

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.
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.
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).

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.
5. **Trade and Maritime Traffic.** The following overview is drawn from the statistics contained in the Information Document.
 - 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.
 - 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.
 - c. **Bulk Trades.** There are no refineries. A tanker berth at Walvis Bay caters for wet bulk-loading requirements.
 - 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.
 - 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.
 - f. **Tourism - Cruise Liners.** The number of calls at Walvis Bay and Luderitz increased during 2005.

- 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.
- h. Fisheries. Most Namibian fishing vessels are based in Walvis Bay, with a smaller number at Luderitz. 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.
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.
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.
8. Coastal Zone Management and Environmental Protection. The MFMR provided information on 5 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.

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

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.

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.
 - 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.
 - 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.
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.
 - 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.
 - 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.
 - 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.

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

IHOBCB. 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.

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.

18. Advice. The Team suggested that Namibia might consider an application to IHOBCB 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.

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 IHOBCB 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. ACTION: **DMA; 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, Ministry of Lands, 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 with the utmost urgency. 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**.

21. Encouragement of Development of Hydrographic Capability.

a. Namibia should take up the training available in Maputo in Jun 06, and should assess the other proposals for bids to IHOBCB which were outlined by the Visit Team. ACTION: **RHC Members**.

b. DMA, with the assistance of NHC members, should consider the formation of a small survey team. ACTION: **RHC Member States**.

APPENDIX 1 TO
ANNEX F TO
FOF/HYD/R/320/19/1
DATED 10 MAR 06

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

Mr Tony Raw

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