Annex D
SAIHC19 SAIHC19-14-NAVAREA VII
Meeting 19
Agenda Item 14

MSI Assessment for NAVAREA VII

Reporting period from 1st Jan 2021 to 31th December 2021

Submitted by Republic of South Africa (RSA) to WWNWS14, 07 September 2022

SUMMARY

Executive Summary: *This document provides MSI information related to NAVAREA VII for the period 1st Jan 2021 to 31th December 2021.*

Action to be taken: *Report to be noted by the SAIHC19Meeting.*

Related documents: *None*

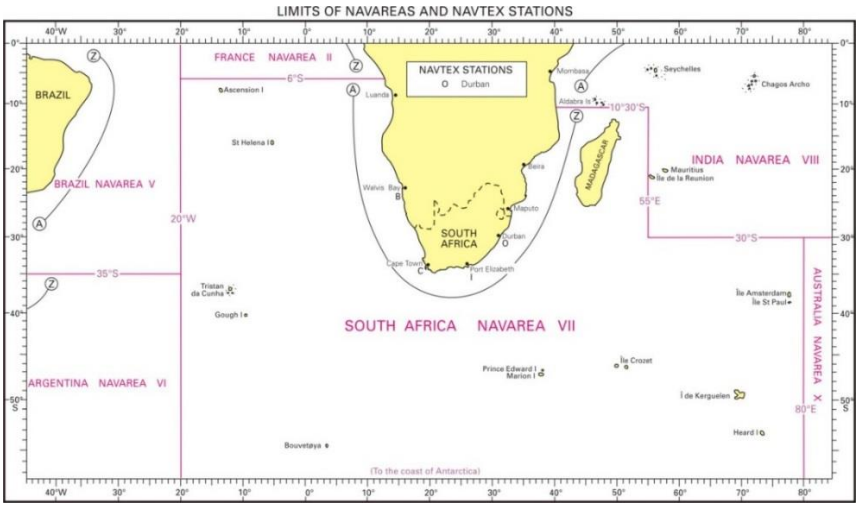
1. General information:

1.1. Geographic Boundaries of NAVAREA VII including boundaries for any coastal warning Areas and NAVTEX Stations:

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.



1.2. Operational Points of Contact for National Co-ordinators within the NAVAREA

COUNTRY	INSTITUTION	TELEPHONE	FACSIMILE	EMAIL
South Africa	South African Navy Hydrographic Office	+27 217872445 +27 217872408	+27 217872233	hydrosan@iafrica.com

1.3. GMDSS Master Plan: Annex 1 and 7 reflect the following discrepancies, and the correct information to update the Master Plan is to be provided to the IMO.

Annex 1: The status of shore based facilities for GMDSS is up to date, except for Namibia that still indicated P for NAVTEX. The NAVTES station at Walvis Bay is operational, and the Master Plan requires to be updated to reflect the current status.

Annex 7: The Cape Columbine and Walvis Bay NAVTEX stations are operational and the Master Plan should be updated to reflect that status.

STATUS OF SHORE BASED FACILITIES FOR GMDSS

Country	A1 Area	A2 Area	A3/A4 Area	NAVTEX	SafetyNET II	RCCs & SESs
Angola	-	-	P	No	Yes	
Madagascar	-	-	P	No	Yes	
Mauritius	-	-	Yes	No	Yes	
Comoros	-	-	NI	NI	Yes	
Mozambique	Yes	Yes	P	No	Yes	
Namibia	-	-	P	***Yes***	Yes	
South Africa	-	-	Yes	Yes	Yes	
France	-	-	-	No	Yes	Yes (La Reunion)

P = Planned or to be decided
NI = No Information

2. NAVAREA EGC broadcast and monitoring equipment or software:

2.1. Details of EGC services:

Broadcast Equipment/Software	Broad cast schedule/Satellite	Manufacturer/Location (LES)/Implementation
LES	*0940 and 1940 UTC , AOR-E, IOR*	*Burum*
SafetyNET II	*0940 and 1940 UTC*	*Inmarsat*
Iridium SafetyCast	*0940 and 1940 UTC*	*Iridium*
Iridium SafetyCast		*Operational, Possibly Require cost assistance; IMO not yet notified*
Navtex 518 khz nbdp		
MSI via VHF and HF voice		

Monitoring Equipment/Software
SafetyNET II
SafetyCAST (ver 32.5.4)
Frequentis T&T Message Centre
Frequentis PC Dispatcher

2.2. NAVTEX:

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

2.3. Other methods of promulgation: Nil.

3. NAVAREA Metrics

3.1. Coastal Warnings issued by International NAVTEX or EGC coastal warning area:

2021							
Country	***NAVTEX station name***	***B1 Character or Coastal Warning Area***	***Broadcast schedule times UTC (only for EGC)***	***Total number of warnings broadcast***	***Number of warnings broadcast with urgent priority (EGC) or vital (NAVTEX)***	***Total number of warnings broadcast, including repetitions***	***Broadcast data in megabytes***
South Africa	*Cape Town*	***C***	-	***677***	*Information not available at time of submission.*	*Information not available at time of submission.*	*Information not available at time of submission.*
	Port Elizabeth	***I***	-				
	Durban	***O***	-				
	Cape Columbine	***U***	-				

Namibia	*Walvis Bay*	***B***	-				
2022							
Country	***NAVTEX station name***	***B1 Character or Coastal Warning Area***	***Broadcast schedule times UTC (only for EGC)***	***Total number of warnings broadcast***	***Number of warnings broadcast with urgent priority (EGC) or vital (NAVTEX)***	***Total number of warnings broadcast, including repetitions***	***Broadcast data in megabytes***
South Africa	*Cape Town*	***C***	-	***441*** ***(07/09/2022)***	*Information not available at time of submission.*	*Information not available at time of submission.*	*Information not available at time of submission.*
	Port Elizabeth	***I***	-				
	Durban	***O***	-				
	Cape Columbine	***U***	-				
Namibia	*Walvis Bay*	***B***	-				

3.2. NAVAREA Warnings broadcasts:

	2020			***2021***			***2022***		
Provider	**Total number of warnings issued**	**Total number of warnings broadcast, including repetitions**	**Broadcast data in megabytes**	**Total number of warnings broadcast**	**Total number of warnings broadcast, including repetitions**	**Broadcast data in megabytes**	**Total number of warnings broadcast**	**Total number of warnings broadcast, including repetitions**	**Broadcast data in megabytes**
SafetyNet	***307***	*Information not available at time of submission.*	*Information not available at time of submission.*	***365***	*Information not available at time of submission.*	*Information not available at time of submission.*	***356*** ***(07/09/2022)***	*Information not available at time of submission.*	*Information not available at time of submission.*
SafetyCast	***98***			***365***			***356*** ***(07/09/2022)***		

3.3. Urgent EGC Warnings: *Information not available at time of submission.*

3.4. VITAL Coastal Warnings: *Information not available at time of submission.*

3.5. In-force warnings.

3.5.1. <u>In-force bulletins issued</u>: All "In Force warnings" are published on the SANHO website in summary and full text bulletin format.

3.5.2. <u>Requests for In-force warnings</u>:

2020	**2021**	**2022**
Total	Total	Total
208 approx.	*211 approx.*	*98 approx.*

3.6. <u>Arctic navigational warnings broadcast by HF NBDP</u>. Nil.

4. <u>Operational Issues</u>: Angola and Iles Comoros has been 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. Although Angola has improved its communication with South Africa, further growth in the promulgation of MSI with Angola is encouraged. 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, namely Angola, Mozambique and Madagascar, is a persistent challenge. The installation of radio communication network equipment, and operator training, are the two most important components that need to be addressed.

National Co-ordinator Communication:

4.1. IRCC Strategic Performance Indicator: NAVAREA VII did not receive any MSI in 2020 or 2021 from the following **Coastal States** and was unable to successfully communicate with them:
United Kingdom
Norway
Comoros

4.2. Procedures. NAVAREA VII communicated will all National Coordinators, either via email or telephone, during the period for this report.

5. Contingency Planning:

NAVAREA VII. To ensure the continuous operational capability of MSI dissemination via SATCOM C SafetyNET II, a contingency plan exists between South Africa, France and Australia. The contingency plan has is to be tested before the end of the next reporting period, and there has been no requirement to activate the plan for an actual emergency scenario. Pakistan has also offered to conduct and coordinate an exercise for later this year.

COVID-19. As far as capacity is concerned, both the SANHO, Telkom Radio Services and all associated MSI role-players in South Africa maintained operational functions throughout the South African COVID-19 Lockdown period. Watches were instituted and closely monitored, and in cases where staff was placed in quarantine or isolation, duties and functions were transferred off site in order to maintain operability and functionality.

6. 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. As part of the SAIHC16 meeting in September 2019 in Cape Town, MSI responsibilities and capacity building initiatives was on the agenda for discussion.

The possible hosting of capacity building initiatives at the SANHO Training Facility was discussed, as well as an eLearning initiative hosted by the SANHO, in order to facilitate capacity building initiatives into the future. The eLearning package, which focuses on MSI, has been developed, gone through internal and external verification and rolled out to SAIHC members for comment and testing. This initiative was strongly supported by both Chairpersons of the WWNWS and SAIHC. South Africa has also joined the Capacity Building eLearning Project Team to share information and knowledge.

Capacity building within the SA Navy structures is an ongoing process to ensure radio operators at NAVCOMCEN CAPE, the node for MSI distribution between the SANHO and Telkom Radio Services, are kept up to date and qualified.

7. Other Activities: MSI awareness must be improved and the installation of radio communication equipment and associated operator training is imperative. The continuous efforts of SAIHC through courses, technical visits and discussions at conferences are aimed to achieve this objective.

8. NAVAREA Website: (http://www.sanho.co.za/_navarea7_bulletins/bulletin.htm) SafetyNET II 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). All navigational warnings in force are published and displayed on the SA Navy Intranet, as well as the Internet. These include messages older than 42 days.

9. NAVAREA Contact Information:

   Urgent navigation information (24 Hour Service):
   Fax : +27 21 787 2228
   E-mail : ncc@sanavy.co.za (navcomcen.cape@gmail.com used as back-up)

   Other navigation information (0730 - 1600 SAST Mon - Fri):
   Fax : +27 21 787 2233
   Phone : +27 21 787 2445/2444
   E-mail : hydrosan@iafrica.com

   General information (0730 - 1600 SAST Mon - Fri):
   Phone : +27 21 787 2408

10. Recommendations: Angola, Madagascar and Iles Comoros are encouraged to communicate with the NAVAREA VII Coordinator, adapt to the GMDSS and 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.

    The lack of NAVTEX Stations north of South African borders, namely Angola, Mozambique and Madagascar, is a persistent challenge. The installation of radio communication network equipment, and operator training, are the two most important components that need to be addressed. This requirement is constantly communicated to the delegates of these countries at SAIHC Conferences.

11. Actions requested: Report to be noted by the SAIHC19.

12. Summary:

    a. The lack of NAVTEX Stations north of South African borders, namely Angola, Mozambique and Madagascar, is a persistent challenge. The installation of radio communication network equipment, and operator training, are the two most important components that need to be addressed.

    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.

c. South Africa continues to assist and cooperate with Iridium SafetyCAST testing within NAVAREA VII, broadcasting both MSI as well as meteorology warnings and broadcasts via the South African Weather Service.

d. Despite the challenges of COVID-19, South Africa maintained full operational status, implementing robust internal contingency plans when and where appropriate.