



WELCOME

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**TO THE FUTURE
AND YOUR SAFETY**

The current system is called the *Global Maritime Distress and Safety System* (GMDSS). This system was adopted by the *International Maritime Organization* (IMO) in 1988 and replaces the 500 kHz Morse code system. The GMDSS provides a reliable ship-to-shore communications path in addition to ship-to-ship alerting communications.

As more detailed regulation become necessary for the shipping industry, the most recent of the International Convention for the Safety of Life at Sea (SOLAS 1974) was adopted in 1974, 1978 and 1988 and amended from time to time. The SOLAS Convention has become one of the main instruments of the IMO. The GMDSS used by most of the world's shipping until 1992, is defined by chapter IV of the SOLAS Convention and the ITU Radio Regulations (RR). There was a transition period from the old to the new system in order to allow the industry to overcome any unforeseen problems in implementation of the new system. The transitional period began on 1st February 1992 and continued to 1st February 1997

The courses provides the information and practical knowledge when successful to obtain the Radio Operators Short Range Certificate. The obtaining of the Short Range Certificate VHF will then enable the operator to operate any VHF DSC radio equipment on-board either a SOLAS or a non-SOLAS vessel.

In keeping with the ITU Radio regulations, the South African Maritime Safety Authority (SAMSA) issued a Marine Notice MN 20 of 2012 on the 6th July 2012 detailing that a (MoU) memorandum of Understanding was concluded between ICASA and SAMSA on the 15th December 2011 whereby SAMSA will issue all marine radio operator certificates on behalf of ICASA. To bring South Africa in line with the International requirements certain radio operator certificates needed to be introduced. The marine notice served to explain the types of new radio operator's certificates to be issued by SAMSA and how they can be obtained.



MARINE NOTICE 20 OF 2012

South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 6 July 2012



Marine Notice No. 20 of 2012

Introduction of new South African Radio Operator Certification

TO ALL REGIONAL MANAGERS, PRINCIPAL OFFICERS, REGISTRAR OF SEAFARERS, ACCREDITED MARINE RADIO TRAINING INSTITUTIONS, LISTED EXPERTS IN TERMS OF THE MoU AND OTHER INTERESTED AND AFFECTED PARTIES

Summary

An MoU was concluded between ICASA and SAMSA on the 15th December 2011 whereby SAMSA will issue all marine radio operator certificates on behalf of ICASA. To bring South Africa in line with International requirements certain new radio operator certificates need to be introduced. This Marine Notice serves to explain the types of new radio operator certificates to be issued by SAMSA and how they can be obtained.

Existing non-GMDSS radio operator certification remains valid for the purposes for which they were issued.

The introduction of the new certificates will not replace or alter the existing GMDSS GOC certification

2. Radio Operator Certification for Non-SOLAS vessel's

a. Short Range Certificate (SRC)

The SRC replaces the Restricted Radiotelephone Operator's Certificate (Marine) VHF ONLY

SAMSA accredited training institutions will offer SRC Courses. Written and practical examinations for the SRC will be conducted by SAMSA.

b. Conversion criteria –

Holders of a valid Restricted Radiotelephone Operator's Certificate (Marine) VHF ONLY can obtain a SRC, by conversion, after successful completion of the DSC module of the SRC Course at a SAMSA accredited training institution.



MARINE NOTICE 6 OF 2015



South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 30 March 2015

Marine Notice No. 6 of 2015

Cessation of 29 Mhz SOLAS Distress Watch Keeping by Telkom Maritime Services

TO ALL REGIONAL MANAGERS, PRINCIPAL OFFICERS, SMALL VESSEL SKIPPERS AND OPERATORS, SMALL VESSEL OWNERS AND AFFECTED PARTIES

Marine Notice No 6 of 2015 is cancelled

Summary

This Marine Notice outlines the changes to Maritime Radio SOLAS watch keeping by Telkom Maritime Services and the changes in Radio carriage requirements by small vessels ensuing from these changes.

1. The renewal of the Telkom/Department of Transport SOLAS Service Agreement was signed on the 14th January 2014. This is the Agreement whereby Telkom Maritime Services provides SOLAS distress watch keeping and Maritime Safety Information Services.
2. The Agreement shall be fully implemented by 01/01/2016 and South Africa shall declare GMDSS Sea Area A1 along with the existing Sea Area A3.

Sea Area A1 is defined as:

“A coastal area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available”.

3. The existing analogue shore based radio equipment will be replaced by digital equipment. For small vessels to interact with the digital equipment once the system is fully operational, a VHF radio with DSC capability is required. This will also ensure interoperability between all vessels.

(Clarity – Telkom Maritime maintain a radio service whereby the entire coast of South Africa from Ponta do Ouro to the Orange River is covered by means of VHF repeater stations monitored and operated from Cape Town Radio.)

4. A DSC distress alert sent on VHF CH 70 has the following advantages over the traditional radiotelephone Mayday call transmitted on VHF CH 16:

- a. A digital signal travels further than a voice signal – improved range of transmission;
- b. Distress alert (undesignated) provided with the single press of a button;
- c. The position is included in the initial distress alert

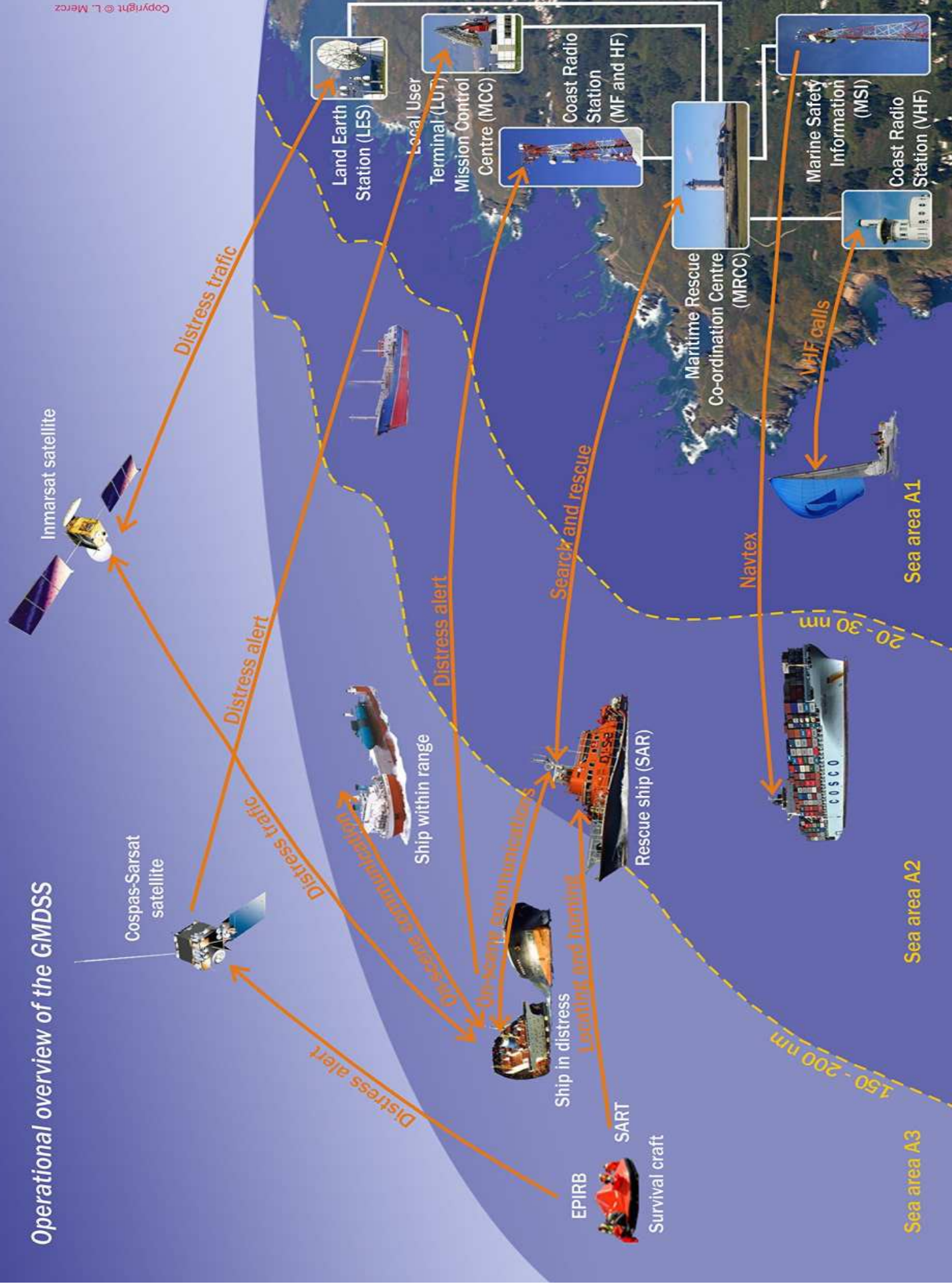
5. VHF CH 16 aural watch keeping will be maintained by Telkom Maritime Services until further notice to allow all vessels to make the transition to DSC carriage.

6. 29 MHz and 2182 kHz aural watch-keeping by Telkom will cease with effect from 01/01/2016.

7. Due to the cessation of the SOLAS watch keeping by the South African coast stations on 29 Mhz it will no longer be appropriate for small vessels to carry 29 Mhz radios as a safety option in terms of item 18, Annexure 2 of the Merchant Shipping (National Small Vessel Safety) Regulations 2007 and ammended. Vessels covered by these regulations shall be equipped with VHF Marine Radios to comply with the safety requirement by their first annual safety survey after 01/01/2016.

8. In summary, vessels may continue to carry 29 Mhz radios as voluntary fit equipment for inter-ship communications, communications with clubs, licensed launch sites etc. however these radios will no longer be appropriate to fulfil the safety requirements of the regulations from 01/01/2016 as Telkom Maritime Radio Services will no longer be watch keeping this band.

Operational overview of the GMDSS





* MARINE NOTICE 4 OF 2016



South African Maritime Safety Authority

Ref: SM6/5/2/1

Date: 21 January 2016

Marine Notice No. 4 of 2016

Provisions relating to the implementation of VHF DSC

TO ALL REGIONAL MANAGERS, PRINCIPAL OFFICERS, SAMSА SURVEYORS, SHORE BASED RADIO TECHNICAL SERVICE PROVIDERS, SHIP OWNERS, MASTERS, SHIPS'S OFFICERS AND AFFECTED PARTIES

Summary

1. Digital Selective Calling (DSC) - the way forward regarding the implementation of Marine VHF Radio Apparatus as initiated in Marine Notice 6 of 2015.
2. Short Range Certificate Examinations.
3. Application for MMSI numbers.
4. Annex 1 – Copy of Marine Notice 6 of 2015 attached for ease of reference.

1. DIGITAL SELECTIVE CALLING.

Recent meetings during 2015 between the service providers of the Coastal Radio Station Structures and SAMSA Officials, brought to light a delayed process as tabled by the Coastal Radio Service. Reasons for this delay are partly due to Environmental Impact Studies that is in the process of being approved and the supply and installation of the equipment for DSC. This resulted in the declaration of sea area A1 (VHF DSC Channel 70 watchkeeping) being further delayed.

(Initial implementation date was 1 July 2015, postponed to 1 January 2016 (see Marine notices 4 and 6 of 2015). The implementation is anticipated to be on 1 January 2017.

This does not affect the provisions of Marine Notice 6 of 2015 regarding the implementation of VHF in place of 29 MHz as safety equipment. In effect this still means that at the first safety survey after 1 January 2016, of Category D, C and B small craft as stipulated in the NSVSR 2007 as amended, a 29 MHz will no longer be appropriate as part of the safety equipment stipulated in the annex to the NSVSR 2007 regulations.

However the requirement for DSC functionality is temporarily put on hold until 1 January 2017 to enable the Coastal Radio Service to upgrade the complete structure to VHF DSC on channel 70.

Radio Telephony Watch-keeping on 2182 kHz will be maintained until 1 January 2017, by the Coastal Radio Service.

2. SHORT RANGE CERTIFICATE EXAMINATIONS (SRC).

Restricted Radiotelephone Operators Certificates (Marine) and (Marine – VHF ONLY) are valid for voice communications only. To prevent unauthorized uses of DSC Enabled Marine VHF radios on the anticipated date of 1 January 2017 and taking into consideration the large number of holders of these certificates, the examination for SRC and SRC Conversions **should be undertaken urgently**. These courses and examinations are available at a number of accredited institutions.

3. APPLICATION FOR MARITIME MOBILE SERVICE IDENTITY (MMSI) NUMBERS.

Maritime Mobile Service Identity Numbers may be applied for at ICASA Cape Town. For these numbers to be issued for DSC enabled VHF Marine Radios, a SRC or Interim SRC should be submitted. Aeronautical Restricted Radiotelephone Operator's Certificate is not applicable to the Maritime VHF radio operations. No equivalency for these exists by the International Telecommunication Union Radio Regulations.

* NATIONAL SMALL VESSEL SAFETY REGULATION 2007

Safety appliances and equipment

7. (1) The owner and skipper of any vessel must ensure that—
 - (a) items of safety appliances and equipment are provided and maintained on board the vessel in accordance with the requirements of Annexure 2; and
 - (b) the other requirements of Annexure 2 are complied with in relation to the vessel.

Certain vessels not to be used without certificate of fitness

- 22. (1)** Neither the owner nor the skipper of a vessel to which this Part applies must cause or allow the vessel to be operated anywhere in the Republic, unless there is on board a valid certificate of fitness in respect of that vessel.

Initial and renewal inspection for certificate of fitness

23. (1) The structure, equipment, appliances, arrangements and material of a vessel referred to in regulation 22 shall be subjected to the following inspections:

- (a) An initial inspection, before a certificate of fitness is issued for the first time, which must include a complete examination of the vessel's structure, equipment, appliances, arrangements and material in so far as the vessel is covered by these Regulations and which must be such as to ensure that the structure, equipment, appliances, arrangements and material comply with the requirements of these Regulations; and
- (b) a renewal inspection, at intervals not exceeding 12 months, which must be such as to ensure that the structure, equipment, appliances, arrangements and material comply with the requirements of these Regulations.

(2) An inspection contemplated in subregulation (1) must be carried out by a surveyor in the case of the Authority, or a safety officer designated for the purpose by an authorised agency; and any application for such an inspection must be made by or on behalf of the owner of the vessel to the Authority or authorised agency, as the case may be.

Authorised agencies

30. (3) The Authority may suspend or revoke a designation under subregulation (1) if it believes on reasonable grounds that the body, club or organization concerned has failed—

(a) to comply with these Regulations or any condition imposed thereunder; or

(b) to perform diligently and faithfully the functions entrusted to it in terms of these Regulations.

Powers of enforcement officers

31. (1) Subject to subregulation (3), an enforcement officer may, in order to verify and ensure compliance with these Regulations—

- (a) board and inspect a small vessel and its appliances and equipment, ask any pertinent questions of, and demand all reasonable assistance from, the owner or skipper, or any person who is in charge or appears to be in charge, of the vessel; and
- (b) require the owner or skipper or other person who is in charge or appears to be in charge of the vessel to produce—
 - (i) personal identification; and
 - (ii) any document or certificate required by these Regulations.

Offences, penalties and defences

34. (1) Every person commits an offence who contravenes regulation

4(1), (3) or (4), 7, 8, 9, 10, 11, 12(1), (3), (4) or (5), 13, 14, 15, 16(3) or

(5), 17(1), (2), (3), or (5), 18, 19(2), 21(1), (4), (5), (6), (8) or (10), 22,

27, 28, 29, , 36 or 37.

(2) A person who commits an offence in terms of subregulation (1) is

liable on conviction to a fine or to imprisonment for a period not

exceeding 12 months.

Offences due to fault of another person

35. Where the commission by any person of an offence in terms of regulation

34(1) is due to the act or omission of some other person, that other person

also commits the offence and may be charged with and convicted of the

offence by virtue of this regulation, whether or not proceedings are taken

against the first-mentioned person.

*** Independent Communications Authority of South Africa Act, 2000
No. 13 of 2000**

***ship station* means a mobile station in the maritime mobile service that has been erected on board a vessel other than a life-boat and that is not moored permanently**

**THE RADIOTELEPHONY REGULATIONS AND PRESCRIBED PROCEDURES
APPLICABLE TO THE MARITIME MOBILE SERVICE: FOR THE GUIDANCE OF
RADIOTELEPHONE OPERATORS OF SHIP STATIONS OPERATING WITHIN THE
MARITIME VHF BAND ONLY.**

1. SHIP STATION LICENSES

Every radio installation shall be licensed. Licenses are issued by the Independent Communications Authority of South Africa (ICASA) and should be kept aboard, readily available for inspection by Inspectors appointed by ICASA or by Radio Surveyors appointed by SAMSA. The conditions of issue of the license shall be observed at all times. **SHIP STATION LICENSES ARE NOT TRANSFERABLE** and all changes of ownership of the vessel, equipment or addresses shall be reported to ICASA through the nearest office within 14 days.

2. RADIO OPERATOR'S QUALIFICATIONS

Maritime radiotelephone apparatus shall only be operated by, or under the supervision of, operators in possession of at least a Restricted Radiotelephone Operator's certificate (Marine) issued by ICASA.

3. PRESCRIBED BOOKS AND DOCUMENTS

The following books and documents **MUST** be carried by all vessels equipped with a VHF radiotelephone installation:-

- a) The ship station radio license;
- b) The radio operator's certificate;
- c) A list of the working channels and services offered by the Coast Stations with which the vessel normally communicates;
- d) The International Radio Regulations, , 2008 or summary thereof (this brochure will suffice).

GENERAL NOTICE

NOTICE 279 OF 2015

INDEPENDENT COMMUNICATIONS AUTHORITY OF SOUTH AFRICA



PURSUANT TO SECTION 4 (1) OF THE ELECTRONIC COMMUNICATIONS ACT
2005, (ACT NO. 36 OF 2005)

HEREBY ISSUES A NOTICE REGARDING THE RADIO FREQUENCY SPECTRUM
REGULATIONS 2015.

The Independent Communications Authority of South Africa ("the Authority"), in terms of section 4, read with sections 31(4), 34(7) (c) (iii), 34(8) and 34(16) of the Electronic Communications Act (Act No. 36 of 2005), hereby publishes the **Radio Frequency Spectrum Regulations 2015**.

Dr SS MNCUBE
CHAIRPERSON

38. Possession of Radio Apparatus without Licence

- (1) Subject to sections 32(1) and 35 of the Act, no person may possess any radio apparatus except under and in accordance with a radio frequency spectrum licence granted by the Authority, or exempted from a licence by the Authority, or subject to the required type approval of the apparatus.

42.

- (6) Any person who contravenes regulation 38 (1) and (2) of these Regulations is guilty of an offence and subject, on conviction, to imprisonment of not less than six (6) months but not more than twenty-four (24) months and/or is liable to a fine not less than R250 000, 00 (Two hundred and fifty thousand Rand) but not exceeding R5 000 000, 00 (Five million Rand).



**THANK YOU
AND SAFE
BOATING**