

MSI Self Assessment – NAVAREA VII**Submitted by: South Africa****SUMMARY**

1. **Background.** The Coordinator of NAVAREA VII, in conjunction with the South African Meteorological Service, promulgates and disseminates shipping safety messages and weather information. Cape Town Radio is the GMDSS service provider and as such, transmits all MSI on behalf of the Coordinator.

SafetyNET

MSI transmission is to the Indian Ocean Region and to the Atlantic Ocean Region East. Meteorological Forecasts: 0940 and 1940 UTC; NAVAREA Warnings: 1940 UTC. Land Earth Station 12 Burum; Service Provider: Stratos Mobile Networks.

NAVTEX

NAVTEX coverage out to 200 nm from the Namibian and South African Coasts is passed from the Coast Radio Stations at Cape Town (C), Port Elizabeth (I) and Durban (O). The Coast Radio Station at Walvis Bay, Namibia (B) NAVTEX service is not operational. Whilst the Namibian NAVTEX service is out of operation, Cape Town Radio will continue to include Namibian Maritime Safety Information with its scheduled NAVTEX and SafetyNET MSI broadcasts.

Radio Telephony

For the benefit of non-GMDSS adapted vessels, the Cape Town, Port Elizabeth and Durban Radio Weather Bulletins and Navigational Warnings in force are combined and presented as one single-voice broadcast from Cape Town Radio at 1015 and 1815 UTC daily. The coastal weather report as at 1200 UTC is broadcast at 1333 UTC. Transmission is on HF on 4375, 8740 and on 13146 kHz and on 27 VHF traffic channels sited around the South African coast from Alexander Bay in the West to Kosi Bay in the East.

Namibian coastal weather and navigational warnings are broadcast on voice twice daily from Walvis Bay Radio on HF on 4357 and on 8719 kHz and on 3 VHF traffic channels from transmitters located along the Namibian coast.

Geographical Limits of NAVAREA VII:

Southern Africa – South Atlantic Ocean (AOR-E):

6° 00'S, 020° 00'W (Angola international border with The Democratic Republic of the Congo (DRC), (West Coast) to the coast of Antarctica

and

Southern Africa – Indian Ocean (IOR):

10° 30'S, 055° 00'E (Mozambique international border with Tanzania, (East Coast) to 30° 00'S, 055° 00'E to

30° 00'S, 080° 00'E to the coast of Antarctica.

The boundaries and geographical limits of a new Sub-Area: [Lat: 001° 00'N to 015° 00'S and Long: 028° 00'E to 038° 00'E] covering the African Lakes including the Great Rift Valley Lakes: Lake Victoria, Lake Tanganyika and Lake Malawi has been identified, but is not yet operational.

Operational Point of Contact for the National Coordinator within NAVAREA VII is:

Country	Telephone	Facsimile	Email
South Africa	+27 21 787 2445 +27 21 787 2408	+27 21 787 2233	hydrosan@iafrica.com

2. **Comments.** The GMDSS Master Plan for NAVAREA VII is up to date.

Port Control Vessel Traffic Services in most South African hub ports provide information necessary for safe navigation within VTS routes and port approaches.

SafetyNET coverage is available through the NAVAREA VII Coordinator, for Angola, Namibia, Mozambique and Madagascar.

The **Namibian Port Authority (NAMPORT)** is in regular contact with the NAVAREA VII Coordinator and as such, both SafetyNET and NAVTEX MSI concerning the Namibian coast are provided for promulgation by the South African Navy Hydrographic Office. Whilst the Namibian NAVTEX service is out of operation, Cape Town Radio will include Namibian Maritime Safety Information with its scheduled NAVTEX and SafetyNET MSI transmissions.

The **Mozambique Institute of Hydrography and Navigation (INAHINA)** promulgates monthly Notices to Mariners. Relevant MSI is passed to the NAVAREA VII Coordinator for transmission on SafetyNET.

There is a stable reception of MSI from **Angola**. Vessels transiting NAVAREA VII report MSI via coast radio stations or directly to SANHO. Resulting broadcasts are made via NAVTEX and SafetyNET.

Copies of NAVAREA Messages are received from the Coordinators of NAVAREAS II, VI, VIII and XI. Where necessary, MSI relevant to an adjacent area is retransmitted for the benefit of transiting traffic.

There remains a lack of communication from **Iles Comores** and **Madagascar** in terms of the dissemination of MSI. This poses a potential risk to mariners in the relevant areas.

There is a lack of NAVTEX transmitting stations north of the South African international borders and there is no apparent acquisition of MSI transmitting apparatus or MSI training or implementation of MSI dissemination by States in the Great Rift Valley in the Southern African region.

SafetyNET Messages Promulgated

	2010	2011	2012
NAVAREA VII	262	250	324

3. **NAVTEX Coverage.**

NAVTEX coverage out to 200nm from the Namibian and South African Coasts is passed from the Coast Radio Stations at Cape Town (C), Port Elizabeth (I) and Durban (O). The Coast Radio Station at Walvis Bay, Namibia (B) NAVTEX, is currently not operational. These Coastal Navigation Warning messages are also transmitted by voice twice a day for the benefit of fishing vessels and leisure craft. See diagram attached at end of document.

Coastal Navigational Warning Messages Promulgated

	2010	2011	2012
NAVAREA VII	529	597	548

Contact details for NAVTEX Stations (Operational status is confirmed)

Station	Transmitter Identification Character (T.I.C) – B1 Character	Contact No
Walvis Bay Maritime Radio	B	+264 64 203581 (24H) Mobile: +264 811242697
Cape Town (CT)	C	+27 21 551 0700
Port Elizabeth	I	PE and Durban is remotely controlled from CT Radio.
Durban	O	

4. **Operational Issues.** The States of Iles Comores and Madagascar and the landlocked States surrounding the Great Rift Valley Lakes are encouraged to communicate with the NAVAREA VII Coordinator and to adapt to the GMDSS and to implement MSI measures accordingly so that where the degrees of hazard are known, that this information may be disseminated to warn mariners operating in the relevant area. For the safety of life, MSI awareness must be improved and the installation of radio communication equipment and the associated operator training is imperative.

The lack of NAVTEX Stations north of South African borders, including Namibia, still prove to be a persistent challenge. The installation of radio communication network equipment, as well as operator training is the two most important components that need to be addressed. The landlocked states in particular are encouraged to work towards becoming GMDSS compliant for possible inclusion into the existing NAVAREA as a new Sub-Area VIIA division.

The current state of MSI in the SADC Region is listed in the GMDSS table below:

O = Operational
T = Under trail
P = Planned or to be decided
NI = No Information

STATUS OF SHORE BASED FACILITIES FOR GMDSS

Country	A1 Area	A2 Area	A3/A4 Area	NAVTEX	SafetyNET	Notes
Angola	P	P	P			b
Kenya	P	P			NAVAREA VIII	a
Madagascar	P	P				a
Malawi	NI	NI	NI			c
Mauritius	O	O	P	O	NAVAREA VIII	
Mozambique	P	O	P			a, b

Namibia	P & T	P & T	P & T		P	b
Country	A1 Area	A2 Area	A3/A4 Area	NAVTEX	SafetyNET	Notes
Seychelles	P	P	P		NAVAREA VIII	a
South Africa			O	O	O	
Tanzania	P	P	P		NAVAREA VIII	a
Uganda	NI	NI	NI			c

Notes:

- a. Proposals for NAVTEX or SafetyNET should be clarified during the establishment of the East African MRCC in Mombasa and MRSCs in Dar es Salaam, Maputo and Antananarivo.
- b. Currently NAVTEX coverage for Namibia is provided by arrangement with South Africa. SafetyNET coverage is available for Angola, Namibia, Mozambique and Madagascar through the NAVAREA VII Coordinator.
- c. Under the auspices of the RHC (SAIHC), landlocked states surrounding the inland Great Rift Valley Lakes are encouraged to implement MSI measures and become GMDSS compliant.

5. **Quality Management Survey.**

NAVAREA	ISO 9001 - 2000	Promulgate "In-Force" Bulletins	Promulgate "No-Warning" Messages	Monitor Broadcast in almost real time	24/7 contact information provided	Promulgate two scheduled broadcasts	IMO Master Plan updated
VII	No	Yes	Yes	Yes	Yes	Yes	Yes (See para 4)

6. **Contingency Planning.** To ensure the continuous operational capability of MSI dissemination via SATCOM C SafetyNET, contingency plans have been proposed and agreed in principle between South Africa, France and Australia. The necessary procedure and testing is under development.

7. **Capacity Building.** SAIHC have identified Capacity Building initiatives with MSI as a very important first phase component. The IHO Capacity Building Sub-Committee (CBSC) has established a capacity building fund (CBF) to facilitate seed-corn activities such as technical workshops, visits and training courses within the region. MSI training courses have been conducted in Mozambique, Maputo and Namibia and most recently a Phase 1 Charts and Awareness Course was conducted in November 2012. In South Africa there is a definite realization of the importance of continued capacity building within NAVAREA VII and a further MSI course has been approved by the IHO CBSC for 2013.

8. **Other Activities.** MSI awareness must be improved and the installation of radio communication equipment and associated operator training is imperative.

9. **NAVAREA Website.**

SafetyNET and NAVTEX messages are published on both the website and internal SA Navy website (Intranet) and updated daily during office hours from Mon to Fri (07:30 – 16:00 SAST). The date and time is displayed at the very top of the messages in force. Outside normal office hours, MSI is monitored by Cape Naval Radio who provides a 24H watch keeping service and is in constant telephone contact with the MSI Officer. Cape Town Radio is the primary 24H service operator responsible for the dissemination of MSI messages.

In addition to postal methods, the South African Hydrographic Office also publishes Notices to Mariners, archived to the year 2000, as well as SafetyNET messages and Coastal Navigational Warnings on its internet website (<http://www.sanho.co.za>).

10. **NAVAREA VII Contact Information.** *No change.*
11. **Recommendations.**
 - a. The States of Iles Comores and Madagascar are encouraged to communicate all relevant MSI matters to the NAVAREA VII Coordinator in order disseminate these potentially hazardous matters to mariners operating in the relevant areas of interest.
12. **Actions required.**
 - a. The Sub-Committee is invited to note the report and take cognizance of the lack of NAVTEX stations, including Namibia, north of the South African international borders.
13. **Summary.**
 - a. There remains a lack of NAVTEX Stations north of the South African international borders.
 - b. The slow progress and the lack of adequate MSI implementation by States in the Great Rift Valley in the Southern African region remains a persistent matter of concern. The identification of Sub-Area VIIA has, to date, not resulted in any further developments.
 - c. The RHC (SAIHC) instills the awareness of maritime safety and encourages the implementation of MSI measures by member states.
 - d. A contingency plan arrangement between NAVAREA VII and NAVAREA II with the latter acting as backup for the AOR-E and NAVAREA X acting as backup for the IOR have been agreed in principle, but a procedure still needs to be developed, tested and implemented.

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LIMITS OF NAVAREAS AND NAVTEX STATIONS

