

**AGENDA of the
Portfolio Committee : Municipal Public Safety
20 October 2026**

(Also the agenda for the Mayoral Committee Meeting : 27 October 2026)

**3.
CONSOLIDATED FESTIVE SEASON OPERATIONAL PLAN FOR MUNICIPAL
PUBLIC SAFETY 2026/2027 FESTIVE SEASON**

D Adonis

Director: Municipal Public Safety

16 September 2026

(028) 313 8054

1. Executive Summary

The Consolidated Festive Season Operational Plan 2026/2027 provides a single, integrated operational framework for the management of public safety, traffic management, law enforcement, fire, rescue and disaster management services throughout the Overstrand Municipal area during the festive season period from 1 November 2026 to 31 January 2027.

The plan has been developed to address the anticipated increase in visitors, seasonal residents and associated service demands during the peak holiday period. It outlines a coordinated approach between Law Enforcement, Traffic Services, Fire, Rescue and Disaster Management, Safety and Security and partner agencies to ensure the safety of residents and visitors, protect municipal assets and infrastructure, and maintain service delivery standards. Particular attention is given to high-risk areas, road safety, beach and water safety, wildfire preparedness, incident response coordination, and the management of resource constraints.

2. Service Delivery and Budget Implementation Plan - IGNITE

Directorate: Municipal Public Safety
Fire, Rescue & Disaster Management
Law Enforcement
Traffic
Safety, Security & CCTV

3. Compliance with Strategic Priorities

Provision of democratic, accountable and ethical governance
Provision and maintenance of municipal services
Creation and maintenance of a safe and healthy environment

4. Delegated Authority

Executive Mayor

5. Legal Requirements

Constitution of the Republic of South Africa, 1996

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Local Government: Municipal Systems Act, Act 32 of 2000
 Local Government: Municipal Structures Act, Act 117 of 1998
 Disaster Management Act, Act 57 of 2002
 Criminal Procedures Act, Act 51 of 1977
 Control of Access to Public Premises and Vehicles Act, Act 53 of 1985
 National Road Traffic Act, Act 93 of 1996
 Administrative Adjudication of Road Traffic Offences Act, 1998
 National Land Transport Act, Act 5 of 2009
 SANS 10090: Community Protection Against Fires
 Fire Brigade Services Act, Act 99 of 1987
 Occupational Health and Safety Act, Act 85 of 1993
 National Veld and Forest Fire Act, Act 101 of 1998
 Community Protection Against Fire By-law, P.N. 5464/2007
 By-laws of the Overstrand Municipality
 Service Delivery Budget Implementation Plan
 Marine Living Resources Act, Act 18 of 1998
 Regulation of Gatherings Act, Act 205 of 1993

6. Background/Discussion/Evaluation/Conclusion

Background

Overstrand Municipality experiences significant increase in population during the festive season due to tourism, holiday travel and seasonal migration to coastal areas. This annual influx places additional pressure on municipal infrastructure, public spaces, beaches, road networks and emergency services. At the same time, increased public gatherings, traffic volumes, recreational activities and elevated fire danger conditions create a higher risk environment that requires enhanced preparedness and interdepartmental coordination.

Historically, the Municipality's Law Enforcement, Traffic Services, and Fire, Rescue and Disaster division have implemented separate festive season operational plans. The 2026/2027 plan consolidates these discipline-specific plans into a unified operational framework to improve coordination, resource deployment, communication, situational awareness and incident management across all Municipal Public Safety functions.

The operational period is divided into three phases, namely the Pre-Season phase (1 to 30 November 2026), High Season phase (1 December 2026 to 10 January 2027) and Post Season phase (11 to 31 January 2027), allowing for a scalable deployment approach aligned to anticipated operational demands.

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Discussion

The primary objective of the Consolidated Festive Season Operational Plan is to provide an integrated public safety response aimed at preventing and mitigating incidents maintaining public order, reducing traffic-related risks, and ensuring emergency preparedness throughout the festive season. The plan promotes collaboration between municipal services, SAPS, Provincial Traffic Services, NSRI, Cape Nature, Working on Fire, private security providers and other stakeholders.

The risk assessment included in the plan identifies several key seasonal threats facing the Overstrand area. These include wildfires, structural fires, motor vehicle accidents, drownings, severe weather conditions, water supply constraints, public safety incidents and congestion within major tourism and beach areas. High-risk locations such as Palmiet Lagoon, Palmiet Bridge, Kleinmond Lagoon and Stanford Lagoon have been specifically identified for increased patrols, public awareness campaigns and monitoring owing to a history of drowning incidents.

The plan further highlights the importance of maintaining Blue Flag beach compliance at five designated beaches across the municipal area while addressing identified operational challenges, including resource limitations, staffing shortages, aging vehicle fleets, limited standby capacity and gaps in the legal enforcement of certain Blue Flag programme requirements. These challenges have been incorporated into the risk management and deployment strategy for the season.

To support operational readiness, a consolidated workforce comprising Law Enforcement, Fire, Rescue and Disaster Management, Traffic Services, Safety and Security, CCTV operators, seasonal personnel and reaction officers will be deployed across the municipal area. A structured command-and-control system, escalation framework, weather warning protocol and incident reporting mechanism have been established to coordinate responses and enable rapid mobilisation of resources when required.

Implementation of the plan will contribute to safer communities, enhanced visitor experiences, improved emergency response capability, better management of traffic and public spaces, and strengthened resilience against disaster-related risks during one of the Municipality's busiest operational periods

7. Financial Implications

In accordance with the budget provision.

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8. Staff Implications

None

9. Comments from other Departments, Divisions and Administrations

None

10. Annexures

Annexure A: Consolidated Festive Season Operational Plan for Municipal Public Safety 2026/2027 Festive Season

RECOMMENDATION:

that the Fire, Rescue & Disaster Management 2026/2027 Festive Season Plan **be noted.**

RESPONSIBLE OFFICIAL :

D ADONIS

TARGET DATE FOR IMPLEMENTATION :

1 NOVEMBER 2026

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20 October 2026
(Also the agenda for the Mayoral Committee Meeting : 27 October 2026)**

3. CONSOLIDATED FESTIVE SEASON OPERATIONAL PLAN FOR MUNICIPAL PUBLIC SAFETY 2026/2027 FESTIVE SEASON

D Adonis
16 September 2026

Director: Municipal Public Safety

(028) 313 8054

THIS MATTER SERVED BEFORE THE JOINT PORTFOLIO COMMITTEE ON 20 OCTOBER 2026, WHICH COMMITTEE SUPPORTED THE RECOMMENDATION

RESPONSIBLE OFFICIAL : D ADONIS

TARGET DATE FOR IMPLEMENTATION : 1 NOVEMBER 2026

OVERSTRAND MUNICIPALITY

Municipal Public Safety

Law Enforcement · Traffic Services · Fire & Disaster Management

CONSOLIDATED FESTIVE SEASON OPERATIONAL PLAN

2026 – 2027



Field	Detail
Document Reference	OVM/PS/CONSOLIDATED-FESTIVE/2026/001
Status	DRAFT – single, consolidated plan combining the Law Enforcement, Traffic Services and Fire & Disaster Management festive season plans
Operational Period	01 November 2026 – 31 January 2027
Disciplines Covered	Law Enforcement (GOU, K9, Reaction Officers, Coastal Enforcement); Traffic Services; Fire, Rescue & Disaster Management; Safety & Security / CCTV
Directorate	Municipal Public Safety, Overstrand Municipality

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1. COMMAND AND CONTROL

Directorate: Municipal Public Safety

Role Player	Name	Contact No
Director: Municipal Public Safety	Dawid Adonis	—

Law Enforcement

Role Player	Name	Contact No
Chief: Law Enforcement	JJ Du Toit	076 970 5481
Hermanus (Blue Flag Beaches, CBD & Cliff Paths)	Principal Insp G Gillion	079 719 1844

Kleinmond / Hangklip	Senior Insp R Samuels	072 469 6984
Gansbaai / Stanford	Insp E Fisher	079 799 7118
Task Team 1	Senior Insp E Lombaard	064 470 0744
Task Team 2	Inspector M Campher	079 910 0167
Task Team 3	Reg Insp W Baatjies	068 344 0863
K-9 Unit	Regional Insp P Marais	062 290 6334
Land Invasion	Insp R Botha	082 896 2740
Administrator: Law Enforcement Officer	S S Oncker	081 448 3975
Regional Inspector: Specialist Services / Task Team	A L Blankenberg	079 707 2385

Fire, Rescue & Disaster Management

Role Player	Name	Contact No
Chief: Fire, Rescue and Disaster Management, PrDM	Lester Smith	082 978 9493
Deputy Chief Fire (Fire Operations: Training & Safety)	A G Aplon	079 507 7297
Assistant Chief: Disaster Management	M E Carelse	0614 266 564
Hermanus Station Commander	E T A Isaacs	079 139 3867
Kleinmond Station Commander	A Mars	071 021 6217
Gansbaai Station Commander	G S Badenhorst	072 142 4488
Station Commander: Fire Safety	C J Brussel	061 313 5566

Safety, Security & CCTV (under Fire, Rescue & Disaster Management)

Role Player	Name	Contact No
Principal Inspector: Law Enforcement & CCTV (Contracted Services)	R T Stewart	081 349 7689

Traffic Services

Role Player	Name	Cell No
Chief Traffic	R Fraser	082 449 6751
Assistant Chief: Traffic Services & Licensing	X Titus	082 596 6270
Senior Superintendent: Traffic Operations	P J De Gruchy	073 651 3677
Hermanus Superintendent	Y R Smith	072 182 1229
Gansbaai / Stanford Superintendent	D G Jansen	072 270 0810
Kleinmond / Hangklip Superintendent	L Hanekom	072 943 0376
Auxiliary Services	R Hansen	073 069 0725

Shared Control Room

Role Player	Name	Contact No
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Municipal Public Safety Control Room	Overstrand Emergency Control Room	028 313 8996 / 028 312 2400 (8996/8980)
Air / Ground Fire Support Dispatch	Information unavailable awaiting finalized provincial fire season plan	
Air / Ground Fire Support Dispatch (alt.)	Information unavailable awaiting finalized provincial fire season plan	

2. INTRODUCTION

As the 2026/2027 festive season approaches, the Overstrand area will once again receive a substantial influx of tourists, visitors and temporary residents. This surge is compounded by the closure of schools, factories and construction sites over the same period, and by weekend and public-holiday travel, producing a critical loading period on existing infrastructure and a substantially heightened demand on Law Enforcement, Traffic Services, and Fire, Rescue and Disaster Management across Hermanus, Gansbaai/Stanford and Kleinmond/Hangklip.

This document consolidates the three discipline-specific festive season operational plans – Law Enforcement (including the General Operations Unit, K9 Unit, Reaction Officers and Coastal Enforcement), Traffic Services, and Fire, Rescue and Disaster Management (including Safety & Security and CCTV) – into a single operational plan for 2026/2027.

3. PURPOSE, AIM AND OBJECTIVES

Purpose

The purpose of this plan is to focus the management of potential emergency, safety and traffic-related threats across Overstrand for the duration of the 2026/2027 festive season, through a single, coordinated operational plan spanning Law Enforcement, Traffic Services and Fire, Rescue & Disaster Management.

Aim

To identify, reduce or prevent incidents from happening, and to soften the impact of those incidents that are inevitable, through coordinated deployment, clear escalation arrangements and shared situational awareness across all three disciplines.

Objectives

- Enhanced Visibility – increased patrols and presence at high-risk and high-footfall areas, on the road network, and at beaches and public spaces.
- Public Safety Awareness – educating the community and visitors on safety measures and reporting channels.
- Zero Tolerance on Crime, Anti-Social Behaviour and Traffic Offences – maintained together with SAPS and Provincial Traffic Services.
- Multi-Agency Collaboration – with SAPS, Provincial Traffic Services, NSRI, CapeNature, Working on Fire, private security, Neighbourhood Watch and tourism partners.
- Emergency Response Preparedness – quick, well-communicated access to medical, law enforcement, traffic and fire services.
- A Welcoming, Professional Image – balancing firm enforcement with a positive visitor experience.

The festive season should be a time of joy and celebration. Through collective effort and an unwavering commitment to safety, Law Enforcement, Traffic Services and Fire, Rescue & Disaster Management aim to preserve the beauty and spirit of Overstrand for residents and visitors to cherish.

4. STRATEGIC PLAN (MUNICIPAL PUBLIC SAFETY)

Vision

A safe, resilient and welcoming Overstrand, where residents, businesses and visitors can enjoy the 2026/2027 festive season with confidence – protected from crime, road trauma, fire and disaster risk through visible, professional and well-coordinated Law Enforcement, Traffic and Fire, Rescue & Disaster Management services across every beach, road, CBD node and public space.

Mission

To deliver a single, coordinated Municipal Public Safety service – combining Law Enforcement, Traffic Services and Fire, Rescue & Disaster Management – across Overstrand's beaches, main routes, CBD nodes, coastline and wildland-urban interface throughout the 2026/2027 festive season (01 November 2026 to 31 January 2027), in partnership with SAPS, Provincial Traffic Services, NSRI, CapeNature, Working on Fire, Western Cape Disaster Management, private security and community stakeholders.

Goals / Objectives

- **Enhanced Visibility** – sustained, high-visibility patrols and presence across beaches, main routes, CBD nodes and high-risk areas (Law Enforcement, Traffic).
- **Road Safety** – measurably reduce fatal and serious-injury crashes on Overstrand's main routes against the 2025/2026 season baseline (Traffic).
- **Wildfire and Fire Safety Readiness** – reduce the likelihood and severity of structural and veld/wildfire incidents through the extended 2026/2027 fire season (Fire, Rescue & Disaster Management).
- **Zero Tolerance on Crime, Anti-Social Behaviour and Traffic Offences** – maintained together with SAPS and Provincial Traffic Services (Law Enforcement, Traffic).
- **Free Flow of Traffic** – minimise congestion at CBD and Blue Flag beach access intersections during peak periods (Traffic).
- **Life, Property and Emergency Response Preparedness** – quick, well-coordinated access to medical, law enforcement, traffic and fire services, minimising injury, loss of life and property damage (Law Enforcement, Fire, Rescue & Disaster Management).
- **Multi-Agency Integration** – integrated operations across Law Enforcement (GOU), Traffic Services, Fire, Rescue & Disaster Management, SAPS, Provincial Traffic Services, NSRI, CapeNature and Working on Fire (all three disciplines).
- **Resourcing and Capacity Management** – sustain vehicle, equipment and personnel readiness despite short-staffing, an aging fleet across all three disciplines, and an extended, resource-intensive festive season (all three disciplines).
- **Public Safety Awareness and Accurate Reporting** – educate residents and visitors on safety measures and reporting channels, backed by reliable daily/hourly situational reporting to the Protection Services Control Room (all three disciplines).
- **A Welcoming, Professional Image** – balancing firm enforcement with a positive visitor experience across all three disciplines (Law Enforcement).

Strategic Priorities

- Blue Flag and drowning-risk site coverage – dedicated deployment at the five Blue Flag beaches and targeted patrols/signage at the four identified high-risk lagoons (Law Enforcement).
- Road safety and traffic enforcement – speeding, drunk driving, roadworthiness and congestion on the N2/R43/R44 corridor and coastal access routes (Law Enforcement, Traffic).
- Extended wildfire season readiness (Oct 2026 – May 2027) – pre-positioning of engines, mutual aid and aerial support coordination (Fire, Rescue & Disaster Management).

- Water security for firefighting and structural fire safety at high-density commercial and informal settlement nodes (Fire, Rescue & Disaster Management).
- Rescue capability – MVA, drowning, boating, para-glider and hiking response readiness (Fire, Rescue & Disaster Management, Law Enforcement).
- Crowd and event management – New Year's Eve, festivals and public gatherings (all three disciplines).
- Fleet and equipment resilience across all three disciplines, given aging vehicles and limited standby capacity (all three disciplines).
- Staffing, personnel welfare and roster resilience – managing short-staffing, the absence of seasonal/EPWP staff, and fatigue/reservist management over the extended season (all three disciplines).
- Legal and policy compliance – flagging the Blue Flag by-law gap and ensuring officers understand the limits of their search and enforcement powers (Law Enforcement).
- By-law enforcement and public transport (taxi) monitoring, particularly around known conflict points (Traffic, Law Enforcement).
- Community partnership and communication – awareness campaigns and coordinated stakeholder engagement (all three disciplines).

Actions

- Finalise deployment rosters, sector allocations and standby arrangements across all three disciplines before 01 December 2026.
- Conduct pre-season inspections of Blue Flag beaches, tourist hotspots, main routes, CBD intersections and public amenities.
- Conduct pre-season roadworthiness, equipment and hydrant readiness checks on the Traffic and Fire fleets, and confirm standby arrangements.
- Run refresher training for permanent and seasonal members across all three disciplines.
- Pre-position fire engines and deploy maximum Law Enforcement and Traffic strength at strategic points, Blue Flag beaches, the CBD and main routes during High Season.
- Run dedicated road-policing operations, daily VCPs and integrated multi-agency operations on the N2/R43/R44 corridor and key coastal access routes.
- Apply crowd management plans and extended/overlapping shifts over Christmas Day, Boxing Day, New Year's Eve and New Year's Day across all three disciplines.
- Coordinate aerial and ground fire support requests through the Chief Fire Officer/Incident Commander approval chain, and escalate incidents per the Escalation Mechanism (Section 7).
- Record daily/hourly situational reports and statistics to the Protection Services Control Room across all three disciplines.
- Scale down progressively during Post-Season and compile statistics, incident reports and a joint post-operation review across all three disciplines to inform the 2027/2028 plan.

5. DEFINITIONS OF KEY TERMS

Term	Definition
Anti-Social Behaviour	Conduct in a public place that causes or is likely to cause harassment, alarm or distress to members of the public, including vagrancy-related conduct, unlicensed car guarding and similar behaviour.
By-law	A law made by the Overstrand Municipal Council under powers assigned by the Local Government: Municipal Systems Act, 2000, applicable within the Overstrand municipal area.
Chrysalis Intern	A temporary staff member placed with Overstrand Municipality under the Chrysalis Academy youth development programme, currently used to supplement the Safety & Security and CCTV division.

Coastal Enforcement	The Law Enforcement function responsible for by-law and safety compliance at Overstrand's beaches, lagoons and coastal public spaces and Marine Enforcement
Disaster	A progressive or sudden, widespread or localised, natural or human-caused occurrence which causes or threatens to cause death, injury or disease, damage to property, infrastructure or the environment, or disruption of the life of a community, and is of a magnitude that exceeds the ability of those affected to cope using only their own resources, as defined in the Disaster Management Act, 2002.
Emergency	A situation that poses an immediate risk to life, health, property or the environment, and where normal procurement or approval procedures cannot reasonably be followed given the urgency of the situation.
Escalation	The process of referring an incident or resource request from one level of response (e.g. municipal) to the next (e.g. district, provincial or national) once the occurrence exceeds the capability of the current level, per the Escalation Mechanism set out in this plan.
General Operations Unit (GOU)	The Law Enforcement unit covers Overstrand general law enforcement, including Reaction Officer sub-teams.
High Season	The peak-demand phase of the festive season operational period, running from 01 December 2026 to 10 January 2027 across all three disciplines, during which maximum deployment is applied.
Joint Operations Centre (JOC)	A multi-agency coordination structure activated to manage the response to an incident or event that requires input from more than one discipline or agency.
K9 Unit	The Law Enforcement unit that deploys trained dog handler teams in support of patrol, search and crime-prevention operations.
Mutual Aid	A formal or informal arrangement between Overstrand and a neighbouring municipality, district service or fire protection association to provide reciprocal resources or support during a major incident.
Post-Season	The final phase of the festive season operational period, running from 11 January 2027 to 31 January 2027, during which deployment is progressively scaled down.
Pre-Season	The lead-up phase of the festive season operational period, running from 01 November 2026 to 30 November 2026, focused on readiness, planning and preventative activity rather than peak deployment.
Reaction Officer	A Law Enforcement officer Appointed un POCS Police Oversight and community Safety under the LEAP Programme
Risk Rating	The overall priority assigned to a hazard in a Risk / Hazard Matrix, derived from combining its Likelihood and Impact ratings (Critical, High, Medium or Low).
Task Team	A Law Enforcement operational grouping deployed to a specific area and specific function or task for the duration of the festive season, distinct from the fixed area-based teams.
Vehicle Check Point (VCP)	A planned, controlled point at which Traffic Services and/or SAPS stop and inspect vehicles for roadworthiness, licensing, driver fitness and related compliance.
Working on Fire (WoF)	A national, public-employment wildfire-management programme that provides trained veld-fire fighting crews and works alongside municipal and provincial fire services.

6. REGULATORY FRAMEWORK

Section 152 of the Constitution of the Republic of South Africa, 1996 defines the objectives of Local Government, including that a safe and healthy environment is promoted, and that communities and community organisations are

encouraged to be involved in the matters of Local Government. All Law Enforcement, Traffic Services, and Fire, Rescue & Disaster Management actions under this plan are governed by the following statutory framework.

General / Cross-Cutting Legislation

- Constitution of the Republic of South Africa, 1996 – section 152 (objects of local government).
- Local Government: Municipal Systems Act, 2000 (Act 32 of 2000).
- Local Government: Municipal Structures Act, 1998 (Act 117 of 1998).
- Disaster Management Act, 2002 (Act 57 of 2002).
- Criminal Procedure Act, 1977 (Act 51 of 1977).
- Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985).
- Overstrand Municipality By-laws, including the Events By-law and other applicable municipal by-laws.

Traffic Services

- National Road Traffic Act, 1996 (Act 93 of 1996) and its Regulations.
- National Land Transport Act, 2009 (Act 5 of 2009).
- Administrative Adjudication of Road Traffic Offences Act, 1998 (AARTO), where applicable.
- Overstrand Municipality Traffic and Parking By-laws.
- National Road Transportation Regulation (the regulations promulgated in 2000 under the National Road Traffic Act 93 of 1996)

Fire, Rescue and Disaster Management

- Fire Brigade Services Act, 1987 (Act 99 of 1987).
- Disaster Management Act, 2002 (Act 57 of 2002), and the Western Cape Disaster Management Framework.
- National Veld and Forest Fire Act, 1998 (Act 101 of 1998).
- Occupational Health and Safety Act, 1993 (Act 85 of 1993), where applicable to incident scene safety.
- Marine Living Resources Act, 1998 (Act 18 of 1998) – relevant to living marine resource management and coastal enforcement, including illegal harvesting incidents that Coastal Enforcement and Fire, Rescue services may encounter or be called to assist with.
- Western Cape Noise Control Regulations, PN 200/2013.

Law Enforcement

- Criminal Procedure Act, 1977 (Act 51 of 1977).
- Government Notice 1114 of 19 October 2018 (Government Gazette 41982) – issued by the Minister of Justice and Correctional Services under section 334(1)(a) of the Criminal Procedure Act, 1977, declaring law enforcement officers appointed by a municipality (including municipal police officers, traffic officers and traffic wardens) to be peace officers, empowered to exercise specified powers with reference to the offences listed in the Notice within their municipal area.
- Control of Access to Public Premises and Vehicles Act, 1985 (Act 53 of 1985) – the legal basis (and current limitations) for bag and vehicle searches at Blue Flag beach access points, as discussed under Law Enforcement Challenges below.
- Regulation of Gatherings Act, 1993 (Act 205 of 1993) – governing crowd and event management, read with the Overstrand Events By-law (see the Overstrand Law Enforcement SOP for Gatherings, maintained separately).
- Overstrand Municipality By-laws applicable to beaches, public amenities, animal control, informal trading, noise nuisance and land invasion.
- Marine Living Resources Act, 1998 (Act 18 of 1998) – relevant to living marine resource management and coastal enforcement, including illegal harvesting and poaching incidents handled by the Coastal Enforcement and Anti-Land Invasion units.

- Merchant Shipping (National Small Vessel Safety) Regulations, 2007 (GN R.705, Government Gazette 30151 of 8 August 2007), issued under the Merchant Shipping Act, 1951 (Act 57 of 1951) – relevant to vessel safety compliance monitoring by Coastal Enforcement at public slipways and launch points.
- South African Maritime Safety Authority Act, 1998 (Act 5 of 1998) – establishes SAMSA as the authority administering the Small Vessel Safety Regulations above.

7. ESCALATION MECHANISM FOR RESPONSE COORDINATION

This section sets out the standard structure used to escalate a response when an incident exceeds the capability of the level currently handling it. Although a standard structure is set out below, the actual response to any given incident may require initial intervention at a higher level, depending on its nature and scale.

Level	Description
Level 0	The occurrence can be managed using Overstrand's own Law Enforcement, Traffic and Fire, Rescue & Disaster Management resources, in coordination with SAPS and other local stakeholders where required. A local Joint Operations Centre (JOC) may be activated.
Level 1	The occurrence exceeds the capability of Overstrand Municipality and local stakeholders. An early warning is issued to the Overberg District Disaster Management Centre. If the situation cannot be contained, a formal request for District-level support is made and District resources are mobilised.
Level 2	The occurrence exceeds the capability of the Overberg District. An early warning is issued by the District Joint Operations Centre to the Western Cape Provincial Disaster Management Centre (PDMC). If the situation cannot be contained, a formal request for provincial intervention is made and provincial resources (including, where relevant, neighbouring provinces) are mobilised.
Level 3	The occurrence exceeds provincial capability. The Western Cape Provincial Government requests intervention from the National Disaster Management Centre (NDMC). National resources and structures are activated, and response operations may be active at municipal, district, provincial and national level simultaneously.

The Chief Fire Officer, Traffic Chief, and Chief: Law Enforcement or Delegated officer are each responsible for initiating escalation from Level 0 within their own discipline, in coordination with the Director: Municipal Public Safety, and for activating or joining a JOC as the situation requires.

8. WEATHER WARNING PROTOCOL

A typical severe-weather warning is issued approximately three (3) days in advance by the South African Weather Service (SAWS). Overstrand Municipal Public Safety has the capability to issue its own warnings to staff and, where appropriate, the public via SMS, radio and public address systems.

Alert Stages

Stage	Meaning / Action
Alert	An expected hazard (e.g. severe wind, extreme heat, heavy rain, elevated fire danger) is possible. Disciplines review readiness and standby arrangements.
Warning	The hazard's impact is expected. Standby officials are placed on high alert and resources are pre-positioned where applicable (e.g. fire engines at strategic points, increased Traffic and Law Enforcement visibility on affected routes).
Severe Warning	The hazard is severe and may cause imminent danger. All relevant disciplines activate standby officials, and the Municipal Public Safety Control Room is placed on heightened monitoring. A JOC may be activated per the Escalation Mechanism above.

All Clear	No further alerts or warnings are in force. Disciplines stand down from elevated readiness and resume normal operations.
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Public Communication Channels

- SMS alerts to registered residents and stakeholders, where available.
- Local radio announcements.
- Public address systems at strategic points during major events (e.g. New Year's Eve).
- Overstrand Municipality's official social media and website channels.

All Fire, Rescue and Disaster Management officials will be placed on standby and high alert for the duration of any Warning or Severe Warning stage. Good collaboration and communication of pre-warnings exists between Overstrand, the Overberg District Disaster Management Centre, and the Western Cape Provincial Disaster Management Centre.

9. RISK PROFILE

9.1 Hazard, Risk and Vulnerability Profile

During the summer and festive season, Overstrand is prone to the hazards below.

Potential Hazard or Hazardous Event	Category	Peak Season	Vulnerability	Likelihood	Impact
House fires (formal and informal)	Man-made	All seasons	High	Likely	High
Veld / wildfires (extended season)	Man-made / Natural	Oct 2026 – May 2027	High	Likely	High
Motor vehicle accidents	Man-made	Festive / High Season	Medium	Likely	High
Strong winds	Natural	Summer	Medium	Likely	Moderate
Drowning (sea, lagoons, pools)	Man-made	Summer / Festive Season	Medium	Likely	High
Water-supply constraints	Natural / Infrastructure	Summer, extended dry periods	Medium	Possible	Moderate
Public unrest and protests	Man-made	Event-driven, throughout season	Low	Possible	Moderate

9.2 Vulnerability of Various Elements

This table shows the relative impact of key Overstrand hazards across sectors, colour-coded by severity (red = High, gold = Medium, green = Low, grey = Not Applicable).

Hazard	Population	Roads / Vehicles	Hospitals / Clinics	Houses	Tourism / Economy
Formal and informal structural fires	High	N/A	Low	High	Medium
Veld / wildfires (extended season)	Medium	Low	Low	Medium	High
Motor vehicle accidents	Medium	High	Low	N/A	Medium
Drowning (beaches, lagoons, pools)	Medium	N/A	Low	N/A	High

Severe weather / strong winds	Medium	Low	Medium	Medium	Medium
Public order incidents / alcohol-related crime	Medium	Low	Low	N/A	High
Water-supply constraints	High	N/A	Medium	Medium	Medium

9.3 Potential Impact on Critical Infrastructure and Different Sectors

The identified Overstrand summer and festive-season hazards – extreme weather, wildfire, water-supply constraints and traffic/public-order incidents – have a potential impact on several sectors, affecting critical infrastructure across the municipal area. This may include water supply (dam levels and boreholes), the road network, telecommunications, and tourism-dependent local businesses. These elements are interrelated and interdependent, so that a failure in one (e.g. a wildfire damaging water infrastructure near Pearly Beach) can trigger or worsen a failure in another (e.g. reduced firefighting water pressure). The effects can be significant for the local economy, given Overstrand's high dependence on festive-season tourism, and can displace residents in affected areas.

Hazard	Potential Consequence	Risk Reduction Strategies
Veld & house fires; strong winds; motor vehicle accidents; drowning; public unrest and protests	Loss of life; severe injury; damage to infrastructure; loss of tourism income; increased risk of disease; disruption of traffic; vandalism and attack on infrastructure	Weather Warning Protocol and early-warning systems (Section 8); discipline-specific protocols for internal and external stakeholders; public awareness campaigns; upgrade and maintenance of infrastructure; swift reaction and deployment of relevant forces via the Escalation Mechanism (Section 7)

9.4 Discipline-Specific Risk / Hazard Matrices

Law Enforcement – Hazard Impact Matrix

Hazard	Category	Peak Period	Vulnerability	Likelihood	Impact	Risk Rating	Existing / Planned Controls
Drowning at unsupervised high-risk lagoons (Palmiet Lagoon/Bridge, Kleinmond Lagoon, Stanford Lagoon)	Environmental / Water Safety	High Season (late afternoons)	Unaccompanied youth	High	Severe	Critical	Increased patrols, warning signage, targeted awareness messaging
Vacant posts reducing operational capacity	Human Resources	Throughout season	Operational capacity / response times	High	Major	Critical	Seasonal worker appointments; cross-team reallocation
Road incidents – speeding, drunk driving, congestion (N2 corridor, coastal routes)	Traffic Safety	High Season (peak travel dates)	Motorists and pedestrians	High	Major	Critical	Dedicated road policing operations, checkpoints
Alcohol-related crime and anti-	Public Order	High Season (25 Dec–1 Jan)	Beachgoers and tourists	High	Moderate	High	Zero-tolerance approach, increased visibility, Task

social behaviour at beaches/CBD							Team deployment
Blue Flag enforcement gap – no legal basis for glass-container/dog rules	Legal / Compliance	Blue Flag season (01 Dec–28/29 Feb)	Blue Flag status / reputation	High	Moderate	High	Voluntary compliance, WESSA reference, flagged as policy gap
Inexperienced seasonal workforce (~90% first-time, minimal training) in confrontational roles	Human Resources / Training	Pre-Season onboarding into High Season	New / casual officers	High	Moderate	High	Refresher training and equipment checks in Pre-Season
Concurrent National Election deployment (04 Nov 2026)	Resourcing	Pre-Season (04 Nov 2026)	Festive season readiness	High	Moderate	High	Coordinated Pre-Season planning with SAPS
Crowd-related incidents at peak events (New Year's Eve, festivals, gatherings)	Public Order / Crowd Management	High Season (NYE, festivals)	Large public gatherings	Medium	Major	High	Crowd management plans, extended/overlapping shifts
Alcohol smuggling via legally-untested search powers (Access to Public Premises and Vehicles Act)	Legal / Enforcement	High Season	Officers (legal exposure)	Medium	Moderate	Medium	Bag/vehicle searches at checkpoints
Dog-restriction boundary confusion (Grotto Beach leash-free zone)	Public Order	Throughout Blue Flag season	Pet owners and public	Medium	Minor	Medium	Continuous boundary monitoring
Confusion between designated swimming areas and water-supply/wetland systems	Public Safety / Signage	Throughout season	Beachgoers seeking swimming spots	Low	Minor	Low	Signage marking “not a designated swimming area”
Aging vehicle fleet with limited standby capacity	Resourcing / Fleet	Throughout season (most acute in High Season)	Operational mobility / response times	Medium	Moderate	Medium	Vehicle roadworthiness checks in Pre-Season; reactive maintenance as required
Transport of seasonal workers to/from deployment points eats into operational time	Resourcing / Logistics	Throughout season (most acute in High Season)	Effective deployment hours	High	Minor	Medium	Deployment points and transport routes planned during Pre-Season roster finalisation

Fire, Rescue & Disaster Management – Risk Matrix

Hazard	Category	Peak Period	Vulnerability	Likelihood	Impact	Risk Rating	Existing / Planned Controls
Extended veld / wildfire season (Oct 2026 – May 2027)	Environmental / Fire	Throughout extended season; highest Dec–Feb	Wildland-urban interface areas; vegetation-dense zones (Fernkloof, Hemel-en-Aarde, Kogelberg)	High	Severe	Critical	24-hour crewing; strategic pre-positioning of engines; mutual aid; aerial support (see Fire section)
Structural fires – formal, informal, commercial & industrial	Fire Safety	Festive / high season	Informal settlements, dense commercial nodes, tourist accommodation	Medium–High	Major	High	Fire safety inspections; hydrant checks; mutual aid
Water-supply constraints affecting firefighting capacity	Resourcing / Water Security	Throughout season; worsens if dry summer persists	Areas reliant on a single dam/borehole source (e.g. Pearly Beach / Koekemoer)	Medium	Major	High	Coordination with Overstrand Water Services; water tanker support; hydrant monitoring
Heat-related illness – firefighters and public	Occupational Health / Public Safety	High season; Dec–Feb heatwave days	Deployed personnel; elderly, children and outdoor workers	High	Moderate	High	Hydration and rest protocols; shift rotation; public advisories
Motor vehicle / pedestrian accidents	Traffic / Rescue	Festive travel dates	Motorists and pedestrians on N2 and coastal routes	High	Major	Critical	Rescue-equipped engines; extrication-trained crews; coordination with Traffic / SAPS
Drowning accidents – sea, lagoon, pools, rivers	Water Safety	Festive season	Beachgoers, tourists, unsupervised swimmers	High	Severe	Critical	Coordination with NSRI; public awareness signage
Boating accidents (sea / lagoon)	Water Safety	Festive season	Boaters, skippers and passengers	Medium	Major	High	Coordination with NSRI and marine services
Para-glider accidents	Recreational Safety	High season; high-wind days	Paragliders at coastal launch sites	Low–Medium	Major	Medium	Rescue readiness; coordination with Wilderness Search and Rescue (WSAR)
Hiking accidents	Wilderness Rescue	High season	Hikers on Fernkloof / Kogelberg trails, incl. fire-affected terrain	Medium	Moderate	Medium	WSAR coordination; trail signage / closures on high fire-danger days
Fleet and equipment strain over extended operational tempo	Resourcing / Fleet	Throughout extended 8-month season	Ageing vehicles; limited standby capacity; Gansbaai/Kleinmond shift limits	Medium	Major	High	Maintenance schedule; mutual aid; funding motivation for standby capacity
Personnel fatigue / capacity strain from	Human Resources	Throughout extended season	Career and reservist firefighters;	High	Major	Critical	Standby roster; reservist call-up; Brigade call-out provision

prolonged season			limited trained personnel				
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Traffic Services – Risk Matrix

Hazard	Category	Peak Period	Vulnerability	Likelihood	Impact	Risk Rating	Existing / Planned Controls
Road fatalities and serious-injury crashes on N2/R43/R44 and coastal access routes	Traffic Safety	High Season (peak travel dates, 25 Dec–2 Jan)	Motorists and pedestrians on the N2/R43/R44 corridors and coastal access routes	High	Severe	Critical	Dedicated road-policing operations, daily VCPs, speed enforcement; WC 2025/26 data shows a 21% rise in festive fatalities
Drunk, reckless and negligent night-time driving	Traffic Safety	High Season, especially 19:00–01:00 weekends and 25 Dec–2 Jan	Night-time motorists and pedestrians, especially over the 25 Dec–2 Jan peak	High	Major	Critical	Night-focus deployment on drunk/reckless driving; breathalyser screening at VCPs
Aging traffic vehicle fleet with limited standby capacity; no fleet-augmentation budget	Resourcing / Fleet	Throughout season (most acute in High Season)	Traffic Services' own operational mobility and response capacity	Medium–High	Major	Critical	Pre-season roadworthiness checks; GAP – no additional standby/seasonal-hire vehicles budgeted
Short-staffing across all three areas; zero seasonal/EPWP staff for 2026/2027	Human Resources	Throughout season (most acute in High Season)	Traffic Services' own operational capacity across all three areas	High	Major	Critical	Cross-shift and cross-area reallocation; GAP – no capacity buffer for leave/illness/injury
Severe congestion at Hermanus CBD and Blue Flag beach access points	Traffic Flow	High Season (peak arrival/departure dates)	Motorists, pedestrians and beachgoers at Hermanus CBD and Blue Flag beach access points	High	Moderate	High	Point duty at key intersections; historical counts of 7,000+ vehicles entering Hermanus on peak days
Concurrent National Election deployment (04 Nov 2026)	Resourcing	Pre-Season (04 Nov 2026)	Traffic Services readiness for the festive season, immediately pre-season	High	Moderate	High	Coordinated pre-season planning with SAPS and Law Enforcement
Congestion/queuing on the R43 Gansbaai exit route relative to smaller staff complement	Traffic Flow / Resourcing	High Season	Motorists on the R43 Gansbaai exit route and Blue Flag beachgoers in that area	Medium	Moderate	High	Area-specific deployment planning; potential cross-area support from Hermanus
Taxi-related violence or conflict on main routes and at ranks	Public Order	Throughout season	Public transport commuters, drivers and by-standers at ranks	Medium	Major	High	Public transport monitoring; liaison with SAPS; prompt incident reporting
Protest and demonstration activity disrupting CBD and R43 traffic flow	Public Order	Throughout season	Motorists, CBD businesses and road users in affected areas	Medium	Moderate	Medium	Coordination with Law Enforcement and SAPS under the Regulation of Gatherings Act
Road works, closures or infrastructure failures compressing traffic onto fewer lanes	Infrastructure	Throughout season	Motorists and through-traffic on affected sections of the R43/R44	Low–Medium	Moderate	Medium	Liaison with Civil Engineering Services and Western Cape Government on scheduled works

Hazard	Category	Peak Period	Vulnerability	Likelihood	Impact	Risk Rating	Existing / Planned Controls
Alcohol and liquor-related driving offences at Blue Flag beach access points and CBD nodes	Public Order / Traffic Safety	High Season (01 Dec–22 Jan Blue Flag season)	Motorists and pedestrians at Blue Flag beach access points and CBD nodes	High	Moderate	High	Integrated VCPs with Law Enforcement and SAPS; zero-tolerance approach

10. SWOT ANALYSIS

Law Enforcement

STRENGTHS • Clear multi-tier command structure with named commanders per unit (Command Overview, Own Forces table). • Phased approach (Pre-Season / High Season / Post-Season) enabling scalable resourcing. • Established multi-agency partnerships (SAPS, private security, Neighbourhood Watch, tourism stakeholders). • Standardised reporting via UNITI App / Pocket Book / OB Book. • Defined arrest and use-of-force policies. • Specialist units in place (K9, Rapid Response, Coastal Enforcement, Anti-Land Invasion).	WEAKNESSES • Multiple unfilled posts across the structure (see Organisational Structure section). • Heavy reliance on inexperienced seasonal workers with minimal training. • No legal/by-law basis for three Blue Flag rules (glass containers, dogs <i>and no ball sports/frisbees/kites/surfing/bodyboarding within the designated swimming/lifeguard zone</i>). • Untested legal basis for alcohol-interdiction searches. • Aging vehicle fleet, with limited spare capacity to absorb breakdowns during peak deployment. • Transport of seasonal workers to and from deployment points eats into operational time.
OPPORTUNITIES • UNITI App data can strengthen the post-season review and next year's planning. • Public awareness campaigns shift some prevention burden onto visitors/community. • Flagging the Blue Flag by-law gap creates a route to close it before next season. • Tourism/business partnerships could fund signage at high-risk drowning sites.	THREATS • Election deployment competes for the same personnel/vehicles right before the festive season. • Recurring drowning fatalities pose ongoing reputational and legal risk if unaddressed. • Five Blue Flag beaches this season stretch a workforce with existing vacancies. • Enforcement gap could be exploited, risking Blue Flag status. • Zero-tolerance enforcement vs. "welcoming image" objective is a difficult balance to maintain.

Fire, Rescue & Disaster Management

STRENGTHS • Dynamic Leadership • In the process of addressing Infrastructure, Vehicles, Personnel, Training • Strong Organizational Structure • Command Structure (ICS Principles) • Disciplined Fire Fighters • 24/7 Available Fire, Rescue and Disaster Management Service • Hermanus Fire Station Shift System • All available Fire Engines will be placed at strategic points during New Year's Eve celebrations and in Mid and Post season from 14 December 2026 until 10 January 2027 at Pringle Bay, Rooi Els, Betty's Bay, Kleinmond Main beaches, Grotto Beach, Fisherhaven, Municipal Stores and the Pools at Hawston, as well as Uilenkraalsmond, Stanfordsbaai, Franskraal and Pearly Beach with staff complement.	WEAKNESSES • Limited Infrastructure • Limited Vehicles (vehicles taken out of service) • Condition of Vehicles (mechanical failure) • Limited Equipment • Condition of Equipment (deteriorating equipment) • Limited Personnel (Man Power) • One turn out per shift • Limited Trained Personnel • Level of Training • Gansbaai and Kleinmond limited shift system • Limited Funding
OPPORTUNITIES • Each veld fire incident provides an opportunity to reduce fuel (vegetation)	THREATS • Fires: Structural (Formal, Informal, Commercial, Industrial); Veld Fires • Motor vehicle / pedestrian accidents • Boating accidents (Sea / Lagoon)

- Festive season period offers a unique opportunity to apply skills and gain experience in the fire, rescue and disaster management environment
- Opportunity to Create a Safe Environment for Communities, Visitors and Tourists

- Para-glider accidents
- Hiking accidents
- Drowning accidents (sea, lagoon, swimming pools, rivers)
- Threat Drivers: influx of visitors/tourists; weather (dry, windy, high temp), topography (limited access) and vegetation (age/density/type); extended fire season; multiple or extended fire rescue and disaster incidents

Traffic Services

STRENGTHS	WEAKNESSES
• Established, multi-year track record of dedicated deployment on the R43/R44 corridors, with historical VCP and speed-enforcement data to plan against. • Clear command structure with named Superintendents per area (Hermanus, Gansbaai, Kleinmond) reporting to a single Senior Superintendent. • Integrated-operations relationships already in place with Overstrand Law Enforcement (GOU), SAPS and Provincial Traffic Services. • Defined day/night operational focus split (VCPs, speed and by-law enforcement by day; drunk/reckless-driving focus at night). • Standard equipment complement and full-uniform discipline maintained across all areas. • Hourly situational reporting to a central Control Room gives real-time oversight of deployment and incidents.	• Aging traffic vehicle fleet with limited standby capacity, increasing breakdown risk exactly when deployment demand peaks, with no dedicated fleet-augmentation budget identified for this season. • Vacant posts – Kleinmond Traffic Officer – reduce field capacity in the area with the fewest permanent posts. • No additional seasonal or EPWP traffic staff appointed for 2026/2027 – unlike prior seasons – leaving no buffer for leave, illness or injury during High Season. • Gansbaai fields the smallest permanent complement (6 posts) relative to the length of its R43 exit-route coverage and Blue Flag beach obligations at Pearly Beach, Kleinbaai and Franskraal. • Extended and overlapping High Season shifts must be sustained by the same fixed permanent complement, increasing fatigue risk over December/January.
OPPORTUNITIES	THREATS
• Integration into the single, overarching Festive Season Plan allows cross-unit support from GOU, Reaction Officers and K9 for traffic-flow tasks at Blue Flag beaches and CBD nodes where authority overlaps. • Provincial and national festive-season enforcement campaigns (roadblocks, VCPs, DUI screening) create scope for joint operations and shared resourcing with Provincial Traffic Services. • Daily traffic-count and UNITI-style reporting data can build a documented evidence base to motivate fleet replacement and additional posts to Council ahead of future seasons. • Public-awareness campaigns (radio, social media, signage) can shift part of the compliance burden onto drivers themselves, partially offsetting field-capacity constraints. • Coordinated Pre-Season planning around the 04 November 2026 National Election creates an opportunity to test and refine multi-agency resource-sharing ahead of High Season.	• Western Cape festive-season fatalities rose 21% in 2025/2026 (168 deaths, 141 fatal crashes) after a 15% improvement the year before – the risk environment is trending in the wrong direction into this season. • The concurrent National Election deployment (04 November 2026) draws on the same personnel and vehicles immediately before festive readiness begins. • Continued fleet ageing without a replacement or standby budget risks a vehicle-availability crisis during the December–January peak, when demand is highest and alternatives are fewest. • Zero seasonal capacity means any unplanned absence during the season has no buffer and directly reduces road coverage on main routes. • Recurring road/infrastructure works on the R43 and R44 could compress traffic onto fewer lanes if works recur or overrun into December. • Public and media scrutiny of provincial road-death statistics increases reputational risk to the Municipality if visible Traffic enforcement capacity is seen to be under-resourced this season.

11. ORGANISATIONAL STRUCTURE

Law Enforcement (GOU, K9, Reaction Officers, Coastal Enforcement / Land Invasion)

Area / Unit	Commander	Contact No	Manpower (summary)	Total
Hermanus (Blue Flag Beaches, CBD & Cliff Paths)	Principal Insp G Gillion	079 719 1844	1 Principal Inspector; Administrator + LE Officers	39
Kleinmond / Hangklip	Senior Insp R Samuels	072 469 6984	1 Senior Inspector; 4 LE Officers + support	19
Gansbaai / Stanford	Insp E Fisher	079 799 7118	1 Senior Inspector; 6 LE Officers + support	17

Task Team 1	Insp E Lombaard	064 470 0744	1 Senior Inspector; 4 LE Officers	7
Task Team 2	Insp M Campher	079 910 0167	1 Inspector; 5 LE Officers; 2 support	8
Task Team 3	Reg Insp W Baatjies	068 344 0863	1 Inspector; 6 LE Officers; 1 support	8
K-9 Unit	Reg Insp P Marais	062 290 6334	1 Regional Inspector; 2 Principal + support	9
Land Invasion	Insp R Botha	082 896 2740	1 Inspector; 7 Contract Workers	8

Fire, Rescue & Disaster Management

Fire, Rescue & Disaster Management (Hermanus, Kleinmond, Gansbaai Fire Stations, Fire Safety, Disaster Management)

Area / Unit	Commander	Contact No	Manpower (summary)	Total
Hermanus Fire Station	Station Commander E T A Isaacs	079 139 3867	1 Station Commander; 3 Senior Firefighters; 14 Firefighters	18
Kleinmond Fire Station	Station Commander A Mars	071 021 6217	1 Station Commander; 3 Senior Firefighters; 6 Firefighters	10
Gansbaai Fire Station	Station Commander G S Badenhorst	072 142 4488	1 Station Commander; 3 Senior Firefighters; 7 Firefighters	11
Fire Safety	Station Commander C J Brussel	061 313 5566	1 Station Commander; 1 Platoon Commander	2
Disaster Management & ICC	Assistant Chief M E Carelse	0614 266 564	1 Assistant Chief; 1 Disaster Management Officer; 1 Disaster Risk Management Officer; 1 Principal Administrator: ICC; 1 Senior Supervisor: Emergency Control; 1 Platoon Commander; 3 Control Room Operators	9

Hermanus, Kleinmond and Gansbaai Fire Stations operate on a 24-hour basis, with shifts commencing at 09:00 (effective since 1 July 2022). Each shift consists of at least the following staffing complement:

- Three Senior Firefighters and at least six Firefighters will be on duty per 24-hour operational period, to render a rapid initial response capability.
- Incident Management Teams (IMT) are available: 1 Senior Officer, 1 Senior Control operator, 1 Fire Safety Official, 1 Disaster Management official, 1 Operational Support – mandated with Incident Management and opening/managing the Incident Command Post (ICP).
- Off-duty staff remain on a rotational standby roster, with at least four additional firefighters and one supervisor on standby per day; Reservist Firefighters are also on a rotational roster; a Brigade Call-out can be instructed for all off-duty firefighters.

Safety, Security & CCTV (under Fire, Rescue & Disaster Management)

Area / Unit	Commander	Contact No	Manpower (summary)	Total
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Safety, Security & CCTV	Assistant Chief	—	3 CCTV Operators; 1 Principal Inspector: Law Enforcement & CCTV (Contracted Services)	4
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Traffic Services (Hermanus, Gansbaai, Kleinmond, Auxiliary Traffic Services)

Area / Unit	Commander	Contact No	Manpower (summary)	Total
Hermanus (Blue Flag Beaches, CBD & Cliff Paths)	Superintendent Y R Smith	072 182 1229	1 Superintendent; 2 Assistant Superintendents; 8 Traffic Officers; 2 Traffic Wardens	13
Gansbaai / Stanford	Superintendent D G Jansen	072 270 0810	1 Superintendent; 1 Assistant Superintendent; 2 Traffic Officers; 2 Traffic Wardens	6
Kleinmond / Hangklip	Superintendent L Hanekom	072 943 0376	1 Superintendent; 1 Traffic Officers 1 Traffic Warden	5
Auxiliary Traffic Services	Superintendent R Hansen	073 069 0725	1 Superintendent; 1 Traffic Officer/Pound Master; 1 Traffic Officer/School Education	3

12. FORCE-LEVEL SUMMARY (CONSOLIDATED)

Discipline / Unit	Reports To	Notes
Law Enforcement Officers (Hermanus, Kleinmond, Gansbaai, Task Teams 1–3)	Law Enforcement	Includes Principal/Senior Inspectors and support; see Organisational Structure above Seasonal staff 20 Hermanus 10 Kleinmond and 10 Gansbaai during High/ Peak season
K-9 Unit	Law Enforcement	1 Regional Inspector; Principal Inspectors and handlers
Land Invasion / Coastal Enforcement	Law Enforcement	1 Inspector; 7 Contract Workers
Safety & Security / CCTV	Fire, Rescue & Disaster Mgmt	Only 2 permanent officials (Public Safety Officer, CCTV Controller/Access Controller); day-to-day operations rely on temporary Chrysalis Interns – see Safety & Security section for backup/succession note
Fire, Rescue & Disaster Management (Hermanus, Kleinmond, Gansbaai)	Fire, Rescue & Disaster Mgmt	Minimum 3 Senior Firefighters + 6 Firefighters on duty per 24-hour period, plus standby and reservist rosters
Traffic Officers & Wardens (all areas)	Traffic Services	Permanent establishment; no seasonal/EPWP staff appointed for 2026/2027 (see Traffic SWOT – Weaknesses)

13. AREA OF OPERATION AND KEY POINTS

Main Routes

- R43 – main route into Overstrand from Botrivier/N2.
- R43 – Pearly Beach exit route from Gansbaai.
- R44 – Kleinmond, Hangklip and Clarence Drive.

Blue Flag and Coastal Swimming Beaches

- Grotto Beach and Kleinmond Main Beach – full Blue Flag status for 2026/2027.
- Hawston Beach, Onrus Beach and Castle Beach – pilot Blue Flag status for 2026/2027 (five Blue Flag beaches in total).
- Rooiels, Pringle Bay, Silversands (Betty's Bay), Palmiet (Kleinmond).
- Sandbaai, Kammabaai, Langbaai, Voelklip (Hermanus).
- Stanfordsbaai (De Kelders), Blompark Beach (Romansbaai), Buffeljagsbaai, Pearly Beach / Castle Beach, Uilenkraalsmond.

High-Risk Drowning Sites (Unsupervised, Out-of-Hours)

Palmiet Lagoon, Palmiet Bridge, Kleinmond Lagoon and Stanford Lagoon (Klein River, King Street) are recurring high-risk locations, particularly for unaccompanied youth near sunset once lifeguard coverage for the day has ended. Increased patrols, warning signage and targeted public-awareness messaging are prioritised at these sites during High Season, with particular emphasis on late-afternoon and early-evening hours. Signage provision itself remains outside Law Enforcement's mandate; Law Enforcement's role is limited to patrols, monitoring and public awareness at these sites.

Settlements and Nodes Covered

Fisherhaven · Hawston · Vermont · Onrus · Sandbaai · Hemel-en-Aarde · Mount Pleasant · Zwelihle · Hermanus · Betty's Bay · Pringle Bay · Rooi Els · Stanford · Gansbaai

14. IDENTIFIED SWIMMING BEACHES AND HIGH-RISK AREAS

The following swimming beaches, pools, lagoons, estuaries and inland waters across Overstrand fall within the scope of this plan, grouped by operational area, together with the identified high-risk areas set out in Section 14.3. This section restores the full detail from the original Law Enforcement plan (its Section 8), which had been condensed in earlier drafts of this consolidated plan.

14.1 Coastal Swimming Beaches

Kleinmond / Hangklip

- Rooiels
- Pringle Bay
- Silversands (Betty's Bay)
- Palmiet (Kleinmond)
- Kleinmond Main Beach

Hermanus

- Hawston
- Onrus
- Sandbaai

- Kammabaai (Hermanus)
- Langbaai (Hermanus)
- Voelklip (Hermanus)
- Grotto Beach (Hermanus)

Gansbaai / Stanford

- Stanfordsbaai (De Kelders)
- Blompark Beach (Romansbaai)
- Buffeljagsbaai
- Pearly Beach / Castle Beach
- Pearly Beach Resort (Caravan Park)
- Uilenkraalsmond

14.2 Pools, Lagoons, Estuaries and Inland Waters

In addition to the coastal swimming beaches above, the following pools, lagoons, estuaries and inland water bodies are recognised recreational or de facto swimming locations within Overstrand and should be factored into patrol planning and public safety messaging. Water bodies marked “not designated for swimming” are included for situational awareness only – they are municipal water-supply infrastructure or wetland systems and should not be promoted as swimming locations.

Hermanus

Pools and Sheltered Swimming

- Hawston municipal swimming pool
- Davies' Pool – Onrus
- Hermanus Tidal Pool – Marine Drive
- Fick-se-Poel – Hermanus

Estuaries, Lagoons and River Swimming

- Onrus River Lagoon / Estuary
- Klein River Lagoon / Estuary (Grotto side)
- Klein River / lagoon recreational areas farther upstream toward Stanford
- Fernkloof Rockfill Dam – known swimming location (lower and largest of the three Fernkloof dams)

Inland Waters – Not Designated for Swimming

- P.J. Luyt Arch Dam – Fernkloof (middle dam)
- High Level Arch Dam – Fernkloof (upper dam)

Kleinmond / Hangklip

Estuaries, Lagoons and River Swimming

- Rooi-Els River Estuary / river mouth
- Buffels River Estuary – Pringle Bay
- Palmiet River Estuary / Lagoon
- Kleinmond Lagoon / Bot–Kleinmond estuarine system
- Bot River Estuary / Botvlei
- Palmiet Bridge Swimming Hole
- Palmiet River swimming areas / natural pools
- Kleinmond Lagoon swimming area

Inland Waters – Not Designated for Swimming

- Botvlei / Bot River Lagoon
- Bass Lake system – Betty's Bay
- Kleinmond–Lamloch / Bot River wetland system

Gansbaai / Stanford

Estuaries, Lagoons and River Swimming

- Klein River Estuary / Klein River Lagoon
- Uilkraals River Estuary / Uilenkraalsmond
- Stanford / Klein River system
- Klein River – King Street, Stanford (established public swimming access point, with adjacent lawns used for picnicking)

Inland Waters and Municipal Dams – Not Designated for Swimming

- Mill Stream wetland system – Stanford
- Kraaibosch Dam – Gansbaai (water supply)
- Pearly Beach Dam (water supply)
- Koekemoer Dam – Pearly Beach (water supply)

14.3 High-Risk Areas – Unsupervised Youth Drowning Risk

Palmiet Lagoon, Palmiet Bridge, Kleinmond Lagoon and Stanford Lagoon (Klein River, King Street) have been identified as recurring high-risk locations where loss of life has previously occurred. These areas are frequently visited by youngsters, often unaccompanied by adults, close to sunset – once Blue Flag status has lapsed for the day and lifeguards are no longer on duty. This pattern of late-afternoon, unsupervised, out-of-hours use is a key contributing factor in past drowning incidents at these specific sites.

Identified high-risk sites:

- Palmiet Lagoon (Kleinmond / Hangklip Area)
- Palmiet Bridge Swimming Hole (Kleinmond / Hangklip Area)
- Kleinmond Lagoon (Kleinmond / Hangklip Area)
- Stanford Lagoon – Klein River, King Street (Gansbaai / Stanford Area)

Increased patrols, warning signage and targeted public awareness messaging at these four sites should be prioritised during the High Season phase, with particular emphasis on late-afternoon and early-evening hours. Signage provision itself remains outside Law Enforcement's mandate; Law Enforcement's role is limited to patrols, monitoring and public awareness at these sites.

14.4 Blue Flag Status and Regulations

Blue Flag status, the applicable regulations, and the Law Enforcement challenges specific to Blue Flag beach sites are covered under Law Enforcement (Section 15), to avoid duplicating that detail here.

15. LAW ENFORCEMENT

Overstrand Law Enforcement (General Operations Unit, K9 Unit, Reaction Officers, Task Teams and Coastal Enforcement) is responsible for by-law enforcement, visible patrolling and public safety across Overstrand's beaches, tourist nodes and road network throughout the 2026/2027 festive season.

Strategic Plan (Law Enforcement)

Vision

A safe, welcoming Overstrand where residents and visitors can enjoy the 2026/2027 festive season with confidence, and where our beaches, roads and public spaces are protected through visible, professional law enforcement.

Mission

To deliver coordinated, visible and responsive law enforcement services across Overstrand's beaches, tourist nodes and road network throughout the 2026/2027 festive season, from 01 November 2026 to 31 January 2027, in partnership with SAPS, private security and community stakeholders.

Goals / Objectives

- Enhanced Visibility – increased patrols and presence at high-risk and high-footfall areas.
- Public Safety Awareness – educating the community and tourists on safety measures and reporting channels.
- Zero Tolerance on Crime and Anti-Social Behaviour – maintained together with legal partners.
- Multi-Agency Collaboration – with SAPS, private security, Neighbourhood Watch and tourism partners.
- Emergency Response Preparedness – quick, well-communicated access to medical, law enforcement and fire services.
- A Welcoming, Professional Image – balancing firm enforcement with a positive visitor experience.

Strategic Priorities

- Blue Flag and drowning-risk site coverage – dedicated deployment at the five Blue Flag beaches and targeted patrols/signage at the four identified high-risk lagoons.
- Road safety and traffic enforcement – speeding, drunk driving, roadworthiness and congestion on the N2/R43 corridor and coastal access routes.
- Crowd and event management – New Year's Eve, festivals and public gatherings.
- Resourcing and readiness – finalising rosters, training seasonal workers, and coordinating the concurrent National Election deployment.
- Legal and policy compliance – flagging the Blue Flag by-law gap and ensuring officers understand the limits of their search and enforcement powers.
- Community partnership and communication – awareness campaigns and coordinated stakeholder engagement.

Actions

- Finalise deployment rosters, sector allocations and standby arrangements before 01 December 2026.
- Conduct pre-season inspections of Blue Flag beaches, tourist hotspots and public amenities.
- Run refresher training and equipment/vehicle readiness checks for permanent and seasonal members.
- Deploy maximum strength – LE Officers, Reaction Officers, Task Teams, K9 Unit and seasonal workers – at Blue Flag beaches, the CBD and Cliff Paths during High Season.
- Run dedicated road policing operations on the N2 corridor and key coastal access routes.
- Apply crowd management plans and extended/overlapping shifts over Christmas Day, Boxing Day, New Year's Eve and New Year's Day.
- Record daily situational reports and statistics via the UNITI App.
- Scale down progressively during Post-Season and compile statistics, incident reports and a post-operation review to inform next year's plan.

Focus Areas of Law Enforcement During Festive Season

- Enhanced visibility – increased patrols and presence at high-risk and high-footfall areas, beaches and public parks.
- Blue Flag and drowning-risk site coverage – dedicated deployment at the five Blue Flag beaches and targeted patrols at the four identified high-risk lagoons.
- Zero tolerance on crime and anti-social behaviour, maintained together with SAPS.
- Crowd and event management – New Year's Eve, festivals and public gatherings.
- Monitoring car guards and vagrants at CBD hotspots, under the Overstrand Municipality By-law relating to Vagrancy and Begging (and related public-nuisance by-law provisions).
- Malicious damage to municipal property, actioned under the Criminal Procedure Act and relevant Overstrand by-laws protecting municipal property.
- Dog and animal control in public places, under the Overstrand Municipality Animal By-law, read together with the Blue Flag no-dogs zone rules already addressed under Blue Flag Regulations below.
- Monitoring of noise nuisance at public places, under the Western Cape Noise Control Regulations (PN 200/2013) and the Overstrand Noise Nuisance By-law.
- Monitoring of informal trading permits at demarcated trading spaces, under the Overstrand Municipality Informal Trading By-law.

- Assistance with the search for missing children, in coordination with SAPS.

Operational Challenges

Warrant-of-arrest execution gap during the festive court-closure period

Outstanding warrants of arrest cannot be executed through the normal court process during the period the Magistrate's/Municipal Court is closed over a period of the festive season. This is flagged as an identified operational challenge/constraint for both Traffic Services and Law Enforcement: officers should be briefed on the interim handling of warrant-related stops during this period, and outstanding warrants should be actioned as a priority once courts reopen in January.

Blue Flag Regulations

For the 2026/2027 season, Grotto Beach and Kleinmond Main Beach have regained full Blue Flag status, while Hawston Beach, Onrus Beach and Castle Beach have been awarded pilot Blue Flag status – five Blue Flag beaches in total. Each requires a static, dedicated officer deployment for the duration of the official Blue Flag season (01 December – 28/29 February). Core regulations enforced at all Blue Flag beaches include: no alcohol; no domestic animals within the designated zone; no driving on the beach; lifeguard-supervised swimming zones only; restricted/authorised events; and strict waste control.

Three of the Blue Flag Programme's mandatory rules – no glass containers, no dogs within the designated zone, and no ball sports/frisbees/kites/surfing/bodyboarding within the designated swimming/lifeguard zone – are Blue Flag/WESSA programme requirements only. No national legislation or Overstrand by-law currently exists to legally enforce these three specific rules; this remains a known enforcement gap flagged in the Risk Matrix above.

Safety & Security and CCTV

Safety & Security and CCTV consists of the Public Safety Officer, CCTV Controller and Access Controller function. As the division only has 2 (two) permanent officials, day-to-day operations are conducted by temporary staff (Chrysalis Interns), reporting to the Principal Inspector: Law Enforcement and CCTV. Public Safety Officers rotate as per strategic points identified for the festive season and New Year's Eve celebrations, and assist the Fire division with crowd control and logistics, and the Law Enforcement division with operational grid plans, site inspections and by-law fines.

Public Safety Officers and CCTV Controllers currently work 12-hour shifts (06:00–18:00), rostered on the CAD (Computer Aided Dispatch) system; Access Controllers operate day-worker hours (Monday–Thursday 07:45–16:30, Fridays 07:45–15:15, excluding public holidays). Refer to the Senior Duty Roster for standby officials (permanent).

16. FIRE, RESCUE AND DISASTER MANAGEMENT

Overstrand Fire, Rescue and Disaster Management is prepared to carry out firefighting, rescue and fire-prevention activities across Hermanus, Kleinmond and Gansbaai on a continuous basis throughout the 2026/2027 festive season, including the extended fire season addressed in the Risk Profile above.

Aerial Firefighting Standby Arrangement

The information was unavailable at the time of printing. The relevant information will be included in the Seasonal Fire Plan.

Mutual Aid Partners

The information was unavailable at the time of printing. The relevant information will be included in the Seasonal Fire Plan.

Provincial Veld Fire Plan

Activities across the Western Cape are guided by the Provincial Veld Fire Plan, which coordinates interagency-shared resources, training, prevention and response to veldfires. In the event of a disaster occurring or threatening to occur, the Provincial Disaster Management Centre (PDMC) provides support and guidance to Overstrand's Disaster Management function and, if necessary, mobilises provincial infrastructure and resources to augment Overstrand's own capacity. This ties Overstrand's Risk Matrix entry for the extended 2026/2027 fire season directly into the provincial coordinating structure, and into the Escalation Mechanism set out earlier in this plan.

Disaster Management

Disaster Management operates day-worker hours (Monday–Thursday 07:45–16:30, Fridays 07:45–15:15, excluding public holidays) and is activated to assist at extended wildfire attacks, structural fires (specifically backyard and informal dwellings), severe weather warnings and other qualifying incidents, escalating per the Escalation Mechanism set out earlier in this plan.

Strategic Plan (Fire, Rescue & Disaster Management)

Vision

A fire-safe and disaster-resilient Overstrand, where residents, businesses and visitors are protected from fire, veld fire and disaster risk through a professional, rapid and well-coordinated emergency response throughout the 2026/2027 festive season and beyond.

Mission

To deliver a coordinated, rapid and professional fire, rescue and disaster management service across Overstrand's Hermanus, Kleinmond and Gansbaai fire stations, coastline, road network and wildland-urban interface throughout the 2026/2027 festive season, in partnership with CapeNature, Working on Fire, NSRI, SAPS, Western Cape Disaster Management and other emergency services.

Strategic Priorities

- Extended wildfire season readiness (Oct 2026 – May 2027).
- Water security for firefighting.
- Structural fire safety at high-density commercial and informal settlement nodes.
- Rescue capability – MVA, drowning, boating, para-glider and hiking response readiness.
- Fleet and equipment resilience over an eight-month operational tempo.
- Personnel welfare and capacity – standby rosters, reservist call-up and fatigue management.

17. TRAFFIC SERVICES

The focus of Overstrand Traffic Services over the 2026/2027 festive season is to ensure effective and efficient traffic law enforcement for all road users and pedestrians, working closely with Provincial Traffic Services, SAPS and Law Enforcement.

Strategic Plan (Traffic Services)

Vision

A safe, free-flowing Overstrand road network where residents and visitors travel with confidence throughout the 2026/2027 festive season, and where every main route, CBD node and Blue Flag beach access point is protected by visible, professional and disciplined traffic policing.

Mission

To deliver coordinated, high-visibility traffic law enforcement across Overstrand's main routes, CBD areas and Blue Flag beach precincts from 01 November 2026 to 31 January 2027 – reducing road trauma, maintaining free traffic flow, and rendering an integrated service delivery approach throughout the Overberg Region in partnership with Overstrand Law Enforcement, SAPS, Provincial Traffic Services and community stakeholders.

Goals / Objectives

- Road Safety – measurably reduce fatal and serious-injury crashes on Overstrand's main routes against the 2025/2026 season baseline.
- Enhanced Visibility – sustained high-visibility patrols and blue-light presence on all main routes leading into Overstrand and in CBD areas.
- Zero Tolerance on Drunk, Reckless and Negligent Driving – maintained together with SAPS and Provincial Traffic Services.
- Free Flow of Traffic – minimise congestion at CBD and Blue Flag beach access intersections during peak periods.
- Multi-Agency Integration – integrated operations with Overstrand Law Enforcement (GOU), SAPS, Provincial Traffic Services and other stakeholders.
- Accurate Reporting – reliable daily traffic counts and hourly situational feedback to the Protection Services Control Room.

Strategic Priorities

- Speed enforcement on all main routes and within CBD speed zones, day and night.
- Drunk-driving and reckless/negligent-driving enforcement, with focused deployment during the 25 December – 2 January peak-risk window.
- Daily Vehicle Check Points (VCPs) and integrated operations with stakeholders in areas of concern.
- Traffic-flow management at intersections, CBDs and Blue Flag beach access points, including manual point duty where required.
- Fleet readiness and risk management – prioritising roadworthiness checks and contingency planning ahead of High Season.
- Staffing and roster resilience – managing short-staffing across all three areas and the absence of seasonal/EPWP traffic staff through shift design and cross-area support.
- By-law enforcement and public transport (taxi) monitoring, particularly around known conflict points.

Actions

- Finalise Traffic Services rosters, sector allocations and standby arrangements for High Season before 01 December 2026.
- Conduct pre-season roadworthiness and equipment checks on the full traffic vehicle fleet and confirm standby/pool vehicle arrangements.
- Deploy high-visibility patrols and VCPs on all main routes from the start of school holidays.
- Conduct daily traffic counts as instructed and report hourly to the Protection Services Control Room.

- Apply the day/night operational focus split throughout High Season, with extended and overlapping shifts over the Christmas/New Year period.
- Scale down progressively during Post-Season, shifting focus to back-to-school road safety, and compile statistics and a post-operation review.

Operational Focus – Day

- Maintaining high visibility in CBD areas and on all main routes leading into Overstrand.
- Regulating traffic at intersections when needed, including manual point duty.
- Daily VCPs and speed enforcement in areas of concern.
- Traffic counts as per instruction, on a daily basis.
- By-law enforcement.

Operational Focus – Night

- Drunk driving.
- Reckless and negligent driving.
- Speeding vehicles.
- Public transport (taxi) monitoring.
- Continued speed enforcement.

Operational Challenges

- Limited human resource capacity – staff deployment covers both patrols and point-duty at various beaches, with no seasonal/EPWP traffic staff appointed for 2026/2027.
- Aging vehicle fleet with limited standby capacity.
- Quick response to incidents/accidents is constrained where static deployment causes delays in response time.

Warrant-of-arrest execution gap during the festive court-closure period

Public transport overloading / weighbridge capacity gap

Overstrand does not currently have weighbridge facilities to check public transport overloading during the festive season. This is flagged as an identified operational challenge: without a weighbridge, overloading of minibus taxis and long-distance buses on routes into and through Overstrand cannot be verified on-site, and enforcement is limited to visual assessment and referral to Provincial Traffic Services where a mobile weighbridge unit is available.

Duration and Operational Phases

This Traffic Services plan runs from 01 November 2026 to 31 January 2027, aligned to the duration of this consolidated plan, in three phases:

- Pre-Season (01–30 November 2026) – finalising rosters and standby arrangements; coordinating with SAPS/Law Enforcement on the 04 November 2026 National Election; pre-season roadworthiness checks; pre-season inspections of routes, intersections and Blue Flag beach access points.
- High Season (01 December 2026 – 10 January 2027) – maximum deployment on the R43, R44 and connecting routes and at Blue Flag beaches; dedicated road-policing operations; daily VCPs and integrated operations; extended/overlapping shifts over the Christmas/New Year period; hourly situational reporting to the Control Room.
- Post-Season (11–31 January 2027) – progressive scale-down; focus shifts to back-to-school road safety ahead of the 13 January 2027 school re-opening; compilation of statistics and a post-operation review; debrief with Law Enforcement, SAPS and Provincial Traffic Services.

Key Planning Milestones

Milestone	Date
Pre-Season begins	01 November 2026
National Local Government Elections	04 November 2026
Opening of Overstrand Blue Flag Beaches / start of High Season	01 December 2026
School closure	09 December 2026
Christmas & New Year peak period	25 December 2026 – 02 January 2027
Post-Season begins	11 January 2027
School re-opens	13 January 2027
Post-Season / operation ends	31 January 2027

18. ADMINISTRATION, CONTROL AND SITUATIONAL REPORTING

- Hourly feedback to the Protection Services Control Room (028 312 2400 / 028 313 8996) during High Season, and to the relevant Operational Commander/Superintendent for significant incidents.
- Prompt reporting of all incidents or accidents across all three disciplines.
- All action taken is recorded directly onto the officer's Pocket Book/OB Book or the CAD system, as applicable to each discipline.
- Daily operational statistics submitted by supervisors to the relevant Manager's Office; each discipline remains accountable for its own administration.
- Members assigned to special operations must attend a JOC briefing approximately 30 minutes before deployment.
- Any suspicious findings are documented and reported for further investigation.

19. SIGN-OFF

This consolidated plan has been reviewed and is recommended for approval by:

Role	Name	Signature / Date
Chief: Fire, Rescue and Disaster Management, PrDM	L Smith	
Chief: Traffic Services	R Fraser	
Chief: Law Enforcement, Task Team and K9	JJ Du Toit	
Director: Municipal Public Safety	D Adonis	

20. INDEX

Term	Section(s)
Access to Public Premises and Vehicles Act	Regulatory Framework
Alert stages (weather)	Weather Warning Protocol
Annexures (overview)	Annexures
Anti-Social Behaviour (definition)	Definitions of Key Terms
Area of Operation	Area of Operation and Key Points

Blue Flag beaches	Area of Operation and Key Points; Law Enforcement
Blue Flag Regulations	Law Enforcement
By-law (definition)	Definitions of Key Terms
Chrysalis Intern (definition)	Definitions of Key Terms; Law Enforcement
Coastal Enforcement	Organisational Structure; Law Enforcement
Command and Control (contacts)	Command and Control
Consolidated Manpower	Annexure F
Constitution s152	Regulatory Framework
Criminal Procedure Act	Regulatory Framework
Definitions of key terms	Definitions of Key Terms
Disaster (definition)	Definitions of Key Terms
Disaster Management (function)	Fire, Rescue and Disaster Management
Disaster Management Act	Regulatory Framework
Drowning risk / high-risk sites	Area of Operation and Key Points; Risk Profile
Emergency & Contact Numbers (consolidated)	Section 1
Escalation Mechanism (Level 0–3)	Escalation Mechanism for Response Coordination
Fire Brigade Services Act	Regulatory Framework
Fire, Rescue and Disaster Management (organisational structure)	Organisational Structure
Fleet Inventory (Fire)	Annexure B
Force-Level Summary (consolidated staffing)	Force-Level Summary (Consolidated)
Government Notice 1114 (peace officer declaration)	Regulatory Framework; Law Enforcement
Small Vessel Safety Regulations, 2007 (SAMSA)	Regulatory Framework
South African Maritime Safety Authority Act	Regulatory Framework
High Season (definition and dates)	Definitions of Key Terms; Traffic Services
Index	Index
Joint Operations Centre (JOC)	Definitions of Key Terms; Escalation Mechanism for Response Coordination
K9 Unit	Organisational Structure; Definitions of Key Terms
Key Dates, Festive Season (consolidated)	Annexure E
Land Invasion	Organisational Structure; Command and Control
Law Enforcement (organisational structure, full/named)	Annexure A
Law Enforcement Focus Areas	Law Enforcement
Marine Living Resources Act	Regulatory Framework
Missing children, assistance with search	Law Enforcement
Mutual aid partners (Fire)	Fire, Rescue and Disaster Management
Named Reaction Officers & Contracted Personnel	Annexure A

National Road Traffic Act	Regulatory Framework
Noise nuisance monitoring	Law Enforcement
Objectives	Purpose, Aim and Objectives
Organisational Structure	Organisational Structure
Post-Season (definition and dates)	Definitions of Key Terms; Traffic Services
Pre-Season (definition and dates)	Definitions of Key Terms; Traffic Services
Provincial Veld Fire Plan	Fire, Rescue and Disaster Management
Purpose and Aim	Purpose, Aim and Objectives
Reaction Officer (definition)	Definitions of Key Terms
Regulatory Framework	Regulatory Framework
Risk Matrix / Hazard Matrix (all disciplines)	Risk Profile
Safety & Security and CCTV	Law Enforcement; Force-Level Summary (Consolidated)
Sector-Based Vulnerability Table	Risk Profile
Sign-off	Sign-Off
Swimming Beaches (aerial images)	Annexure D
SWOT Analysis (all disciplines)	SWOT Analysis
Task Team (definition)	Definitions of Key Terms; Organisational Structure
Traffic Services (organisational structure, full)	Annexure C
Traffic Services operational phases	Traffic Services
Vagrancy / car guard monitoring	Law Enforcement
Vehicle Check Point / VCP (definition)	Definitions of Key Terms
Warrant of arrest execution gap	Traffic Services
Weather Warning Protocol	Weather Warning Protocol
Weighbridge capacity gap	Traffic Services
Working on Fire (definition)	Definitions of Key Terms; Fire, Rescue and Disaster Management

ANNEXURES

ANNEXURE A

Law Enforcement — Organisational Structure

The tables below set out the full Law Enforcement command structure, from Chief: Law Enforcement down to individual team members, as reflected in the Overstrand Law Enforcement Festive Season Plan 2026/2027 organogram.

A.1 Top-Level Command Structure

Post	Name
Chief: Law Enforcement	JJ Du Toit
K9 Unit — Regional Inspector	P A Marais
Specialist Services — Regional Inspector	A L Blankenberg
Task Teams — Regional Inspector: Task Team 3	W J J Baatjies

A.2 K9 Unit

Post	Name
K9 Unit — Regional Inspector	P A Marais

Team I — Principal Inspector P J Frans (3408)

Post	Name
LE Officer	V A Solomons
LE Officer	J B Meyer
LE Officer	D J Arnoldus

Team II — Principal Inspector: Vacant

Post	Name
LE Officer	R Cloete
LE Officer	P C Stanfliet
LE Officer	J Tyhaliti

Wardens (Election / Festival Support) — Reaction Officers

Name	No.
M Khuzani	General Worker

Name	No.
N Mqu	General Worker

A.3 Team III — Hermanus / General Operations Unit (GOU)

Post	Name
Team III — Principal Inspector	G R Gillion
LE Officer	T Cekiso
LE Officer	M Mbusi
LE Officer	N M Kanunu
LE Officer	N Makhendlana
LE Officer	S O Hunter
LE Officer	C J Plaatjies
LE Officer	N Kepkar
LE Officer	A Benjamin
LE Officer	A Makhendlana

Reaction Officers (Hermanus shifts)

Name	No.
J Swarts	Reaction Officer
J Hendricks	Reaction Officer
J James	Reaction Officer
V Mgwadla	Reaction Officer
A Stoffels	Reaction Officer

Court — Contracted

Name	No.
C Claasen	Fixed Contract
K Kruger	Fixed Contract
20 Members	Seasonal

A.4 Team IV — Gansbaai

Post	Name
Team IV — Senior Inspector	E J Fisher
LE Officer	V C Dyonkile
LE Officer	W C Fourie
LE Officer	T Bazier
LE Officer	J Cornelius

Reaction Officer

Name	No.
L Hansen	Reaction Officer
10 Members	Seasonal

A.5 Team V — Kleinmond

Post	Name
Team V — Senior Inspector	R L Samuels
LE Officer	L A Mattei
LE Officer	T C Williams
LE Officer	W Frans
LE Officer	O L Lembese

Reaction Officers

Name	No.
M George	Reaction Officer
G Bester	Reaction Officer
J Bhê	Reaction Officer
D Davids	Reaction Officer
10 Members	Seasonal

A.6 Rapid Response Unit (Task Team 1)

Post	Name
Principal Inspector	E J Lombaard
LE Officer	R F Fisher

Post	Name
LE Officer	B C Jacobs
LE Officer	J Barnard

A.7 Specialist Services — Coastal Enforcement & Anti-Land Invasion

Post	Name
Specialist Services — Regional Inspector	A L Blankenberg

Coastal Enforcement — Inspector T R Clarke (3319)

Post	Name
Inspector: Coastal Enforcement	T R Clarke
LE Officer	B Hunter

Anti-Land Invasion — Inspector R S Botha (3396)

Post	Name
LE Officer	N Gertse
LE Officer	J De Koker
LE Officer	G Mahoney

Contracted (Operation Southern Right roster)

Name	No.
K Michels	Fixed Contract
A Thomas	Fixed Contract
M Sifingo	Fixed Contract
C van Niekerk	Fixed Contract
T Mohlafuno	Fixed Contract
Z Arendse	Fixed Contract
Z Magwebelana	Fixed Contract

A.8 Task Team II

Post	Name
LE Officer	M M Campher

Post	Name
LE Officer	S Ngongo
LE Officer	E Hansen
LE Officer	B V Hunter
LE Officer	C B K De Rhooide
LE Officer	C J Esau

Reaction Officers (Operation Stembus / Southern Right rosters)

Name	No.
A Mehlo	Reaction Officer

A.9 Task Team III (Regional Inspector: Task Team 3)

Post	Name
Regional Inspector: Task Team 3	W J J Baatjies
LE Officer	N Ramba
LE Officer	M J Spandiel
LE Officer	K Dickson
LE Officer	M E Hull
LE Officer	R H Smith
LE Officer	R Dickson

ANNEXURE B

Fire, Rescue & Disaster Management — Organisational Structure

The tables below set out the Fire, Rescue & Disaster Management command structure, reproduced from the organogram in the Fire, Rescue & Disaster Management Festive Season Plan 2026/2027. Payroll numbers are not given against individual names in the source organogram

B.1 Top Management Team

Post	Name
Chief: Fire, Rescue & Disaster Management	L. Smith
Chief Clerk	K. Heneke
Deputy Chief Fire	A. Aplon
Assistant Chief: Disaster Management	M. Carelse

B.2 Hermanus

Post	Name
Deputy Chief Fire	A. Aplon
Divisional Commander	N. Haas
Station Commander	E. Isaacs
Senior Firefighter	L. Stanley
Senior Firefighter	ODC. Stewart
Senior Firefighter	T. Mackenzie
Firefighter	P. Goodman
Firefighter	S. Stanley-Louw
Firefighter	RC. Valley
Firefighter	JR. Griffiths
Firefighter	RL. Witbooi
Firefighter	MS Nompumza
Firefighter	F. Marais
Firefighter	VM Johnson
Firefighter	S. Booysen
Firefighter	E. Gelant

Post	Name
Firefighter	B. Hess
Firefighter	G. Pilingane
Firefighter	A. Ngongose
Firefighter	SE Kohlakala

B.3 Kleinmond

Post	Name
Deputy Chief Fire	A. Aplon
Divisional Commander	N. Haas
Station Commander	A. Mars
Senior Firefighter	NR van Wyk
Senior Firefighter	BM. Abrahams
Senior Firefighter	CJ. Abrahamse
Firefighter	NT. Bhe
Firefighter	R Hector
Firefighter	D. Jefthas
Firefighter	R. Alberts
Firefighter	MR Joemat
Firefighter	D. Daniels

B.4 Gansbaai

Post	Name
Deputy Chief Fire	A. Aplon
Divisional Commander	N. Haas
Station Commander	G. Badenhorst
Senior Firefighter	J. van Lill
Senior Firefighter	T. Arendse
Senior Firefighter	CP. Cloete
Firefighter	MKD Ackers

Post	Name
Firefighter	Z. Sikoti
Firefighter	T. Xovula
Firefighter	EB Foutie
Firefighter	Z. Nqabeni
Firefighter	TA. Mohlabi
Firefighter	UJ. Visagie

B.5 Fire Safety

Post	Name
Principal Clerk	Z. Wilshire
Station Commander	J. Brussel
Platoon Commander	T. Samuels

B.6 Disaster Management

Post	Name
Assistant Chief: Disaster Management	M. Carelse
Disaster Management Officer	S. Mackay
Disaster Risk Management Officer	S. Coert
Principal Administrator: ICC, Emergency Control & Support Services	H. Nutt
Senior Supervisor: Emergency Control	P. Snyders
Principal Clerk: Incident Command Centre	L. Swartz
Platoon Commander	GJ Stemmet
Control Room Operator	W. Thompson
Control Room Operator	B. Manthsi
Control Room Operator	T. Swartz

B.7 Proposed Incident Command Structure

Generic Incident Command System (ICS) structure - no individual names are attached in the source organogram; roles are activated as required for a major incident.

Role	Reports To
Incident Commander	—
Public Information Officer (PIO)	Incident Commander
Safety Officer	Incident Commander
Operations Section	Incident Commander
Planning Section	Incident Commander
Logistics	Incident Commander
Finance	Incident Commander
Air Ops Branch	Operations Section
Division A	Air Ops Branch
Division B	Air Ops Branch
Task Team (Division A)	Division A
Strike Team (Division A)	Division A
Group (Division A)	Division A
Task Team (Division B)	Division B
Strike Team (Division B)	Division B
Group (Division B)	Division B

Fire, Rescue & Disaster Management — Fleet

Vehicle inventory drawn from the Fire, Rescue & Disaster Management festive season plan, by category and station.

B.8 Command Vehicles

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Delta 1	CEM 23400	On run	Hermanus	Nissan Navara 2.5 TD LWB 4X4	Mobile Command Vehicle — Disaster Mgmt	2015
CV 1	CEM 44444	On run	Hermanus	Ford Ranger DC 4X4	Mobile Command Vehicle	2018
CV 2	CEM 21801	On run	Hermanus	Isuzu D Max 1.9	Mobile Command Vehicle	2025
CV 3	CEM 28612	On run	Kleinmond	Isuzu D Max 1.9	Mobile Command Vehicle	2025
CV 4	CEM 21851	On run	Gansbaai	Isuzu D Max 1.9	Mobile Command Vehicle	2025

B.9 Major Pumpers

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Engine 1-1	CEM 37463	On run	Hermanus	Mercedes Benz ATECO 1328	Major Pumper type I	2014
Engine 2-1	CEM 7532	On run	Gansbaai	Iveco (4X4)	Major Pumper type III	2019
Engine 3-1	CEM 10226	On run	Hermanus	Mercedes Benz ATECO 1328	Major Pumper type III	2009
Engine 4-1	CEM 57718	On run	Kleinmond	Isuzu FSR	Medium Pumper	2025

B.10 Pumpers

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Pump 1	CEM 30714	On run	Hermanus	Toyota Hino 4X4	All Terrain Appliance	2018
Pump 2	CEM 48495	On run	Gansbaai	Isuzu FTS 750	All Terrain Appliance	2019
Pump 3	CEM 2869	On run	Gansbaai	Tata 713C 4X4	All Terrain Appliance	2006
Pump 4	CEM 44758	On run	—	—	—	—
Pump 5	CEM 48493	On run	Hermanus	Isuzu FTS 750	All Terrain Appliance	2019
Pump 6	CEM 1626	On run	Pringle Bay	Mercedes Buffel	All Terrain Appliance	1982
Pump 7	CEM 21426	On run	Kleinmond	Isuzu FTS 750	All Terrain Appliance	2019

B.11 Water Tankers

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Tanker 1	CEM 42138	On run	Hermanus	Isuzu FR 800	Water Tanker	2025

B.12 Skid Units

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Alpha 1	CEM 44284	On run	Hermanus	Toyota Landcruiser	Skid Unit	2018
Alpha 2	CEM 32828	On run	Stanford	Toyota Landcruiser	Skid Unit	2011
Alpha 3	CEM 28939	On run	Kleinmond / Pringle Bay	Toyota Landcruiser	Skid Unit	2019
Alpha 4	CEM 12594	On run	Gansbaai	Ford Ranger Supercab 2.2 4x4	Skid Unit	2020
Alpha 5	CEM 14938	Off run	Hermanus	Toyota Hilux 2.7i 4x4	Skid Unit	2006
Alpha 6	CEM 23784	On run	Betty's Bay	Nissan Hardbody NP300 4x4	Skid Unit	2011
Alpha 7	CEM 6556	On run	Kleinmond	Ford Ranger Supercab 2.2 4x4	Skid Unit	2020

B.13 Support Vehicles

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
SV01	CEM 38652	Off run	Hermanus	VW Polo Vivo 1.4	Support Vehicle	2015
SV02	CEM 47688	On run	Control Room	VW Polo Sedan	Support Vehicle	2019
SV03	CEM 42054	On run	Kleinmond	Nissan NP 300	Utility Vehicle	2017
SV04	CEM 30870	On run	Hermanus	Ford Ranger Single Cab	Utility Vehicle	2019
SV05	CEM 8219	On run	Fire Safety	Ford Ranger XL 4x2 DC	Support Vehicle	2021
SV06	CAM 13012	On run	Betty's Bay	Nissan Hardbody 2.0 4x2 1-ton LDV	Bakkie Unit	2007
SV07	CEM 42270	On run	Control Room	VW Polo Sedan	Support Vehicle	2021
SV08	CEM 11565	On run	Hermanus	Ford Ranger XL 4x2 DC	Utility Vehicle	2021
SV09	CEM 13116	On run	Safety & Security	Ford Ranger XL 4x2 DC	Utility Vehicle	2021
SV10	CEM 33893	On run	Safety & Security	VW Polo Sedan	Utility Vehicle	—

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
SV11	CEM 44285	On run	Safety & Security	Toyota Corolla	Support Vehicle	—

B.14 Trailers

Call Sign	Reg No.	Status	Location	Description	Class	Model Yr
Tango 1	CAM 4600	On run	Stanford	Trailer — Rope Rescue		
Tango 2	CAM 4601	On run	Stanford	Trailer — Hazmat		
Tango 3	CAM 1266	Off run	Gansbaai	Trailer — Portable Dam		
Tango 4	CEM 3366	On run	Betty's Bay	Trailer — Skid Unit		
Tango 5	CEM 25651	On run	Baardskeerdersbos	Trailer — Skid Unit		
Tango 6	CAM 30979	On run	Kleinmond	Trailer — SCBA Compressor		
Tango 7	CEM 2740	On run	Stanford	Temp ICC ICP/JOC Equipment		

ANNEXURE C

Traffic Services — Organisational Structure

The tables below set out the Traffic Operations command structure, from Senior Superintendent down to Traffic Warden level, as reflected in the current Traffic Operations organogram and the Traffic Festive Season Plan 2026/2027.

C.1 Senior Command

Post	Name
Senior Superintendent	P J De Gruchy
Hermanus Superintendent	Y R Smith
Gansbaai Superintendent	D G Jansen
Kleinmond Superintendent	L Hanekom
Auxiliary Services	R Hansen

C.2 Hermanus — Superintendent Y R Smith (1648)

Shift A

Post	Name
Assistant Superintendent	G E Kayer
Traffic Officer	H K Voskuil
Traffic Officer	T E Williams
Traffic Officer	T Matiwane
Traffic Officer	C L Fransman
Traffic Warden	S Peerboom

Shift B

Post	Name
Assistant Superintendent	H E Jakobs
Traffic Officer	J Marais
Traffic Officer	N P Mashapu
Traffic Officer	S M Jansen
Traffic Officer	S Pongomile
Traffic Warden	K B Jimlongo

C.3 Gansbaai — Superintendent D G Jansen (3079) | Assistant Superintendent A T Minnie (1899)

Shift A

Post	Name
Traffic Officer	M M Adams
Traffic Warden	V Wilshire

Shift B

Post	Name
Traffic Officer	B M Hendricks
Traffic Warden	D A Alberts

C.4 Kleinmond — Superintendent L Hanekom (1541)**Shift A**

Post	Name
Traffic Officer	K A Kiewit
Traffic Warden	A A Arendse

Shift B

Post	Name
Traffic Officer	F M Malgas
Traffic Warden	N Kholisile

C.5 Auxiliary Traffic Services — Superintendent R Hansen (1897)

Post	Name
Traffic Officer / Pound Master	J W Hanekom
Traffic Officer / School Education	N Kedama

No additional seasonal/EPWP traffic staff have been appointed for the 2026/2027 festive season.

ANNEXURE D

Identified Swimming Beaches (Law Enforcement)

Reproduced from the Law Enforcement Festive Season Plan 2026/2027, Section 8, with aerial reference images. Own Forces and Additional Deployment manpower for these areas are set out in Section 11 (Organisational Structure) rather than duplicated here.

D.1 Identified Swimming Beaches

The following swimming beaches across the Overstrand fall within the scope of the Law Enforcement operational plan, sourced from the Overstrand Municipality Swimming Beach Cleaning Policy (S 9/001, approved by Council 31 May 2017), and grouped by operational area.

Coastal Swimming Beaches

- Kleinmond / Hangklip: Rooiels, Pringle Bay, Silversands (Betty's Bay), Palmiet (Kleinmond), Kleinmond Main Beach
- Hermanus: Hawston, Onrus, Sandbaai, Kammabaai, Langbaai, Voelklip, Grotto Beach
- Gansbaai / Stanford: Stanfordsbaai (De Kelders), Blompark Beach (Romansbaai), Buffeljagsbaai, Pearly Beach / Castle Beach, Pearly Beach Resort (Caravan Park), Uilenkraalsmond

D.1.1 Aerial Images — Kleinmond / Hangklip

Beach areas indicated on the aerial images below, sourced from the Overstrand Municipality Swimming Beach Cleaning Policy (S 9/001, approved by Council 31 May 2017).

Rooiels**Pringle Bay****Silversands (Betty's Bay)****Palmiet (Kleinmond)****Kleinmond Main Beach**

D.1.2 Aerial Images — Hermanus

Hawston



Onrus



Sandbaai



Kammabaai (Hermanus)



Langbaai (Hermanus)



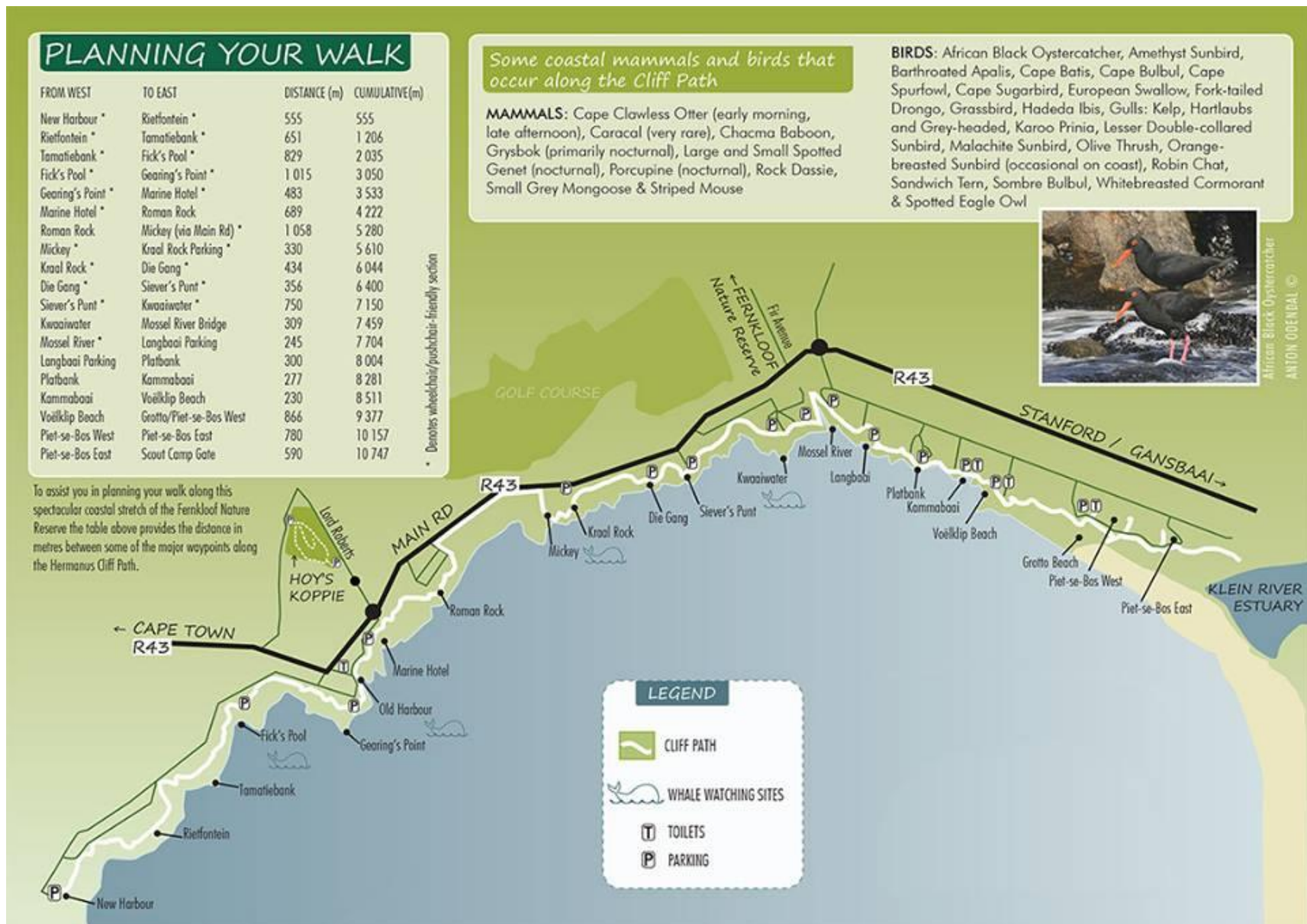
Voelklip (Hermanus)



Grotto Beach (Hermanus)



Hermanus Cliff Path — Planning Your Walk



Source: Overstrand Municipality / Whale Coast tourism signage. Shown alongside the identified Hermanus swimming beaches in D.1, as the Cliff Path links most of these access points. Denotes the wheelchair/pushchair-friendly section.

D.1.3 Aerial Images — Gansbaai / Stanford**Stanfordsbaai (De Kelders)****Blompark Beach (Romansbaai)****Buffeljagsbaai****Pearly Beach / Castle Beach****Pearly Beach Resort (Caravan Park)****Uilenkraalsmond**

Pools, Lagoons, Estuaries and Inland Waters

Water bodies marked "not a designated swimming area" are municipal water-supply infrastructure or wetland systems and should not be promoted as swimming locations.

- Hermanus pools / sheltered swimming: Hawston municipal swimming pool; Davies' Pool (Onrus); Hermanus Tidal Pool (Marine Drive); Fick-se-Poel
- Hermanus estuaries / lagoons / river swimming: Onrus River Lagoon/Estuary; Klein River Lagoon/Estuary (Grotto side); Klein River recreational areas toward Stanford; Fernkloof Rockfill Dam
- Hermanus — not designated for swimming: P.J. Luyt Arch Dam and High Level Arch Dam (Fernkloof)
- Kleinmond / Hangklip estuaries / lagoons / river swimming: Rooi-Els River Estuary; Buffels River Estuary (Pringle Bay); Palmiet River Estuary/Lagoon; Kleinmond Lagoon / Bot–Kleinmond estuarine system; Bot River Estuary/Botvlei; Palmiet Bridge Swimming Hole; Palmiet River swimming areas; Kleinmond Lagoon swimming area
- Kleinmond / Hangklip — not designated for swimming: Botvlei/Bot River Lagoon; Bass Lake system (Betty's Bay); Kleinmond–Lamloch/Bot River wetland system
- Gansbaai / Stanford estuaries / lagoons / river swimming: Klein River Estuary/Lagoon; Uilkraals River Estuary/Uilenkraalsmond; Stanford/Klein River system; Klein River – King Street, Stanford (established public access point with adjacent picnic lawns)
- Gansbaai / Stanford — not designated for swimming: Mill Stream wetland (Stanford); Kraaibosch Dam (water supply); Pearly Beach Dam (water supply); Koekemoer Dam (water supply)

D.2 High-Risk Areas — Unsupervised Youth Drowning Risk

Palmiet Lagoon, Palmiet Bridge, Kleinmond Lagoon and Stanford Lagoon (Klein River, King Street) are recurring high-risk locations where loss of life has previously occurred — frequently visited by unaccompanied youngsters close to sunset, once Blue Flag status has lapsed and lifeguards are off duty. Increased patrols, warning signage and targeted awareness messaging at these four sites should be prioritised during High Season, with emphasis on late-afternoon and early-evening hours.

- Palmiet Lagoon (Kleinmond / Hangklip)
- Palmiet Bridge Swimming Hole (Kleinmond / Hangklip)
- Kleinmond Lagoon (Kleinmond / Hangklip)
- Stanford Lagoon — Klein River, King Street (Gansbaai / Stanford)

D.3 Blue Flag Status 2026/2027

For 2026/2027, Grotto Beach and Kleinmond Main Beach have regained full Blue Flag status, while Hawston Beach, Onrus Beach and Castle Beach have been awarded pilot Blue Flag status — five Blue Flag beaches in total. Each requires a static, dedicated officer for the duration of the official Blue Flag season (01 December – 28/29 February).

D.4 Blue Flag Regulations (core rules enforced during the official season)

- No alcohol: possession or consumption on the beach or in surrounding public areas is strictly prohibited.
- No domestic animals: dogs and other pets are not permitted within the designated Blue Flag zone.
- No driving on the beach: unauthorised motor vehicles are prohibited to prevent dune degradation.
- Lifeguard zones: swimming confined to designated sectors marked by red-and-yellow flags, under active lifeguard supervision.
- Restricted events: organised sports/recreation require prior municipal authorisation and must stay within demarcated boundaries.
- Strict waste control: littering, burying cigarette butts, and shoreline-disturbing activity is prohibited.

D.5 Law Enforcement Challenges at Blue Flag Sites

Maintaining Blue Flag compliance places significant pressure on Law Enforcement and SAPS resources, primarily due to the following factors:

1. Crowding and Alcohol Smuggling

During peak holiday periods, high visitor volumes create significant logistical challenges. Officers commonly rely on bag and vehicle searches under the Access to Public Premises and Vehicles Act to intercept alcohol before it reaches the beach; however, the legal basis for conducting these searches is itself questionable and has not been rigorously tested, leaving officers exposed to legal challenge or public complaint. Even where searches are conducted, concealed alcohol frequently bypasses checkpoints, leading to public intoxication that compromises beach safety and risks the beach's Blue Flag status.

2. Conflict Over Dog Restrictions

Enforcing the no-dogs rule within the Blue Flag zone is a frequent point of friction, as pet owners often resist or disregard the boundary between the public-access beach area and the restricted Blue Flag zone. This has been further complicated at Grotto Beach by the Council's introduction of a leash-free zone alongside a separate optional-leash zone, immediately adjacent to the Blue Flag area. The resulting overlap of differing dog-control rules along one stretch of beach creates confusion among the public and contributes to conflict both between officers and dog owners, and between dog owners themselves over which rules apply where. Officers must continuously monitor these overlapping boundaries, which draws on already-limited manpower.

3. Alcohol Possession vs Consumption — Legal Limitation

The possession of alcohol on a Blue Flag beach is prohibited under Blue Flag / WESSA rules, however the applicable law only makes provision to enforce the consumption of alcohol in a public place, not its mere possession. In law, simply being in possession of alcohol on the beach is not in itself a transgression — only the act of consuming it is. This creates a direct enforcement gap: officers can act against a person actively drinking, but have no legal basis to confiscate or act against alcohol that is merely carried onto the beach unopened and not being consumed. This distinction must be clearly understood by all deployed members to avoid unlawful confiscations or disputes with the public.

4. Strict Boundary Limits

Blue Flag rules apply only to a clearly defined zone (often a specific stretch of approximately 250m of a beach). Enforcing rules such as the alcohol ban within that zone, while the adjacent non-Blue Flag section of the same beach operates under standard municipal by-laws, creates confusion for beachgoers and legal ambiguity for patrolling officers.

5. Seasonal Resource Constraints

Because Blue Flag standards apply only during the official season, resources must be scaled up rapidly. Municipalities rely heavily on temporary beach monitors to support Law Enforcement, and training and managing these seasonal workers to handle confrontational situations places an ongoing administrative strain on supervisors. In practice, the time between seasonal appointments being made and casuals reporting for duty leaves virtually no time for proper training before deployment. Approximately 90% of casual appointees are fresh out of school with no prior experience, meaning they are placed into high-pressure, often confrontational public-facing roles with minimal preparation — further increasing the supervisory burden on permanent members and the operational risk during peak periods.

D.6 Enforcement Note — No Legal Basis for Certain Blue Flag Rules

Three Blue Flag Programme rules — no glass containers, no dogs within the designated Blue Flag zone, and no ball sports/frisbees/kites/surfing/bodyboarding within the swimming/lifeguard zone — are Blue Flag / WESSA programme requirements only. No national legislation or Overstrand by-law currently exists to legally enforce any of these three rules, so officers have no fine, notice or confiscation power for them; compliance depends on voluntary cooperation and verbal engagement. This is a policy / by-law gap to be flagged to the Municipality ahead of future seasons.

ANNEXURE E

Consolidated Festive Season Key Dates

Key dates consolidated from the Traffic, Law Enforcement and Fire, Rescue & Disaster Management source plans.

Milestone	Date	Discipline
Pre-Season begins	01 November 2026	All disciplines
National Local Government Elections	04 November 2026	All disciplines
Launch of National Blue Flag Beaches (Grotto)	01 December 2026	Law Enforcement
Opening of Overstrand Blue Flag Beaches / High Season begins	01 December 2026	All disciplines
School closure	09 December 2026	Traffic
Fire, Rescue & Disaster Mgmt festive mission period begins	06 December 2026	Fire & Disaster
Mid Holiday Season	16 – 24 December 2026	Traffic
Christmas & New Year peak period	25 December 2026 – 02 January 2027	All disciplines
End of Holiday Season / High Season ends	03 – 10 January 2027	Traffic
Post-Season begins	11 January 2027	Law Enforcement / Traffic
School re-opens	13 January 2027	Traffic
Fire, Rescue & Disaster Mgmt festive mission period ends	18 January 2027	Fire & Disaster
Blue Flag season closes (indicative, TBC)	22 January 2027 (dates to be finalised)	Law Enforcement
Post-Season / operation ends	31 January 2027	All disciplines

ANNEXURE F

Consolidated Manpower

A single, cross-discipline manpower summary drawn from the Law Enforcement, Traffic Services and Fire, Rescue & Disaster Management source plans, for quick reference alongside the individual organisational structures in Annexures A-C. Figures for Traffic Services and Fire, Rescue & Disaster Management are the permanent establishment reflected in each discipline's organogram; the Law Enforcement figure is the 2026/2027 festive season deployment total (Section 7 of the Law Enforcement plan), which layers seasonal workers and Task Teams onto the permanent structure shown in Annexure A.

F.1 Law Enforcement

Own Forces

Area / Unit	Composition	Total
Hermanus (Blue Flag Beaches, CBD & Cliff Paths)	1 x Principal Inspector; 1 x Administrative Clerk; 15 x LE Officers; 2 x Court Orderlies; Seasonal Workers - 20	39
Kleinmond / Hangklip	1 x Senior Inspector; 4 x LE Officers; 4 x Reaction Officers; Seasonal Workers - 10	19
Gansbaai / Stanford	1 x Senior Inspector; 6 x LE Officers; Seasonal Workers - 10	17
Own Forces Total		75

Additional Deployment

Area / Unit	Composition	Total
Task Team 1	1 x Senior Inspector; 4 x LE Officers; 2 x Reaction Officers	7
Task Team 2	1 x Inspector; 5 x LE Officers; 2 x Reaction Officers	8
Task Team 3	1 x Inspector; 6 x LE Officers; 1 x Reaction Officer	8
K-9 Unit	1 x Regional Inspector; 2 x Principal Inspectors; 6 x Senior Inspectors	9
Land Invasion	1 x Inspector; 7 x Contract Workers	8
Additional Deployment Total		40
		Total
LAW ENFORCEMENT - GRAND TOTAL		115

F.2 Fire, Rescue & Disaster Management

A. Aplon (Deputy Chief Fire), N. Haas (Divisional Commander) form a single shared command chain over Hermanus, Kleinmond and Gansbaai and are counted once each below, not once per station, even though all three appear in each station's organogram (Annexure B.2-B.4) for reporting-line context.

Area / Unit	Composition	Total
Top Management Team (shared command chain)	Chief; Chief Clerk; Deputy Chief Fire; Assistant Chief: Disaster Management; Divisional Commander (Hermanus/Kleinmond/Gansbaai)	5
Hermanus	1 x Station Commander; 3 x Senior Firefighters; 14 x Firefighters	18
Kleinmond	1 x Station Commander; 3 x Senior Firefighters; 6 x Firefighters	10
Gansbaai	1 x Station Commander; 3 x Senior Firefighters; 7 x Firefighters	11
Fire Safety	1 x Principal Clerk; 1 x Station Commander; 1 x Platoon Commander	3
Disaster Management	1 x Disaster Management Officer; 1 x Disaster Risk Management Officer; 1 x Principal Administrator: ICC; 1 x Senior Supervisor: Emergency Control; 1 x Principal Clerk: ICC; 1 x Platoon Commander; 3 x Control Room Operators (Assistant Chief post counted under Top Management)	9
FIRE, RESCUE & DISASTER MGMT - GRAND TOTAL (posts)		56

F.3 Traffic Services

Area / Unit	Composition	Total
Senior Command (Overstrand-wide)	1 x Senior Superintendent	1
Hermanus	1 x Superintendent; 2 x Assistant Superintendents; 8 x Traffic Officers; 2 x Traffic Wardens	13
Gansbaai	1 x Superintendent; 1 x Assistant Superintendent; 2 x Traffic Officers; 2 x Traffic Wardens	6
Kleinmond	1 x Superintendent; 1 x Traffic Officer; 1 x Traffic Warden	3
Auxiliary Traffic Services	1 x Superintendent; 1 x Traffic Officer/Pound Master; 1 x Traffic Officer/School Education	3
TRAFFIC SERVICES - GRAND TOTAL (posts)		26

F.4 Consolidated Grand Total

Discipline	Total Posts	Notes
Law Enforcement	115	2026/2027 festive season deployment total (Own Forces + Additional Deployment)
Traffic Services	26	All posts filled
Fire, Rescue & Disaster Management	56	All posts filled
TOTAL - ALL DISCIPLINES	197	Combined festive-season Law Enforcement deployment and permanent Traffic / Fire establishment