



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



SOUTH AFRICAN SEARCH AND RESCUE ORGANISATION 2015/16 ANNUAL REPORT

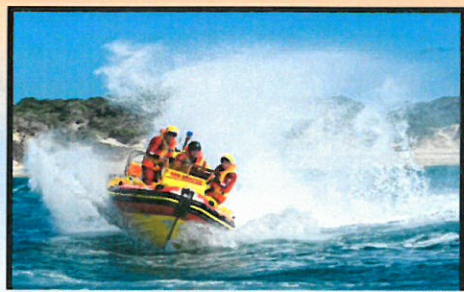


TABLE OF CONTENTS

1. CHAIRPERSON'S REPORT
2. VISION AND MISSION
 - 2.1 Vision
 - 2.2 Mission
3. ORGANIZATION
 - 3.1 Mandate
 - 3.2 Composition
 - 3.3 Governance and Oversight
 - 3.4 Operations
4. ADMINISTRATIVE REPORT
 - 4.1 SAR Communication Matters/Systems
 - 4.1.1 Cospas-Sarsat Evolution: MEOSAR
 - 4.1.2 Upgrade of Maritime Safety Information and Cospas-Sarsat Services Equipment
 - 4.1.3 CAC Decision on South Africa's Working Paper on Cospas-Sarsat SPOC's Programme
 - 4.2 Regulatory and Oversight Matters
 - 4.2.1 South African Maritime and Aeronautical Search and Rescue Regulations, 2016
 - 4.2.2 South African Search and Rescue Constitution
 - 4.2.3 Emergency Beacons Regulations
 - 4.2.4 Verification of the Validity of Emergency Locator Transmitters (ELTs) and Personal Locator Beacons (PLBs) Information Registers
 - 4.2.5 Tracking and alerting Devices being used within SAR
 - 4.3 Institutional Matters
 - 4.3.1 Possible Establishment of Joint Rescue Co-ordination Centre (JRCC)
 - 4.4 Towards Regional Integration Programme (TRIP)
 - 4.4.1 Multilateral Agreement on the Co-ordination of Maritime Search and Rescue (SAR) Services
 - 4.4.2 Multilateral Agreement on the Co-ordination of Aeronautical SAR Services (ICAO SAR Project)
 - 4.5 SAR Bilateral Programme
 - 4.5.1 Bilateral Agreements
 - 4.5.2 Joint Bilateral Search and Rescue Committees (JBSARCOMs)
 - 4.6 SAR Marketing and Promotion
 - 4.6.1 2014/15 SASAR Annual Report
 - 4.7 Standing Meetings

- 4.7.1 Domestic**
- 4.7.2 International Meetings**

4.8 Annual Grants

5. OPERATIONAL REPORTS

5.1 Aeronautical SAR Operational Report

- 5.1.1 Training**
- 5.1.2 Noteworthy Aeronautical SAR Incident**
- 5.1.3 Phases Declared**
- 5.1.4 Alerts**
- 5.1.5 Types of Operations**
- 5.1.6 Preventative SAR**

5.2 Maritime Search and Rescue Operational Report

- 5.2.1 Other MRCC Activities over the Period**
- 5.2.2 Search and Rescue Incidents of Note**

6. VOLUNTARY ORGANIZATIONS

6.1 National Sea Rescue Institute (NSRI)

6.1.1 Summary of NSRI Activities

6.2 HAMNET

6.3 Mountain Club of South Africa (MCSA)

7. SAR Communication

- 7.1 Cospas-Sarsat Services**
- 7.2 Maritime Safety Information**

8. SAR FUNDING

- 8.1 Statement of Financial Performance**
- 8.2 Analysis of the Financial Performance Statement**
- 8.3 Audit Assignment**

1. CHAIRPERSON'S REPORT



This report focuses on the activities of the South African Search and Rescue (SASAR) Organisation for the period 1 April 2015 to 31 March 2016. The report covers both the administrative and operational activities of the organisation during the period under review. The former being carried out by officials of the Department of Transport, commonly known as the SASAR Secretariat and the latter by operational structures, mainly the Rescue Co-ordination Centres and Sub-centres as well as voluntary organizations such as the National Sea Rescue Institute (NSRI), collectively forming SASAR.

SASAR, through its established centres and sub-centres, has continued to carry out their SAR operation's co-ordinating mandate with vigour, passion and to the best of its abilities. The MRCC responded to 452 distress alerts and 193 lives were saved. The ARCC was activated 381 times with 209 cases resolved at an initial stage (INCERFA), 91 at an alert phase and 81 at a distress phase. The NSRI assisted 945 people in 2 083 operations and 873 lives were saved. The department acknowledges and applauds the selflessness displayed by SASAR member organizations all these years, in particular voluntary organizations.

From the administrative point of view, the SASAR Executive and Management Committees continued to perform their functions of co-ordination, governance and oversight of the SASAR Organisation. The Committees held their meetings as mandated by the SASAR Constitution and a host of issues and challenges were discussed and solutions pursued.

Annex 12 to the Convention on International Civil Aviation and the 1979 Maritime Search and Rescue Convention recommend that Contracting States should establish joint rescue co-ordination centres to co-ordinate aeronautical and maritime search and rescue operations, where practical. During the period under review, the Minister approved the undertaking of the benchmarking process and visits to Cyprus and Australia.

In the interest of co-operation in search and rescue and the pooling of the scarce and limited resources, the establishment and maintenance of bilateral and multilateral relations nationally, regionally and internationally will continue to be pursued.

Joint Bilateral SAR Committees (JBSARCOMs), charged with the responsibility of overseeing the implementation of existing SAR agreements have been and are established with countries that have signed agreements with South Africa. During the period under review, JBSARCOM meetings were held with Lesotho, Botswana and Mozambique.

The highlights during the period under review include the approval and funding of the MEOSAR system and the approval of the South African Maritime and Aeronautical Search and Rescue Regulations by the Minister of Transport.

In conclusion and on behalf of the entire management of SASAR, I would like to express our sincere thanks and appreciation to all our existing structures or units as well as stakeholders. Through their dedication and professionalism in supporting SASAR's mandate and operations, they maintained and enhanced the image the South African Search and Rescue Organisation currently enjoys nationally and internationally. They certainly did South Africa proud.

I would also like to formally announce the departure of Ms Nontsi Tshazi-Kunene, Head of Maritime SAR Operations who left the services of our MRCC in January 2016. Let me take this opportunity to thank her for all the invaluable contributions and improvements she made to the national SAR system during her tenure. Wish her success in her future endeavours.



.....
MR L MABASO
HEAD OF SASAR

2. VISION AND MISSION

2.1 VISION

The vision of the SASAR Organisation is “of a search and rescue system that best addresses all distress situations involving aviators and mariners plying their trade in South Africa’s designated search and rescue regions irrespective of their origin, colour, creed and religion.”

2.2 MISSION

“Through facilitation, co-ordination, co-operation, regulation and enforcement, provide South Africa and the Southern Africa region with a search and rescue capability, which is internationally recognized and acclaimed.”



3. ORGANIZATIONAL AND INSTITUTIONAL ARRANGEMENTS



3. ORGANISATION

3.1 MANDATE

The South African Search and Rescue (SASAR) Organisation is a statutory organ established in terms of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002). Its mandate is to ensure a co-ordinated and effective maritime and aeronautical search and rescue service within the South African search and rescue regions. The search and rescue service is provided in terms of the obligations accepted by South Africa after her signing and ratification of relevant International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO) Conventions inter alia, the International Convention on Maritime Search and Rescue, 1979 and Convention on International Civil Aviation, 1944.

SASAR is charged with the responsibility to search for, assist and where appropriate effect a rescue operation to survivors of aeronautical and maritime accidents or incidents. SASAR is further charged with co-ordinating the evacuation of a seriously injured or ill person from a vessel at sea where the person's condition is such that he or she must obtain medical treatment sooner than that vessel would be able to get him or her to a suitable medical facility.

3.2 COMPOSITION

SASAR is composed of representatives of government departments, agencies, business and voluntary organizations capable of availing resources for use for search and rescue purposes. Mandatory members are clearly spelled out under Section 5.1 of Act 44 of 2002. Membership of other organizations and/or individuals is voluntary and dependent on an organization's ability to contribute services or assets for use by SASAR.

3.3 GOVERNANCE AND OVERSIGHT

The Executive Committee is the governing and decision making organ of SASAR. It also has a role of overseeing the entire search and rescue system/programme to ensure its effectiveness, efficiency and compliance with national and international standards and best practices. The Head of the South African Search and Rescue Services, who is normally an employee of the Department with search and rescue part of his/her portfolio, chairs the Committee. The Act requires the Executive Committee to meet at least twice a year.

The Management Committee, composing of the Heads of the Secretariat, Aeronautical and Maritime SAR Operations and the RCC Chiefs, assists the Executive Committee in its daunting function. This Committee could be regarded as the think tank of the SASAR Organisation as it is where SAR issues are analysed and interrogated and recommendations made to the Executive Committee.

3.4 OPERATIONS

Two Sub-Committees have been established at an operational level to deal with operational and technical issues and make recommendations to the Management Committee. The Sub-Committees must meet at least once a year in terms of the Act.

SAR Operations are discharged through our two Rescue Co-ordination Centres, one for aeronautical and the other for maritime, stationed in Johannesburg and Cape Town respectively. In addition, Rescue Sub-Centres (RSCS) and secondary RSCs have been established throughout the country to assist in this function, with the national ports, air traffic service units and NSRI Stations designated for this purpose by the Minister by notice in the Government Gazette.





4. ADMINISTRATIVE REPORT



4. ADMINISTRATIVE REPORT

The purpose of the administrative sector of search and rescue is to ensure the creation of an enabling environment for the provision of search and rescue services within South Africa's search and rescue regions. It is also charged with all administrative work pertaining to the performance of functions by SASAR in accordance with Section 9 of Act 44 of 2002.

4.1 SAR COMMUNICATION INFRASTRUCTURE DEVELOPMENT AND IMPLEMENTATION

4.1.1 Cospas-Sarsat Evolution: MEOSAR

In June 2015, the Minister of Transport approved the implementation of the MEOSAR system by South Africa and signed a letter of application for funds addressed to her colleague, the Minister of Finance. National Treasury approved the application for funding and made an allocation in the 2016/2017 financial year contrary to the request that the allocation be made in the 2017/2018 financial year. The request was cognizant of the procurement and supply chain processes involved towards this end but somehow, National Treasury decided to allocate these funds in the ensuing financial year. Conscious of the challenges and risks involved in getting funds to be rolled over to the next financial year, the Department made representations in this regard to National Treasury through the budgetary office but was advised that the allocations have already been published and a change at this stage was not possible.

The drafting of the tender's Terms of Reference commenced in earnest and a discussion document was finalized in March 2016. A Bid Specification Committee was assembled from appropriate staff members of responsible government agencies and the Department to review and finalize the tender's TORs also in March 2016. Upon finalization of the tender specification by the above Committee, they will be tabled before the Departmental Bid Adjudication Committee for approval and advertisement.

On the regional front, the SADC Civil Aviation Committee considered working paper (SADC/EOM/CAC/2015/6.7) prepared by the Secretariat on behalf of South Africa communicating the outcome of the Consultative Workshop on the implementation of the MEOSAR system in the Southern African region. The paper requested CAC to endorse the recommendations of the workshop in particular the recommendation that the MEOSAR system be implemented as a regional initiative. The CAC accepted the paper and agreed that it should form part of the work programme of the SADC SAR Working Group to be established by the SADC Secretariat as per the CAC directive.

4.1.2 Upgrade of Maritime Safety Information and Cospas-Sarsat Services (ICSPA) Equipment

Telkom SA was contracted by the Department in terms of the Master Service Agreement (MSA) relating to the Maritime Safety Information and Cospas-Sarsat Services signed in December 2013 to complete the equipment upgrades; provide statistics in terms of services rendered; attend international meetings and build capacity.

The recent report by Telkom to the SASAR Executive Committee and the Department indicated that in terms of the equipment upgrades, the procurement and installation of all equipment related to the Local User Terminal (LUT), the Mission Control Centre (MCC) and satellite dish have been completed. Since the system was the first of its kind to be installed by appointed service provider, namely McMurdo, Telkom experienced some challenges which were eventually resolved. The LUT commissioning into the Cospas-

Sarsat System was approved by the Cospas-Sarsat Council in December 2015 following a recommendation by the 29th session of its Joint Committee. The commissioning of the MCC is still outstanding but its testing to prepare it for commissioning is anticipated to be concluded before end of March 2016. The MCC is expected to be commissioned into the Cospas-Sarsat system by the end of December 2016.

The vendor was appointed for the installation of all associated equipment (DSC Replacement). There were delays due to challenges experienced from the Department of Environment Affairs (DEA) regarding the Environmental Impact Assessment (EIA) approvals at Telkom's remote sites. The DEA's approval to proceed with Coastal Mast Replacements and the relocation of Klipheuwel antenna was outstanding. Telkom reported that due to all these challenges experienced from the DEA they are looking at having them resolved by the end of 2016.

The SOLAS network availability for the past two years has been on par with International Standards and Recommended Practices which dictate network availability of 99.8 between 2014/15. The Cospas-Sarsat system is currently being backed up by The Australian MCC (AUMCC) during this interim and all transmission of urgent and important information between MCC's are taking place smoothly without any glitches. Telkom managed to provide a world class general provision of services in compliance to IMO and Cospas-Sarsat prescribed standards. The current equipment is managing to hold up and Telkom Maritime Radio Services will take full responsibility for any fall out, should this arise.

Both the Department and Telkom will engage each other on the delay in completing the upgrades by the latter as per the MSA.

4.1.3 CAC Decision on South Africa's Working Paper on Cospas-Sarsat SPOC's Programme

Section 2 of document C/S S.007 "Handbook of Beacon Regulations" requires and contains beacon coding methods for Cospas-Sarsat Participants. Although South Africa fully complies with this requirement, SAR Points of Contacts (SPOCs) in her service area are not compliant. In terms of Paragraphs 3.1 and 3.3 of the above Handbook, these SPOCs should update their data on beacon coding methods in co-operation with their supporting Mission Control Centres (MCCs). South Africa was therefore requested by the Cospas-Sarsat Secretariat to intervene and request data on beacon coding methods, including location-protocol data from her SPOCs.

It is also a requirement in terms of Cospas-Sarsat policy that information on beacon population be provided annually to the Cospas-Sarsat Secretariat according to a specific format. This information is also required from our SPOCs. It has been brought to South Africa's attention that some of her SPOCs are not complying with this requirement.

In accordance with Cospas-Sarsat policy, participants and non-participants (SPOCs) are required to designate and provide information to the Cospas-Sarsat Secretariat on their national operational points of contact for beacon registers (24/7). This can be achieved by providing this information to the Secretariat or registering beacons with their country code directly in the International Beacon Registration Database (IBRD) administered by the Cospas-Sarsat Secretariat.

South Africa was requested to contact the respective administrations of her SPOCs to clarify details of their national operational points of contact for beacon registers (24/7) or recommend that they register their beacons in the International Beacon Registration Data (IBRD).

The challenge of SPOCs not responding to distress alerts or acknowledging receipt thereof is a world-wide phenomenon but it is entrenched in the African continent. South Africa has experienced a fair share of this challenge in her dealings with SPOCs in her area of responsibility or service area.

The above challenges being experienced by South Africa as a supporting Mission Control Centre and relating to her SPOCs were brought to the attention of the Civil Aviation Committee through Working Paper (SADC/EOM/CAC/2015/6.6B). The paper in essence requested CAC's intervention by requesting its member countries listed in the paper to provide the afore-mentioned information. The paper also requested the CAC to urge all SPOCs in South Africa's service area to respond to monthly communication tests conducted by the ASMCC as their supporting MCC as well as to consider, comment and endorse the draft MOU with SPOCs on Cospas-Sarsat administrative and Operational issues.

In considering the above paper, the CAC observed that some of the recommended actions are governed by bilateral arrangements among member countries, and therefore fell outside its mandate. The CAC agreed to support the Cospas-Sarsat Programme and decided that it should form part of the work programme of the SADC SAR Working Group. These issues will, in addition to liaising with individual countries, be pursued through this forum once it is established as directed by the CAC.

4.2 REGULATORY AND OVERSIGHT MATTERS

4.2.1 South African Maritime and Aeronautical Search and Rescue (SASAR) Regulations, 2016

The draft SASAR regulations were published in the Government Gazette for public comments on 30 July 2015 with closing date of 30 August 2015. The regulations elicited comments from Telkom and NSRI which were discussed with Legal Service on 21 October 2015. Some comments were incorporated and written reasons were provided to the above institutions on comments that could not be accepted.

The component facilitated that the draft regulations be forwarded to the Chief State Law Advisor for perusal and comment. Comments from the Chief State Law Advisor received on 5 November 2015, were discussed with Legal Service and incorporated into the final draft regulations. Following the Minister's approval, the regulations were promulgated and published through Government Notice No. R.604 of 30 May 2016.

4.2.2 South African Search and Rescue Constitution

The Executive Committee directed the Working Group on SAR Documentation to review the South African Search and Rescue (SASAR) Constitution and recommend amendments. The Working Group met from 19-21 August 2015 to inter alia review and amend the SASAR Constitution. The amended Constitution was forwarded to the members of the Executive Committee for perusal and comments. The Executive Committee considered and approved the revised Constitution at its 48th session held in March 2016.

4.2.3 Emergency Beacons Regulations

A process of collapsing the 3 sets of regulations (EPIRBs, ELTs and PLBs) on beacon registration commenced with a directive from the SASAR Executive Committee and consultations with the various administrators/custodians of current emergency beacon regulations. Regulations earmarked for consolidations are the EPIRBs Registration Regulations, 2002 promulgated under the Merchant Shipping Act of 1951, the PLBs Registration Regulations promulgated under the Electronic Communication Act of

2005 and provisions of the Civil Aviation Regulations dealing with ELT registration promulgated under the Civil Aviation Act.

Letters were written to the CEOs of ICASA, SAMSA and SACAA communicating the SASAR Executive Committee's decision to review the national beacon regulations and consolidating the current 3 pieces of regulations into 1 set and issuing the regulations in terms of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No. 44 of 2002). A meeting was held with the Legal Division of SACAA in August 2015 wherein 2 officials were nominated by SACAA to participate in the process of consolidation of the regulations.

A meeting of the extended Sub-Committee on SAR Communications was convened on 10-11 March 2016 to review the draft presented by the Department. The draft will be developed further through an exchange of e-mails by members of the extended Sub-Committee and a final draft will be presented to the SASAR Executive Committee for endorsement at its 49th session.

4.2.4 Verification of the validity of Emergency Locator Transmitters (ELTs) and Personal Locator Beacons (PLBs) information of registers

The need for an audit or verification of ELTs and PLBs information on the national beacon registers to ensure its currency was identified by the Sub-Committee on SAR Communications and the SASAR Executive Committee was requested to issue a directive to appropriate authorities in this regard. The Executive Committee, at its 48th session held in March 2016, directed the Secretariat to write letters to SACAA and ICASA requesting them to verify the correctness of ELTs and PLBs information on their databases. In addition, the Committee directed the Sub-Committee on SAR Communications to insert provisions in the draft emergency beacon regulations regulating the verification of the beacons to ensure enforcement.

4.2.5 Tracking and Alerting Devices being used within SAR

The proliferation of unconventional tracking and alerting devices in the aviation and maritime industry is a cause for concern for SAR authorities world-wide. Since these devices are neither recognized nor accredited by both the IMO and ICAO, their utilization for alerting purposes is discouraged by SASAR. However, it is acknowledged that their utilization is so entrenched that they cannot be wished away.

The SASAR Executive Committee therefore directed the Sub-Committee on SAR Communications to look into the regulation of these devices. The Committee agreed that the Emergency Beacon Registration Regulations should inter alia authorize the use of these tracking and alerting devices under very strict conditions, address issues of the users and service provider's responsibilities, alerting procedures and stipulate the minimum requirements for usage.

The Sub-Committee considered this matter further at its 5th session held on 10-11 March 2016. The Sub-Committee directed the MRCC and ARCC to develop a Working Paper on the minimum requirements for consideration at the 6th session of the Sub-Committee. Progress reports will be tabled before the 51st session of the SASAR Executive Committee.

4.3 INSTITUTIONAL MATTERS

4.3.1 Possible Establishment of the Joint Rescue Co-ordination Centre (JRCC)

On 18 January 2016, the Minister approved the benchmarking process on the possible establishment of the Joint Rescue Co-ordination Centre. The Minister also approved a visit to Cyprus, which would be undertaken on 9-13 May 2016, by a team of SAR and organizational and change management experts assembled for this purpose.

4.4 TOWARDS REGIONAL INTEGRATION PROGRAMME (TRIP)

4.4.1 Multilateral Agreement on the Co-ordination of Maritime Search and Rescue (SAR) Services

Mozambique and Madagascar have still not filed instruments confirming their finalization of their Constitutional requirements. Mozambique notified that the process of ratification was affected by a change of Administration and undertook to brief the new Administration at the earliest convenience with the expectation that the instrument will be filed with South Africa by June 2016.

The third session of Sub-regional Maritime SAR Co-ordinating Committee for the Southern Africa Maritime SAR Region (SAMSRR 3) was held from 27 to 29 October 2015 in Madagascar. The meeting noted that South Africa has developed its national SAR Plan while the other countries are still working on or reviewing their plans. The meeting also noted that South Africa and Namibia have completed their allocated Chapters to be incorporated into the regional SAR Plan. South Africa also assisted the Comoros in drafting their allocated Chapter. Only 1 Chapter which was to be drafted by Madagascar was outstanding.

The projected completion date of the consolidation of Chapters and finalization of the regional plan was set for February 2016. The Committee also dealt with a host of other issues inter alia availability of SAR resources, SAR challenges within the region, capacity development and training, Cospas-Sarsat issues etc. The next meeting of the Committee is scheduled for the 2nd or 3rd week of October 2016 in Comoros.

4.4.2 Multilateral Agreement on the Co-ordination of Aeronautical Search and Rescue (SAR) Services (ICAO SAR Project)

A working paper on the above matter was developed by South Africa for consideration by the SADC Civil Aviation Committee (CAC) at its extra-ordinary session held in September 2015. The paper highlighted the international and regional Conventions and legal frameworks promoting collaboration between States on search and rescue programmes and activities. It also highlighted initiatives both at international and regional levels promoting collaboration on search and rescue.

The paper proposed that CAC supports and endorses the recommendations of the ICAO SAR Administrators Training Course and Seminar geared towards the integration of SAR services within the SADC region. The paper also proposed the establishment of a SAR Working Group under the SADC Secretariat to take the process of integration forward.

After consideration of the above proposals, the CAC accepted and thanked South Africa for the paper and directed its Secretariat to resuscitate the SADC Search and Rescue Working Group to review the proposals in the paper and develop concrete implementable action plan.

4.5 SAR BILATERAL PROGRAMME

4.5.1 Bilateral Agreements

In terms of South African Maritime and Aeronautical Search and Rescue Act, 2002, South African search and rescue authority may perform its functions in co-operation with its neighbouring countries. The International Conventions, upon which the provision of search and rescue services is premised, encourage signatory Member States to conclude agreements with all countries bordering on their search and rescue regions or areas of responsibility. Out of the 22 countries identified for this purpose, 9 agreements have been signed, 1 agreement has been concluded and is ready for signature, 2 have been negotiated and 10 are still to be negotiated. Brazil indicated that they are not interested in an agreement and they rather conclude a Memorandum of Understanding at an MRCC level.

4.5.2 Joint Bilateral Search and Rescue Committees (JBSARCOMs)

Joint Bilateral Search and Rescue Committees (JBSARCOMs) with clear Terms of References have been established with Botswana, France (La Reunion), Lesotho, Mauritius, Mozambique, Namibia and Zimbabwe. The purpose of these Committees is to oversee the implementation of the Agreements, ensure the satisfactory compliance with and amendments to the Agreements between the respective Governments. Joint SAR exercises are also subjects of discussions within these Committees.

During the period under review, three (3) JBSARCOM meetings were held:

- (a) RSA and Lesotho held their 4th session from 12 to 13 May 2015 in Pretoria.
- (b) RSA and Botswana held their 2nd session from 2 to 3 July 2015 in Botswana.
- (c) RSA and Mozambique held their 2nd session from 16 to 17 July 2015 in Pretoria.

4.6 SAR MARKETING AND PROMOTION

4.6.1 2014/2015 SASAR Annual Report

In terms of Article 22 (2) of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No 44 of 2002), the 2014/2015 SASAR Annual Report was tabled before Parliament by the Minister.

4.7 STANDING MEETINGS

4.7.1 Domestic

SASAR Management and Executive Committees held their meetings twice during the period under review. The Aeronautical Sub-Committee met once and the Maritime Sub-Committee twice.

4.7.2 International Meetings

The following are standing international events/meetings for the reporting period where South Africa was represented either through officials of the Department or its agencies or a combination of both.

EVENT	DATE	VENUE
4 th Session RSA/Lesotho JBSARCOM	12-13 May 2015	Pretoria, South Africa
2 nd Session RSA/Botswana JBSARCOM	2-3 July 2015	Gaborone, Botswana
2 nd Session RSA/Mozambique JBSARCOM	16-17 July 2015	Pretoria, South Africa
22 nd Session of the ICAO/IMO Joint Working Group	14 – 18 September 2015	Trenton, Ontario in Canada
29 th Session of the Cospas-Sarsat Joint Committee (JC 29)	21 – 30 September 2015	Montreal, Canada
3 rd Session of the Sub-regional Maritime SAR Co-ordinating Committee for the Southern Africa Maritime SAR Region (SAMSRR 3)	27 to 29 October 2015	Antananarivo, Madagascar.
55 th Session of the Cospas-Sarsat Open Council	December 2015	Montreal, Canada
3 rd Session of the Sub-Committee on Navigation, Communication and Search and Rescue (NCSR 3)	29 February – 4 March 2016	London, The United Kingdom

4.8 ANNUAL GRANTS

The grants are used by voluntary organizations to purchase or replace their requisite equipment as well as for training to enable them to remain in a state of readiness for any search and rescue mission that they may be deployed to execute. Currently, 5 voluntary organizations are benefiting from the grants, namely; the National Sea Rescue Institute, Off Road Rescue Unit, Mountain Club of South Africa, Hamnet and K9.

5. OPERATIONAL REPORTS



5. OPERATIONAL REPORTS

SASAR was established and delegated with the authority to conduct and co-ordinate SAR operations in South Africa's aviation and maritime search and rescue regions in accordance with the South African Maritime and Aeronautical Search and Rescue Act, 2002.

In order for SASAR to execute its mandate as per the Act, relevant operational structures and sub-structures were established. The Aeronautical Rescue Co-ordination Centre (ARCC) and the Maritime Rescue Co-ordination Centre (MRCC) under the control of the ARCC and MRCC Chiefs respectively, are the primary structures established by the Department to assist SASAR in the execution of its mandate.

Both centres are primarily responsible for providing assistance, search and rescue in the aeronautical and sea areas of the South African area of responsibility. The ARCC and MRCC report to the Head of Aeronautical Search and Rescue Operations and Head of Maritime Search and Rescue operations respectively.

5.1 AERONAUTICAL SAR OPERATIONAL REPORT

South Africa faces some of the world's greatest SAR challenges. In addition to the immense land mass, South Africa's area of responsibility for SAR also extends to the South Pole, approximately 3,200 kilometers west into the Atlantic Ocean, and 4,800 kilometers south east into the Indian Ocean. The terrain in South Africa varies widely, from nearly impenetrable forests in the Western Cape to desert terrain in the North West. Temperatures can vary across South Africa depending on the season and geographic location. Geographic and climate extremes are both a cause of SAR incidents and a hindrance to responding to them.



Geographically, South Africa is a vast country. However, it is sparsely populated over large areas of its region. The distribution of Southern Africa's population raises some significant challenges for SAR activities in South Africa, especially in remote regions as was evident during the Mozambique search earlier this year.

Aeronautical SAR covers any type of search for aircraft, over land or water. Response to this type of SAR incident is coordinated by the ARCC in Johannesburg. Like maritime SAR, a variety of other resources may be called upon to assist with an aeronautical case, including police services, ground SAR volunteers, and civilian operators. These resources are readily available and their responses are testimony of their dedication to ensure effective SAR operations in South Africa. Their unyielding support is an asset to the ARCC and the aviation industry and the transport fraternity as a whole.

South Africa's aviation sector is one of the most advanced elements of the transport industry and one that has coped admirably over the past years. However, together with other stakeholders the ARCC once again directed the necessary efforts and resources towards preparing and delivering Search and Rescue services without any troubles or delays.

5.1.1 Training

Ongoing training is taking place between the ARCC and other ATSU's as well as between the SAR units internally.

5.1.2 Noteworthy Aeronautical SAR Incident

On 16 October 2015 at approximately 17H00B, the ARCC was contacted by Absolute Aviation at Lanseria concerned about one of their employees that did not turn up for his afternoon shift after flying in the morning. Preliminary action soon proved that the aircraft was missing. The SAR operation commenced on 16 October 2015 at 17:00 and was closed on 18 October 2015 at 18:00.

The operation took a total of 137 man hours, a total of 69.03 flying hours covering a search area of 2 340 nautical miles. The following SAR Units were utilized:

ORRU Gauteng and Mpumalanga;
Mountain Club of South Africa;
South Africa Police Service;
South African Air Force;
Middleburg Flying Club;
Lowveld and Escarpment Fire Protection Association; and
Volunteer Pilots

Missing Aircraft Information

Aircraft type – BE33 (Beechcraft F33A Bonanza)

Operator – PVT

Souls on board – 1

Aircraft- White with red & blue marking.

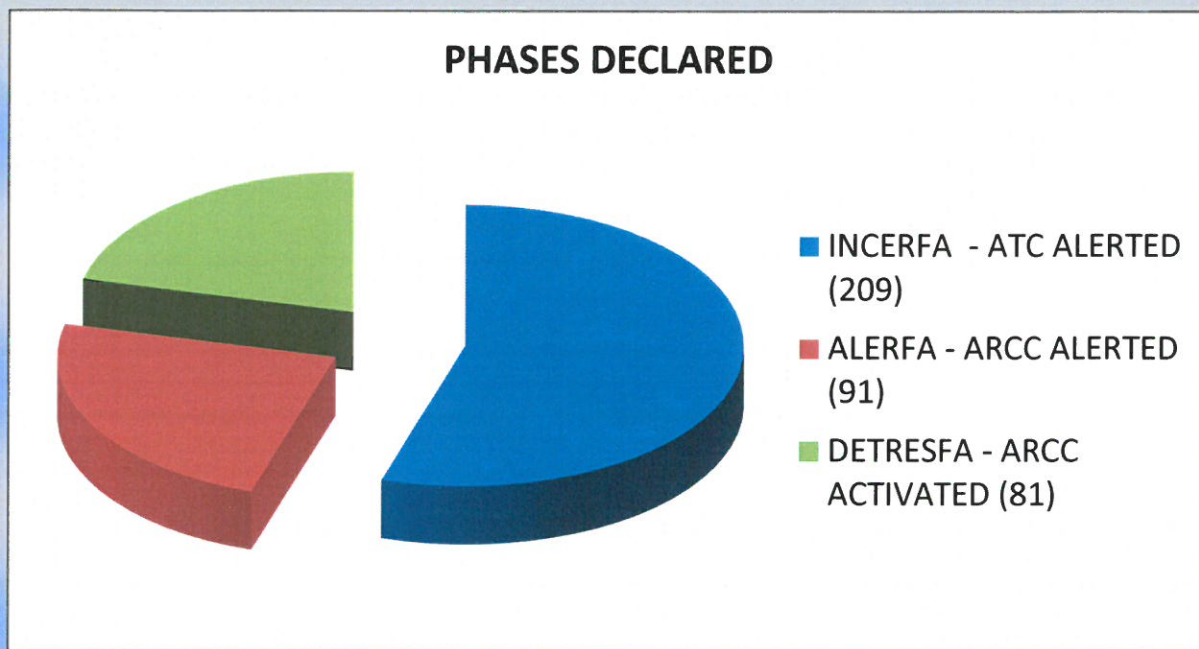
History

ZS-MRM made the following transmission to Wonderboom Tower. "Request taxi information for a local flight to Middleburg"
ZS-MRM was airborne at 0419z

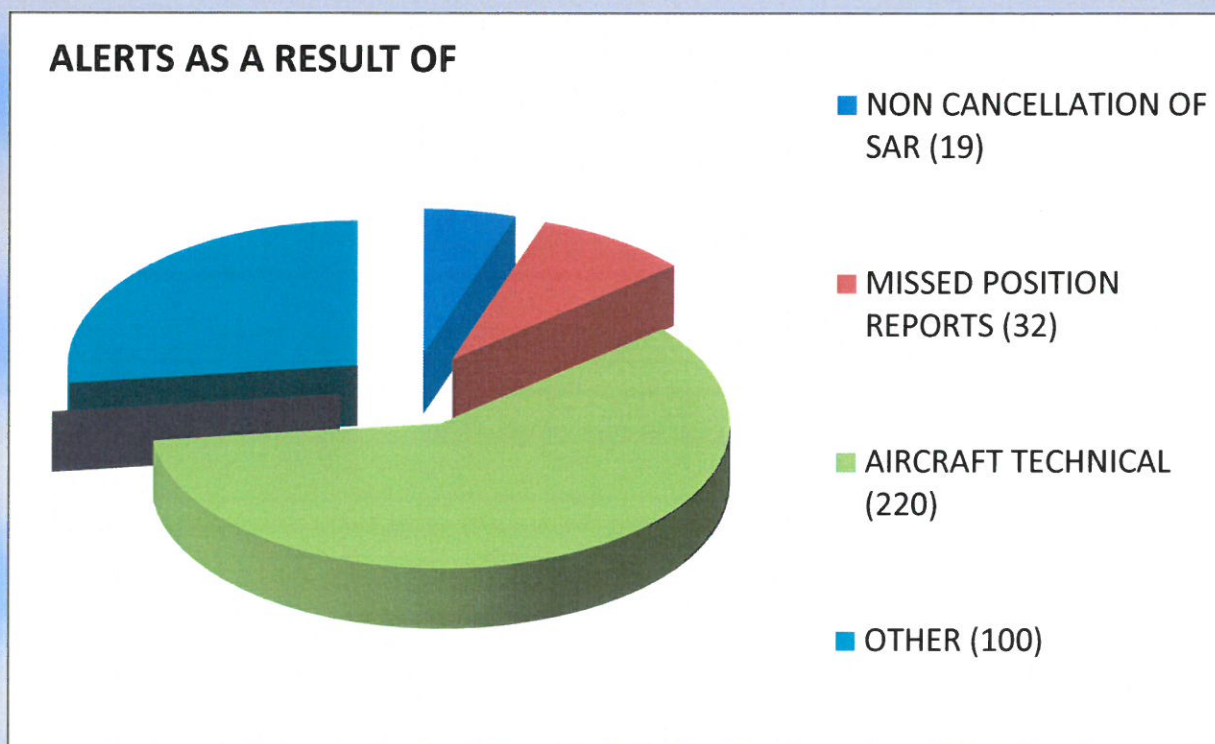


ZS-MRM was tracked on radar until 0448z where contact was lost at position R016/14.2nm WIV. ZS-MRM never returned to Wonderboom, and no further contact was made. Arrangement for a JOC to be set up at the Middleburg airfield were made, and this was to be headed up by Mpumalanga Disaster Management

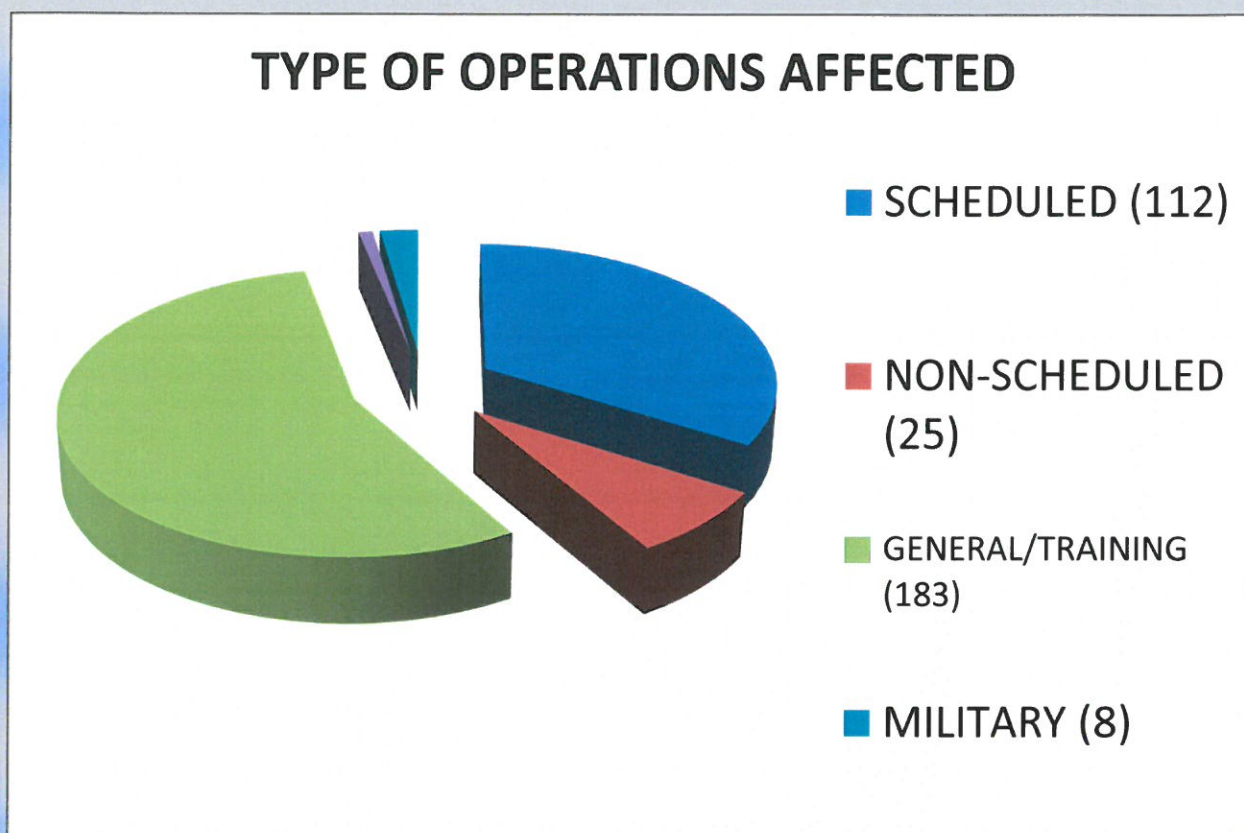
5.1.3 Phases Declared



5.1.4 Alerts



5.1.5 Types of Operations



5.1.6 Preventative SAR

The ARCC team has once again joined the CAA and various other organizations on the very successful "It is all about you" campaign on top of their other awareness strategies country wide including presentations at Flying Schools and Clubs.

It should be noted that although the ARCC team has been involved in preventative SAR briefings for a number of years, the year 2015/2016 is the first in a long time where there were no extended SAR operations recorded. Factors that also contribute to this is the cooperation of the Aviation Community in equipping their aircraft with the necessary ELT's and also investing in other forms of tracking devices such as satellite based tracking as well as PLB's.

The following areas were covered during the "It's all about you" campaign:

1	Port Elizabeth
2	Port Alfred
3	East London
4	Durban
5	Pietermaritzburg
6	Bloemfontein
7	Upington

The State President Trophy Air Race held this year at Tempe, Bloemfontein with 100 entrants proved to be a well-organized competition and no incidents were reported resulting in SAR operations. Every year the presence of the ARCC team improves the awareness as part of our safety and preventative SAR drive.

5.2 MARITIME SEARCH AND RESCUE OPERATIONAL REPORT

The MRCC Cape Town (national rescue coordinating centre) and the seven main port offices of the National Ports Authority -Saldanha, Cape Town, Mossel Bay, Port Elizabeth, East London, Durban and Richards' Bay – (the regional rescue sub centres) are the permanent maritime search and rescue structures within the South African Search and Rescue (SASAR) Organisation. During the past year these integrated structures performed well together. Through effective and continuous communications between the different levels, excellent cooperation was maintained.

The table below provides a brief report on the achievements of the maritime operational sector of search and rescue:

Objective	Output	KPM,s & I's	Actual performance
Maintain a National operational coordinating SAR capability	Ensure SAR operations are conducted in an efficient and effective manner	Respond to every distress alert coming into the MRCC to ensure that the appropriate actions are speedily taken.	During the year 2015/16, the MRCC responded to 635 alerts of which false alerts or inadvertent activations were confirmed at 29% of all distress signals. 250 lives were saved during the period through the coordination actions of the MRCC
		Support vessels with medical distress situations at sea far from land with advice and in certain cases with medical evacuations	The MRCC assisted with 71 medical advice incidents by connecting the vessel to local Telemedical Services and coordinated the evacuation of 67 crew/passengers from vessels offshore to local hospitals
	Ensure that Maritime Assistance Service functions efficiently and effectively	Support vessels at sea with non-distress related matters and keep SAMSA up to date about any unusual activity around the SA coast	The MRCC pro-actively monitors towing operations, vessels not under command, pollution reports and vessels aground around the coast. The number of MAS incidents was 154 during the period.
	Ensure ISPS pre-arrival information is verified and passed on to	Monitor and verify the reception detail of all pre arrival reports	The MRCC passed on 11,057 pre arrival messages from ships for the year to the Maritime

	MSCC in accordance with nationally agreed procedures	from vessels visiting SA ports and pass on to MSCC for further action	Security Coordination Centre (MSCC). Please see comment at end regarding adjustments made to quarterly totals due to implementation of multiple verification methods.
	The MRCC Cape Town is the custodian of the SA Cospas-Sarsat beacon database	Ensure Cospas-Sarsat beacon database up to date and available on 24 hour basis	The MRCC is maintaining the database with $\pm 6,058$ beacons at the end of the reporting period. The rate of registration of beacons is constantly increasing with the personal locator beacons (PLBs) becoming available in SA.
Develop and implement coordination capability in the SAR region	Ensure sustained SAR co-ordination training courses established at MRCC for National stakeholders	Identify and categorise skills levels of personnel from information received from organisations that require training for staff	4 Introduction to Maritime SAR Ops courses and 1 SAR Planners course were presented to the SASAR role players such as TNPA, SANDF and NSRI from different regions during the period. A total of 63 persons were trained.
	Organise regular workshop sessions and lectures at organisations associated with the maritime environment as well as with search and rescue	Identify target organisations and events and arrange for meetings/ lectures to improve MRCC public image nationally	Organisations identified are amongst others: community volunteer rescue institutions, schools and maritime colleges, SAAF units and SAN units. There are now quarterly workshops conducted with the NSRI and will be further expanded to include TNPA and other organisations
Maintain a National oversight capability	Ensure SAR operational liaison with National Maritime Sub-RCC's and stakeholders to provide proper SAR service in their area of responsibility	Visit and meet with Harbour Masters and SAR stakeholder in area when required.	During the reporting period, the MRCC hosted meetings with Telkom, NSRI, SAAF, Maritime Sub-com and attended at least 1 meeting per region of the TNPA regional SASAR meetings.
Develop and implement plans to ensure SA can act as the lead SAR authority in the sub region	Ensure that the focus of research and development for SAR, is to enhance the operational	Establish a research and development program at the MRCC to ensure an up to date and comprehensive library	The MRCC is constantly looking and reviewing it's training in line with International accepted standards and norms.

	effectiveness and efficiency of the MRCC.		
	Participation in organisations or systems such as IMO and Cospas-Sarsat.	Attend committee meetings and where applicable task group meetings with aim to implement applicable recommendations and resolutions passed at meetings	<p>The Head of Maritime SAR Operations attended 22nd Session of the ICAO/IMO JWG on Harmonisation of Aeronautical and Maritime Search and Rescue, The 29th Session of The COSAS-SARSAT Joint Committee</p> <p>The MRCC Chief attended:</p> <p>African SAR Regional Co-ordinators' Meeting</p> <p>IMO /ITU Expert working group session</p> <p>Regional MRCC Steering committee meeting</p>

5.2.1 Other MRCC Activities Over the Period

	Total for period
SOLAS DISTRESS	217
SOLAS URGENCY	107
COSPAS 406	536
MSI-NAVIGATIONAL WARNINGS	704
POLLUTION REPORTS	0
SAFREPS	39,458

After having undergone an interim audit of the MRCC records by the Auditor General, new procedures and measures to ensure accuracy of our statistical reporting were implemented. The measures were applied retrospectively to the start of the 2015/16 reporting period with the focus being on the Pre-arrival notification processes. It is thus necessary to note that the verified quarterly totals for Pre-arrival notifications are: Q1 = 2626, Q2 = 2794, Q3 = 2864, Q4 = 2791, totalling 11,057 messages handled for the year.

It must be noted that there has been an increase in the number of incidents reported by the MRCC. This can be attributed to better communication of incidents between the various role players and the MRCC and also the intensified awareness of the public in knowing whom to inform of incidents. The Safetrx application has also added to the increase in number of incidents for the reporting period. The application brought into use in the country under the guidance of the NSRI and linked to the MRCC is proving to be a useful early alerting system especially for the recreational users. Although many of the activations are false in nature due to users not being familiar with the tool, those incidents that were not accidental could be resolved efficiently and without delay.

The MRCC co-hosted the International Maritime Rescue Federation workshop and their Trustee meeting during March 2016. The workshop looked at various aspects of SAR including that of Mass Casualty Rescue Operations.

The SASAR Executive Committee, at its meeting held in March endorsed that the MRCC join the IMRF as full members thereby opening avenues for further training opportunities and assistance from a world renowned SAR organization.

The MRCC also bid farewell to Mrs. Nontsindiso Kunene, former Head of Maritime Search and Rescue, at the end of January 2016. May the road ahead for her be fruitful.

SAR incident debriefings were held with particular mention is that of the case of the FV Lincoln that occurred off the Cape Hangklip area. Lessons taken from the incident have sparked discussions and again raised the issue of aerial asset availability around the coast especially for large casualty numbers and night search capability.

The MRCC has been assisting the SASAR Secretariat with the drafting of the SAR Regulations and the Emergency Beacon Regulations. The SAR Regulations have been completed and passed to the Minister while the Emergency Beacon Regulations are at an advanced stage. The MRCC are also drafting MRCC Plan and the Mass Casualty Response Plan.

As the designated MRCC for the Southern Africa region, the MRCC Cape Town is involved with the drafting of the Regional SAR Plan. Work on the plan has reached the final stages and it is expected that a final draft will be tabled at the next Regional Steering Committee meeting later in 2016.

In line with guidance from IAMSAR manuals and in accordance with a bilateral agreement between South Africa and France (La Reunion), the MRCC participated in a joint SAR exercise during September 2015. The exercise was designed to test the capabilities of both the South African and French Military Forces when assisting in a humanitarian SAR incident coordinated by the MRCC's of South African and France. The exercise was also designed to test the success of incidents managed at a local level by the Rescue Sub-centres, in this instance, Richards Bay.

The MRCC Cape Town has been involved in a number of International SAR forums and working groups during the reporting period. There are new technologies and systems being developed within the maritime environment especially pertaining to SAR. South Africa needs to keep abreast with the latest developments to ensure its systems deliver a world-class SAR service within our region.

5.2.2 Search and Rescue Incidents of Note

Overdue Yacht – MOORINGS A5130



On 11 April 2015, the MRCC received a call from a family friend advising that the skipper of yacht Moorings A5130 left Cape Town on catamaran 14 December 2014 to deliver the boat in Thailand. His last contact with the family was on 11 January 2015 and the last contact with the company was on 19 January 2015. The skipper was due to arrive in Thailand on 02 February 2015.



The MRCC Cape Town obtained information from the owners that the last reported position from yacht was on 15 Jan 2015 which was in RCC Australia SAR area of responsibility.

The MRCC Cape Town requested RCC Australia to co-ordinate the SAR mission due to the fact that the last report from the yacht was within their SARR, of which they accepted.

RCC Australia co-ordinated and MRCC Cape Town assisted with making broadcast to shipping. Shipping broadcasts remained active until May 2015 with two sightings being reported in the Reunion Island region however retrieval of the

yacht was not possible by the reporting vessels. The investigations done by the vessels also reported that there was no life on board. A search mission was arranged by the hull owners in the Reunion area but nothing was found.

In mid-January 2016 a reported sighting was made off the Port Elizabeth area and later another was made off the Cape Hangklip region. The NSRI from Hermanus went out and investigated and attached a tracking device to the hull. The device unfortunately suffered from presumed battery failure after about 24 to 36 hours. The tug Peridot was tasked to retrieve the yacht and connected a tow line to the hull assisted by a dive team from the South African Navy. During the tow operation the tow line parted and the yacht was lost and presumed to have sunk as an extensive search in the area could not find the hull.

Flooding – Yacht MORFA



On the evening of the 14 April 2015, the skipper of yacht 'MORFA' reported on his VHF radio that he was taking on water through the bow.

The position of the yacht at the time of call was close to shore in the Port Nolloth.

The vessel that responded to the call was 3 hours away from the yacht's position and diverted to assist but nothing was found when she arrived on-scene. On 15 and 16 April 2015, two vessels were dispatched to carry out a search but nothing was found, a fixed wing aircraft was tasked to conduct a

search and no sighting of the yacht was reported.

A broadcast alerting vessels in the area on the search effort and to assist was also issued, but nothing reported. Local police and members of the public were also alerted and they conducted a coastal search. Local yacht clubs, small harbours and ports around our coast were alerted to keep a sharp lookout.

The search was suspended as all resources were exhausted.

On 27th April 2015 our local police (SAPS Port Nolloth) reported that while doing diving exercises they found the wreckage of S/V MORFA over a large area in the position of the beach north of where skipper reported to be taking on water. The skipper's bag was found on the beach with his passport papers and paperwork for the yacht. No body was recovered.

Man over board – MV POLONIA



On 23 April 2015 at 0925lt, the MRCC Falmouth advised MRCC Cape Town of a Inmarsat C distress received from the M/V "Polonia" for Man Overboard. The last known position the crew member was seen was on 22/2100lt April 15 when the vessel was 219nm due East of Quelimane, Mozambique. Upon the notification on 23 April 2015 0925lt the vessel's position was 192nm North East of the last known position when crewmember seen (the master confirms ship crew discovered person missing next morning after not reporting for duty)

The MRCC Cape Town co-ordinated the incident because although it was outside the South African Search and Rescue Region, MRCC Maputo experienced language difficulty with master of "Polonia".

On 23 April 2015, the MRCC Cape Town issued a broadcast to vessels in the area to respond and assist in the search for Man over Board. MV "Polonia" was requested via MRCC Cape Town to return back to the position where the crew member was last seen to conduct a search of the area. Two other vessels a tanker 'Berlian Ekuator' and a bulk carrier 'Lia' responded and assisted MV "Polonia" with the search.

The search for the Man over Board continued until 24 April 2015 with all 3 vessels and nothing was found. All vessels were then released by the MRCC Cape Town.

MEDEVAC – MV ORE CHINA



On 2 May 2015, the Master of MV ORE CHINA informed the MRCC Cape Town that a crew member had a suspected heart attack the previous day and the Master requested a helicopter for MEDEVAC for follow up medical evaluations. The vessel was 269 NM west of Cape Town and diverting to Cape Town to get closer. At the time the Master was already receiving medical advice from C.I.R.M. in Rome.

The Duty Doctor at Western Cape Metro-EMS concluded that, based on the symptoms described, a helicopter MEDEVAC would be advisable. A helicopter was requested and approval was granted by the SA Air Force. The master was instructed to rendezvous (RV) with the helicopter 50 NM off shore. At the same time, Station 29 (Air Sea Rescue) of the NSRI was alerted to provide rescue swimmers for the helicopter.

The ship would have been at the RV position before sunrise of 03 May 2015 and the SAAF helicopter can only take off after sunrise. The Master was thus requested to be within 33 NM. After all arrangements were in place, coordination was handed over to RSC Cape Town.

The vessel was in the RV position on 03 May 2015 at 0356UTC, but the helicopter was delayed due to thick fog at Air Force Base Ysterplaat. The vessel continued towards Cape Town port. The weather at the base improved and the helicopter took off at 0715UTC, but had to turn back due to fog off shore. At that time, the vessel was 7 NM off Cape Town, but a helicopter transfer was still the preferred method for disembarkation, based on the patient's condition.

A second attempt was made and the crew member was airlifted at 0756UTC from the ship. The ship's agent transported the crew member to a local hospital.

MEDEVAC – PIETRO LEANJA



On 22 June 2015, NSRI Station 21 advised that they were taking off to disembark an injured crew member. ZSC made contact with the vessel on CH16 "PIETRO LEANJA" and skipper advised that NSRI station 21 did make contact with the vessel.

Skipper of "PIETRO LEANJA" advised MRCC Cape Town that they have a crew member suffering from back problems. Vessel was currently 1.5nm off Cape St Francis Light.



The MRCC Cape Town informed RSC Port Elizabeth of Medevac and at that time, they were not aware of incident.

At 22/0046UTC "PIETRO LEANJA" was anchored outside harbour awaiting NSRI 21. NSRI Station 21 arrived on scene, prepared the

injured man for transfer onto NSRI boat from where he was taken into harbour and to the hospital by ambulance.

MEDEVAC – KRAKEN



On 05 July 15 at 1607lt, the MRCC Cape Town was alerted via ZSC (Telkom Maritime Services) of a crew member on board suffering from chest pains on the left side of his body, suspected heart attack.

The vessel was en-route to Cape St Francis when incident took place. NSRI 21(Cape St Francis) launched to rendezvous with FV KRAKEN.

At 05/1715lt the crew member was successfully transferred onto the NSRI rescue boat and headed back to the NSRI base where an ambulance was waiting.

At 05/1815lt, the NSRI rescue boat arrived safely with the crew member at their rescue base. An ambulance then transported the crew member to HUMANSDORP hospital.

MEDEVAC – MV WATER LILY



On 13 July 15 at 0500lt, the MRCC Cape Town received a call from the Master of MV Water Lily requesting assistance with medical evacuation of a sick crew member who had blood in his stools and was also vomiting blood.

The Metro Doctor was requested to provide advice and his findings were that the patient had to be evacuated as soon as possible.

The vessel's agent through the RSC Durban managed to arrange the helicopter to evacuate the patient. MEDEVAC was successfully completed on 14 July 15 at 0603lt.

Man Overboard - ELKE M



On 23 August 2015, Cape Town radio advised the MRCC Cape Town that the "ELKE M", a Port Elizabeth fishing trawler, called PE Radio to report a man overboard. He was transferred to the 'ELKE M' from the FV 'SANDILE' to be taken to PE. At 23/1100LT that morning, the cook gave him food to eat. At 23/1135LT the bosun spoke to him.

At 23/1200LT the vessel picked up their gear and set course for PE. At about 23/1400LT the vessel was 20NM from the position where they picked up their gear, a crew member reported the man missing and could not be found. The

vessel had been searched without finding the sailor.

FV 'ELKE M' asked 3 trawlers, FV 'SANDILE', FV MARRETJIE and the MARIGOLD to look for the man in the area where 'ELKE M' retrieved her gear. Weather at 23/1200LT wind NE Force 4 and Swell NE 1/2-2meters at 34-35.29S 025-17.4e (39NM SW of Cape Recife and 31NM from closest land point). FV ELKE was en-route to PE, ETA 23/1700LT at that moment they were 12NM from Cape Recife. MT "KAHLA" was passing through the area and reported nothing sighted, RSC Port Elizabeth then instructed her to continue with her voyage as she was not part of the search party.

FV "ELKE M" alongside in Port Elizabeth. Skipper refused to turn back and assist in the search as he said the crewmember committed suicide.

FV "SANDILE" and FV "MARRETJIE" stood down due to darkness and would continue the search at first light. MV "NORD SUPREME" also reported that they had searched the area where man went overboard and nothing was found.

Rescue sub-centre Port Elizabeth was coordinating. The search efforts were cancelled on 25 August at 2000LT. The incident was handed to the SAPS as a missing person incident.

MEDEVAC - 'NORDIC GRACE'



On 10 September 2015, the MRCC Cape Town was notified at 10/1445UTC by the agent that a crew member suffered a head injury after falling. A helicopter MEDEVAC was requested. The vessel was over 100nm from EAST London and the Cape Town Metro Doctor was consulted. The Cape Town Metro Doctor advised that the casualty can be removed by surface launch but an air MEDEVAC must be done if his condition deteriorates. SAR coordination of the MEDEVAC was handed over to RSC EAST London. The RSC reported that the casualty was removed by private surface launch, as arranged by the vessel agent, and taken to the Intambeni hospital. Case closed



MEDEVAC - 'AFRICAN STARLING'

On 16 September 2015 at 16/1203UTC, the MRCC Cape Town received a call from RSC East London. The RSC informed the MRCC that they were busy with a MEDEVAC for MV 'African Starling' who had a crew member on board who suffered a cut below his arm pit. RSC East London was informed by shipping agent. Vessel proceeded off port limits

East London where the crew member was disembarked by NSRI East London. Agents arranged everything. At 16/2255UTC rescue 7 (East London) reported that they were entering East London port with patient onboard. Case closed

Abandoning – FV 'LINCOLN'



On 27 September 2015, the MRCC Cape Town was notified at 27/1600UTC by Cape Town Radio of a MAYDAY call from FV LINCOLN/ zr3068 taking in water in position 28.3NM SSE off Cape Hangklip. 21 persons were on board the vessel. A MAYDAY broadcast was already being made by Cape Town Radio. The MRCC Cape Town retained coordination and requested NSRI Hermanus to respond. The vessel 'HARVEST RISING' was noted on AIS to be 2.5NM from the position and instructed to divert to the distress position for SAR assistance. Cape Town Radio advised that MV HARVEST RISING/ FV FUSCHIA/ FV ARMANA/ FV SISTRO and MV TRUST ABILITY were diverted to the distress area. NSRI Simon's Town also responded and a SAAF Super Lynx helicopter was tasked to assist with search and retrieving survivors from sea. SAR efforts continued through the night until last light the following day.

A SAAF Oryx helicopter joined in the search effort on Monday 28 September. The search for the missing crew was suspended on 01/1841UTC October 2015.

The end results of the efforts were: 9 crew rescued, 9 deceased and 3 crew missing at sea. The survivors were brought to shore at the Simon's Town naval base. The deceased and missing were handled by the SAPS.

Possibly Taking on Water – FV "SUNDANCER"

At 08:53 on 10 October 2015, the MRCC Cape Town was alerted by Rescue Sub-Centre (RSC) Mossel Bay that the FV "SUNDANCER" was experiencing adverse weather conditions and possibly taking on water but were not in immediate danger in position 45.5NM SSW of Mossel Bay.

The MRCC Cape Town was notified by Cape Town Radio that a supply vessel "RAGNILD K" from the FA Platform was approximately 4NM from the F/V SUNDANCER. The "RAGNILD K" was then requested by the MRCC Cape Town to proceed to the incident position and offer assistance.

Arriving on the scene the "RAGNILD K" found the crew safe but in heavy seas, with the stern low in the water. They were being hammered by rough sea conditions and the tug remained on scene as a safety precaution. The weather improved and the casualty vessel FV "SUNDANCER" was able to make progress without further assistance while the NSRI remained on alert until she arrived safely in Mossel Bay harbour.

EPIRB Detection – "LAMA LO"



On 17 October 2015, the MRCC Cape Town was notified by MRCC GRIS-NEZ (France) at 15:58 of an unlocated EPIRB detection for the French flagged 15 metre Catamaran 'LAMA LO' with 2 persons on board. It was also reported that the crew consisted of a South African and French National.

The Catamaran was known to have departed from Durban Port on 16 October and preliminary SAR communication was attempted via Cape Town Radio and Durban Port Control and no response was received.

The MT SAFANIYA (TANKER) and the MV MARE ATLANTICUM (CARGO SHIP) responded and were diverted to the distress position. The 'SAFANIYA' was released when the M/V CAPE OLIVE responded reporting to be much closer to the distress position. Both the vessel 'CAPE OLIVE' and 'MARE ATLANTICUM' reported on-scene at the distress but no sightings were reported. The vessel kept on tracking the beacon through the night.

The 'CAPE OLIVE' (BULK CARRIER) sighted a life raft at 06:50LT on the 18th and diverted to investigate and inspect the raft for any survivors. The life raft was unfortunately empty.



The SHIN HERIYU which was busy searching the area along the plotted drift of the EPIRB reported sighting of a capsized white hulled structure and was investigating. It was confirmed to be the capsized 'LAMA LO' but the survivors were not sighted.



A SAAF Oryx helicopter, crewed with rescue swimmers and paramedics, and NSRI East London were tasked to head out to the capsized catamaran in order to attempt search and recovery of the survivors.

Efforts to find survivors were extended to a larger area and the MV CMA CGM ROSSINI (CONTAINER) that was tasked to search a wider area found the crew adrift in a second rubber dinghy, rowing, attempting to reach the shore. The survivors were rescued and medically examined and found to be stable but exhausted. Arrangements were made for the survivors to be delivered to Cape Town as it was the next port of call for the vessel.

The survivors arrived safely at Cape Town port on 20 October 2015.

Flooding – SV "SPAILPIN"

On 7 November 2015, the MRCC Cape Town was notified at 17:55 by a friend of the yacht "SPAILPIN" that he suspected the yacht to be in trouble. He stated that the tracking system was not functioning correctly and a loss of communications led him to believe there was a challenge with the yacht. He reported that 4 persons were on-board and the yacht was heading to the Seychelles. The coast guard in the Seychelles was alerted and asked to investigate and revert once they had more information.

The safety of the yacht was confirmed by the Seychelles coast guard and the necessary parties were informed.

Capsized – Ski-boat "NUT15C"



On 26 November 2015, the Richard's Bay RSC advised the MRCC Cape Town at 09:36 of a capsized fishing ski-boat 2.1 NM South of the breakwater. NSRI Richards Bay was activated to assist the casualty vessel along with the TNPA helicopter.

An additional 3 ski-boats volunteered their assistance and rescued the initial 3 crew and the fourth was recovered by the NSRI. All crew were safe and transferred to the NSRI in order to be taken to shore. Divers assisted in righting the boat and it was towed into port.

Flooding – FV “BARATZ”



On 26 November 2015, Cape Town Radio notified the MRCC Cape Town at 15:03 of the FV 'BARATZ' taking on water off Cape Recife (The engine room was flooded). It had 25 persons on board. NSRI Port Elizabeth was activated to assist. Port Elizabeth RSC sent out an urgency broadcast to all vessels in the vicinity to.

The sister vessel 'HELENA MARIE' responded giving her ETA to the distress position as approximately 25 minutes.

NSRI PE was on scene at 15:56 and assisting vessel.

The MRCC Cape Town was notified at 26/16:43 that the FV 'BARATZ' was busy sinking and crewmembers were abandoning to life-rafts.



The South African Air Force assisted in providing 2 X BK117 helicopters with the NSRI Air Sea Rescue swimmers on-board. A multi-agency effort resulted in a very successful rescue effort with all 25 crew members safely delivered to shore and receiving medical attention.

The FV 'BARATZ' sank 0.8NM ESE OF CAPE RECIFE.

Overdue – Unidentified Crayfish Bakkie



On 1 December 2015, the Rescue Sub-centre Saldanha notified the MRCC Cape Town at 01/0315 LT a **crayfish bakkie**, with 3 persons on board, reported to be overdue, and presumably lost, in thick fog off Eland's Bay. The MRCC Cape Town was requested to assist in obtaining air resources.

The Skipper reported to be safe and had drifted to shore north of the vessels anchored in St Helena Bay. The boat engine was giving trouble getting started and NSRI Mykonos launched at 01/0505 LT to assist with

a Tow. The Skipper had managed to start the engine but appeared to be disorientated.

The MRCC Cape Town requested air support from the South African Air Force, fearing that the Skipper's disorientation might lead to greater distress, and an Oryx Helicopter was tasked to assist. The helicopter located the boat by 1332 LT. The boat crew was hoisted up to the helicopter and taken to Veldrift and left in the care of the NSRI. The crayfish boat was towed to safety by NSRI Mykonos.

Medical Divert – Bulk Carrier “C WINNER”



On 9 December 2015, Cape Town Radio notified the MRCC Cape Town at 09/0212 LT of the Bulk Carrier “C WINNER” diverting from 16.8NM SW from Cape Town, and 8.6NM from shore, heading to Cape Town Port off port limits in order to disembark a crew member suffering from undiagnosed bodily pain, headaches and chills.

Rescue Sub-centre Cape Town was requested to assume coordination and the vessel shipping agent had arranged a Servest launch to assist.

The MRCC Cape Town ensured that all the relevant authorities were informed with attention given to the undiagnosed illness. The Cape Metro Doctor advised all crew involved to wear medical gloves and face masks as a precaution. The casualty was removed from the vessel at Off Port Limits Cape Town and taken to the Christian Barnard Hospital by 0937 LT.

MEDEVAC – Fishing Vessel “ANDROMEDA”



On 10 December 2015, Cape Town Radio advised the MRCC Cape Town at 10/1724 LT that the Skipper on the FV “ANDROMEDA” requested medical assistance. He had been connected to the Cape Metro Doctor – the casualty was coughing blood with a weak heart beat and troubled breathing. The casualty is 55 years old. The Cape Metro Doctor requested the vessel to divert to port as helicopter evacuation was required. The vessel reported the incident at 32.5NM South from Cape Point Light and 31.3NM from closest shore.

A possible case of Tuberculosis (TB) was suspected.

The MRCC Cape Town maintained coordination due to Rescue Sub-Centre Cape Town attending to another emergency in port.

A South African Air Force Oryx helicopter was tasked from 22 Squadron, Air Force Base Ysterplaat, with the NSRI Air Sea Rescue (ASR) team and a Cape Metro Paramedic on-board.

The Oryx crew, ASR and Paramedic took preventative measures against possible TB contraction. The vessel was instructed by the owners, Viking Fishing, to enter port for quarantine and examination.

The casualty was hoisted from the vessel at 2000 LT and delivered to the Grootte Schuur Hospital at 2026 LT.

MEDEVAC - Bulk Carrier “ASIA PEARL II”



On 11 December 2015, the MRCC Cape Town Duty Controller noted at 11/0834 LT that 4 crew members were suspected to be suffering from malaria as reported on the International Ship and Port facility Security Pre-arrival Notice (ISPS PAN) for the Bulk Carrier “ASIA PEARL II”. The incident was reported at 488NM ESE from Durban Port and the vessel was heading to Durban Port in order to disembark the casualties Off Port Limits (OPL).

The incident coordination was handed to Rescue Sub-centre Durban (RSC DN) which ensured that the vessel shipping agent attended to the required arrangements.

The four crew members were brought to shore by the Tug “BOSS EXPRESS” and taken to the St Augustine Hospital by 12/2112 LT.

Grounded - Crayfish Boat “KAPTEIN HENDRIK WITBOOI”



On 12 December 2015, Walvis Bay Radio notified the MRCC Cape Town on 12/0759 LT about the Crayfish Boat “KAPTEIN HENDRIK WITBOOI” running aground at DIAS Point Light/Namibia. The 10 crew had relocated to protruding rocks but could not access the beach. None of the crew were injured.

Rescue Sub-centre Walvis Bay was coordinating and had tasked a tug to assist but the Shore Skipper managed to effect a rescue from the Kolmanskop Mine.

All of the crew was rescued by 1112 LT and the MRCC Cape Town requested a NavWarning to be issued in order to alert shipping of the grounded vessel.

Flooding – Catamaran “REHAM”

On 13 December 2015, the mother whose son was part of the 2 crew on the catamaran “REHAM” reported to MRCC Cape Town (MRCC CT) on 13/0630 LT that the vessel was being flooded approximately 15.3NM ENE from Cape Recife. The MRCC CT confirmed that Rescue Sub-centre Port Elizabeth (RSC PE) was aware of the incident and that NSRI PE was responding.

The MRCC Cape Town assisted RSC PE in requesting a MAYDAY relay to which several vessels responded. The MT “HOUSTON” was not diverted but the Fishing Vessels (FV) “MICHELLE” and “SHELLFISH” were instructed to assist. The FV “SHELLFISH” provided a pump to assist with delaying the flooding and the FV “MICHELLE” towed the “REHAM” back to Port Elizabeth. The tow was subsequently handed over to the FV “MEGLADON”. The “REHAM” was reported to be alongside by 13/1108 LT with the NSRI assisting to pump out the remaining water.

MEDEVAC “CHRISTO REI”



On 4 January 2016, Cape Town Radio relayed a MEDEVAC request at 04/1609 LT received from the fishing vessel “CHRISTO REI”. The vessel was 27NM from Cape Town and a crew member had been wrapped around the winch with a rope. It appears that his arm had been ripped off.

The MRCC Cape Town initiated MEDICO via the Cape Metro Doctor and tasked a South African Air Force Oryx Helicopter for an Air MEDEVAC once the Doctor had approved it.

Incident coordination was handed to Rescue Sub-centre Cape Town and the NSRI Air Sea Rescue Team was activated.



The casualty was evacuated from the vessel and delivered to the Grootte Schuur Hospital by 1952 LT for medical care.

Overdue Crayfish Boat



On 11 January 2016, Rescue Sub-centre (RSC) Saldanha notified the MRCC Cape Town at 11/1526 LT of a red and white **crayfish bakkie** that had gone missing.

The RSC had been notified by the SAMSA Principal Officer at Saldanha (who was originally notified by the craft owner), that the craft had departed from Paternoster at 10/2000 LT en-route to the North Blinder with 2 persons on-board. RSC Saldanha had tasked NSRI Mykonos.

The MRCC Cape Town assisted the RSC in obtaining air resources. A South African Air Force C47TP Maritime Dakota was tasked from 35 Squadron at Air Force Base via Joint Tactical Headquarters Western Cape.

The missing crayfish bakkie was found approximately 8NM West from St Helena Bay and appeared to be in good health. The air resource was cancelled before take-off. The casualty vessel and crew were taken to St Helena Bay harbour.

MEDEVAC "BENGANG"



The vessel shipping agent for the Bulk Carrier "**BENGANG**" advised MRCC Cape Town at 12/1641 LT on 11 January 2016 on the intended MEDEVAC of a crew member suffering from "heart pain". The vessel was reported to be 174NM ENE from Cape Recife and diverting to Port Elizabeth.

The MRCC Cape Town handed incident coordination to Rescue Sub-centre Port Elizabeth and ensured that the necessary procedures were adhered to. The Cape Town Metro Doctor was approached for MEDICO and MEDEVAC

approval. The MEDEVAC was facilitated by NSRI PE and the casualty was taken to the St George's Hospital by 13/0945 LT.

Man Overboard

On 17 January 2016, Cape Town Radio notified MRCC Cape Town at 17/0205 LT of a report received relating to a crew member suspected to have jumped overboard from the fishing vessel "**DEREK**" 3NM of Cape Recife/Algoa Bay. Rescue Sub-Centre Port Elizabeth assumed SAR coordination and NSRI Port Elizabeth was tasked to assist in searching for the missing crew member. The Skipper of the casualty craft had reported that the Man Overboard was not wearing a life jacket. The SAR effort was discontinued by 17/1145 LT and the incident was handed to the SAPS which launched a missing person investigation and body recovery attempts. No body was recovered.

MAYDAY "FV LEZANDI".



On 19 January 2016, the MRCC Cape Town was notified at 19/01:25 Local Time (LT) by Cape Town Radio Coastal Radio Services (Cape Town Radio) of a MAYDAY broadcast received from the Fishing Vessel (FV) "**LEZANDI**". The vessel declared the Distress in a position 10NM South West from Cape Point stating that it was taking on water, sinking, and the vessel was being abandoned. The vessel's two 15 person life rafts were deployed but the 14 crew had abandoned to only one of it.

Cape Town Radio was requested to issue a MAYDAY Relay broadcast for all vessels in the area to assist the casualty vessel.

Search and Rescue (SAR) coordination was handed to Rescue Sub-centre Cape Town –Cape Town Port Control and the MRCC Cape Town continued to assist with the incident response. The NSRI stations at Hout Bay, Kommetjie and Simon's Town were activated. The fishing vessel "CAPE FRIO", "FREESIA", "FLAME THORN", "ARMANA" and "DANTAGO" were diverted to assist. The Bulk Carrier "SUNRISE JADE", General Cargo vessel "MSC GRACE" and Bulk Carrier "PORTHOS" responded to the distress position.

The crew were located and recovered by the FV "FREESIA" and safely delivered to the Port of Cape Town where they were met by the medical personnel. The casualty vessel was at that stage semi submerged, adrift, and considered a danger to navigation. A Navigational Warning was issued in order to alert other vessels of the possible hazard.

Grounding TARA



reported by the civilian recipient of the Distress.



On 1 February 2016, the Rescue Sub-centre Cape Town notified the MRCC Cape Town at 01/05:24 LT of information received from Cape Town Metro regarding a yacht that ran aground somewhere between Gantzekraal and Bokpunt with 3 persons on-board. The NSRI stations of Table Bay and Melkbos Strand had been activated.

The MRCC Cape Town was also contacted by the Cape Town Metro from which the yacht was identified as **TARA** as

The initial report was updated to reflect that only 1 of the 3 crew survived. The survivor made it to shore and found one of the very few houses in the area from where the Distress call was made.

The NSRI Yzerfontein was first on-scene and assisted in recovering the 2 bodies of the drowning victims. The survivor, an Irish citizen, was delivered into the care of the Irish Consulate.

MAYDAY "NEXUS"

On 25 February 2016, Cape Town Radio advised the MRCC Cape Town on 25/20:27 LT of the Yacht **"NEXUS"** reporting to be experiencing engine failure and requesting immediate assistance. The yacht reported to be 21.2NM SSE from the Saldanha South Head light with the closest land being 2.5NM from Dassen Island with 3 persons onboard. The MRCC Cape Town notified the NSRI Station 34 (Yzerfontein) of the incident. The station reverted and reported that the casualty yacht was under tow by the Yacht "Moorings" (Moorings B2003). The casualty yacht was safely towed to Saldanha Port.

Collision "LADY BIRD"

On 1 March 2016, the MRCC Cape Town was notified at 1309 LT by the Sailing Vessel (SV) **"LADY BIRD"** that they had been in a collision with a fishing vessel (FV). The sailing vessel had 4 crew on-board and the vessel was diverting to Simon's Town. The Rescue Sub-centre (RSC) Cape Town was notified of the incident which then tasked NSRI Simon's Town. The NSRI Simons Town was activated to assist the vessel. The vessel was flooding due to the damage suffered. The NSRI managed to safely return the vessel to the False Bay Yacht Club. SAMSA Cape Town Principal Officer was informed and the case was closed.

MEDEVAC "GENCO COMMODUS"



Hospital in Port Elizabeth. Case closed.

On 4 March 2016, the Cape Metro Doctor notified the MRCC Cape Town at 1320 LT of an air assisted MEDEVAC required for a crew member suffering from an open ankle injury on the vessel **"GENCO COMMODUS"**. The vessel was reported to be 46.6NM SW from Cape Recife and 12NM from shore. SAR coordination of the MEDEVAC was handed to Rescue Sub-centre Port Elizabeth. A South African Air Force BK117 helicopter was tasked to assist with the MEDEVAC and the casualty was taken to the Green Acres

6. VOLUNTARY ORGANIZATIONS



6. VOLUNTARY ORGANIZATIONS

6.1 NATIONAL SEA RESCUE INSTITUTE (NSRI)

The NSRI is a member of South African Search and Rescue (SASAR) Organisation and a signatory to the SASAR Manual as from 13 June 1994 up to date. The NSRI contributes to SAR services in accordance with the conditions laid down in the SASAR Manual. The SASAR Manual stipulates that the NSRI would bear all the costs of the use of NSRI equipment, communication systems and labour during SAR and Medevac operations

6.1.1 Summary of NSRI activities

The tables below, provide a summary of the NSRI activities during the period under review:

Station No.	Rescues	Operational Hours	Persons Rescued	Boats towed & Assisted
2 Bakoven	16	33	18	3
3 Table Bay	36	124	68	17
4 Mykonos	45	156	60	27
8 Hout Bay	26	118	48	14
9 Gordons Bay	35	146	32	10
10 Simon's Town	60	199	40	25
16 Strandfontein	7	9	5	1
17 Hermanus	30	87	30	2
18 Melkbosstrand	50	73	39	4
24 Lamberts Bay	7	7	6	1
26 Kommetjie	35	120	29	11
29 Helicopter Rescue	22	27	21	4
30 Agulhas	31	79	30	13
34 Yzerfontein	18	32	17	9
	418	1210	443	141

SOUTHERN CAPE

Station No.	Rescues	Operational Hours	Persons Rescued	Boats towed & Assisted
12 Knysna	16	39	13	8
14 Plettenberg Bay	54	76	44	3
15 Mossel Bay	26	70	26	10
23 Wilderness	22	11	16	0
31 Still Bay	45	61	47	10

33 Witsand	6	19	4	2
	169	276	150	33

EASTERN CAPE

Station No.	Rescues	Operational Hours	Persons Rescued	Boats towed & Assisted
6 Port Elizabeth	47	76	65	19
7 East London	16	19	17	4
11 Port Alfred	13	19	16	4
21 St Francis Bay	12	19	13	2
36 Oyster Bay	3	9	3	0
37 Jeffreys Bay	26	85	29	4
	117	227	143	33

KWAZULU-NATAL

Station No.	Rescues	Operational Hours	Persons Rescued	Boats towed & Assisted
5 Durban	37	120	46	22
19 Richards Bay	28	54	26	11
20 Shelly Beach	50	70	74	18
32 Port Edward	19	11	26	1
28 Port St Johns	2	3	3	7
	136	258	175	59

INLAND STATIONS

Station No.	Rescues	Operational Hours	Persons Rescued	Boats towed & Assisted
22 Vaal Dam	1	1	1	0
25 Hartbeespoort Dam	1	3	0	0
27 Victoria Lake	29	105	33	0
35 Witbank Dam	2	3	0	0
	33	112	34	0
TOTAL FOR 2015-2016	873	2083	945	266

LIVES SAVED	873
OPERATIONS	2083
PERSONS ASSISTED	945
BOATS TOWED	266

6.2 HAMNET

Hamnet is a voluntary communications organization, under the control of the South African Radio League, established in the early 1960's to assist and support government and non-governmental organizations with an alternative means of communication or in a supportive role when normal communication becomes inadequate.

Hamnet is one of the voluntary organizations that support the objectives being pursued by SASAR as member of the latter's aeronautical sub-committee. The ARCC normally call on their assistance depending on the need for their services for a particular incident.

During the period under review, Hamnet participated in a number of national exercises involving 15 teams from all over South Africa and one in Southern Namibia. Hamnet also participated in a call-out to search for a missing aircraft.

The grant received from the Department was utilised for the production of portable solar kits consisting of 2 x 80W PV panels, 15A MPPT solar controllers, associated wiring and a carry bag.

These portable solar kits were distributed as follows:

- ❖ Western Cape 4 units
- ❖ Easter Cape 2 units
- ❖ Free State 2 units
- ❖ KZN 1 unit
- ❖ Gauteng 4 units

6.3 MOUNTAIN CLUB OF SOUTH AFRICA

The Mountain Club of SA Search and Rescue (MSAR) comprises of six teams spread out across the country. During 2015 there was a significant increase in callouts across all types of incidents we responded to (most of which relate to recreational activities in the mountains). Nationally the teams collectively received 219 calls for assistance of which 146 resulted in a team responding adding up to over 3 000 man hours of rescue work.

On aviation related incidents and apart from standbys, MSAR participated in two aviation SAR activities during 2015:

- ❖ The search for ZS-MRM, a Beechcraft Bonanza which was reported overdue on a flight from Wonderboom to Middelburg and was found near Sabie.
- ❖ ZS-SLS crashed into Tsitsikamma Mountains.

During 2015 the recurring grant from the Department of Transport was again received and assisted considerably with the provision of a minimum level of equipment and training across the teams.

The grant contributed to among others the following significant national expenses:

- ❖ The Bi-annual MSAR National Rescue Training

The training met its significant national level SAR training event where team members from across the country assemble to hone their skills, exchange learning and focus on procedures and techniques in order to maintain a minimum national level rescue standard. The training event contributed to MSAR's ability to form a national level team to respond to big aviation disasters such the 2011 Tzaneen Albatross incident. The training was attended by 46 MSAR members and 22 SAAF crew and ground support personnel from the SAAF 15 and 87 Squadrons which provided 2 Oryx and 2 Augusta 109 helicopters.



MSAR members and members from the SAAF from across the country that participated in the 2015 MSAR National Training Meet

- ❖ More than 1 kilometre of rope and cord was procured and distributed to the MSAR six teams to replace retired ropes
- ❖ Smaller equipment purchases included wind indicating streamers for helicopter operations and special purpose patient harnesses for helicopter extraction.



7. SAR COMMUNICATION



7. SAR COMMUNICATION

7.1 COSPAS-SARSAT SERVICES

Cospas-Sarsat is a satellite system designed to provide distress alert and location data to assist SAR operations, using spacecraft and ground facilities to detect and locate signals of distress beacons on 406 Megahertz (MHz). The position of the distress and other related information is forwarded to the appropriate Rescue Co-ordination Centre through the Cospas-Sarsat Mission Control Centre (MCC) network. The MCC and Local User Terminal (LUT) are located at the Telkom Radio Station in Milnerton, Cape Town. Telkom South Africa provides Cospas-Sarsat services on behalf of the Department on a contractual basis.

7.2 MARITIME SAFETY INFORMATION

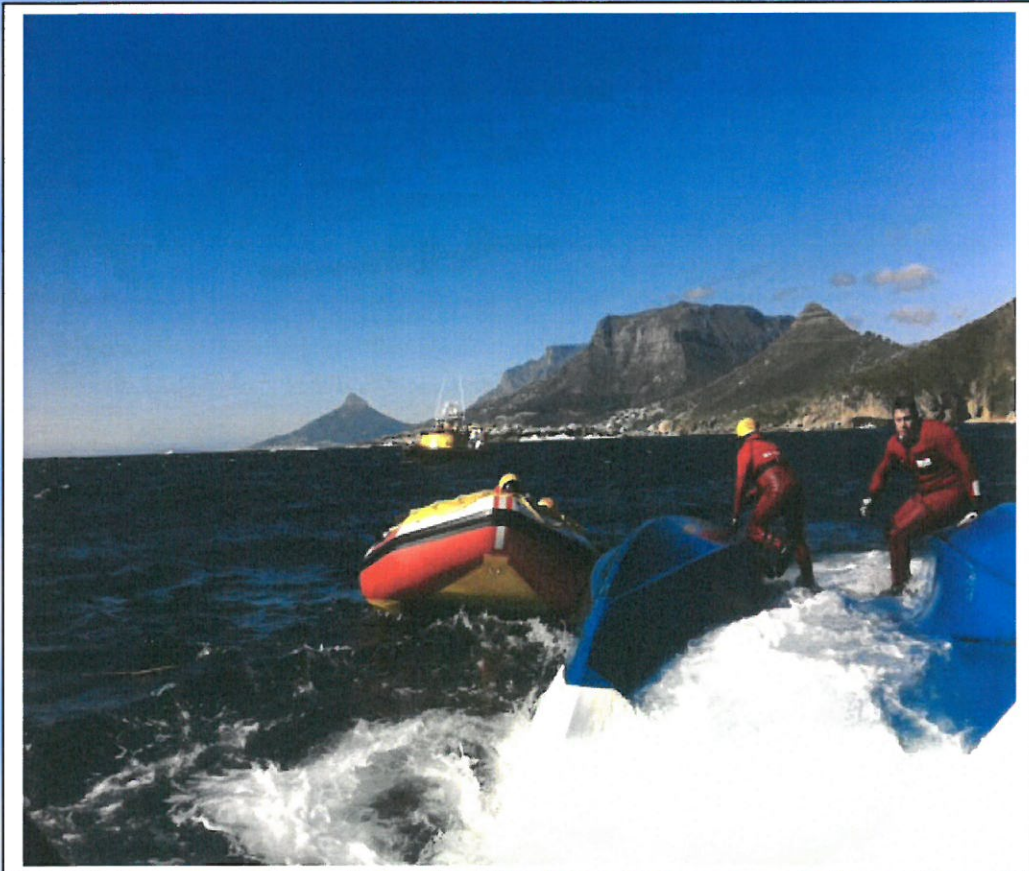
Telkom SA has been contracted to provide Maritime Safety Information (MSI) Services including Global Maritime Distress and Safety System (GMDSS) and Cospas-Sarsat Services on behalf of the Department of Transport. These services are provided in terms of the International Convention for the Safety of Lives at Sea (SOLAS) commonly known in the maritime circles as the SOLAS Convention. The services include watchkeeping services including voice, Cospas-Sarsat and Digital Selective Calling, navigation warnings, meteorological services, SafetyNet services via Inmarsat and Navtex services.

The table below is a report on the abovementioned services for the period April 2015 to March 2016.

SOLAS REPORTS - APRIL 2015 TO MARCH 2016

	Apr-15	May-15	Jun-15	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Totals
DISTRESS	23	16	17	13	20	19	29	23	11	19	14	10	214
URGENCY	8	11	20	12	10	7	3	7	9	8	4	8	107
MEDICO	4	9	1	7	9	7	11	6	18	11	9	8	100
SAFREPS	3321	3496	3328	3530	1214	3702	3830	3283	3442	3323	3534	3455	39458
DSC TESTS	7795	8017	10414	7290	7685	7468	7481	6869	6205	6649	6274	6654	88801
PAR's	1070	1006	942	1067	1054	1059	1131	1013	973	997	894	968	12174
SAFETYNET	258	256	247	259	250	253	263	257	257	254	250	266	3070
WX FCASTS	90	93	90	93	93	90	93	90	93	93	87	93	1098
NAV WNGS	60	97	60	62	62	71	62	60	62	62	58	62	778
NAVTEX	540	558	540	558	558	540	558	540	558	558	522	558	6588
406 BEACONS	39	52	43	33	51	32	57	42	61	71	62	32	575
AMVERS	30	23	33	20	24	26	24	25	22	20	31	29	307

8. SAR FUNDING



8. SAR FUNDING

SASAR's activities are funded primarily from public funds and its budget forms part of Vote 35, Department of Transport. Other sources may come in the form of sponsorships/donations from the aviation and maritime industry for specific projects or purposes.

8.1 STATEMENT OF FINANCIAL PERFORMANCE

The statement of SASAR's financial performance for the period 1 April 2015 to 31 March 2016 is depicted below:

DEPARTMENT OF TRANSPORT
VOTE 35
PROGRAMME 5: Civil Aviation
SUB-PROGRAMME: Aviation Safety, Security, Environment and Search and Rescue
Responsibility: Search and Rescue

REVENUE	2014/2015	2015/2016
Voted Funds	56 741 000.00	57 515 000.00
Transfer and Subsidies	8 493 000.00	10 078 000.00
TOTAL REVENUE	65 234 000.00	67 593 000.00
EXPENDITURE		
Current		
Compensation of Employees	2 321 192.75	2 159 055.58
Goods and Services	53 881 061.72	48 459 600.36
Financial Trans in Assets & Liabilities		
Transfer Payments	9 195 000.00	9 620 000.00
Provincial & Local Government		
Foreign Government & International Organization	400 601.00	411 218.90
H/H Employee Special Benefit: Leave Gratuity	-	-
Total Current Expenditure	65 797 855.47	60 649 874.84
Capital		
Machinery and Equipment	111 285.81	-
Total Capital Expenditure	111 285.81	-
TOTAL EXPENDITURE	65 909 141.28	60 649 874.84
NET SURPLUS/DEFICIT for the year	675 141.28-	6 943 125.16

8.2 ANALYSIS OF THE FINANCIAL PERFORMANCE STATEMENT

SASAR's total revenue or allocation for the 2015/2016 financial year amounted to 67 593 000.00, a significant increase of 2 359 000.00 from last year's revenue of 65 234 000.00. SASAR's operational budget is consumed mainly by contractual obligations towards the provision of maritime safety information and Cospas-Sarsat services. The total expenditure for these services for this financial year was R54 041 375. 00.

The statement reflects an under-expenditure of R6 943 125. The under-expenditure or surplus is attributed to two outstanding invoices that were not processed as at the end of the financial year totalling R9 006 894. 00.

It must be mentioned that SASAR is unable to implement some of its projects approved by its Executive Committee due to insufficient operational budget. Its current operational budget is consumed mainly by contractual obligations towards the provision of maritime safety information and Cospas-Sarsat services.

8.3 AUDIT ASSIGNMENT

As already indicated in the preceding paragraphs, SASAR does not have a separate budget, but its budget is part of the Department's budget. The financial statement above was compiled from information obtained from the financial statements of the Department which are audited in terms of section 188 of the Constitution of the Republic of South Africa, 1996 (Act 108 of 1996) read together with sections 3 and 5 of the Auditor-General Act, 1995 (Act No. 12 of 1995).

NOTES

This image shows a full page of blank, lined notebook paper. The paper has a light cream or off-white background. It features horizontal blue lines spaced evenly across its surface. Additionally, there are two vertical black lines running down the length of the page, one on each side, which serve as margins. The overall appearance is that of a clean, unused sheet of stationery.

SASAR Secretariat
Department of Transport
Private bag x193
Pretoria

Tel: +00 (12) 309 3520
Fax: +00 (12) 309 3101



SOUTH AFRICAN SEARCH AND RESCUE ORGANISATION