



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



2022/2023 SASAR Annual Report



TABLE OF CONTENTS**PAGE NO.****SECTION A: GENERAL INFORMATION**

1.	Head of SASAR Note	2
2.	Vision and Mission	5
2.1	Vision	5
2.2	Mission	5
3.	Organisational and Institutional Arrangements	5
3.1	Overview	5
3.2	Objective of SASAR	7
3.3	Functions of SASAR	8
3.4	Legislative and other mandates	8
3.5	Search and Rescue Regions	13
4.	Administration Report	14
4.1	Bilateral Programme	14
4.2	SAR Global Integration and Cooperation Programme	20
4.3	Meritorious Awards Status	23
4.4	SASAR Annual Report	24
4.5	Annual Grants	24
5	Operational Reports	25
5.1	The Maritime Search and Rescue (MRCC)	25
5.2	Aeronautical Rescue Co-Ordination Centre (ARCC)	44
5.3	Operational Affected	

6.	VOLUNTARY ORGANISATION	55
6.1	Overview of the Voluntary Organisations	55

SECTION E:	Voluntary Organisation's Performance Information	55
E1:	National Sea Rescue Institute (NSRI)	55
E2:	K9 Search and Rescue ZA (SARZA)	62
E3:	HAMNET	71
E4:	K9 Search and Rescue Association (K9)	73

GENERAL AMSAR INFORMATION

SASAR's CONTACT DETAILS

- **HEAD OF THE SECRETARIAT**

PHYSICAL ADDRESS: Forum Building
159 Struben Street
PRETORIA
0001

POSTAL ADDRESS: Private Bag X193
PRETORIA
0001

TELEPHONE NUMBERS: +27 12 309 3411

FAX NUMBER: +27 12 309 3101

EMAIL ADDRESS: MsomiP@dot.gov.za

WEBSITE: www.sasar.gov.za

- **AERONAUTICAL RESCUE CO-ORDINATION CENTRE (ARCC)**

TELEPHONE NUMBERS: +27 11 928 6432

FAX NUMBER: +27 11 395 1045

EMAIL ADDRESS: Dhipakl@ants.co.za

- **MARITIME RESCUE CO-ORDINATION CENTRE (MRCC)**

TELEPHONE NUMBERS: +27 21 938 3300

FAX NUMBER: +27 21 938 3319

EMAIL ADDRESS: ASchutte@samsa.org.za

1. HEAD OF SASAR NOTE

It affords me an immense pleasure to provide the Minister with the 2022/23 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), as amended. The report focuses on the activities of the South

African Search and Rescue (SASAR) Organisation from 01 April 2022 to 31 March 2023.

The South African Search and Rescue (SASAR) Organisation, is a voluntary organisation that function under the auspices of the Department of Transport. 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 IMO and ICAO Conventions.

The administrative activities are carried out by officials of the Department of Transport, commonly known as the *SASAR Secretariat* and operations by operational structures, mainly the *Rescue Co-ordination Centres (RCCs)* and Sub-centres as well as *Voluntary Organisations*, collectively forming SASAR.

SASAR is divided into two sectors, namely administration and operational. The administration sector creates an enabling environment for the provision of SAR functions within South Africa and neighbouring States. It is sitting in the Department of Transport.



This may result in damage to a State's reputation and potential economic loss to sensitive State industries such as trade mining, oil, gas tourism and transport.

The MEOSAR project has been delegated to the Department's agency, ATNS. National Treasury approved a transfer of approximately R60 Million for the procurement and installation of the equipment. This project is already in advanced stage, the commissioning process is scheduled for early next year, no set dates yet.

It has been tough and an amazing year, especially in the Directorate: Search and Rescue, for 3 years without capacity, SASAR has been doing well. To mention the few, South Africa hosted two international meetings, namely the South West Pacific Data Distribution Region (SWPDDR) and the Global Aeronautical Distress & Safety System (GADSS), held SAR Documentation and Communication Working Groups. Also the SASAR Organisation in partnership with the Department of Transport hosted a 3 days conference under the theme " *The Role and Responsibility of the Aeronautical and Maritime Search and Rescue (AMSAR) in South Africa*" The resolution of the conference is on page 85 of this report, *Annexure "A"*.

SASAR Team, Mses Princess, Peggy and Charity, we acknowledge your commitment, dedication and contributions in ensuring that the organisation is kept intact and afloat year after year. The support from the Chiefs of our Rescue Coordination Centres, Mr Jared Blows and Mr Greg Critchley has been amazing SASAR acknowledges and applauds the selflessness, gallantry and commitment displayed by all its members represented in various structures, committees and working groups, in particular voluntary organisations. Due to the technicality of the report, all the acronyms are listed in *Annexure "B"*.

Let us continue to join hands so that others may live.



MR Z THWALA
HEAD OF SASAR

from their core functions by charter, arrangement, agreement and request to fulfil her SAR obligations.

South Africa has established a national SAR Organisation (SASAR) by agreement, comprising of Organisation alluded to above to provide 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 International Maritime Organisation (IMO) and International Civil Aviation Organisation encourage member states to establish what is referred to as the 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 has been established on a national level in terms of an Act of Parliament and is known as the SASAR Executive Committee.

The Executive Committee is the highest policy and decision-making body of the SASAR Organisation and is the responsible authority for search and rescue governance, co-ordination and oversight. The Executive Committee is assisted in its functions by the Management Committee, the Secretariat and the two Sub-Committees; namely, the aeronautical and maritime sub-committees.

The Executive Committee is chaired by the Head of SASAR, who is a senior official of the Department of Transport with search and rescue part of his/her portfolio. The Management Committee advises the Executive Committee on any matter that may have policy and financial implications as well as to deal with urgent day-to-day administrative matters that need to be sanctioned by

3.3 FUNCTIONS OF SASAR

SASAR must within its means and capabilities co-ordinate 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 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.

3.4 LEGISLATIVE AND OTHER MANDATES

SASAR obtains its mandate from national, regional and international legal instruments including acts, regulations, protocols, conventions, policies, conference resolutions and other guidance material. The following instruments are worth citing:

3.4.1 Convention on International Civil Aviation

Chapter 2 of Annex 12 to the Convention on International Civil Aviation stipulates how SAR services should be organised. Paragraph 2.1.1 provides that Contracting States shall, individually or in co-operation with other States, arrange for the establishment and prompt provision of SAR services within their territories to ensure that assistance is rendered to persons in distress. Such services shall be provided on a 24-hour basis.

These include, inter alia, the installation and running of the requisite ground segment equipment, implementation of SARPs developed by the Cospas-Sarsat organisation and participation in the meetings of the Programme.

3.4.5 Southern Africa Development Communities (SADC) Protocol on Transport, Communications and Meteorology

The SADC Protocol on Transport, Communications and Meteorology is the blueprint for co-operation among SADC member countries in the areas of transport, communications and meteorology. Chapter 8, article 8.5(1) provides that SADC members shall apply international standards and recommended practices of the IMO and to participate as a region in the formulation of new standards and practices in respect of SAR.

With specific reference to SAR, SADC Member States have through Article 8.5(4) undertaken to take steps necessary to develop their SAR capacity on a regional basis by inter alia, the investigation of options to develop a regional SAR organisation with participation by all Member States including consideration of available search and rescue capacity and capability, funding requirements and legal, operational and organisational requirements.

3.4.6 South African Maritime and Aeronautical Search and Rescue Act, 2002 (Act 44 of 2002)

The above Act incorporates the International Conventions referred to in the preceding paragraph into South African law and establishes the SASAR Organisation. The objective of the SASAR Organisation in terms of Section 4 (2) thereof, is to ensure a co-ordinated and effective maritime and aeronautical SAR services within the South African search and rescue region.

3.4.9 National SAR Plan

The plan serves as a standard reference document for use by all authorities involved one way or the other with SAR services in South Africa and provides guidelines on methods of co-ordination through which SAR operations are to be conducted. The plan also spells out or define the responsibilities of all the member organisations of SASAR and sets clear reporting lines.

3.4.10 2000 IMO Florence Conference on Search and Rescue and Global Maritime Distress and Safety System (GMDSS)

The GMDSS sought to establish regional maritime SAR arrangements in Africa and invited all African coastal States to agree to the establishment of sub-regional RCCs. South Africa was identified as one of the five countries to host a regional MRCC. In pursuance of these resolutions, a multilateral agreement on the co-ordination of maritime SAR services was concluded and signed by 5 countries out of the 6 identified for this purpose in February 2007. The countries that signed the multilateral agreement are the Comoros, Madagascar, Namibia, Mozambique and South Africa. Angola also considered and signed the Agreement. The Agreement needs implementation and monitoring.

3.4.11 Saly Portudal Search and Rescue Declaration

An international conference held under the auspices of ICAO and African Civil Aviation Committee (AFCAC) in Saly Portudal, Senegal, in October 2004, developed a Declaration that stated inter alia as its primary conclusion: *“Optimal organisation, management and regulation of SAR services has a profound and positive effect on the cost and the efficiency of SAR service provision and that in particular, the extent of required resources can be reduced if the following principles are applied:*

SECTION B

4. ADMINISTRATION 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 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 Search and Rescue Act.

4.1 SAR BILATERAL PROGRAMME

4.1.1 Bilateral and Multilateral Agreements

Chapter 3.1 of Annex 12 to the Convention on International Civil Aviation and 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.

In the same breath, and in terms of South African Maritime and Aeronautical Search and Rescue Act, 2002, South African search and rescue authorities may perform their functions in co-operation with their 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 region or area of responsibility.

South Africa identified 14 countries bordering on her search and rescue region for the purpose of entering into agreements to strengthen search and rescue co-operation and co-ordination. In terms of overall progress, out of the 14 countries identified for this purpose, 10 Bilateral agreements have been signed, namely:

which State governments establish to effectively implement ICAO's Standards and Recommended Practices (SARPs) in each area. Search and Rescue was one of the audit areas evaluated under Air Navigation Services (ANS).

South Africa has since appointed SAR Inspectors, who went under a rigorous training. The SAR Inspectors were appointed from the Department's Internal Audit Unit. These was in preparation for the South African ICAO Audit that took place in March to April 2023.

The SAR Inspectors and the Department, SASAR Secretariat, with guidance from SACAA, undertook the process to audit the ARCC premises to ensure that Safety Management procedures and Quality Management system are adhered to.

During the audit process, there were 25 Search and Rescue Protocol Questions (PQs) to determine the compliance by South Africa on SAR related matters. The main purpose of the PQs was to standardize the conduct of activities under the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP CMA). Out of 25 PQs, search and rescue attracted 3 findings that relates to training programme/plans of the SAR Inspectors. The Directorate: Search and Rescue has begun with the process of addressing these findings.

4.1.4 Search and Rescue High Level Conference

The conference was held under the theme *"Role and Responsibility of the Aeronautical and Maritime Search and Rescue (AMSAR) in South Africa"* The Conference was held from 27 February to 1st of March 2023. There were 120 delegates. In attendance were all the search and rescue stakeholders, voluntary organisations, private sector, the Deputy Minister of transport and the Director-General: Transport. The conference was Chaired by our own, Mr Dumisani Ntuli: Chief Director from Maritime Branch.

The main purpose of the conference was to sensitize the relevant stakeholders on the importance of Search and Rescue (SAR) in the country.

The DG mentioned that the responsibility for SAR was adopted in October of 1958, South Africa assumed the responsibility for the co-ordination of South African Search and Rescue Services, under the South African Search and Rescue Organisation.

These services are provided in terms of the obligations accepted by South Africa after signing and ratification of relevant international Maritime Organisation (IMO) and international Civil Aviation Organisation (ICAO) Conventions together with the International Convention on International Civil Aviation, 1944.

In his notes, he requested the delegates to identify legislative or policy areas that may have effect and need to find ways in which we advise our political principals respectively in our organisations where policy is concerned. The DG believed that the deliberations on SAR will be cognisant of the various international conventions and other agreements South Africa is party to that also affect our policy framework regarding search and rescue. The delegates were employed to elaborate further on what these obligations are and unpack the implications of the prescripts we are bound to.



From left, Mr D Ntuli, Mr Zakhele Thwala, Honourable Deputy Minister, Ms Princess Msomi and the DG: Transport.





Some of the Search and Rescue conference delegates

4.2 SAR Global Integration and Cooperation Programme

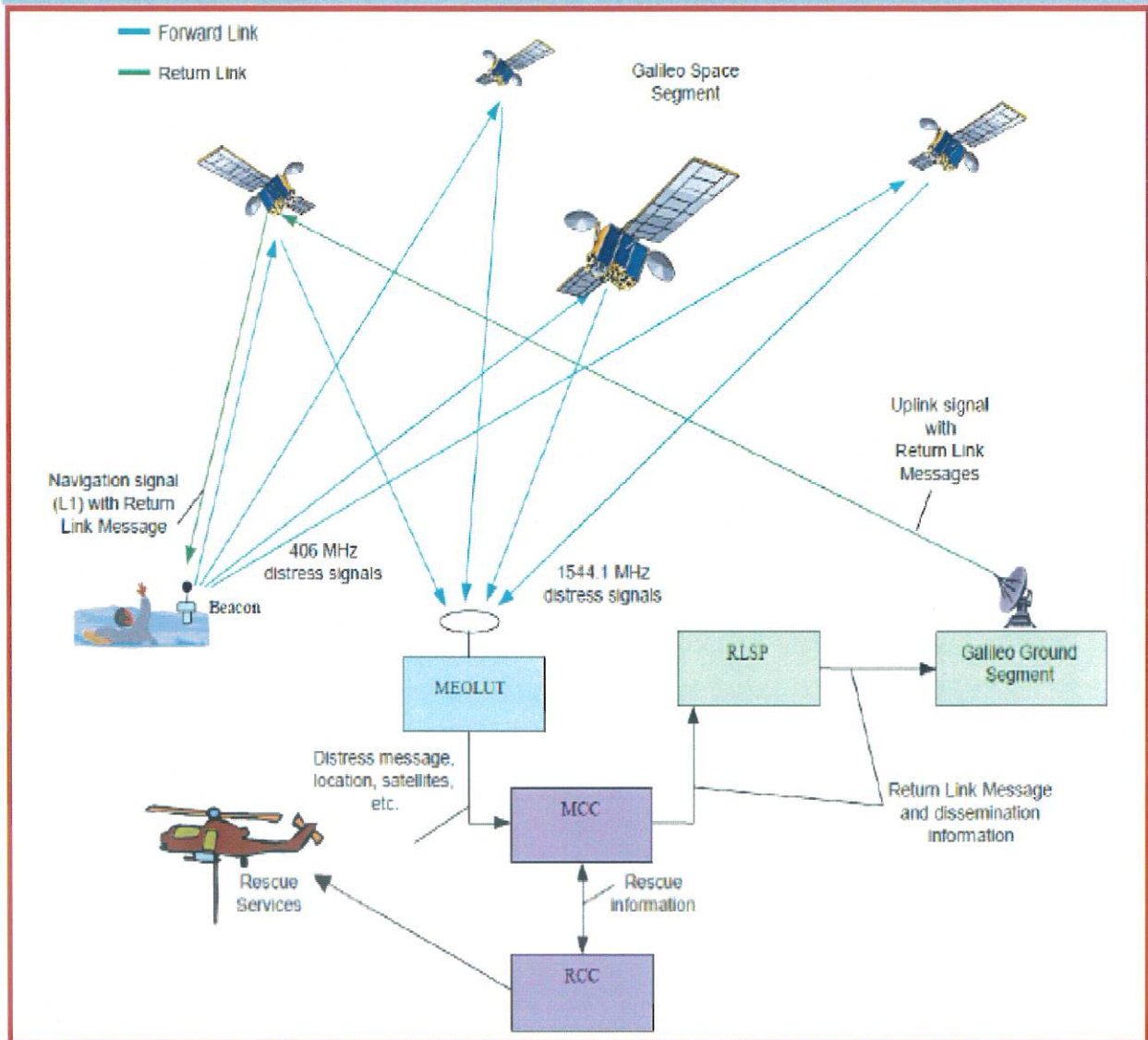
4.2.1 Implementation of the Cospas-Sarsat Medium Earth Orbit Search and Rescue (MEOSAR) System

The Cospas-Sarsat system is a satellite system that provides alert and location information to search and rescue (SAR) services throughout the world for maritime, aviation and land users in distress. Participants in the COSPAS-SARSAT Programme (www.cospas-sarsat.org) implement, maintain, coordinate and operate a satellite system capable of detecting distress alert transmissions from radio beacons and determining their position anywhere on the globe.

South Africa has been a signatory to the Letter of Notification of Association with the International Cospas-Sarsat Programme Agreement as ground segment provider from September 2000. Consequently, South Africa assumed certain



The figure below outlines the basic processing in the MEOSAR system.



4.2.2 International Engagements/Meetings

Most of the international meetings were virtually held, i.e. the NCSR, Cospas-Sarsat, SWPDDR, GADSS and the JWG. South Africa was represented either through officials of the Department or its agencies or a combination of both.

The focus is more on members of voluntary organisations, without whom SASAR would not have been what it is today. These unsung heroes constantly places their lives at risk to ensure that others live. In order for these volunteers to continue with their good course of saving lives, it is incumbent on the SASAR Organization to consider offering incentives and recognition in the form of prizes. It is inherent and natural for people to expect some form of recognition for the contribution they make to the success of any organization. This recognition would also assist a great deal in attracting more volunteers to place their services and expertise at the disposal of the SASAR structures, including its voluntary organisations.

The Deputy Minister in her closing remarks thanked these selfless heroes for their continued support and their good cause of saving lives. She further alluded that their work is acknowledged and commendable within the country, the whole of SASAR fraternity and globally.

4.4 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 2021/2022 SASAR Annual Report was tabled before Parliament by the Minister.

4.5 Annual Grants


During the year under review, only one Service Level Agreement was reviewed. The Department and the K9 entered into a new agreement in February 2023. All the grants were paid in line with the PFMA requirements.


Initiative	Measurement	Target	Actual performance
coordinating capability	effective manner.	Support vessels with medical distress situations at sea far from land with advice and in certain cases with medical evacuations	MRCC assisted in connecting vessels to local Telemedical Services and coordinated the evacuation of 95 MEDEVAC operations for crew/passengers from vessels offshore to local hospitals.
	Ensure that Maritime Assistance (MAS) functions efficiently and effectively. The MAS includes monitoring; towing operations, relaying pollution reports and assisting vessels with other non - SAR related matters	Support vessels at sea with non-distress related matters and keep SAMSA up to date about any unusual activity around the SA coast.	There were 117 recorded MAS incidents during the year.
	Ensure International Ship and Port Facility Security (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 processed 17 677 pre-arrival application messages to the Maritime Security Coordination Centre (MSCC).
	MRCC is the custodian of the SA Cospas-Sarsat beacon database.	Ensure Cospas-Sarsat beacon database up to date and available on 24-hour basis.	MRCC is maintaining the national database with approximately 7 669 beacons at the end of the reporting period.
Initiative	Measurement	Target	Actual performance
Develop and implement SAR coordination capability in the region	Ensure sustained SAR co-ordination training courses established at MRCC for National stakeholders.	<ul style="list-style-type: none"> ▪ Provide opportunity to SAR Role Players to attend the SAR Introduction Courses; ▪ Present one, two-week SAR Planners course for senior SAR stakeholders and 	<ul style="list-style-type: none"> ▪ 06 April 2022: Department of Fisheries, Forestry & Environment (DFFE) Antarctic Mission Maritime SAR Awareness ▪ 08 April 2022: Remote Robben Island


Initiative	Measurement	Target	Actual performance
			Station Commanders <ul style="list-style-type: none"> • 12 July 2022: SAAF JARIC B-Level Intelligence Course • 22 July 2022 : SAN Radio Operators Course • 25 August 2022: SA Navy Surface Warfare course visit • 11 October 2022: RCYC representatives of the Race Organisers of St Helena 2023 and Cape to Rio 2023. • 25 November 2022: SAN NCAGS
Initiative	Measurement	Target	Actual performance
Visit and meet with Harbour Masters to set up SAR training schemes for Port Control staff to ensure that Maritime Sub-RCC's provide proper SAR service in their area of responsibility.	<ul style="list-style-type: none"> ▪ Meet and discuss SAR Ops matters with National Chief Harbour Master. ▪ Present SAR orientation briefings to all role players in the different SAR regions during visits and SAR Ops meetings when requested via Maritime Sub-committee or secretariat ▪ Attend Regional 	At least one meeting with Chief Harbour Master per annum. Attend at least one SAR Ops meeting in the 7 Ports acting as RSCs. Satisfy briefing requirements as requested by Maritime Sub-committee or SASAR Secretariat	The following Harbour Masters' SAR Meeting were attended: <ul style="list-style-type: none"> • 06 - RSC Richards Bay SASAR Meeting • 07 - RSC Durban SASAR Meeting • ARSC Cape Town SASAR Meeting • 29 November - Remote attendance of the RSC Mosselbay SASAR Meeting • 07 March - Remote attendance of the RSC Richards Bay Quarterly SASAR Meeting

Initiative	Measurement	Target	Actual performance
			<p>31 May to 22 June: Cospas Sarsat Joint Council Remote Meeting</p> <ul style="list-style-type: none"> • June 2022 <p>06- Preparatory Remote Meeting for 2023 State of Readiness IMO Audit</p> <p>21-30: NCSR 9 Remote meeting</p> <ul style="list-style-type: none"> • August 2022 <p>Global Aeronautical Distress and Safety System (GADSS) Workshop in Johannesburg 17-18 August</p> <p>Indian Ocean Rim Association (IORA) Seychelles: 28 August - 02 September</p> <ul style="list-style-type: none"> • November 2022 <p>Remote attendance of the COSPAS SARSAT Council Meeting over 15-22</p> <p>Remote attendance of COSPAS SARSAT Council Summary Report meeting on 29 November</p> <ul style="list-style-type: none"> • January 2023 <p>19 January - Remote attendance of AUMCC/ASMCC collaboration meeting</p> <ul style="list-style-type: none"> • February 2023 <p>09 February - Remote Attendance of AUMCC/ASMCC Benchmarking Session.</p>
Develop and implement continuation	Set up internal training schedules that include quizzes, SAR	Structured continuation training programme in place	Continued staff development is conducted in house on a regular basis to ensure the standards of our operations remain at the high levels and according




DATE	INCIDENT	OUTCOME
		<p>an area they calculated as the yacht' probable position.</p> <p>On 18 April, the partner of the Skipper informed MRCC that a contact with the yacht was made and all was well onboard. The satellite phone was damaged hence the loss of communications, case closed.</p>
24 April	MEDEVAC - RESEARCH VESSEL SA AGULHAS II	 <p>MRCC was alerted at 1432 that the vessel diverted to Port Elizabeth to disembark an ill crew member suffering from sever abdominal pains. The Ship's Medical Doctor and the Metro EMS Duty Doctor agreed that the crewman must be disembarked to a medical facility ashore. The patieint was airlifted to a nearby medical centre.</p>
25 April	Missing on Board (MOB): General Cargo "OJAS"	<p>MRCC was alerted at 0954 of a MOB DSC Distress Alert by Cape Town Radio. The Master of the MV OJAS had also confirmed that a 40-year-old crew member was missing.</p> <p>The crewman was last reported to be seen same day at 0800 when the vessel was in a position approximately 790nm West-North-West from Cape Town. MRCC issued a MAYDAY Relay through Cape Town Radio. A Search Area was developed in consultation with the Master of the vessel</p> <p>The MV MARAN GUARDIAN and MV CAPTAIN DIAMANTIS responded to the MAYDAY relay and diverted to assist with the search. Following extensive search efforts of the estimated search area, the search was concluded at 1100 on 26 April with the crewman not found, the SAR case was closed.</p>


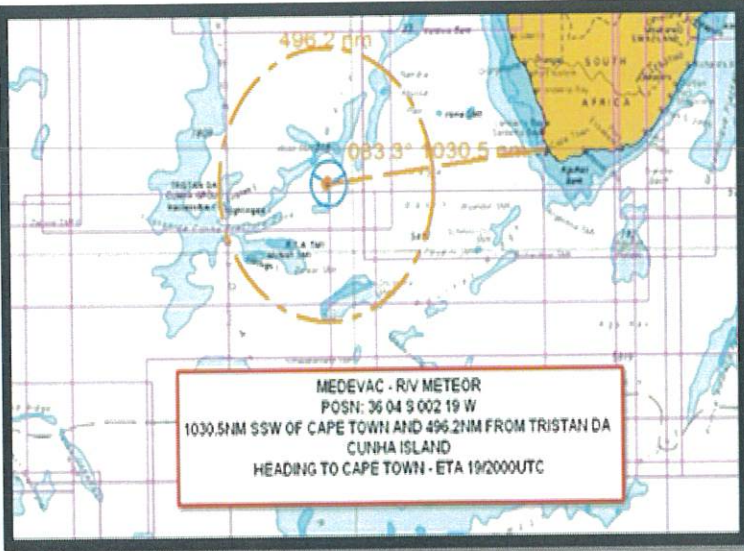
DATE	INCIDENT	OUTCOME
		<p>again after sunrise on what additional efforts could be considered.</p> <p>The ZITA 1, after fouling her prop, was towed to Kalk Bay to have the rope removed.</p> <p>The missing crewman was not located and after discussions and review of the efforts it was deemed SAR efforts would be suspended with only broadcasts continuing to ask other vessels in and around the area to continue to look out for the crewman.</p> <p>At 1700 the broadcast was stopped and the man was not found, the SAR case was officially closed.</p>
26 June	<p>Capsized Fishing Vessel</p> <p>“ RESTLESS WAVE”</p>	 <p>At 0442 Telkom Maritime Radio informed MRCC of the Fishing Vessel TERRASAN 1 reporting the RESTLESS WAVE capsized. 12 crew were reported to be in the water and required immediate assistance.</p> <p>The fishing vessels OCEANA CONCORD, OCEAN MERCURY, and ALERT 3 rescued the crew and delivered them to Hout Bay Harbour. No injuries were reported.</p>
		<p>SAR operation was concluded however South African Maritime Authority (SAMSA) and various other parties remained engaged in planning for the recovery of the vessel that was floating and had potential to create an environmental challenge should it wash ashore. By 30th June it was reported that salvage operations were successful, and the vessel was safely moored, although still inverted, in the Port of Cape Town.</p>

DATE	INCIDENT	OUTCOME
		<p>The yacht was reported to have left the Royal Cape Yacht Club, in Cape Town, on 12 August late evening. The vessel was stated to be in an unseaworthy condition.</p> <p>MRCC issued an Urgency message requesting vessels to report sightings of the yacht. NSRI stations and other relevant organisation were alerted and asked to report should they become aware of the yacht's location.</p> <p>Following a sighting report from the MV SOLIN on 19 August the M/V FRONT CLIPPER was requested to divert to that position and attempt under very difficult sea conditions to firstly confirm life onboard and secondly to render assistance as necessary.</p> <p>No life could be confirmed on the S/V PANACEA following numerous attempts by the vessel. Rescue 17 from Hermanus was tasked to proceed to area and attempt to render assistance, however due to the weather and sea conditions along with nightfall Rescue 17 could not locate the yacht.</p> <p>A SAAF Oryx Helicopter was tasked along with a rescue swimmer to fly out on the morning of 20 August to locate and confirm safety of the skipper. After locating the yacht and lowering the rescue swimmer into the water to then swim to and board the vessel it was reported that the skipper was onboard, deceased. The case was handed over to the SAPS.</p>
16 September	MEDEVAC - Crude-oil Tanker "SERENITY"	 <p>Netcare notified MRCC at 1826 of a request for the NSRI to respond to a MEDEVAC of a crew member believed to have suffered a heart attack.</p> <p>The vessel was less than a mile off the Greenpoint Light House. The crew member was declared deceased by the medics. The vessel agent was informed to make the necessary arrangements for the extraction of the body.</p>



DATE	INCIDENT	OUTCOME
		<p>activation, the race organisers, confirmed that the sailor had abandoned the vessel to his life raft and the vessel was sinking.</p> <p>The sailing vessel MINNEHAHA, also a participant in the race was approximately 100NM from the Distress position, was diverted to assist.</p> <p>MV DARYA GAYATRI, approximately 250NM from the distress position, was requested by MRCC to divert and provide assistance. Plans were put in place for the MINNEHAHA to recover the sailor from the life raft and once the DARYA GAYATRI arrived would transfer the sailor to the vessel for delivery to its next port of call.</p> <p>On the morning of 19 November, the sailor was located and taken onboard the MINNEHAHA then later transferred to the DARYA GAYATRI which then proceeded on her voyage to the next port of the DARYA GAYATRI reported to be Rizhoa in China.</p>
26 Nov. 22	Person Overboard Fishing Vessel "SANTA JOANA"	<p>Telkom Maritime Radio notified MRCC at 0436 of a radio calls received from the fishing vessel. Radio communication could not continue due to poor transmission quality.</p> <p>At the time of the report the vessel was 7NM East from St Croix Island in Algoa Bay and 5NM from shore. Port Elizabeth Radio attempted to establish communication with the vessel via other vessels in the area and Port Elizabeth Port Control to establish whether the vessel required assistance.</p> <p>The missing person was wearing casual clothes and no life jacket and the crew were searching for the person since 0030. Port Elizabeth Port Control activated the NSRI, who had launched two of their rescue craft to assist the vessel with the search.</p> <p>Following extensive search efforts by the vessel and the NSRI and other vessels, the search was suspended around 1400 with no sightings of the missing person.</p>

DATE	INCIDENT	OUTCOME
		<p>days the search was suspended at sunset on 09 December 2023 and the two tankers were released.</p> <p>The BOLOKO1 remained in the area and continued the search of the missing sailor. The case was closed with the person presumed drowned on 10 December and the BOLOKO1 resumed normal fishing activities. The Case was reported to the Authorities for further investigation.</p>
07 January	Man Overboard Bulk Carrier STAR „JENNIFER“	 <p>MRCC was notified by MRCC Chile at 0251 of a Digital Security Control (DSC) Distress notification relating to the STAR JENNIFER reporting an Man Overboard Boat (MOB). This notification was also relayed by the United States Coast Guard (USCG) and Telkom Maritime Radio.</p> <p>The incident location was reported to be 1,091NM West-South-West from Cape Point Light. A MAYDAY Relay was issued through Telkom Maritime Radio and the GLOBE PEGASUS, identified on AIS, was diverted to assist with search efforts.</p> <p>STAR JENNIFER reported that the seaman might have gone overboard on 06 January around 2300. The crewman assumed to have drowned SAR Case Closed.</p>
17 January	MEDEVAC Passenger Vessel “MSC ORCHESTRA”	<p>MRCC was notified at 1110 by the Master of MSC ORCHESTRA regarding a passenger with cardiac issues. The vessel was 121NM North-North-East from Richards Bay at the time of the report.</p> <p>MEDICO was provided by Western Cape Metro EMS, as facilitated through Telkom Maritime Radio, and the MEDEVAC of the passenger was recommended.</p>

DATE	INCIDENT	OUTCOME
		<p>The capsized craft was found damaged and, on the rocks, seaside of the Steenbras lookout point and R44 by the AGA Helicopter.</p> <p>Unfortunately, the 02 persons are still missing.</p> 
16 March	MEDEVAC Research Vessel METEOR	<p>MRCC was notified at 1103, by ISPS Pre-arrival notice, that a MEDEVAC from the Research vessel METEOR had been arranged.</p> <p>The health of a crewman, being transferred from Tristan da Cunha for medical treatment, had deteriorated.</p> <p>The vessel had been identified on AIS to be 1030.5nm South-South-West from Cape Town, and estimated to arrive at Cape Town Port on 19 March at 2200.</p> 

5.2 AERONAUTICAL RESCUE CO-ORDINATION CENTRE

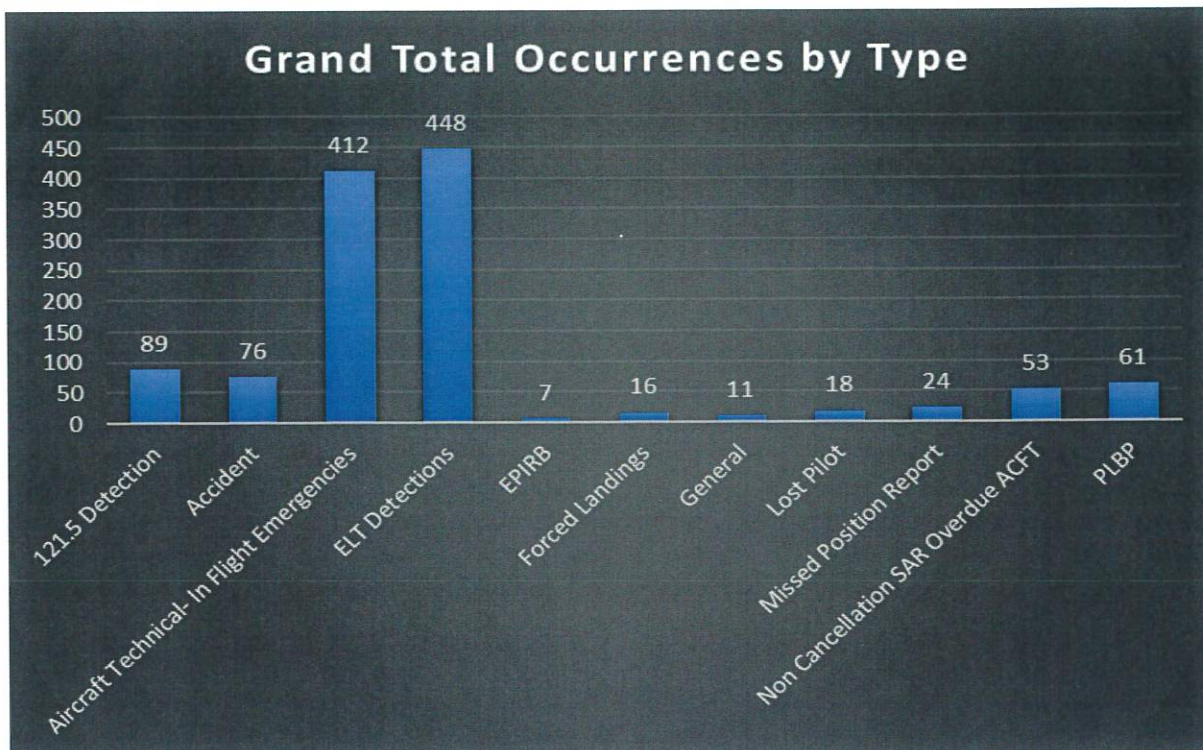
South Africa faces some of the world's greatest SAR challenges. In addition to the immense land mass, South Africa's area of responsibility for SAR also extends to the South Pole, approximately 3,200 kilometers west into the Atlantic Ocean, and 4,800 kilometers south east into the Indian Ocean. The terrain 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.

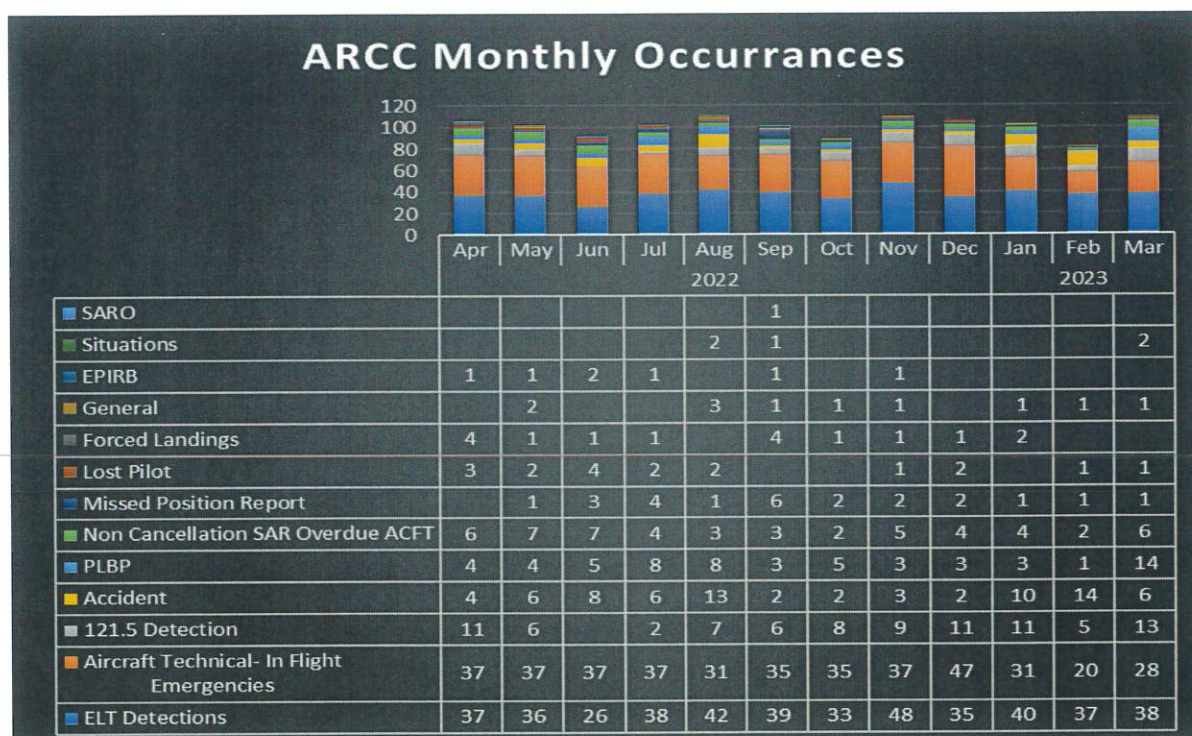
Aeronautical SAR covers any type of search for aircraft, over land or water. Response to this type of SAR incident is coordinated by the ARCC in Johannesburg. Like maritime SAR, a variety of other resources may be called upon to assist with an aeronautical case, including police services, ground SAR volunteers, and civilian operators.

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 directed the necessary efforts and resources towards preparing and delivering Search and Rescue services without any delays.

During the Reporting period the ARCC reports a total of 1 215 occurrences where the ARCC responded or observed the incident. The ARCC is working closely with all national, provincial and private first responders.



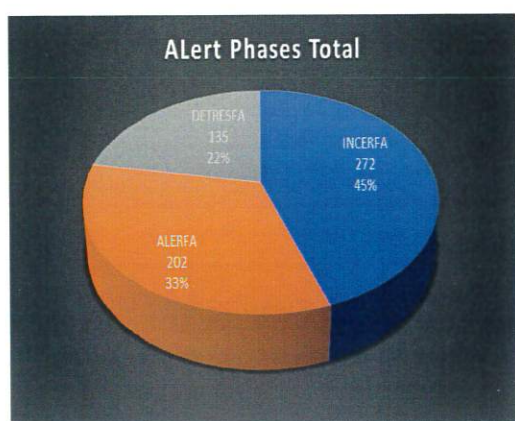
The monthly extrapolation of reported occurrences according to classification were recorded as follows:



5.3.1 Emergencies by Type

5.3.1.1 Distress Phase Declared and Reported to the ARCC

The graphs below, depict the distress phases reported through ATC Alerting Posts showing totals, percentages and monthly statistics.

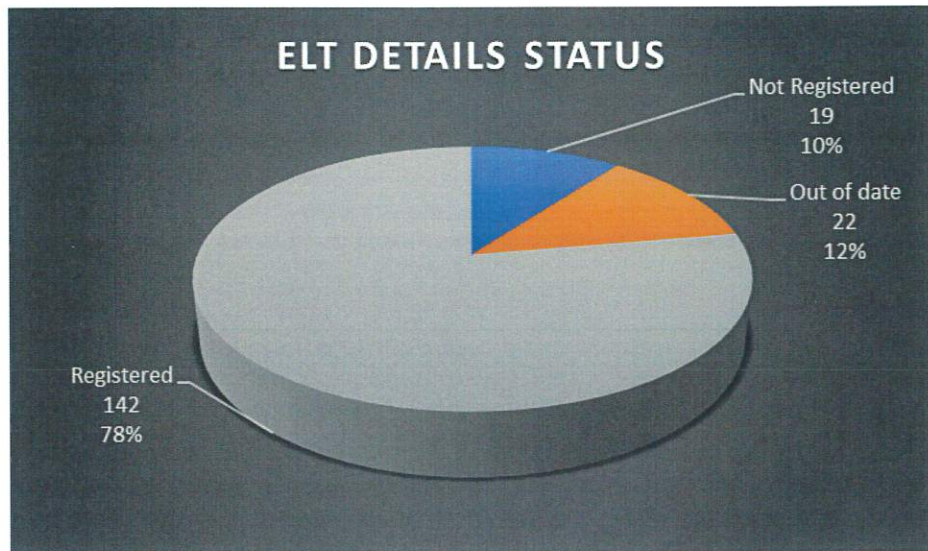


5.3.1.2 Accidents Mortality

The table below shows the number of occurrences in the Provinces, including percentage against aircraft accidents and forced landings, with the mortality and survivors of the associated accidents and forced landings.

Province of Occurrence	Occurrences	% of Total Occurrences	Accidents	Forced Landings	Number Fatalities	Number Survivors
Western Cape	128	15.26%	22	3	2	37
Northern Cape	25	2.98%	2	0	0	2
North West Province	23	2.74%	2	3	1	5

ELT detections for the reported period for South African beacons shows that 80% were correctly registered at the time of detection, 20% of the details were inaccurate.

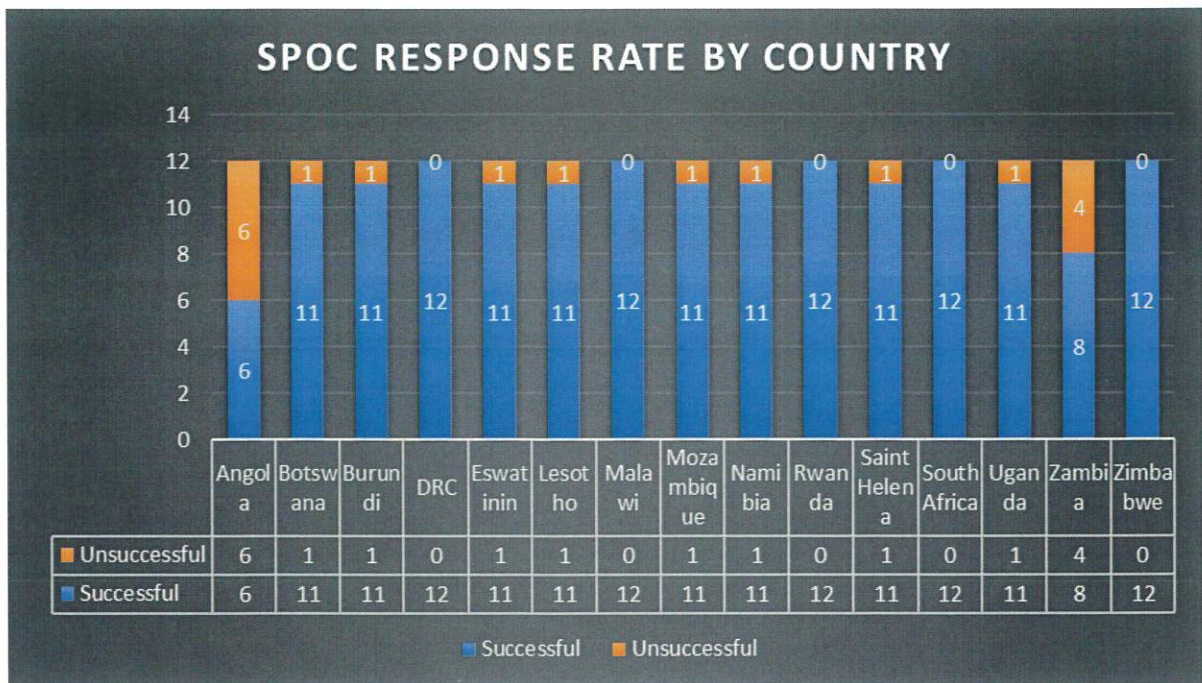


5.3.1.5 Incidents of Note

Date Aircraft Type Fatalities Survivors Location SRUs Activated	4 April 2022 H269 1 0 Sasolburg, Free State SAPS SAR SARZA	
Date Aircraft Type Fatalities Survivors Location SRUs Activated	6 April 2022 Cessna 172 0 2 no injuries Northern Pretoria, Gauteng Gauteng EMS (GEMS) SARZA SAPS SAR	

Date Aircraft Type Fatalities Survivors Location SRUs Activated:	26 August 2022 JABI 0 1 Valorous, Gauteng SARZA, GEMS, SAPS, Ekurhuleni Fire	
Date Aircraft Type Fatalities Survivors Location SRUs Activated SRU Standby	2 January 2023 Sling2 2 0 Bass Lake, Gauteng SAPS Divers and SAR, SARZA, HAMNET, ER24, Netcare 911, GEMS, Midvaal Fire, Chaplain Services HALO, Rocket HEMS	
Date Aircraft Type Fatalities Survivors Location SRUs Activated	10 January 2023 Paraglider 1 0 Lions Head, Western Cape AMS, Western Cape Metro, WSAR, MSAR, SARZA, SAPS Rescue, ER24	
Date: Aircraft type: Fatalities : Survivors : Location: SRUs activated: SRU Standby	25 January 2023 Sailplane 0 1 Villiersdorp, Western Cape Western Cape Metro, AMS, MSAR, SAPS SARZA, K9SARA, SAPS Airwing, Netcare911	





5.2.8 SAR Training, Exercises and Workshops

SMC Courses: The ATNS Aviation Training Academy completed 2 SMC course.

Training Plan: ARCC in house training is on-going with annual training of all qualified SMCS

Exercises: The ARCC conducted the Exercise Phoenix 2.0 on 30 July 2022. The exercise simulated a B737-200 crash with 65 persons on boards. The ARCC activated provincial, private, and volunteer resources to the scene. The Exercise objectives were scene control with mass casualties, extrication from a large aircraft, communication on scene with multiple role players. The report is attached as Appendix A to this report.

accrue to individuals. The ownership and control of the Organisation lies with the membership who exert their direction through the Annual General Meeting by electing the governance structure and approving resolutions that guide the management of the Organisation.

It is a National Organisation with a professional management located in Cape Town and delivers services through two models, one an entirely volunteer managed rescue station model and the other employed professional lifeguarding, water safety education and training model. The centralised management creates efficiency and reduces administrative personnel cost accepting that managers must travel to remote locations and thereby incur operational costs.

Fundraising R180 million annually is no small ask and the NSRI has a significant direct marketing model that raises funds through two society lottery schemes, a Monthly Giving Scheme through Debit Orders and a Car Competition Scheme. The NSRI complies with National Lotteries legislation. The fundraising model distributes risk across over 200 000 individual and 3 000 corporate donors. The diversity in numbers and mechanism is a key strategy. Twenty percent of revenue is generated from trusts, legacies, events, individuals, retail sales, lifeguard contracts and corporates.

The NSRI have a significant marketing and communications division that ensures public awareness across a wide range of media for reasons of public safety primarily but also to enable donations. Prevention is a significant component of their service focus. Communication is also central to achieving awareness and influencing public behaviour.

The NSRI services include preventative programs, water safety education, survival swimming training, Pink Rescue Buoy public safety deployment, online skipper training, the SafeTRX mobile rescue application and mobile survival swimming container program. Reactive rescue services are delivered through over 80 locations along the coast and inland through volunteer boat stations and

6.1.3 Achievements and/or Results of the Year

Sustainable Funding:

Despite the severe economic challenges faced during the past 3 years, and that the National State of Disaster was only lifted from 5 April 2022, we were able to sustain good revenues for the period under review.

It takes considerable effort to raise donor funding and the cost of fundraising is 23c in the Rand or 23%, it's hard work.

The NSRI expresses their sincere gratitude toward all their donors and loyal supporters for continuously investing in the core mission and vision.

In October 2022, the "NSRI Survival Swimming Centre" initiative won the International Maritime Rescue Federation (IMRF) award for *Innovation and Technology!* This is a confirmation that "out of the box" thinking opens fantastic opportunities to turn statistics around, create positive changes allowing one to keep up with the drowning prevention objectives and making a difference in our communities.

Operational achievements

- ✓ 8 633 preventative actions were conducted by NSRI Lifeguards, which reduced the drowning rate of South Africa
- ✓ 97 deceased persons were recovered, bringing critical closure to many families and loved ones.
- ✓ 267 vessels were assisted.
- ✓ Prevention program 628 351 children were taught water safety and 13 695 were instructed in survival swimming in water safety, self-rescue and cardiopulmonary resuscitation.
- ✓ The Pink Rescue Buoy campaign, saved 48 lives during the period under review,

The NSRI is committed to a detailed Expenditure Review and while Capex and Service Operational Expenditure must be protected, there are savings possible within the administrative expenditure, e.g. the vehicles and fuel. 43% of expenditure is personnel and need to interrogate the efficiency and distribution necessary to the business.

The biggest cost is administrative expenditure was the R500 000, Vodacom payment which will not recur in 2023.

Bank charges remain a significant cost, to approach the Bankers for relief, or consider changing bankers at better cost. The NSRI to revisit the insurance discussion by examining capital asset losses over 1, 5 and 10 years, assess whether self-insurance is an option. The challenge would be the replacement within the same loss year.

The NSRI have continuously asked for demonstrated value through internal audit need to demonstrate R300,000 of value through the process.

Consultants are another significant cost and expenditure requires some investigation, many of these have resulted in significant positive returns e.g. Bastion and Flowe evolving R400,000 a month out of Facebook and the NSRI Website.

Building rentals deserve tighter negotiation, relook at fuel spend control, perhaps reduce the fleet size, save on the cost of fuel, maintenance and insurance. Consider saving on venue costs by using own facilities and donated space within universities or corporates, etc.

The total expenditure on Capital Projects in 2022 was R57,409,456. The load shedding has a direct financial impact, spending more than R10 000 a month on diesel for generators. Until municipalities create the kerbside capacity to accept Photovoltaic load, one cannot generate further renewable power. Fortunately, the tenants are partially covering the facility costs.

SECTION E2: Search and Rescue ZA (SARZA)

6.2 Overview of SARZA's contribution to SASAR's Objectives

SARZA plays a crucial role in supporting the objectives of SASAR Organisation. The mission of SARZA is dedicated to saving human lives by providing a competent and efficient volunteer emergency SAR service. SARZA specialise in operating in rough and challenging terrain conditions, collaborate with other SAR services during disasters or emergencies. There were 150 call out that SARZA attended and assisted to save lives.

SARZA comprises highly trained volunteer 4x4 owners based in six of the nine Provinces in South Africa. They work in close coordination with various local, regional, and national emergency management services and SASAR voluntary organisations.

In aeronautical rescue missions, SARZA's primary role involves providing essential services such as trooping, logistics, incident command on scene, and mobile communications to enhance the efficiency of rescue efforts.

The unit's expertise extends beyond aeronautical rescues to include wilderness and urban search and rescue services. They offer transportation, logistical support, radio communications, and incident command in challenging terrains and urban areas during civil, national, or international emergencies.

Policy Development and Implementation: SARZA will work on developing and updating policies that govern their SAR operations. These policies will ensure standardised procedures and protocols are followed, leading to better coordination and response during emergencies.

System Integration and Coordination: SARZA aims to improve its integration and coordination with various emergency management services, government agencies, and other search and rescue organisations. This will facilitate seamless collaboration during joint operations and increase the overall effectiveness of rescue efforts.

Fundraising and Grant Applications: To ensure their long-term sustainability, SARZA will actively engage in fundraising activities and seek grants to secure funding for their operations. This will allow them to continue providing vital SAR services without financial constraints.

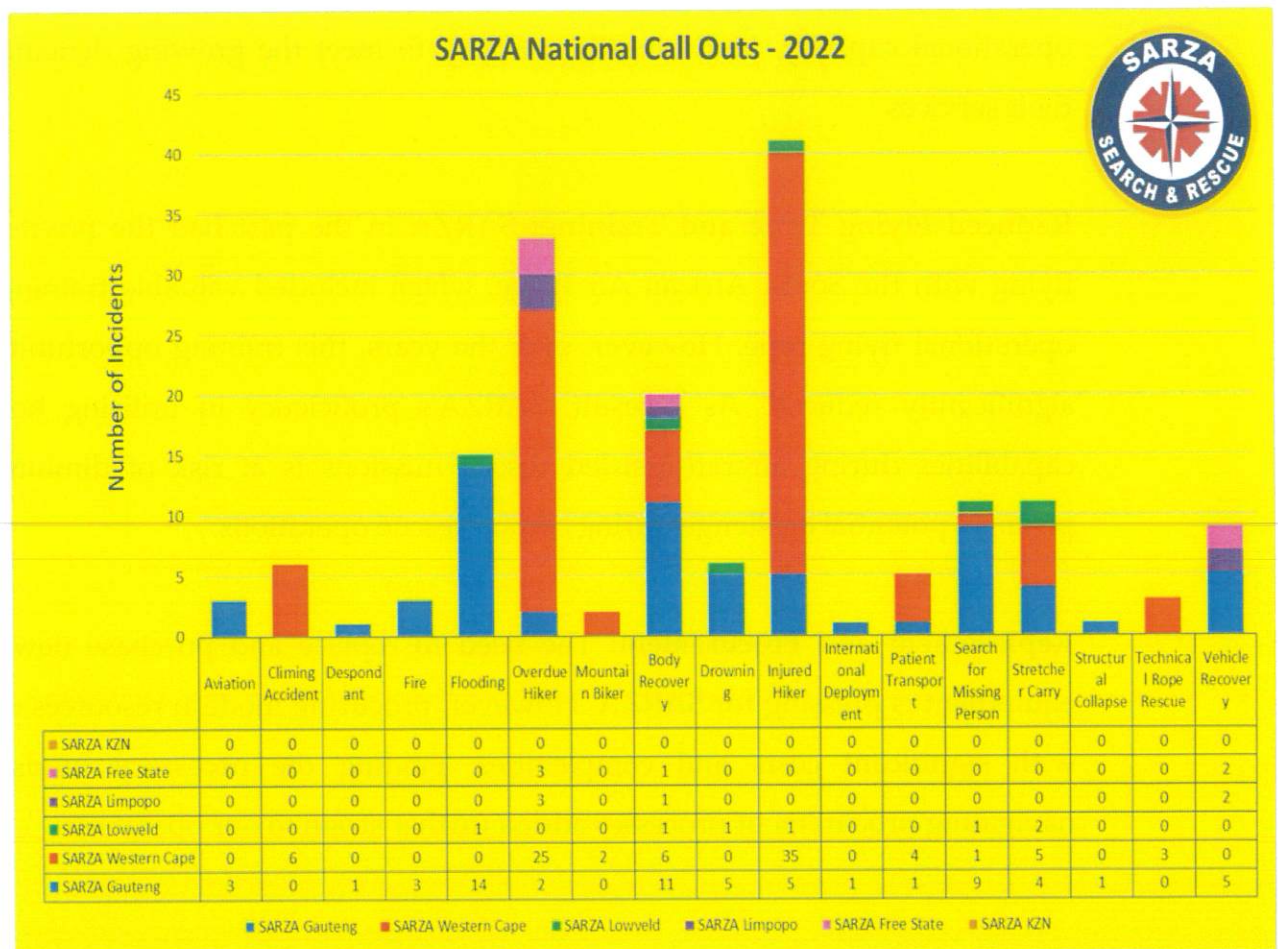
Community Outreach and Awareness: SARZA will conduct community outreach programs to raise awareness about their services and promote safety and preparedness among the public. This will help foster a sense of community support and encourage more individuals to join as volunteer members.

Capacity Building in Provinces: SARZA aims to strengthen its regional teams in all six provinces where they are based. This includes expanding their membership, improving local infrastructure, and increasing their capacity to respond to emergencies in diverse terrains.

Collaboration with Corporate Partners: SARZA will explore partnerships with corporate organisations to establish mutually beneficial relationships. Corporate sponsors can provide financial assistance or in-kind contributions, while SARZA can offer visibility and branding opportunities to our partners.

One of SARZA's key roles during these deployments is taking charge of the on-scene Incident Command. This vital responsibility involves closely collaborating with the ARCC to coordinate the search efforts for the missing aircraft. As Incident Command, SARZA plays a central role in directing and managing the rescue operation, ensuring a well-organised and effective response.

The successful collaboration between SARZA and the ARCC in these challenging situations highlights SARZA's exceptional expertise and proficiency in conducting search and rescue operations. Their dedication to saving human lives and their ability to operate seamlessly in rough terrain and difficult weather conditions have been instrumental in achieving positive outcomes during these critical missions.



Impact on Operational Capabilities: The combination of aging equipment, funding constraints, and reduced training exposure presents a considerable challenge to SARZA's operational capabilities. Their ability to respond effectively to complex and high-intensity rescue missions, especially those involving aerial support, is at stake, jeopardizing successful outcomes for both rescue teams and those in distress.

Resource Allocation Dilemma: With limited funding and pressing needs for equipment replacement and training, SARZA faces difficult resource allocation decisions to service and support its National footprint. Balancing their budget between maintaining aging assets and investing in new resources and training initiatives demands careful consideration and strategic planning.

Addressing these multifaceted challenges required a comprehensive approach and collaboration with various stakeholders. SARZA needs to proactively engage in fundraising efforts, seek support from corporate partners, and explore potential grant increases from government to secure the necessary funding for equipment modernisation and enhancement of their capabilities.

6.2.4 Significant or Noteworthy SAR Incidents of the year

KZN Floods

In April 2022, Kwa-Zulu Natal was devastated by unseasonal rainfall, resulting in severe flooding and mudslides across the province. The impact of this natural disaster was so severe that it led to the declaration of a Provincial State of Disaster.

The flooding tragically claimed over 450 lives and left thousands of people destitute, it was the worst natural disasters South Africa had ever faced.

SARZA was called upon to provide essential support to the provincial Emergency Medical Services (EMS) and South African Police Service in terms of logistical assistance and Incident Command. The SARZA expertise and collaboration with the existing emergency response teams played a crucial role in managing the aftermath of this calamitous event.

Jagersfontein Slimes Dam Collapse

The Jagersfontein Slimes Dam Collapse occurred on Sunday, September 11, 2022, in the Free State, resulting in a devastating wall failure of the slimes dam. Following this catastrophic incident, SARZA team in Free State was called upon by the police to provide crucial assistance in the initial SAR response. SARZA deployed their skilled rescuers to comb through the affected areas, conducting meticulous SAR operations.

SARZA also established an essential radio communications and Incident Command, facilitating seamless coordination between the rescue teams and relevant authorities. This collaborative effort and efficient deployment of resources were instrumental in enhancing the overall response efforts and providing necessary support during this tragic event.

equipment and costs. Along with this the high exchange rate for specialised equipment is making the procurement of equipment difficult and out of the reach of the average member, and

- ✓ The opportunities for raising funds are dwindling and more organisations are offering their services. This means that the organisation is becoming more dependent on members and on existing funding, to allow financial growth.

6.3.4 Significant or Noteworthy SAR Incidents of the year

HAMNET assistance to the MRCC with locating the sailing vessel, Panacea that was overdue at Mossel Bay.

organisations globally. The trailing dogs are also members of the International blood-hound Training Institute (INBTI)

Missions					
Date	Area	Incident	Action	Outcome	Responders
16 April - 21 April	Durban KZN	Flooding KZN, Durban area	Searching for missing people taken with flooding water or people stuck in rubble for the span of 5 days.	Body found	5 teams deployed
27 April 2022	Table Mountain	Missing 18-year-old Autism boy.	Foot searchers required.	Patient found	2 teams deployed
18 May 2022	Stellenbosch	Missing boy	Trailing dogs required.	Body found	3 teams deployed
15 July 2022 - 17 July	Noordhoek	70-Year-old Alzheimer's male missing	Trailing and air scent dogs required to search area.	Body found	5 teams deployed
23 - 24 July 2022	Table Mountain	Possible suicide male	Searchers and possible carriers required.	Found	1 team deployed
17 September 2022	Zandvlei Sports Club	Paraglider down	K9 dogs and flankers required	Handed over to SAPS	3 teams deployed
17 September 2022	Conjunction of India Venster and Kloof Corner	Missing 24-year-old Male.	Trail runner deployed. K9 on stand-by. No deployment	Found	3 teams deployed
28 September 2022	12 Apostels	Mountain cyclist down	Carriers needed	Patient safely recovered.	1 teams deployed
31 January 2023	Kasteelpoort Table Mountain	Missing person	K9 Unit dogs and flankers	Patient found	4 teams deployed
Oct 2022	Glendale	Missing mountain biker	Foot search	Person found	2 teams deployed

SECTION E5: MOUNTAIN CLUB OF SOUTH AFRICA

6.5 Overview of the MCSA's Contribution to SASAR's Objectives



The Mountain Club of South Africa Search and Rescue (MSAR) comprises five teams spread throughout the country. All five teams are on a 24-hour callout standby basis, 365 days per year. All the teams are trained to manage and execute search and rescue operations in mountainous areas and are available as a resource to SASAR, can also tasked individually.

6.5.1 Operational Objectives or Activities for 2022/23

The MCSA collates statistics and reports on its activities on a calendar year basis ending in December. The teams received 357 calls, of which 218 case man-hours of rescue work.

The statistics reflect a decrease in cases, 11% less calls resulting in 18% less operations compared to the previous year. Most incidents reported are from the Cape and Gauteng area of operations. During the year under review, there were six aviation incidents that all occurred in the Western Cape area of operation.

and allows collaboration, not only between the teams, but also can be expanded to an infinite number of unlicensed participants in large multi-agency search and rescue operations for a fourteen-day duration. Live tracking of field teams is possible through mobile devices, digital radio and other trackable devices during operations.

6.5.4 Challenges and Risks experienced in the year

The major challenge faced by the teams was further diminished access to air support from the SAAF, both in terms of training and for operations. There were significant periods when no serviceable aircraft were available at the various squadrons to support SAR operations. Due to the overall constraints of availability, virtually no night vision goggle crews are current, which has hampered urgent response in critical calls when helicopter support is required after dark. Funding always presents a challenge to volunteer teams and fundraising is especially difficult in the current economic climate.

6.5.5 Significant or Noteworthy SAR Incidents of the Year

Fixed Wing Glider - Villiersdorp - Western Cape January 2023

A foreign competition pilot crashed on a ridge close to the top of the mountains West of Villiersdorp while participating in the International Sailplane Grand Prix. AMS Skymed helicopter and MCSA rescued the solo pilot who sustained a spinal injury.

Cathedral Rock, Wild coast. April 2022

A climber on Cathedral Rock on a remote part of the Wild Coast fell and sustained injuries which necessitated a technical rescue. MCSA team, including a doctor, were flown direct to the scene and the doctor and one rescue climber were lowered onto the narrow ledge where the climber was located. The patient was packaged and then the climbing party and rescue personnel were extracted onto the mainland in a series of challenging hoists. The patient was flown direct to hospital in Durban just before sunset. Apart from the challenging hoists, this

7: SAR COMMUNICATIONS

7.1 Cospas-Sarsat

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 network. The MCC and 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 (MSI) Services (SOLAS)

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 (SOLAS) at Sea 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 above-mentioned services for the period April 2022 to March 2023.

7.3 Summary of Activities

ALERT CLASSIFICATION	EPIRB	ELT	PLB	Sub-Total	Total
Distress Alerts	4	25	1		30
False Alerts					399
Unfiltered Processing Anomalies				0	
Operational False Alerts (Beacon Activations)					
Beacon Mishandling	27	135	6	168	
Beacon Malfunction	11	19	1	31	
Mounting Failure	0	0	0	0	
Environmental Conditions	3	1	0	4	
Maintenance Activations	0	0	0	0	
Voluntary (non-maintenance) Activations	1	2	0	3	
Unknown	94	77	22	193	
Undetermined	189	199	47		435
TOTAL	329	458	77		864

7.4 Report on Significant Events or Anomalies during Period of Operation

The ASMCC was involved in 30 Distresses in 2022, with 399 False alerts, 435 Undetermined alerts and a total of 864 Alerts recorded for 2022.

The following information provided below indicates the affected persons in an Actual Distress situation and the lives saved. These are categorized:

ELT (Emergency Locator Transponder) on aircrafts,
EPIRB (Emergency Position Indicating Radio Beacon) on vessels' and
PLB (Personal Locator beacon) carried on individuals.

EPIRB	ELT	PLB
	25	1
Affected persons		Lives saved
117		90



SAR HIGH LEVEL CONFERENCE RESOLUTIONS

ANNEXURE

"A"



The aim of these working group or commission was to explore each area and come up with proposals for the areas defined below.




COMMISSION 1: SAR ASSETS AVAILABILITY; CAPABILITIES AND MODERNISATION - CAPT V KELLER

The Terms of Reference of the group were as follows:

- ✓ What are the key assets in terms of response capability needed.
- ✓ Where should these assets be located and who should be the lead agencies.
- ✓ How can the assets become sustainable within the AMSAR context, and?
- ✓ Are we setup correctly in terms of global recommendations, is the JRCC concept viable.

WHAT ARE THE KEY ASSETS IN TERMS OF RESPONSE CAPABILITY NEEDED:

AIR	SEA	LAND	SYSTEMS & TECHNOLOGY
<p>1 X Long Range Drone</p>  <p>20+ hours endurance (EEZ SAR)</p>	<p>1 x Offshore (SAR) 2 x Inshore 2 x ETV (Intervention)</p>  <p>28 Knots, 200 Person SAR capability (Multifunctional)</p>	<p>Tap in existing EMS capability and infrastructure</p> <p>Portable Command & Control Station</p>	<p>Integrated Command and Control (JRCC)</p> <p>Integrated Incident Management Software (weather, record keeping, stocklists, Database of Assets, Asset Locations)</p> <p>Communication Systems (VHF, COSPAS-SARSAT, SatCom, Telephone, Fibre, Cell phones, pagers, etc.</p>

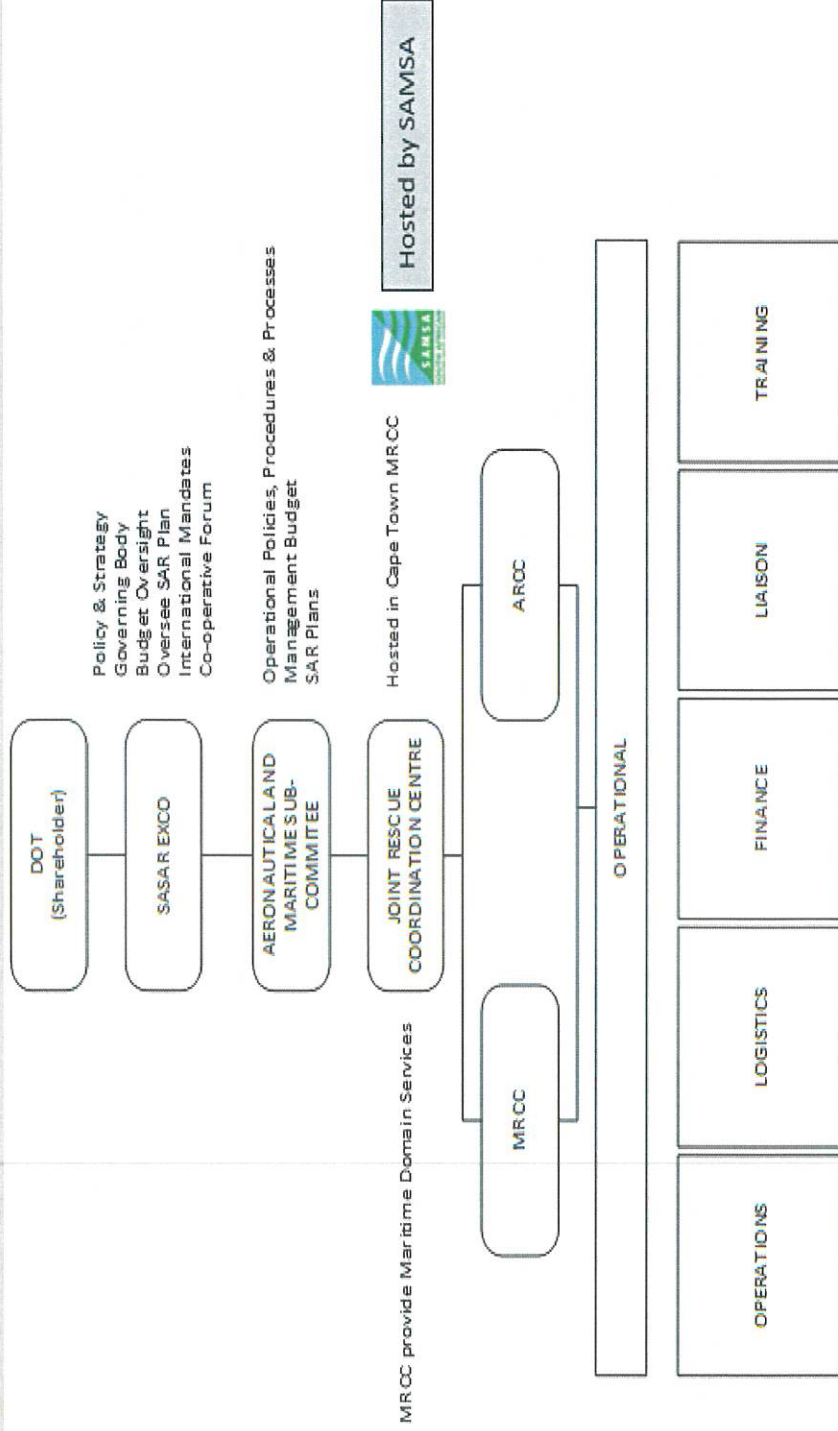
 <p>Long Range Helicopters; 4-5 strategically locate</p>	 <p>Increase NSRI stations in hot spot areas; Maintain existing base stations + equipment</p>	
<p>Access to Cargo Planes via MOU to transport equipment either via commercial planes or defence.</p>	<p>Underwater ROV</p>  <p>For underwater recovery missions</p>	
<p>Drone Control Base Stations</p>	<p>Free Berthing and full Crews (Training covered by another working)</p>	
<p>Hangers + Transport 2 x (4 - 5) Pilots, excluding maintenance</p>		



HOW CAN THE ASSETS BECOME SUSTAINABLE WITHIN THE AMSAR CONTEXT

- (a) Multi-purpose assets that can be used both inland and offshore
- (b) Maintenance Contracts and annual operating budgets
- (c) Continuous training and regular country exercises
- (d) Oversight Team
- (e) When not in use, assets could be commercialised to help with funding annual costs.

ARE WE SETUP CORRECTLY IN TERMS OF GLOBAL RECOMMENDATIONS - IS THE JRCC CONCEPT VIABLE



COMMISSION 2: HUMAN CAPACITY; TRAINING AND SAR OPERATORS MENTAL HEALTH CHALLENGED / RECOMMENDATIONS

The Terms of Reference for this commission was to ascertain the following:

- ✓ What training areas require development.
- ✓ Critical skills required across the various areas of SAR – Admin, Coordination, Operational response.
- ✓ Are there entities that can provide such training in terms of SAR.
- ✓ What are the world trends?
- ✓ Does Mental Health receive the necessary attention; and
- ✓ Do we have the expertise to assist especially in terms of the severe trauma first responders endure?

The Commission interrogated the subject and made the following observation.

There is a need to conduct a proper audit to determine how many organisations are involved in SAR; who are the SASAR members and non-members. Then ascertain how many skilled people and volunteers are in those organisations and how can they contribute to the SASAR Mandate and also what equipment and resources they have that can contribute to SASAR as an organisation.

SASAR Organisation work out on what do they want, what they have and concentrate on the gap or swot analysis. The Organisation to do the gap analysis exercise before drawing up the directory. It was suggested that the director be a living document and run electronically. This information should be available to SAR fraternity.

The Organisation would to identify all the AMSAR special skills required and pool them together. Identify the mandate and responsibility of each member. Manage the Fear of Missing Out (FOMO); an understanding what skills sets are required, include a directory of resources staff, equipment, skill sets etc. The procedures need to be revamped completely.

There is a need for proper alignment, a SAR oversight department; training people who understand the entire industry. It needs to happen so that we can align all our resources.

The emphasis was made on development; training and certification. It was noted that certified schools already exist within all the current structures that train people in terms of first aid, paramedics skills etc. AMSAR teams need to trained together to play together. Relationship were encouraged in all structures. During team work, the roles and responsibilities must be clear, re-align and synergise systems, an example of the Western Cape model was used as a good example. Training of volunteers. The system training is available commercially at subsidised cost. Training to include e-filing/online system. Develop the curriculum for responders. The multi-skills of the



The Terms of Reference for this commission was to ascertain the following:

- Is SAR funded adequately in South Africa
- What are global models being used
- Who should fund SAR
- Can aircraft and vessels be levied to fund SAR

The question was *SAR funded adequately* in South Africa or what percentage is allocated for the search and rescue functions. This budget includes government budget, budget for the entities or voluntary organisations. There was no clear National Treasury allocation of budget towards SAR activities and operations. It was suggested that the Department create a Project Account post, specifically for SAR activities. This post should sit at the Directorate: SAR.

The Commission indicated that there is a need to review the Standard Operating Procedure (SOP) to ensure a clear budget allocation. During the deliberation, it was clear that the current allocation is not adequate to sustain the SAR activities and operations as per the international recommended practices.

The Commission suggested that the National Treasury consider increasing the SAR budget, if the National Treasury fails to allocate funding, there is a need for the country to embark on a benchmarking study and develop funding model.

The question regarding the current global models being used in SAR, the commission was of the opinion that this work requires a Desktop Study Analysis to Benchmark with other developing and developed States.

It was recommending that the SASAR Executive Committee establish a Task Team composed of members from DoT; ATNS; ARCC, SAMSA, NGO, Volunteer's organisations, DOD led by the SASAR Secretariat. The Task Team to be established within 6 months from date of approval of the Concept document by the Minister of Transport.

The Commission concluded that in terms of the Constitution of SA and international obligations (IMO, ICAO, WMO) the funding SAR is the State responsibility. The State commitment in ensuring the right to life by establishing and maintaining effective SAR in our region. The Commission suggested that the commercial activities from both aviation and maritime could be levied through an increase in tariffs to fund SAR activities. The entities such as the ATNS, SACAA, TNPA, and SAMSA have existing funding models which would require review and amendment to make the provision for the SAR capacity levy. The outcomes of the Benchmark study may include the SAR Funding scope and may assist in making decisions on the percentage increase of tariffs and subsequent allocation towards SAR.



The Terms of Reference for this commission was to ascertain the following:

- ✓ Does SASAR have a Media Management Plan/Policy or capacity to manage the media?
- ✓ Is SASAR visible enough, is the public sufficiently informed about SASAR strategy and operations?
- ✓ Is there a relevant SAR legislation or policies in place, i.e. Government Gazette with SOPs; POPI Act; Cyber Crime Act; SASAR Code of Conduct for First Responders; SASAR Policy Manual: Chapter 9 or the DoT Communication Strategy that incorporates Media Management Plan?

It was agreed that SAR is missing an overarching SASAR Media Management Plan that feeds into and is aligned to the DoT's Communication Plan/Strategy. Currently, there is no dedicated resource capacity (human and budget) to handle media issues within SAR. The Commission suggested that as an interim measure, media issues of an aeronautical nature are handled through ATNS (ARCC) capacity, while maritime issues are handled through SAMSA (MRCC) capacity.

It was proposed that SAR develop a Standard Operating Procedure (SOP) to coordinate and align the media work of the DoT, ATNS (ARCC) and SAMSA (MRCC) on SASAR matters; at least by June 2023. Create a dedicated SAR media capacity within the DoT to coordinate and streamline media work handled through ATNS (ARCC) and SAMSA (MRCC) on behalf of SASAR by September 2023.

The question if SASAR is visible enough- is the public sufficiently informed, it was as a sounding No! The SASAR website is a significant marketing tool to the SASAR brand and its corporate identity. When it comes to social media, again, SASAR is not adequately profiled, labelled as "arguably absent". The Commission looked at the potential benefits or opportunities from the social media offer to SASAR. The Commission highlighted the that there are approximately 30 million social media users in South Africa; SASAR can use social media as an open communication and education platform. SASAR can use social media to create additional awareness of the SASAR brand at minimal costs; and SASAR can use social media as a platform for provision of (amongst others) real time updates, alerts, notifications, news, warnings and dangers of distributing unvetted information, etc.



LIST OF ACRONYMS

ANNEXURE "B"

ACFL	Aircraft Crash Forced Landing
ACSA	Airports Company of South Africa
AFCAC	African Civil Aviation Commission
AFI Plan	Aviation Safety in Africa
AFTN	Aeronautical Fixed Telecommunications Network
AIID	Accident and Incident Investigation Division
ALERFA	Alert Phase
AMSAR	Aeronautical and Maritime Search and Rescue
APP	Annual Performance Plan
ARCC	Aeronautical Rescue Co-ordination Centre
ASMCC	South African Mission Control Centre
ASR	Airborne Sea Rescue
ATC	Air Traffic Control
ATNS	Air Traffic and Navigation Services
AUMCC	Australian Mission Control Centre
BCX	Business Connexions
CAC	Civil Aviation Committee
CMPT	Comprehensive Maritime Transport Policy
COMNAP	Council of Managers of National Antarctic Programs
COSPAS	Cosmicheskaya Sistyema Poiska Avariynich Sudov
COVID	Corona Virus Disease
CPR	Cardio Pulmonary Resuscitation

INCERFA	Initial Phase
IOC	Initial Operational Capability
JBSARCOM	Joint Bilateral Search and Rescue Committee
JC	Joint Committee
JRCC	Joint Rescue Co-ordination Centre
JWG	Joint Working Committee
LEOSAR	Low Earth Orbit Search and Rescue
LUT	Local User Terminal
MAS	Maritime Assistance Service
MCC	Mission Control Centre
MCSA	Mountain Club of South Africa
MEDEVAC	Medical Evacuation
MEOSAR	Medium Earth Orbit Search and Rescue
MOR	Mandatory Occurrence reports
MOU	Memorandum of Understanding
MRCC	Maritime Rescue Co-ordination Centre
MRO	Maintenance, Repair and Overhaul
MRSC	Maritime Rescue Sub-Centres
MSCC	Maritime Security Coordination Centre
MSI	Maritime Safety Information
NCAP	National Civil Aviation Policy
NCOA	Non-Cancellation SAR-Overdue Aircraft
NCSR	Navigation Communications and Search and Rescue
NGOs	Non-Profit Organisation's

SLA	Service Level Agreement
SMC	Search Mission Co-ordinators
SMS	Safety Management System
SOLAS	Safety of Lives at Sea
SPOCS	Search and Rescue Point of Contacts
SRR	Search and Rescue Region
SRRs	Search and Rescue Regions
SWPDDR	South West Pacific Data Distribution Region
TNPA	Transnet National Ports Authority
TRIS	Towards Regional Integration System
USOAP	Universal Safety Oversight Audit Programme
VHF	Very High Frequency
VOIP	Voice Over Internet Protocol
WG	Working Group
WP	Working Paper

