



CITY OF CAPE TOWN
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INTRODUCTION, STRUCTURE AND CONTEXT

The City of Cape Town administers a coastline of approximately 260km, making it the largest coastal metro in South Africa in terms of sea frontage. The sustainable and integrated management of this coastline is facilitated through the development of various frameworks and regulatory mechanisms as required in the National Environmental Management: Integrated Coastal Management Act, Act 24 of 2008 (ICM Act). One of these mechanisms involves the obligatory development of a municipal coastal management programme to manage the coastal zone or specific parts of the coastal zone. In line with the requirements of the ICM Act, and as a means to optimise the socio-economic and environmental potential of Cape Town's coastline, the City has recently completed a Coastal Management Programme.

Structure of the City's CMP

The City's CMP has been structured as a single document comprising a number of individual chapters that are dedicated to specific aspects of the overall management of the coastline. This approach enables the amendment or addition of individual chapters as needed, without having to review the entire document. The City's CMP follows a logical flow, and chapters are arranged according to:

- policy and principles
- institutional accountability and responsibility
- legislative components
- specific management and operational protocols.

Context of the City's CMP

The City's coastline is a unique, dynamic and diverse space, forming a nexus of socioeconomic and environmental interactions. The very nature of the City's coastline requires a management approach that is inclusive, transparent and draws in a range of disciplines for its effective and integrated management. The introduction of the CMP further elaborates on the City's coastline and management approach through the following sections:

Section 4: Context

This section reflects on the importance of the coastline in terms of its contribution towards a sense of place, social well-being, recreation and livelihood perspective.

Section 5: Economic context

This section discusses the importance of the City's coastline to the wider economy, tourism, property values, economic growth and risk reduction.

Section 6: Physical context

This section provides a description of the City's coastline from a biophysical and process perspective, including a description of upwelling events, rocky shores, estuaries, dunes and sediment dynamics.

CHAPTER 1: COASTAL ROLES AND RESPONSIBILITIES

Cape Town's coastline is one of its greatest economic, social and environmental assets that contributes significantly to the City's tourism, recreation and industry sectors. Effective management of the coastline is therefore important for retaining and optimising the value of the coast. Chapter 1 of the full CMP defines the roles and responsibilities of various line departments and stakeholders as means to promote an integrated management approach of the coast and its resources.

Several principles guide the City's position towards defining and identifying coastal roles and responsibilities, including:

- The management of coastal space must be determined by the primary function or purpose of that space.
- The coastline is a shared responsibility and support from the relevant line departments to the lead department is critical.
- Roles and responsibilities should be assigned wherever possible according to the key functional responsibility, mandate and capacity of City's departments.
- Ongoing communication and coordination between departments must be entrenched through the establishment of a quarterly coastal coordination meeting.

Chapter 1 of the full CMP elaborates on these core principles and provides a detailed and extensive breakdown of coastal functions per line department.

Defining coastal responsibilities and assigning them to the relevant line departments is central to achieving effective and appropriate integrated coastal management in the City of Cape Town.

CHAPTER 2: INTEGRATED COASTAL MANAGEMENT POLICY

The City's coastline is an important economic, social and environmental asset which provides us with numerous benefits and opportunities. These goods and services are key contributors to Cape Town's economy, desirability and global recognition as one of the world's most beautiful cities. Effective policy is central to good governance, long-term planning and optimising the sustainable opportunities along our coastline. This Integrated Coastal Management Policy is therefore essential for reducing risk to the City and its communities, and is central to retaining and enhancing the current and future economic, social and environmental opportunities of our unique coastline. The principles determined in the Integrated Coastal Management Policy both complement and support the principles defined in the National Environmental Management: Integrated Coastal Management Act (ICM Act). These principles will be applied to all City coastal decision making, and include the following:

- Equitable and ease of public access to coastal areas and opportunities for the entire coastline.
- City decisions regarding the coastline will include broad-based stakeholder engagement and public consultation processes.
- Economic and social development opportunities will be optimised to the benefit of all residents.
- Development must not degrade the coastal environment or reduce its ability to cope with climate change risks.
- Natural heritage resources must be protected for future generations.
- Strategic decisions will be made and measures implemented in order to reduce coastal risk from climate change effects.
- All individuals must be responsible for their actions and avoid causing any negative impact on the coastal environment.

A set of implementation regulations, mechanisms and tools – which together constitute the City's Integrated Coastal Management Framework – will be developed to protect and manage Cape Town's coast and to give effect to these policy principles. These include the Coastal Overlay Zone, Coastal By-law, Coastal Economic and Spatial Development Plan and Coastal Operational Management Protocols. These are discussed in separate chapters of the City's CMP.

Chapter 2 of the full CMP is structured in the following manner:

Section 1:	Introduction and overview
Section 2:	Policy and management
Section 3:	Regulatory context
Section 4:	Strategic intent and desired outcomes
Section 5:	Coastal policy principles
Section 6:	Policy directive details
Section 7:	Indemnities and risk
Section 8:	Implementation programme: Integrated Coastal Management Framework

CHAPTER 3: COASTAL LAND POLICY: PURCHASE AND LEASING

The Coastal Land Policy reflects the City's clear intent to ensure that the coastline is managed, maintained and kept as a common asset that is accessible to all. This has been enabled through the implementation of a Coastal Urban Edge as part of the City's Spatial Development Framework, which guides land use decisions and development along the coastline. The Coastal Land Policy ensures consistency and transparency in decision making along the coastline, by addressing:

- the acquisition of private land seaward of the Coastal Urban Edge
- the preferred cessation of City-owned land seaward of the Coastal Urban Edge
- agreements with other government departments who administer land seaward of the Coastal Urban Edge
- lease agreements with private individuals, organisations or commercial entities
- the consolidation of state-owned coastal land.

The Coastal Land Policy directives outline the City's stance on the management of land that is situated seaward of the Coastal Urban Edge and any decisions with regard to this land. These policy directives address the following:

Acquisition of private land in the coastal environment

This directive outlines the circumstances and conditions under which the City may consider purchasing private land in the coastal environment.

Alienation of city-owned land

The policy clearly states that no city-owned or administered land seaward of the Coastal Urban Edge must be alienated or sold, except where such land is required for strategic purposes of national or regional importance. This directive outlines the circumstances under which the City may consider alienating such land.

Leasing of City-owned land

This directive outlines the circumstances and conditions under which the City may lease out land or infrastructure that is situated seaward of the Coastal Urban Edge, as well as conditions pertaining to current lease agreements.

Coastal land administered by other state departments

A large proportion of land that is seaward of the Coastal Urban Edge is administered by other organs of state. This directive outlines the City's management stance on such land.

CHAPTER 4: COASTAL SET-BACK DELINEATION: METHOD AND PROCESS

While the City's coastline offers significant socioeconomic potential, paradoxically the coastline may also become a source of risk to the City. Approximately 25 km² in Cape Town is at high risk to sea-level rise and storm surges over the next 25 years. Presented with this risk, and without a strategic decision support framework to promote risk averse decision making with regard to coastal development, the City has developed a Coastal Urban Edge. This Coastal Urban Edge is formally represented in the City's Spatial Development Framework and doubles as the City's draft coastal set-back line in terms of the Integrated Coastal Management Act, Act 24 of 2008 (ICM Act). The method used to define the City's Coastal Urban Edge has successfully merged both socio-institutional and biological responses, thereby combining the merits of both, into a spatial planning mechanism for the City's coastline.

Chapter 4 of the full CMP represents the City's formal submission to the Western Cape Department of Environmental Affairs and Development Planning (DEA&DP) to formalise the City's Coastal Urban Edge as the set-back line in terms of the ICM Act. This chapter details the City's method and process in delineating its draft coastal set-back line. The City has identified five key objectives of its draft coastal set-back line, which include:

- the promotion of access to the coast
- retention of private property rights
- the promotion of increased degrees of integrated coastal management across multiple line departments within the City
- to ensure that the socioeconomic opportunities that the coast currently provides are retained and enhanced into the future
- to ensure the conservation of remaining functional coastal ecosystems.

Similarly, six key informants were used to delineate the City's coastal setback line, which include information and knowledge relating to:

- the promotion of access to the coast
- the exclusion of private property with development rights
- sea-level rise, storm surges and coastal erosion
- coastal dynamic processes
- scenic drives, aesthetics and sense of place
- the City's biodiversity network.

Without a coastal set-back line, risk to the City and its residents will increase in the future. The City emphasises the fact that this risk is not limited to physical damage that may arise from coastal dynamic processes or storm surges, but that risk created from inappropriate decision making will manifest in a variety of broader environmental and socioeconomic forms.

CHAPTER 5: CITY OF CAPE TOWN COASTAL BY-LAW

A key chapter in the CMP is the proposed Coastal By-law. Due to the legal implications associated with adopting a by-law and for the purposes of public engagement in line with the City's Public Participation Guidelines, this chapter will be finalised through a separate process and only referenced as a future chapter in this public engagement process.

CHAPTER 6: COASTAL SPATIAL AND ECONOMIC DEVELOPMENT PLAN FOR THE CITY'S COAST

The City's Coastal Spatial and Economic Development Plan (CSEDP) outlines the City's drive to increase investment in its coastline. This will be done by identifying and promoting the coastline's untapped social and economic opportunities, through appropriate and sensitive development. Since the late 1980s, local government has invested very little in the coastline and many of the current facilities are outdated and dilapidated, while few new opportunities have been created. The CSEDP therefore aims to:

- assess the coast both economically and spatially as a single, connected space
- identify public development and private sector opportunities
- identify appropriate integration opportunities
- integrate coastal resort development plans
- assess marine development opportunities
- develop an approach to integrate the three fishing harbours into the City's economy
- identify new public access opportunities
- link public transport plans to beach and amenity nodal development
- assess the potential for formalising the marine and coastal eco-tourism industry
- review the potential of the yacht and boat-building industry
- assess opportunities for the development of new small boat harbours
- identify coastal infrastructure that the City should no longer invest in, and remove it if necessary.

The City's CSEDP will be led by the Spatial Planning and Urban Design Department and supported and integrated across a number of the City's line departments. It is expected that the development of the CSEDP will commence in the 2014/2015 financial year and be completed within 24 months.

Chapter 6 of the full CMP furthermore outlines the costs to the City of poor coastal development, the objectives of the City's CSEDP and the expected outcomes of this plan.

CHAPTER 7: CITY OF CAPE TOWN ZONING SCHEME: GENERAL COASTAL OVERLAY ZONE

The City of Cape Town's General Coastal Overlay Zone provides specific land use requirements and regulations between the high water mark (as defined in the ICM Act) and the Coastal Urban Edge (as defined in the City of Cape Town's Spatial Development Framework). The City will apply general provisions and regulations to all land use activities between this high water mark and the Coastal Urban Edge. Additional local area overlay zones may be developed and applied to specific areas, as well as to areas landward of the Coastal Urban Edge where risk to storm surges may be present.

The General Coastal Overlay Zone chapter in the full CMP is structured according to the following sections:

Section 2: General provisions

This section discusses the requirements for various authorisations and plans in connection with any development to which the Coastal Overlay Zone is applicable. It also discusses activities that may be exempt from approval.

Section 3: Coastal hazard provisions

This section lists the provisions that the City can apply to a coastal hazard area in terms of the General Coastal Overlay Zone. This section also discusses the conditions that may necessitate additional studies to reduce risk in hazard areas.

Section 4: General conditions

This section lists the general conditions for development within the Coastal Overlay Zone.

CHAPTER 8: COASTAL ACCESS LAND

The City of Cape Town recognises the importance of promoting equitable, safe and environmentally sensitive access to the coastline for all abled and disabled citizens to enjoy, and as a means to further enhance the socio-economic value of our coastline. Equitable access to the coastline is particularly important given South Africa's history of exclusion and discrimination under the apartheid regime. This socioeconomic need to promote coastal access, however, needs to be conducted in an environmentally responsible manner that will not diminish the value of our coastline. Municipalities are required to both designate strips of coastal access land and develop a Coastal Access Management Strategy according to the requirements of the National Environmental Management: Integrated Coastal Management Act, Act 24 of 2008, (ICM Act). The Coastal Access Land chapter of the full CMP provides an overview of the City's strategy for promoting equitable and ecologically sound access the coastline.

The City has identified two broad types of coastal access that will be promoted:

Macro-scale access

Macro-scale access refers to the promotion of broad-scale socioeconomic upliftment, by connecting previously disadvantaged communities to the coast by means of nodal growth points.

This involves the development of coastal resorts and amenities in strategically located areas, in particular along the Cape Flats section of the False Bay coastline. This is further discussed in Annexure A of Chapter 8 of the full CMP. Nodal growth will be promoted at five strategically located sites across the City's coastline, namely Silverstroomstrand, Strandfontein, Blue Waters, Mnandi and Monwabisi.

Micro-scale access

Micro-scale access refers to the promotion of safe and environmentally sensitive access via designated coastal access routes. These can take the form of cul-de-sacs, car parks, boat launch sites, public roads and walkways. This is further discussed in Annexure B of the full CMP.

The City has defined clear management objectives for micro-scale access along the City's coastline, which are to:

- Promote the enjoyment of the coastline on an equitable basis.
- Ensure that access to the coast provides an informative and educational experience.
- Ensure that access to the coastline is convenient.
- Minimise negative impacts on the sensitive coastal environment.
- Safeguard against the encroachment of private property onto coastal access land.

The identification and development of macro-scale nodal growth points will be managed through a broader strategic planning process and in accordance with the City's Spatial Development Framework.

CHAPTER 9: COASTAL DEVELOPMENT NODES

The City is committed to optimising coastal opportunities for all its communities and, where possible, restoring equity in coastal land ownership. This will be done by prioritising coastal nodal development that will connect previously disadvantaged communities to the coastline whereby such development nodes will be used as a conduit for socioeconomic upliftment.

This development is mindful of the City's apartheid planning legacy, which restricted opportunities for many ethnic groups regarding the ownership of land in close proximity to the coastline. Environmental factors also need to be considered, particularly for development that is associated with residential or recreational objectives.

The City has identified five suitable coastal development nodes that meet both social and environmental factors. Four of these development nodes are located along the False Bay coastline and will link the communities of Strandfontein, Mitchells Plain and Khayelitsha to the coastline. The fifth proposed nodal development point is located on the West Coast and will act as a linkage corridor for the community of Atlantis. Specifically, these development nodes will be located at:

- Monwabisi
- Mhandi
- Blue Waters
- Strandfontein
- Silwerstroomstrand

A rapid planning review was undertaken with the intent to:

- Develop a concise synthesis of current strategy and policy imperatives that inform developments along the coast.
- Identify key developmental challenges and opportunities experienced within the study area.
- Define zones of development opportunity along the relevant section of the False Bay coastline.
- Identify a set of guiding principles that should inform any development proposals along this stretch of coastline.
- Undertake a detailed analysis of the local physical informants to development at identified zones of opportunity.

Chapter 9 of the full CMP elaborates further on the context, constraints and priorities regarding the five development nodes and provides an aerial image for each of the development sites.

CHAPTER 10: COASTAL AND SEA DEFENCE DECISION FRAMEWORK

Much of the City of Cape Town's extensive coastline has been developed with fixed infrastructure, thereby significantly restricting natural coastal processes from taking place unhindered. This coastal change may be caused by either erosion or accretion processes, as well as through climate change effects. These climate change effects are manifested through an increase in mean sea level and an increase in the intensity and frequency of coastal storms. The City will therefore need to consider the implementation of coastal and sea defenses in order to protect vulnerable infrastructure. Ill-informed decision making in responding to pressures caused by coastal processes may exacerbate risk and also lead to the permanent loss of existing beaches and coastal environments. The City's Coastal and Sea Defence Decision Framework therefore provides considered guidance on the use of coastal and sea defenses so that the most appropriate, risk averse decision may be made in the interest of the broader community in the long term.

The principles which guide this framework include:

- risk averse decision making
- decisions centred on the common good
- application of multi-criteria assessment for decision making.

The City recognises three broad categories of coastal and sea defence options, including:

- engineered responses, i.e. sea walls
- ecosystem-based responses, i.e. use of dunes as buffers
- socio-institutional responses, i.e. development of set-back lines.

The type of defence that the City chooses to implement will be guided by a multi-criteria decision support framework. This involves the analysis of options according to a certain set of criteria in order to determine a multidisciplinary consensus on the most appropriate way forward. A template of this multi-criteria assessment is provided in Chapter 10 of the full CMP.

The City's Coastal and Sea Defence Framework is structured in the following manner:

Section 1:	Introduction
Section 2:	Context
Section 3:	Coastal and sea defence options
Section 4:	Principles of decision-making framework
Section 5:	Multi-criteria assessment
Section 6:	Applying the City's Coastal and Sea Defence Decision Framework
Section 7:	Long-term monitoring

CHAPTER 11: MARINE AND ENVIRONMENTAL LAW ENFORCEMENT STRATEGY

Marine and coastal law enforcement within the City is currently the responsibility of national government. A lack of efficient policing in the marine environment, however, has resulted in various social challenges along the City's coastline including lawlessness, a negative public perception of the authorities and a depletion of natural resources. The City has therefore developed a Marine and Environmental Law Enforcement Strategy to address these social challenges within the marine environment. This strategy, along with the development of a specialised City Marine and Environmental Law Enforcement Unit, has received support from the City's Safety and Security Portfolio Committee.

Five key objectives are addressed in this strategy. These objectives are further discussed in Chapter 11 of the full CMP:

Strategic Objective 1

Develop a joint Cooperative Marine and Environmental Law Enforcement Strategy between the City and relevant partners. This strategy will focus on marine poaching, legislative compliance and improved interagency cooperation.

Strategic Objective 2

Establish a specialised City Marine and Environmental Law Enforcement Unit, which will be highly visible and will respond to any transgressions within the City's jurisdiction.

Strategic Objective 3

Establish a coastal and marine hotline reporting number so that any transgressions or issues can be reported and responded to.

Strategic Objective 4

Assess coastal infrastructure to determine any development requirements that may improve marine law enforcement and social opportunities along the coastline.

Strategic Objective 5

Complete an assessment of regulatory coastal signage.

These strategic objectives will be achieved by addressing several focus areas, which include:

- an assessment of governing legislation
- clearly defined roles and responsibilities of the various City line departments and partner organisations
- an assessment of current staff capacity within the existing Law Enforcement Section's Marine Unit and other relevant branches
- priority training interventions such as skippers licence training, life-saving and first aid.

The Environmental Resource Management Department will assist with the coordination and support to the specialised City Marine and Environmental Law Enforcement Unit and will assist in the collaboration with partner agencies. The Law Enforcement and Specialised Services branch will provide the financial and human resources as outlined in this strategy.

CHAPTER 12: COASTAL EMERGENCY PLANS

Cape Town has a highly dynamic, sensitive and rich coastal environment which contributes significantly to the city's economy. The occurrence of a major oil spill or shipping incident will therefore impact negatively upon the economic, environmental and social value of the coastline. The strategic position of Cape Town along key international shipping routes, in combination with the city's severe weather and sea conditions, means that the risk of shipping incidents and strandings remains high. An integrated response to these disaster scenarios is required because shipping incidents and oil spills occur across jurisdictional boundaries and ecosystems and can therefore have a great impact on a wide range of stakeholders in the City of Cape Town. Chapter 12 of the full CMP provides management plans for both shipping disasters and coastal oil spills:

1. Shipping Incident Disaster Risk Management Plan

Purpose

The purpose of the Shipping Incident Disaster Risk Management Plan is to outline the organisation of activities in response to coastal disasters in Cape Town. All hazards related to shipping and maritime operations at sea adjacent to the municipal area of the City are covered by this plan. The plan makes provision for any major shipping incident or any other type of emergency involving one or more vessels or maritime structures that may affect the City's community.

Content

The Shipping Incident Disaster Risk Management Plan includes information about the major and supporting role-players involved in the management plan, risk information, proactive disaster management efforts, a tactical response plan for a shipping emergency, a classification of disasters and post-incident recovery aspects.

2. Coastal Oil Spill Contingency Plan

Purpose

The primary objective of the Coastal Oil Spill Contingency Plan is to minimise both environmental damage and loss of time in carrying out the appropriate remedial action during an oil spill. This is achieved by stating the functions and responsibilities of the various authorities involved, the infrastructure to be set up and the response required by such authorities during the incident. This plan covers the areas falling within Cape Town's jurisdiction, i.e. the area extending from Bokbaai in the north to Koeelbaai in the east.

Content

The Coastal Oil Spill Contingency Plan includes information about the responsible authorities during an oil spill, financial arrangements and compensation, preparatory activities, initial reporting on and the different types of response to an oil spill, available facilities and job descriptions for personnel involved.

CHAPTER 13: LARGE MARINE ANIMAL STRANDING POLICY AND PROTOCOL

The City of Cape Town occasionally experiences strandings of large marine animals, which is addressed in more detail of Chapter 13 of the full CMP. This policy specifically addresses the stranding of whales, dolphins, large sharks and seals. The Large Marine Animal Stranding Policy and Protocol defines the coordinated response by City line functions to these events, details roles and responsibilities for each line function, organises decision-making processes and defines how the City's policy fits into the broader national Stranding Policy.

The City's Large Marine Animal Stranding Policy and Protocol is guided by the following principles, namely to:

- Ensure a coordinated response to stranding events by the City and other authorities.
- Optimise the possibility of successful rescues in live stranding events.
- Provide support services to decision makers.
- Minimise suffering and trauma to live animals.
- Endorse humane decisions during stranding events.
- Minimise trauma to the general public.
- Consider the wider environmental habitat for each stranding event.
- Enable research access and accession of biological material
- Remove the carcasses in an effective manner within an environmental framework.
- Dispose of carcasses in an appropriate and legally compliant manner.

The policy and protocol recognises and specifically addresses four different types of strandings, which include:

Category 1: Live whale, dolphin or whale shark stranding

Category 2: Injured or sick seals or seal pups

Category 3: Large shark species, alive or dead

Category 4: Whale, dolphin or shark carcasses

Chapter 13 of the full CMP addresses the relevant topics in the following sections:

Section A: General policy principles

Section A describes the City's line departments and the authorities to whom this policy will apply and lists the policy and governance principles for all stranding events.

Section B: Protocol for each stranding category

Section B describes the specific responsible authorities and the stranding procedure for each of the four different stranding categories.

Section C: Public awareness and communication

Section C addresses the need to effectively communicate with the public during a marine animal stranding to ensure the safety of both the public and the animal.

CHAPTER 14: COASTAL RISK REGISTER

Due to the extent of the City's coastline and a historical lack of clarity regarding departmental roles and responsibilities, the maintenance of public infrastructure along the City's coastline requires attention and action. Deteriorating public infrastructure has both cost and risk implications for the City and its citizens. This is manifested through a loss in amenity value of the coastline, increased risk to beach users and a loss of important green infrastructure. The City's Coastal Risk Register will therefore be a record of public infrastructure that is currently damaged or threatened in the coastal zone within the City's jurisdiction. This information will be submitted to the relevant City line department for remedial action, and to the City's Disaster Risk Management Forum and relevant subcouncils to monitor.

The aim of the City's Coastal Risk Register is to:

- Track and monitor all risk along the coastline.
- Assign clear departmental responsibility for remedial action and ensure that these departments are aware of their responsibilities.
- Clearly define the remedial action.
- State whether there are appropriate legislative requirements regarding the remedial action.
- Track the resolution of the risk.
- Highlight any ongoing risk that is not addressed at appropriate City forum or committee meetings.

A standard template will be completed for each risk that is identified. This risk will include all scales of degradation, such as broken boardwalks, collapsing sea walls and extensive coastal erosion. The standard template forms part of Chapter 14 of the full CMP. This template contains the following information:

- date and location of risk
- summary of risk
- photographic record of risk
- responsible department and person for remedial action
- recommended remedial action
- level of priority
- legislative requirements/standards applicable to the corrective action

The Coastal Risk Register aims to address current risk to the City. Potential future risk, and coastal accidents and emergencies, are dealt with in other chapters of the full CMP.

CHAPTER 15: MARINE ACCESS POINTS

The City's coastline provides opportunities and benefits to a wide range of users and suitable access to the marine environment is necessary for both recreational and commercial purposes. The City has established several public launch sites and jetties along its coastline to enable access to a variety of users. The location and management of these marine access points are guided by the following principles:

- The public boat launch sites must be easily accessible to all communities.
- High-quality and well-managed public boat launch sites are essential.
- The safety of users and adherence to environmental legislation is imperative.

Chapter 15 of the full CMP provides a list and a map of the City's boat launch sites and jetties and covers the following topics:

Environmental and operational management plans

An Environmental and Operational Management Plan (EOMP) is required for all formally designated launch sites. This plan outlines the minimum management requirements for each site. Current EOMPs are available as annexures in Chapter 15 of the full CMP.

Legal and policy considerations

National legislation requires that each public boat launch site is permitted by the provincial MEC for the environment. The City is required to produce an EOMP for each launch site that is permitted.

The use of off-road vehicles

The use of vehicles in the coastal zone is regulated by the National Environmental Management: Control of Vehicles in the Coastal Zone Regulations. Off-road vehicle permits may be required by those who wish to access the coastal environment for harvesting and consumptive purposes.

Roles and responsibilities

Several local, provincial and national departments are responsible for managing and controlling marine access along the City's coastline. Chapter 15 of the full CMP outlines the responsibilities of these key role-players.

CHAPTER 16: COASTAL RECREATIONAL USE ZONES

The City of Cape Town administers approximately 240 km of coastline within a diverse and populated urban environment. Coastal recreation is essential to the livelihoods and well-being of many of the City's inhabitants, and the coastline therefore serves as an important social and economic asset. The diverse nature of the City's coastline allows for many different types of recreational activities. Yet the increasing number of recreational users poses safety concerns to the general public and could lead to potential conflict between the different user groups. Recreational activities along the City's coastline are therefore guided by the following principles:

- The coastline is a common asset and control of recreation types will only be implemented as necessary.
- Access to the coastline for recreational purposes must remain unrestricted and free wherever possible.
- Consideration and care towards other users must be entrenched in all user groups.
- Coastal recreation in all forms should be encouraged.
- Use zones must be provided for those activities that may present safety or nuisance concerns to the general public.
- Coastal recreation is at the users' own risk.

Chapter 16 of the full CMP indicates the restrictions and regulations of popular recreational activities along the City's coastline, which are addressed in the following sections:

- Section 4.1: Surfing and bodyboarding
- Section 4.2: Stand up paddle boarding
- Section 4.3: Kite surfing and windsurfing
- Section 4.4: Kayaking and surfskiing
- Section 4.5: General swimming
- Section 4.6: General beach activities
- Section 4.7: Recreational fishing
- Section 4.8: Sand yachting
- Section 4.9: Scuba diving
- Section 4.10: Lifesaving training and competitions
- Section 4.11: Jetskiing
- Section 4.12: Motorised watercraft
- Section 4.13: Sailing
- Section 4.14: Spear fishing
- Section 4.15: Open water swimming

CHAPTER 17: SHARK SAFETY

Cape Town's coastline provides an environment where both humans and marine mammals interact in close proximity to one another. This interaction presents us with many benefits – such as a thriving tourism and recreation industry – yet it also creates certain risks to water users and to the marine environment. Great white sharks (*Carcharodon carcharias*) occur naturally along Cape Town's coastline and are considered to be one of the major threats to recreational water users. These sharks, however, play a key role in the surrounding marine ecosystem and the City has therefore adopted several novel approaches to reduce the occurrence of negative human-shark interactions.

The City of Cape Town's approach to shark safety is guided by the following principles:

Risk Reduction

An early warning system alerts beach users to the status of sharks within their vicinity, to reduce the probability of a shark encounter.

Shark Conservation

The City is committed to the conservation of sharks along its coastline and will only implement shark safety measures which do not have a negative impact on the marine environment.

Research

Research about shark movement and behaviour enables the City to gain a greater understanding of sharks so that more targeted shark safety programmes can be implemented.

These principles are reflected in the various programmes and policies that have been adopted by the City regarding shark safety. This includes the Shark Spotting Programme, which is responsible for providing safety information to beach users through strategically located spotters, a flag system and applied research. The shark exclusion net at Fish Hoek beach is another project that has successfully reduced the interaction between humans and sharks whilst minimizing negative environmental impacts.

Chapter 17 of the full CMP elaborates on the following safety measures and protocols adopted by the City with regard to shark safety:

- Section 3: Shark Spotting Programme
- Section 4: Protocol for Shark Spotters Flag System
- Section 5: Shark Exclusion Net
- Section 6: Beach Closures
- Section 7: Shark Attack Emergency Response
- Section 8: Communication
- Section 9: Roles and Responsibilities

CHAPTER 18: BLUE FLAG STRATEGY

The Blue Flag programme is an international award given to beaches and marinas that meet excellence in the areas of safety, water quality, amenities and environmental standards. South Africa is the first country outside of Europe to win Blue Flag certification for its beaches. Cape Town currently has eight beaches and two harbours that have received Blue Flag status for the 2013/2014 season. These include: Silwerstroomstrand, Clifton 4th Beach, Camps Bay, Llundudno, Muizenberg, Strandfontein, Mhandi, Bikini Beach, Granger Bay Water Club and False Bay Yacht Club. The Blue Flag programme is managed by the Wildlife and Environment Society of South Africa (WESSA), while numerous City line departments and authorities are responsible for implementing the necessary management requirements.

The City's vision and aims with this Blue Flag programme are to:

- Ensure close alignment with the criteria and visions of the international Blue Flag programme.
- Promote and facilitate community involvement.
- Provide a safe and healthy environment.
- Ensure the protection of the natural coastal environment.
- Promote the City's coastline and its beaches as a major tourist attraction.
- Promote the City's coastline as an important contributor to its economic prosperity.

Chapter 18 of the full CMP further discusses the following subjects:

Features of a Blue Flag beach

Section 4 of Chapter 18 addresses the facilities, equipment and services that the City aims to provide at Blue Flag beaches.

Roles and responsibilities

Section 5 of Chapter 18 details the responsibilities of all the specific line departments and authorities in the management of Blue Flag beaches.

Beach selection process

Section 6 of Chapter 18 addresses the criteria that the City considers when selecting a new beach for Blue Flag status. These criteria depend on factors relating to spatial distribution, water quality and strategic planning.

Operational performance monitoring

Section 7 of Chapter 18 lists the minimum standards required at all Blue Flag beaches, and the control measures that the City implements in order to achieve these standards.

CHAPTER 19: TREK NETTING PROTOCOL

Due to increasing reports of conflict between trek netters and beach users, the City of Cape Town has established a Trek Netting Protocol which aims to balance the needs of all beach users. This protocol was developed between the relevant City departments (Environmental Resource Management; Law Enforcement; Sport, Recreation and Amenities), the trek netting rights-holders, representatives from the Shark Spotting Programme and the Department of Agriculture, Forestry and Fisheries (DAFF).

Trek netting (also known as beach seine netting) has been practised along the City's coastline for more than three centuries and forms an important component of our coastal heritage. It is also an important source of income and employment for permitted operators. These permits are determined and administered by DAFF; the City of Cape Town has no role to play in the allocation of trek netting rights. The aim of the City's Trek Netting Protocol is to:

- remove conflict between the trek netters and beach users
- ensure safety of the public during a trek
- optimise the success and efficacy of the trek.

The following protocols have been identified (more detail provided in Chapter 19 of the full CMP):

Use of Vehicles in the Coastal Environment

Use of vehicles on the beach is controlled under the Off-Road Vehicle Regulations. All vehicles associated with trek netting need to display their trek netting registration and may not travel on a City beach at speeds greater than 15 km/h. A maximum of two vehicles per permit holder is allowed on the beach.

Area of Jurisdiction

This protocol applies to high-intensity recreation nodes at Muizenberg Corner, Big Bay Beach and Fish Hoek Beach. The protocol does not apply to trekking along the Strandfontein coastline, at Macassar Beach or at Mackerel Beach as these areas are not considered high-intensity recreation nodes.

Method of Deployment

Prior to deployment, operators need to notify the relevant parties and deployment of nets may only occur once the beach has been closed. At no point may trek netters deploy their net in such a way that it encircles any water users. Trek net rights-holders need to inform the relevant officials before launching their vessels and nets according to their permit and this protocol.

Public Engagement

At no time may trek netters provide (sell, barter or donate) any fish caught during the trek to any City officials. No member of the public may approach or interfere with permitted trek netters, their equipment, net or targeted school of fish.

CHAPTER 20: DUNE MANAGEMENT

Cape Town's coastal dune systems are being compromised and transformed due to expanding urban development, which means that fewer dune systems in the City remain functional. The restriction of these dune systems to narrow belts through encroachment requires such systems to be actively managed. These sand dunes are of critical importance because they act as a buffer against storm surge events and trap wind-blown sand thereby reducing quantities of sand smothering coastal infrastructure. They also serve as an important habitat for biodiversity. Dune management in the City must therefore become a priority activity that is well resourced and is an ongoing management requirement.

Current dune management within the City is informed by several guiding principles:

- Regulate and avoid human interference in areas where dune systems remain functional.
- Implement management interventions at sites where dune systems have been seriously altered.
- Use exotic plant species and mechanical shaping to manage dunes in an already altered system.
- Implement a slow but managed replacement of alien plant species with indigenous plants in dune systems that are currently stabilised.
- Mechanically remove excess sand build-up when necessary.

Dune management plans will be developed by the Environmental Resource Management Department and will be used to guide the management of dune systems along the City's coastline. The responsibility of implementing these plans and ongoing dune management resides with different authorities depending on the location of the dune system:

- The Sport, Recreation and Amenities Department will be responsible for dune systems located at beach recreational nodal points. These defined areas are listed in Section 6 of Chapter 20 of the full CMP.
- The Environmental Resource Management Department will be responsible for dune systems located in those areas defined as natural coastal areas. These defined areas are listed in Section 7 of Chapter 20 of the full CMP.

CHAPTER 21: HELDERBERG MARINE PROTECTED AREA MANAGEMENT PLAN

The Helderberg Marine Protected Area (MPA) is situated on the north-eastern side of False Bay and falls within the jurisdiction of the City of Cape Town. It was proclaimed under the Marine Living Resources Act in 2000 as a no-take MPA and is managed in terms of the National Environmental Management: Protected Areas Act. The Helderberg MPA is approximately 4 km long and consists of a sandy shoreline between the Eerste River mouth in the east and the Lourens River mouth in the west. The MPA extends 500 m offshore from the high-water mark.

The purpose of the management plan is to describe the Helderberg MPA, its management objectives, the methods by which these objectives will be achieved and the methods for measuring the success of the MPA. The management plan has been compiled by the City of Cape Town and draws on international guidelines of MPA management as well as national requirements.

Chapter 21 of the full CMP is structured according to the following sections:

Section A: Background information

Section A discusses the goals and objectives of the MPA and provides an overview of the site location and habitat.

Section B: Management of the MPA, its user groups and key species found therein

Section B discusses the conservation action for key species in the protected area and lists the management objectives for various activities within the MPA.

Section C: Management of infrastructure and equipment

Section C lists the equipment and capacity requirements for the management of the MPA.

Section D: Compliance

Section D lists the compliance objectives and enforcement operations for the MPA.

Section E: Capacity

Section E discusses the skill requirements for the MPA Manager and any relevant staff.

Section F: Awareness

Section F describes how awareness regarding the MPA will be promoted, through engagement with various user groups.

Section G: Scientific research and monitoring

Section G describes how various indicators of the physical and biophysical environment will be monitored.

Section H: Funding, responsibilities, auditing and conclusion

Section H discusses how auditing of the management activities will be conducted and the effectiveness of the MPA will be ensured.

CHAPTER 22: COASTAL CONSERVANCIES

The City has defined and identified various sites along the coastline as Coastal Conservancies. These sites reflect Cape Town's diverse coastal environment, and serve to protect these unique spaces from unconsidered urban development. Coastal Conservancies differ from nature reserves in that they aim to be well integrated within the urban environment, they are accessible to a wide range of users and activities, and they require minimal regulation. A Coastal Conservancy will be a formal category of land protected by regulations in the Coastal Overlay Zone, as part of the City's Zoning Scheme. The City of Cape Town defines a Coastal Conservancy as:

'A coastal space, under the administration of the City, that is characteristically unique, representative of the diversity of the City's coastline, represents unique coastal habitat, dynamics and processes, and or heritage and social value that is irreplaceable and of long-term value to society as a whole and for future generations.'

The areas in Cape Town that have been identified as Coastal Conservancies include:

- Witsands-Soetwater Coastal Conservancy
- Burgher's Walk-Miller's Point Coastal Conservancy
- Macassar Dunes Coastal Conservancy
- Gordon's Bay Coastal Conservancy
- Kogel Bay Coastal Conservancy

The following principles will be applicable to all areas defined as a Coastal Conservancy:

- The areas are retained as natural coastal space, while encouraging public access through appropriate activities and amenities.
- Access will be unfenced and unrestricted, unless a formal coastal resort falls within the conservancy.
- There will be minimal intervention of natural system processes.
- Archaeological and heritage sites will be mapped, protected and managed accordingly.
- Social heritage will be documented and reflected within the conservancy.
- Landscapes and vistas will be protected as a core asset of the conservancy.
- Development of amenities and resorts will respect the natural coastline and be limited to spaces that are already disturbed within the conservancy.
- Appropriate infrastructure will be developed to support and facilitate both core activities and optimum public access.

Chapter 22 of the full CMP further identifies and maps coastal land parcels that will be formalised as Coastal Conservancies and provides a broad overview for each in terms of specific management principles.

The Coastal Overlay Zone is further described in Chapter 6: City of Cape Town Zoning Scheme: General Overlay Zone.

CHAPTER 23: ESTUARY MANAGEMENT PLANS

The National Environmental Management: Integrated Coastal Management Act, (Act 24 of 2008) (ICM Act) stipulates that all estuaries in South Africa must be managed in a coordinated and efficient manner, in accordance with a National Estuarine Management Protocol. This protocol provides guidance for the management of estuaries through the development and implementation of individual Estuarine Management Plans (EMPs). These EMPs aim to achieve a greater degree of coordination between ecological processes and human activities, while accommodating sustainable estuarine resource utilisation.

The National Estuarine Management Protocol requires all EMPs to contain the following information:

- An executive summary that highlights the key information that will influence management decisions within the estuary.
- A geographical description and map of the estuary, clearly identifying the boundaries of the system.
- The local vision and objectives of the estuary.
- A list of management objectives for a variety of stipulated activities.
- Details of the intended spatial zonation of the estuary which specifies the activities that may or may not take place in certain sections of the estuary.
- A detailed and integrated monitoring plan with a list of performance indicators.
- Details of the institutional capacity and arrangements required for managing different elements of the EMP.

Chapter 23 of the full CMP contains the following EMPs in accordance with the requirements of the National Environmental Management: ICM Act and the National Estuarine Management Protocol:

- Diep River Estuary Management Plan
- Zandvlei Estuary Management Plan
- Eerste River Estuary Management Plan
- Hout Bay Estuary Management Plan
- Lourens River Estuary Management Plan
- Silvermine River Estuary Management Plan
- Sir Lowry's Pass River Estuary Management Plan
- Zeekoevlei Estuary Management Plan

EMPs have not been developed by the City for those estuaries that fall within the boundaries of Table Mountain National Park. These estuaries are managed by Table Mountain National Park in accordance with park management plans.

CHAPTER 24: WATER QUALITY MONITORING AND PUBLIC HEALTH PROTOCOL

The City of Cape Town conducts regular water quality tests at specific beaches and tidal pools along its coastline. This testing is necessary to ensure that users of the City's beaches are not exposed to any health risks associated with polluted water and to make the necessary management interventions in case of poor water quality. A number of different line departments are involved in water quality testing, which is conducted according to the interim guidelines of the Department of Environmental Affairs (DEA). The City will disseminate these water quality statistics for public information as part of the biennial State of the Environment Report.

Monitoring procedure

Samples will be collected at specific beaches and tidal pools twice a month, throughout the year. A list of these sample sites is available as Annexure A in Chapter 24 of the full CMP. The water samples will be tested by the City of Cape Town's Scientific Services department for the indicator organisms of *Escherichia coli* and *Enterococci*. Results from these tests will be used to inform any appropriate action that needs to be taken by the relevant line departments.

Recreational water quality guidelines

The City's water quality guidelines will be informed by the national guidelines as set by the DEA. These guidelines are applicable to the recreational waters of South Africa's marine environment, and replace the previous guidelines of the Department of Water Affairs and Forestry (DWAF).

In terms of the new DEA guidelines, the 'sufficient/fair' grade will be applied as the minimum requirement for determining acceptable water quality over the long term. A table of these water quality standards is available in Chapter 24 of the full CMP Programme.

Roles and responsibilities

The following line departments are involved in water quality testing in the City:

- Environmental Health: Monitors the quality of water and places health warning signs at closed beaches.
- Stormwater and Sustainability: Coordinates and funds the coastal water quality monitoring programme. Any investigations of pollution issues will be carried out by this department.
- Environmental Resource Management: Assists with coastal management advice and is responsible for the implementation of coastal management plans as required by the National Environmental Management: ICM Act (Act 24 of 2008).
- Water and Sanitation: Scientific Services are responsible for collecting and analysing water quality samples. This is done in accordance with a service level agreement between Scientific Services and the Environmental Health Department.
- Sport, Recreation and Amenities: Manages the City's beaches and places health warning signs at closed beaches.

CHAPTER 25: COASTAL SIGNAGE PROTOCOL

Signage and information plays a key role in the coastal environment, where it is used to provide both general information to beach users as well as information about rules and regulations. The City of Cape Town has developed a Coastal Signage Protocol in order to ensure consistency, transparency and effective communication of information within the coastal environment. The protocol defines coastal signage as any object, product, replica, advertising structure, mural, device, board, poster or billboard which serves to publicly display information in the coastal zone, on beaches, the seashore and in the ocean.

The intention of the Coastal Signage Protocol is to:

- Provide the City of Cape Town's beach users with visible, informative, consistent and well maintained coastal signage, which will enable users to make informed decisions regarding beach safety and behaviour.
- Manage coastal signage in a manner that respects the integrity and aesthetics of the surrounding environment.
- Be aligned to the City's brand guidelines.

The Coastal Signage Protocol is guided by several principles which are further described in Section 3, Chapter 25 of the full CMP, namely:

- Recognition of the value of the coastline and a commitment to maintain this to the highest standards.
- A responsibility to provide beach users with relevant information about risk and regulations; subsequent actions are the responsibility of the beach user.
- A responsibility to signpost entry points to coastal access land, in line with the ICM Act (Act 24 of 2008).
- Recognition that damaged signage can detract from the integrity and aesthetics of a location.
- The frequency of signage must be aligned to the density of beach users along the coastline.
- Recognition of the need for consistency and standards in coastal signage.
- Alignment between the protocol and the City's Outdoor Signage and Advertising By-law.
- Alignment between the protocol and the City's brand guidelines.

Chapter 25 of the full CMP elaborates on the following topics:

Section 4:	Administrative processes
Section 5:	Coastal signage protocols for primary and secondary signage
Section 6:	Commercially sponsored and non-profit coastal signage
Section 7:	Roles and responsibilities

This protocol will be applicable to both internal City line departments as well as external organisations displaying coastal signage within the jurisdiction of the City of Cape Town.

CHAPTER 26: COASTAL CLEANING PROTOCOL

The City has developed a Coastal Cleaning Protocol which specifies the principles, responsibilities and procedures for beach cleaning along the coastline. Beach cleaning is defined as a service activity provided by the City of Cape Town that removes waste material from City beaches and rocky shores between the low water mark and the first fixed infrastructure on City-owned boundaries.

Beach cleaning is important for maintaining a high standard of coastal space that can be enjoyed by various types of recreational beach users. Yet the City also recognises the ecological importance of not removing certain natural debris – such as kelp wrack, red bait and shells – which play a significant role in moderating coastal processes. As such, the Coastal Cleaning Protocol is informed by the following guiding principles:

- All beaches and rocky shores will primarily be managed as ecological systems.
- The City's coastline is a valuable asset and will – to the best of the City's abilities – be kept free of waste material.
- The coastline experiences varying degrees of user intensity, and will be managed accordingly.
- Maintaining a clean coastal environment is a shared responsibility between City's line departments, external organisations and individual beach users.

Central to the Coastal Cleaning Policy is the City's definition of waste. The City considers both human-made products and domestic animal excrement to be waste, yet natural debris such as kelp wrack, red bait or shells is not considered to be waste. The Coastal Cleaning Protocol addresses the management and removal of waste and natural debris in the following sections of Chapter 26 in the full CMP:

- Section 7.1: General beach cleaning protocols
- Section 7.2: Kelp wrack and red bait removal
- Section 7.3: Deep sand cleaning
- Section 7.4: Litter picking and waste removal
- Section 7.5: Shells and shell fragment removal

The intention of the Coastal Cleaning Protocol is to provide the City of Cape Town and its communities with a clean beach and coastal environment to the highest standards and free of waste material, while protecting the natural processes and dynamics.

The removal of oil, toxic and hazardous waste is addressed in Chapter 12: Coastal Emergency Plans.

Coastal waste removal of marine animal carcasses is addressed in Chapter 13: Large Marine Animal Stranding Policy.

CHAPTER 27: COASTAL MONITORING PROGRAMME

The City of Cape Town's coastline is a harsh and dynamic environment, which is constantly undergoing change. This change can be either predictable or unpredictable, and similarly it can occur over both a short (seasonal) time scale or over longer and less defined periods of time. Examples of predictable coastal change include the accretion of beaches in False Bay during the winter and their erosion during the summer months, while the opposite trend is seen to occur on the West Coast. Examples of unpredictable coastal change include the migration of estuary mouths, storm surge induced coastal erosion and localised beach regression and accretion events. This dynamic nature of the coastline is a source of risk to the City, as both abrupt and deliberate change will impact on coastal infrastructure and ultimately on the City's ability to maintain effective service delivery.

The Coastal Monitoring Programme is a GIS-based programme that aims to record and collate these biophysical changes along the City's coastline. This information will be used to both:

- inform and guide the daily operations and decision-making within the City
- inform higher-level strategic policy intents on how the City needs to respond and manage the coast, through the identification of risk.

The City's Coastal Monitoring Programme will provide a more holistic understanding of coastal processes through the use of the following:

Aerial imagery

The use of aerial imagery in time series provides a powerful tool to determine both trends on coastal processes and the impact of decision-making on coastal processes. The City takes aerial imagery for the entire metropolitan area every year.

Fixed-point photography

Fixed-point photography is conducted at specific locations along the City's coastline. Images with the same bearing, perspective and photographic settings are taken during low tide once a year and used as a time series to reflect change along the coastline.

Coastal profile monitoring

Coastal profile monitoring tracks the change in the profile of the coastal littoral active zone. The analysis of the change in beach profiles enables the City to better understand rates of erosion and accretion along the coast both in terms of natural variation and in response to human interventions.

Storm surge run-up monitoring

Spatial data from actual storm surge events is captured and recorded within the Coastal Monitoring Programme. This enables the City to better compare modelled storm surge predictions with those of real events. This will allow the City to disaggregate risk per location and to predict those locations that will be at higher risk of storm damage.

CHAPTER 28: EDUCATION, AWARENESS AND TRAINING STRATEGY

The Environmental Resource Management Department is responsible for the organisation and co-ordination of the City's coastal education and awareness programmes. These programmes are designed to equip the public, staff and councillors with specific coastal information and skills. They are informed by the City's Environmental Awareness, Education and Training Strategy, which provides a framework for the planning and implementation of these educational programmes.

A number of both external partners and internal line departments contribute to the City's education and training programme, including:

External partners: The Two Oceans Aquarium, Shark Spotters, Wildlife and Environment Society of South Africa (WESSA), Save Our Seas

Internal line departments: Sport, Recreation and Amenities, Solid Waste, Water and Sanitation, Tourism.

The City has designed three different programmes as part of its Environmental, Education and Training strategy:

- **Learner education programme**

This programme forms part of the City's Youth Environmental Schools (YES) initiative and is particularly focused on learners from vulnerable communities who live near to the coastline. The Blue Flag Environmental Education programme, Marine Week, and site visits to the City's coastal nature reserves form an important component of the learner education programme. Chapter 28 of the full CMP elaborates further on the specific focus areas of the learner education programme.

- **Educator training programme**

The educator training programme takes place on an annual basis and is aimed at enabling local educators to conduct their own environmental education and awareness programmes. An emphasis is placed on coastal management and the use of Blue Flag beaches as outdoor classrooms. Chapter 28 in the full CMP elaborates further on the specific focus areas of the educator training programme.

- **Staff education and training**

This component places a focus on developing practical skills, while recognising and enhancing trainees' existing skills. Training courses are offered to better equip staff for their different roles and functions.

The City of Cape Town's Environmental Awareness, Education and Training Strategy can be accessed on the City's Environmental Resource Management website, under 'Publications' and 'Policies and Strategies'.

www.capetown.gov.za/en/EnvironmentalResourceManagement

CHAPTER 29: EVENTS POLICY

Cape Town has a strong track record as an events destination and has hosted major global events such as the 1995 Rugby World Cup, 2003 Cricket World Cup and 2010 FIFA World Cup. The City has therefore developed a strong global brand and wishes to use this strength to develop as an events destination of choice. The City would like to exploit the occurrence of events in the City to achieve strategic objectives such as economic growth, job creation, social inclusivity, and environmental and event greening goals. The Events Policy therefore provides the necessary management framework to improve the hosting of events within the City of Cape Town.

The desired outcomes of this Events Policy are to:

- Create mutually beneficial outcomes for Cape Town residents, businesses and visitors by using events as a platform to contribute to the City's economy and growth.
- Create an enabling mechanism for new approaches to event initiatives.
- Create stability in the City's events calendar and clearly define processes and systems that support events.
- Encourage innovation and new initiatives through the hosting of events.

Chapter 29 of the full CMP further outlines the following sections:

Section 2:	Problem statement
Section 3:	Desired outcomes
Section 4:	Strategic focus areas
Section 5:	Purpose
Section 6:	Scope of application
Section 7:	Regulatory context
Section 8:	Role-players and stakeholders
Section 9:	Policy directive details
Section 10:	Implementation, evaluation and review

CHAPTER 30: COASTAL COMMITTEES

The Integrated Coastal Management Act (Act 24 of 2008) makes provision in section 42 for the option of establishing a Municipal Coastal Committee. As a result of Cape Town's variable and extensive coastline, however, the City has opted not to form such a Municipal Coastal Committee. The City will instead make use of existing functional structures to ensure public and stakeholder engagement with regard to the management of our coastline.

The City recognises the importance and value of public engagement and consultation, due to the diverse nature of interest groups, commercial activities, economic growth opportunities and employment creation potential along our coastline. As such, management of Cape Town's coastline will be facilitated by engaging with the public and relevant stakeholders regarding:

- proposed coastal policies and by-laws
- the City's CMP
- any significant review or amendment of individual chapters of the City's CMP after its adoption (See Chapter 31)
- any land use activity that requires an Environmental Impact Assessment, as required by the National Environmental Management Act (NEMA).

Direct engagement on all coastal matters will be referred through the existing structures of ward councillors, ward forums and subcouncils.

CHAPTER 31: MONITORING, EVALUATION AND REPORTING

According to section 49(d) of the Integrated Coastal Management Act (Act 24 of 2008), the Municipal Coastal Management Programme must include:

‘(d) performance indicators to measure progress with the achievement of those objectives’

Chapter 31 of the full CMP outlines the method for monitoring and evaluating this plan by the City of Cape Town. This will be conducted according to the following guidelines:

- **Every five years**

The CMP will undergo a formal review every five years as prescribed by the Integrated Coastal Management Act (Act 24 of 2008).

- **Every two years**

A City Coastal Report will be prepared on a biannual basis. This will present information relating to the State of the Coast, the most current Coastal Risk Register, prosecutions, records of non-compliance and coastal emergencies.

- **Constant revision**

Individual chapters will be reviewed and amended as the need arises. This will be conducted in accordance with Council processes and public consultation.