

MSI Self Assessment – NAVAREA VII – CPRNW8-3-2 (Navarea VII)
Submitted by: South Africa

1. **Action Required:** The Commissions attention is drawn to paragraph 11 below.
2. **Background:** The Co-coordinator of NAVAREA VII in company with the South African Meteorological Service currently transmits all the necessary NAVAREA VII and METAREA VII (SafetyNET) Weather Information and Shipping Safety messages via the IOR and AOR-E satellites. These messages are backed up by HF transmissions from Cape Town Radio as the GMDSS service provider. The GMDSS Transmission Schedule for SafetyNET (INMARSAT C) NAVAREA VII Bulletins is twice daily with broadcast times at 09:40 and 19:40 UTC.
3. **Comments:** NAVTEX coverage out to 200 nm from the Namibian and South African Coast is passed from the Coast Radio Stations at Walvis Bay (**B**), Cape Town (**C**), Port Elizabeth (**I**) and Durban (**O**). These Coastal Navigation Warnings and NAVAREA VII messages are also transmitted by voice radio twice a day for the benefit of small fishing vessels and leisure craft. 660 Coastal Navigation Warnings were originated in 2005.

Local port information is covered by transmissions from the Port Control Centres.

Most major ports of South Africa have been equipped with a VTS system. The Port Control Radio will transmit such information as is necessary for safe navigation within the VTS Routes and port approaches.

The Namibian Port Authorities (NAMPORT) are in regular contact with the NAVAREA VII Coordinator and both the SafetyNET messages as well as Coastal Navigation Warnings (NAVTEX) relative to the Namibian coast is passed for promulgation by the South African Hydrographic Office.

The Mozambique Institute of Hydrography and Navigation (INAHINA) is also in direct communication with this office concerning matters of maritime safety in Mozambique waters. Although INAHINA promulgate their own local Notices to Mariners, any messages of maritime safety are passed to South Africa and first transmitted as SafetyNET messages and then incorporated in a special section of the South African monthly Notices to Mariners.

Charting Authorities worldwide are notified monthly by airmailing express copies of the South African Notices to Mariners to their Hydrographic Offices. In addition to postal methods, the South African Hydrographic Office also publishes Notices to Mariners (archived to the year 2000), SafetyNET messages and Coastal Navigational Warnings on its website (<http://www.sanho.co.za>).

Currently there is little or no contact with the Hydrographic Offices or Authorities responsible for navigation safety in ANGOLA or MADAGASCAR. Transiting vessels and Drill Ships however, when in NAVAREA VII tend to pass matters pertaining to maritime safety via the local South African Coast Radio Stations.

Copies of NAVAREA Messages are received on a regular basis from the coordinators of NAVAREAS I, II, III, IV, V, VI, VIII, IX, X, XI, and XII. Where necessary, maritime safety matters which concern an adjacent area are retransmitted for the benefit of transiting traffic.

Transmissions from all South African Coastal MF/DF Beacon facilities have been terminated. An unencrypted public Differential Global Positioning System (DGPS) facility to verify the integrity of the GPS system is operational to enhance the safety of marine navigation as a secondary feature. There are 4 transmitters situated in strategically positioned sites where poor visibility, presence of Vessel Traffic Services (VTS) and high concentration of traffic can be expected. They are in operation at the following four land reference stations along the South African coastline – Cape Columbine, Cape Agulhas, Cape Recife and Cooper Lighthouse.

Any changes in transmission detail will be promulgated by Coastal Navigation Warning and/or monthly Notices to Mariners.

SafetyNET Messages Promulgated

	2003	2004	2005
NAVAREA VII	172	153	171

4. **NAVTEX Coverage:** See diagram attached at end of document.
5. **Operational Issues:** At the SAIHC Meetings it became clear that most member states are not fully GMDSS compliant and that MSI awareness is lacking. MSI is disseminated mostly via local and NAVTEX broadcasts and categorized under Sea Areas A1 and A2. The lack of NAVTEX Stations north of South African borders have been identified. The emphasis is on radio communication network equipment and training being the two most important components that need to be considered. The landlocked states in particular need to be considered for training in GMDSS and possible incorporation into existing NAVAREAS.
6. **Capacity Building:** SAIHC have identified Capacity Building initiatives with MSI as one most important component. The IHOCBC has established a capacity building fund (IHOCBF) to facilitate capacity building through seed-corn activities such as technical workshops and visits, courses and training within the region. Funding will be an essential ingredient for training and to establish a radio communication network in aid of MSI. A SAIHC Capacity Building management plan has been formulated in which a CPRNW training course in 2007 has been identified. This will stimulate a capability increase through the empowerment of national coordinators. The ultimate aim of capacity building is to increase MSI in national waters.
7. **Other Activities:** Since CPRNW-7 the 5th SAIHC Meeting as a RHC was held in South Africa, Simon's Town on 27-28 September 2005. An IHO Capacity Building Technical Workshop and Special SAIHC meeting was held in Mozambique, Maputo on 5 and 6 June 2006 respectively. MSI and Capacity Building is listed as permanent agenda items at meetings and important components in the new format for national reports. Member States are encouraged to carry out MSI Self Assessments to determine their need for maritime safety. MSI is seen as a contribution towards capacity building development but it has been identified through technical visits to member states that much more need to be done within the region to achieve this fully.
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10. **Recommendations:** To be noted by the Commission.

11. **Urgent Actions required:** The RHC (SAIHC) considers that the IHO CPRNW should provide early advice in the region, especially for the Mombasa MRCC. The IHOCBC should give high priority to funding a CPRNW training course in the region when the bid is forwarded by SAIHC.

Amendments to the GMDSS Master Plan of some Member States details have to be applied as set out in the table below:

O = Operational

T = Under trial

P = Planned or to be decided

STATUS OF SHORE BASED FACILITIES FOR THE GMDSS

Country	A1 Area	A2 Area	A3/A4 Area	NAVTEX	Safety NET	Notes
Angola						
Kenya						1
Madagascar						1
Malawi						
New Entry						
Mauritius						
Mozambique	O	P		P		1,2
Namibia	O	O		O		2
Seychelles						1
South Africa	O	O	O	O	O	
Tanzania	P	P		P		1
Uganda						
New Entry						

Notes:

1. Proposals for NAVTEX or SafetyNET should be clarified during establishment of the East African MRCC in Mombasa and MRSCs in Dar es Salaam, Maputo and Antananarivo.
2. NAVTEX cover for Namibia is provided by arrangement with South Africa, and SafetyNET coverage is available for Namibia and Mozambique through the NAVAREA VII coordinator in South Africa.

LIMITS OF NAVAREAS AND NAVTEX STATIONS

