



Meeting Report

of the

**3rd Regional Co-Operation Group on Safety of
Navigation and Marine Environment Protection
(SAGNEP3) meeting**

29 - 30 May 2012
Cape Town, South Africa

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REPORT OF THE 3RD REGIONAL CO-OPERATION GROUP ON SAFETY OF NAVIGATION AND MARINE ENVIRONMENT PROTECTION (SAGNEP3) MEETING

1. Executive summary

The 3rd meeting of the Regional Co-Operation Group on Safety of Navigation and Marine Environment Protection (SAGNEP3) was held at the African Pride Crystal Towers Hotel & Spa in Cape Town, South Africa from 29-30 May 2012. The meeting was arranged and hosted by the South African Maritime Safety Authority (SAMSA).

The programme included a technical visit to the Port Control, Port of Cape Town.

The meeting was initially chaired by Dr Neil Guy, Regional Project Coordinator of the Western Indian Ocean Marine Highway and Coastal and Marine Contamination Prevention (WIOMHCCP) Project. Capt. Karl Otto, SAMSA's Executive Head of the Centre for Sea Watch and Response (CSWR), South Africa was elected as Chairman and Capt. Pravinchand Seebaluck Director of Shipping, Ministry of Public Infrastructure, Land Transport and Shipping, Mauritius was elected as Vice-Chairman.

The meeting was attended by 46 delegates, representing 12 States, 2 International organisations/institutions. A list of attendees is attached as **Annex D**.

The Terms of Reference were revised and appear as **Annex B**, with the list of actions resulting from the meeting is listed on **page 19**.

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) World-Wide Academy (WWA) held an Aids to Navigation Awareness Seminar back-to-back with SAGNEP3. R/Adm (Ret.) Jean-Charles Leclair, the Dean of the WWA was the main facilitator of the seminar. The recommendations agreed to appear as **Annex F** as it is of significance to the obligations and future work programme of the SAGNEP membership.

2. Opening session

Opening

Dr Neil Guy opened the meeting and welcomed all attendees. As the acting Chairman of SAGNEP1 & 2, he requested approval from the attendees to act as Chairman until such time that a new Chairman had been elected. There was no objection from the floor. This was then followed by a safety briefing by a staff member of the hotel.

Approval of agenda

The draft agenda was approved without any amendments or additions.

Background to the formation of SAGNEP

As SAGNEP2 was last held in 1996, Dr Guy provided background as to the formation of SAGNEP and why there had been such a long period between SAGNEP2 and SAGNEP3.

He reflected that arising out of the need for regional co-operation in hydrography and aids to navigation, during the 1995 Maputo Conference on Hydrography and Aids to Navigation, two groups, the *Southern African ad hoc Regional Co-operation Group on Safety of Navigation and Marine Environmental Protection (SAGNEP)* and the *Southern African and Islands Hydrographic Commission (SAIHC)* were formed.

SAIHC is formal regional body within the International Hydrographic Organisation (IHO) and SAGNEP enjoyed the support of IALA, the Intergovernmental Oceanographic Commission (IOC) and the International Maritime Organisation (IMO).

As SAIHC covers NAV Area VIII, SAGNEP followed suit, but it was agreed that all organisations which have the interest of safety of navigation at heart will be welcome to participate in SAGNEP, but that each Regional Member States shall have only one vote.

In order to reduce travel costs, it was arranged that SAIHC and SAGNEP meetings are held back-to-back as the delegates could be the same, or should be capable of representing their relevant Administrations at both meetings.

SAIHC has met yearly since 1996 and is an active IHO body within the Region. Despite the fact that SAGNEP was convened in 1996 with great enthusiasm and optimism, sadly it survived for only a year due to the change in responsibilities of the elected Chairman of SAGNEP, as well as the disbanding of the then Chief Directorate Shipping of the South African Department of Transport and the establishment of SAMSA as a juristic person.

Welcome address by SAMSA CEO

Commander Tsietsi Mokhele, the Chief Executive Officer of SAMSA was called upon to deliver his welcome address. He indicated that since the last meeting of SAGNEP in August 1996, a number of developments have taken place in the maritime environment that, in addition of the original intent of the Group, warrants the reconvening of SAGNEP. He referred to the adoption of the SADC Protocols in general, the need for the Region to work together in order to improve safety of navigation, the protection of the marine environment and to sustain the work of the WIOMHCCP Project.

He called for the integration of all initiatives and challenges in Southern Africa, including climate change, and for the SAGNEP agenda to be developed to address both existing and future aspects of safety of navigation and the protection of the marine environment, in conjunction with the new 2050 Africa Integrated Maritime Strategy (2050 AIMS). He also referred to the fact that despite maritime transport being used for more than 90% of all imports and exports, safety of navigation, like hydrography and aids to navigation, and hence the protecting of the marine environment do not get the financial support that it so desperately requires. This message has to get through to the highest level of decision-making in each country, the African Union (AU) and the International Maritime Organisation (IMO).

Commander Mokhele indicated that he would like to see SAGNEP developing into an institution for intervention and capacity-building, as well as how to address the collection and maintenance of relevant intelligence and to drive processes within the Region. SAGNEP should not only be a platform for discussion, but work has to continue between sessions and networking and information-sharing has to take place on a continuous basis in order for the Region to meet its obligations in terms of safety of navigation and the protection of the marine environment.

He ended off by saying that you are only as good as your neighbour, hence the need to work together collectively. One cannot do things in a piece-meal manner as it is expensive and ineffective. SAGNEP can become and act as the “leading light” for the development of safe navigation in the Southern African Region, the continent of Africa and even globally.

Attendance and introduction of attendees

Each participant was requested to introduce him/herself. When introducing himself, Capt. Abri Kampfer, the Chairman of SAIHC, indicated that he is also representing the IHO at the meeting.

Appreciation was expressed for the World Bank, through the WIOMHCCP Project sponsoring the attendance of the representatives of the Recipient States of the WIOMHCCP Project and the IALA World-Wide Academy (WWA) for sponsoring the attendance of the Republic of the Congo's attendance.

Apologies¹ had been received from:

- Indian Ocean Commission (IOC)
- IHO
- Malawi
- Namibia
- Norway
- Portugal
- World Bank

Mr Wilfred Osumo (Kenya) was congratulated on his baby boy that was born over the weekend, and appreciation was extended to him for joining the meeting despite his new-born baby.

3. Election of Chairman, Vice Chairman and Secretariat

The acting Chairman called for nominations for Chairman. On the question by DOT, South Africa whether he does not want to make himself available, Dr Guy declined, but indicated that he is always available to assist and to be consulted.

Capt. Karl Otto from South Africa was the only nominee. His nomination was supported by Mozambique and Seychelles and he was elected as Chairman.

Nominations were called for Vice-Chairman and Capt. Pravinchand Seebaluck from Mauritius was the only nominee. His nomination was supported by Mozambique and was elected as Vice-Chairman.

It was also decided that the Secretariat would reside with the Chairman, in this case with SAMSA. There was strong support that the Secretariat would remain with SAMSA for at least a number of years to ensure continuity.

4. Matters arising

It was agreed, where relevant, the matters arising would be dealt with under the standings items.

4.1 Zaire (now DRC) and the Comoros be invited to become Members

Both countries had been invited.

4.2 Land-linked States bordering on navigable lakes in the region be invited to attend as observers

Malawi, Zambia and Uganda had been invited.

¹ Invitations were also extended to Angola, Democratic Republic of the Congo, Uganda, Zambia, IAPH, AU and IMO

5. Proceedings

5.1 Membership, Contact Detail and Communication

5.1.1 Update of Membership

It was proposed that Zimbabwe be included.

Action: SAGNEP Secretariat

5.1.2 Contact database

The Chairman requested that all members forward the relevant contact detail of the following entities to the SAGNEP Secretariat in order for a database to be maintained:

- (a) Search and Rescue
- (b) Aids to Navigation
- (c) Transmission of maritime safety information (CNW, NAVAREA, GMDSS)
- (d) Port State Control inspections
- (e) Anti-pollution measures

Action: All

5.1.3 Focal Points in Various Countries

The Chairman requested that each country forward the contact detail of their Focal Points to the SAGNEP Secretariat in order for a database to be maintained.

Action: All

5.1.4 Communication

5.1.4.1 A number of organisations were added to the current list of organisations that need to be informed of the SAGNEP initiatives. The full list is:

- International Maritime Organisation (IMO)
- International Hydrographic Organisation (IHO)
- International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)
- International Association of Ports and Harbours (IAPH)
- Southern African Development Community (SADC)
- Intergovernmental Oceanographic Commission (IOC)
- Indian Ocean Commission (IOC)
- Nairobi Convention Secretariat,
- United Nations Environment Programme (UNEP)
- Southern Africa and Islands Hydrographic Commission (SAIHC)
- African Union (AU) and the
- East African Community (EAC)

These organisations are also reflected in the revised Terms of Reference.

Action: SAGNEP Secretariat

5.1.4.2 Maritime and Antarctic Affairs Section of the S.A. Foreign Affairs (DIRCO) to assist where possible with the passing of urgent messages via their Missions to departments in Member States (matter arising)

This being a matter arising, the Chairman indicated that the Focal Points in each country should be responsible to take over the role of passing on messages.

Action: Focal Points

5.2 Objectives of SAGNEP and amendments to the Terms of Reference

5.2.1 Following a discussion as to the definition of maritime and if this includes inland waterways, it was concluded that “maritime” means both “navigable salt and fresh water”.

5.2.2 A number of amendments were made to the Terms of Reference (ToR) of 1996 and the agreed to text appear in **Annex B**. The following are the main amendments that were made:

- (a) The “AD HOC” in the title was removed.
- (b) The name should reflect “environment” as it is referred to internationally, and not “environmental”.
- (c) The following international organisations were added to whom recommendations, which arise from SAGNEP, are to be communicated to:
 - Nairobi Convention Secretariat
 - United Nations Environment Programme (UNEP)
 - Southern Africa and Islands Hydrographic Commission (SAIHC)
 - African Union (AU) and
 - East African Community (EAC)

Also refer to para. 5.1.4.1 above.

(d) “Maritime security” was included in para. 4 and 5.

(e) Capacity-building, skills development and research were included in para. 4..

5.2.3 Regarding para. 6, during a discussion of how practical it is to “share aids to navigation assets”, it was mentioned that these assets could be a Buoy Tender Vessel, Long Range Identification Tracking (LRIT) and Automatic Information System (AIS) data. IALA provided clarity in terms of SOLAS (Convention of Safety of Life at Sea) Chapter V, Regulation 13.1, which was included as a footnote in the ToR.

5.2.4 During the discussion on para. 7, which addresses the exchange of information and technical support, the Chairman indicated that the sharing of LRIT and AIS satellite data are examples of such exchange.

5.2.5 Regarding para. 9, which states that SAGNEP should “Advise member states on their responsibilities in terms of International Customary Law and the benefits and responsibilities of being party to the relevant conventions and members of International Organisations”, Dr Guy reminded the delegates of their obligations when a country becomes party to international conventions.

5.2.6 The SAGNEP Secretariat should establish and maintain a register of the relevant authorities and institutions of member states responsible for safety of navigation.

Action: SAGNEP Secretariat

5.2.7 It was agreed that all land-linked countries are welcome to attend, as well as other countries outside the “southern” area. The Vice-Chairman proposed that Maldives be invited as an observer.

Action: SAGNEP Secretariat

5.2.8 It was accepted that the ToR should be as broad as possible in order that deliverables are not inhibited by the specific ToR text.

5.2.9 The frequency of meetings was included.

5.3 Feedback on WIOMHCCP Project and the sustaining thereof going forward

“Recommended Route”

Dr Guy, the Regional Project Coordinator of the WIOMHCCP Project provided a verbal brief as to how the Project had started. The marine highway of the Malacca Straits was considered, but the Mozambique Channel is much longer and wider. He showed the image of the fully surveyed route in the Mozambique Channel that was determined and surveyed by SHOM, the French Hydrographic Service, as part of the Project.

He indicated that a submission had been made to have the “recommended route” formally recognised by the IMO. This will be considered for approval during the IMO Sub-Committee on Safety of Navigation meeting to be held during July 2012 in London. As this route forms a major part of the initiative to improve both safety of navigation and the protection of the marine environment in the Western Indian Ocean Region, he strongly recommended that all delegations to this meeting be fully apprised of the importance of the “recommended route” to be supported.

He also reflected on the port approaches that had been surveyed in Madagascar, Comoros and Mozambique.

All surveyed data was validated and handed over to the Recipient States of the Project who have ownership thereof. Future use of this data is at the discretion of these States.

The data was also handed over to the United Kingdom Hydrographic Office (UKHO). The data will also be included in the Electronic Navigational Charts (ENCs) to be compiled by the UKHO.

Capacity building

Dr Guy stressed the importance that training played in the Project and mentioned the Port Control Officers course and AtoN maintenance training had been done. He referred to two further training initiatives that are being planned, i.e. Category B Hydrographic training in Rotterdam and a Port Control Officers course that will include Hazardous and Noxious Substances (HNS). Nominations for candidates to be trained are to be called for soon.

AIS base stations

Six AIS base stations are to be established in 5 recipient countries. The contract had been awarded and the completion date is the end of November 2012. Shipborne AIS units are to be installed on 2 vessels of Seychelles.

Other improvements

Mauritius’ Maritime Rescue Coordination Centre’s (MRCC) certain equipment is to be replaced, the lighthouse on Aldabra Island, Seychelles is to be upgraded and the light at Point Zavora Lighthouse, Mozambique is to be replaced.

Operational & maintenance costs

Madagascar asked about maintenance and enhancement of AtoN. Dr Guy indicated that once established, the maintenance and operational costs becomes the responsibility of the coastal State. Cdr. Mokhele stressed the coastal state's responsibility to ensure that the systems provided should be operated and maintained satisfactorily. He added that SAGNEP would assist Member States to meet their responsibilities.

Dr Guy reminded participants that senior Government Officials need to be informed and to understand how much their economy depends on safe navigation, which must be properly funded. The annual meeting of African Ministers of Transport deals with air and road transport, but has yet to address maritime issues despite the fact that all coastal states might be continental, but they have island economies dependent on ports and safe navigation.

The possibility of arranging an opportunity at the Council of Ministers to convey the message and to bring to their attention the need for proper funding was called for.

Action: SAGNEP Chairman

Phase 2

As far as a possible Phase 2 is concerned, Dr Guy indicated that a concept note had been put together, but has not been approved as yet. The Global Environment Facility (GEF – through the World Bank) has been approached to consider other areas as well, such as the Maldives, but no decision had been made as yet.

Tanzania enquired about the status of the northern sector of the route. Dr Guy explained that a possible "Phase 2" had three options; one of which was the northern route through Tanzanian waters. The piracy issue had suspended progress, but INTERTANKO has indicated that once Piracy had been addressed satisfactorily, the surveyed route will be used again. There is also a possibility of funding being available, perhaps through the European Union (EU).

Cdr. Mokhele alluded to the fact that the WIOMHCCP Project is being used as a benchmark by the EU funded Integrated Maritime Policy (IMP) Project, which aims to develop more integrated approaches of maritime issues in the Southern Mediterranean Sea.

End of Phase 1 and sustaining

Dr Guy reiterated that Phase 1, and the associated funding will come to an end in December 2012 and SAGNEP and SAIHC are being seen to sustain the work of the WIOMHCCP Project once the project ends in December 2012.

5.4 Standing items

5.4.1 Safety of Navigation

5.4.1.1 Technical support

- (a) Study Group visit to Angola and Madagascar (matter arising)

Dr Guy indicated that a lot of information had been obtained following a visit by the WIOMHCCP Project appointed consultants to Madagascar. However no such visit had been taken to Angola as it is not a recipient state of the Project. This information is such that some progress can be made in terms of future planning.

SAIHC indicated that technical visits to Angola had already been undertaken by SAIHC/IHO and that Angola reports to IHO on the status of their capacity building.

IALA indicated that its World-Wide Academy (WWA) is now ready to participate in capacity-building. IALA also indicated that the questionnaires that were sent out recently would assist in identifying what is required and requested that all questionnaires be completed and returned.

Action: SAGNEP Membership

(b) IALA to investigate the security of the solar modules of unmanned solar installations to prevent theft (matter arising)

IALA responded that this is a very difficult problem to deal with and IALA has not produced any substantial guidance on this matter as yet. However the use of security locking systems can inhibit casual theft, but absolute prevention of theft is impossible. Deliberate malicious interference can be dealt with through the legal system if the perpetrator can be identified. The use of buoys by fishing vessels as a temporary mooring should be discouraged through public information systems and regular contact with the fishing community and local authorities. A remote monitoring system can provide early warning to the Service Provider in the event of damage to the electrical systems.

Mr Jacques Manchard (IALA) indicated that this problem also occurred in Mayotte, one of the French territories of the SAGNEP Region. There the solar modules were stolen, people destroying not only the metal or concrete frame, but very often also the electronic and optic part of the AtoN. This resulted in a huge impact on the safety of navigation, and many important AtoN being out of service. It was also very difficult to have the support of the police, even though the decision to send a police patrol boat to the scene when radar echoes near AtoN are detected, seems to reduce the number of destructions.

In the end it was decided to change the type and location of the AtoN where it did not have a major impact on the service delivery. When it was cost effective, mains electricity was used where it was available near the site, instead of using solar modules. Precision Direction Lights (PDL) were also incorporated instead of leading lights. This programme was implemented in 2008 and 2009 and proved to be successful.

5.4.2 National issues

5.4.2.1 National Reports

Each Member States was given the opportunity to present a national report on the status of safety of navigation, maritime safety and aids to navigation. Copies of these reports are included on the memory sticks that were issued to all attendees.

South Africa

During the presentation it was mentioned that certain projects that are being planned, or being executed, may have an effect on the Region. One of which is the coastal AIS network which is currently being installed and which should be operational by October 2012. This will cover the whole coastline of South Africa. A slide was shown indicating that in some areas, under specific conditions, vessels could be picked up as far as 200 Nm from a base station. An AIS data network, separate to the VTS data network is being established, providing network redundancy.

It was also reported that solid state radars are being implemented at the commercial Ports, the first of its kind in Africa.

A high precision sector light, comprising 6 synchronised PEL lights had been established in the Port of Durban to satisfy the daytime range requirements. The importance of reliability using plastic buoys and self-contained lanterns were explained.

Mauritius

The Shipping Division of the Ministry of Public Infrastructure, National development Unit, Land Transport and Shipping is the national maritime administration. Search and Rescue (SAR) is being undertaken by the Mauritius Coastguard and the GMDSS communications are contracted out to Mauritius Telecoms.

During the presentation it was mentioned that Mauritius has resources that could be shared with the Region, such as:

- Search & Rescue related resources
- Oil Spill Response Resources
- Mauritius Maritime Training Academy – Basic Safety Training Courses

Projects that are being planned or being executed that may have an effect on the Region are:

- Establishment of a Hydrographic Unit
- Establishment of AtoN Authority. IALA was requested to assist in this regard.

Action: Mauritius to officially approach IALA to request assistance

- Appreciation was expressed for the WIOMHCCP Project that the upgrading of its MRCC would become a reality in the near future.

Kenya

Kenya reported that it is party to several international conventions and that it hosts UNEP, the Nairobi Convention Secretariat, as well as the regional MRCC. The Kenya Maritime Authority, the competent authority is currently in the process of strengthening its mandate. It is also planning to take over the responsibility for all AtoN and radar coastal surveillance.

Rear Admiral J-C Leclair (IALA) indicated that he, representing the IMO, had visited Kenya during 2011 to assist them to improve their aids to navigation regulatory environment and a number of regulations are being drafted in this regard. He also recommended Kenya's Merchant Shipping Act (2009) as an example of best practice.

A number of infrastructure developing projects are also underway.

Two brochures were handed out by the Kenya Maritime Authority.

France/La Reunion

Reunion is part of France's Maritime Surveillance System. The project *Trafic 2000* aims to share data on commercial shipping amongst French VTSS & MRCCs, and maritime authorities, using coastal radar, AIS and external data bases. It was indicated that this information could be shared with the SAGNEP Membership. The responsibility of the military naval force in Reunion includes policing and pollution functions, using contracts with satellite surveillance operators. Coordinated efforts are in place, using SPATIONAV, a project to monitor the maritime areas under its jurisdiction, to produce comprehensive "rapid maritime pictures".

Madagascar

The Ports, Maritime and Inland Waterways Agency (APMF) is the competent authority under the Ministry of Transport. The presentation outlined the country's activities regarding statutory responsibility, VTS, AtoN and Resources (SAR; Meteorological services).

The challenges being faced are the lack of expertise (human resources and organisational) and the lack of financial means to build infrastructure and to acquire equipment.

It was indicated that it would be beneficial if IALA could support its capacity-building process and how to involve Government and the users in this strategy.

Action: Madagascar to officially approach IALA to request support

The planned projects which may have an effect on the Region are the operationalisation of its Hydrographic National Committee, leading to a Hydrographic Master Plan, interlinking to the “Recommended route” in the Mozambique Channel and the setting up a Nautical Information Structure for the collection, dissemination and updating of Hydrographic information.

A feasibility study on Marine-Image charts as alternative for critical areas would result in the elimination of “unknown” areas.

Comoros

A geographical brief was made, highlighted the increase in maritime traffic, including hazardous cargo carrying vessels transiting through its EEZ. This was followed by a description of the Port of Moroni and the absence of significant AtoN - the only available AtoN is a light that is mounted on a nearby mosque - vessel handling capacity and human resources. The lack of human resources is in the area of pilotage, hydrography, specialists in maritime environment, maintenance staff to attend to communication equipment and AtoN, navigation inspectors and fire fighters.

Tanzania

It was reported that Maritime Affairs is the responsibility of the Ministry of Transport. Matters related to maritime safety and security and protection of the marine environment are managed in accordance with the provisions of the Merchant Shipping Act, 2003. Tanzania has a long coastline on the Indian Ocean and inland waters (Lake Victoria, Tanganyika and Nyasa). Matters related to the safety of navigation are the obligation of the Surface and Marine Transport Regulatory Authority (SUMATRA), however AtoN are established and maintained by the Tanzania Ports Authority (TPA) in Tanzania Mainland and by the Zanzibar Ports Corporation (ZPC) in Tanzania Zanzibar. Tanzania is in the process of establishing radar and AIS based coastal surveillance system.

SUMATRA also coordinates national SAR and pollution mitigation matters. Tanzania has both a draft national SAR Plan and a national draft marine oil spill response contingency Plan. The HNS contingency Plan is under development. SUMATRA manages SAR services and oil pollution issues through the Dar es Salaam MRCC. SUMATRA is also responsible for issuing navigational warnings.

Hydrographic surveys in port areas and approaches are conducted by TPA in Tanzania Mainland and ZPC in Tanzania Zanzibar.

There are plans by the East Africa Community (EAC) to establish a RCC in Mwanza for Lake Victoria. Additionally, the EAC has a survey vessel (mv Jumuaia) on Lake Victoria and intends using this vessel to carry out Hydrographic surveys on the lake.

The MRCC is not able to transmit NAVTEX messages. There is need to build capacity in this regard. Other areas where capacity-building is required is in hydrography, maintenance of AtoN and VTS services.

There is need to conduct a needs assessment for AtoN (coastal and inland waters) to establish its adequacy or gaps and to recommend on the actions to be taken since no such assessment has ever been conducted.

Mozambique

The presentation reflected that Mozambique is member of IALA, IHO and IMO and has ratified important conventions which regards to Safety of Navigation, Maritime Safety and Marine Environment Protection. To comply with these obligations, Mozambique has created two institutions, namely INAMAR (National Maritime Authority) and INAHINA (National Institute of Hydrography and Navigation).

INAMAR deals with Maritime Safety, Maritime Security (ISPS code), Maritime Search and Rescue and Marine Environment Protection and INAHINA deals with Safety of Navigation, Hydrography, chart production, Navigational Warnings and Oceanography.

INAHINA has one buoy tender vessel (Bazaruto), three survey boats (single beam) and four workboats.

Mozambique has 71 lighthouses and 98 buoys. In the main ports of Maputo, Beira and Nacala, there are lit buoys in the approach channel to the port, enabling the ports to operate 24 hours per day.

In the secondary ports there are some lit buoys in the crucial areas and unlit buoys to secure day time navigation. At this stage Mozambique has no VTS's.

The National Oil Spill contingency plan is in the process of being approved, including the HNS Spill contingency plan and Mozambique is taking steps to ratify the OPRC-HNS protocol.

It was also mentioned that INAHINA is exploring the possibility to monitor the positions of their buoys and the state of charge of the buoys' batteries remotely.

5.4.2.2 National Safety of Navigation Plans

- (i) **IALA and the IHB to investigate the possibility of developing a format for a national plan that can then be sent to member States to assist in the preparation of their national plan (matter arising)**

Mr Stephen Bennett (IALA) reported that the Maputo Conference in 1995 recognised the importance of coastal states in Southern Africa developing national plans for the provision of Hydrographic and Aids to Navigation services, including VTS. Mention was also made of including plans for coastal Marine Safety Information in the IMO Master Plan of shore-based services for GMDSS.

Details of a proposed regional or national AtoN plan were shown on page 41 of the Maputo Paper (an electronic copy of the Maputo Conference was included on the memory stick that was issued to all attendees).

At the 2nd meeting of SAGNEP held in August in 1996, Cape Town, it was decided that some regional coastal states might benefit from the use of a "national plan format" developed jointly by the IHB for Hydrographic services and IALA for AtoN services. It is understood that the IHB is assisting the development on national and regional plans through its Regional Hydrographic Commission initiative. The GEF-WIOMHCCP Project is an example of regional planning at its best.

The newly formed IALA World-Wide Academy (The Academy) has developed a common Capacity Building strategy with the IHB (International Hydrographic Bureau). Specifically, The Academy will work with regional coastal states to develop national strategic plans with targeted actions as part of the formal management of their aids to navigation service. The Academy questionnaire distributed to participants will assist coastal states to prepare such plans. The Academy stands ready to assist if required. Such plans will be discussed more fully at the session devoted to the management of aids to navigation services scheduled for Friday 1st June. 2012.

Tanzania asked whether a format of a master plan would be an output document from the IALA WWA seminar. Mr Bennett explained that such a document would not be produced, however IALA could work with each State to develop such plans.

IALA was pleased to note that several presentations from coastal states included draft Master Plans.

Capt. Kampfer mentioned, on behalf of IHO the on-going work on regional charting plans. During technical visits guidance is also provided on what should be considered when survey plans are being drawn up.

IALA indicated that specific plans are to be tailored to a country's needs and that, based on the feedback received from the completed IALA questionnaires, IALA could assist, if requested.

Mauritius asked IALA to assist with their Master Plan. Rear Admiral J-C Leclair advised that he had been invited to the next SAIHC meeting in Mauritius on 18-19 September 2012 and could then meet to address this.

Action: IALA to assist Mauritius with their Master Plan in September 2012

(ii) **Member States to advise the Chairman of any national plans (matter arising)**

The Chairman asked for States to raise action items for consideration by the Secretariat. The action items should indicate what should be included in their plan and what exactly should be done.

Action: All States

5.4.2.3 Projects

Member States to advise the Chairman of any envisaged projects (matter arising)

Tanzania highlighted some points concerning their plans for improving safety of navigation. They have no AIS coverage or VTS at present, but a coastal radar surveillance system with AIS was being considered.

No AtoN are in existence on Lake Tanganyika or Lake Nyasa. There is a need for AtoN on inland waters, including Lake Victoria.

It was also mentioned that SADC is planning to establish a RCC on Lake Victoria.

EPIRB messages are not being received and no NAVTEX is available as yet.

Mozambique reported that it has very long coastline which presents considerable challenges. A plan to upgrade AtoN in Maputo is being developed. It has requested technical assistance from IMO in order increase its Maritime Safety along its coastline by increasing the number of AIS stations and to implement LRIT so that coastal surveillance can be achieved.

Mozambique is in the final stages of the installation of a new GMDSS network to cover Area 2.

Madagascar indicated that technical support will be sought through SAGNEP. Strategic plans need to be developed to address AtoN and Hydrographic services.

France / La Reunion shared information about the prevention of pollution. EU funds being sought to assist with regional satellite surveillance of pollution.

On the question by the Chairman as to which areas are being monitored for pollution, it was indicated that the areas are Mayotte, Reunion and the French Islands, with very little spill-over.

The Vice Chairman reported on behalf of Mauritius that an anti-piracy act should be passed soon to permit pirates to be tried in Mauritius.

The Chairman reported that a special meeting of the Djibouti Code of Conduct membership was held recently to improve anti-piracy measures, including the sharing of LRIT data. The cost of piracy is between \$7-12Bn annually. South Africa is a recent signatory and expects a visit from IMO soon to discuss how LRIT and AIS data can be used to identify non-compliant vessels, especially pirate mother ships.

The Chairman stressed the need for capacity-building and the requirement for AtoN maintenance programmes.

Action: All States

5.4.2.4 Safety of navigation (matter arising)

Comoros tabled a problem in that, due to their unique situation, small boats being used as ferries go missing in "international waters" between their various islands. Following a discussion, it was concluded that this is a Search and Rescue (SAR) issue.

Rear Admiral J-C Leclair reminded the meeting that IMO had developed “GlobalReg²” guidance covering small vessels and advised delegates to visit the IMO website. France mentioned that STCW-F would be raised at the next meeting.

IALA suggested that this be addressed in future agendas.

Action: SAGNEP Secretariat to include this item on the next agenda

The Chairman referred to the IMO Diplomatic Conference for the adoption of an agreement on the implementation of the 1993 protocol relating to the 1977 Torremolinos Convention on the safety of fishing vessels that South Africa will be hosting in October 2012 in Cape Town. He will call upon the WG Chairman (Capt. Nigel Campbell) to assist in the meantime with proposed changes for fishing vessel safety requirements.

Action: SAGNEP Chairman

Adv. Sobekwa (South Africa) asked about the regulation and monitoring of small vessels in South Africa and whether there is any intention to track them.

The Chairman reported that this subject links up with what had been raised by the Comoros. The Indian Government intends to introduce a programme for small vessel to be fitted with transponder tracking devices. Chile and Singapore have similar programmes. South Africa does not yet track small vessels; however, a relatively inexpensive device was being investigated as AIS Class B type units are too expensive. If such a low cost device was identified, with, for example, regulated through annual battery replacement, it could be made a national carriage requirement which would assist in safety of navigation, security and SAR. Such a project might assist Comoros too.

Tanzania has the same concern and is considering a similar programme. Information from South Africa would be helpful. Meanwhile a national register of small vessels was being compiled.

France La Reunion reported a similar situation in Mayotte. A trial in the Caribbean had not been successful due to battery charging problems. However, following a register of small vessels and an annual survey, minimum standards prior to transponder installation might be achieved.

5.4.3 Regional Co-operation

5.4.3.1 Capacity building

Chairman to advise Members of the training facilities, courses and assets appropriate to the work of the Group available both in the region and in France, Norway, Portugal and the United Kingdom (matter arising)

Dr Guy gave a presentation on capacity building for countries in transition. The presentation covered the UN Assembly Resolution A/53/32 (1998) that sets out the obligations. Although this resolution is focused on Hydrography, it equally applies to AtoN management. He also referred to SOLAS Chapter V Regulations with emphasis on the obligations of those signatories to SOLAS and the fact that each State should develop a maritime safety policy.

He highlighted a number of concerns within Africa, amongst others, poor charting, inadequate safety of navigation and continental states with island economies. He alluded to the fact that sea-borne trade is vital to any development as trade is almost exclusively via the ports of a State, or its neighbour countries.

Some of the problem areas that he mentioned is the inability of African States to cope with the vast development in technology, the gap between developed and developing States that is increasing and the fact that States must develop their own capabilities in order to address the concerns. Unfortunately

² “GlobalReg” is a set of model national regulations on safety of ships covering most of the non-convention ships: fishing vessels, small cargo ships and small passenger vessels. These can be used by the authorities concerned to complete their national legislation regarding the non-SOLAS vessels.

maritime safety often has a low priority in developing states due to conflicting requirements, resulting in existing services rarely being extended or maintained. Poor facilities discourage trade with resultant loss of revenue.

He stressed the requirement to sensitise Governments of coastal states to the financial advantages of providing proper services. Adequate navigational charts and AtoN are vital to improved trade.

The important steps to be taken to improve the situation are to sensitise the Government of a coastal State to the advantages of providing these services. He mentioned the difficulty to persuade the appropriate Government authorities and indicated that he had made a very similar presentation during the 1995 Study Team (as recommended at the 1995 Maputo Conference) to Tanzania and Kenya, but the Study Team could unfortunately not arrange meetings with high-level government officials in order to bring the message across.

He concluded by saying that charts, AtoN and maritime safety information are a part, and possibly the vital elements, in providing the opportunities for the development of new and better trade.

The problem has to be seen in a holistic manner and any project or development work undertaken has to leave in place appropriate management and control measures, the necessary financial planning, the mechanisms to ensure viability, and trained personnel.

He expressed the hope that IMO, IALA and the IHO would approach their Members and bring to their attention their accountability and obligations towards safety of navigation and the need for capacity-building to substantiate these efforts.

Action: IMO, IHO, IALA

IALA stated that the purpose of the IALA WWA course of action was exactly that – to target high level managers and brief them on the issues raised by Dr Guy in his presentation.

Tanzania indicated the need to raise the level of understanding of maritime affairs at ministerial level and urged that the outcome of this meeting should be aimed at exactly that. Dr Guy was invited to visit Tanzania and to raise the maritime awareness with the decision-making authorities. The awareness sessions needs to stress the fact that without compliance, ships will not visit regional ports.

Action: Tanzania

Adv. Sobekwa asked Dr Guy what advice he had for the DoT (South Africa). Dr Guy advised that the importance of safe maritime trade was essential to a coastal state's economy. Training was a key element. Proper funding must be identified at the highest levels of Government. The will was in the technical people, but not necessarily at higher levels within Governments.

Capt. Kampfer (SAIHC & IHO) stated that that as a national Hydrographer, Hydrographic services were a national asset which once lost, was very hard to recover.

Dr Sean Burns (UK - Tristan da Cunha) noted the obligations that were highlighted by Dr Guy in his during earlier presentations. Whilst Hydrographic surveys are up to standard - being done by the UKHO – the provision of AtoN provision is lacking entirely at Tristan da Cunha. He then referred to a grounding in 2011 which caused considerable pollution. An AIS transponder is installed to monitor maritime traffic and this revealed a developing route from Brazil to the Far East and asked for advice on AtoN. There is no harbour on Tristan da Cunha, only a breakwater.

He was informed that there are modern equipment such as self-contained LED beacons and other solar photovoltaic systems that might be appropriate. Mr Bennett (IALA) indicated that Trinity House, England should provide these services and he undertook to advise Dr Burns accordingly.

Action: Stephen Bennett

5.4.3.2 Sharing of resources

The Chairman informed the delegates about the new South African polar research vessel, the *SA Agulhas II*, which is part of the SA National Antarctic Programme (SANAP), that was recently delivered and which will be replacing the 34 year old *SA Agulhas*. He also mentioned that the latter is to be introduced as a training vessel within the next two months. The possibility of this vessel being adapted to be used as a buoy tender vessel is also being pursued.

5.4.3.3 Regional Data Centre

(a) **LRIT Co-operative Data Centre**

The Chairman briefed the attendees on LRIT and its high audit fees. He showed the present LRIT polygon coverage and the fact that eight countries cover many similar areas. He indicated that data cannot presently be shared, despite overlapping coverage and multiple LRIT charges. He also indicated that shared cost mechanisms are being investigated regionally with IMO, together with the Djibouti Code measures.

South Africa has an operational data centre and is servicing Ghana with The Gambia currently within the test phase. A number of countries, Cape Verde, Ethiopia, Eritrea, Mozambique, Benin, Cameroon and Seychelles (existing Pole Star DC) have expressed interest in receiving LRIT services from South Africa. He invited countries to consider joining the AFRICA CDC and using the same service provider.

Rear Admiral J-C Leclair mentioned that in the northern Western Indian Ocean area, vessels had been asked to turn off their AIS, resulting in traffic data being lost. He asked how this impacted on LRIT. The Chairman replied that the integration of data sources might assist. Rear Admiral J-C Leclair proposed that SAGNEP might investigate this further with the IMO.

Action: SAGNEP Chairman

5.4.4 **Memorandum of Understanding**

5.4.4.1 **Indian Ocean MOU (IOMOU³) on Port State Control**

The Chairman gave a short brief and indicated that South Africa and France form part of the Indian Ocean Memorandum of Agreement on Port State Control (PSC) which makes provision for a "PSC Officer's report" of a vessel inspected in a South African port could be shared with other countries. Member states of the IOMOU have access to the website reflecting the PSC reports in the Indian Ocean region.

Mr Eric Levert (France La Reunion) reported that it would be hosting the IOMOU in 2013. He mentioned traditional vessels (boutres) trading between Madagascar and Mayotte do not comply with SOLAS convention and must be detained when they sail into Mayotte waters. At this stage there is no solution as to how to solve this issue.

Tanzania supported France's position and indicated that it is important to discuss requirements, such as SOLAS. It was suggested to evaluate consequences of the STCW -F convention on Western Indian Ocean area during the next SAGNEP meeting.

It was suggested that this become an agenda item of future SAGNEP meetings.

Action: SAGNEP Secretariat

³ Sixteen countries have become parties to the Memorandum which came into effect on 1st April 1999. The following SAGNEP Member States have signed the IOMOU: Comoros, France (La Reunion Island), Kenya, Maldives, Mauritius, Mozambique, Seychelles, South Africa and Tanzania

5.4.4.2 West and Central Africa MOU

No discussion took place under this item.

5.5 International organisations and other related bodies

5.5.1 IALA

IALA indicated that it will present its update during the IALA WWA Awareness Seminar to be held back-to-back with SAGNEP3.

5.5.2 IHO

Capt. Kampfer started his presentation with an explanation of what Hydrography is and then gave an overview of the IHO, the NAVAREA co-ordinators for the Region (South Africa is the coordinator for NAVAREA VII and India that of NAVAREA VIII) and the Regional Hydrographic Commissions. He also detailed the current activity within SAIHC and the regional responsibilities. He also stressed the obligations imposed by SOLAS V Regulation 4 on the promulgation of navigational warnings. He briefed the attendees on the IHO capacity building process, with marine safety information having been the first step.

Phase 2 would be to develop a surveying capability and indicated that it would take many years to get to Phase 3, i.e. produce charts and publications independently. He covered SAIHC's capacity-building strategy and mentioned that short training courses are being planned. Five conclusions were shown which matched the phases of capacity-building.

He indicated that there is limited funding available and mostly in-kind assistance is given by member states. All capacity-building projects have to be approved by the IHO capacity-building committee. It is therefore important to participate in SAIHC meetings and to submit capacity-building needs for discussion and consideration.

He concluded the presentation by indicating that "Investment in Hydrography is essential to sustainable development" and stated that without hydrography, no ship sails, no port is built, no offshore infrastructure is developed and no environmental plan is implemented.

5.5.3 IMO

IMO to be urged to co-ordinate study visits in the region to avoid duplication with SAGNEP (matter arising)

Due to the absence of an IMO representative, the Chairman suggested that IMO will be approached on this matter.

Action: SAGNEP Chairman

5.5.4 African Union

No representative of the AU attended the meeting. The Chairman referred to the AU African revised Maritime Transport Charter⁴ and the 2050 Africa Integrated Maritime Strategy (2050 AIMS) and indicated that the AU will be kept informed on SAGNEP activities.

Action: SAGNEP Secretariat

⁴ Article 25 of the revised Maritime Transport Charter which was adopted in October 2009 addresses Aids to Navigation and Provision of Hydrographic Services. It states that:
"States Parties shall encourage the cooperation, coordination and sharing of expertise and service provision in the fields of Navigation and hydrography in accordance with the specifications and the rules of the International Association of Lighthouses Authorities (IALA) and the International Hydrographic Organization (IHO)".

5.5.5 Others

Chairman to arrange, in conjunction with the Southern African & Islands Hydrographic Commission (SAIHC), a presentation on the importance of hydrography and aids to navigation to the relevant Section of SADC (Maritime and Inland Waterway Transport, Article 8.5), the Indian Ocean Commission and the East African Co-operation Secretariat (matter arising)

The Chairman indicated that this will be done and that the reconvening of SAGNEP and its activities will be brought to their attention as well.

Action: SAGNEP & SAIHC Chairmen

5.6 Other Business

5.6.1 Kenya: eradication of the hyacinth weed on lakes (matter arising)

Kenya reported that the situation on lakes is under control.

5.6.2 SAGNEP logo

A draft SAGNEP logo design was shown. Kenya indicated that it does not appear on the logo map. Another remark was that the design it is too dull. Member states were asked to provide alternative designs.

Action: Member States

6. Date and place of next meeting

The Chairman raised the question of rotating the Chairmanship, but proposed that the Secretariat should remain the same for a period of time to ensure continuity. SAIHC recommended that the venue should rotate between Member States. This was supported by Tanzania.

The next SAIHC meeting is taking place in Mauritius in September 2012 and it was deemed too soon to consider a SAGNEP meeting back-to-back with that of SAIHC9. The 2013 SAIHC meeting is scheduled to be held in Portugal, which was seen as not being practical for a back-to-back meeting with SAGNEP.

On the question of the frequency of meetings, SAIHC reported that it is holding annual, rather than biennial meetings. The Chairman advised that the Secretariat would coordinate interessionally to maintain the impetus of SAGNEP initiatives. He drew attention to the philosophy set out so clearly by SAMSA's CEO at the previous night's dinner. He recommended that whilst the Chairman could rotate, the Secretariat should be retained. France La Reunion supported the proposal for an annual meeting. South Africa questioned whether SAGNEP and SAIHC should run back-to-back. Capt. Kampfer indicated that SAIHC meetings had to match the IHO programme. Some meetings were held outside of the Region, such as Portugal and regular back-to-back meetings would be problematic.

The Chairman proposed that an annual meeting should be maintained. The Secretariat would propose a month for the next meeting. Adv. Sobekwa questioned whether an annual meeting was practicable as it might be better to link SAGNEP meetings to specific maritime events, including accidents. The Chairman suggested that ad hoc meetings could be held as required.

Hosting

The venue would need to be addressed. It is expected that the host country should fund the cost of the meeting, i.e. venue, meals, and technical requirements. Flights and accommodation would be a matter for delegates. If no other venue is forthcoming, South Africa would host SAGNEP4 next year. IALA supported the concept of back-to-back meetings with SAIHC, in principle. If the SAIHC10 (September 2013) was to be held in the region, then a back-to-back SAGNEP meeting could be considered. Capt. Kampfer advised that hosting a SAGNEP meeting provided an opportunity to raise the profile of the Competent Authority within its own State. This could generate resources for that organisation.

Decision

The meeting agreed in principle to annual SAGNEP meetings to be held in the most appropriate venue, with ad hoc meetings to address specific issues as required. Chairmanship would be decided as required; not necessarily a delegate from the host country. The Secretariat would remain with South Africa/SAMSA for at least 3-5 years.

The call for the next date and venue would be circulated by a questionnaire with a decision to be taken in September 2012. It was noted that South Africa is willing to host if no other offers were made.

Action: SAGNEP Secretariat

James Collocott requested that acknowledgement of receipt of communiqué to be made and for timeous responses.

Action: All Members

7. Closure

Neil Guy as the interim Chairman thanked the delegates and the Chairman briefed the attendees on the afternoon's technical visit to the Port Control, Port of Cape Town.

SAMSA was also applauded for reconvening and hosting SAGNEP3.

In closing the Chairman thanked the Vice-Chairman and everyone for their constructive participation and reminded the participants of the IALA WWA AtoN Awareness Seminar that would be held the next two days. He also wished those not attending the IALA Seminar a safe trip home.

The meeting was adjourned at 1318.

8. Miscellaneous

Socials

SAMSA hosted an ice breaker cocktail function on the evening before the start of the meeting, as well as a gala dinner at the end of Day 1.

Summary of Actions

No.	Action	Responsibility
1.	<p>Update of Membership</p> <p>Zimbabwe and the Maldives to be invited to attend future SAGNEP meetings</p>	SAGNEP Secretariat
2.	<p>Contact database</p> <p>Members to forward the relevant contact detail of the following entities to the SAGNEP Secretariat in order for a database to be maintained:</p> <p>(f) Search and rescue</p> <p>(g) Aids to Navigation</p> <p>(h) Transmission of maritime safety information (CNW, NAVAREA, GMDSS)</p> <p>(i) Port state control inspections</p> <p>(j) Anti-pollution measures</p>	All SAGNEP members
3.	<p>5.1.5 Focal Points in Various Countries</p> <p>Each country to forward the contact detail of their Focal Points to the SAGNEP Secretariat in order for a database to be maintained.</p>	All SAGNEP members
4.	<p>Communication</p> <p>(a) Relevant organisations to be informed of the SAGNEP initiatives.</p> <p>(b) Focal Points in each country responsible to passing on of messages and information.</p>	SAGNEP Secretariat SAGNEP Secretariat
5.	A database of the relevant authorities and institutions of member states responsible for safety of navigation should be established and maintained.	SAGNEP Secretariat
6.	Council of Ministers and senior Government Officials be briefed on the fact that their economy depends on safe navigation, which must be properly funded.	SAGNEP Chairman
7.	IALA questionnaires to be completed and returned.	All SAGNEP members
8.	IALA WWA to be approached to assist in establishing an AtoN Authority in Mauritius	Mauritius
9.	IALA to be approached support Madagascar capacity building process and to advise how to involve Government and the users in this strategy.	Madagascar
10.	IALA to be approached to assist Mauritius with their Master Plan in September 2012	Mauritius
11.	Member States to advise what should be included in their national master plans and what exactly should be done	All SAGNEP members
12.	States to address capacity building and AtoN maintenance programmes	All SAGNEP members

No.	Action	Responsibility
13.	The regulation of small vessels to be included on future agendas	SAGNEP Secretariat
14.	IMO, IALA and the IHO to approach their Members and bring to their attention their accountability and obligations towards safety of navigation and the need for capacity building to substantiate these efforts.	IALA, IHO, IMO
15.	Dr Guy to be invited to visit Tanzania in order to raise the maritime awareness with the decision making authorities.	Tanzania
16.	Dr Burns from Tristan da Cunha to be given the contact detail of Trinity House, England in order to consider proving required AtoN.	IALA (Stephen Bennett)
17.	IMO to be approached regarding the possible integration of AIS and LRIT data sources	SAGNEP Chairman
18.	Indian Ocean MOU (IOMOU) on Port State Control to be included on future agendas	SAGNEP Secretariat
19.	Evaluation of consequences of the STCW-F convention on Western Indian Ocean area to be included on future agendas	SAGNEP Secretariat
20.	IMO to be urged to co-ordinate study visits in the region to avoid duplication with SAGNEP	SAGNEP Chairman
21.	AU to be kept informed on SAGNEP activities	SAGNEP Secretariat
22.	The relevant Section of SADC (Maritime and Inland Waterway Transport, Article 8.5), the Indian Ocean Commission and the East African Co-operation Secretariat to be informed on the importance of hydrography and AtoN	SAGNEP AND SAIHC Chairmen
23.	Alternative SAGNEP logo designs to be submitted for consideration	All SAGNEP members
24.	Call for proposals to host SAGNEP4	SAGNEP Secretariat

Annexures

Programme

Monday, 28 th May 2012		
17:30 – 18:30	Registration	
18:30 – 20:30	Welcome Cocktail (Ice Breaker) – Venue: Crystal 4	Hosted by SAMSA
Day 1: SAGNEP3 – Venue: Crystal 1-3		
Tuesday, 29 th May 2012		
08:15 – 08:55	Registration	
09:00 – 10:30	SAGNEP3 commences Group photograph before coffee/tea break	
10:30 – 11:00	Coffee/Tea break	
11:00 - 12:30	SAGNEP3 continues	
12:30 – 13:30	Lunch	Hotel Restaurant
13:30 – 15:30	SAGNEP3 continues	
15:30 – 16:00	Coffee/Tea break	
16:00 – 16:45	SAGNEP3 continues	
19:00 for 19:30 – 23:00	Gala dinner– Venue: Crystal 1-3	Hosted by SAMSA
Day 2: SAGNEP3– Venue: Crystal 1-3		
Wednesday, 30 th May 2012		
09:00 – 10:30	SAGNEP3 continues	
10:30 – 11:00	Coffee/Tea break	
11:00 - 13:00	SAGNEP3 – final session	
13:00 – 14:00	Lunch	Hotel Restaurant
14:00 – 18:00	Technical visit	

Agenda

SAGNEP3				
1. Opening and Administrative Arrangements				
1.1	Opening		R-Adm (Dr) Neil Guy (Acting Chair)	
1.2	Welcome address by SAMSA CEO		Commander Tsietsi Mokhele	
1.3	Attendance and introduction of Participants			
2. Approval of Agenda				
3. Matter arising: 2nd SAGNEP meeting, August 1996				
3.1 Note Report of meeting				
3.2 Matters Arising				
Decisions	Action by	Status	Still relevant?	
3.2.1	SAGNEP to encourage coastal States to contribute to a regional Tier 3 pollution response centre and that they establish national contingency plans.	Chairman	Being addressed in the WIOMHCCP Project	To be discussed under item 8.2.2 & 8.3.1
3.2.2	Study Group to undertake a visit to Angola and Madagascar as soon as possible.	IHO, IALA, IAPH, IMO, France, Mozambique, Portugal, South Africa	Not done as yet	To be discussed under item 8.1.2
3.2.3	Member States to advise the Chairman of their relevant Departments and Sections responsible for <u>search and rescue</u> , <u>aids to navigation</u> , <u>the transmission of maritime safety information</u> (CNW, NAVAREA, GMDSS) <u>port state control inspections</u> and <u>anti-pollution measures</u> . The name, postal, telephonic and fax information (and e-mail) is essential.	Coastal Member States	The information re. SAR is available. Others incomplete	To be discussed under item 5
3.2.4	IALA to investigate the security of the solar modules of unmanned solar installations to prevent theft.	IALA	IALA had obtained a response from their Engineering Committee. Was it circulated?	To be discussed under item 8.1.2
3.2.5	a. SAGNEP to circulate the current situation as reported by member States (refers to item 3 above) for confirmation and that the member States advise the Chairman of any (i)	Chairman	Outstanding	To be discussed under items 8.1.2 (ii) 8.2.2, and (iii) 8.2.3

Decisions	Action by	Status	Still relevant?
national plans and (ii) envisaged projects.			
b. IALA and the IHB to investigate the possibility of developing a format for a national plan that can then be sent to member States to assist in the preparation of their national plan.	IALA IHB	Outstanding	To be discussed under item 8.2.2
c. The Chairman to compile a draft regional plan based on the national plans submitted and to circulate to members.	Chairman	Outstanding	To be discussed under item 8.3.5
d. The Chairman should advise the relevant international organisations of these (SAGNEP) initiatives.	Chairman	Outstanding	To be discussed under item 5.4
3.2.6 That the Kenyan and Tanzanian Reports emanating from the Study Group visits be translated into French and Portuguese where necessary. IHB and Portugal will arrange for the translation into French and Portuguese respectively.	Chairman. IHB/Portugal/ Chairman	Outstanding	To be discussed under 8.1.2
3.2.7 That Zaire (now DRC) and the Comores be invited to become Members.	Chairman	Invited to SAGNEP3	Done
3.2.8 That landlocked States bordering on navigable lakes in the region be invited to attend as observers.	Chairman	Invited to SAGNEP3	Done
3.2.9 That CSIR, IOC and the IOC representative in Mauritius be approached to advise Kenya on the eradication of the hyacinth weed on the lakes.	Chairman	Outstanding	To be discussed under item 10.1
3.2.10 That the Chairman advises Members of the training facilities, courses and assets appropriate to the work of the Group available both in the region and in France, Norway, Portugal and the United Kingdom.	Chairman	Outstanding	To be discussed under item 8.3.2
3.2.11 That the Maritime and Antarctic Affairs Section of the S.A. Foreign Affairs assist where possible with the passing of urgent messages via their Missions to departments in member States.	Members, S.A. Foreign Affairs	Outstanding	To be discussed under item 5.4

Decisions	Action by	Status	Still relevant?
3.2.12 That IMO be urged to co-ordinate study visits in the region to avoid duplication with SAGNEP.	IALA & IHB	Outstanding	To be discussed under item 9.3
3.2.13 That the Chairman arrange, in conjunction with the Southern African & Islands Hydrographic Commission (SAIHC), a presentation on the important of hydrography and aids to navigation to the relevant Section of SADC (Maritime and Inland Waterway Transport, Article 8.5), the Indian Ocean Commission and the East African Co-operation Secretariat.	Chairman SAIHC	Outstanding	To be discussed under item 9.5
4. Election of Chairman, Vice Chairman and Secretariat			
5. Membership, Contact Detail and Communication			
5.1 Update of Membership			All
5.2 List of Contact Detail (a) Search and rescue (b) Aids to navigation (c) Transmission of maritime safety information (CNW, NAVAREA, GMDSS) (d) Port state control inspections (e) Anti-pollution measures			Matters arising
5.3 Focal Points in Various Countries			Member States
5.4 Communication (i) Chairman to advise the relevant international organisations of these (SAGNEP) initiatives.			Matters arising: Chairman
(ii) Maritime and Antarctic Affairs Section of the S.A. Foreign Affairs (DIRCO) to assist where possible with the passing of urgent messages via their Missions to departments in member States.			Matters arising
6. Discuss the objectives of SAGNEP and identify possible amendments to the Terms of Reference			
7. Feedback on WIOMHCCP Project & the sustaining thereof going forward			N. Guy
8. Standing Items			
8.1 <u>Safety of Navigation</u>			
8.1.1 Improvement of Safety of Navigation in the Region			
8.1.2 Technical support (i) Study Group visit to Angola and Madagascar (ii) IALA to investigate the security of the solar modules of unmanned solar installations to prevent theft.			Matters arising Matters arising: IALA

Decisions	Action by	Status	Still relevant?
8.2 <u>National issues</u>			
8.2.1 Presentation of National Reports, covering: (i) Statutory responsibility for Safety of Navigation, Maritime Safety and aids to navigation. (ii) Status of aids to navigation & VTS			Each Member State
8.2.2 National Safety of Navigation Plans			
(i) IALA and the IHB to investigate the possibility of developing a format for a national plan that can then be sent to member States to assist in the preparation of their national plan			Matters arising: IALA & IHB
(ii) Member States to advise the Chairman of any national plans			Matters arising: Member States
(iii) Oil Pollution & HNS Spill Response Contingency Planning			Matters arising: Member States
(iv) Safety of navigation			
8.2.3 Projects			
(i) Member States to advise the Chairman of any envisaged projects.			Matters arising: Member States
8.3 <u>Regional co-operation</u>			
8.3.1 Regional Co-ordination Centre for Marine Pollution Preparedness and Response (RCC) in the Western Indian Ocean			Matters arising
8.3.2 Capacity building			
(i) Chairman to advise Members of the training facilities, courses and assets appropriate to the work of the Group available both in the region and in France, Norway, Portugal and the United Kingdom.			Matters arising; Chairman
(ii) Virtual academy			N. Guy
8.3.3 Sharing of resources			
8.3.4 Regional Data Centre			
(i) LRIT Co-operative Data Centre			
8.3.5 Regional Safety of Navigation Plans			
8.3.6 Memorandum of Understanding			
(i) Indian Ocean MOU			
(ii) West and Central Africa MOU			
8.3.7 Sharing of information			
9. <u>International organisations and other related bodies</u>			
9.1 IALA			IALA
9.2 IHO			IHO
9.3 IMO			IMO

Decisions	Action by	Status	Still relevant?
(i) IMO to be urged to co-ordinate study visits in the region to avoid duplication with SAGNEP			Matters arising: IALA & IHO
9.4 African Union			AU
9.5 Others Chairman to arrange, in conjunction with the Southern African & Islands Hydrographic Commission (SAIHC), a presentation on the importance of hydrography and aids to navigation to the relevant Section of SADC (Maritime and Inland Waterway Transport, Article 8.5), the Indian Ocean Commission and the East African Co-operation Secretariat			Matters arising: Chairman
10. Any Other Business			
10.1 Kenya: eradication of the hyacinth weed on lakes			Matters arising: Kenya
10.2 SAGNEP logo			
11. Date and place of next meeting			
12. Closure			

TERMS OF REFERENCE OF THE SOUTHERN AFRICAN [AD HOC] REGIONAL CO-OPERATION GROUP ON SAFETY OF NAVIGATION AND MARINE¹ ENVIRONMENT PROTECTION (SAGNEP)

1. Create a forum for discussion on matters of mutual interest.
2. Formulate recommendations to the relevant International Organisations, in particular the International Maritime Organisation (IMO), the International Hydrographic Organisation (IHO), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), International Association of Ports and Harbours (IAPH), Southern African Development Community (SADC), Intergovernmental Oceanographic Commission (IOC), the Indian Ocean Commission (IOC).
3. Act as a communication facilitator to and from the member states of the Group and the International Organisations.
4. Exert regional influence to improve Safety of Navigation and Marine Environment Protection, which also includes coordinated capacity building measures.
5. Exert influence on behalf of member states on International and National Funding Organisations to promote and improve Safety of Navigation and Marine Environment Protection and for a state to co-operate in Regional efforts.
6. Facilitate the co-ordination and sharing of aids to navigation assets and services. To ensure co-operation in improving the provision and operation of aids to navigation, pooling of resources and sharing expertise.
7. Encourage the exchange of information and technical support.
8. Encourage and organise co-operation in training and the attainment of the required standards [of competence], to include skills development and research.
9. Advise member states on their responsibilities in terms of International Customary Law and the benefits and responsibilities of being party to the relevant conventions and members of International Organisations.
10. Promote awareness of the need to establish internationally agreed aids to navigation and maritime safety information services.
11. SAGNEP Secretariat to establish and maintain a register of the relevant authorities and institutions of member states responsible for safety of navigation.
12. Following on the objectives of the WIOMHCCP Project, prepare and participate in sustaining development national and regional plans for the improvement of safety of navigation and Marine Environment Protection in the region.
13. Encourage states in the region to become member states of the Group and to participate in Group activities.

¹ Marine refers to both coastal and inland waterways

List of Attendees

3rd meeting of the Regional Co-operation Group on Safety of Navigation and Marine Environment Protection (SAGNEP)

29 – 30 May 2012

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Group photograph



IALA WWA Aids to Navigation Awareness Seminar

1 June 2012

Recommendations:

States attending the IALA World-Wide Academy (The Academy) awareness briefing should consider the following:

1. Preparation for the potential of Sea Traffic Control concept as explained in the “Mona Lisa” film, perhaps with a single Competent Authority in charge,
2. Non-member States of IALA to consider the advantages of becoming National Members of IALA¹,
3. Signing acceptance of the IALA Maritime Buoyage System (1985, as amended) by sending a letter to the Secretary General of IALA⁵,
4. Co-operating through SAGNEP, where appropriate, concerning the use of IALA’s risk management tools (IWRAPII and PAWSA) to analyse the degree of risk both within the waters of each coastal State and regionally,
5. The need to define and declare the VTS type, service level and VTS area. It should be regulated in line with IMO Resolution A.857(23),
6. IALA Member States to consider joining IALA-NET,
7. In pursuit of the second phase of The Academy’s capacity building strategy, to consider using the expertise within IMO and IALA to conduct needs assessment missions for the waters of coastal states and adjacent internal and coastal waters within the SAGNEP region, and
8. To prepare formal Level of Service Statements on the Extent, Quantity and Quality of aids to navigation service provision.

¹ A letter should be send by the Competent Authority to the Secretary General of IALA, explaining that the Administration in charge of aids to navigation in that State, wishes to become party to the IALA Agreement on the Maritime Buoyage System (15 April 1985, as amended). The letter should confirm that the State in in MBS Region A, and that the System is already implemented. If the system is not already implemented, the State should specify the date at which it will become applicable.