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REPUBLIC OF SOUTH AFRICA
19 July 2011

File ref: FOF/HYD/R/320/19/1

Mr Elzevir W. Gelderbloem
Namibian Port Authority
Port of Walvis Bay
P.O. Box 361
NAMIBIA

Dear Mr Gelderbloem

**SOUTHERN AFRICA AND ISLANDS HYDROGRAPHIC COMMISSION
(SAIHC)
TECHNICAL VISIT TO NAMIBIA**

References: a) *FOF/HYD/R/320/19/1 – SAIHC Letter No 3/2010 dated 24 August 2010*
b) *FOF/HYD/R/320/19/1 dated 30 March 2011*

1. As part of SAIHC's Capacity Building programme a SAIHC team headed by the SAIHC Chairman, Captain Abri Kampfner SAN, supported by a United Kingdom Hydrographic Office representative, Commander Bob Wilson RN, visited Walvis Bay, Namibia during the period 27 to 29 June 2011. The report arising from this visit is forwarded for your consideration and comment.

2. The main report at Annex A is based on the previous report dated 10 March 2006. For ease of reference the previous report has been used as the basis for this report with the visit team's comments added to each section in italics. Sections where no comments are made indicate that previous ones remain extant.

3. May I on behalf of the team thank the Namibian Port Authority (NAMPORT) and in particular Mr Tony Raw for the unstinting support and assistance given to the team before and during the visit. In summary the team considers that good progress has been made in number of areas since the previous visit and that there is a greatly willingness and enthusiasm to promote national hydrography in Namibia which SAIHC will do all that it can to support. The bringing together of key hydrographic stakeholders developed a rapport that the team recommends should be capitalized upon soon or risk the loss of momentum. The key element is the urgent establishment and encouragement of a National Hydrographic Committee to promote and coordinate hydrographic effort for the national good.

4. In addition to the main technical meetings the SAIHC team's ability, through the active cooperation of NAMPORT, to gain a mass of information to update the charts and publications covering Walvis Bay and environs will benefit both Namibia and the mariners frequenting its port and its approaches.

On behalf of the Southern Africa and Islands Hydrographic Commission
Yours sincerely,

Captain Abri Kampfer SAN
Chairman

COUNTRY REPORT: NAMIBIA

INTRODUCTION

1. **RHC Involvement.** Namibia is not an IHO member, but is an associate member of the SAIHC. It was represented at the 5th SAIHC Meeting in September 2005, and a National Report was available to the RHC Study Team. There is routine liaison with the HO of South Africa. A copy of M-2 was supplied during the discussions, and the SAIHC Chairman will provide follow up advice on the application process for IHO membership.

Namibia was represented at the 7th SAIHC Conference in September 2009 and a National Report was available to the SAIHC Visit Team. Namibia has yet to start its application for membership of IHO and was strongly encouraged to do so by the SAIHC team; a further copy of M2 was passed to the Namibian authorities. However, it is important to note that Namibia continues to take an active part in SAIHC business including the short-notice agreement to host the next SAIHC Meeting in September 2011.

2. **Preliminary Liaison.** Mr Matthew Nangolo, the Director Maritime Affairs in the Ministry of Works, Transport and Communication (MWTC), and Mr Tony Raw of the Namibian Ports Authority (NAMPORT) assisted with co-ordination of the visit.

Mr Tony Raw led for all arrangements before and during the 2011 Technical Visit.

3. **Points of Contact.** Amendments to Namibia's details in the IHO Year Book are at Appendix 1. They reflect the responsibility of the Directorate of Maritime Affairs (DMA) for national hydrographic policy and provision for SOLAS V obligations, and the delegation to NAMPORT of the roles of collection and promulgation of hydrographic information through liaison with the South African Navy HO (SANHO).

Revised IHO Yearbook details are at Annex B.

DESCRIPTION OF MARITIME ACTIVITIES

4. **National Maritime Affairs.** Round Table discussions in MWTC were greatly assisted by a comprehensive Information Document which had been prepared in advance of the visit. This painted a clear picture of Namibia's strategic location athwart the maritime routes round the Cape of Good Hope, and of current and projected operations to exploit the significant offshore resources in the water column and seabed.

Discussions were held primarily using facilities at the Atlantic Hotel, Walvis Bay. The SAIHC team were not provided with a written brief on this occasion rather obtained information during round-table discussion.

5. **Trade and Maritime Traffic.** The following overview is drawn from the statistics contained in the Information Document *as amended by the SAIHC 2011 visit.*

a. **Through Routes.** Walvis Bay is on the main liner route between Europe and Southern and Eastern Africa, and it is also the first port of call for traffic to the region from South America.

Liner companies operating from the port now include direct links to the Far East.

b. **Trans-shipment.** Walvis Bay is a hub port for west coast trade carried by MAERSK and OACL, and the volume of containers handled in the port is increasing steadily.

Nine major world liner operators use Walvis Bay. The port handled a total of 264,000 TEUs during 2010 and expects this to rise to 350,000 TEUs in the next few years.

c. Bulk Trades. There are no refineries. A tanker berth at Walvis Bay caters for wet bulk-loading requirements.

No change.

d. Feeder, Coasting and Local Trade. Passenger/cargo services link Walvis Bay, Luderitz and Cape Town. North-bound, the service calls at St Helena on a 14 day schedule.

The St Helena service has ceased.

e. Offshore Supply and Support. The volume of offshore supply shipping fluctuates with exploration activity. The industry has indicated that when the Kudu field comes on stream, they would absorb the total berthing capacity of Luderitz. The offshore diamond mining industry operates mobile drilling units and satellite boats.

Diamond mining is now on a smaller scale. Kudu field development is now on hold. Brazilian operators are conducting further offshore exploration.

f. Tourism - Cruise Liners. The number of calls at Walvis Bay and Luderitz increased during 2005.

The Port of Walvis Bay receives approximately two cruise liners per month but expects this traffic to increase.

g. Tourism - Small Craft. The coastal focal points for leisure cruising are Luderitz, Walvis Bay and Swakopmund. There are some 16 craft of between 15 – 20 metres. There are no major concentrations of marina developments, but one is planned in Walvis Bay and the waterfront at Luderitz is also being developed.

Informal waterfront development has taken place in Walvis Bay with some waterfront restaurants. A maritime training school and museum (located in the old power station) have been established at Lüderitz under the auspices of the Ministry of Education.

h. Fisheries. Most Namibian fishing vessels are based in Walvis Bay, with a smaller number at Lüderitz. The number of foreign fishing vessels in Namibian waters has reduced, and the majority are chartered for specialist mid-water trawling for quotas allocated to national fishing companies. There is also an extensive marine aquaculture industry. The Visit Team noted that the areas in which this is conducted should be shown on the official published charts.

Fishing resources are well managed to ensure sustainable resource. All vessels are Namibian owned. Sea Fisheries have two patrol vessels and one research vessel with a further one under construction. Additional marine aquaculture areas have been established off Donkey Bay and Long Beach. Coordinates of these areas should be supplied to allow for charting action.

i. Marine Research. The programme "International Oceanographic Data and Information Exchange" (IODE) of the "Intergovernmental Oceanographic Commission" (IOC) of UNESCO was established in 1961. Its purpose is to enhance marine research, exploitation and development, by facilitating the exchange of oceanographic data and information between participating Member States, and by meeting the needs of users for data and information products. A sub group of IODE – ODINAFRICA, Ocean Data and Information Network for Africa, brings together more than 40 marine related institutions from twenty-five countries in Africa including Namibia with the support of the Intergovernmental Oceanographic Commission of UNESCO and the Government of Flanders (Kingdom of Belgium). The network strives to address the challenges faced in ensuring

that ocean and coastal data and information generated in national, regional and global programmes are readily available to a wide range of users in an easily understandable format.

Ms Anya Kreiner gave a presentation to the SAIHC team and Namibian delegates on the main means of visualizing data gathered under the ODINAFRICA banner in the online African marine Atlas (<http://www.africanmarineatlas.org/>)

6. Responsibility for Safety of Navigation. The DMA is responsible for policy and regulation in matters of safety of navigation. NAMPORT is responsible for the maintenance of port channels, the provision and maintenance of aids to navigation, and the transmission of information to SANHO for navigational warnings broadcast from Walvis Bay radio.

NAMPORT stated quite clearly that it considered its hydrographic survey responsibilities were confined to within the port limits although it was prepared to assist with work outside of the ports upon request. DMA as the SOLAS responsible agency has responsibility for the bulk of Namibia's waters although in further discussion it became clear that the Namibian Navy, properly resourced, could assume delegated responsibility from DMA.

7. Defence Force Responsibilities. The Namibian Navy is currently being equipped with new vessels from Brazil. In the meantime SAR remains with DMA, fishery protection with the Sea Fisheries Patrol of the Ministry of Fisheries and Marine Resources (MFMR), and operations to counter traffic in drugs or illegal immigrants with Customs and Excise.

Roles need to be discussed and formalised particularly for SAR. Police Water Wing has been established in both harbours to conduct law enforcement in close cooperation with DMA and the Namibian Navy. See comments at paragraph 6 above.

8. Coastal Zone Management and Environmental Protection. The MFMR provided information on five Marine National Parks or management zones. The Visit Team noted that accurate co-ordinates should be provided through NAMPORT to SANHO so that these can be shown on the official navigational charts.

The SAIHC team noted that the action above remained outstanding. NAMPORT undertook to receive and forward the information from Ms Anja Kreiner.

OUTLINE S-55 ANALYSIS

9. Status of surveys within the National Maritime Zone. Namibia's current entry in S-55 was reviewed, and SANHO will assist in submitting an update to the IHB. The Visit Team noted information on surveys which have been carried out in Namibian waters by the Brazilian Navy and by a commercial contract survey company. They urged that the Ministry of Lands, which is the official repository for the resultant fair sheets, be asked to supply copies to SANHO as a matter of urgency so that the official navigational charts can be updated.

No change.

10. Collection and Circulation of Nautical Information. Current arrangements are for NAMPORT to collect and pass information to SANHO.

No change.

11. Survey Capability. NAMPORT is training one of their staff in hydrographic surveying, and he has already completed the courses run by the SAN. The Namibian Navy has trained officers and ratings in Brazil, and one rating in South Africa. All these personnel require field experience to consolidate their training. There is no survey equipment in either NAMPORT or the Navy.

The surveyor has completed his training at the SA Navy Hydrographic Office and has taken on the responsibility to maintain and calibrate the tide gauges in Walvis Bay and Luderitz. NAMPORT now has a

dedicated road portable survey launch complete with trailer and towing vehicle. The launch is equipped with a SBES, RTK GPS and a data logging system; QINSYS is used for data processing. The Namibian Navy, whilst having a few trained hydrographic staff lacks hydrographic equipment. The NAMPORT surveyor extended an invitation to the Namibian Navy for trained staff to participate with survey tasks.

12. Independent Chart Production Capability. The liaison with SANHO has resulted in completion of the INT chart scheme for Namibian waters. The production of some electronic charts for Namibian waters was noted, and S-55 will be amended to reflect this.

There is no immediate intention to develop a national chart production capability but to continue to use the service supplied by the South African Hydrographic Office. Captain Kampfer, as South African Hydrographer, encouraged the Namibian authorities to formalize this relationship through a Bilateral Agreement. A proforma generic agreement for the provision of hydrographic services was provided by the visit team to DMA staff. The proposal was accepted for discussion internally in Namibia.

PROPOSALS FOR CO-ORDINATION AND CAPABILITY BUILDING

13. National Hydrographic Committee. The preliminary meeting to prepare for the technical visit had drawn together all the maritime stakeholders who could contribute advice to DMA for the formulation of Namibia's policy and plans to meet SOLAS V obligations. The Visit Team urged DMA to constitute this group as Namibia's National Hydrographic Committee (NHC) and to call an early meeting to review the report arising from the visit and to determine the way forward. Draft Terms of Reference for the NHC were discussed. It was noted that SAIHC could assist to obtain advice for Namibia on the development of national policy and a prioritised survey plan.

No further action has been taken on the formation of a National Hydrographic Committee. The value and means of establishing a National Hydrographic Committee was strongly advocated by the SAIHC team; Captain Kampfer tabled a draft document giving the Terms of Reference of a generic National Hydrographic Committee for the Namibian authorities to consider. The will to establish such a committee was clearly evident and in discussion the following Namibian authorities were considered suitable to members:

*Lead Ministry: Ministry of Transport – SOLAS authority
Coastal Municipalities
Confederation of Namibian Fishing Associations
Department of Marine Affairs – Delegated department within the Min of Transport
Ministry of Defence – Navy Department
Ministry of Environment and Tourism
Ministry of Finance
Ministry of Fisheries
Ministry of Foreign Affairs – Maritime Boundary Delimitation and foreign research cruises
Ministry of Home Affairs
Ministry of Lands and Resettlement – Department of Lands
Ministry of Mines and Energy
NAMPORT – Delegated department within Ministry of Transport
National Planning Commission – National Spatial Data Infrastructure
Telecom Namibia – Walvis Bay Radio, GMDSS issues*

14. MSI Organisation and GMDSS. The Visit Team made the following observations on improvement of arrangements and liaison for effective passage of information between national and regional agencies.

- a. MSI (Navigational Warnings). It was noted that local navigational warnings are broadcast by Walvis Bay Radio. NAMPORT was responsible for liaison with the NAVAREA VII Co-ordinator in South Africa. The Visit Team recommended that the requirement to provide data to NAMPORT should be included in the terms of the licenses issued for all exploration and exploitation activities offshore. It was also suggested that a DMA Marine Notice could be used to

reiterate the role of NAMPORT in timely collection and dissemination of urgent navigational safety information.

It was confirmed that NAMPORT Port Control transmits urgent navigational safety information.

b. Information on Ports and Harbours. In addition to the requirement for information from other ministries noted in earlier paragraphs, the Visit Team noted the key role of the Ministry of Lands in timely provision of plans and co-ordinates of new developments so that they can be depicted on the official charts. It was suggested that the Minister of Works, Transport, and Communication write to his ministerial colleagues to seek their assistance in implementing regular procedures.

It was not ascertained if this action had been completed.

c. GMDSS Status. The IMO Regional Co-ordinator summarised the timetable for the establishment of the Namibian GMDSS sub-station, which, with repeater stations along the Namibian coast, will be managed from Cape Town by the SAN HO.

The Directorate Maritime Affairs of the Republic of Namibia, through promulgation of Marine Circular 009/2007 dated 27 March 2007, informed all stakeholders of upgrading communication (Telecom Namibia) equipment to conform to GMDSS standards. The NAVTEX transmitter on 518 kHz performed well with a 100 percent transmission record, but the NAVTEX antennae broke in February 2011 and it is not clear when this will be replaced. DMA is aware of the issue and is apparently addressing it. There are thus currently no NAVTEX transmissions and local warnings are transmitted by voice. Namibia is still planning to introduce NAVTEX transmissions on 4209.5 kHz. The old GMDSS software proved to be out of date and not very user friendly and it has been replaced with new and more modern GMDSS software. Mini-C equipment and the Digicons have been installed. Transmissions of navigational information via Inmarsat C may still happen, but not done at present. The move into the new station has been completed and it is in operation. A new switch had to be purchased for VHF System and additional VHF Stations are still outstanding, but should be available by 31st Aug 2011.

15. Hydrographic Capability. The Visit Team commented that an early priority for DMA, with advice from the NHC, would be to review the national capacity which had been identified during round table discussions to ensure that resources were applied to best effect, and to identify requirements for the appointment and training of additional personnel.

a. Provision of Survey and other Data to the Charting HO. The Visit Team suggested that a specific post within the NAMPORT organisation be nominated for this role, so that training opportunities could be focussed on the development of the incumbent.

In operation, although recent major changes at Walvis Bay and planned for almost immediate implementation had not been notified to the charting authority. Data was acquired during the SAIHC visit for a New Edition of INT 2611 and associated publications. The SAIHC team noted a number of changes on the coast between Walvis Bay and Cape Cross that had not been notified to the charting authority; the team strongly advised that such changes should be notified as a matter of urgency as they occur.

b. Survey Capability. The SAIHC Chairman undertook to provide a tasking sheet to assist the development of the competence of the NAMPORT surveyor. The Visit Team also recommended that the NHC establish whether the Namibian Navy personnel could be made available to work with NAMPORT in a national team to undertake small check surveys and other tasks which would exercise and develop their skills. It was also confirmed that SAIHC would respond favourably to requests to identify attachments to ships and field survey units of other IHO MS.

NAMPORT has established and equipped a Hydrographic Unit. The unit is led by Mr Mark Eiman who has been trained by the South African Navy. It was agreed that there would be cooperation between the NAMPORT surveyor and the Namibian Navy regarding hydrographic surveys.

c. Chart Production. The Visit Team urged that the current informal liaison with SANHO for the production of charts and publications for Namibian waters be put on a formal basis by means of a bilateral agreement.

This action had not been progressed and Captain Kampfer, as South African Hydrographer, encouraged the Namibian authorities to formalize this relationship through a Bilateral Agreement. The proposal was accepted for discussion internally in Namibia.

d. Potential for Regional Activity. The Visit Team commended Namibia for the pragmatic arrangements which have been made with South Africa and Brazil. They explained current difficulties that the IHO is experiencing in contacting Angola and welcomed the offer of the Namibian Ministry of Defence to encourage Angolan participation in SAIHC.

Contact with Angolan authorities has been established and they are now participating in SAIHC.

PROPOSALS FOR ASSISTANCE

16. Training. The Visit Team encouraged NAMPORT to select an appropriate member of their Port Operations staff to attend the Technical Workshop on “The Importance of Navigational Safety Information” in Maputo on 5 June 2006. Although the SAN will continue to manage MSI/GMDSS arrangements for Namibian waters, there will also be merit in a Namibian student attending a CPRNW training course for the SAIHC region if the decision is made to present such a bid for funding to the IHOCBC. The NAMPORT Training Needs Assessment for their SANHO-trained surveyor was tabled. The Visit Team judge that the top priority is for him to gain at least 2 years field experience before further training. A firm plan is in place for an attachment to SAS PROTEA when she resumes operations after her current refit. They would also suggest that, in due course, the UK RN Cat A Course might provide better skills for Namibia than the longer University of Plymouth Course.

With the exception of the IHO CAT A element the actions above have been completed as described.

17. Equipment. The Visit Team would advise that, if Namibia should decide to set up a National Team for the conduct of surveys, then the priority should be to purchase a portable survey suite comprising DGPS and a single-beam echo sounder. SAIHC can provide advice.

NAMPORT now has a dedicated road portable survey launch complete with trailer and towing vehicle. The launch is equipped with a SBES, RTK GPS and a data logging system; QINSYS is used for data processing.

18. Advice. The Team suggested that Namibia might consider an application to IHOCBC for funding of the short-term loan of a Cat A surveyor with experience of the definition of a prioritised national survey plan, and of the specification, oversight and appraisal of contract surveys. An attachment of 2-3 weeks would suffice to put the foundations in place for Namibia and to brief either the NAMPORT surveyor, or one of the Namibian Navy’s officers with hydrographic training, to take forward such work in support of DMA and the NHC.

Awaits the formation of a NHC to determine national requirements.

FOLLOW UP ACTIONS

19. Encouragement of Formation of a NHC, Development of a National Hydrographic Strategy, and RHC Membership. The NHC should meet as soon as possible after the receipt of the report of the SAIHC Technical Visit team. Its priority should be to clarify inter-departmental responsibilities and bids to the IHOCBC through SAIHC for assistance, including advice in developing national hydrographic strategy.

DMA should study the guidance in M-2 on application for membership of the IHO, seeking guidance as required from the SAIHC Chairman.

Strongly reinforced during the SAIHC 2011 visit; Namibia signed the Statutes of SAIHC as an Associate Member of SAIHC. The SAIHC team strongly recommended that Namibia, in its serious intent regarding hydrography, should establish a National Hydrographic Committee and apply for membership of the IHO.

ACTION: DMA; NAMPORT; SAIHC Chairman.

20. Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.

a. Information on aquaculture areas and Marine Parks should be obtained and forwarded to SANHO for charting action as soon as possible.

ACTION: MFMR (Ms Anja Kreiner), DMA, and NAMPORT.

b. Fair sheets for surveys completed by the Brazilian Navy and by a contract company should be supplied to SANHO for charting action.

ACTION: Ministry of Lands, DMA.

c. Future licences for exploitation of fisheries or seabed resources should include a clear requirement for co-ordinates of areas and installations to be passed to NAMPORT.

ACTION: Ministry of Mines and Energy; DMA.

d. NAMPORT confirmed that dredging is planned for the Walvis Bay fishing channel and at Luderitz. On completion of the work NAMPORT is to forward new survey data to the charting authority. As a short-term measure NAMPORT should conduct a check survey of the fishing channel to confirm current status.

ACTION: NAMPORT.

e. Department of Fisheries reported knowledge of foreign surveys, but had no idea who collected them or where the data could be located. Given the urgent need to define accurately the 200 m contour to enforce a fishing ban within the contour and the 300 m contour defining the limit for bottom trawling, access to this additional data is required as a priority matter.

ACTION: DMA, MFMR

f. DMA, Namibian Navy and Department of Fisheries to develop a cooperation arrangement to monitor developments of the Namibian coast such that information for the maintenance of charts and publications can be passed to the charting authority.

ACTION: DMA, Namibian Navy MFMR

21. Encouragement of Development of Hydrographic Capability

The SAIHC Visit Team noted the marked improvement in Hydrographic awareness and progress made since the previous visit. The value of round table discussions of all relevant interested parties was again noted and should be formalised through regular meetings of a NHC. Participation in the workings of SAIHC is important and full use should be made of all SAIHC training opportunities. Through discussions of the NHC, once established, requests for capacity building support should be made to SAIHC.

ANNEX B TO
FOF/HYD/R/320/19/1
DATED 19 JUL 11

AMENDMENT TO ENTRY FOR NAMIBIA IN THE IHO YEAR-BOOK

NAMIBIA (REPUBLIC OF)

MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION

Directorate of Maritime Affairs: Mr M. NANGOLO

Responsible for national hydrographic policy and provision for SOLAS V obligations.

NAMIBIA PORTS AUTHORITY

Delete *Mr Tony Raw* Insert *Mr Elzevir W. Gelderbloem*

Delegated responsibility for the collection and promulgation of hydrographic information through liaison with the South African Navy HO (SANHO).

ANNEX C TO
FOF/HYD/R/320/19/1
DATED 19 JUL 11

LIST OF PARTICIPANTS IN SAIHC TECHNICAL VISIT DISCUSSIONS

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ANNEX D TO
FOF/HYD/R/320/19/1
DATED 19 JUL 11

SAIHC TECHNICAL VISIT - PROGRAMME OF EVENTS

Date	Event	Participants
pm 26 June	SAIHC Team arrive at Walvis Bay	Captain Abri Kampfer SAN Mr Bob Wilson
27 June	Welcoming address and discussion of the purpose of the SAIHC visit.	DMA NAMPORT Namibian Navy SAIHC Team
	Site visit to waterfront development in Walvis Bay	NAMPORT SAIHC Team
	Review of the current maritime and hydrographic situation in Namibia	DMA NAMPORT Namibian Navy SAIHC Team
	Presentation by SAIHC Team of the need for National Hydrography	SAIHC Team
	SAIHC team hosted to dinner by NAMPORT	NAMPORT SAIHC Team
am 28 June	Presentation by Ms Anya Kreiner of the African Marine Atlas (http://www.africanmarineatlas.org/)	DMA Fisheries Representatives NAMPORT Namibian Navy SAIHC Team Telecom Namibia
	Review of the current maritime and hydrographic situation in Namibia and discussion of the establishment of a National Hydrographic Committee	DMA Fisheries Representatives NAMPORT Namibian Navy SAIHC Team Telecom Namibia
pm 28 June	Visit to Telecom Namibia to view GMDSS equipment	SAIHC Team Telecom Namibia
	Review of the current maritime and hydrographic situation in Namibia	NAMPORT SAIHC

Date	Event	Participants
29 June	Meetings at NAMPORT with Port Engineer and Port Captain to review chart and publication amendments	NAMPORT SAIHC
	Site visits on Nambian coast north from Walvis Bay including: Swakopmund, Swakopmund Desalination Plant Outfall, wreck sites, Henties Bay and Cape Cross	NAMPORT SAIHC
pm 29 June	Dinner for SAIHC visit participants hosted by NAMPORT	DMA NAMPORT Namibian Navy SAIHC Team Telecom Namibia
am 30 June	SAIHC team departed Namibia	Captain Abri Kampfer SAN Mr Bob Wilson