

SASAR ANNUAL REPORT 2016/17



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



2016/17 SOUTH AFRICAN SEARCH AND RESCUE ORGANISATION ANNUAL REPORT

Content

Page No.

CHAIRPERSON'S NOTE	05
SECTION 1:VISION AND MISSION	
1.1 Vision	07
1.2 Mission	07
SECTION 2 :ORGANISATIONAL AND INSTITUTIONAL ARRANGEMENTS	
2.1 Overview	09
2.2 Objectives OF SASAR	10
2.3 Functions of SASAR	10
2.4 Search And Rescue Regions (SRRs)	11
SECTION 3 :ADMINISTRATIVE REPORT	
3.1 SAR Bilateral Programme	13
3.1.1 Bilateral Agreements	13
3.1.2 Establishment and Progress of Joint Bilateral Search & Rescue Committee (JBSARCOM)	13
3.2 SAR INSTITUTIONAL, INFRASTRUCTURE DEVELOPMENT AND IMPROVEMENT PROGRAMME	
3.2.1 Establishment Of Joint Rescue Coordination Centre (JRCC)	14
3.2.2 Implementation Of MEOSAR System	14
3.3 SAR GOVERNANCE, CO-ORDINATION AND OVERSIGHT PROGRAMME	
3.3.1 Establishment of SAR Oversight Capacity (SAR Inspectorate)	15
3.3.2 Annual Grants	16
3.4 GLOBAL INTEGRATION AND CO-OPERATION	
3.4.1 International Maritime Rescue Federation (IMRF) Membership	16
3.4.2 International Meetings	17
3.5 TOWARDS REGIONAL INTEGRATION STRATEGY (TRIS) OR PROGRAMME (TRIP)	17
3.5.1 African Regional MRCC's Meeting	17

SECTION 4 :OPERATIONAL REPORTS

4.1 Maritime Search And Rescue Operations Reports 19

4.2 Aeronautical Search And Rescue Operations 29

SECTION 5 : VOLUNTARY ORGANISATIONS

5.1 Mountain Club Of South Africa 33

5.2 Off Road Rescue Unit (4X4 Club) 33

5.3 K9 SARA

5.4 HAMNET 36

5.5 National Sea Rescue Institute (NSRI) 36

SECTION 6:SAR COMMUNICATIONS

6.1 Telkom Maritime Radio Services 42

SECTION 7:SAR FUNDING

7.1 Statement of Financial Performance 48

7.2 Analysis of the Financial Performance Statement 49

7.3 Audit Assignment 49

Chairperson's Note



The South African Search and Rescue (SASAR) Organisation, is a voluntary organisation which functions under the auspices of the Department of Transport. It affords me an immense pleasure to provide the Minister with the 2016/2017 SASAR Annual Report. This report is given in accordance with Section 22 (1) of the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002). The report focuses on or highlights the activities of SASAR for the 2016/ 2017 financial year.

Search and rescue (SAR) refers to a process of searching for and providing rescue service to persons who are or are believed to be in imminent danger of losing their lives. The two operations, search and rescue, may take many forms, depending on whether they are both required or not, on the size and complexity of the mission and on the availability of staff and facilities. It is a government responsibility in lieu of the obligations States accepted under the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO) Conventions to provide SAR service. SASAR is divided into two components, namely administration and operational. The administration component creates an enabling environment for the provision of SAR functions within South Africa and neighbouring States. It is hosted by the Department of Transport. The operational

component ensures a coordinated, effective, efficient and economical maritime and aeronautical SAR services. It is managed by the SAR agencies, namely South African Maritime Safety Authority (SAMSA) and Air Traffic and Navigation Services (ATNS) on behalf of the Department.

During the period under review, Maritime Rescue Coordination Centre (MRCC) Cape Town responded to 477 distress calls and saved 150 lives. The Aeronautical Rescue Coordination Centre (ARCC) recorded 334 uncertainty (INCERFA) phase, 82 distresses and 137 alert phase (ALERFA). Most of SAR operations are delegated to SAR voluntary organisations that play major role to ensure safety of our aviators and mariners. National Sea Rescue Institute (NSRI), in particular is involved in approximately 97% of all minor sea operations on the South African coast. NSRI saved 306 lives during the period under review.

The SASAR voluntary organisations rely on donations and grants. The Department provides five organisations with annual grants in line with the Treasury Regulations. It should be noted that each State is encouraged to provide SAR services or run a high risk of negative consequences from global investors as the country would be unsafe to invest on. In most cases, the primary concern from investors is the probability of losing their crew and goods which could have been prevented. Currently, South Africa is hailed throughout the world because of the progress made with concluding SAR Memorandums of Understanding (MoUs) and Bilateral and Multilateral Agreements.

The SASAR Executive, Management and Sub-Committee meetings were held in accordance with the Act No 44 of 2002. South Africa was represented in eight standing international meetings. In aviation and maritime business, image is the key and any negativity can quickly reach a global audience. This may result in damage to a State's reputation and potential economic loss to sensitive State industries such as trade, tourism and transport. South Africa is very pro-active to ensure that she comply with the International Standards and Recommended Practices. The Minister approved the Joint Rescue Coordination Centre (JRCC) benchmarking process with Cyprus and Australia. Both countries have established successful JRCC centres. In essence, the benchmarking process from the well-established JRCC,

would provide an indication on the personnel, processes, training, operational/ and overhead costs of running a JRCC. The MEOSAR project has been delegated to the Department's agency, ATNS. National Treasury approved a transfer of R52M for the procurement and installation of the equipment. This process is expected to take at least 24 months.

Globally, SAR has challenges and no unique method to address such problems, South Africa is also not immune. The report highlights challenges encountered on daily basis. These challenges include environmental factors like adverse weather conditions, human error including the non-cancellation of flights plans, false alerts, lack or scarcity of resources, financial constraints and technology for tracking and locating crafts. The significant increase in tourism and passenger vessels sizes put SAR in pressure as we still lack shore-side infrastructure.

SAR is funded from public funds and crucial projects are lagging behind due to financial constraints. SASAR acknowledges and applauds the selflessness, gallantry and commitment displayed by all its members in different committees and working groups, in particular voluntary organisations. Let us continue to join hands so that others may live.



MR L MABASO

ACD: AVIATION SAFETY, SECURITY, ENVIRONMENT AND SAR

2017

SECTION 1: VISION AND MISSION

1.1 Vision

The vision of the SASAR 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.”

1.2 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.”

A white and blue fishing boat is shown from a side profile, moving through the water. The boat has a white upper hull and a blue lower hull. On the side, the text 'ALPHA CTA 751 P' is visible on the cabin area, and '782162' is painted on the side of the hull. The boat is equipped with various fishing gear, including a large net or trawl system. In the background, a dark stone pier or breakwater is visible, and several seagulls are flying in the clear blue sky.

SECTION 2: ORGANISATIONAL AND INSTITUTIONAL ARRANGEMENTS

2.1 Overview

SAR systems can be established on a national or regional level, or both. National SAR systems can take a form of a single or multi-agencies approach, with a committee established to co-ordinate the efforts of all the multiple agencies to provide that state with the requisite SAR capability.

South Africa, as a signatory to the Safety of Life at Sea (SOLAS) Convention, the International Convention on Maritime Search and Rescue, and the Convention on International Civil Aviation, has accepted the obligation to provide aeronautical and maritime SAR co-ordination and services in her territories, territorial seas, and the high seas within her search and rescue region.

South Africa preferred a multi-agency approach mainly because of lack of dedicated SAR resources. When necessary, other government departments and agencies, private and commercial undertakings as well as voluntary organisations are diverted from their core functions by charter, arrangement, agreement and be requested to fulfil South Africa's SAR obligations.

South Africa has established a national SAR organisation SASAR, in terms of the South African Maritime and Aeronautical Search and Rescue Act, 2002, (Act 44 of 2002). SASAR provides South Africa with a world-renowned search and rescue capability or function. The overall objective of SASAR is to ensure a co-ordinated and effective maritime and aeronautical search and rescue service within the respective South African Search and Rescue Regions (SRRs).

Both the IMO and ICAO encourage Member States to establish SAR Co-ordinating Committee either on a national or regional level to improve and support the SAR system or programme. In South Africa, a SAR Co-ordinating Committee was established at a national level in terms of the above-mentioned Act and is known as the SASAR Executive Committee.

The Executive Committee is made up of government departments and agencies, private and commercial undertakings as well as voluntary organisations and is the highest policy and decision-making body of SASAR. It is the responsible authority for search and rescue governance, co-ordination and oversight. The Executive Committee is assisted by the Management Committee, the Secretariat and two sub-committees; namely, the Aeronautical and Maritime Sub-committees.

The Executive Committee is chaired by the Head of SASAR, Mr Levers Mabaso. He is the Chief Director for Aviation Safety, Security, Environment and SAR. The Management Committee is made up of the Chairperson, the Head of the Secretariat, the Heads of the Aeronautical and Maritime SAR Operations and Chiefs of the Aeronautical and Maritime Rescue Co-ordination Centres. The Management Committee advises the Executive Committee on any matter that may have policy and financial implications in addition to dealing with urgent day-to-day administrative matters that need to be sanctioned by the Executive Committee.

Two sub-committees, the Aeronautical and Maritime Sub-committees, are established under the authority of the Executive Committee. They assess operational policy and make recommendations to the Executive Committee concerning policy amendments. They are currently chaired by officials from the ATNS and SAMSA,

respectively. Although SAR operations have been devolved to SASAR, the Minister remains the responsible and accountable Executive. SAR administration also remains the responsibility of the Department. The SASAR Executive advises the Minister on all SAR governance issues.

2.2 Objectives of SASAR

- To ensure a co-ordinated and effective maritime and aeronautical search and rescue services within the respective South African search and rescue regions;
- To minimise the loss of life and personal injury to aviators and mariners;
- To minimise time spent searching for persons in distress by using top of the range technology, research, development, education, regulation and enforcement;
- To promote and enhance regional search and rescue capacity or capability and ensure optimal use of SAR scarce resources;
- To ensure the implementation of the international Standards and Recommended Practices (SARPs), and
- Improve co-operation between aeronautical and maritime search and rescue authorities.

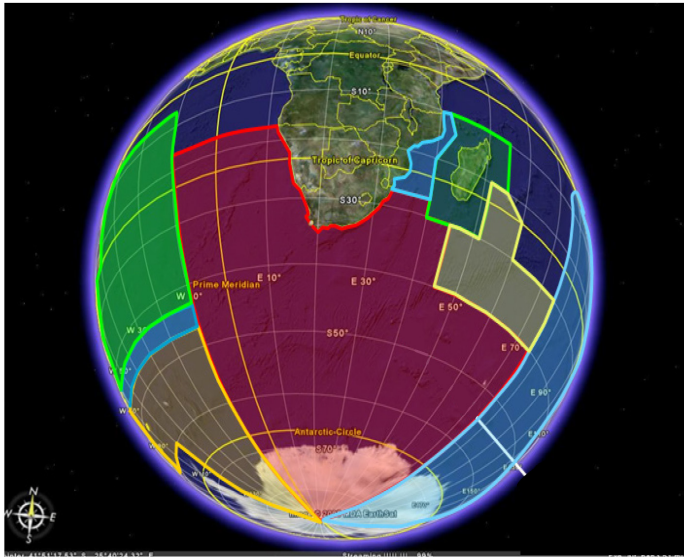
2.3 Functions of SASAR

SASAR, within its means and capabilities, co-ordinates measures to search for, assist and where appropriate, effect a rescue operation for survivor/s of aircraft crashes or forced landings, the crew and passengers of vessels in distress; survivors of maritime casualties and survivors of any military aircraft or vessels accidents or incidents if such aircraft or vessel is not engaged in an act of war within South Africa's search and rescue region or area of responsibility. SASAR is also charged with co-ordinating the evacuation of seriously injured or ill person from a vessel at sea where the persons condition is such that he or she must obtain medical treatment sooner than that vessels would be able to get him or her to a suitable medical facility.

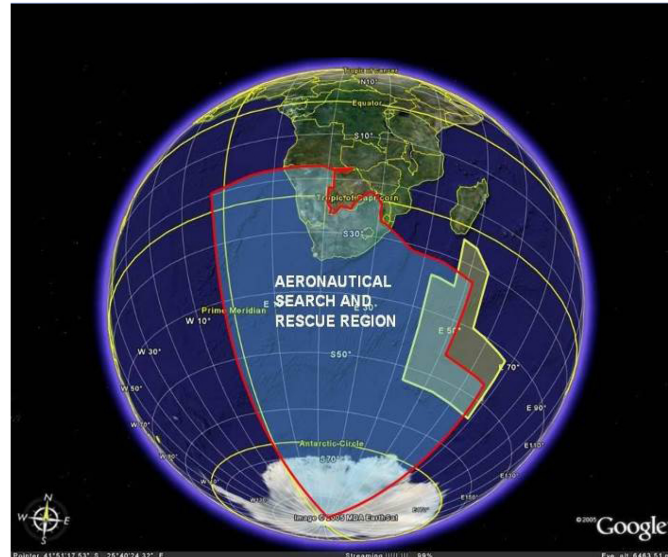
2.4 Search and Rescue Regions (SRRs)

South Africa's search and rescue regions correspond with what is prescribed by the ICAO and IMO and include the independent States situated therein.

The following are the diagrammatical representation of SASAR's Search and Rescue Regions.



Aeronautical Search and Rescue Region



Maritime Search and Rescue Region



SECTION 3: ADMINISTRATIVE ACTIVITIES

The purpose of the administrative component of search and rescue is to create an enabling environment for the provision of search and rescue services within South Africa in co-operation with countries bordering on 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 the South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act No 44 of 2002).

3.1 SAR Bilateral Programme

3.1.1 Bilateral Agreements

Chapter 3.1 of Annex 12 to the Convention on International Civil Aviation deals with co-operation between States. Recommendation 3.1.2 provides that Contracting States should, whenever necessary, co-ordinate their search and rescue operations with those of neighbouring States especially when these operations are proximate to adjacent search and rescue regions.

In the same breath, Chapter 3 of the Annex to the International Convention on Maritime SAR, 1979, requires States to co-ordinate their search and rescue organisations and whenever necessary, co-ordinate search and rescue operations with those of neighbouring States.

South Africa identified about 14 countries bordering on her search and rescue region for the purpose of entering into agreements to strengthen SAR co-operation and co-ordination in compliance with recommendations of the international instruments alluded to above. In addition to the above, 8 countries were recently identified with which South Africa might have an interest in concluding agreements for strategic and other reasons. So far, 10 Agreements have been signed, 1 Agreement concluded and ready for signature, 2 Agreements negotiated and 8 Agreements still to be negotiated.

3.1.2 Establishment and progress of Joint Bilateral Search & Rescue Committee (JBSARCOM)

South Africa concluded and signed Bilateral Search and Rescue Agreements with 10 countries bordering on her search and rescue regions. The Agreements make provision for officials of the search and rescue authorities of the Parties to communicate directly with each other on all common search and rescue matters and also to meet at least once a year to discuss issues of common interest and the results of the operations and exercises of the preceding year and if necessary, determine what changes should be made in the plan of operations.

This liaison is achieved through the establishment of a Joint Bilateral Search and Rescue Committee (JBSARCOM) with the objective of overseeing the implementation of the Agreement between the respective Governments. During the period under review, 4 JBSARCOM meetings were held with Namibia, Zimbabwe, France (La-Reunion) and Mauritius.

3.2 SAR institutional, infrastructure development and improvement programme

3.2.1 Establishment Of The Joint Rescue Co-Ordination Centre (JRCC)

Chapter 2 of Annex 12 to the Convention on International Civil Aviation provides that Contracting States should establish JRCC to co-ordinate aeronautical and maritime search and rescue operations. Chapter 2 of the International Convention on Maritime Search and Rescue, 1979 stipulates that Parties should, where practicable, establish a JRCC and Rescue Sub-Centres (RSC) to serve both maritime and aeronautical purposes. The establishment of JRCCs is considered by the global SAR community as the most expedient way of achieving efficient and effective national, regional and global SAR system as both aeronautical and maritime SAR operations would be run from a single centre.

Currently South Africa manages two separate Rescue Co-ordination Centres (RCCs), the aeronautical one hosted by the ATNS on a voluntary basis and the maritime one hosted by the South African Maritime Safety Authority (SAMSA) on a contractual basis. The ARCC currently does not meet the requirement that it must be operated on a 24 hour basis in terms of paragraph 2.3.3 of Chapter 2 of Annex 12 to the Convention on International Civil Aviation, as it is only activated when there is an accident or serious incident.

The establishment of the JRCC will meet the international operational requirement of 24/7 and address the existing challenges of inadequate or lack of resources, transformation and succession planning particularly in the aeronautical components of SAR. It will promote co-ordination and co-operation between the aeronautical and maritime operational component of SAR; promote multi-skilling of personnel in the JRCC; centralize SAR communication systems; improve South Africa's representation in international SAR fora; improve co-ordinated and common positions on SAR matters; enhance effective, efficient and economic use of SAR resources in the future; and finally ensure full compliance with international Standards and Recommended Practices (SARPs). In 2016, the Minister approved the benchmarking process with Cyprus and Australia, who have already established successful JRCCs. The benchmarking process has been completed and a viability report is being finalized for consideration by the Minister.

3.2.2 Implementation of the Cospas-Sarsat Medium Earth Orbit Search and Rescue (MEOSAR) System

The Cospas-Sarsat system is a satellite system that provides alert and location information to SAR services throughout the world for maritime, aviation and land users in distress. South Africa is a signatory to the International Cospas-Sarsat Programme Agreement as ground segment provider from November 2001. Consequently, South Africa assumed certain obligations and responsibilities which the global Cospas-Sarsat and SAR community expect her to fulfil. South Africa has been fulfilling these obligations and responsibilities over the years by providing distress alert and location data to 14 countries in her Cospas-Sarsat service area through her Low Earth Orbit Local User Terminal (LEOLUT) and Mission Control Centre (MCC) in Milnerton, Cape Town.

The International Cospas-Sarsat Programme Agreement intends to introduce the next generation satellite system, Medium Earth Orbit Search and Rescue (MEOSAR) into the Cospas-Sarsat system. It is anticipated that MEOSAR will reach full operational capability in 2018, subject to the availability of ground receiving stations (MEOLUTs). As a ground segment provider, South Africa is expected to install MEOLUT to provide the MEOSAR system full global coverage.

A tendering process could not attract a suitable service provider for the system. Discussions were held with ATNS who since confirmed that they have the capacity and capability to be a national service provider of the MEOSAR solution on behalf of the Department.

The responsibility to establish and implement the system and associated funding was then transferred to the ATNS following National Treasury's approval. The ATNS, as the national service provider, will procure, install, maintain the MEOSAR system and provide associated MCC functions on a contractual basis on behalf of the DOT. During the period under review, a sum of R52.16 million was transferred to the ATNS to procure and install the equipment.

3.3 SAR GOVERNANCE, CO-OPERATION AND OVERSIGHT PROGRAMME

3.3.1 Establishment of a SAR oversight Capacity (SAR Inspectorate)

In terms of the ICAO Safety Oversight Manual (Doc 9734), States must implement a safety oversight system over their service providers. Consequently, the SAR Inspectors were appointed from the Department's Internal Audit unit to carry out oversight tasks and regulatory functions over SASAR. This appointment was also in response to a finding that was made against South Africa's SAR system regarding lack of SAR inspectorate personnel to carry out oversight tasks and regulatory functions over SAR service providers.

In compliance with international SARPs relating to "Primary SAR legislation", a provision for the unit was created in Paragraph 7 of the South African Maritime and Aeronautical Search and Rescue (SASAR) Regulations, 2016, which requires the Department to designate a person or body of persons to establish a SAR safety oversight and regulatory system. On 1 July 2016, six (6) candidate SAR Inspectors were appointed by the Acting Director-General from the existing staff in the Department's internal audit section. This team is undergoing a rigorous and specialized training in accordance with the training programme and plan developed during the period under review to equip them for their new responsibilities in order to be fully accredited by ICAO as qualified SAR Inspectors. A SAR Inspectors Manual of Procedure and Policy (SARIMPAP) was developed, approved and uploaded on the ICAO website in line with the latter's requirements.

3.3.2 ANNUAL GRANTS

SASAR Voluntary Organisations, namely, K9 SARA, Off Road Rescue Unit, Hamnet, Mountain Club of South Africa, and NSRI help in maintaining and increasing the efficiency and effectiveness of the Search and Rescue Program. The idea of providing grants to voluntary organisations was first discussed at the Consultative Conference on Search and Rescue held on 20-21 September 2002 in Somerset West, Cape Town and was approved and adopted by the SASAR Executive Committee. It was suggested that in order for these voluntary organisations to continue with their good course of saving lives, the Department should offer them financial support to survive. During the period under review, an amount of R2 541 000.00 was paid to all five SASAR Voluntary organisations.

3.4 GLOBAL INTEGRATION AND CO-OPERATION

3.4.1 The International Maritime Rescue Federation Membership

The International Maritime Rescue Federation (IMRF) is an international charity organisation focusing on preventing loss of life at sea. It has more than 90 governmental and non-governmental organisations globally. It promotes public education and awareness regarding water safety. It also promotes safety and provides relief from disaster at sea and on inland waters.

The IMRF serves and supports its members, improve SAR development by inter-alia, facilitating co-operations and collaborations, providing forums for exchange of knowledge, information and conducting research on existing and emerging challenges. It is a registered charity organisation that depends on donations and membership fees to fulfil its mission.

As a representative body of the world's maritime rescue services, the Federation holds consultative status at the IMO. This role enables it to encourage practical regulations that do not impose unreasonable cost on the maritime industry and maritime SAR services, but improve safety and SAR at the global level.

The IMRF also plays a critical role in the revision of the International SAR policy and guidance documents such as the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual. The IMRF has granted South Africa its membership. South Africa and the region will now enjoy the benefits offered by the Federation such as access to its training fund, its library, SAR experts etc. The spin-offs from training and exercises may be a reduction in SAR costs as responsible SAR officials will be better trained and equipped to deal effectively with SAR incidents without delays.

3.4.2 International Engagements/Meetings

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

EVENT	DATE	VENUE
South West Pacific Data Distribution Region (SWPDDR)	20-22 April 2016	Thailand
JRCC Benchmarking	09-13 May 2016	Cyprus
ICAO AFI/APAC/MID Regional and Inter-regional Workshop	19 to 22 July 2016	Seychelles
ICAO/IMO Joint Working Group (JWG) 23	12-16 September 2016	Germany
COSPAS-SARSAT Joint Committee (JC) 30	12-16 September 2016	Canada
JRCC Benchmarking	14-18 November 2016	Australia
57th Session of the Cospas-Sarsat Open Council	05-08 December 2017	France
Navigation, Communication & SAR (NCSR) 4	29 February to 4 March 2017	London

3.5 TOWARDS REGIONAL INTEGRATION STRATEGY (TRIS) OR PROGRAMME (TRIP)

3.5.1 African Regional MRCC's Meeting

South Africa was invited to attend the 2nd session of the African SAR Regional Coordinators meeting held from 19-22 September 2016 in Morocco. The meeting was attended by delegates from Morocco, Kenya, Liberia, Nigeria and South Africa.

The main objective of the meeting was to evaluate the implementation of the Resolutions of the Florence Conference on SAR and Global Maritime Distress and Safety System (GMDSS), exchange information and experience with regions and agree on ways and actions to be undertaken to enhance co-operation in SAR services within the African continent.



SECTION 4: OPERATIONAL ACTIVITIES

The Rescue Coordination Centre (RCC) delivers several vital safety services in line with international obligations, particularly under the International Convention on Safety of Life at Sea (SOLAS), the International Convention on Maritime Search and Rescue and Annex 12 to the Chicago Convention. The core function of RCCs is to provide a 24-hour search and rescue co-ordination service within South Africa's aeronautical and maritime search and rescue regions.

The operational coordination of aeronautical search and rescue is managed and provided by the ATNS on behalf of SASAR and the Department. The Aeronautical Rescue Coordination Centre (ARCC) is located at the OR Tambo International Airport. The operational coordination of maritime search and rescue has a number of role players. The Maritime Rescue Co-ordination Centre (MRCC Cape Town) is managed and operated by SAMSA on behalf of SASAR and the Department in terms of an MOU. The MRCC is located at Platteklouf, Cape Town. The Maritime Rescue Sub-Centres (MRSCs) are staffed and managed by the Transnet National Ports Authority (TNPA) and NSRI.

4.1 MARITIME SAR OPERATIONS

The period under review saw a marked increase in the number of medical incidents around the coast with particular note being in the region off the south east coast between East London and Port Elizabeth. Numerous discussions have been held around the challenges relating to SAR resources especially air assets. Presentations have been addressed to the South African Air Force (SAAF) on this matter and during the previous financial year, the Portfolio Committee on Transport was also briefed on the matter by the NSRI CEO.

The matter will continue to receive SASAR's priority with the hope to get a more suitable resolution to the existing challenges. All SASAR role players have continued to support and provide outstanding service delivery during SAR incidents and their actions must be commended. It is hoped that 2017/18 will even be a better year for SAR authorities in their efforts to make the oceans a safer place to work and play.

4.1.1 Key Activities

Objective	Output	KPM,s & I's	Actual performance
Maintain a National operational SAR coordinating 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 2016/17, the MRCC responded to 477 alerts, of which 28% were false alerts and 150 lives were saved.
		Support vessels with medical distress situations at sea far from land with advice and in certain cases with medical evacuations.	TheMRCC assisted with 81 medical advice incidents by connecting the vessels to local Tele-medical Services and coordinated the evacuation of 92 crew/passengers from vessels offshore to local hospitals.
Maintain a National operational SAR coordinating capability	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. 159 MAS incidents recorded.
	Ensure ISPS pre arrival information is verified and passed on to MSCC in accordance with Nationally agreed procedures.	Monitor and verify the reception detail of all pre arrival reports from vessels visiting SA ports and pass on to MSCC for further action.	The MRCC passed on 14 037 pre arrival messages from ships to the Maritime Security Coordination Centre (MSCC).
	MRCC Cape Town is the custodian of the SA Cospas-Sarsat beacon database.	Ensure Cospas-Sarsat beacon database is up to date and available 24/7.	The MRCC is maintaining the database with approximately 6 680 emergency 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 SAR coordination capability in the 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	5 Introduction to Maritime SAR Ops Courses were attended by 57 persons and 1 SAR Planner Course attended by 10 persons of which 2 were from Namibia. The courses were presented to the SASAR role players such as TNPA, SANDF and NSRI from different regions during the period.
	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	The organisations identified were community volunteer rescue institutions, schools, maritime colleges, SAAF and SAN units as well as SAPS. Two awareness talks were held at the Royal Cape Yacht Club dealing with an overview of the SAR system in South Africa , EPIRB usage and beacon registration.
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 period to March, the MRCC hosted meetings with Telkom, NSRI and attended 4 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 & development for SAR.	Establish a research and development program at the MRCC to ensure an up to date and comprehensive library.	During the period under review, the MRCC developed On Scene Commander (OSC) course in line with the IMO model course recommendations.
	Enhance the operational effectiveness & 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 these meetings	The MRCC Chief attended two relevant meetings, namely, the Antarctic SAR workshop in Chile and the NSCR 3 in London.

4.1.2 Other MRCC Activities

Activities	Total for period
SOLAS DISTRESS	236
SOLAS URGENCY	76
COSPAS SARSAT 406	516
MSI-NAVIGATIONAL WARNINGS	933
POLLUTION REPORTS	0
SAFREPS	48234

4.1.3 Search and Rescue Incidents of Note

Damaged Yacht - Rocket

The MRCC was notified by the NSRI that the yacht 'ROCKET' suffered from a damaged rudder. It was felt that the rudder might break off causing the yacht to sink. She was 33.4NM West from St Francis Bay and 4.3NM from shore heading towards St Francis Bay in the Port Elizabeth Area. The yacht had 9 South Africans on-board.

The MRCC notified the Rescue Sub-centre at Port Elizabeth of the incident as they were better positioned to handle the SAR event from a local perspective. Cape Town Radio was also informed and requested to issue a MayDay relay to alert vessels of the yacht's distress and to request possible assistance should it become necessary.

The NSRI Stations at Port Elizabeth, St Francis Bay, and Plettenberg Bay responded, but the yacht managed to reach the safety of St Francis Bay the next morning.

406 Mhz EPIRB Detection - CATONVAC

Cape Town Radio informed the MRCC of an unresolved EPIRB detection relating to the yacht 'CATONVAC'. The position of the Distress beacon plotted 30NM East from Ponta Matrice in Mozambique. The MRCC Cape Town contacted the emergency contact of the South African registered yacht and was informed of the last contact being 2 days prior with yacht's intended destination being Fogo, in Mozambique. The yacht had 3 persons on-board. Attempts were made to reach the MRCC Mozambique but no connection was achieved. The MRCC Cape Town, acting in the capacity of Regional MRCC Southern Africa, proceeded to request a broadcasted via Cape Town Radio alerting vessels of the possible distress and requesting assistance.

HAMNET was notified of the distress and requested to assist in contacting the yacht. The EPIRB detection resolved at a position 19.6NM West from Ilha Do Fogo and 4.6NM from closest shore. A MAYDAY relay was issued via Cape Town Radio notifying vessels of the distress.

The MRCC Maputo (Mozambique) assumed SAR coordination and was informed of the actions taken by the MRCC Cape Town. The crew had abandoned the yacht, due to it breaking up in extremely adverse weather, and were moved safely ashore near the small village of Pebane. The MRCC Cape Town notified the South African Consulate in Mozambique of the situation and requested them to assist the crew. The Consulate dispatched personnel to assist and the SAR case was closed.

MEDEVAC – IRON MAIDEN

The MRCC Cape Town was notified by Joint Rescue Coordination Centre Den Helder that the Skipper of the Fishing Vessel 'IRON MAIDEN' was suffering from pain on his chest. At the time of the notification, the vessel was approximately 227NM west-north-west (WNW) of Doringbaai on the South African west coast. The vessel was en-route from Boston, USA to Cape Town, for delivery. The MRCC Cape Town assumed co-ordination and immediately ensured that the Metro Medical Doctor was informed for his recommendation on the possible medevac.

A LYNX helicopter from the South African Air Force 22 Squadron at Ysterplaat was tasked to evacuate the patient from the vessel. Due to the distance from shore and the helicopters capabilities, a rendezvous with the vessel was set up for first light on the following day at a position 60NM west of Saldanha Bay. The patient was flown to AFB Ysterplaat where he was transported by EMS ambulance to Christiaan Barnard hospital. JRCC Den Helder in the Netherlands and all other parties involved were informed of the case outcome and the case was closed.

MAYDAY CALL – SV MICHELLE ROSE

The MRCC Cape Town was notified of NSRI Durban responding to the yacht 'MICHELLE ROSE' with 8 persons on board (POB), taking in water into the engine room. The vessel was 8.3NM east-south east (ESE) from Green Point (Durban) and 7.7NM from closest shore. Efforts to manage, and or, stop the water ingress was successful. The 'MAERSK VILNIUS' responded to the MayDay call and awaited on-scene until the NSRI Durban took the casualty vessel under tow to Durban.

Man-Over-Board: Fishing vessel

The MRCC Cape Town was notified by the FISHING VESSEL 'TORALLA' that they had noticed a crewmember was missing. The crewmember, 25 year old male was last seen on-board the previous evening in position 26.2NM south west of Dassen Island and 32.4NM west-south-west (WSW) of Green Point Lighthouse. The vessel was backtracking to the last position where the crewmember was last seen and to conduct a search.

The MRCC Cape Town requested a MayDay broadcast to be issued to all vessels in the vicinity to possibly assist and to keep a sharp lookout and report any sightings. The HMS 'PROTECTOR' and Tanker 'HAI LONG' responded to the MayDay broadcast and assisted with the search for the man overboard in the vicinity of the last known position where the crewmember was last seen. Due to adverse weather conditions the search was called off. It was presumed that the crew member drowned or was unconscious due to hypothermia as he was not wearing a lifejacket.

406 Mhz EPIRB Detection – 'JOHNE TOO'

Cape Town Radio notified the MRCC Cape Town of an un-located EPIRB detection for a motor pleasure craft 'JOHNE TOO'. The motor pleasure craft 'SEDUCER' had accompanied the vessel 'JOHN TOO' to the port of Ehoala, Madagascar en-route to Mauritius. SAR coordination was handed to the JRCC in Madagascar. JRCC Madagascar tasked a rescue team to board the TUG 'RAPTOR'. The EPIRB position resolved to 36NM south-west of Port Ehoala. A MayDay relay was broadcasted by the MRCC Reunion via Safety Net. JRCC Madagascar notified MRCC Cape Town that the motor pleasure craft 'JOHNE TOO' had collided with a whale and sunk but the 3 crew members were rescued by the 'SEDUCER' and were taken back to the Port of Ehoala in Madagascar.

'BARCELONA' RAN AGROUND

The Skipper of the 48 foot Chokka fishing boat, 'BARCELONA' with 12 persons on-board sent a MayDay call on Channel 16 reporting to be running aground on the lee side (sheltered area) of Shark Point, 1.5 nautical miles south east of the Port of St Francis. The NSRI St Francis Bay duty crew responded directly to the scene. The private ski-boat 'PESCAVORE' with an NSRI crewman on-board responded to the scene to investigate. Other boats responding included the Chokka boat 'ORANDA', 'SEA CAT' and the ski-boat 'VIRAGO'. All 12 crew members of Barcelona were found abandoning their vessel on the rocks where the vessel had run hard aground from unknown causes. Sea conditions were breaking surf of 3 to 4 meters, in rain and a 15 knot Westerly wind. The incident was reported to SAMSA for investigation.

Medical Evacuation: Fishing Vessel 'WAKASHIO MARU NO 8'

The MRCC Cape Town was notified by Rescue Sub Centre Durban of Japanese Fishing Vessel 'WAKASHIO MARU NO 8' in a position 261NM ESE off Durban, heading towards the Port of Durban to disembark 1 deceased and 9 injured Indonesian crew members due to adverse weather conditions (crew were hit by rough waves). All 9 injured crew were taken to hospital and the 1 deceased was taken to the Morgue. The incident was reported to SAMSA for investigation.

Man Overboard: Fishing Vessel 'VUNA AMSTELDIEP'

The MRCC Cape Town was notified by Fishing Vessel 'VUNA AMSTELDIEP' that a crew member went overboard in a position 16NM SSW from Cape Infanta. He was wearing a grey T-shirt and had no lifejacket. The MRCC identified Fishing Vessel 'VUNA IMBONGI' on AIS to assist and also requested the Fishing Vessel 'VUNA AMSTELDIEP' to provide weather on scene including the sea temperature.

The Rescue Sub-Centre (RSC) Mossel Bay assumed co-ordination and activated NSRI stations, Witsand, Stillbaai and Agulhas to assist with the search of the missing crew member. RSC Mossel Bay appointed the Station Commander of NSRI Agulhas as the On Scene Co-ordinator for the duration of the operation.

The RSC Mossel Bay decided to call the search operations off when all avenues had been exhausted and that the chances of survival of the crewmember immersed in cold waters was exceeded due to the time factor that had already elapsed. The managing director of VUNA fisheries and the SAMSA PO Mossel Bay were also informed of the incident.

MAYDAY Call: 'LEONID LOZA'

The MRCC Cape Town was notified by Crude Oil Tanker 'LEONID LOZA' of an MayDay relay on VHF CH16 for Fishing Vessel 'BARAKA' with 10 crew on board requiring immediate rescue due to main engine failure and sinking, the 10 crew members were rescued and disembarked at the port of Freetown in Liberia

Collision: Supply Vessel 'SURFER 3603'

The MRCC GRIS NES informed MRCC Cape Town of a collision between Supply Vessel 'SURFER 3603' and an Angolan Wooding Fishing Canoe, 19NM from Soyo light house in Angola. Eight crew rescued by 'SURFER 3603' and one person presumed drowned.

Person Overboard: Fishing Vessel 'SEAWIND EMERALD'

JRCC Australia notified MRCC Cape Town of an DSC Distress Alert for a 'Man Over Board, from fishing Vessel 'SEAWIND EMERALD' in position 92NM West from Cape Columbine.

The South African male was not wearing a life-jacket. A MayDay broadcast was issued for vessels in area to assist. The 'PERMANENT ACE' and 'ZENITH LEADER' responded and assisted the FV SEAWIND EMERALD in the search but nothing was found and vessel headed for Cape Town.

406 MHZ (RAN AGROUND): Fishing Vessel 'CALADERO II'

The MRCC Cape Town was notified of an un-located alert on-board Fishing Vessel 'CALADERO II' via RCC Australia. The fishing vessel was heading towards Luderitz, when she ran aground 45NM South of Luderitz with 3 crews on board. In an attempt to push the boat off the rocks, the Skipper fell into the surf and disappeared. 'CALADERO II' immediately started searching for the missing skipper.

A MayDay Relay was broadcast for vessels in area to assist in search. Fishing Vessel 'MOIRA D' responded to assist with search. Search and Rescue Coordination was handed to Rescue Sub-centre Walvis Bay. De Beers Helicopter 'Marine II', joined the search with two rescue teams one from Luderitz and one from Oranjemund assisting in the shore line search. The search was called-off due to bad weather and 'CALADERO II' and 'MOIRA D' returned to Luderitz port. His body was subsequently found.

FLOODING: Bulk Carrier 'ANTAIOS'

The MRCC Cape Town received a call from the Master of Bulk Carrier 'NSU INSPIRE, previous known as 'ETERNAL FORTUNE' reporting that Bulk Carrier 'ANTAIOS' was sinking, 865NM off Cape Town. At that time 'NSU INSPIRE' reported heading to the distress position to render assistance. MRCC Cape Town requested Cape Town Radio to make a MayDay Relay broadcast for vessels to proceed to distress position and render assistance. Several vessels responded, all those were too far from the distress position to render assistance and were stood down.

Master 'NSU INSPIRE' reported fire in the engine room which led to flooding. Flooding was out of control and the Master of the 'ANTAIOS' decided to abandon the ship. All 19 crew were rescued, and were taken to Cape Town Port, by M/V 'NSU INSPIRE'. Bulk Carrier did not sink, she was towed to Cape Town Port by Tug 'SMIT AMANDLA'.

DAMAGED: Yacht 'SILVER GIRL'

JRCC Australia notified MRCC Cape Town of the yacht 'SILVER GIRL' that had lost steering after hitting a submerged object. The bottom of the rudder shaft broke, the rudder was hanging loose and swinging, with no possibility of repairs at sea. 'SILVER GIRL' was also experiencing water ingress at the time from the rudder gland.

The MRCC Cape Town requested Cape Town Radio to make a MayDay Relay broadcast for all vessel in the area to proceed and render assistance. AMVER was requested to provide a Surface Picture of vessels within 200NM from the distress position. MRCC had also identified two merchant vessels from SAMS AIS which were requested via Cape Town Radio to proceed to the distress position and render assistance. The vessels identified were Tanker 'AMPHITRITE' and Bulk Carrier 'BEKS CEYDA'.

Message relayed to the yacht informing her that help was on the way. MRCC Cape Town requested Yacht to provide 4 hourly SITREP. Tanker 'AMPHITRITE' arrived on-scene and approached the distress yacht for rescue. The crew was rescued by AMPHITRITE which was en-route to Galveston, USA.

Disabled craft: Sailing vessel 'TREKKER II'

At 1428LT, the MRCC Cape Town received a call from the Skipper of the sailing vessel 'TREKKER 2' reporting that they had no steerage due to a rudder pin sheared/broken and might take on water in a position 486NM North West of Cape Town. The skipper did not declare a distress at the time and only required a tow. The skipper of the sailing vessel 'TREKKER 2' made urgent emergency broadcast declaring to be unable to manoeuvre. A tanker responded but stated that the incident position was astern and was unable to remain on scene until the yacht declares a distress.

The MRCC Cape Town was not in a position to instruct other vessels to assist with a tow of the sailing vessel 'TREKKER 2' unless the skipper declared a distress and prepared to abandon his vessel. The MRCC Cape Town requested M/V 'GOLAFRUZ' and M/V 'BERGE DENALI' to proceed to the distress position as the skipper had declared a MayDay.

The M/V 'GOLAFRUZ' rescued all 8 crewmembers and abandoned the sailing vessel 'TREKKER 2'. The MRCC Cape Town requested MRCC Brazil to assume co-ordination for the safe arrival of the survivors in Victoria in Brazil. A navigational warning was promulgated relating to the abandoned sailing vessel 'TREKKER 2' which was still afloat. Both masters of the vessels involved in the rescue operation were thanked for their efforts.

MEDEVAC: Passenger Vessel 'MSC SINFONIA'

The MRCC Cape Town received a call from the Master of the passenger liner 'MSC SINFONIA' in position 34.2NM West from Green Point requesting a helicopter to airlift woman who was about to give birth. The Cape Metro Doctor recommended an urgent helicopter evacuation. MRCC Cape Town arranged a SAAF Oryx helicopter as approved by Air Force Command Post to assist with the airlift while the agent tried to arrange a METRO helicopter. RSC Cape Town advised that if the 'MSC SINFONIA' could divert to the pilot station, then an emergency pilot tug could be sent out to assist.

The 'MSC SINFONIA' went past the breakwater and berthed portside alongside E-berth in Cape Town Port. At 1925LT the pregnant woman was disembarked and taken to hospital by ambulance. MRCC thanked all role players who were prepared to assist .

Fire on-board: Container ship 'APL AUSTRIA'

The Cape Town Radio reported that Container Ship 'APL AUSTRIA' had a fire on board 28NM SSW of Cape St Francis and 22NM from shore. Bulk Carrier 'SPITHA' and Fishing Vessel 'PALINURUS' were already on scene and stood by to assist. The fire was reported and the crew managed to keep it contained. The vessels on-scene stood down. APL AUSTRIA diverted to Coega Port, even though the fire was still not extinguished. The vessel requested further firefighting assistance from the Port. Upon arrival at Coega Port the vessel was isolated at anchorage with the NSRI on standby and two Transnet National Ports Authority tugs providing boundary cooling for the vessel. The Harbour masters of both Port Elizabeth and Coega ports were on board to assess the situation and prepared the vessel for entry into port.

Person overboard: Container Ship 'MAERSK CONONOU'

The MRCC received a report via Cape Town Radio that Container Ship, MAERSK COTONOU' had a person overboard 37NM West South West of Punta da Marca, Angola Search and Rescue Region. The Chief Engineer was missing on board. It was suspected that the Chief Engineer was only wearing his normal work clothes and no lifesaving equipment.

The vessel altered course to the last known position (LKP) and Cape Town Radio made distress broadcasts to vessels at sea to render assistance and maintain a sharp lookout. Walvis Bay Radio was also asked to assist with broadcasts, but they had problems with their transmitters. Container Ship, MAERSK Cape Town' responded to the distress broadcast. She was 70NM north of the LKP. The Maersk vessels' search efforts included Square Pattern and Track Line searches. The search effort was concluded with nothing found.

Medical Incident: Bulk Carrier 'Harmony Ocean'

The management company of Bulk Carrier 'HARMONY OCEAN' reported that they had two sick crew members on board. The vessel was 102.4NM South East from Cape ST Blaize and 93.4NM from shore. Both had been experiencing fever for a week and were treated on-board using medical advice from their own doctor ashore. In the early hours of the morning their condition worsened and both became unconscious and paralysed. The vessel was instructed to divert to Mossel Bay.

As the plan involved evacuating the Master, SAMSA gave permission for the vessel to divert to Mossel Bay, but the company had to arrange a replacement Captain by the time she sailed past Port Elizabeth. The Metro-EMS Duty Doctor suspected that the crew might suffer from malaria and recommended a helicopter evacuation. The South African Air Force (SAAF) made a helicopter available for the evacuation, but the vessel could only be in range (20NM off shore). It was impossible for this type of helicopter to fly at night and the vessel was instructed to proceed to Mossel Bay for evacuation by boat. Whilst diverting to Mossel Bay, both Master and Cook recovered consciousness, but still required medical treatment.

The NSRI Mossel Bay was tasked rendezvous with the vessel at midnight and took a doctor and paramedics to the vessel. The doctor assessed the condition and recommended that both crew be evacuated. A third person was also evacuated by NSRI launch to act as translator.

MEDEVAC: Fishing Vessel 'ROMANO PAULO'

Cape Town Radio advised MRCC Cape Town that the Skipper on the Fishing Vessel 'ROMANO PAULO' requested medical assistance for a crew member. The skipper was connected to the Cape Metro Doctor. The casualty had suffered a head injury due to a fridge door falling on him and was still conscious but not fully alert. The vessel was in position 19NM South-West of Cape Recife and about 16NM from shore. NSRI Port Elizabeth rescue boat was utilised to evacuate the casualty and he was taken to Green Acres Hospital.

OVERDUE: SAILING VESSEL 'LA QUIERO'

The RSC Walvis Bay notified MRCC Cape Town that a report was received that Sailing Vessel 'LA QUIERO' had lost steering and her fuel was contaminated. The 'LA QUIERO' was in position 120NM off Luderitz, Namibia. Both Cape Town Radio and Walvis Bay Radio unsuccessfully tried for several hours to contact the vessel. A concern for the safety of the vessel and crew was raised as the MRCC was unable to communicate with the vessel 'LA QUIERO'. There were 2 crew members on board. Walvis Bay Radio advised MRCC Cape Town that the 'LA QUIERO' had been located and was in position 20NM West from Walvis Bay. The 'LA QUIERO' was towed into port by a tug.

MEDEVAC: Passenger Vessel MSC SINFONIA'

Cape Town Radio notified the MRCC Cape Town of the passenger vessel 'MSC SINFONIA' with a passenger suffering from heart attack and needed immediate medical evacuation. The vessel was off the Portuguese Islands, Mozambique. The casualty was South African woman accompanied by her 7 year old son. Metro Doctor provided medical advice and recommended that the casualty must be evacuated. RSC Richards Bay coordinated the incident and the casualty and her son were evacuated by Transnet National Ports Authority helicopter.

MEDEVAC: Fishing Vessel 'HARVEST ATLANTIC'

Cape Town Radio advised the MRCC Cape Town that the Skipper of the Fishing Vessel 'HARVEST ATLANTIC HOPE' requested medical assistance for a crew member. The skipper was connected to the Cape Metro Doctor. The casualty had his left leg amputated. The vessel was in position 42NM South from Cape Hangklip and about 39NM from shore. The NSRI Simons Town rescue boat was utilised to evacuate the casualty and he was taken to Christian Barnard hospital.

4.2 AERONAUTICAL Search and rescue Operations

SASAR's professional standards and performance of its member's organisations are of a leading world class. 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, but 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 South African Police Service (SAPS), ground SAR volunteers, and civilian operators. The outstanding services rendered by all role players from all the different organisations are acknowledged by SASAR. The readily availability and responses by the crews/voluntary organisations is once again testimony of the dedication of all to ensure effective SAR operations in South Africa.

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 SAR services without any troubles or delays. Their unyielding support is an asset to the ARCC and the aviation industry and the transport fraternity as a whole. The professional manner which operations were conducted is commendable.

4.2.1 TRAINING

During the period under review, a number of ongoing training interventions took place between the ARCC and other AIR TRAFFIC SERVICE UNITS (ATSU's) as well as between the SAR units internally.

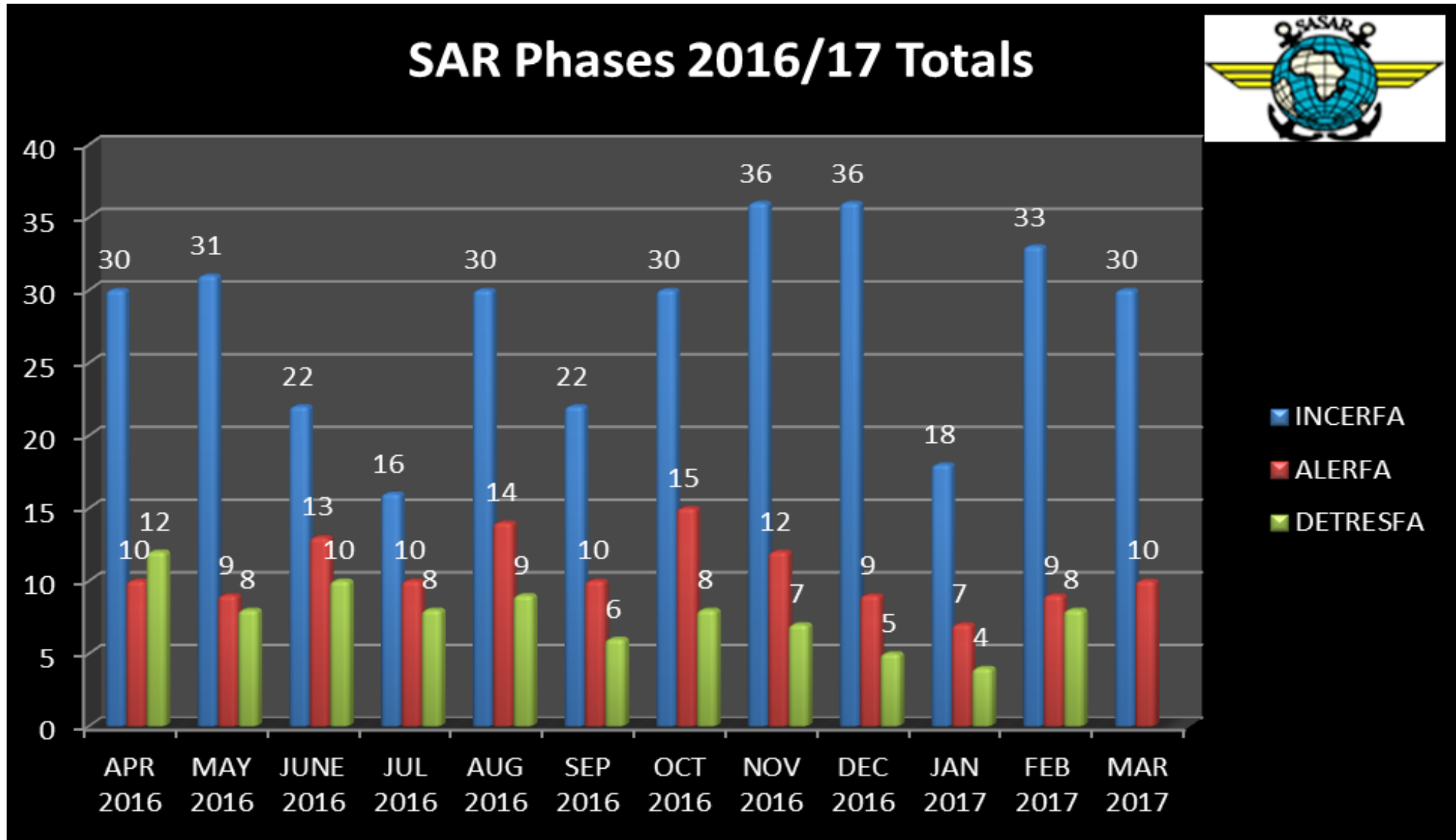
4.2.2 SIGNIFICANT EVENTS

Helicopter crashed in the Drakensberg on the Lesotho border. A Letter of Agreement between the States was evoked and occupants and pilot were safely rescued. A home or amateur built aircraft (RV) was reported missing. A SAR operation was conducted which resulted in the location of the wreck near Vaalwater. Lastly, three young pilots crashed near Ngodwana in severe adverse weather.

4.2.3 PREVENTATIVE SAR

The ARCC team joined the South African Civil Aviation Authority (SACAA) and various other organisations on a very successful "Know your Spots" 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 2016/2017 is the first in a long time where there were no extended SAR operations recorded. Factors that also contributed to this is the enthusiasm of the Aviation community to equip their aircraft with the necessary Emergency locator Transmitters (ELTs) and also investing in other forms of tracking devices such as satellite based tracking, as well as Personal Locator Beacons (PLB's).The State President Trophy Air Race that was held at Bethlehem 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.

4.2.4 SAR ACTIVITY REPORT





SECTION 5: VOLUNTARY ORGANISATIONS' OPERATIONAL ACTIVITIES

5.1 Mountain Club of SA Search and Rescue (MCSA)

The MCSA comprises of six teams spread throughout the country. During the period under review, MCSA responded to 222 calls for assistance of which 152 resulted in a team responding adding up to over 3, 500 man hours of rescue work. The teams received calls for eight aviation related incidents and participated in two of these incidents, namely, the ZS-HBS (R66 rotary wing) that crashed near Tseke Tseke Pass on the Drakensberg escarpment. There were no fatalities, 4 occupants with injuries were rescued and the ZU-JVR (RV10) that crashed in Vaalwater area with one fatality.

The recurring grant received from the Department of Transport helps to provide a minimum level of equipment and training across the teams. During the period under review, a major MCSA four-day training exercise was conducted with all team members. The Service Level Agreement on the grant was renewed for a further three years, from 2016 to 2018.

The MCSA continues to provide a cohesive volunteer mountain rescue resource across the country by convening a national committee of the individual team convenors technical specialists. Through this forum, all teams are kept abreast of the latest international developments in the business.

5.2 OFF ROAD RESCUE UNIT (ORRU)

The Off Road Unit (ORRU) had 40 callouts of which 26 were real incidents and a team was deployed to assist.

5.2.1 Events

ORRU continues to participate in events as a means of putting training into practice, as well as providing needed income to sustain the Unit. During the period under review, ORRU took part in the Pick & Pay Marathon and 2 Sabie mountain bike events. Some new events taken were Wings for Life, Adidas Night Run, and the FNB City Run. ORRU supported some charity events like Taba 2 Bara that was in support of Sargents for little lives, 911 Memorial Ride and the Gugu Zulu memorial MTB Ride.

5.2.2 Training

This year core skills have again been learnt, re-learnt and practiced wherever possible, making the Unit ready for action at a moment's notice. The annual Sabie Training Camp was a huge success. It was attended by a large group of members specifically training in the Sabie mountains.

5.3 K9 SARA

The Association consists of two branches, namely, Gauteng Province, serving the extended area of Gauteng, North West, Limpopo and Mpumalanga; and Western Cape, serving the general area in and around Cape Town and extending to surrounding towns and mountainous areas as well as covering the Northern Cape and Eastern Cape.

Both branches have continued to grow in terms of the number of dogs and handler teams trained and available for deployment. In addition, the Association has increased the number of members skilled in search and rescue operations management, advanced medical life support, helicopter deployment, high angle access and extraction.

The Association has 10 handlers and dog teams, of which four qualified teams are in Gauteng and 6 in the Western Cape. Four of the dogs are qualified as Disaster Search Dogs, used to search in collapsed buildings for survivors; three of these are in the Western Cape, and one in Gauteng. In addition the Western Cape has 2 qualified trailing dogs that are used in both the urban and wilderness search and rescue environment.

5.3.1 Overview Of Activities and Events

The main activity of both branches is the weekly training sessions for dogs and handlers, maintaining the current operational capabilities of qualified teams, and training up new recruits to the Association. These weekly training sessions involve extensive sessions in wilderness terrain.

Whenever opportunities arise, joint training sessions are held with other organisations, such as the Mountain Club of SA – Search and Rescue (MSAR), the Off Road Rescue Unit (ORRU), as well as various South African Police and Emergency Management Services in Gauteng and the Western Cape. The Association continues to present demonstrations and talks to interested parties.

K9 is an associate member of the International Rettungshunde Organisation (IRO). The IRO is based in Austria and represents numerous Search Dog organisations around the world. In terms of equipment needed, the unit upgraded its radios and is acquiring safety harnesses, ear and eye protection for dogs to be deployed for helicopter and high angle training.

Currently the Gauteng branch has a number of trained medical personnel including two qualified Advanced Life Support Medics and two Intermediate Life Support Medics. Three members of the team have Wilderness First Aid (Level 3) certificates and a further three have First Aid Level 2 qualifications

5.3.2.1 Aeronautical training

There has been an increase in the number of helicopter safety training and flying time by members with the following aeronautical deployment resources available:

- 18 hours helicopter training with SAAF and MSAR;
- 24 hours of safety lectures and dry runs with SAAF and MSAR;
- 10 hours of ARCC protocols and aircraft search and rescue methodology;
- 8 handlers attended helicopter operation briefings;
- 2 dogs trained in helicopter operations;
- 12 members undertook a two day Communication course in the use of radios on call outs; and
- 3 members undergoing management training to become Incident Commanders.

5.3.2.2 Wilderness readiness

The handlers in the branches have a variety of skills and experience in wilderness search and rescue including active membership and involvement in search and rescue organisations such as Mountain Search and Rescue and the Western Cape Wilderness Search and Rescue (WSAR)

Three members of the Western Cape branch are currently training as Field Managers for the WSAR organization and are deployed as trainee managers during search and rescue operations.

5.3.3.3 Trained medical personnel

Currently the Gauteng branch has a number of trained medical personnel including two qualified Advanced Life Support Medics and two Intermediate Life Support Medics. Three members of the team have Wilderness First Aid (Level 3) certificates and a further three have First Aid Level 2 qualifications.

5.3.3 CALLOUTS AND RESCUES ATTENDED

In total the Association's branches was involved in 31 search operations and received several other stand-by calls during the reporting period.

5.4 HAMNET

Hamnet had an active year; several divisions had simultaneously honed their skills, serving the community by providing communications for sporting events. The sporting events are a mixture of mountainous, wilderness and urban terrains. Some events are high profile annual events with international participation, such as the Two Oceans Marathon and the Dusi Canoe Marathon. Each event has its unique communication challenges, increasing cross border co-operation between various Hamnet divisions, enabling skills transfer and sharing of best practices, including sporting events and other exercises. Hamnet had 23 training opportunities for members this year.

Hamnet was also involved in close to 70 operations this year. Most of these operations were in the Western Cape under the auspices of Wilderness Search and Rescue (WSAR), and have included numerous mountain rescues, missing person searches and a few recoveries of mortal remains.

Hamnet acquired 40 new feather banners that would raise awareness of Hamnet role at various events and shows participated in. The Western Cape division is planning to expand its deployment capability by purchasing and equipping a trailer with field radio equipment. The funds granted to Hamnet by the Department of Transport are gratefully received and used for acquisition of equipment and training of members.

5.5 THE NATIONAL SEA RESCUE INSTITUTE

The NSRI is a registered NPC Company (No 1967/013618/08) and is registered with the Department of Social Development as a Non-Profit Organisation. It delivers services including maritime rescue services along the South African coastline (3,000km) and on some inland waters (1,300km) and education, advocacy and prevention of drowning through its Water-Wise Academy. During the period under review, NSRI executed 852 missions and rescued 306 people from various incidents. The academy educated 323 130 children around the country in water safety, self-rescue and cardiopulmonary resuscitation.

The organisation is managed administratively by Head Office in Cape Town and operationally by Station Commanders in each of the thirty-six stations. The NSRI has 26 full-time staff members, 15 half-day staff members, 5 Volunteer Operational Board Members, 36 Volunteer Station Commanders and 974 Volunteer Coxswains (Skippers) and Crew.

NSRI governance is founded in a Memorandum of Incorporation and the Governance Board which consists of four executive and seven non-executive members (directors). A separate Operational Board governs operational activities and consists of four executive and five non-executive members (regional representatives). A SAMSA official is one of the Directors of the NSRI.

The NSRI is mandated through the South African Aeronautical and Maritime Search and Rescue Act to perform Coastal Rescue through a fleet of almost a hundred rescue craft, personnel and stations that act as Rescue Sub-Rescue Centres and for the management of incidents along the coastline. The NSRI receives an annual grant from the Department of Transport. In 2016 NSRI received R2, 205,000.00 grant.

The NSRI has an opportunity to play a greater regional role in the development of Maritime Rescue Services in the SADC countries and its membership of the International Maritime Rescue Federation can be exploited to facilitate our involvement to benefit the region.

Injuries and specifically drowning incidents in South Africa remain comparable to low income countries around the world with an estimate of 4 per 100,000 people drowning every year. Drowning in most Provinces is the 4th or 5th commonest cause of unnatural deaths are higher in young African males and very young children between the ages of 0-5 yrs. Alcohol plays a strong contributing role in adult drowning. A broader social strategy is necessary to prevent death by drowning and the NSRI is actively pursuing a national Drowning Prevention Strategy with its partners.

The pillars of NSRI strategy towards realizing its vision include people (volunteers, donors, staff, stakeholders), infrastructure (boats and bases), emergency access (112/Cellular Applications), technology and information and finance and these have been aligned with annual operational plans, job descriptions and individual performance plans all of which are monitored through a monitoring and evaluation process to ensure that the correct focus is maintained and that objectives are achieved.

In 2016 the NSRI continued to actively engage with the Department of Transport, the South African Maritime Safety Authority and the Maritime Rescue Co-ordinating Centre (MRCC) as critical stakeholders in achieving its mission of 'Saving Lives on South African Waters.

Two issues of focus have been the current lifejacket regime and the position of life rafts on vessels. The NSRI believes that the current lifejacket regime is a reason why both recreational and commercial seafarers don't wear lifejackets at sea and that life rafts are incorrectly placed on vessels and therefore make them inaccessible in an emergency. This opinion is informed by experience of rescues in 2016.

The CEO made a presentation to the Portfolio Committee on Transport in 2016, appealing for helicopter resources along the coastline to perform medical evacuations from ships at sea. Unfortunately, there has been little progress in the expansion of services and with reported defence spending cuts it appears unlikely that the SAAF will get the support it needs. The NSRI continues to perform medical evacuations by boat and has invested substantially in specialist rescue equipment (ropes, rigging and stretchers) to perform rescues as safely as possible.

The NSRI rescues a number of foreign nationals every year and provides services that create confidence in both local and international tourism. Competent rescue services are a social security net for tourists and the positive media coverage locally and abroad build on the NSRI reputation to support tourism.

The NSRI is immensely grateful for the support of the Department and for the spirit in which they have been engaged. The NSRI believes in the people pillar of our strategy and thank the officials of the Department, SAMSA and the MRCC for their passion and enthusiasm for sea rescue.

5.5.1 SYNOPSIS OF CALL OUTS : MARCH 2016 – APRIL 2017

MONTH	RESCUES	RESCUE HOURS	PERSONS RESCUED	BOATS TOWED & ASSISTED
Apr-16	62	164	64	27
May-16	53	88	73	23
Jun-16	40	73	27	8
Jul-16	26	69	12	7
Aug-16	45	128	49	15
Sep-16	42	118	74	11
Oct-16	52	93	43	12
Nov-16	64	170	84	17
Dec-16	151	337	139	49
Jan-17	127	427	179	41
Feb-17	62	163	101	35
Mar-17	60	152	98	27
TOTAL	784	1982	943	272

5.5.2 INCIDENTS OF NOTE

PATIENT EVACUATED OFF BULK CARRIER:

NSRI Port Elizabeth duty crew, launched the sea rescue craft Eikos Rescuer IV, accompanied by a Relay ambulance services paramedic, to rendezvous with the bulk carrier MV Arabella, 7 nautical miles North East of the Port of Port Elizabeth. A 35-year-old Filipino sailor suffered a back and leg injury sustained onboard when falling down a flight of stairs. The motor vessel, sailing from Mombasa to Corpus Christi, reported the injury to MRCC and a Government Health EMS duty doctor evaluated the injury by radio telephone, assisted by Telkom Maritime Radio Services and provided medical treatment advice and the vessel was requested to head towards the Port in Port Elizabeth.

NSRI Port Elizabeth duty crews were alerted by the Transnet National Ports Authority to prepare for the operation. The sea rescue craft arrived on the scene and the patient was stabilized secured into a stokes basket stretcher and transferred onto the sea rescue craft. The patient was transported to hospital in a stable condition for further treatment. "MV Arabella" continued on her voyage.

FRENCH YACHT ASSISTED RICHARDS BAY

NSRI Richards Bay duty crew launched the sea rescue craft "Spirit of Richards Bay" to rendezvous with the French sailing yacht "Papa Djo", with three French crew on board, sailing from Madagascar to Richards Bay, with the yacht limping towards Richards Bay after sustaining structural damage, a broken stanchion which is a mast support during strong winds.

NSRI monitored their progress from their position 19 nautical miles off-shore of Sodwana Bay where they first called for assistance but reported to be making some headway towards Richards Bay. NSRI Richards Bay was launched to meet up with them after communications with the yacht had been lost and a storm with heavy sea conditions was moving in. Assisted by MRCC, Transnet National Ports Authority and Telkom Maritime Radio Services, NSRI met up with the yacht and towed them to the Port of Richards Bay. The operation took all night because of heavy weather. The Papa Djo and the NSRI Richards Bay duty crew were all tired but safe in the Richards Bay Port.

PATIENT EVACUATED OFF SHIP, TABLE BAY

NSRI Table Bay duty crew, accompanied by a WC Government Health EMS rescue paramedic, launched the sea rescue craft Spirit of Vodacom to rendezvous with the car carrier Otello, off Mouille Point, to evacuate a crewman onboard, believed to be the ship's engineer, suffering a Stroke, CVA Cerebro Vascular Accident. On arrival on the scene the patient was assessed by the EMS rescue paramedic and found to be suffering a mild stroke but in a stable condition. The patient was transferred onto the sea rescue craft and brought to the NSRI Table Bay base and transported to hospital by EMS ambulance in a stable condition.

WATERWISE ACADEMY

The Water-Wise Academy teaches children water safety to prevent drowning tragedies, thereby changing the lives of children by giving them water safety lessons in a safe learning environment. The highest incidences of drownings are in fresh water, farm dams, swimming pools and rivers. Saving Lives, Changing Lives: Our Water-Wise Academy Instructors prevent drowning tragedies through education. They teach children how to avoid danger in or near water, what to do in an emergency, who to call for help, how to do peer rescue and Hands on CPR. The interactive presentation is given on school premises at no charge. Over 1,100,000 children were taught since 2006. NSRI has 11 Instructors and 9 volunteer Instructors based around the country and visit classrooms in needy communities.

NSRI ASSIST AT FLASH FLOODING

NSRI were requested to assist at Kwaggasfontein following reports from Fire and Rescue Services that a fire officer had gone missing during a rescue operation while assisting to rescue persons swept away during flash flooding. NSRI Witbank, NSRI Vaal Dam and NSRI Victoria Lake dispatched NSRI Swift Water Rescue Teams responding in NSRI rescue vehicles and in NSRI volunteer's private vehicles. Police Dive Unit was also activated with Police K-9 Search and Rescue Units to join the South African Police Service, Fire & Rescue Services and MP Government Health EMS.

It was reported that a taxi swept off a bridge where 2 persons were suspected to be missing as well as a Fire & Rescue Services officer missing at that scene and possibly other incidents. NSRI arrived on the scene and during an extensive search operation on the Klipspruit River the body of the Fire & Rescue Services officer was located and recovered and it was taken into the care of the Police and the Forensic Pathology Services. It was confirmed then that a team of rescuers had located and recovered the body of a woman from that taxi incident and her body was taken into the care of the Police and the Forensic Pathology Services. The second person suspected to be missing from the taxi incident was confirmed to be safe and the driver of the taxi was rescued by the Fire & Rescue teams. A Police helicopter joined rescuers on the scene. NSRI attended to another motor vehicle accident where 3 women were assisted after rolling their vehicle but they were not injured.

As flood waters subsided the situation returned to normal but emergency services remained alert to deal with incidents as flash floods were expected to continue in the region. Sincere condolences were expressed to the colleagues at the Fire & Rescue Services who lost one of their members and to the families of the Fire & Rescue Services Officer and to the family of the female who died in the floods.

A woman wearing a blue cap, sunglasses, an orange shirt, and a large red and black backpack is walking through a field of tall, dry grass. A black and white dog is running towards her. The background is a dense thicket of dry brush.

SECTION 6: SAR COMMUNICATIONS

6.1 TELKOM SA (Telkom) MARITIME RADIO SERVICES

Telkom 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 watch-keeping, Cospas-Sarsat and Digital Selective Calling, navigation warnings, meteorological services, SafetyNet services via Inmarsat and Navtex services. In terms of the Master Service Agreement (MSA) relating to the MSI and Cospas-Sarsat Services, Telkom had to upgrade the existing MSI and Cospas-Sarsat equipment.

The Department is currently embroiled in a dispute with Telkom for contravention of the MSA. Telkom has failed to complete all equipment upgrades within the agreed timeframe, despite the fact that the due date has been extended twice. Telkom is also failing to provide monthly and quarterly reports as required by the MSA. The Department's several efforts and attempts to resolve the impasse through the dispute resolution mechanisms provided for in the MSA are not yielding any results. The issue has been elevated to the top management of the Parties for urgent intervention and resolution.

SASAR's concern is that services are currently provided with outdated equipment. New services promised to the maritime industry could not be implemented within the timeframe provided as a result of the failure in the equipment upgrade. It is also a serious point of concern that the contract, which is due to expire at the end of this financial year, may expire before the equipment is upgraded. The table below is a report on the above-mentioned services for the period April 2016 to March 2017.

6.2 SUMMARY OF ANNUAL ACTIVITIES PERFORMED

2016-2017	DISTRESS	URGENCY	MEDICO	SAFREPS	DSC TESTS	I S P S RECIEVED	SafetyNET	W X F / CASTS	N A V WNGS	NAVTEX	4 0 6 BEACONS	AMVERS
16-Apr	24	10	15	3701	6905	927	248	90	60	540	47	21
16-May	14	9	14	3924	6736	894	251	93	62	558	35	8
16-Jun	16	3	6	3872	7034	913	259	90	60	540	40	38
16-Jul	32	6	11	3621	8022	963	265	93	62	558	47	18
16-Aug	17	3	5	4145	7566	0	248	93	62	558	49	25
16-Sep	24	7	10	3759	7439	removed	251	90	60	540	49	24
16-Oct	16	6	10	36876	7576	removed	277	93	62	558	46	9
16-Nov	18	6	17	3570	1157	removed	253	90	60	540	39	16
16-Dec	18	6	18	3645	10587	removed	278	93	62	558	38	12
17-Jan	26	8	15	3692	9909	removed	264	93	62	558	57	24
17-Feb	14	5	18	3363	9083	removed	242	84	56	504	58	15
17Mar	17	7	17	3666	9758	removed	275	93	62	558	49	24
	236	76	156	44644	91772	3697	3111	1095	730	6570	554	234

6.3 SUMMARY OF INCIDENTS REPORTED

COSPAS SARSAT EPIRB 406 Detection CATONVAC ZR9194

On 08 April 2016, the South African Mission Control Centre (ASMCC) received a 406 alert of a South African coded beacon belonging to the “CATONVAC / ZR9194”. The ASMCC advised both RCCs and South African Hydrographer. The MRCC Cape Town advised Cape Town Radio to broadcast an urgency message via Safety-NET alerting all vessels in the vicinity to keep a sharp lookout and report any sightings in position 17 12 19S 038 31 75E to the relevant authority, the MRCC (Cape Town) and Cape Town Radio.

The MRCC (Cape Town) advised Cape Town radio to upgrade the urgency broadcast to a MAYDAY Relay broadcast. The MRCC (Maputo) confirmed the position of the yacht, in Pebane. MRCC (Cape Town) reported that yacht CATONVAC was found. Cape Town Radio informed all vessels to cancel MayDay Relay. The MRCC (Maputo) established that yacht CATONVAC had an accident and all crew abandoned the vessel. 3 South African nationals were rescued.

COSPAS SARSAT EPIRB 406 Detection V5HFW HELICOPTER

On 08 April 2016, a Namibian registered ELT was detected in position *22 38.40 South 017 13.81 East*. ASMCC notified the ARCC to investigate the beacon detection with the Namibian search and rescue point of contact. V5HFW (Helicopter) was reported missing as it was expected to land on a farm and only had 2 hours of fuel. As per the Namibian SPOC the wreckage was found north of the Doppler position.

COSPAS SARSAT PLB 406 Detection CAR CRASH

On 09 June 2016, ASMCC received an alert for an Australian coded PLB in the Namib Desert. ASMCC notified ARCC Johannesburg and the MRCC Cape Town to investigate and revert as no contact or beacon registration information was available for the beacon. ASMCC requested beacon registration information from the AUMCC for the PLB in encoded location: 2002.40S 01402.80E Namib Desert in Namibia.

The PLB was used by a group of four people for a Namibian self-drive trip and their itinerary was held with Discover Namibia and the AUMCC attempted to contact the emergency contacts in Australia. AUMCC was informed by the tour operator in South Africa that the 4 persons in question were involved in a car accident on the C43 road in Namibia and no one was seriously injured.

VHF16 MAYDAY MICHELLE ROSE

On 11 June 2016 Cape Town Radio received a MayDay call from the “S/V *Michelle Rose*” in distress taking on water in main engine room with 8 persons on board in position 30 16.7 South 030 56.98 East. The Michelle Rose was not pumping out water fast enough.

Cape Town Radio acknowledges MayDay and requested all vessels in the vicinity to render immediate assistance on VHF Channel 16. Skipper of the “*Michelle Rose*” informs Cape Town Radio that the pump was working and water level contained “*MAERSK VILNIUS/9V850*” standing by the “*Michelle Rose*” awaiting the assistance of NSRI station 5 who towed the Michelle Rose.

COSPAS SARSAT ELT 406 Detection ZSJCJ - AIRCRAFT

On 24 June 2016, ASMCC detected an un-located South African ELT for aircraft call sign ZSJCJ and informed the ARCC Johannesburg and the MRCC (Cape Town) to investigate. The ARCC confirmed that aircraft “ZSJCJ” had crash landed north of the air field.

COSPAS SARSAT EPIRB 406 Detection SEA SAW / ZR9852

On 2 July 2016, ASMCC detected an EPIRB off Mozambique. ASMCC informed the MRCC (Cape Town) to investigate the situation as this was a South African coded beacon and registered to SEA SAW / ZR9852. MRCC (Cape Town) informed Maputo authorities to be on the lookout for the YACHT SEA SAW. The MRCC (Cape Town) informed Cape Town Radio that the yacht “SEA SAW” was stuck on a reef and was semi-submerged. Both crew-members were safely rescued via a launch.

The MRCC (Cape Town) verified details with Maputo MRCC. It was confirmed that 3 persons were on board at the time of grounding and that all 3 were safely rescued by the launch boat and the SEA SAW sank.

COSPAS SARSAT ELT 406 Detection ZSHBS HELICOPTER

On 05 August 2016, the ASMCC made detection of a South African coded ELT in position 28 59.46 South 029 06.48 East. ASMCC requested the ARCC in Johannesburg to investigate. After investigation, it was confirmed that the beacon detected belongs to ZS-HBS and that the helicopter had crashed in Cathedral Peak area of the Drakensberg.

COSPAS SARSAT EPIRB 406 Detection JOHNE TOO ZR8441

On 24 August 2016, the ASMCC made detection of an Unlocated 406 MHz EPIRB registered to the *Johne Too* call sign *ZR8441*. ASMCC informed the MRCC (Cape Town) of the detection. *FMCC Toulouse* informed ASMCC that the Pleasure craft "*JOHNE TOO / ZR8441*" had sunk and 3 persons on board were rescued in the *24 47 02 South 047 31 37 East* position.

COSPAS SARSAT ELT 406 Detection CESSNA C210L

On 26 August 2016, the ASMCC detected a South African ELT registered beacon belonging to a *Cessna C210L* aircraft *ZSONY*. The ARCC was aware of the crash and informed the ASMCC with earlier messages on the ARCC AFTN network to reflect that the aircraft crashed on take-off at Geelhout no major injuries reported.



SECTION 7: SAR FUNDING

7. SAR Funding

SASAR's activities are funded 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. No sponsorships or donations received during the year under review.

7.1 Statement of Financial Performance

The statement of SASAR's financial performance for the period 1 April 2016 to 31 March 2017 is indicated below:

REVENUE	2015/2016	2016/2017
Voted Funds	57 515 000.00	63 446 000.00
Transfer and Subsidies	10 078 000.00	10 609 000.00
Satellite Tracking System (earmarked)		100 000 000.00
TOTAL REVENUE	67 593 000.00	174 055 000.00
EXPENDITURE		
Current		
Compensation of Employees	2 321 192 075	2 801 230.00
Goods and Services	53 881 061.72	61 575 000.00
Financial Trans in Assets & Liabilities		
Transfer Payments	9 195 000.00	62 238 000.00
Foreign Government & International Organisation	400 601.00	482 000.00
H/H Employee Special Benefit: Leave Gratuity	00	
Total Current Expenditure	65 797 855.47	127 096 230.00
Capital		
Machinery and Equipment	111 285.81	89 296.00
Total Capital Expenditure	111 285.81	89 296.00
TOTAL EXPENDITURE	65 909 141.28	127 185 526.00
NET SURPLUS/DEFICIT for the year	675 141.28	46 869 474.00

7.2 Analysis of the Financial Performance Statement

SASAR's total revenue or allocation for the 2016/2017 financial year increased from **R67,593,000.00** to **R 174,055,000.00** mainly due to the fact that the Minister of Finance approved **R100 million** for the implementation of the MEOSAR system. The funds were for the procurement, installation and maintenance of the necessary equipment.

The tendering process was halted as National Treasury approved the appointment and transfer of part of the funding to the Air Traffic and Navigation Services (ATNS) SOC Ltd to acquire and install the Cospas-Sarsat MEOSAR ground segment solution and render associated MCC functions on behalf of the Department.

An amount of **R52, 160,000.00** was transferred to ATNS for the initial capital outlay of the project. The under-expenditure reflected in the above table was as a result of part payment to the ATNS from the **R100, 000,000.00** earmarked for the above purpose. This amount will be transferred back to National Treasury.

Expenditure also increased from **R66 million** in the 2015/16 financial year to **R128 million** in the 2016/17 financial year. The bulk of the expenditure went to Telkom SOC Ltd for the rendering of Maritime Safety Information (MSI) services and the upgrading of equipment associated therewith as well as the ATNS for the MEOSAR project alluded to above. The total payment made to Telkom amounted to about **R60 million**. Approximately **R10 million** was transfer payments and subsidies (annual grants) to the five voluntary organisations and SAMSA for managing and operating the Maritime Rescue Co-ordination Centre (MRCC).

7.3 Audit Assignment

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

[illegible]

Postal Address: The SASAR Secretariat

Private Bag X 193, Pretoria, 0001

Tel: +27 12 309 3411/3520

E-mail: MsomiP@dot.gov.za

website: www.transport.gov.za

