Table 3 outlines a number of actions that must result in the achievement of the strategy.

**Table 4: Required actions relating to the provision of coastal access and the designation of coastal access land in South Africa.**

### National Perspective

<b>Management Objective 1.1: Provide a National commitment for the facilitation of safe and equitable access to coastal public property along South Africa's coast</b>		
<b>Actions</b>	<b>Targets</b>	
	<b>Completion date</b>	<b>Performance indicator</b>
Regulations pertaining to the establishment and maintenance of coastal public access	Mar 2015	<ul style="list-style-type: none"> <li>Regulation schedule published in <i>Government Gazette</i></li> </ul>
A national strategy for facilitating coastal public access and incorporated into the NCMP	Mar 2014	<ul style="list-style-type: none"> <li>Completed strategy document available</li> </ul>

<b>Management Objective 1.2: Develop norms and standards to assist municipalities in carrying out their responsibilities with respect to coastal access</b>		
<b>Actions</b>	<b>Targets</b>	
	<b>Completion date</b>	<b>Performance Indicator</b>
Develop guidelines for designation of coastal access	Mar 2014	<ul style="list-style-type: none"> <li>Completed guideline document</li> </ul>
Develop norms and standards for coastal signage towards facilitating a unified approach for the South African coast	Mar 2015	<ul style="list-style-type: none"> <li>Completed guideline document</li> </ul>

**Management Objective 1.3: Provide capacity strengthening mechanisms for municipalities to effectively implement, maintain and monitoring coastal access**

Actions	Targets	
	Completion date	Performance Indicator
Develop a local government support strategy for the fulfilment of environmental mandates (including support for coastal access)	Mar 2015	<ul style="list-style-type: none"> <li>Signed Implementation Plan for the Local Government Support Strategy with test cases</li> </ul>
Establish DEA internal work plan between Oceans and Coasts and Working for the Coast (Wfc) to support provinces and municipalities in the establishment, maintenance and monitoring of coastal access	Mar 2015	<ul style="list-style-type: none"> <li>Completed and approved work plan for implementation</li> <li>Identification 2-4 test cases and facilitate coastal access in different Provinces</li> </ul>

**Management Objective 1.4: Regular reporting to the Members of the Executive Committee (MEC) and Minister on the status of coastal access**

Actions	Targets	
	Completion date	Performance Indicator
Reviewing and evaluation of the coastal access reports to the MEC on the progress made in the implementation and facilitation of coastal access land	Mar 2014	<ul style="list-style-type: none"> <li>Request all coastal access reports submitted to the MEC for status update</li> </ul>
Develop a national electronic reporting and dissemination system for coastal access, incorporated into the National OC Information Management System	Mar 2017	<ul style="list-style-type: none"> <li>Completed electronic reporting system for coastal access</li> </ul>

**Provincial Perspective**

**Management Objective 1.1: Support Provincial commitment for the facilitation of safe and equitable access to coastal public property along South Africa's coast**

Actions	Targets	
	Completion date	Performance Indicator
Undertake a provincial assessment of existing coastal access per municipality including stakeholder consultations	Mar 2014	<ul style="list-style-type: none"> <li>• A provincial coastal stakeholder engagement process, facilitated through the PCC in order to validate the assessment; and</li> <li>• An evaluation of the assessment against the PSDF</li> </ul>
A Provincial strategy for facilitating coastal public access and incorporated into the PCMP		

**Management Objective 1.2: Regular reporting to the Members of the Executive Committee (MEC) and Minister on the status of coastal access**

Actions	Targets	
	Completion date	Performance Indicator
Submission of reports to the Minister on the status of the Provincial Coastal Access and the progress made in the implementation and facilitation of coastal access land in relation to the Coastal Management Programme and the Spatial Development Framework	March 2014	<ul style="list-style-type: none"> <li>• Complete the coastal access template and submit to DEA</li> </ul>

## Municipal Perspective

<b>Management Objective 1.1: Provide a Municipal commitment for the facilitation of safe and equitable access to coastal public property along South Africa's coast</b>		
<b>Actions</b>	<b>Targets</b>	
	<b>Completion date</b>	<b>Performance Indicator</b>
Undertake an inventory and assessment of existing coastal access within a Municipal Jurisdiction		<ul style="list-style-type: none"> <li>• A municipal coastal stakeholder engagement process, facilitated through the MCC in order to validate the assessment; and</li> <li>• An evaluation of the assessment against the Municipal or District SDF</li> </ul>
Include the development of a Municipal Coastal Access Management Plan as part of the Municipal Coastal Access Management Programme		<ul style="list-style-type: none"> <li>• Upon development of Municipal or District CMP</li> </ul>

<b>Management Objective 1.2: Regular reporting to the Members of the Executive Committee (MEC) on the status of coastal access</b>		
<b>Actions</b>	<b>Targets</b>	
	<b>Completion date</b>	<b>Performance Indicator</b>
Report to the MEC on an five yearly basis on the status of coastal access in relation to the Coastal Management Programme and the Spatial Development Framework		<ul style="list-style-type: none"> <li>• Upon development of Municipal or District CMP</li> </ul>

As part of the strategy, DEA Oceans and Coast will develop an implementation plan over a five (5) year period of which the targets and actions will be in line with the National Coastal Management Programme once finalised.

It is important for Provinces and Municipalities to develop their coastal access strategies as part of their coastal management programmes priorities and align it with national strategy including the implementation plan. The municipal implementation plan needs to talk to the Provincial as well as National and all should be over a five (5) year period.

## 12. A Guideline for the Designation of Coastal Access

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It is recommended that municipalities and provinces take note of the document accompanying the NCAS entitled *A Guide for the Designation and Management of Coastal Access in South Africa 2014* (DEA, 2014<sup>10</sup>). The purpose of the document is to provide guidance to coastal municipalities when designating and managing coastal access and coastal access land (as per Section 18 of the ICM Act) within their respective coastal public property. It is understood that the intention of the ICM Act in relation to facilitating and regulating access to coastal public property is to provide such inalienable access in perpetuity.

The Guide describes six elements of coastal access designation using the requirements of the ICM Act and practices already in place at municipalities. The six elements are summarised below:

1. **Coastal Access in the ICM context.** This element describes the strategic issues related to providing coastal access and the designation of coastal access land. The provision of coastal access must be seen in the context of the development ambitions of the municipality and the broader coastal management objectives contained in the CMP. Such objectives will refer to the coastal management vision of the municipality, which is a shared expression of all coastal stakeholders.
2. **Data Collection.** The second element of the designation process is the assessment of the status of coastal access in the municipal area. This element describes the data collection that must be undertaken in order for the municipality to make informed decisions on the provision of well managed access points. Typically, this would rely on some degree of field surveys and visits, and the collection of ancillary data that will be required for decision making. This element includes all aspects of data collection, capture and storage.
3. **Assessment and Decision-making.** Once all relevant data and information regarding the existing coastal access points are gathered, such data must be interpreted to conclude with a

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<sup>10</sup> Department of Environmental Affairs (2014) *A Guide for the Designation and Management of Coastal Access in South Africa 2014*. Guide 2 to the Implementation of the ICM Act, March 2014. Cape Town.

first assessment of *potential* access points. This can also be termed a situation assessment. At this time it becomes necessary, in fact critical, to engage with stakeholders in order to reach agreement on the placement of potential access points. It is also necessary to undertake some level of environmental screening of existing access points in order to comply with the ICM Act. This element of the NCAS must result in a final list of appropriate access points as well as a list of access points which will no longer be considered for that purpose.

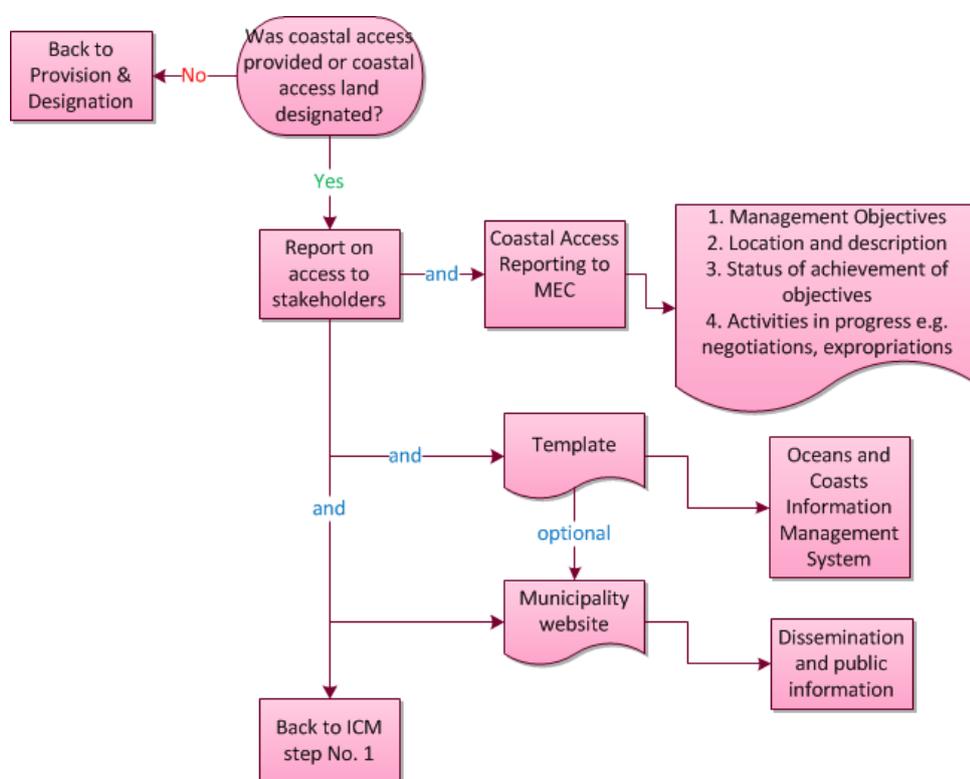
4. **Provision and Designation.** Once the municipality has an agreed list of access points, these must be formalised as per the ICM Act. This element describes the various methods by which the access points can be formalised. The result of activities in this element is the formal provision of coastal access and the designation of coastal access land. In both cases, coastal access will be formalised with the Registrar of Deeds.
5. **Management and Monitoring.** Once coastal access has been formalised and registered, the municipality must put in place management procedures to ensure the access points comply with the ICM Act. The responsibilities of the municipality to manage and monitor the access points are outlined in this element.
6. **Reporting.** The final element describes the responsibility of the municipality to report on the provision of coastal access and the designation of coastal access land.

## 13. How to report on Coastal Access Land

### 13.1 Reporting templates to MEC

Municipal reporting to the provincial MEC on the state of coastal access and coastal access land is required by Section 20 of the ICM Act. It states that a municipality in whose area coastal access land is located, must report to the MEC within two years of this Act coming into force on the measures taken to implement this section.

A flow of actions relating to reporting on the provision of coastal access and the designation of coastal access land is provided in **Error! Reference source not found..**



**Actions by the municipality relating to reporting on the provision of coastal access and the designation of coastal access land.**

The report must contain, as a minimum, the sections outlined in table ..below.

**Suggested sections and content for reporting to the MEC on the provision of coastal access and the designation of coastal access land coastal.**

Section	Description
<b>Municipal Context</b>	<ul style="list-style-type: none"> <li>• Local context as it relates to the coastal resources sector-specific growth and development e.g. industrial and commercial development, tourism, small coastal businesses (local economic development) and opportunities for sustainable coastal livelihoods.</li> <li>• Description of the strategic use of coastal access to promote the development of the municipality (from the spatial development framework and integrated development plan);</li> <li>• Management objectives of the municipality as it relates to the provision of coastal access and the designation of coastal access land (from the municipal coastal management programme).</li> </ul>
<b>Coastal Access Status Quo</b>	<p>Provide a summary of the existing state of coastal access and its management by the municipality. This includes a breakdown of the location and description of access provided by means of coastal public property and coastal access land. A summary of how the existing coastal access configuration is assisting or limiting the achievement of growth and development goals (see section above). The status <i>quo report</i> must include (per access site) information on the:</p> <ul style="list-style-type: none"> <li>• Signposting of entry points to coastal access land;</li> <li>• Measures to control the use of, and activities on coastal access land and to protect and enforce the rights of the public to use that land to gain access to coastal public property;</li> <li>• Provision of facilities that promote access to coastal public property, including parking areas, toilets, boardwalks and other amenities, taking into account the needs of physically disabled persons.</li> </ul>
<b>Future Actions</b>	<ul style="list-style-type: none"> <li>• Rationale for the designation of new coastal access to achieve the goals identified in the first sections. This will include opportunities and constraints for designation of new coastal access;</li> <li>• Development of a plan to maintain coastal access land so as to ensure that the public has access to the relevant coastal</li> </ul>

	<p>public property;</p> <ul style="list-style-type: none"> <li>• Provision and use of coastal access land and associated infrastructure in such a way as not to cause adverse effects to the environment;</li> <li>• Removal of any public access servitude that is causing or contributing to adverse effects that the municipality is unable to prevent or to mitigate adequately.</li> <li>• Any other actions that may be prescribed.</li> </ul>
<b>Implementation of Actions</b>	Timeline and budget for implementation of corrective actions in relation to the designation of new coastal access, and management of existing access.
<b>Assistance Required</b>	A summary of assistance or actions required by non-municipal officials including e.g. the MEC; Provincial Coastal Committee; Provincial Lead Agent.
<b>Sign-off</b>	The report to the MEC must be signed off by the Municipal Manager.

NB: This section is based on the Legal Conditions as of the date of this document, which is before the enactment of the ICM Amendment Bills. Subject to the enactment thereof, the content might change.

- Provisions to allow Provinces to report to the Minister:

The report of the MEC to the national Minister will follow the same pattern as described above in Table C.7.1. The emphasis will however be on the coastal management objectives of the Provincial CMP and the growth and development objectives of the province. The reporting duties, however, might be subject to changes with the enactments of the ICM Amendment Bills

### **13.2 Reporting to a central coastal and marine information management system**

The DEA Oceans and Coasts Branch is in the process of developing an online *Ocean and Coastal Information Management System*. This system will provide a platform from which the public and other stakeholders can view the location and nature of all coastal access in South Africa. In order to manage the data from the various provinces and municipalities, there is certain to be a national data reporting format. The actual national decision-support or dissemination tool has not yet been developed and once that is in place, the reporting format will follow.

## 14. Acknowledgements

### DEA Project Team:

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leptieshaam Bekko	DEA & DP

## 15. Appendix

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