

South African Maritime Safety Authority



Marine Notice No. 33 of 2005

Pre-arrival and pre-entry information required under the Merchant Shipping (Maritime Security) Regulations, 2004

TO MASTERS AND OPERATORS OF INTERNATIONALLY TRADING SHIPS BOUND FOR SOUTH AFRICAN PORTS, THEIR AGENTS, ASABOSA, HARBOUR MASTERS, CAPE TOWN RADIO, THE MARITIME RESCUE CO-ORDINATION CENTRE (MRCC), AND OTHER AFFECTED PERSONS

Marine Notices No. 19 and 27 of 2004 are cancelled

Summary

This marine notice sets out South Africa's requirements for pre-arrival and pre-entry information under the *Merchant Shipping (Maritime Security) Regulations, 2004*. It replaces and consolidates marine notices 19 and 27 of 2004, and gives guidance on how to ensure the receipt of a pre-arrival or pre-entry information report by the MRCC.

- 1 In accordance with regulation XI-2/9 of the International Convention for the Safety of Life at Sea, 1974, and paragraph B/4.39 of the International Ship and Port Facility Security (ISPS) Code, the Director-General: Transport has, under the *Merchant Shipping (Maritime Security) Regulations, 2004*, determined the following requirements for *pre-arrival* and *pre-entry information*. The full official text of the determination is published by Government Notice No. R. 1412 in Government Gazette No. 27048 of 10 December 2004.
- 2 Pre-arrival information is required from foreign passenger ships, cargo ships of 500 or more gross tonnage and mobile offshore drilling units (MODUs) on international voyages bound for South African ports.
- 3 Pre-entry information is required from foreign-going South African passenger ships, cargo ships of 500 or more gross tonnage and MODUs bound for a South African port.
- 4 These requirements do not apply to fishing vessels, vessels used solely for sport or recreation, government ships engaged solely on non-commercial voyages, coasting ships, and ships transiting South Africa's territorial waters, including ships calling off-limits at a South African port for the transfer of stores, crew, etc. However, for ships calling off-limits voluntary compliance is encouraged and may avoid delay in the event, for example, of transfer operations having to be done within port limits because of adverse weather conditions.
- 5 The format and content of the pre-arrival/pre-entry information report is given in the Annex. Masters are advised to exercise care when drafting reports, particularly when using a single / or double //.

The report comprises groups of words and numbers identified by a prefix, with a double // used to separate the groups and a single / used to separate words or numbers within a group.

6 The report must be made at least 96 hours before the ship's expected time of arrival (ETA) at the first South African port. If the ship is arriving from a foreign port where the voyage time between ports is less than 96 hours, the master must ensure that the pre-arrival/pre-entry information is sent in compliance with the 96 hour requirement and updated when the ship clears the last foreign port.

7 An amended report must be made if:

- 1 the ETA date for the ship changes; however, a change in time on the same day need not be reported; or
- 2 there has been a ship to ship or ship/port interface after the original report was made; or
- 3 any other information in the original report changes.

8 Reports are not required from ships making voyages between South African ports (i.e. coasting). However, if a ship makes a voyage to a port in another country (e.g. to Maputo–Mozambique or Walvis Bay–Namibia), a pre-arrival/pre-entry information report must be made before any subsequent call at a South African port. Also, when a ship is coasting between South African ports and interfaces with another ship between ports, the master must transmit a pre-arrival/pre-entry information report as soon as possible but at least 5 hours before the ship's ETA.

9 The Maritime Rescue Coordination Centre (MRCC) in Cape Town is the first point of contact for pre-arrival/pre-entry information. The pre-arrival/pre-entry information report must be in English and in writing and is to be transmitted to the MRCC via Cape Town Radio. The MRCC will only accept reports directly from the ship via Cape Town Radio; no reports by voice communication will be accepted.

10 The preferred means of ship to shore communication for pre-arrival/pre-entry information reports is via telex. The telex system assures receipt of the message at Cape Town Radio. The report can be transmitted on telex number 095 511600 or alternatively on 095 521846. (The prefix 095 is the *international dialling code*). If Immarsat C is used, the ship's officer can confirm receipt by selecting the option "request delivery confirmation" on the ship's terminal. A ship's agent can also confirm receipt 6 hours after transmission by contacting Cape Town Radio on the help line 0800 222 208.

11 Transmission by means other than telex has resulted in communication difficulties that, in turn, have caused delays to ships. In exceptional cases such as faulty or unavailable satellite telex, Cape Town Radio will accept a forwarded e-mail message from a ship's agent, provided the agent confirms receipt of the e-mail with Cape Town Radio — Cape Town Radio will not forward an e-mail message to the MRCC without this confirmation. When e-mail is used, reports must not be sent as e-mail attachments but must be in the e-mail body text because the Cape Town Radio IT system strips attachments from e-mails. Cape Town Radio's e-mail address is maritimradio@ixmail.co.za.

12 Pre-arrival/pre-entry information required by this notice for maritime security purposes is similar to port entry information required by the National Ports Authority (NPA) for berth planning purposes. However, the format and use of this information differs considerably and masters and agents are advised to ensure that information for the MRCC is not confused with that required by the NPA.

13 The MRCC does not security-clear ships. Its function is to check pre-arrival/pre-entry information reports to ensure relevance and completeness. The MRCC will communicate with a ship, via Cape Town Radio, if it has any queries about the ship's report. The MRCC forwards checked reports to the Maritime Security Co-ordination Centre (MSCC), which is responsible for informing port security officers (PSO)

about ships' security clearance status. Ships' agents should therefore obtain security clearance information from the relevant PSO directly.

14 Masters are cautioned that failure to transmit timeously complete and correctly formatted pre-arrival/pre-entry information could result in delays and, in appropriate cases, denial of port entry (see Marine Notice No. 20 of 2004.) Ships whose masters refuse to give pre-arrival/pre-entry information will be denied port entry.

15 In the interests of safety all ships are encouraged to participate in the South African Ship Reporting System (SAFREP). This system assists in search and rescue by providing up-to-date shipping information in the event of a maritime casualty. It is modelled on IMO Resolution A.851(20) regarding general principles for ship reporting requirements and makes use of movement reports, submitted to Cape Town Radio, from ships within the South African search and rescue region. Information about SAFREP can be found in the Admiralty List of Radio Signals. Participation in the system is voluntary.

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