



transport

Department:
Transport
REPUBLIC OF SOUTH AFRICA



OVERVIEW OF THE SOUTH AFRICAN SEARCH AND RESCUE (SASAR) ORGANIZATION AND ITS CAPABILITIES

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ORIGINS OF SASAR

- Prior to 1958, there was no single organisation responsible for Search and Rescue in South Africa.
- In the event of an accident at sea a Port Captain would take the necessary action as he deemed would be to best advantage and the people he called upon for help would assist as best they could.
- Similarly, the aviation authorities, the SAAF, SAPS and Telephone Exchanges always assisted where necessary
- The shipping and aviation activity increased to such an extent that there was a need for a dedicated organisation in line with International standards.

ORIGINS OF SASAR (Cont...)

- The then Minister of Transport instructed that a permanent committee, embracing all the Government Departments which could contribute services or the facilities for search and rescue, must be established with the object of co-ordinating the country search and rescue efforts.
- On 1st of October 1958, the Permanent Committee for Search Rescue was established.
- In October 1961 two sub-committees one for aviation and the other for maritime were established and reported to the main committee on their activities

ORIGINS OF SASAR (Cont.)

- One of the first requirements of the PECSAR Organisation was to prescribe standard procedures, with the result that a Working Group was formed to draw up a Manual.
- The PECSAR Manual eventually saw the light of day in its bilingual printed form in October 1961.
- In 1979 the PECSAR committee changed its name to the South African Search and Rescue (SASAR) Organisation, to keep with its national character and to identify itself as a South African Organization.
- The PECSAR Manual was also changed to the SASAR Policy Manual and SAR services are provided in terms thereof.

ENABLING PROVISIONS /MANDATE

- South African Maritime and Aeronautical Search and Rescue Act, 2002 which incorporate d Annex 12 to the Chicago Convention and the Maritime SAR Convention, 1979 into SA Law
- Other relevant Conventions such as the SOLAS Convention and the Convention on the High Seas, are referred to in the Act in as far as they apply to SAR
- SADC Protocol
- International Standards and Recommended Practices e.g IAMSAR Manual, decisions by COMSAR and the MSC
- Bilateral and Multilateral Agreements being concluded
- SASAR Policy and Operational Manuals
- IMO and ICAO Conferences

PURPOSE

- From an administrative management perspective is to create an enabling environment for the provision of a search and rescue function within South Africa and the Southern African region in co-operation with neighbouring countries and those countries whose search and rescue regions border on South Africa's search and rescue region. This function is within the purview of the Department.
- The purpose of SASAR from an operational management perspective is to ensure a co-ordinated, effective, efficient and economical maritime and aeronautical search and rescue service within the South African Search and Rescue Regions (SRRs) or area of responsibility.

VISION AND MISSION

VISION

The vision of 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.”

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.”

ORGANIZATION AND MANAGEMENT OF SAR SERVICES

- International law requires of signatory states to establish SAR systems on a multi-agency, regional or global basis to provide SAR services.
- The goal of ICAO and IMO with the global SAR concept is to provide an effective world-wide system, so that wherever people sail or fly, SAR services will be available if required.
- Therefore imperative to realize and understand that our national SAR efforts are an integral part of the world-wide SAR system.

ORGANIZATION AND MANAGEMENT OF SAR SERVICES (Cont...)

- South Africa has over the years, developed her own national SAR system that is being associated with other countries' SAR system through bilateral and multilateral agreements.
- Due to the limited SAR resources, South Africa has adopted a multi-agency approach in her implementation of the SAR Programme as evidenced by the number of organizations involved on a voluntary basis in the execution of this mandate.

ORGANIZATION AND MANAGEMENT OF SAR SERVICES (Cont...)

- The SAR capability in South Africa is in the hands of government institutions with the assistance of voluntary organizations, private undertakings whose core functions are not search and rescue.
- For these reasons there was a need to co-ordinate and manage these widely scattered and limited resources in an endeavour to provide South Africa with a world class aviation and maritime search and rescue capability.
- To this end, the SASAR Organization was established and legalized to execute the search and rescue mandate in South Africa, as well as to ensure a co-ordinated approach in the management and implementation of the SAR Programme.

ORGANIZATION AND MANAGEMENT OF SAR SERVICES (Cont...)

- In terms of best practice as espoused in the IAMSAR Manual, there are two basic types of management for the search and rescue system, namely administration and operations.
- SAR Administration resides with the DOT assisted by the SASAR ExCo and ManComm
- SAR Operations devolved to SASAR i.t.o SASAR Act
- SASAR responsible for the effective and efficient conduct of SAR operations in the SAs SRR

ORGANIZATION AND MANAGEMENT OF SAR SERVICES (Cont...)

- Conduct of SAROPs achieved through the two designated RCCs and RSCs established across the country (Aeronautical) and along the coast (maritime) pursuant to No. 33982 of 4 February 2011
- ARCC hosted by the ATNS as an over-above function
- MRCC hosted by SAMSA through a MOU
- Maritime RSCs hosted by the Harbour Masters offices of the TNPA
- Maritime secondary-RSCs hosted by the NSRI

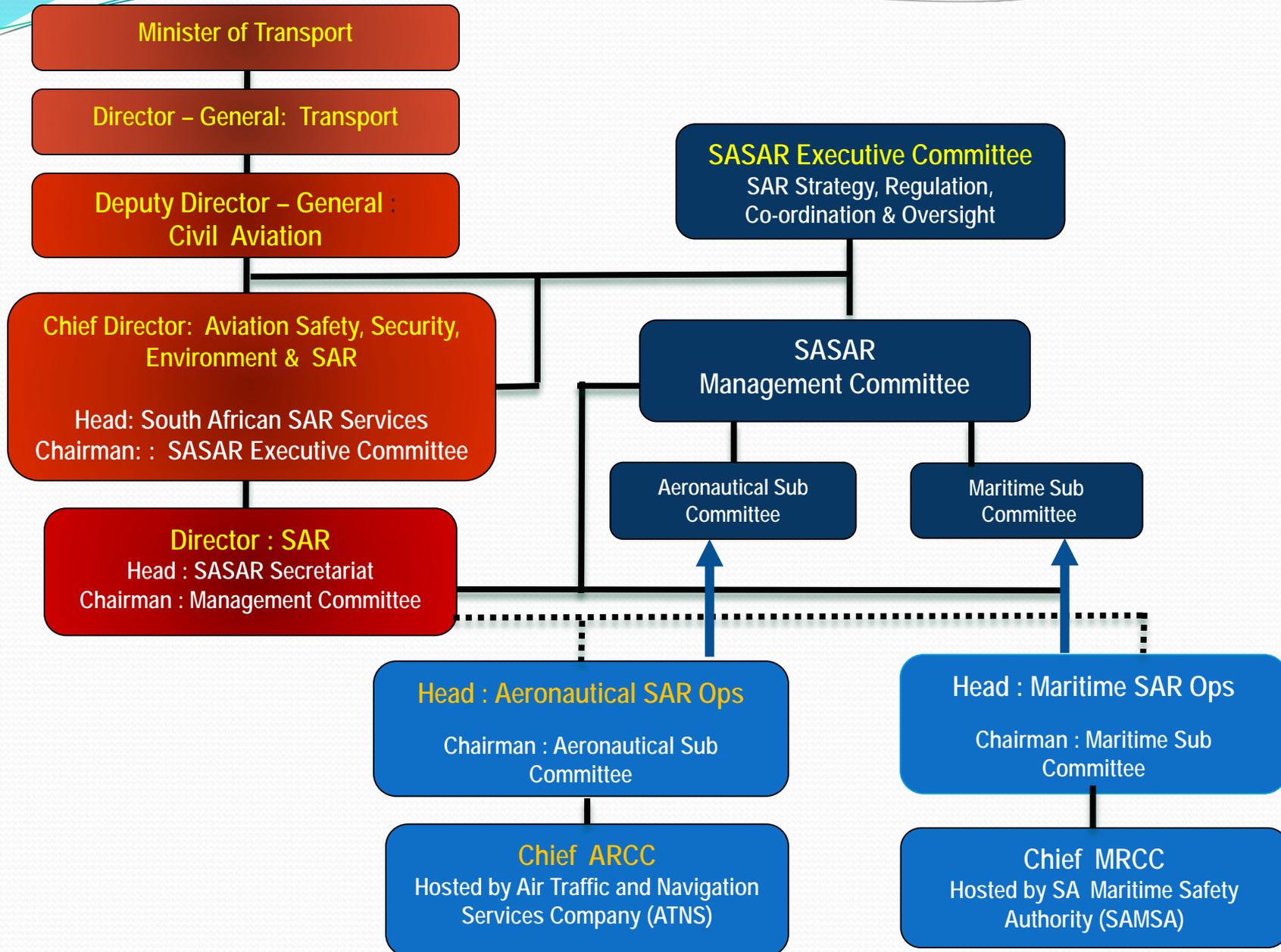
ORGANIZATION AND MANAGEMENT OF SAR SERVICES (Cont...)

- SAR Administration services executed by the DOT staff appointed for this purpose in terms of the Act
- Currently, the Directorate: Search and Rescue under the Chief Directorate: Aviation Safety, Security, Environment and Search and Rescue provides these services.

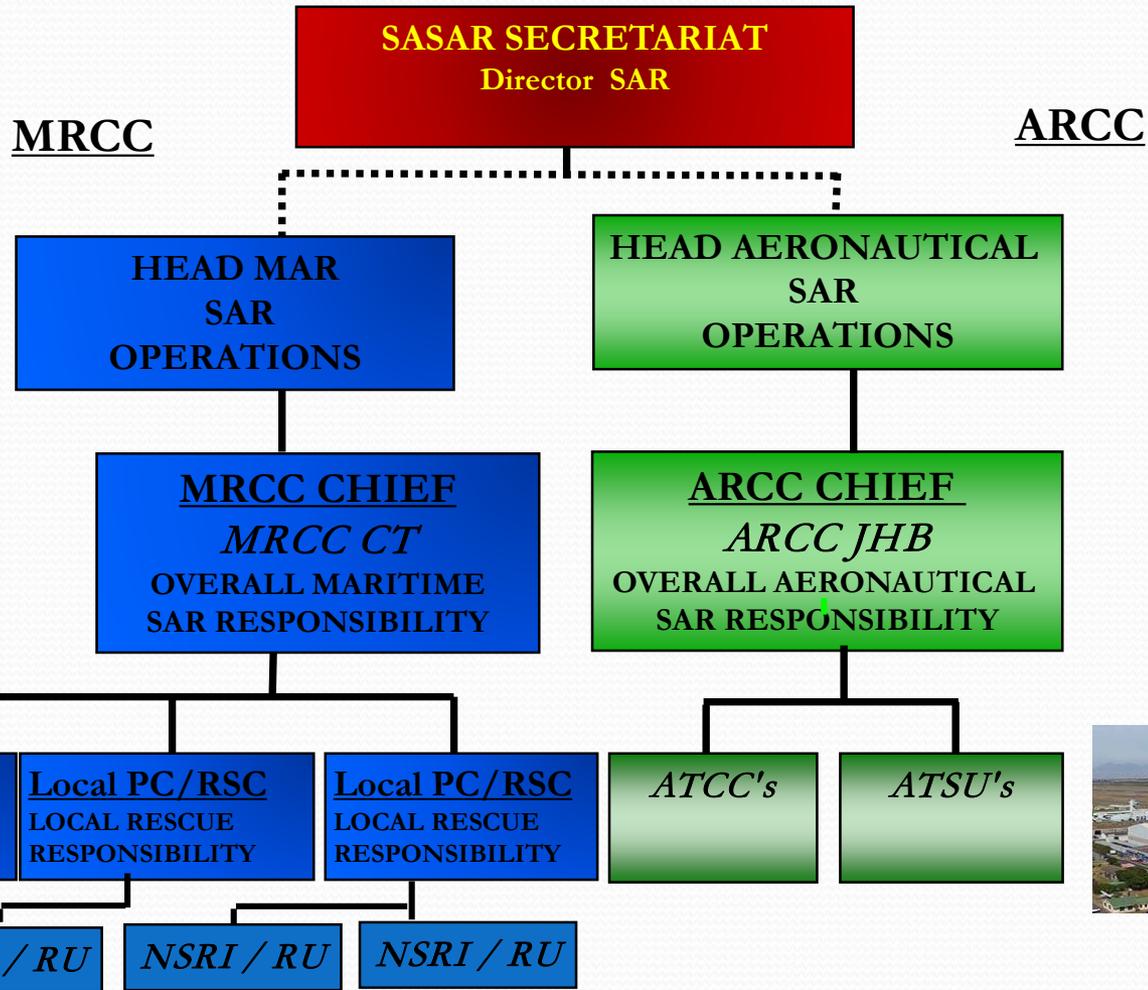
MEMBERS OF SASAR

Government Departments	Public Entities	Voluntary Organisations
Transport	South African Maritime Safety Authority	National Sea Rescue Institute
Co-operative Governance and Traditional Affairs	Air Traffic and Navigation Services	HAMNET
Home Affairs	South African Civil Aviation Authority	Mountain Club of South Africa
Health	South African Airways	K9
Environmental Affairs	South African Weather Service	South African Weather Service
South African Police Service		
South African National Defence Force		

SASAR MANAGEMENT STRUCTURE



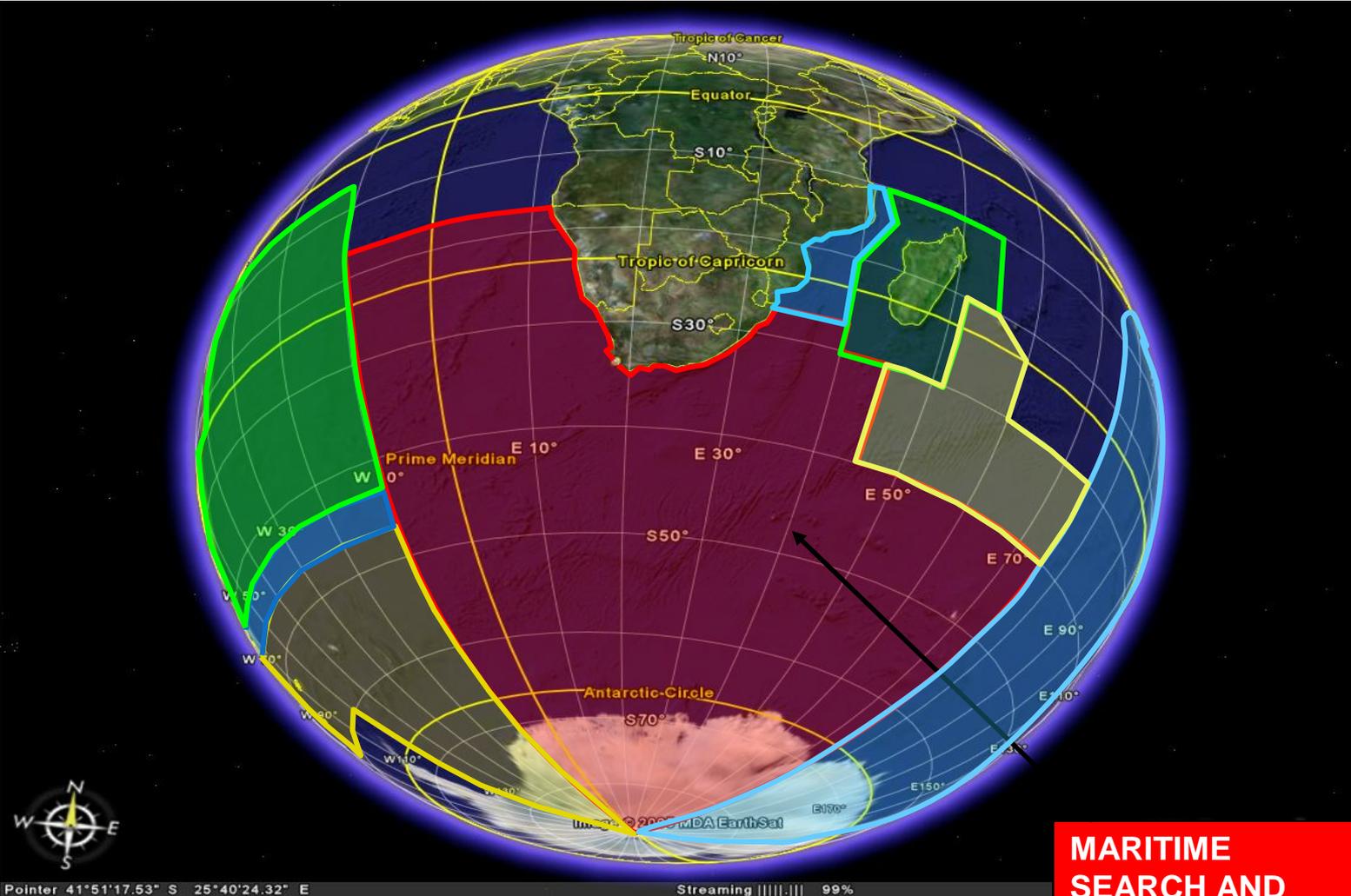
SASAR OPERATIONAL STRUCTURES



SA'S SEARCH AND RESCUE REGION

- The **aeronautical** SRR includes the continental area of sovereign territory of SA, Namibia, Swaziland and Lesotho and the associated flight information regions
- The **maritime** SRR includes the sea area bordering SA and Namibia and in the Eastern side, halfway to Australia; Western side half-way to South America and proceeds to the South Pole
- **SA's total SRR**, both aeronautical and maritime inclusive, 28.5 square kilometres and is prescribed by both IMO and ICAO

SA'S SEARCH AND RESCUE



Pointer 41°51'17.53" S 25°40'24.32" E

Streaming ||||| 99%

**MARITIME
SEARCH AND
RESCUE REGION**

SA's SEARCH AND RESCUE REGION



BILATERAL AND MULTILATERAL AGREEMENTS

- 14 countries were identified for bilateral purposes. 10 agreements have been signed, 2 agreements have been negotiated but not signed and 2 agreements still need to be negotiated.
- Multilateral agreement on maritime SAR services signed with 4 countries (Comoros, Madagascar, Mozambique and Namibia) in pursuance of the 2000 IMO Florence conference on maritime SAR and GMDSS
- Cape Town MRCC officially commissioned as the sub-regional MRCC by the IMO's Secretary General in 2007
- Other countries commissioned as sub-regional RSCs at various times

SAR COMMUNICATIONS

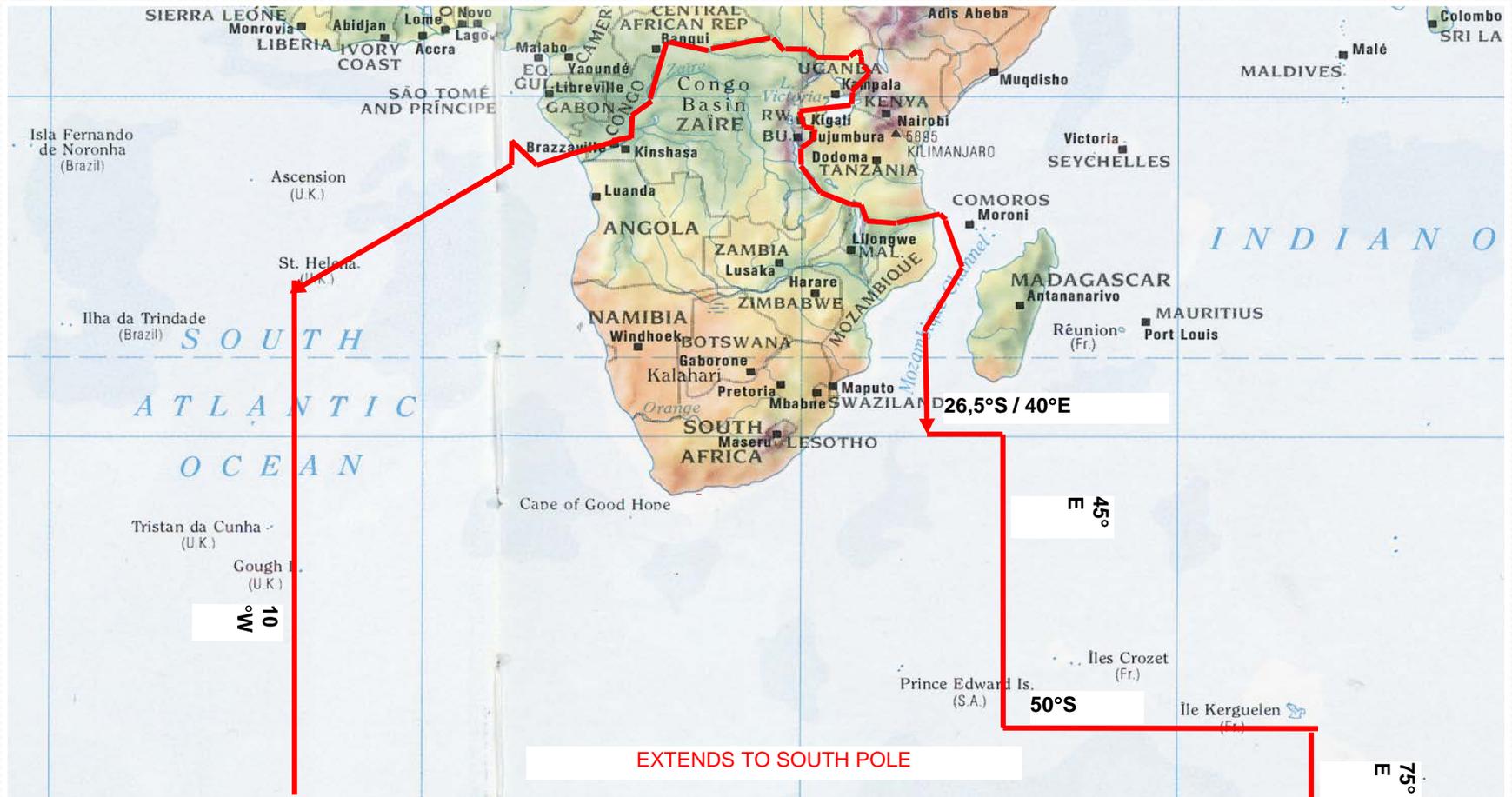
- DOT, responsible department to ensure that MSI services including distress alert are provided
- Telkom provides above services on a contractual basis
- Services provided i.t. o. relevant international conventions in particular SOLAS and the International Cospas Sarsat Programme Agreement
- SA became member of Cospas-Sarsat as Ground Segment Provider in November 2000
- LUT and MCC installed in Milnerton, Cape Town by Telkom on behalf of DOT and became operational in 2001
- Telkom manages and runs the MCC on behalf of the DOT
- SAMSA is the agency appointed to ensure that Telkom as a service provider provides an efficient and effective SAR communications

C/S SERVICE AREA

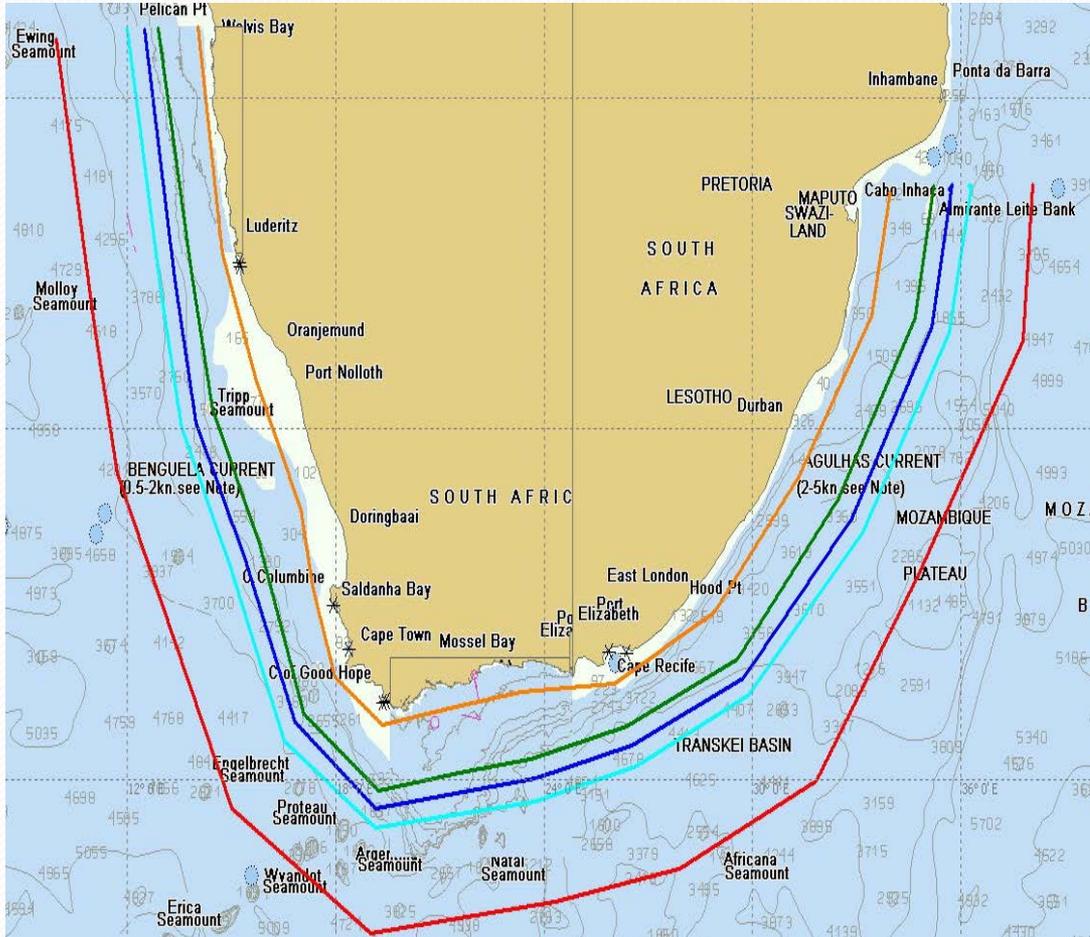
The following countries are currently being served by the ASMCC:

1. Angola
2. Botswana
3. Burundi
4. Democratic Republic of Congo
5. Lesotho
6. Malawi
7. Mozambique
8. Namibia
9. Rwanda
10. St Helena
11. Swaziland
12. Uganda
13. Zimbabwe
14. Zambia

C/S SERVICE AREA



CURRENT RANGE OF AIR RESOURCES



SEARCH ONLY

C130 – +-700NM

DAKOTA – +-250NM

SEARCH AND RESCUE

**Economic Excl Zone -
200NM**

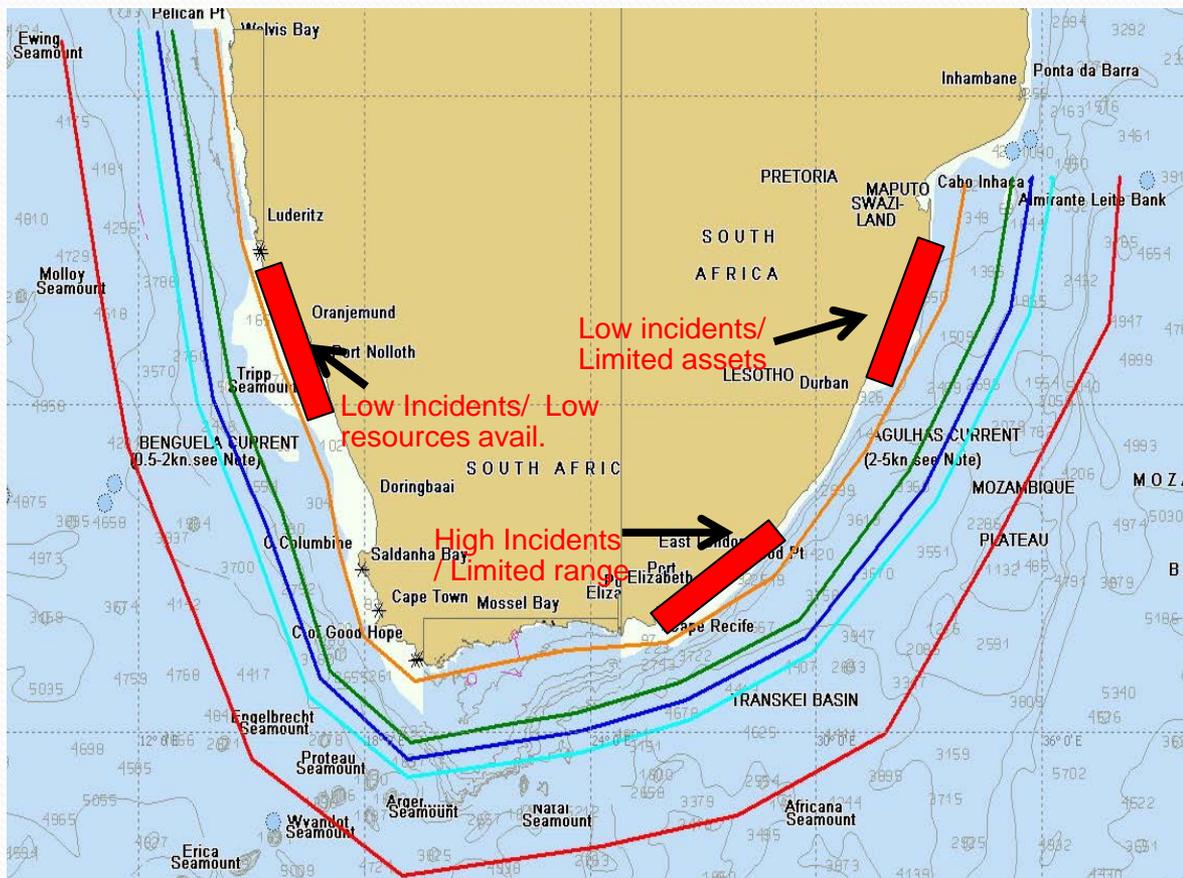
ORYX – +-150NM (2 helos)

ORYX – +-50NM

OTHER – BK117 +-20NM

**OTHER – TNPA HELO: +-
80NM**

CURRENT RANGE OF AIR RESOURCES



SEARCH ONLY
C130 – +-700NM
DAKOTA – +-250NM

SEARCH AND RESCUE
Economic Excl Zone - 200NM

ORYX – +-150NM (2 helos)
ORYX – +-50NM
OTHER – BK117 +- 20NM
OTHER – TNPA
HELO: +-80NM

High risk zones

CHALLENGES FACED BY SASAR

- Availability of aerial SAR facilities
- Current positioning of air facilities
- Time delay in tasking of resources
- Night SAR capability



CHALLENGES FACED BY SASAR

- Certain regions of EC and KZN are not accessible by road
- Disaster management of coastal regions not all exercised regularly
- Training / exercises standard of 4hrs training to every 1 hour operational work
- Communication and command and control challenges
- Different rules at different areas

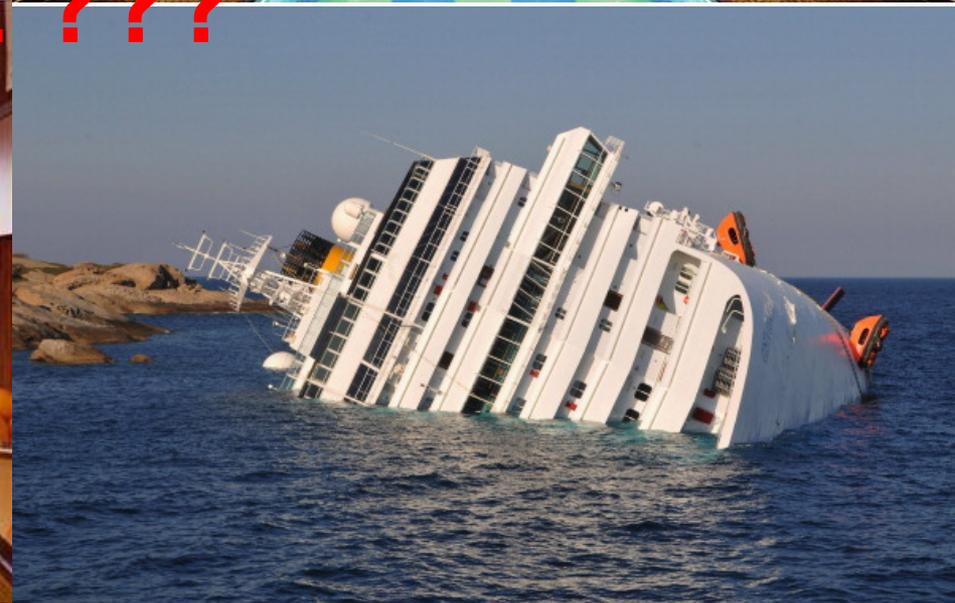
SO WHAT'S GOOD

- Most incidents normally occur within 100nm of coast
- NSRI and other agencies render professional assistance when called on
- Merchant shipping lanes within the 100nm zone
- Certain regions are fairly well prepared to assist from the land side of matters and have access to resources and funds



The BIG Question

**CAN WE RESCUE +3000
PEOPLE ???**





THANK YOU

HAPPY TO TAKE YOUR
QUESTIONS, IF ANY