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GENERAL NOTICE ALGEMENE KENNISGEWING

NOTICE 1915 OF 2001

DEPARTMENT OF TRANSPORT

SOUTH AFRICAN MARITIME AND AERONAUTICAL SEARCH AND RESCUE ACT, 2001

1. Comments must please be submitted in writing to-

The Director-General
Department of Transport
Private Bag X193
PRETORIA
0001

Attention: Mr EP Modiba

2. Comments may also be faxed to facsimile number (012) 309-3101, for attention of Mr EP Modiba.
3. Comments must be received by not later than 28 September 2001.

KENNISGEWING 1915 VAN 2001 DEPARTEMENT VAN VERVOER

WET OP NASIONALE MARITIEME EN LUGVAART-SOEK-EN-REDDING, 2001

1. Kommentaar moet asseblief skriftelik gelewer word aan:

Die Direkteur-Generaal
Departement van Vervoer
Privaatsak X193
PRETORIA
0001

Vir Aandag: Mnr EP Modiba

2. Kommentaar kan ook per faks gestuur word na: (012) 309-3101, vir aandag Mnr EP Modiba.
3. Die sluitingsdatum vir kommentaar is 28 September 2001.

BILL, 2001

To incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation, 1944, into South African Law; to establish the South African Search and Rescue Organisation; and to provide for matters connected therewith.

BE IT ENACTED by the Parliament of the Republic of South Africa, as follows:

Definitions

1. In this Act, unless the context indicates otherwise, any word or expression to which a meaning is ascribed in the Conventions bears the same meaning and-

"aircraft" means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface;

"air traffic control service" includes area control, approach control and aerodrome control;

"air traffic service" means flight information service, alerting service, air traffic advisory service or air traffic control service;

"Department" means the National Department of Transport;

"Director-General" means the Director-General: Transport;

"executive committee" means the executive committee of SASAR contemplated in section 6(2);

"head of SASAR" means an official appointed as such by the Director-General in terms of section 6 (5) (a);

"International Civil Aviation Organisation" means the specialised agency of the United Nations responsible for formulating standards and recommended practices for the purposes of civilian international air transport, established in terms of Article 43 of the Convention on International Civil Aviation, in Chicago on 7 December 1944;

"International Maritime Organisation" means the specialised agency of the United Nations responsible for formulating standards and recommended practices for the purposes of civilian maritime transport and for safety of life at sea, established in terms of the Convention on International Maritime Organisation, in Geneva on 6 March 1948;

"Minister" means the Minister of Transport;

"person" includes any institution or organisation equipped to assist in a search and rescue operation, a government department, a government or an agency of the government of a foreign country;

"prescribed" means prescribed by regulation;

"rescue co-ordination centre " means a unit responsible for promoting the efficient organisation of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region;

"rescue subcentre " means a suitably appointed unit tasked to carry out duties of a rescue coordination centre, in instances where the rescue coordination centre cannot exercise direct and effective control over search and rescue facilities in certain parts of a search and rescue region;

"SASAR" means the South African Search and Rescue Organisation established by section 4;

"search and rescue region" an area contemplated in section 9 in which the coordination of search and rescue operations is effected by a single rescue coordination centre;

"the Conventions" means-

- (a) the International Convention on Maritime Search and Rescue adopted on 27 April 1979 by the Maritime Safety Committee of the International Maritime Organisation; and
- (b) Annex 12 to the Convention on International Civil Aviation adopted on 7 December 1944 at Chicago;

"this Act" includes the regulations; and

"vessel" means any water-navigable craft of any type whatsoever, whether self-propelled or not.

Principal objects of the Act

- 2. (1) The principal objects of this Act are to-
 - (a) incorporate the International Convention on Maritime Search and Rescue, 1979, and Annex 12 to the Convention on International Civil Aviation into South African Law; and
 - (b) establish the South African Search and Rescue Organisation to act on behalf of the Department as the authority responsible for the application of the Conventions as well as other conventions binding on the Republic regarding maritime and aeronautical search and rescue operations.
- (2) For purposes of paragraph (b) the expression "other conventions" includes-
 - (a) the Convention on the High Seas, 1958; and
 - (b) the International Convention for the Safety of Life at Sea, 1974.

Incorporation of Conventions

3. (1) The International Convention on Maritime Search and Rescue, 1979; and Annex 12 to the Convention on International Civil Aviation, 1944, contained in Schedule 1 and Schedule 2 respectively, are hereby enacted into law in the Republic.

(2) (a) Subject to paragraph (b), the Minister may from time to time by notice in the Gazette amend Schedules 1 and 2 to reflect any changes made to the Conventions by the International Maritime Organisation or the International Civil Aviation Organisation, as the case may be.

(b) The Minister may only amend Schedules 1 and 2 if the changes made by the different Organisations are binding on the Republic in terms of section 231(2) of the Constitution or are self-executing as contemplated in section 231(4) of the Constitution.

Establishment and object of the South African Search and Rescue Organisation

4. (1) There is hereby established an organisation to be known as the South African Search and Rescue Organisation;

(2) (a) The object of SASAR is to ensure a co-ordinated and effective maritime and aeronautical search and rescue service within the South African search and rescue regions.

(b) Any person appointed under this Act or concerned with the carrying out of the provisions thereof, must perform his or her functions and exercise his or her discretion pursuant to the object of SASAR.

Functions of SASAR

5 (1) SASAR must within its means and capabilities coordinate its available resources to -

(a) search for, assist and, where appropriate, effect a rescue operation for -

- (i) survivors of aircraft accidents or forced landings;
- (ii) the crew and passengers of vessels in distress;
- (iii) survivors of maritime accidents or incidents; and
- (iv) survivors of military aircraft or vessel accident or incident if that aircraft or vessel is not engaged in an act of war;

(b) co-ordinate 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.

(2) The functions set out in subsection (1)(a) exclude salvage operations.

(3) SASAR may perform its functions outside the Republic.

Composition of SASAR

6. (1) SASAR is made up of representatives from those Government Departments, commercial and voluntary organisations which are signatories to SASAR Manual contemplated in section 15, and which are able to contribute services and facilities for use by SASAR, including representatives of-

- (a) the Department;
- (b) the South African Maritime Safety Authority;
- (c) the South African Civil Aviation Authority;
- (d) the Air Traffic and Navigation Services Company Limited;
- (e) the South African National Defence Force;

- (f) the South African Police Service;
 - (g) Portnet, a division of Transnet Limited;
 - (h) the Department of Provincial and Local Government;
 - (i) Telkom Limited.
- (2) SASAR has -
- (a) an executive committee;
 - (b) an aeronautical subcommittee;
 - (c) a maritime subcommittee;
- (3) The executive committee must-
- (a) determine and put into effect the policy of SASAR; and
 - (b) determine the size and composition of the subcommittees depending on the areas of speciality of the different members of SASAR.
- (4) The subcommittees must assess the policy and make recommendations to the executive committee whenever any change is necessary.
- (5) The Director-General must appoint suitable persons from amongst members of SASAR to serve as-
- (a) the head of SASAR, who shall be the chairperson of the executive committee and an employee of the Department and responsible for search and rescue;
 - (b) the head of aeronautical search and rescue operations who shall be chairperson of the aeronautical subcommittee;
 - (c) the head of maritime search and rescue operations, who shall be the chairperson of the maritime subcommittee.
- (6) The different heads contemplated in subsection (5) must ensure that search and rescue operations are conducted in accordance with laid down standards and recommended practices as reflected in the SASAR Manual and as considered the norm in terms of international agreements.

Meetings of SASAR

7. (1) SASAR must meet at such times as the executive committee may determine in order to-
- (a) determine the size and composition of the executive committee from time to time;
 - (b) discuss any proposals and take decisions regarding the effective application of this Act;
 - (c) discuss possible proposals to the Minister regarding amendments to this Act, if the executive committee deems such meeting necessary; or
 - (d) discuss any other matter which the executive committee deems necessary to call a meeting of SASAR.

- (2) The head of SASAR must preside at any meeting of SASAR.
- (3) The executive committee must determine the rules of procedure at any meeting of SASAR.

Meetings of executive committee and of subcommittees

8. (1) The first meeting of the executive committee and of the subcommittees after the commencement of this Act must be held at the time and place determined by the Director-General and all meetings thereafter must be held at the times and places that the executive committee and the subcommittees determine.
- (2) The chairperson of the executive committee and of the respective subcommittees may at any time call a special meeting of a committee to be held at the times and places as determined by the chairperson.
- (3) All members of the committees must be notified in writing of any meeting mentioned in subsections (1) and (2).
- (4) A majority of the total number of members forms a quorum at any meeting of the executive committee or the subcommittees and a decision agreed on by a majority of the members present at a meeting of such committee, is a decision of that committee.
- (5) In the event of a equality of votes on any matter, the chairperson of the relevant meeting has a casting vote in addition to a deliberative vote.
- (6) The chairperson of the executive committee or of each of the respective subcommittees must designate a person to act as chairperson of the executive committee or subcommittee, as the case may be, in the event where, for some reason, he or she is unable act or is incapacitated to act as Chairperson.
- (7) The executive committee and the subcommittees must meet as often as necessary, but at least twice a year.

Personnel

9. All administrative work in connection with the performance of the functions of SASAR must be carried out by officers in the Department designated for that purpose by the Director-General.

Search and rescue regions

10. (1) The Minister must, by notice in the *Gazette* as well as in relevant maritime and aeronautical publications, publish the search and rescue regions within which search and rescue services will be provided.
- (2) The search and rescue regions contemplated in subsection (1) must cover the area of responsibility of the Republic laid down by the International Civil Aviation Organisation and the International Maritime Organisation.

Rescue Co-ordination Centres and Rescue SubCentres

11. (1) Subject to subsection (2), the Minister must designate-
- (a) organisations or institutions to act as maritime and aeronautical rescue co-ordination centres;

- (b) organisations or institutions to act as maritime or aeronautical rescue subcentres under the auspices of rescue co-ordination centres;
 - (c) a maritime or aeronautical search and rescue region for which the particular rescue co-ordination centre is responsible; and
 - (d) organisations or institutions to act as registrars and custodians of registers of beacons contemplated in section 17.
- (2) Any designation contemplated in subsection (1) must be-
- (a) done in accordance with an agreement reached with the applicable organisation or institution; and
 - (b) published by the Minister by notice in the *Gazette* as well as in relevant maritime and aeronautical publications.
- (3) The organisations or institutions designated in terms of subsection (1) (a) and (b) must, with the concurrence of the executive committee of SASAR, appoint their respective chiefs.
- (4) Each chief of a rescue co-ordination centre or rescue subcentre must establish and preside over an operational committee to discuss, evaluate and effect operational procedures.
- (5) Members of the operational committees must be made up of persons representing organisations controlling the resources available to that rescue co-ordination centre or rescue subcentre.

Functions of rescue co ordination centres and subcentres

12. (1) A chief of a rescue co-ordination centre or any person authorised by him or her is responsible for co-ordinating available resources for the purpose of searching, assisting and where appropriate effecting a rescue operation in the aeronautical search and rescue region.
- (2) A chief of a rescue subcentre must support the chief of a rescue co-ordination centre in carrying out assigned duties in a particular area or instance.
- (3) The designation of a search and rescue region contemplated in section 11 (1) (c) does not preclude a rescue co-ordination centre from-
- (a) operating in another region; or
 - (b) performing the tasks of another rescue co-ordination centre.

Requisitioning of aircraft and vessels

- 13 (1) The Minister may requisition any civil or military aircraft or vessel or instruct any holder of a South African flight or vessel crew licence to assist in any aeronautical or maritime search and rescue operation.
- (2) In a case where SASAR contemplates requisitioning a civilian aircraft or vessel or instructing a civilian holder of a flight or vessel crew licence, SASAR may do so only if-
- (a) human life is in immediate and grave danger; and
 - (b) there are no other means available to conduct an operation.

(3) Any person who, without lawful reason, fails to give effect to a requisition or comply with an instruction contemplated in subsection (1), is guilty of an offence and liable on conviction to a fine or to imprisonment for a period not exceeding five years.

Recovery of certain expenses

14. If any search and rescue operation is undertaken by SASAR in connection with any occurrence caused by the unlawful act or omission of any person, the Minister may recover from that person the whole or any portion of the expenses incurred by SASAR in connection with that operation.

SASAR manual and responsibilities of signatories thereto

15. (1) SASAR must compile a manual regarding search and rescue services and operations and matters connected therewith and keep that manual up to date.

(2) The responsibilities of the signatories to the SASAR manual contemplated in section 6(1), must be set out in the manual and executed in accordance with it.

Search and rescue measures regarding aircraft and vessels

16. (1) In the case where an aircraft failed to reach its destination or is reported missing, SASAR must forthwith institute search and rescue action in respect of the following flights for which flight plans were filed prior to departure:

- (a) All flights between aerodromes where air traffic services are provided, unless otherwise indicated on the flight plan or through aeronautical publications or notices;
- (b) all flights conducted in airspace within which air traffic control services are provided, except for flights crossing an airway at right angles; and
- (b) any flight to an aerodrome where air traffic services are not provided for which flight plans are filed prior to departure when search and rescue is specifically requested by the pilot-in-command.

(2) Search and rescue action must be instituted in respect of all flights for which flight plans were filed in flight when such action is specifically requested by the pilot-in-command.

(3) Search and rescue action shall be undertaken in accordance with the requirements as contained in the SASAR manual.

(4) Search and rescue action may be initiated-

- (a) in respect of a flight for which no flight plan has been filed, when information that the aircraft is overdue or missing is received from any source; and
- (b) any aircraft which is believed to be in need of assistance.

(5) In an event contemplated in subsection (4), authorisation by the head of SASAR or his or her assignee must be obtained prior to the commencement of a search and rescue operation and he or she must be kept informed of the progress made and the termination of the search and rescue action.

(6) SASAR must forthwith institute search and rescue action where a vessel is reported missing or in distress.

Registration of locator beacons

17. (1) All South African registered aircraft must register their emergency locator beacons with the organisations or institutions designated in terms of section 11(1) (a) and (b).

(2) All South African registered vessels must register their emergency beacons with the organisations or institutions designated in terms of section 11(1) (a) and (b).

Filing of disaster management and aerodrome emergency plans

18. (1) All aerodromes managers must file their emergency plans and amendments thereto with the aeronautical rescue coordination centre.

(2) All heads of disaster management agencies established in terms of any law providing for the management of disasters must file their emergency plans in respect of aircraft incidents, and any amendments thereto with the aeronautical rescue co-ordination centre.

Alerting of aircraft or vessels in distress

19. (1) Any person who knows that an aircraft or vessel is in distress, must report the occurrence at the police station nearest to that person or at such other office or facility as the executive committee may determine.

(2) The Minister must publish the addresses and telephone numbers of the offices or facilities contemplated in subsection (1)-

(a) by notice in the *Gazette*; and

(b) by means of the printed or electronic media so as to ensure wide publicity.

(3) Any person who fails to report as contemplated in subsection (1), is guilty of an offence and liable on conviction to a fine or to imprisonment for a period not exceeding six months.

Co-operation between aeronautical rescue co-ordination centre and maritime rescue co-ordination centre

20. (1) The aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre must exchange information freely and regularly to ensure effective and efficient provision of a search and rescue service.

(2) The aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre must, with the prior approval of the executive committee of SASAR, hold joint exercises at least once a year to-

(a) foster and maintain close co-operation; and

(b) to test SASAR's capability to deal with search and rescue operations of any magnitude.

(3) The exercises contemplated in subsection (2) may be extended to include search and rescue organisations or services of foreign countries.

(4) The head of SASAR is responsible to ensure that the exercises contemplated in subsection (3) are organised in conjunction with both the aeronautical rescue co-ordination centre and the maritime rescue co-ordination centre.

Delegation and assignment

21. The Minister may-
- (a) delegate any power conferred, or assign any duty imposed upon the Minister by this Act to an officer of the Department, except the power to publish notices or to make regulations; and
 - (b) at any time, withdraw a delegation or assignment effected in terms of this section.

Regulations

22. (1) The Minister may, by notice in the Gazette, make regulations regarding-
- (a) the conditions which must be complied when a person from another country which is party to the conventions wishes to enter the Republic for purposes of any search and rescue operation;
 - (b) anything which must or may be prescribed in terms of this Act;
 - (b) any matters which it is necessary or expedient to prescribe for the effective carrying out or implementation of this Act.

(2) Any regulations made under subsection (1) (a), must be made with the concurrence with the Minister for Home Affairs.

Transitional provisions

23. (1) Any person who occupied a post or served in a particular capacity in the institution known as the South African Search and Rescue Organisation immediately prior to the commencement of this Act, continues to occupy or to serve in the corresponding post or capacity in SASAR.

(2) Any person who received any allowance, remuneration or other benefit or privilege by virtue of a post or capacity as contemplated in subsection (1), must continue to receive such allowance, remuneration or other benefit or privilege from the same source and in the same manner after the commencement of this Act.

(3) Unless otherwise provided for in this Act, any committee or subcommittee of the institution known as the South African Search and Rescue Organisation which existed immediately prior to the commencement of this Act, continue to exist as if it were a committee or subcommittee referred to in Section 6 (2).

(4) Anything done in terms of a law repealed by section 24 and which could have been done in terms of this Act, is regarded to have been done in terms of this Act.

Repeal of legislation

24. The laws mentioned in Schedule 3 are hereby repealed to the extent indicated in the third column thereof.

Short title

25. This Act is called the South African Maritime and Aeronautical Search and Rescue Act, 2001.

**SCHEDULE 3
(Section 24)**

No and Year of Legislation	Short title	Extent of repeal
No. 74 of 1962	Aviation Act, 1962	Repeal of Section 17 and 22(m)(vii).
Government Notice No R.1219 of 26 September 1997	Civil Aviation Regulations, 1997	Repeal of Part 172 Subpart 4

SCHEDULE 1

INTERNATIONAL MARITIME ORGANISATION

**International Convention
on
Maritime Search and Rescue, 1979**

First published in 1979

by the INTERNATIONAL MARITIME ORGANISATION

4 Albert Embankment, London SE1 7SR

Printed by the International Maritime Organisation, London

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IMO PUBLICATION

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NOTE: The name of the Organisation as it appears in this publication was changed to "INTERNATIONAL MARITIME Organisation" by virtue of amendments to the Organisation's Convention which entered into force on 22 May 1982.

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**FINAL ACT OF THE INTERNATIONAL CONFERENCE
ON MARITIME SEARCH AND RESCUE, 1979**

1. By *its* Resolution A.406(X) of 17 November 1977, the Assembly of the Inter-Governmental Maritime Consultative Organisation decided to convene an international conference to consider the adoption of a convention on maritime search and rescue.
2. Upon the invitation of the Government of the Federal Republic of Germany, the Conference was held in Hamburg from 9 to 27 April 1979. The following States were represented by delegations at the Conference:

Algeria
Argentina
Australia
Belgium
Brazil
Bulgaria
Canada
Chile
China
Cuba
Cyprus
Denmark
Finland
France
Gabon
German Democratic Republic
Germany,
 Federal Republic of
Greece
India
Indonesia
Ireland
Italy
Ivory Coast
Japan
Kuwait
Liberia

Mexico
Netherlands
New Zealand
Nigeria
Norway
Poland
Portugal
Saudi Arabia
Singapore
Spain
Sweden
Switzerland
Thailand
Trinidad and Tobago
Tunisia
Turkey
Union of Soviet Socialist Republic
United Kingdom of Great Britain
and Northern Ireland
United Republic of Cameroon
United States of America
Uruguay
Venezuela
Yemen
Yugoslavia
Zaire

3. Bolivia and the Dominican Republic were represented at the Conference by observers.
4. Hong Kong, an Associate Member of the Inter-Governmental Maritime Consultative Organisation, sent an observer to the Conference.
5. The following Organisations in the United Nations system sent representatives to the Conference:

Office of the United Nations High Commissioner for Refugees (UNHCR) International
Civil Aviation Organisation (ICAO)
International Telecommunication Union (ITU)
World Meteorological Organisation (WMO)

6. The following non-governmental Organisations sent observers to the Conference:

International Chamber of Shipping (ICS)
International Confederation of Free Trade Unions (ICFTU)
International Radio-Maritime Committee (CIRM)
International Shipowners' Association (INSA)
International Federation of Shipmasters' Associations (IFSMA)

7. The Conference was opened by Mr. CP. Srivastava, Secretary-General of the Inter-Governmental Maritime Consultative Organisation. On behalf of the Government of the Federal Republic of Germany Mr. H. Ruhnau, Secretary of State, made a statement welcoming the delegates. Mr. J. Steinert, Senator of the Free and Hanseatic City of Hamburg, also welcomed the delegates.

8. Dr. G. Breuer, Head of the delegation of the Federal Republic of Germany, was elected President of the Conference.

9. The following were elected Vice-Presidents of the Conference :

Capitán A.A. Torre (Argentina)
Mr. Wu Ying Cheng (China)
Mr. G. Marchand (France)
Mr. S. Kobayashi (Japan)
Dr. M. Kayal (Saudi Arabia)
Mr. A. Baouab (Tunisia)
Mr. G. Kolesnikov (USSR)
H.E. Mr. J.-B. Beleoken (United Republic of Cameroon)
Commander AJ. McCullough (United States)
Contralmirante N. Sánchez Luna (Venezuela)

10. The Secretariat of the Conference consisted of the following officers:

Secretary -General:	Mr. C P. Srivastava
Executive Secretary:	Mr. G. Kostylev
Deputy Executive Secretary:	Mr. W.S.G. Morrison
Secretary to the Plenary:	Mr. W. de Goede

11. The Conference established the following Committees with officers as indicated

Steering Committee

Chairman:

Dr. G. Breuer (Federal Republic of
Germany)
President of the Conference

Committee 1

Chairman:

Mr. G.S. Santa-Cruz (Chile)

Vice-Chairman: Mr. ARM. Al-Yagout (Kuwait)

Committee II

Chairman: Mr. EJ .Salvesen (Norway)

Vice-Chairman: Lieutenant-Commander GJ .Dakoury
(Ivory Coast)

Drafting Committee

Chairman: Mr. P.D. Hamilton-Eddy (United Kingdom)

Vice-Chairman: Mr. H. Güivener (Turkey)

Credentials Committee

Chairman: Mr. R. Drummond de Mello (Brazil)

12. The following documentation formed the basis for the work of the Conference:
 - draft International Convention on Maritime Search and Rescue and related resolutions prepared by the Group of Experts on Search and Rescue of the Inter-Governmental Maritime Consultative Organisation and approved by its Maritime Safety Committee
 - proposals and comments thereon submitted to the Conference by governments and interested Organisations.
13. As a result of its deliberations, recorded in the summary records of the plenary meetings, the Conference adopted the INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE, 1979, which constitutes Attachment 1 to this Final Act.
14. The Conference also adopted the Resolutions contained in Attachment 2 to this Final Act.
15. The text of this Final Act, including its attachments is established in a single original text in the Chinese , English, French, Russian and Spanish languages and is deposited with the Secretary-General of the Inter-Governmental Maritime Consultative Organisation. Official translations of the Convention shall be prepared in the Arabic, German and Italian languages and shall be deposited with this Final Act.
16. The Secretary-General of the Inter-Governmental Maritime Consultative Organisation shall send certified copies of this Final Act together with the Resolutions of the Conference, certified copies of the authentic texts of the Convention and, when they have been prepared, of the official translations of the Convention, to the Governments of the States invited to be represented at the Conference, in accordance with the wishes of those Governments.

IN WITNESS WHEREOF the undersigned have affixed their signatures to this Final Act.

DONE AT HAMBURG this twenty-seventh day of April one thousand nine hundred and seventy-nine.

ATTACHMENT 1

**INTERNATIONAL CONVENTION ON
MARITIME SEARCH AND RESCUE, 1979****THE PARTIES TO THE CONVENTION**

NOTING the great importance attached in several conventions to the rendering of assistance to persons in distress at sea and to the establishment by every coastal State of adequate and effective arrangements for coast watching and for search and rescue services ,

HAVING CONSIDERED Recommendation 40 adopted by the International Conference on Safety of Life at Sea, 1960, which recognizes the desirability of co-ordinating activities regarding safety on and over the sea among a number of intergovernmental Organisations,

DESIRING to develop and promote these activities by establishing an international maritime search and rescue plan responsible to the needs of maritime traffic for the rescue of persons in distress at sea,

WISHING to promote co-operation among search and rescue organisations around the world and among those participating in search and rescue operations at sea,

HAVE AGREED as follows:

Article I*General obligations under the Convention*

The Parties undertake to adopt all legislative or other appropriate measures necessary to give full effect to the Convention and its Annex, which is an integral part of the Convention. Unless expressly provided otherwise, a reference to the Convention constitutes at the same time a reference to its Annex.

Article II*Other treaties and interpretation*

- (1) Nothing in the Convention shall prejudice the codification and development of the Law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to resolution 2750 (XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.
- (2) No provision of the Convention shall be construed as prejudicing obligations or rights of vessels provided for in other international instruments.

Article III

Amendments

- (1) The Convention may be amended by either of the procedures specified in paragraphs (2) and (3) hereinafter.
- (2) Amendment after consideration within the Inter-Governmental Maritime Consultative Organisation (hereinafter referred to as the Organisation):
 - (a) Any amendment proposed by a Party and transmitted to the Secretary-General of the Organisation (hereinafter referred to as the Secretary-General), or any amendment deemed necessary by the Secretary-General as a result of an amendment to a corresponding provision of Annex 12 to the Convention on International Civil Aviation, shall be circulated to all Members of the Organisation and all Parties at least six months prior to its consideration by the Maritime Safety Committee of the Organisation.
 - (b) Parties, whether or not Members of the Organisation, shall be entitled to participate in the proceedings of the Maritime Safety Committee for the consideration and adoption of amendments.
 - (c) Amendments shall be adopted by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee on condition that at least one third of the Parties shall be present at the time of adoption of the amendment.
 - (d) Amendments adopted in accordance with sub-paragraph (c) shall be communicated by the Secretary-General to all Parties for acceptance.
 - (e) An amendment to an Article or to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall be deemed to have been accepted on the date on which the Secretary-General has received an instrument of acceptance from two thirds of the Parties.
 - (f) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall be deemed to have been accepted at the end of one year from the date on which it is communicated to the Parties for acceptance. However, if within such period of one year more than one third of the Parties notify the Secretary-General that they object to the amendment, it shall be deemed not to have been accepted.
 - (g) An amendment to an Article or to paragraphs 2.1.4, 2.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 of the Annex shall enter into force:
 - (i) with respect to those Parties which have accepted it, six months after the date on which it is deemed to have been accepted ;

- (ii) with respect to those Parties which accept it after the condition mentioned in sub-paragraph (e) has been met and before the amendment enters into force, on the date of entry into force of the amendment;
 - (iii) with respect to those Parties which accept it after the date on which the amendment enters into force, 30 days after the deposit of an instrument of acceptance.
 - (h) An amendment to the Annex other than to paragraphs 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 or 3.1.3 shall enter into force with respect to all Parties, except those which have objected to the amendment under sub-paragraph (f) and which have not withdrawn such objections, six months after the date on which it is deemed to have been accepted. However, before the date set for entry into force, any Party may give notice to the Secretary-General that it exempts itself from giving effect to that amendment for a period not longer than one year from the date of its entry into force, or for such longer period as may be determined by a two-thirds majority of the Parties present and voting in the Maritime Safety Committee at the time of the adoption of the amendment.
- (3) Amendment by a conference :
- (a) Upon the request of a Party concurred in by at least one third of the Parties, the Organisation shall convene a conference of Parties to consider amendments to the Convention. Proposed amendments shall be circulated by the Secretary-General to all Parties at least six months prior to their consideration by the conference.
 - (b) Amendments shall be adopted by such a conference by a two-thirds majority of the Parties present and voting, on condition that at least, one third of the Parties shall be present at the time of adoption of the amendment. Amendments so adopted shall be communicated by the Secretary-General to all Parties for acceptance.
 - (c) Unless the conference decides otherwise, the amendment shall be deemed to have been accepted and shall enter into force in accordance with the procedures specified in sub-paragraphs (2)(e), (2)(f), (2)(g), and (2)(h) respectively, provided that reference in sub-paragraph (2)(h) to the Maritime Safety Committee expanded in accordance with sub-paragraph (2)(b) shall be taken to mean reference to the conference.
- (4) Any declaration of acceptance of, or objection to, an amendment or any notice given under sub-paragraph (2)(h) shall be submitted in writing to the Secretary-General who shall inform all Parties of any such submission and the date of its receipt.
- (5) The Secretary General shall inform States of any amendments which enter into force, together with the date on which each such amendment enters into force.

Article IV

Signature, ratification, acceptance, approval and accession

- (1) The Convention shall remain open for signature at the Headquarters of the Organisation from 1 November 1979 until 31 October 1980 and shall thereafter remain open for accession. States may become Parties to the Convention by:
 - (a) signature without reservation as to ratification, acceptance or approval; or
 - (b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
 - (c) accession.
- (2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General.
- (3) The Secretary-General shall inform States of any signature or of the deposit of any instrument of ratification, acceptance, approval or accession and the date of its deposit.

Article V

Entry into force

- (1) The Convention shall enter into force 12 months after the date on which 15 States have become Parties to it in accordance with Article IV.
- (2) Entry into force for States which ratify, accept, approve or accede to the Convention in accordance with Article IV after the condition prescribed in paragraph (1) has been met and before the Convention enters into force, shall be on the date of entry into force of the Convention.
- (3) Entry into force for States which ratify, accept, approve or accede to the Convention after the date on which the Convention enters into force shall be 30 days after the date of deposit of an instrument in accordance with Article IV.
- (4) Any instrument of ratification, acceptance, approval or accession deposited after the date of entry into force of an amendment to the Convention in accordance with Article III shall apply to the Convention, as amended, and the Convention, as amended, shall enter into force for a State depositing such an instrument 30 days after the date of its deposit.
- (5) The Secretary-General shall inform States of the date of entry into force of the Convention.

Article VI

Denunciation

- (1) The Convention may be denounced by any Party at any time after the expiry of five years from the date on which the Convention enters into force for that Party.
- (2) Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General who shall notify States of any instrument of denunciation received and of the date of its receipt as well as the date on which such denunciation takes effect.
- (3) A denunciation shall take effect one year, or such longer period as may be specified in the instrument of denunciation, after its receipt by the Secretary-General.

Article VII

Deposit and registration

- (1) The Convention shall be deposited with the Secretary-General who shall transmit certified true copies thereof to States.
- (2) As soon as the Convention enters into force, the Secretary-General shall transmit the text thereof to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

Article VIII

Languages

The Convention is established in a single copy in the Chinese, English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German and Italian languages shall be prepared and deposited with the signed original.

DONE AT HAMBURG this twenty-seventh day of April one thousand nine hundred and seventy-nine.

IN WITNESS WHEREOF the undersigned*, being duly authorized by their respective Governments for that purpose, have signed the Convention,

* *Signatures Omitted*

ANNEX

CHAPTER 1

TERMS AND DEFINITIONS

- I.1 "Shall" is used in the Annex to indicate a provision, the uniform application of which by all Parties is required in the interest of safety of life at sea.
- 1.2 "Should" is used in the Annex to indicate a provision, the uniform application of which by all Parties is recommended in the interest of safety of life at sea.
- 1.3 The terms listed below are used in the Annex with the following meanings:
- .1. "Search and rescue region". An area of defined dimensions within which search and rescue services are provided.
 - .2. "Rescue co-ordination centre". A unit responsible for promoting efficient organisation of search and rescue services and for co-ordinating the conduct of search and rescue operations within a search and rescue region.
 - .3. "Rescue sub-centre". A unit subordinate to a rescue co-ordination centre established to complement the latter within a specified area within a search and rescue region.
 - .4. "Coast watching unit". A land unit, stationary or mobile, designated to maintain a watch on the safety of vessels in coastal areas.
 - .5. "Rescue unit". A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue operations.
 - .6. "On-scene commander". The commander of a rescue unit designated to co-ordinate search and rescue operations within a specified search area.
 - .7. "Co-ordinator surface search". A vessel, other than a rescue unit, designated to co-ordinate surface search and rescue operations within a specified search area.
 - .8. "Emergency phase". A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.
 - .9. "Uncertainty phase". A situation wherein uncertainty exists as to the safety of a vessel and the persons on board.
 - .10. "Alert phase". A situation wherein apprehension exists as to the safety of a vessel and of the persons on board.
 - .11. "Distress phase". A situation wherein there is a reasonable certainty that a vessel or a person is threatened by grave and imminent danger and requires immediate assistance.
 - .12. "To ditch". In the case of an aircraft, to make a forced landing on water.

CHAPTER 2

ORGANISATION

2.1 Arrangements for provision and co-ordination of search and rescue services

2.1.1 Parties shall ensure that necessary arrangements are made for the provision of adequate search and rescue services for persons in distress at sea round their coasts.

2.1.2. Parties shall forward to the Secretary-General information on their search and rescue organisation and later alterations of importance, including:

- .1. national maritime search and rescue services;
- .2. location of established rescue co-ordination centres, their telephone and telefax numbers and areas of responsibility; and
- .3. principal available rescue units at their disposal.

2.1.3 The Secretary-General shall in a suitable way transmit to all Parties the information referred to in paragraph 2.1.2.

2.1.4 Each search and rescue region shall be established by agreement among Parties concerned. The Secretary-General shall be notified of such agreement.

2.1.5 In case agreement on the exact dimensions of a search and rescue region is not reached by the Parties concerned, those Parties shall use their best endeavours to reach agreement upon appropriate arrangements under which the equivalent overall co-ordination of search and rescue services is provided in the area. The Secretary-General shall be notified of such arrangements.

2.1.6 The Secretary-General shall notify all Parties of the agreements or arrangements referred to in paragraphs 2.1.4 and 2.1.5.

2.1.7 The delimitation of search and rescue regions is not related to and shall not prejudice the delimitation of any boundary between States.

2.1.8 Parties should arrange that their search and rescue services are able to give prompt response to distress calls.

2.1.9 On receiving information that a person is in distress at sea in an area within which a Party provides for the overall co-ordination of search and rescue operations, the responsible authorities of that Party shall take urgent steps to provide the most appropriate assistance available.

2.1.10 Parties shall ensure that assistance be provided to any person in distress at sea. They shall do so regardless of the nationality or status of such a person or the circumstances in which that person is found.

2.2. Co-ordination of search and rescue facilities

- 2.2.1 Parties shall make provision for the co-ordination of the facilities required to provide search and rescue services round their coasts.
- 2.2.2 Parties shall establish a national machinery for the overall co-ordination of search and rescue services.

2.3 Establishment of rescue co-ordination centres and rescue sub-centres

- 2.3.1 To meet the requirements of paragraphs 2.2.1 and 2.2.2 Parties shall establish rescue co-ordination centres for their search and rescue services and such rescue sub-centres as they consider appropriate.
- 2.3.2 The competent authorities of each Party shall determine the area for which a rescue sub-centre is responsible.
- 2.3.3 Each rescue co-ordination centre and rescue sub-centre established in accord with paragraph 2.3.1 shall have adequate means for the receipt of distress communications via a coast radio station or otherwise. Every such centre and sub-centre shall also have adequate means for communication with its rescue units and with rescue co-ordination centres or rescue sub-centres, as appropriate, in adjacent areas.

2.4 Designation of rescue units

- 2.4.1 Parties shall designate either:
 - .1 as rescue units, State or other appropriate public or private services suitably located and equipped, or parts thereof; or
 - .2 as elements of the search and rescue organisation, State or other appropriate private public or public services or parts thereof, not suitable for designation as rescue units, but which are able to participate in search and rescue operations, and shall define the functions of those elements.

2.5 Facilities and equipment of rescue units

- 2.5.1 Each rescue unit shall be provided with facilities and equipment appropriate to its task.
- 2.5.2 Each rescue unit should have rapid and reliable means of communication with other units or elements engaged in the same operation.
- 2.5.3 Containers or packages containing survival equipment for dropping to survivors should have the general nature of their contents indicated by a colour code in accordance with paragraph 2.5.4 and by printed indication and self explanatory symbols, to the extent that such symbols exist.

2.5.4 The colour identification of the contents of droppable containers and package containing survival equipment should take the form of streamers coloured according to the following code:

- | | | | |
|----|--------|---|---|
| .1 | Red | - | medical supplies and first aid equipment; |
| .2 | Blue | - | food and water; |
| .3 | Yellow | - | blankets and protective clothing; and |
| .4 | Black | - | miscellaneous equipment such as stoves, axes, compasses and cooking utensils. |

2.5.5 Where supplies of a mixed nature are dropped in one container or package, the colour code should be used in combination.

2.5.6 Instructions on the use of the survival equipment should be enclosed in each of the droppable containers or packages. They should be printed in English and in at least two other languages.

CHAPTER 3

CO-OPERATION

3.1 Co-operation between States

- 3.1.1 Parties shall co-ordinate their search and rescue Organisations and should, whenever necessary, co-ordinate search and rescue operations with those of neighbouring States.
- 3.1.2 Unless otherwise agreed between the States concerned, a Party should authorize, subject to applicable national laws, rules and regulations, immediate entry into or over its territorial sea or territory of rescue units of other Parties solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties. In such cases, search and rescue operations shall, as far as practicable, be co-ordinated by the appropriate rescue co-ordination centre or the Party which has authorized entry, or such other authority as has been designated by that Party.
- 3.1.3 Unless otherwise agreed between the States concerned, the authorities of a Party which wishes its rescue units to enter into or over the territorial sea or territory of another Party solely for the purpose of searching for the position of maritime casualties and rescuing the survivors of such casualties, shall transmit a request, giving full details of the projected mission and the need for it, to the rescue co-ordination centre of that other Party, or to such other authority as has been designated by that Party.
- 3.1.4 The competent authorities of Parties shall :
- .1 immediately acknowledge the receipt of such a request; and
 - .2 as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.
- 3.1.5 Parties should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into or over their respective territorial sea or territory. These agreements should also provide for expediting entry of such units with the least possible formalities.
- 3.1.6 Each Party should authorize its rescue co-ordination centres:
- .1 to request from other rescue co-ordination centres such assistance, including vessels, aircraft, personnel or equipment, as may be needed;
 - .2 to grant any necessary permission for the entry of such vessels, aircraft, personnel or equipment into or over its territorial sea or territory; and
 - .3 to make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.
- 3.1.7 Each Party should authorize its rescue co-ordination centres to provide, when requested, assistance to other rescue co-ordination centres, including assistance in the form of vessels, aircraft, personnel or equipment.
- 3.1.8 Parties should enter into search and rescue agreements with neighbouring States regarding the pooling of facilities, establishment of common procedures, conduct of joint training and exercises, regular checks of inter-State communication channels, liaison visits by rescue co-ordination centre personnel and the exchange of search and rescue information.

3.2 Co-ordination with aeronautical services

- 3.2.1 Parties shall ensure the closest practicable co-ordination between maritime and aeronautical services so as to provide for the most effective and efficient search and rescue services in and over their search and rescue regions,
- 3.2.2 Whenever practicable, each Party should establish joint rescue co-ordination centres and rescue sub-centres to serve both maritime and aeronautical purposes.
- 3.2.3 Whenever separate maritime and aeronautical rescue co-ordination centres or rescue sub-centres are established to serve the same area, the Party concerned shall ensure the closest practicable co-ordination between the centres or sub-centres,
- 3.2.4 Parties shall ensure as far as is possible the use of common procedures by rescue units established for maritime purposes and those established for aeronautical purposes.

CHAPTER 4

PREPARATORY MEASURES

4.1 Requirements for information

4.1.1 Each rescue co-ordination centre and rescue sub-centre shall have available up-to-date information relevant to search and rescue operations in its area including information regarding :

- .1 rescue units and coast watching units;
- .2 any other public and private resources, including transportation facilities and fuel supplies, that are likely to be useful in search and rescue operations;
- .3 means of communication that may be used in search and rescue operations;
- .4 names, cable and telex addresses, telephone and telex numbers of shipping agents, consular authorities, international organisations and other agencies who may be able to assist in obtaining vital information on vessels;
- .5 the locations, call signs or maritime mobile service identities, hours of watch and frequencies of all radio stations likely to be employed in search and rescue operations;
- .6 the locations, call signs or maritime mobile service identities, hours of watch and frequencies of all coast radio stations disseminating meteorological forecasts and warnings for the search and rescue region ;
- .7 the locations and hours of watch of services keeping radio watch and the frequencies guarded;
- .8 objects likely to be mistaken for unlocated or unreported wreckage; and
- .9 locations where supplies of droppable emergency survival equipment are stored

4.1.2 Each rescue co-ordination centre and rescue sub-centre should have ready access to information regarding the position, course, speed and call sign or ship station identity of vessels within its area which may be able to provide assistance to vessels or persons in distress at sea. This information shall either be kept in the rescue co-ordination centre or be readily obtainable when necessary .

4.1.3 A large-scale map shall be provided at each rescue co-ordination centre and rescue sub-centre for the purpose of displaying and plotting information relevant to search and rescue operations in its area.

4.2 Operating plans or instructions

4.2.1 Each rescue co-ordination centre and rescue sub-centre shall prepare or have available detailed plans or instructions for the conduct of search and rescue operations in its area.

4.2.2 The plans or instructions shall specify arrangements for the servicing and refuelling, to the extent possible, of vessels, aircraft and vessels employed in search and rescue operations, including those made available by other States.

4.2.3 The plans or instructions should contain details regarding action to be taken by those engaged in search and rescue operations in the area, including:

- .1 the manner in which search and rescue operations are to be conducted;
- .2 the use of available communications systems and facilities;
- .3 the action to be taken jointly with other rescue co-ordination centres or rescue sub-centres, as appropriate;
- .4 the methods of alerting vessels at sea and en route aircraft;
- .5 the duties and authority of personnel assigned to search and rescue operations;
- .6 possible redeployment of equipment that may be necessitated by meteorological or other conditions;
- .7 the methods of obtaining essential information relevant to search and rescue operations, such as appropriate notices to mariners and reports and forecasts of weather and sea surface conditions;
- .8 the methods of obtaining from other rescue co-ordination centres or rescue sub-centres, as appropriate, such assistance as may be needed, including vessels, aircraft, personnel and equipment;
- .9 the methods of assisting rescue vessels or other vessels to rendezvous with vessels in distress; and
- .10 the methods of assisting distressed aircraft compelled to ditch to rendezvous with surface craft.

4.3 Preparedness of rescue units

- 4.3.1 Each designated rescue unit shall maintain a state of preparedness commensurate with its task and should keep the appropriate rescue co-ordination centre or rescue sub-centre informed of its state of preparedness.

CHAPTER 5

OPERATING PROCEDURES

5.1 Information concerning emergencies

5.1.1 Parties shall ensure that such continuous radio watches as are deemed practicable and necessary, are maintained on international distress frequencies. A coast radio station receiving any distress call or message shall:

- .1 immediately inform the appropriate rescue co-ordination centre or rescue sub-centre;
- .2 rebroadcast to the extent necessary to inform ships on one or more of the international distress frequencies or on any other appropriate frequency;
- .3 precede such rebroadcasts with the appropriate automatic alarm signals unless this has already been done; and
- .4 take such subsequent action as decided by the competent authority.

5.1.2 Any authority or element of the search and rescue Organisation having reason to believe that a vessel is in a state of emergency should give as soon as possible all available information to the rescue co-ordination centre or rescue sub-centre concerned.

5.1.3 Rescue co-ordination centres and rescue sub-centres shall, immediately upon receipt of information concerning a vessel in a state of emergency, evaluate such information and determine the phase of emergency in accordance with paragraph 5.2 and the extent of operation required.

5.2 Emergency phases

5.2.1 For operational purposes, the following emergency phases shall be distinguished:

- .1 Uncertainty phase:
 - .1.1 when a vessel has been reported overdue at its destination; or
 - .1.2 when a vessel has failed to make an expected position or safety report.
- .2 Alert phase:
 - .2.1 when, following the uncertainty phase, attempts to establish contact with the vessel have failed and inquiries addressed to other appropriate sources have been unsuccessful; or
 - .2.2 when information has been received indicating that the operating efficiency of a vessel is impaired but not to the extent that a distress situation is likely.
- .3 Distress phase:
 - .3.1 when positive information is received that a vessel or person is in grave and imminent danger and in need of immediate assistance; or

- .3.2 when, following the alert phase, further unsuccessful attempts to establish contact with the vessel and more widespread unsuccessful inquiries point to the probability that the vessel is in distress; or
- .3.3 when information is received which indicates that the operating efficiency or a vessel has been impaired to the extent that a distress situation is likely.

5.3 Procedures for rescue co-ordination centres and rescue sub-centres during emergency phases

5.3.1 Upon the declaration of the uncertainty phase the rescue co-ordination centre or rescue sub-centre, as appropriate, shall initiate inquiries in order to determine the safety of the vessel or shall declare the alert phase.

5.3.2 Upon the declaration of the alert phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall extend the inquiries for the missing vessel, alert appropriate search and rescue services and initiate such action, as described in paragraph 5.3.3 as is necessary in the light of the circumstances of the particular case.

5.3.3 Upon the declaration of the distress phase, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall:

- .1 initiate action in accordance with the arrangements set out in paragraph 4.2;
- .2 where appropriate, estimate the degree of uncertainty of the vessel's position and determine the extent of any area to be searched ;
- .3 notify the owner of the vessel or his agent if possible and keep him informed of developments;
- .4 notify other rescue co-ordination centres or rescue sub-centres, the help of which seems likely to be required or which may be concerned in the operation;
- .5 request at an early stage any help which might be available from aircraft, vessels or services not specifically included in the search and rescue organisation, considering that, in the majority of distress situations in ocean areas, other vessels in the vicinity are important elements for search and rescue operations;
- .6 draw up a broad plan for the conduct of the operations from the information available and communicate such plan to the authorities designated in accordance with paragraphs 5.7 and 5.8 for their guidance;
- .7 amend as necessary in the light of circumstances the guidance already given in paragraph 5.3.3.6;
- .8 notify the consular or diplomatic authorities concerned or, if the incident involves a refugee or displaced person, the office of the competent international Organisation;

- .9 notify accident investigation authorities as appropriate; and
- .10 notify any aircraft, vessel or other services mentioned in paragraph 5.3.3.5 in consultation with the authorities designated in accordance with paragraph 5.7 or 5.8, as appropriate, when their assistance is no longer required;

5.3.4 *Initiation of search and rescue operations in respect of a vessel whose position is unknown*

5.3.4.1 In the event of an emergency phase being declared in respect of a vessel whose position is unknown; the following shall apply:

- .1 when a rescue co-ordination centre or rescue sub-centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action and confer with neighbouring centres with the objective of designating one centre to assume responsibility forthwith;
- .2 unless otherwise decided by agreement between the centres concerned, the centre to be designated shall be the centre responsible for the area in which the vessel was according to its last reported position; and
- .3 after the declaration of the distress phase, the centre co-ordinating the search and rescue operations shall, if necessary, inform other appropriate centres of all the circumstances of the state of emergency and of all subsequent developments.

5.3.5 *Passing information to vessels in respect of which an emergency phase has been declared*

5.3.5.1 Whenever applicable, the rescue co-ordination centre or rescue sub-centre responsible for search and rescue operations shall be responsible for passing to the vessel for which an emergency phase has been declared, information on the search and rescue operation it has initiated.

5.4 *Co-ordination when two or more parties are involved*

5.4.1 Where the conduct of operations over the entire search and rescue region is the responsibility of more than one Party, each Party shall take appropriate action in accordance with the operating plans or instructions referred to in paragraph 4.2 when so requested by the rescue co-ordination centre of the region .

5.5 *Termination and suspension of search and rescue operations*

5.5.1 *Uncertainty phase and alert phase*

5.5.1.1 when during an uncertainty phase or an alert phase a rescue co-ordination centre or rescue sub-centre, as appropriate, is informed that the emergency no longer exists, it shall so inform any authority, unit or service which has been activated or notified.

5.5.2 Distress phase

- 5.5.2.1 When during a distress phase a rescue co-ordination centre or rescue sub-centre, as appropriate, is informed by the vessel in distress or other appropriate sources that the emergency no longer exists, it shall take the necessary action to terminate the search and rescue operations and to inform any authority, unit or service which has been activated or notified.
- 5.5.2.2 If during a distress phase it has been determined that the search should be discontinued the rescue co-ordination centre or rescue sub-centre, as appropriate, shall suspend the search and rescue operations and so inform any authority, unit or service which has been activated or notified. Information subsequently received shall be evaluated and search and rescue operations resumed when justified on the basis of such information.
- 5.5.2.3 If during a distress phase it has been determined that further search would be of no avail, the rescue co-ordination centre or rescue sub-centre, as appropriate, shall terminate the search and rescue operations and so inform any authority, unit or service which has been activated or notified.

5.6 On-scene co-ordination of search and rescue activities

- 5.6.1 The activities of units engaged in search and rescue operations, whether they be rescue units or other assisting units, shall be co-ordinated to ensure the most effective results.

5.7 Designation of on-scene commander and his responsibilities

- 5.7.1 When rescue units are about to engage in search and rescue operations, one of them should be designated on-scene commander as early as practicable and preferably before arrival within the specified search area.
- 5.7.2 The appropriate rescue co-ordination centre or rescue sub-centre should designate an on-scene commander. If this is not practicable, the units involved should designate by mutual agreement an on-scene commander.
- 5.7.3 Until such time as an on-scene commander has been designated, the first rescue unit arriving at the scene or action should automatically assume the duties and responsibilities of an on-scene commander.
- 5.7.4 An on-scene commander shall be responsible for the following tasks when these have not been performed by the responsible rescue co-ordination centre or rescue sub-centre, as appropriate:
- .1 determining the probable position of the object of the search, the probable margin of error in this position, and the search area;
 - .2 making arrangements for the separation for safety purposes of units engaged in the search;
 - .3 designating appropriate search patterns for the units participating in the search and assigning search areas to units or groups of units;
 - .4 designating appropriate units to effect rescue when the object of the search is located; and

- .5 co-ordinating on-scene search and rescue communications;

5.7.5 An on-scene commander shall also be responsible for the following:

- .1 making periodic reports to the rescue co-ordination centre or rescue sub- centre which is co-ordinating the search and rescue operations; and
- .2 reporting the number and the names of survivors to the rescue co- ordination centre or rescue sub-centre which is co-ordinating the search and rescue operations, providing the centre with the names and destinations of units with survivors aboard, reporting which survivors are in each unit and requesting additional assistance from the centre when necessary, for example, medical evacuation of seriously injured survivors.

5.8 Designation of co-ordinator surface search and his responsibilities

- 5.8.1 If rescue units (including warships) are not available to assume the duties of an on-scene commander but a number of merchant vessels or other vessels are participating in the search and rescue operations, one of them should be designated by mutual agreement as co-ordinator surface search.
- 5.8.2 The co-ordinator surface search should be designated as early as practicable and preferably before arrival within the specified search area.
- 5.8.3 The co-ordinator surface search should be responsible for as many of the tasks listed in paragraphs 5.7.4 and 5.7.5 as the vessel is capable of performing.

5.9 Initial action

- 5.9.1 Any unit receiving information of a distress incident shall take whatever immediate action to assist as is within its capability or shall alert other units which might be able to assist and shall notify the rescue co-ordination centre or rescue sub-centre in whose area the incident has occurred.

5.10 Search areas

- 5.10.1 Search areas determined in accordance with paragraph 5.3.3.2, 5.7.4.1 or 5.8.3 may be altered as appropriate by the on-scene commander or the co-ordinator surface search, who should notify the rescue co-ordination centre or rescue sub-centre of his action and his reasons for doing so.

5.11 Search patterns

- 5.11.1 Search patterns designated in accordance with paragraph 5.3.3.6, 5.7.4.3 or 5.8.3 may be changed to other patterns if considered necessary by the on-scene commander or the co-ordinator surface search, who should notify the rescue co-ordination centre or rescue sub-centre of his action and his reasons for doing so.

5.12 Search successful

- 5.12.1 When the search has been successful the on-scene commander or the co-ordinator surface search should direct the most suitably equipped units to conduct the rescue or to provide other necessary assistance.
- 5.12.2 Where appropriate the units conducting the rescue should notify the on-scene commander or the co-ordinator surface search of the number and names of survivors aboard, whether all personnel have been accounted for and whether additional assistance is required, for example, medical evacuations, and the destination of the units.
- 5.12.3 The on-scene commander or the co-ordinator surface search should immediately notify the rescue co-ordination centre or rescue sub-centre when the search has been successful.

5.13 Search unsuccessful

- 5.13.1 The search should only be terminated when there is no longer any reasonable hope of rescuing survivors.
- 5.13.2 The rescue co-ordination centre or rescue sub-centre co-ordinating the search and rescue operations should normally be responsible for terminating the search.
- 5.13.3 In remote ocean areas not under the responsibility of a rescue co-ordination centre or where the responsible centre is not in a position to co-ordinate the search and rescue operations, the on-scene commander or the co-ordinator surface search may take responsibility for terminating the search.

CHAPTER 6

SHIP REPORTING SYSTEMS

6.1 General

- 6.1.1 Parties should establish a ship reporting system for application within any search and rescue region for which they are responsible, where this is considered necessary to facilitate search and rescue operations and is deemed practicable.
- 6.1.2 Parties contemplating the institution of a ship reporting system should take account of the relevant recommendations of the Organisation.
- 6.1.3 The ship reporting system should provide up-to-date information on the movements of vessels in order, in the event of a distress incident:
- .1 to reduce the interval between the loss of contact with a vessel and the initiation of search and rescue operations in cases where no distress signal has been received;
 - .2 to permit rapid determination of vessels which may be called upon to provide assistance;
 - .3 to permit delineation of a search area of limited size in case the position of a vessel in distress is unknown or uncertain; and
 - .4 to facilitate the provision of urgent medical assistance or advice to vessels not carrying a doctor.

6.2 Operational requirements

- 6.2.1 To achieve the objectives set out in paragraph 6.1.3, the ship reporting system should satisfy the following operational requirements:
- .1 provision of information, including sailing plans and position reports, which would make it possible to predict the future positions of participating vessels;
 - .2 maintenance of a shipping plot;
 - .3 receipt of reports at appropriate intervals from participating vessels;
 - .4 simplicity in system design and operation; and
 - .5 use of an internationally agreed standard ship reporting format and internationally agreed standard procedures.

6.3 Types of reports

- 6.3.1 A ship reporting system should incorporate the following reports:

- .1 *Sailing plan* - giving name, call sign or ship station identity, date and time (in GMT) of departure, details of the vessel's point of departure, next port of call, intended route, speed and expected date and time (in GMT) of arrival. Significant changes should be reported as soon as possible.
- .2 *Position report* - giving name, call sign or ship station identity, date and time (in GMT), position, course and speed.
- .3 *Final report* - giving name, call sign or ship station identity, date and time (in GMT) of arrival at destination or of leaving the area covered by the system.

6.4 Use of systems

- 6.4.1 Parties should encourage all vessels to report their positions when travelling in areas where arrangements have been made to collect information on positions for search and rescue purposes.
- 6.4.2 Parties recording information on the position of vessels should disseminate, so far as practicable, such information to other States when so requested for search and rescue purposes.

ATTACHMENT 2

RESOLUTIONS ADOPTED BY THE CONFERENCE

RESOLUTION 1

ARRANGEMENTS FOR PROVISION AND CO-ORDINATION
OF SEARCH AND RESCUE SERVICES

THE CONFERENCE,

NOTING the provisions of the Annex to the International Convention on Maritime Search and Rescue, 1979, concerning arrangements for the provision and co-ordination of search and rescue services,

NOTING FURTHER that the Annex provides that maritime search and rescue regions shall be established by agreement among the Parties,

RECOGNIZING that aeronautical search and rescue services have been established by Contracting States to the Convention on International Civil Aviation,

BEARING IN MIND that close co-operation between maritime and aeronautical search and rescue services is essential,

RECOGNIZING FURTHER the need to provide and co-ordinate maritime search and rescue services on a world-wide basis;

NOTING ALSO the need for further action,

RESOLVES;

- (a) to urge States to provide, to the extent that it may be necessary and feasible, co-ordination of search and rescue services in all sea areas regardless of whether or not they provide those services for aeronautical purposes;
- (b) to urge States to forward to the Inter-Governmental Maritime Consultative Organisation information on their national search and rescue services and to invite the Secretary-General of that Organisation to circulate the information received to all its Member Governments;
- (c) to invite the Inter-Governmental Maritime Consultative Organisation:
 - (1) to continue to work closely with the International Civil Aviation Organisation in order to harmonize aeronautical and maritime search and rescue plans and procedures;
 - (2) to publish all available information concerning agreements on maritime search and rescue regions or arrangements for equivalent overall co-ordination of maritime search and rescue services; and
 - (3) to advise and assist States in the establishment of their search and rescue services.

RESOLUTION 2**COST TO SHIPS OF PARTICIPATION IN SHIP REPORTING SYSTEMS**

THE CONFERENCE,

NOTING Recommendation 47 of the International Conference on Safety of Life at Sea, 1960,

RECOGNIZING that, with the growing importance of national, and possibly in the future, of international ship reporting systems, Recommendation 47 has probably more significance today than when it was originally adopted,

RECOGNIZING FURTHER that the absence of any charge for participation could provide, as has already been demonstrated, a powerful incentive for ships to co-operate in voluntary ship reporting systems,

RECOGNIZING IN ADDITION that ships' participation in voluntary ship reporting systems has demonstrated that it has safety advantages,

RECOMMENDS that States should arrange that participation in such systems shall be free of message cost to the ships concerned.

RESOLUTION 3**NEED FOR AN INTERNATIONALLY AGREED FORMAT AND
PROCEDURE FOR SHIP REPORTING SYSTEMS**

THE CONFERENCE,

CONSIDERING the provision of Chapter 6 of the Annex to the International Convention on Maritime Search and Rescue, 1979, relating to ship reporting systems,

CONSIDERING FURTHER that several national ship reporting systems are in force at present using differing procedures and reporting formats,

RECOGNISING that masters of international trading vessels moving from an area covered by one ship reporting system to another could become confused by these differing procedures and reporting formats,

RECOGNISING FURTHER that the possibility of such confusion could be much reduced by the adoption of an internationally agreed standard ship reporting format and internationally agreed standard procedures,

INVITES the Inter-Governmental Maritime Consultative Organisation to develop, using the annexed format as a basis, an internationally agreed format for ship reporting systems established for the purpose of search and rescue in accordance with the provisions of Chapter 6 of the Annex to the Convention,

REQUESTS that Organisation to ensure that all reporting systems, established for the purpose other than search and rescue, are as far as possible compatible in reporting format and procedures with those to be developed for the purpose of search and rescue.

ANNEX**SHIP REPORTING FORMAT AND PROCEDURES****FORMAT (see note 1)**

Message identifier:	-SHIPREP (area or system designator)
Type of report:	A - A 2-letter group: "SP" (sailing plan) "PR" (position report) "FR" (final report)
Ship:	B - Name and call sign or ship station identity
Date/Time (GMT)	C - A 6-digit group giving date of month (first 2 digits), hours and minutes (last 4 digits)

Position:	D - Departure port (SP) or arrival port (FR)
	E - A 4-digit group giving latitude in degrees and minutes suffixed with "N" or "S" and a 5-digit group giving longitude in degrees and minutes suffixed with "E" or "W"
True course:	F - A 3 digit group
Speed in knots:	G - A 2-digit group
Route information:	H - Intended track (see note 2)
E.T.A:	I - Date/time group expressed by a 6-digit group, as in C above, followed by destination
Coast radio station guarded:	J - Name of Station
Time of next report:	K - Date/time group expressed by a 6-digit group, as in C above
Miscellaneous:	L - Any other information

PROCEDURES

The report should be sent as follows:

- Sailing plan - At, or immediately after, departure from a port or when entering into the area covered by a system (see note 3).
- Position report - When the ship's position varies more than 25 miles from the position that would have been predicted from previous reports, after a course alteration, when required by the system or as decided by the master.
- Final report - Shortly before or on arrival at destination or when leaving the area covered by a system (see note 3).

NOTE 1: Sections of the ship reporting format which are inappropriate should be omitted from the report. See the following examples:

Examples of messages produced by using this format:

Sailing plan

SHIPREP

A SP

B NONSUCH/MBCH

C 021030

Position report

SHIPREP

A PR

B NONSUCH/MBCH

C 041200

Final report

SHIPREP

A FR

B NONSUCH/MBCH

C 110500

D NEW YORK	E 4604N 05123W	D LONDON
F 060	F 089	
G 16	G 15	
H GC	J PORTISHEAD	
I 102145 LONDON	K 061200	
J PORTISHEAD		
K 041200		

NOTE 2: In reporting system intended track may be reported by:

- (a) latitude and longitude for each turn point, expressed as in E above, together with type of intended track between these points, for example "RL" (rhumb line) "GC" (great circle) or "coastal", or
- (b) in the case of coastal sailing the forecast date and time, expressed by a 6-digit group as in C above, of passing significant off-shore points.

NOTE 3: Sailing plan and final report should be transmitted rapidly using a system other than radiocommunication where practicable.

RESOLUTION 4
SEARCH AND RESCUE MANUALS

THE CONFERENCE,

NOTING the Inter-Governmental Maritime Consultative Organisations has prepared a Merchant Ship Search and Rescue manual (MERSAR) and an IMCO Search and Rescue Manual (IMCOSAR),

RECOGNISING that the Merchant Ship Search and Rescue Manual provides valuable guidance for seafarers during emergencies at sea,

RECOGNISING FURTHER that the IMCO Search and Rescue Manual contains guidelines for Governments wishing to establish or develop their search and rescue organisations and for personnel who may be involved in the provision of search and rescue services,

BEING OF THE OPINION that the manuals constitute a valuable supplement to the International Convention on Maritime Search and Rescue, 1979, and its Annex and will greatly contribute towards the objectives of the Convention,

RESOLVES:

- (a) to urge States to use the guidelines provided in the manuals and to bring them to the attention of all concerned; and
- (b) to endorse the action already taken by the Inter-Governmental Maritime Consultative Organisations for amending and keeping the manuals up to date.

RESOLUTION 5**FREQUENCIES FOR MARITIME SEARCH AND RESCUE**

THE CONFERENCE,

NOTING that the World Administrative Radio Conference, 1979, will decide on measures which could have a far-reaching effect on the frequency spectrum.

BEARING IN MIND that the frequencies used in the present maritime distress system do not make adequate provision for ships in distress at a distance of more than approximately 150 miles for the coast,

RECOGNISING that all maritime radiocommunication, whether making use of distress or public correspondence frequencies, can have distress and safety implications,

URGES the World Administrative radio Conference, 1979:

- (a) to allocate one frequency, to be reserved exclusively for distress and safety purposes, in each of the 4, 6, 8, 12 and 16 MHz maritime mobile bands using A3J class of emission for the use in all ITU Regions and to include guard bands on each side of these frequencies; the use of digital selective calling should be permitted on these frequencies; and
- (b) to recognise that all telecommunications to and from ships at sea may comprise elements of importance to search and rescue, and to support proposals for adequate frequency allocations to the maritime mobile service.

RESOLUTION 6**DEVELOPMENT OF A GLOBAL MARITIME DISTRESS AND
SAFETY SYSTEM**

THE CONFERENCE,

HAVING concluded the International Convention on Maritime Search and Rescue, 1979, which establishes an international plan for the co-ordination of search and rescue operations,

RECOGNISING that the existence of an effective distress and safety communications network is important for the efficient operation of the search and rescue plan,

BEING AWARE that the Inter-Governmental Maritime Consultative Organisation has under continuous review the maritime distress and safety system and has adopted Resolutions dealing with the communications aspects of the system,

CONSIDERING that a global maritime distress and safety system should provide, among other things, the essential radio elements of the international search and rescue plan,

INVITES the Inter-Governmental Maritime Consultative Organisations to develop a global maritime distress and safety system that includes telecommunications provisions for the effective operation of the search and rescue plan prescribed by the Annex to the International Convention on Maritime Search and Rescue, 1979.

RESOLUTION 7**HARMONIZATION OF SEARCH AND RESCUE SERVICES
WITH MARITIME METEOROLOGICAL SERVICES**

THE CONFERENCE,

BEARING IN MIND the importance of meteorological and oceanographical information in search and rescue operations,

CONSIDERING the desirability of meteorological information covering the same areas as search and rescue regions,

CONSIDERING FURTHER that routine weather reports from ships normally include the ship's position,

BEING OF THE OPINION that the practice of ships transmitting weather reports and position reports through the same coast radio station would facilitate the transmission of such reports and encourage ship participation in both systems,

INVITES the Inter-Governmental Maritime Consultative Organisation:

- (a) to work closely with the World Meteorological Organisation to explore the practicability of harmonizing the areas of maritime meteorological forecasts and warnings with maritime search and rescue regions,
- (b) to request the World Meteorological Organisation to take steps to ensure that up-to-date meteorological and oceanographical information is immediately available to the search and rescue services for the whole of the regions they serve; and :
- (c) to investigate the feasibility of ships making weather and position reports to the same coast radio station.

RESOLUTION 8**PROMOTION OF TECHNICAL CO-OPERATION**

THE CONFERENCE,

RECOGNISING that prompt and effective maritime search and rescue requires broad international co-operation and substantial technical and scientific resources,

RECOGNISING FURTHER that Parties to the International Convention on Maritime Search and Rescue, 1979, will be called upon to make arrangements to achieve the objectives of that convention and to assume full responsibility for such arrangements,

BEING CONVINCED that the promotion of technical co-operation at inter-governmental level will expedite the implementation of the Convention by States that do not as yet possess the necessary technical and scientific resources,

URGES States to promote, in consultation with, and with the assistance of, the Inter-Governmental Maritime Consultative Organisations, support for States requesting technical assistance for:

- (a) the training of personnel necessary for search and rescue; and
- (b) the provision of the equipment and facilities necessary for search and rescue,

FURTHER URGES States to implement the above-mentioned measures without awaiting the entry into force of the Convention.

SCHEDULE 2

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

SEARCH AND RESCUE

ANNEX 12

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

SIXTH EDITION - MARCH 1975

**This edition incorporates all amendments adopted by the Council
prior to 25 November 1974 and supersedes, on 9 October 1975,
all previous editions of Annex 12.**

**For information regarding the applicability of the Standards and
Recommended Practices, see Foreword.**

INTERNATIONAL CIVIL AVIATION ORGANISATION

The issue of amendments is announced regularly in the ICAO Journal and in the monthly Supplement to the Catalogue of ICAO Publications and Audio Visual Training Aids, which holders of this publication should consult. The space below is provided to keep a record of such amendments.

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FOREWORD

Historical Background

In December 1946, the Search and Rescue Division, at its second session, made recommendation for Standards and Recommended Practices for Search and Rescue. They were developed by the Secretariat and the then existent Air Navigation Committee, and were duly submitted to the Council. The proposals were not accepted by the Council in the form in which they were presented and, on 20 April 1948, were referred back to the Air Navigation Committee for further consideration.

A further draft Annex was then developed in the light of experience gained at Regional Air Navigation Meetings and eventually was approved in principle by the Air Navigation Commission and circulated to States for comment. Further development was made by the Air Navigation Commission as a result of States' comments and the resulting proposals were adopted by the Council on 25 May 1950 and designated as Annex 12 to the Convention on International Civil Aviation. The Annex became effective on 1 December 1950 and came into force on 1 March 1951.

Table A shows the origin of subsequent amendments together with a list of the principle subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Applicability

The Standards and Recommended Practices in this document govern the application of the Regional Supplementary Procedures - *Search and Rescue*, contained in Doc 7030, in which document will be found subsidiary procedures of regional application.

Annex 12 is applicable to the establishment, maintenance and operation of search and rescue services in the territories of Contracting States and over the high seas, and to the co-ordination of such services between States.

Action by Contracting States

Notification of Differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organisation of any difference between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from the Recommended Practices contained in this Annex, and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organisation currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each Amendment to this Annex.

Attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Promulgation of information. Information relating to the establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided according to the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with Annex 15.

Use of the text of the Annex in national regulations. The Council, on 13 April 1948, adopted a resolution inviting the attention of Contracting States to the desirability of using in their own national regulations, as far as practicable, the precise language of those ICAO Standards that are of a regulatory character and also of indicating departures from the Standards, including any additional national regulations that were important for the safety or regularity of air navigation. Wherever possible, the provisions of this Annex have been written in such a way as would facilitate incorporation without major textual changes, into national legislation.

Status of Annex Components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1. *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regulatory of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interests of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for the convenience but forming part of the Standards and Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-explanatory in that they do not have accepted dictionary meanings. A definition does not have an independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- #### 2. *Material approved, by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligation of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to Standards and Recommended Practices, or included as a guide to their application.

Selection of Language

This Annex has been adopted in five languages - English, Arabic, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organisation accordingly.

Editorial Practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb "shall" is used, and for Recommended Practices the operative verb "should" is used.

Throughout this document measurements are given in the metric system followed in parentheses by corresponding measurements in the foot-pound system.

Any reference to a portion of this document, which is identified by a number and/or title, included all subdivisions of that portion.

Table A. Amendments to Annex 12

Amendments	Sources	Subject(s)	Adopted/approved Effective Applicable
1 st Edition	Search and Rescue Division, Second Session (1946) Air Navigation Commission	International Standards and Recommended Practices -Search and Rescue Services.	25 May 1950 1 December 1950 1 March 1951
1 (2nd Edition)	Search and Rescue Division, Third Session (1951)	Search and rescue organization; communications; appraisals of search and rescue operations; procedures for search and rescue; air-to-ground signals.	31 March 1952 1 September 1952 1 January 1953
2 (3rd Edition)	Second Air Navigation Conference (1955)	Rescue sub-centres; servicing and refueling rescue units of other Contracting States.	8 May 1956 1 September 1956 1 December 1956
3	Third Air Navigation Conference (1956). Amendment 10 to Annex 6, Chapter 6	Marking of areas of the fuselage suitable for break-in.	13 June 1957 1 October 1957 1 December 1957
4 (4th edition)	Rules of the Air, Air Traffic Services and Search and Rescue Divisions (1958)	Co-operation between States; information concerning emergencies; procedures for rescue Co-ordination centres.	8 December 1959 1 May 1960 1 August 1960
5	Amendment 13 to Annex 11	Notification of rescue co-ordination centres by air traffic services units.	13 April 1962 - 1 November 1962
6	Amendment 4 to Annex 9	Temporary entry of rescue units from other Contracting States.	- - 1 July 1964
7	Amendment 14 to Annex 11, Chapter 5	Alerting of surface vessels and en-route aircraft to assist an aircraft in distress.	19 June 1964 1 November 1964 1 February 1965
8	International Convention for the Safety of Life at Sea. Amendment 15 to Annex 11	Updating of reference; alerting service.	10 December 1965 - 25 August 1966

9 (5th Edition)	Air Navigation Commission review of the Regional Supplementary Procedures	Co-operation between Contracting States; servicing and refuelling of rescue units of other Contracting States; testing search and rescue communications facilities; assistance in search and rescue operations by additional units or services.	25 May 1970 25 September 1970 4 February 1971
10	Air Navigation Commission	Carriage of the International Code of Signals by search and rescue aircraft; equipment of search and rescue aircraft with frequency 2182 kHz; information on position of merchant ships.	11 December 1972 11 April 1973 16 August 1973
11 (6th Edition)	Complete review of the Annex by the Air Navigation Commission	New signal to surface craft; provision of search and rescue service on a 24-hour basis; dissemination of information on position of merchant ships; appraisals of search and rescue operations; improvement of co-operation between neighbouring States; equipment of rescue units; availability of information on air traffic services; location of droppable survival equipment; methods for assisting aircraft in distress and being compelled to ditch to rendezvous with surface craft; methods for assisting search and rescue or other aircraft to rendezvous with aircraft in distress.	25 November 1974 25 March 1975 9 October 1975
12	Amendment 60 to Annex 3	Supplementary communication facilities between meteorological offices and search and rescue units.	8 December 1975 8 April 1976 12 August 1976
13	Air Navigation Commission	Ground-air visual signal code for use by survivors.	15 December 1980 15 April 1981 26 November 1981
14	Air Navigation Commission	Rescue co-ordination centre (RCC) responsibilities regarding preparatory measures in the event an aircraft is subject to unlawful interference.	12 March 1990 30 July 1990 15 November 1990
15	Air Navigation Commission	Definition for search and rescue aircraft; communications requirements for rescue co-ordination centres (RCCs) and equipment of search and rescue (SAR) aircraft; SAR point of contact (SPOC).	12 March 1993 26 July 1993 11 November 1993

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

Note.~ Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obliged to discharge, as the case may be, the Assembly recognized, in Resolution A18-16, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged - in particular without crew - by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances. Accordingly, the Council, without prejudice to the question of whether the Convention may require amendment with respect to the allocation of functions to States, urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the operator. It is understood that the foregoing action will only be a matter of practical convenience and will not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State.

CHAPTER I. DEFINITIONS

When the following terms are used in the Standards and Recommended Practices for Search and Rescue they have the following meanings:

Alerting post. A Unit designated to receive information from the general public regarding aircraft in emergency and to forward the information to the associated rescue co-ordination centres.

Alert phase. A situation wherein apprehension exists as to the safety of an aircraft and its occupants.

Distress phase. A situation wherein there is a reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

Ditching. The forced landing of an aircraft on water.

Emergency phase. A generic term meaning, as the case may be, uncertainty phase, alert phase or distress phase.

Operator. A person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Pilot-in-command. The pilot responsible for the operation and safety of the aircraft during flight time.

Radio direction-finding station. A radio station intended to determine only the direction of other stations by means of transmissions from the latter.

Rescue co-ordination centres. A unit responsible for promoting efficient organization of search and rescue service and for co-ordinating the conduct of search and rescue operations within a search and rescue region.

Rescue Subcentre. A unit subordinate to a rescue co-ordination centre, established to complement the latter within a specified portion of a search and rescue region.

Rescue unit. A unit composed of trained personnel and provided with equipment suitable for the expeditious conduct of search and rescue.

Search and rescue aircraft. An aircraft provided with specialized equipment suitable for the efficient conduct of search and rescue missions.

Search and rescue region. An area of defined dimension within which search and rescue service is provided.

Search and rescue services unit. A generic term meaning, as the case may be, rescue co-ordination centre, rescue subcentre or alerting post.

State of Registry. The State on whose register the aircraft is entered.

Uncertainty phase. A situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

CHAPTER 2. ORGANISATION

2.1 Establishment and provision of search and rescue service

2.1.1 Contracting States shall arrange for the establishment and provision of search and rescue services within their territories. Such services shall be provided on a 24-hour basis.

2.1.1.1 Those portions of the high seas or areas of undetermined sovereignty for which search and rescue service will be established shall be determined on the basis of regional air navigation agreements. A Contracting State having accepted the responsibility to provide search and rescue service in such areas shall thereafter arrange for the service to be established and provided in accordance with the provisions of this Annex.

Note - The phrase "regional air navigation agreements" refers to the agreements approved by the Council of ICAO normally on the advice of Regional Air Navigation Meetings.

2.1.2 In providing assistance to aircraft in distress and to survivors of aircraft accidents, Contracting States shall do so regardless of the nationality of such aircraft or survivors.

2.2 Establishment of search and rescue regions

2.2.1 Contracting States shall delineate the search and rescue regions within which they will provide search and rescue service. Such regions shall not overlap.

2.2.1.1 **Recommendation.** - *Boundaries of search and rescue regions should, in so far as practicable, be coincident with the boundaries of corresponding flight information regions.*

2.3 Establishment and designation of search and rescue services units

2.3.1 Contracting States shall establish a rescue co-ordination centre in each search and rescue region.

2.3.2 **Recommendation.** - *Contracting States should establish rescue subcentres whenever this would improve the efficiency of search and rescue services.*

2.3.3 **Recommendation.** - *In areas where public telecommunications facilities would not permit persons observing an aircraft in emergency to notify the rescue co-ordination centre concerned directly and promptly, Contracting States should designate suitable units of public or private services as alerting posts.*

2.4 Communication for search and rescue services unit

2.4.1 Each rescue co-ordination centre shall have means of immediate communication with:

- a) the associated air traffic services unit;
- b) associated rescue subcentres;
- c) appropriate direction-finding and position-fixing stations in the region;
- d) where appropriate, coastal radio stations capable of alerting and communicating with surface vessels in the region.

Note - "Means of immediate communication" are considered to be direct-line telephone or teletype, direct radiotelephone circuit, or, when these cannot be made available, telephone of teletype via a switchboard.

2.4.2 Each rescue co-ordination centre shall have means of rapid and reliable communication with:

- a) the headquarters of rescue units in the region;
- b) rescue co-ordination centres in adjacent regions;
- c) a designated meteorological office or meteorological watch office;
- d) rescue units when employed in search and rescue;
- e) alerting posts;
- f) the COSPAS-SARSAT* Mission Control Centre servicing the search and rescue (SAR) region when the rescue co-ordination centre (RCC) has been designated SAR point of contact (SPOC).

* COSPAS - space system for search of vessels in distress
SARSAT - search and rescue satellite-aided tracking

Note - "Means of rapid and reliable communication" include digital data interchange, telephone, facsimile and radiotelephone.

2.4.3 In addition to the requirement in 2.4.1 b), each rescue subcentre shall have means of rapid and reliable communication with:

- a) adjacent rescue subcentres;
- b) a meteorological office or meteorological watch office;
- c) rescue units when employed in search and rescue;
- d) alerting posts.

Note - See Note following 2.4.2.

2.4.4 **Recommendation.** - *The means of communication provided in accordance with 2.4.2 c) and 2.4.3 b) should be supplemented, as and where necessary, by other means of visual or audio communication, for example, closed circuit television.*

2.5 Designation of rescue units

2.5.1 Contracting States shall designate as rescue units elements of public or private services suitably located and equipped for search and rescue in each search and rescue region, and shall define the relative functions of these elements and the respective rescue co-ordination centre.

2.5.1.1 Contracting States shall establish additional rescue units wherever the units designated in accordance with 2.5.1 are insufficient.

Note - The minimum units and facilities necessary for provision of search and rescue within a search and rescue region are determined by regional air navigation agreements and are specified in the appropriate Air Navigation Plan publications.

2.5.2 **Recommendation.** - *Contracting States should designate as parts of the search and rescue plan of operation, elements of public or private services that do not qualify as rescue units but are nevertheless able to participate in search and rescue operations, and should define the relative functions of these elements and the respective rescue co-ordination centres.*

2.6 Equipment of rescue units

2.6.1 Rescue units shall be provided with facilities and equipment for locating promptly, and for providing adequate assistance at, the scene of an accident.

Note - In selecting equipment for rescue units it is important that due regard be given to the size and passenger capacity of modern aircraft.

2.6.2 **Recommendation.** - *In addition to the communications required by the Standards in 2.4.2 d) and 2.4.3 c), each rescue unit should have means of rapid and reliable communication with other units or elements engaged in the same operation.*

Note - See Note following 2.4.2.

2.6.3 Each search and rescue aircraft shall be equipped to be able to communicate on the aeronautical distress and scene of action frequencies and on such other frequencies as may be prescribed.

2.6.4 Each search and rescue aircraft shall be equipped with a device for homing on emergency locator transmitters transmitting on 121.5 MHz required to be carried by aircraft in accordance with the provisions of Annex 6. Parts I, II, and III.

Note - Specifications for emergency locator transmitter (ELT) are given in Annex 10, Vol. 1.

2.6.5 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall be equipped to be able to communicate with such ships on 2182 kHz.

2.6.6 Each search and rescue aircraft, when used for search and rescue over maritime areas and required to communicate with merchant ships, shall carry a copy of the International Code of Signals to enable it to overcome language difficulties that may be experienced in communicating with such ships.

2.6.7 **Recommendation.** - *Unless it is known that there is no need to provide supplies to survivors by air, at least one of the aircraft participating in a search and rescue operation should carry droppable survival equipment.*

2.6.8 **Recommendation.** - *States should provide at appropriate aerodromes where search and rescue aircraft are not readily available, survival equipment suitably packed for dropping by aircraft not normally participating in search and rescue operations.*

2.6.9 **Recommendation.** - *Containers or packages containing survival equipment for dropping to survivors should have the general nature of their contents indicated by a colour code, by printed indication, and by self-explanatory symbols, to the extent that such symbols exist.*

2.6.9.1 **Recommendation.** - *The colour identification of the contents of droppable containers and packages containing survival equipment should take the form of coloured streamers according to the following code:*

Red: medical supplies and first aid equipment

Blue: food and water

Yellow: blankets and protective clothing

Black: miscellaneous equipment such as stoves, axes, compasses, cooking utensils, etc.

2.6.9.2 **Recommendation.** - *Where supplies of a mixed nature are dropped in one container or package, the colour code should be used in combination.*

2.6.10 **Recommendation.** - *Instructions on the use of the survival equipment should be enclosed in each of the droppable containers or packages. They should be printed in at least three languages of which at least one should be one of the working languages of ICAO.*

CHAPTER 3. CO-OPERATION

3.1 Co-operation between States

3.1.1 Contracting States shall co-ordinate their search and rescue organizations with those of neighbouring Contracting States.

3.1.2 **Recommendation.-** Contracting States should, whenever necessary, co-ordinate their search and rescue operations with those neighbouring States.

3.1.2.1 **Recommendation.-** Contracting States should, in so far as practicable, develop common search and rescue procedures to facilitate co-ordination of search and rescue operations with those of neighbouring States.

3.1.3 Subject to such conditions as may be prescribed by its own authorities, a Contracting State shall permit immediate entry into its territory of rescue units of other States for the purpose of searching for the site of aircraft accidents and rescuing survivors of such accidents.

3.1.4 The authorities or a Contracting State which wishes its rescue units to enter the territory of another Contracting State for search and rescue purposes shall transmit a request, giving full details of the projected mission and the need for it, to the rescue co-ordination centre of the State concerned or to such other authority as has been designated by that State.

3.1.4.1 The authorities of Contracting States shall :

- immediately acknowledge the receipt of such a request, and
- as soon as possible indicate the conditions, if any, under which the projected mission may be undertaken.

3.1.5 **Recommendation -** Contracting States should enter into agreements with neighbouring States setting forth the conditions for entry of each other's rescue units into their respective territories. These agreements should also provide for expediting entry of such units with the least possible formalities.

3.1.6 **Recommendation.-** Each Contracting State should authorize its rescue co-ordination centres to:

- a) request from other rescue co-ordination centres such assistance, including aircraft, vessels, personnel or equipment, as may be needed;
- b) grant any necessary permission for the entry of such aircraft, vessels, personnel or equipment into its territory and
- c) make the necessary arrangements with the appropriate customs, immigration or other authorities with a view to expediting such entry.

3.1.7 **Recommendation.-** Each Contracting State should authorize its rescue co-ordination centres to provide, when requested, assistance to other rescue co-ordination centres, including assistance in the form of aircraft, vessels, personnel or equipment.

3.1.8 **Recommendation.-** Contracting States should make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.

3.1.9 **Recommendation.-** Contracting States should make arrangements for periodic liaison visits by personnel of their rescue co-ordination centres and subcentres to the centres of neighbouring States.

3.2 Co-operation with other services

3.2.1 Contracting States shall arrange for all aircraft, vessels and local services and facilities which do not form part of the search and rescue organization to co-operate fully with the latter in search and rescue and to extend any possible assistance to the survivors of aircraft accidents.

3.2.2 Contracting States shall ensure that their search and rescue services co-operate with those responsible for investigating accidents and with those responsible for the care of those who suffered from the accident.

3.2.3 **Recommendation.-** *To facilitate accident investigation, rescue units should, when practicable, be accompanied by persons qualified in the conduct of aircraft accident investigations.*

3.2.4 States shall designate a search and rescue point of contact (SPOC) for the receipt of COSPAS-SARSAT distress data.

3.3 Dissemination of information

3.3.1 Each Contracting State shall publish and disseminate all information necessary for the entry of rescue units of other States into its territory.

Note - See 3.1.3.

3.3.2 **Recommendation. -** *When requested, Contracting States should make available, through the rescue co- ordination centres or other agencies, information regarding their search and rescue plans of operation.*

3.3.3 **Recommendation. -** *Each Contracting State recording information on the position of ships at sea should disseminate, on a regular basis, in so far as practicable, such information to other Contracting States concerned requesting it.*

3.3.4 **Recommendation.-** *Contracting States should, to the extent desirable and practicable, disseminate to the general public directives on actions to be taken when there is reason to believe that an aircraft is emergency and in the event of an aircraft accident.*

CHAPTER 4. PREPARATORY MEASURES

4.1 Requirements for information

4.1. Each rescue co-ordination centre shall have available at all times up-to-date information concerning the following in respect of its search and rescue region:

- a) rescue units, rescue subcentres and alerting posts;
- b) air traffic services units;
- c) means of communication that may be used in search and rescue operations;
- d) cable addresses and telephone numbers of all operators or their designated representatives, engaged in operations in the region;
- e) any other public and private resources including medical and transportation facilities that are likely to be useful in search and rescue.

4.1.2 **Recommendation.-** Each rescue co-ordination centre should have available all other information of interest to search and rescue, including information regarding:

- a) the locations, call signs, hour of watch and frequencies of all radio stations likely to be employed in search and rescue;
- b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded;
- c) objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air.
- d) locations where supplies of droppable emergency and survival equipment are stored.

4.1.3 **Recommendation.-** Each rescue co-ordination centre whose search and rescue region includes maritime areas should have ready access to information regarding the position, true track, speed and call sign of ships within such areas, which may be able to provide assistance to aircraft in distress.

Note.- This information may either be kept in the rescue co-ordination centres or be readily obtainable if and when necessary.

4.1.4 A large-scale map of the search and rescue region shall be provided at each rescue co-ordination centre for the purpose of displaying and plotting information of interest to search and rescue.

4.2 Plan of operation

4.2.1 Each rescue co-ordination centre shall prepare a detailed plan for the conduct of search and rescue operations within its search and rescue region.

4.2.2 The plan of operation shall specify arrangements for the servicing and refuelling, to the extent possible, of aircraft, vessels and vehicles employed in search and rescue, including those made available by other States.

4.2.3 **Recommendation.-** The plan of operation should contain details regarding all actions to be taken by those engaged in search and rescue, including:

- a) the manner in which search and rescue is to be conducted in the search and rescue region;
- b) the use of available communication systems and facilities;
- c) the actions to be taken jointly with adjacent rescue co-ordination centres;
- d) the methods alerting en-route aircraft and ships at sea;
- e) the duties and prerogatives of personnel assigned to search and rescue;
- f) possible redeployment of equipment that may be necessitated by meteorological or other conditions;
- g) the methods for obtaining essential information relevant to search and rescue operations, such as weather reports and forecasts, appropriate NOTAM, etc.;

- h) *the methods for obtaining, from other rescue co-ordination centres, such assistance, including aircraft, vessels, personnel or equipment, as may be needed;*
- i) *the methods for assisting distressed aircraft being compelled to ditch to rendezvous with surface craft;*
- j) *the methods for assisting search and rescue or other aircraft to rendezvous with aircraft in distress;*
- k) *the initial actions for assistance to an aircraft known or believed to be subject to unlawful interference;*

4.3 Preparatory procedures for rescue units

4.3.1 Each rescue unit shall:

- a) be cognizant of all parts of the plan of operation prescribed in 4.2 that are necessary for the effective conduct of its duties;
- b) maintain in readiness the required number of rescue craft and vehicles;
- c) maintain supplies of rations, medical stores, signalling devices and other survival and rescue equipment;
- d) keep the rescue co-ordination centre currently informed of the quantity and preparedness of its equipment.

4.3.2 **Recommendation.**- *Each rescue unit should make arrangements for the supply of additional craft or vehicles in case replacement of those already engaged in search and rescue is required.*

4.4 Training

4.4.1 **Recommendation.**- *To achieve and maintain maximum efficiency in search and rescue, Contracting States should provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises.*

4.5 Removal of wreckage

4.5.1 Each Contracting State shall ensure that wreckage resulting from aircraft accidents within its territory or, in the case of accidents on the high seas or in areas or undetermined sovereignty, within the search and rescue regions for which it is responsible is removed or obliterated following completion of the accident investigation, or charted, so as to prevent subsequent confusion,

4.5.2 **Recommendation.** - *To facilitate compliance with 4.5.1, each Contracting State should require any person finding wreckage of aircraft to notify the appropriate authority as soon as possible.*

CHAPTER 5. OPERATING PROCEDURES

5.1 Information concerning emergencies

5.1.1 Recommendation.- *Contracting States should encourage any person observing an accident or having reason to believe that an aircraft is in an emergency to give immediately all available information to the appropriate alerting post or to the rescue co-ordination centre concerned.*

5.1.2 Any authority or any element of the search and rescue organization having reason to believe that an aircraft is in an emergency shall give immediately all available information to the rescue co-ordination centre concerned.

5.1.3 Rescue co-ordination centres shall, immediately upon receipt of information concerning aircraft in emergency, evaluate such information and determine the extent of the operation required.

5.1.4 When information concerning aircraft in emergency is received from other sources than air traffic services units, the rescue co-ordination centre shall determine to which emergency phase the situation corresponds and shall apply the procedures applicable to that phase.

5.2 Procedures for rescue co-ordination centres during emergency phases

5.2.1 Uncertainty phase

During the uncertainty phase, the rescue co-ordination centre shall co-operate to the utmost with air traffic services units and other appropriate agencies and services in order that incoming reports may be speedily evaluated.

5.2.2 Alert phase

Upon the occurrence of an alert phase the rescue co-ordination centre shall immediately alert appropriate search and rescue services units and rescue units and initiate any necessary action.

5.2.3 Distress phase

When an aircraft is believed to be in distress, or when a distress phase exists, the rescue co-ordination centre shall:

- a) initiate action by appropriate search and rescue services units and rescue units in accordance with the detailed plan of operation;
- b) ascertain the position of the aircraft, estimate the degree of uncertainty of this position, and, on the basis of this information and the circumstances, determine the extent of the area to be searched;
- c) notify the operator, where possible, and keep him informed of developments;
- d) notify adjacent rescue co-ordination centres, the help of which seems likely to be required, or which may be concerned in the operation;
- e) notify the associated air traffic services unit, when the information on the emergency has been received from another source;
- f) request at an early stage such aircraft, vessels, coastal stations, or other services not specifically included in a) as are in a position to do so, to:
 1. maintain a listening watch for transmission from the aircraft in distress or from an emergency locator transmitter;

Note.- The frequencies contained in the specifications for emergency locator transmitter (ELT) given in Annex 10, Vol. I, are 121.5 MHz and 406 MHz.

2. assist the aircraft in distress as far as practicable;
 3. inform the rescue co-ordination centre of any developments;
- g) from the information available, draw up a plan for the conduct of the search and/or rescue operation required and communicate such plan for the guidance of the authorities immediately directing the conduct of such an operation;
 - h) amend as necessary, in the light of circumstances, the guidance already given in g);
 - i) notify the State of Registry of the aircraft;

- j) notify the appropriate accident investigation authorities.

The order in which these actions are described shall be followed unless circumstances dictate other wise.

5.2.4 Initiation of search and rescue action in respect of an aircraft whose position is unknown

5.2.4.1 In the event that an emergency phase is declared in respect of an aircraft whose position is unknown and may be in one of two or more search and rescue regions, the following shall apply:

- a) When a rescue co-ordination centre is notified of the existence of an emergency phase and is unaware of other centres taking appropriate action, it shall assume responsibility for initiating suitable action in accordance with 5.2 and confer with neighbouring rescue co-ordination centres with the objective of designating one rescue co-ordination centre to assume responsibility forthwith.
- b) Unless otherwise decided by common agreement of the rescue co-ordination centres concerned, the rescue co-ordination centre to co-ordinate search and rescue action shall be the centre responsible for:
 - a) the region in which the aircraft was according to its last reported position; or
 - the region to which the aircraft was proceeding when last reported position was at the boundary of two search and rescue regions; or
 - the region to which the aircraft was destined when it was not equipped with suitable two-way radio communication or not under obligation to maintain radio communication.
- c) After declaration of the distress phase, the rescue co-ordination centre co-ordinating search and rescue action shall inform all rescue co-ordination centres that may become involved in the operation, of all the circumstances of the emergency and subsequent developments. Likewise all rescue co-ordination centres

becoming aware of any information pertaining to the incident, shall inform the rescue co-ordination centre which is co-ordinating the search and rescue action.

5.2.5 Passing of information to aircraft in respect of which an emergency phase has been declared

5.2.5.1 Whenever applicable, the rescue co-ordination centre responsible for search and rescue action shall forward to the air traffic services unit serving the flight information region in which the aircraft is operating, information of the search and rescue action initiated, in order that such information can be passed to the aircraft.

5.3 Procedures where responsibility for operations extends to two or more Contracting States

5.3.1 Where the conduct of operations over the entire search and rescue region is the responsibility of more than one Contracting State, each such State shall take action in accordance with the plan of operation when so requested by the rescue co-ordination centre of the region.

5.4 Procedures for authorities in the field

5.4.1 The authorities immediately directing the conduct of operations or any part thereof shall:

- a) give instructions to the units under their direction and inform the rescue co-ordination centre of such instructions;
- b) keep the rescue co-ordination centre informed of developments.

5.5 Procedures for rescue co-ordination centres - Termination and suspension of operations

5.5.1 Uncertainty and alert phases

5.5.1.1 When during an uncertainty or an alert phase the rescue co-ordination centre is informed that the emergency no longer exists, it shall so inform any unit or service which it has activated or notified.

5.5.2 Distress phase

5.5.2.1 When during a distress phase the rescue co-ordination centre is informed that the emergency no longer exists, it shall take the necessary action to terminate the operations and to inform any authority, unit or service which it has activated or notified.

5.5.2.2 If during a distress phase it is determined that the search should be discontinued, the rescue co-ordination centre shall suspend the operations and so inform any authority, unit or service which has been activated. Pertinent information subsequently received shall be evaluated and operations resumed when justified on the basis of such information.

5.5.2.3 If during a distress phase it is determined that further search would be of no avail, the rescue co-ordination centre shall terminate the operations and so inform any authority, unit or service which has been activated.

5.6 Procedures for rescue units

5.6.1 When notified by the rescue co-ordination centre the rescue unit shall:

- a) act as required in the notification;
- b) keep the rescue co-ordination centre currently informed of the quantity and preparedness of its search and rescue equipment;
- c) keep the rescue co-ordination centre informed of its operations.

5.7 Procedures for person-in-charge of the rescue unit at the scene of an accident

5.7.1 The person assigned to be in charge of the rescue unit at the scene of an accident shall act as required by the rescue co-ordination centre and shall:

- a) ensure that no risk of setting fire to the aircraft is created by the use of improper types of lights or by equipment likely to produce electric or friction sparks;

b) give aid to survivors;

c) except as necessary for b), or when otherwise directed, ensure that the wreckage of the aircraft or marks made by it in landing are not disturbed until all information required for investigation of the causes of the accident has been obtained.

5.8 Procedures for pilots-in-command at the scene of the accident

5.8.1 When a pilot-in-command observes that either another aircraft or a surface craft is in distress, he shall, unless he is unable, or in the circumstances of the case considers it unreasonable or unnecessary:

- a) keep in sight the craft in distress until such times as his presence is no longer necessary;
- b) if his position is not known with certainty, take such action as will facilitate the determination of it;
- c) report to the rescue co-ordination centre or air traffic services unit as much of the following information as possible:
 - type of aircraft in distress, its identification and condition;
 - its position, expressed in geographical co-ordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aids;
 - time of observation expressed in hours and minutes GMT;
 - numbers of persons observed;
 - whether persons have been seen to abandon the craft in distress;
 - number of persons observed to be afloat;
 - apparent physical condition of survivors;

- d) act as instructed by the rescue co-ordination centre or the air traffic services unit.

5.8.1.1 If the first aircraft to reach the scene of an accident is not a search and rescue aircraft it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the, appropriate rescue co-ordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.

5.8.2 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established the aircraft shall use the appropriate signal in Appendix A.

5.8.3 When it is necessary for an aircraft to convey information to survivors or surface rescue units, and two-way communication is not available, it shall, if practicable, drop communication equipment that would enable direct contact to be established, or convey the information by dropping the message.

5.8.4 When a ground signal has been displayed the aircraft shall indicate whether the signal has been understood or not by the means described in 5.8.3 or, if this is not practicable, by use of the appropriate signal in Appendix A.

5.9 Procedures for pilot-in-command intercepting a distress transmission

Whenever a distress signal and/or message or equivalent transmission is intercepted on radiotelegraphy or radiotelephony by a pilot-in-command of an aircraft, he shall:

- a) record the position of the craft in distress if given;

- b) if possible take a bearing on the transmission;
- c) inform the appropriate rescue co-ordination centre or air traffic services unit of the distress transmission, giving all available information;
- d) at his discretion, while awaiting instructions, proceed to the position given in the transmission.

5.10 Search and rescue signals

5.10.1 The signals of Appendix A shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

5.10.2 Upon observing any of the signals given in Appendix A, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.

5.11 Maintenance of records

5.11.1 **Recommendation.**— *Each rescue co-ordination centre should keep a record of the operational efficiency of the search and rescue organisation in its region.*

5.11.2 **Recommendation.**— *Each rescue co-ordination centre should prepare appraisals of actual search and rescue operations in its region. These appraisals should comprise any pertinent remarks on the procedures used by the pilot and all the emergency and survival equipment, and any suggestions for improvement of those procedures and equipment. Those appraisals which are likely to be of interest to other States should be submitted to ICAO for information and dissemination as appropriate.*

APPENDIX A. SEARCH AND RESCUE SIGNALS*(Note - See Chapter 5, 5.10 of the Annex)***1. Signals with surface craft**

Note. - The following replies may be made by surface craft to the signal in 1.1:

- *For acknowledging receipt of signals;*

- 1) *the hoisting of the "Code pennant" (vertical red and white stripes) close up (meaning understood);*
- 2) *the flashing of a succession of "T's" by signal lamp in the Morse code;*
- 3) *the changing of heading to follow the aircraft.*

- *For indicating inability to comply:*

- 1) *the hoisting of the international flag "N" (a blue and white checkered square);*
- 2) *the flashing of a succession of "N's" in the Morse code.*

1.1 The following manoeuvres performed in sequence by an aircraft mean that the aircraft wishes to direct a surface craft towards an aircraft or a surface craft in distress:

- a) circling the surface craft at least once;
- b) crossing the projected course of the surface craft close ahead at low altitude and:
 - 1) rocking the wings; or
 - 2) opening and closing the throttle; or
 - 3) changing the propeller pitch.

Note. - Due to high noise level on board surface craft, the sound signals in 2) and 3) maybe less effective than the visual signals in 1) and are regarded as alternative means of attracting attention.

- c) heading in the direction in which the surface craft is to be directed,

Repetition of such manoeuvres has the same meaning.

1.2 The following manoeuvre by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required:

- crossing the wake of the surface craft close astern

at a low altitude and:

- 1) rocking the wings; or
- 2) opening and closing the throttle; or
- 3) changing the propeller pitch,

Note. - See Note following 1.1 b).

2. Ground visual signal code**2.1 Ground-air visual signal code for use by survivors**

No.	Message	Code Symbol
1	Require assistance	✓
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

2.2 Ground-air visual signal code for use by rescue units

No.	Message	Code Symbol
1	Operation complete	LLL
2	We have found all personnel	LL
3	We have found only some personnel	++
4	We are not able to continue. Returning to base	XX
5	Have divided into two groups. Each proceeding in direction indicated	
6	Information received that aircraft is in this direction	→→
7	Nothing found. Will continue to search	NN

- 2.3 Symbols shall be at least 2.5 metres (8 feet) long and shall be made as conspicuous as possible.

Note 1.- Symbols may be formed by any means such as: strips of fabric; parachute material, pieces of wood, stones or such like material; marking the surface by tramping, or staining with oil, etc.

Note 2, - Attention to the above signals may be attracted by other means such as radio, flares, smoke, reflected light, etc.

3. Air-to-ground signals

- 3.1 The following signals by aircraft mean that the ground signals have been understood:

- a) during the hours of daylight:
 - by rocking the aircraft's wings;
- b) during the hours of darkness:
 - flashing on and off twice the aircraft's landing lights or, if not so equipped, by switching on and off twice its navigation lights.

- 3.2 Lack of the above signal indicates that the ground signal is not understood.

WETSONTWERP

Om die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, en Aanhangsel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, 1944, by die Suid-Afrikaanse reg in te lyf; om die Suid-Afrikaanse Soek-en-reddingsorganisasie in te stel; en om voorsiening te maak vir aangeleenthede wat daarmee in verband staan.

DAAR WORD BEPAAL deur die Parlement van die Republiek van Suid-Afrika, soos volg:—

Woordomskrywing

1. In hierdie Wet, tensy uit die samehang anders blyk, het enige woord of uitdrukking waaraan 'n betekenis in die Konvensies geheg is, daardie betekenis en beteken —

"Departement" die nasionale Departement van Vervoer;

"die Konvensies" —

- (a) die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, op 27 April 1979 aangegaan deur die Maritieme Veiligheidskomitee van die Internasionale Maritieme Organisasie; en
- (b) Aanhangsel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, 1944, aangegaan op 7 Desember 1944 te Chicago;

"Direkteur-generaal" die Direkteur-generaal: Vervoer;

"hierdie Wet" ook die regulasies;

"hoof van SASER" 'n beampte as sodanig deur die Direkteur-generaal aangestel ingevolge artikel 6(5)(a);

"Internasionale Maritieme Organisasie" die gespesialiseerde agentskap van die Verenigde Nasies ingestel op 6 Maart 1948 te Genève by die Konvensie oor die Internasionale Maritieme Organisasie en verantwoordelik vir die formulering van standaarde en aanbevole gebruike vir doeleindes van burgerlike maritieme vervoer en vir die beveiliging van menselewens op see;

"lugvaartuig" 'n masjien wat in die atmosfeer deur die reaksie van die lug, behalwe die reaksie van die lug teen die aarde se oppervlak, steun kan kry;

"lugverkeerbeheerdiens" ook gebiedsbeheer, naderingsbeheer en vliegveldbeheer;

"lugverkeerdiens" 'n vluginligtingsdiens, 'n waarskuwingsdiens, 'n lugverkeeradviesdiens of 'n lugverkeerbeheerdiens;

"Minister" die Minister van Vervoer;

"Organisasie vir Internasionale Burgerlike Lugvaart" die gespesialiseerde agentskap van die Verenigde Nasies ingestel op 7 Desember 1944 te Chicago by Artikel 43 van die Konvensie oor Internasionale Burgerlike Lugvaart en verantwoordelik vir die formulering van standaarde en aanbevole gebruike vir doeleindes van internasionale burgerlike lugvervoer;

"persoon" ook 'n instansie of organisasie wat toegerus is om met 'n soek-en-reddingsoperasie te help, 'n staatsdepartement, 'n regering of 'n agentskap van die regering van 'n vreemde land;

"reddingskoördineringsentrum" 'n eenheid verantwoordelik daarvoor om die doeltreffende reëling van soek-en-reddingsdienste te bevorder en om die uitvoer van soek-en-reddingsoperasies binne 'n soek-en-reddingstreek te koördineer;

"reddingssubsentrum" 'n paslik toegeruste eenheid met die opdrag om die pligte van 'n reddingskoördineringsentrum uit te voer in gevalle waar die reddingskoördineringsentrum nie regstreekse en doeltreffende beheer oor soek-en-reddingsfasiliteite in sekere dele van 'n soek-en-reddingstreek kan uitvoer nie;

"SASER" die Suid-Afrikaanse Soek-en-reddingsorganisasie ingestel by artikel 4;

"soek-en-reddingstreek" 'n gebied beoog in artikel 10, waarin die koördinering van soek-en-reddingsoperasies deur 'n enkele reddingskoördineringsorganisasie gedoen word;

"uitvoerende komitee" die uitvoerende komitee van SASER beoog in artikel 6(2);

"vaartuig" 'n vaartuig van enige aard hoegenaamd gebruik vir vaart op water, hetsy selfaangedrewe al dan nie; en

"voorgeskryf" by regulasie voorgeskryf.

Hoofogmerke van die Wet

2. (1) Die hoofogmerke van hierdie Wet is –

(a) om die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, en Aanhangsel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, 1944, by die Suid-Afrikaanse reg in te lyf; en

(b) om die Suid-Afrikaanse Soek-en-reddingsorganisasie in te stel om ten behoeve van die Departement op te tree as die owerheid verantwoordelik vir die toepassing van die Konvensies en ander konvensies rakende maritieme en lugvaart-soek-en-reddingswerkzaamhede wat bindend vir die Republiek is.

(2) Vir doeleindes van paragraaf (b) beteken "ander konvensies" ook –

(a) die Konvensie oor die Oop See, 1958; en

(b) die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974.

Inlywing van Konvensies

3. (1) Die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, en Aanhangsel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, 1944, vervat in onderskeidelik Bylae 1 en Bylae 2, word hierby in die Republiek as wet verorden.

(2) (a) Behoudens paragraaf (b) kan die Minister Bylaes 1 en 2 van tyd tot tyd by kennisgewing in die *Staatskoerant* wysig om uitvoering te gee aan enige wysigings aan die Konvensies aangebring deur die Internasionale Maritieme Organisasie of die Organisasie vir Internasionale Burgerlike Lugvaart, na gelang van die geval.

(b) Die Minister mag Bylaes 1 en 2 slegs wysig as die wysigings deur die onderskeie organisasies aangebring, bindend vir die Republiek is ingevolge artikel 231(2) of direk uitvoerbaar is soos beoog in artikel 231(4) van die Grondwet van die Republiek van Suid-Afrika, 1996 (Wet No. 108 van 1996).

Instelling en oogmerk van die Suid-Afrikaanse Soek-en-reddingsorganisasie

4. (1) Hierby word 'n organisasie ingestel wat as die Suid-Afrikaanse Soek-en-reddingsorganisasie bekend staan.

(2) (a) Die oogmerk van SASER is om 'n gekoördineerde en doeltreffende maritieme en lugvaart-soek-en-reddingsdiens in die Suid-Afrikaanse soek-en-reddingstreke te verseker.

(b) Enige persoon kragtens hierdie Wet aangestel of gemoeid met die toepassing van die bepalings daarvan, moet sy of haar werkzaamhede verrig en diskresie uitoefen ooreenkomstig die oogmerk van SASER.

Werkzaamhede van SASER

5. (1) SASER moet binne sy middele en vermoë die hulpbronne tot sy beskikking koördineer ten einde –

(a) te soek na, bystand te verleen aan en, waar gepas, 'n reddingsoperasie uit te voer vir –

- (i) oorlewendes van lugvaartuigongelukke of noodlandings;
- (ii) die bemanning en passasiers van vaartuie wat in nood verkeer;
- (iii) oorlewendes van maritieme ongelukke of voorvalle; en
- (iv) oorlewendes van 'n ongeluk of voorval waarby 'n militêre lugvaartuig of vaartuig betrokke is, indien daardie lugvaartuig of vaartuig nie met 'n oorlogsdaad besig was nie;

(b) die ontruiming van 'n ernstig beseerde of siek persoon van 'n vaartuig ter see te koördineer indien die persoon se toestand sodanig is dat hy of sy vroeër mediese behandeling moet ontvang as wat daardie vaartuig hom of haar by 'n geskikte mediese fasiliteit kan besorg.

(2) Die werkzaamhede in subartikel (1)(a) genoem, sluit bergingsoperasies uit.

(3) SASER mag sy werkzaamhede buite die Republiek verrig.

Samestelling van SASER

6. (1) SASER bestaan uit verteenwoordigers van die staatsdepartemente en handels- en vrywilligerorganisasies wat ondertekenaars is van die SASER-handleiding beoog in artikel 15 en wat dienste en/of geriewe vir gebruik deur SASER kan bydra, met inbegrip van verteenwoordigers van –

- (a) die Departement;
- (b) die Suid-Afrikaanse Maritieme Veiligheidsowerheid;
- (c) die Suid-Afrikaanse Burgerlike Lugvaartowerheid;
- (d) die Lugverkeer- en -navigasiedienstemaatskappy Beperk;
- (e) die Suid-Afrikaanse Nasionale Weermag;
- (f) die Suid-Afrikaanse Polisiediens;
- (g) Portnet, 'n divisie van Transnet Beperk;
- (h) die Departement van Provinsiale en Plaaslike Regering;
- (i) Telkom Beperk.

(2) SASER het –

- (a) 'n uitvoerende komitee;
- (b) 'n lugvaartsubkomitee;
- (c) 'n maritieme subkomitee.

(3) Die uitvoerende komitee moet –

- (a) die beleid van SASER stel en uitvoer; en
- (b) die grootte en samestelling van die subkomitees bepaal op grond van die spesialiteitssterreine van die onderskeie lede van SASER.

(4) Die subkomitees moet die beleid evalueer en aanbevelings by die uitvoerende komitee doen wanneer 'n verandering ook al nodig is.

(5) Die Direkteur-generaal moet geskikte persone uit die geledere van SASER aanstel om te dien as –

- (a) die hoof van SASER, wat die voorsitter van die uitvoerende komitee is en 'n werknemer van die Departement en verantwoordelik vir soek en redding moet wees;
- (b) die hoof van lugvaart-soek-en-reddingsoperasies, wat die voorsitter van die lugvaartsubkomitee is;
- (c) die hoof van maritieme soek-en-reddingsoperasies, wat die voorsitter van die maritieme subkomitee is.

(6) Die onderskeie hoofde beoog in subartikel (5) moet toesien dat soek-en-reddingsoperasies uitgevoer word ooreenkomstig vasgestelde standaarde en aanbevole gebruike wat in die SASER-handleiding uiteengesit moet word en wat moet voldoen aan wat as die norm ooreenkomstig internasionale ooreenkomste beskou word.

Vergaderings van SASER

7. (1) SASER vergader op sodanige tye as wat die uitvoerende komitee bepaal om –

- (a) van tyd tot tyd, die grootte en samestelling van die uitvoerende komitee te bepaal;
- (b) enige voorstelle te bespreek en besluite te neem met betrekking tot die doeltreffende toepassing van hierdie Wet;
- (c) maandelike voorstelle aan die Minister te bespreek met betrekking tot wysigings van hierdie Wet, indien die uitvoerende komitee so 'n vergadering nodig ag; of

- (d) enige ander aangeleentheid te bespreek waarvoor die uitvoerende komitee dit nodig ag om 'n vergadering te belê.

(2) Die hoof van SASER sit voor op enige vergadering van SASER.

(3) Die uitvoerende komitee moet die prosedurereëls vir enige vergadering van SASER bepaal.

Personeel

9. Al die administratiewe werk verbonde aan die verrigting van die werksaamhede van SASER word gedoen deur beamptes van die Departement wat deur die Direkteur-generaal vir daardie doel aangewys is.

Soek-en-reddingstreke

10. (1) Die Minister moet by kennisgewing in die *Staatskoerant* en in gepaste maritieme en lugvaartpublikasies die soek-en-reddingstreke bekendmaak waarin soek-en-reddingsdienste gelewer sal word.

(2) Die soek-en-reddingstreke beoog in subartikel (1) moet die verantwoordelike gebied van die Republiek dek soos bepaal deur die Organisasie vir Internasionale Burgerlike Lugvaart en die Internasionale Maritieme Organisasie.

Reddingskoördineringsentrums en reddingsentrums

11. (1) Behoudens subartikel (2) moet die Minister –

- (a) organisasies of instansies aanwys om as koördineringsentrums vir maritieme en lugvaartreddings op te tree;
- (b) organisasies of instansies aanwys om as subentrums vir maritieme of lugvaartreddings onder beskerming van reddingskoördineringsentrums op te tree;
- (c) 'n maritieme of lugvaart-soek-en-reddingstreek aanwys waarvoor die betrokke reddingskoördineringsentrum verantwoordelik is;
- (d) organisasies of instansies aanwys om as registrateurs en bewaarders op te tree van die registers van bakens beoog in artikel 17.

(2) 'n Aanwysing beoog in subartikel (1) moet –

- (a) geskied ooreenkomstig 'n ooreenkoms aangegaan met die betrokke organisasie of instansie; en
- (b) moet deur die Minister by kennisgewing in die *Staatskoerant* en in gepaste maritieme en lugvaartpublikasies bekendgemaak word.

(3) Die organisasies of instansies aangewys kragtens subartikel (1)(a) en (b) moet met instemming van die uitvoerende komitee hulle onderskeie hoofde aanstel.

(4) Elke hoof van 'n reddingskoördineringsentrum of reddingssubsentrum moet 'n operasionele komitee instel om operasionele prosedures te bespreek, te evalueer en in werking te stel, en moet as voorsitter van daardie komitee optree.

(5) Die lede van die operasionele komitees moet persone wees wat organisasies verteenwoordig wat die hulpbronne beheer wat tot beskikking van die betrokke reddingskoördineringsentrum of reddingssubsentrum is.

Werkzaamhede van reddingskoördineringsentrums en -subentrums

12. (1) Die hoof van 'n reddingskoördineringsentrum of iemand deur hom of haar gemagtig, is daarvoor verantwoordelik om beskikbare hulpbronne te koördineer ten einde te soek, bystand te verleen en, waar gepas, 'n reddingsoperasie uit te voer in die betrokke lugvaart-soek-en-reddingstreek.

(2) Die hoof van 'n reddingssubsentrum moet die hoof van 'n reddingskoördineringsentrum ondersteun in die uitvoering van toegewese pligte in 'n bepaalde gebied of geval.

(3) Die aanwysing van 'n soek-en-reddingstreek soos beoog in artikel 11(1)(c) verhinder nie 'n reddingskoördineringsentrum om –

- (a) in 'n ander streek op te tree nie; of
- (b) die take van 'n ander reddingskoördineringsentrum te verrig nie.

Kommandering van lugvaartuie en vaartuie

13. (1) Ten einde te help tydens 'n maritieme of lugvaart-soek-en-reddingsoperasie kan die Minister enige burgerlike of militêre lugvaartuig of vaartuig kommandeer of opdragte gee aan enige houer van 'n Suid-Afrikaanse vlieg- of vaartuigpersoneellisensie.

(2) Wanneer SASER beoog om 'n burgerlike lugvaartuig of vaartuig te kommandeer of opdragte te gee aan 'n houer van 'n Suid-Afrikaanse vlieg- of vaartuigpersoneellisensie, mag hy dit slegs doen indien –

- (a) menselebens in onmiddellike en ernstige gevaar is; en
- (b) daar geen ander middele beskikbaar is om die operasie uit te voer nie.

(3) Enige persoon wat sonder 'n geldige rede versuim om uitvoering te gee aan 'n kommandering of om te voldoen aan 'n opdrag beoog in subartikel (1), is skuldig aan 'n misdryf en by skuldigbevinding strafbaar met 'n boete of met gevangenisstraf vir 'n tydperk van hoogstens vyf jaar.

Verhaling van sekere onkoste

14. Indien SASER 'n soek-en-reddingsoperasie onderneem in verband met 'n voorval veroorsaak deur 'n wederregtelike handeling of versuim deur enige persoon, kan die Minister die geheel of 'n gedeelte van die onkoste deur SASER aangegaan met betrekking tot daardie operasie, van daardie persoon verhaal.

SASER-handleiding en verantwoordelikhede van ondertekenaars daarvan

15. (1) SASER moet 'n handleiding betreffende soek-en-reddingsdienste en -operasies en aangeleenthede wat daarmee in verband staan, opstel en byhou.

(2) Die verantwoordelikhede van die ondertekenaars van die SASER-handleiding beoog in artikel 6(1), moet in die handleiding uiteengesit word en daarvolgens nagekom word.

Soek-en-reddingsmaatreëls betreffende lugvaartuie en vaartuie

16. (1) Wanneer 'n lugvaartuig nie sy bestemming bereik het nie of as vermis aangemeld is, moet SASER sonder versuim soek-en-reddingsoptrede begin ten opsigte van die volgende vlugte waarvoor vlugplanne voor vertrek ingedien is:

- (a) Alle vlugte tussen vliegvelde waar lugverkeerdienste gelewer word, tensy anders op die vlugplan of deur lugvaartpublikasies of kennisgewings aangedui;
- (b) alle vlugte onderneem in lugruim ten opsigte waarvan lugverkeerdienste gelewer word, buiten vlugte wat 'n lugweg reghoekig kruis; en

- (c) 'n vlug na 'n vliegveld waar lugverkeerdienste nie gelewer word nie, waarvoor vlugplanne voor vertrek ingedien word indien sodanige optrede spesifiek versoek word deur die vlieënier-gesagvoerder.

(2) Soek-en-reddingsoptrede moet begin word ten opsigte van alle vlugte waarvoor vlugplanne in vlug ingedien is indien sodanige optrede spesifiek versoek word deur die vlieënier-gesagvoerder.

(3) Soek-en-reddingsoptrede moet uitgevoer word ooreenkomstig die vereistes vervat in die SASER-handleiding.

(4) Soek-en-reddingsoptrede kan begin word –

- (a) ten opsigte van 'n vlug waarvoor geen vlugplan ingedien is nie, indien inligting uit enige bron ontvang word dat die lugvaartuig oor sy tyd is of vermis word; en

- (b) ten opsigte van enige lugvaartuig wat vermoedelik bystand nodig het.

(5) In 'n geval beoog in subartikel (4) moet die magtiging van die hoof van SASER of iemand wat in opdrag van hom of haar handel, verkry word voor die aanvang van 'n soek-en-reddingsoperasie, en hy of sy moet op die hoogte gehou word van die vordering wat gemaak word en van die beëindiging van die soek-en-reddingsoptrede.

(6) SASER moet sonder versuim met soek-en-reddingsoptrede begin wanneer 'n vaartuig as vermis aangemeld word of in nood verkeer.

Registrasie van opspoorderbakens

17. (1) Alle Suid-Afrikaans geregistreerde lugvaartuie moet hulle noodopspoorderbakens registreer by die organisasies of instansies aangewys ingevolge artikel 11(1)(a) en (b).

(2) Alle Suid-Afrikaans geregistreerde vaartuie moet die noodposisieaanduidingsradiobaken registreer by die organisasies of instansies aangewys ingevolge artikel 11(1)(a) en (b).

Indiening van rampbestuurs- en vliegveldnoodplanne

18. (1) Alle vliegveldbestuurders moet hulle noodplanne en enige wysiging daarvan by die lugvaart-reddingskoördineringsentrum indien.

(2) Alle hoofde van rampbestuursagentskappe ingestel kragtens enige verordening wat voorsiening maak vir die bestuur van rampe, moet hulle noodplanne betreffende lugvaartuiginsidente en enige wysiging daarvan by die lugvaart-reddingskoördineringsentrum indien.

Waarskuwing met betrekking tot lugvaartuie of vaartuie wat in nood verkeer

19. (1) Enigeen wat bewus is daarvan dat 'n lugvaartuig of vaartuig in nood verkeer, moet die gebeurtenis aanmeld by die polisiestase naaste aan hom of haar of by sodanige ander kantoor of fasiliteit as wat die uitvoerende komitee bepaal.

(2) Die Minister moet die adresse en telefoonnommers van die kantore of fasiliteite in subartikel (1) beoog, bekendmaak –

- (a) by kennisgewing in die *Staatskoerant*; en
- (b) deur middel van die gedrukte of elektroniese media sodat wye publisiteit verseker word.

(3) Enige persoon wat versuim om 'n aanmelding te doen soos in subartikel (1) beoog, is skuldig aan 'n misdryf en is by skuldigbevinding strafbaar met 'n boete of met gevangenisstraf vir 'n tydperk van hoogstens ses maande.

Samewerking tussen lugvaart-reddingskoördineringsentrum en maritieme reddingskoördineringsentrum

20. (1) Die lugvaart-reddingskoördineringsentrum en die maritieme reddingskoördineringsentrum moet inligting vryelik en gereeld uitruil ten einde die lewering van 'n doeltreffende en effektiewe soek-en-reddingsdiens te verseker.

(2) Die lugvaart-reddingskoördineringsentrum en die maritieme reddingskoördineringsentrum moet, met die vooraf verkreeë goedkeuring van die uitvoerende komitee van SASER, minstens een maal per jaar gesamentlike oefeninge hou ten einde –

- (a) noue samewerking te bevorder and in stand te hou; en
- (b) SASER se vermoë te toets om soek-en-reddingsoperasies van enige omvang te behartig.

(3) Die oefeninge beoog in subartikel (2) kan uitgebrei word sodat dit die soek-en-reddingsorganisasies of -dienste van vreemde lande insluit.

(4) Die hoof van SASER moet toesien dat die oefeninge beoog in subartikel (3) gereël word in oorleg met sowel die lugvaart-reddingskoördineringsentrum as die maritieme reddingskoördineringsentrum.

Delegering en toewysing

21. Die Minister kan –

- (a) enige bevoegdheid aan hom of haar verleen of enige plig hom of haar opgelê by hierdie Wet, aan 'n beampte van die Departement deleger of toewys, behalwe die bevoegdheid om kennisgewings te publiseer of regulasies uit te vaardig; en
- (b) te eniger tyd 'n delegering of toewysing kragtens hierdie artikel gedoen, intrek.

Regulasies

22. Die Minister kan by kennisgewing in die *Staatskoerant* regulasies uitvaardig betreffende –

- (a) die voorwaardes waaraan voldoen moet word wanneer 'n persoon van 'n ander land wat 'n party is by die Konvensies, die Republiek wil binnekom vir die doeleindes van 'n soek-en-reddingsoperasie;
- (b) enigiets wat ingevolge hierdie Wet voorgeskryf moet of kan word;
- (c) enige aangeleenthede wat nodig of dienstig is om voor te skryf vir die doeltreffende uitvoering en toepassing hierdie Wet.

Oorgangsbepalings

23. (1) Enige persoon wat 'n betrekking beklee of in 'n bepaalde hoedanigheid gedien het in die instansie bekend as die Suid-Afrikaanse Soek-en-reddingsorganisasie onmiddellik voor die inwerkingtreding van hierdie Wet, gaan voort om in SASER die ooreenstemmende betrekking te beklee of in die ooreenstemmende hoedanigheid te dien.

(2) Enige persoon wat 'n toelae, besoldiging of ander voordeel of voorreg ontvang het uit hoofde van 'n betrekking of hoedanigheid soos beoog in subartikel (1), gaan voort om na die inwerkingtreding van hierdie Wet sodanige toelae,

besoldiging of ander voordeel of voorreg uit dieselfde bron en op dieselfde wyse te ontvang.

(3) Tensy hierdie Wet anders bepaal, bly enige komitee of subkomitee van die instansie bekend as die Suid-Afrikaanse Soek-en-reddingsorganisasie wat bestaan het onmiddellik voor die inwerkingtreding van hierdie Wet, voortbestaan asof dit 'n komitee of subkomitee beoog in artikel 6(2) is.

(4) Enigiets gedoen kragtens 'n verordening herroep by artikel 24 wat kragtens hierdie Wet gedoen kon gewees het, word geag kragtens hierdie Wet gedoen te wees.

Herroeping van wetgewing

24. Die verordeninge genoem in Bylae 3 word herroep in die mate in die derde kolom daarvan aangedui.

Kort titel

25. Hierdie Wet heet die Wet op Nasionale Maritieme en Lugvaart-soek-en-redding, 2001.

BYLAE 3

No. en Jaar van Wetgewing	Kort titel	Omvang van herroeping
Wet No. 74 van 1962	Lugvaartwet, 1962	Herroeping van artikels 17 en 22(m)(vii)
Goewermentskennisgewing No. R.1219 van 26 September 1997	Burgerlugvaartregulasies, 1997	Herroeping van Deel 172, subdeel 4

BYLAE 1

INTERNASIONALE MARITIEME ORGANISASIE

**Internasionale Konvensie
oor
Maritieme Soek en Redding, 1979**

OPMERKING: Die naam van die Organisasie soos dit in hierdie dokument verskyn, is verander tot "Internasionale Maritieme Organisasie" uit hoofde van wysigings aan die Organisasie se Konvensie wat op 22 Mei 1982 in werking getree het.

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SLUITINGSOORKONDE VAN DIE INTERNASIONALE KONFERENSIE OOR MARITIEME SOEK EN REDDING, 1979

1. Die Vergadering van die Intergoewermentele Seevaartkonsultorganisasie het, by sy Resolusie A.406(X) van 17 November 1977, besluit om 'n internasionale konferensie te belê om die aanvaarding van 'n konvensie oor maritieme soek en redding te oorweeg.
2. Op uitnodiging van die Regering van die Bondsrepubliek Duitsland is die Konferensie van 9 tot 27 April 1979 in Hamburg gehou. Die volgende State is deur afvaardigings op die Konferensie verteenwoordig:

Algerië	Mexiko
Argentinië	Nederland
Australië	Nieu-Seeland
België	Nigerië
Brasilië	Noorweë
Bulgarye	Pole
Chili	Portugal
China	Saoedi-Arabië
Denemarke	Singapoer
Duitse Demokratiese Republiek	Siprus
Duitsland, Bondsrepubliek	Spanje
Finland	Swede
Frankryk	Switserland
Gaboen	Thailand
Griekeland	Trinidad en Tobago
Ierland	Tunisië
Indië	Turkye
Indonesië	Unie van Sosialistiese
Italië	Sowjetrepublieke
Ivoorkus	Uruguay
Japan	Venezuela
Jemen	Verenigde Koninkryk van Brittanje
Joegoslavië	en Noord-Ierland
Kanada	Verenigde Republiek Kameroen
Koeweit	Verenigde State van Amerika
Liberië	Zaire

3. Bolivia en die Dominikaanse Republiek is deur waarnemers op die Konferensie verteenwoordig.
4. Hongkong, 'n Assosiaatlid van die Intergoewermentele Seevaartkonsultorganisasie, het 'n waarnemer na die Konferensie gestuur.
5. Die volgende Organisasies in die Verenigde Nasies-stelsel het verteenwoordigers na die Konferensie gestuur:

Kantoor van die Verenigde Nasies se Hoë Kommissaris vir Vluchteling
(UNHCR)
Organisasie vir Internasionale Burgerlike Lugvaart (IBLO)
Internasionale Telekomunikasie-unie (ITU)
Wêreld Meteorologiese Organisasie (WMO)

6. Die volgende nieregeringsorganisasies het waarnemers na die Konferensie gestuur:

Internasionale Skeepvaartkamer (ISK)
Internasionale Konfederasie van Vrye Vakbonde (IKVV)
Internasionale Maritieme Radiokomitee (IMRK)
Internasionale Skeepseienaarsvereniging (ISEV)
Internasionale Federasie van Skeepsgesagvoerdersverenigings (IFSGV)

7. Die Konferensie is geopen deur mnr. C.P. Srivastava, Sekretaris-generaal van die Intergoewermemente Seevaartkonsultorganisasie. Namens die Regering van die Bondsrepubliek Duitsland het mnr. H. Ruhnau, Minister van Buitelandse State, 'n verklaring gedoen om die afgevaardigdes te verwelkom. Mnr. J. Steinert, Senator van die Vrye Hansestad Hamburg, het ook die afgevaardigdes verwelkom.

8. Dr. G. Breuer, hoof van die afvaardiging van die Bondsrepubliek Duitsland, is verkies tot President van die Konferensie.

9. Die volgende is tot Visepresidente van die Konferensie verkies:

Capitàn A.A. Torre (Argentinië)
Mnr. Wu Ying Cheng (China)
Mnr. G. Marchand (Frankryk)
Mnr. S. Kobayashi (Japan)
Dr. M. Kayal (Saoedi-Arabië)
Mnr. A. Baouab (Tunisië)
Mnr. G. Kolesnikov (USSR)
S.Eks. mnr. J.-B. Beleoken (Verenigde Republiek Kameroen)
Kdr. A.J. McCullough (Verenigde State)
Contralmirante N. Sánchez (Venezuela)

10. Die Sekretariaat van die Konferensie het uit die volgende ampsdraers bestaan:

Sekretaris-generaal:	Mnr. C.P. Srivastava
Uitvoerende Sekretaris:	Mnr. G. Kostylev
Uitvoerende Adjunksekretaris:	Mnr. W.S.G. Morrison
Sekretaris van die Volle Sitting:	Mnr. W. de Goede

11. Die Konferensie het die volgende Komitees ingestel, met die ampsdraers soos aangedui:

Reëlingskomitee

Voorsitter:

Dr. G. Breuer (Bondsrepubliek Duitsland)

Komitee I

Voorsitter:

Mnr. G.S. Santa-Cruz (Chili)

Ondervoorsitter:

Mnr. A.R.M. Al-Yagout (Koeweit)

Komitee II

Voorsitter:

Mnr. E.J. Salvesen (Noorweë)

Ondervoorsitter:

Lt.kdr. G.J. Dakoury (Ivoorkus)

Opstellingskomitee

Voorsitter:

Mnr. P.D. Hamilton-Eddy (Verenigde
Koninkryk)

Ondervoorsitter:

Mnr. H. Gtïvener (Turkye)

Geloofsbriewekomitee

Voorsitter:

Mnr. R. Drummond de Mello (Brasilië)

12. Die volgende dokumente het die grondslag van die Konferensie se werk uitgemaak:
 - Konsep Internasionale Konvensie oor Maritieme Soek en Redding en verwante resolusies opgestel deur die Deskundigegroep vir Soek en Redding van die Intergoewermemente Seevaartkonsultorganisasie en goedgekeur deur sy Komitee vir Maritieme Veiligheid
 - Voorstelle en kommentaar daarop voorgelê aan die Konferensie deur regerings en belanghebbende organisasies
13. As gevolg van sy beraadslaginge, vervat in die opsommende oorkondes van die volle sittings, het die Konferensie die INTERNASIONALE KONVENSIE OOR MARITIEME SOEK EN REDDING, 1979, aangeneem, wat Byvoegsel 1 van hierdie Sluitingsoorkonde uitmaak.
14. Die Konferensie het ook die Resolusies vervat in Byvoegsel 2 van hierdie Sluitingsoorkonde aangeneem.
15. Die teks van hierdie Sluitingsoorkonde, met inbegrip van die byvoegsels daarvan, is vervat in 'n enkele oorspronklike teks in die Chinese, Engelse, Franse, Russiese en Spaanse taal en is in bewaring by die Sekretaris-generaal van die Intergoewermemente Seevaartkonsultorganisasie. Amptelike vertalings van die Konvensie moet in die Arabiese, Duitse en Italiaanse taal gedoen word en saam met hierdie Sluitingsoorkonde in bewaring gegee word.
16. Die Sekretaris-generaal van die Intergoewermemente Seevaartkonsultorganisasie moet gewaarmerkte afskrifte van hierdie Sluitingsoorkonde, tesame met die Resolusies van die Konferensie, en gewaarmerkte afskrifte van die outentieke tekste van die Konvensie en, nadat die vertalings gedoen is, van die amptelike vertalings van die Konvensie versend aan die Regerings van die State wat genooi was om die Konferensie by te woon, ooreenkomstig die wense van daardie Regerings.

TEN BEWYSE WAARVAN die ondergetekendes hulle handtekeninge aangebring het op hierdie Sluitingsoorkonde.

GEDOEN TE HAMBURG op hede die sewe-en-twintigste dag van April Een-duisend Nege-honderd Nege-en-sewentig.

BYVOEGSEL 1

**INTERNASIONALE KONVENSIE OOR
MARITIEME SOEK EN REDDING, 1979****DIE PARTYE BY DIE KONVENSIE**

MET INAGNEMING van die groot gewig wat in verskeie konvensies geheg word aan die verlening van bystand aan mense wat op see in nood verkeer, en aan die tref van toereikende en doeltreffende reëlins deur elke Kusstaat vir 'n kuswag en vir soek-en-reddingsdienste;

NA OORWEGING van Aanbeveling 40, aangeneem deur die Internasionale Konferensie vir die Beveiliging van Menselewens op See, 1960, wat erkenning verleen aan die wenslikheid om aktiwiteite met betrekking tot beveiliging op en bo die see onder 'n aantal tussenregeringsorganisasies te koördineer;

BEGERIG om hierdie aktiwiteite te ontwikkel en te bevorder deur 'n internasionale maritieme soek-en-reddingsplan op te stel met die oog op die behoeftes van maritieme verkeer vir die redding van mense wat op see in nood verkeer;

BEGERIG om samewerking te bevorder tussen soek-en-reddingsorganisasies oor die hele wêreld en tussen dié wat deelneem aan soek-en-reddingsoperasies ter see;

HET OOREENGEKOM, soos volg:

Artikel I*Algemene verpligtinge ingevolge die Konvensie*

Die Partye onderneem om alle wets- of ander maatreëls aan te neem wat nodig is om volledig uitvoering te gee aan die Konvensie en die Aanhangsel daarvan, wat 'n integrerende deel van die Konvensie uitmaak. Tensy uitdruklik anders bepaal word, is 'n verwysing na die Konvensie ook 'n verwysing na die Aanhangsel.

Artikel II*Ander verdrae en vertolking*

- (1) Niks in die Konvensie benadeel die kodifisering en ontwikkeling van die seereg deur die Verenigde Nasies se Konferensie oor Seereg, belê ooreenkomstig resoluie 2750 (XXV) van die Algemene Vergadering van die Verenigde Nasies, of die huidige of toekomstige eise en regstandpunte van enige Staat betreffende seereg en die aard en omvang van kus- en vlagstaatjurisdiksie nie.
- (2) Geen bepaling van die Konvensie word uitgelê as sou dit die verpligtinge of regte van vaartuie benadeel waarvoor in ander internasionale stukke voorsiening gemaak word nie.

Artikel III*Wysigings*

- (1) Die Konvensie kan gewysig word deur enigeen van die prosedures uiteengesit in paragrawe (2) en (3) hieronder.
- (2) Wysiging ná oorweging binne die Intergoewermentele Seevaartkonsultorganisasie (hierna die Organisasie genoem):
 - (a) Enige wysiging voorgestel deur 'n Party en deurgestuur aan die Sekretaris-generaal van die Organisasie (hierna die Sekretaris-generaal genoem), of enige wysiging wat die Sekretaris-generaal nodig ag as gevolg van 'n wysiging aan 'n ooreenstemmende bepaling van Aanhangel 12 van die Konvensie oor Internasionale Burgerlike Lugvaart, word minstens ses maande voor oorweging daarvan deur die Maritieme Veiligheidskomitee van die Organisasie onder al die Lede van die Organisasie en al die Partye versprei.
 - (b) Die Partye, hetsy Lede van die Organisasie al dan nie, is daarop geregtig om deel te neem aan die verrigtinge van die Maritieme Veiligheidskomitee ter oorweging en aanneming van wysigings.
 - (c) Wysigings word met 'n meerderheid van twee derdes van die aanwesige en stemgeregtigde Partye in die Maritieme Veiligheidskomitee aangeneem, met dien verstande dat minstens een derde van die Partye ten tyde van die aanneming van die wysiging aanwesig is.
 - (d) Wysigings aangeneem ooreenkomstig subparagraaf (c) word deur die Sekretaris-generaal vir aanvaarding aan al die Partye gekommunikeer.
 - (e) 'n Wysiging aan 'n Artikel of aan paragraaf 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 of 3.1.3 van die Aanhangel word geag aanvaar te wees op die datum waarop die Sekretaris-generaal 'n aanvaardingsdokument van twee derdes van die Partye ontvang het.
 - (f) 'n Wysiging aan die Aanhangel, behalwe aan paragraaf 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 of 3.1.3, word geag aanvaar te wees na verloop van een jaar na die datum waarop dit vir aanvaarding aan die Partye gekommunikeer is. Indien meer as een derde van die Partye egter binne sodanige tydperk van een jaar die Sekretaris-generaal in kennis stel dat hulle beswaar maak teen die wysiging, word dit geag nie aanvaar te wees nie.
 - (g) 'n Wysiging aan 'n Artikel of aan paragraaf 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 of 3.1.3 van die Aanhangel tree in werking –
 - (i) ten opsigte van die Partye wat dit aanvaar het, ses maande na die datum waarop dit geag word aanvaar te wees;

- (ii) ten opsigte van die Partye wat dit aanvaar nadat voldoen is aan die voorwaarde genoem in subparagraaf (e) en voordat die wysiging in werking tree, op die datum van inwerkingtreding van die wysiging;
 - (iii) ten opsigte van die Partye wat dit aanvaar na die datum waarop die wysiging in werking tree, dertig dae nadat 'n aanvaardingsdokument in bewaring gegee is.
- (h) 'n Wysiging aan die Aanhangel, behalwe aan paragraaf 2.1.4, 2.1.5, 2.1.7, 2.1.10, 3.1.2 of 3.1.3, tree ten opsigte van al die Partye, uitgesonderd dié wat teen die wysiging beswaar gemaak het kragtens paragraaf (f) en wat nie sodanige beswaar teruggetrek het nie, in werking ses maande na die datum waarop die wysiging geag word aanvaar te wees. Enige Party kan egter voor die datum vir inwerkingtreding gestel, kennis aan die Sekretaris-generaal gee dat hy homself vrystel daarvan om uitvoering aan daardie wysiging te gee vir 'n tydperk van hoogstens een jaar na die datum van sodanige inwerkingtreding of vir sodanige langer tydperk as wat bepaal word met 'n tweederdemeerderheid van die aanwesige en stemgeregtigde Partye in die Maritieme Veiligheidskomitee ten tyde van die aanneming van die wysiging.
- (3) Wysiging deur 'n konferensie:
- (a) Op versoek van 'n Party met wie minstens een derde van die Partye saamstem, moet die Organisasie 'n konferensie van Partye belê om wysigings aan die Konvensie te oorweeg. Die Sekretaris-generaal moet voorgestelde wysigings minstens ses maande voor oorweging daarvan deur die konferensie onder al die Partye versprei.
 - (b) Wysigings word deur sodanige konferensie aangeneem deur 'n tweederdemeerderheid van die aanwesige en stemgeregtigde Partye, met dien verstande dat minstens een derde van die Partye aanwesig moet wees ten tyde van die aanneming van die wysiging. Wysigings aldus aangeneem, moet deur die Sekretaris-generaal aan al die Partye gekommunikeer word vir aanvaarding.
 - (c) Tensy die konferensie anders besluit, word die wysiging geag aanvaar te wees en tree dit in werking ooreenkomstig die prosedures uiteengesit in onderskeidelik subparagrafe (2)(e), (2)(f), (2)(g) en (2)(h), met dien verstande dat die verwysing in subparagraaf (2)(h) na die Maritieme Veiligheidskomitee, uitgebrei ooreenkomstig subparagraaf (2)(b), geag word 'n verwysing na die konferensie te wees.
- (4) 'n Verklaring van aanvaarding van of beswaar teen 'n wysiging of enige kennis gegee kragtens subparagraaf (2)(h), word skriftelik by die Sekretaris-generaal ingedien, wat al die Partye van sodanige indiening en die datum van ontvangs daarvan verwittig.

- (5) Die Sekretaris-generaal verwittig State van enige wysigings wat in werking tree en van die datum waarop elke sodanige wysiging in werking tree.

Artikel IV

Ondertekening, bekragtiging, aanvaarding, goedkeuring en toetrede

- (1) Die Konvensie is oop vir ondertekening by die Hoofkwartier van die Organisasie van 1 November 1979 tot 31 Oktober 1980 en bly daarna oop vir toetrede. State kan Partye by die Konvensie word deur –
- (a) ondertekening sonder voorbehoud betreffende bekragtiging, aanvaarding of goedkeuring; of
 - (b) ondertekening onderworpe aan bekragtigings, aanvaarding of goedkeuring, gevolg deur bekragtiging, aanvaarding of goedkeuring; of
 - (c) toetrede.
- (2) Bekragtiging, aanvaarding, goedkeuring of toetrede geskied deur 'n dokument te dien effekte by die Sekretaris-generaal in bewaring te gee.
- (3) Die Sekretaris-generaal verwittig State van 'n ondertekening of van die bewaargewing van 'n dokument van bekragtiging, aanvaarding, goedkeuring of toetrede en die datum van sodanige bewaargewing.

Artikel V

Inwerkingtreding

- (1) Die Konvensie tree in werking twaalf maande na die datum waarop vyftien State Partye daarby geword het ooreenkomstig Artikel IV.
- (2) Inwerkingtreding vir State wat die Konvensie bekragtig, aanvaar of goedkeur of daartoe toetree ooreenkomstig Artikel IV nadat aan die voorwaarde voorgeskryf by paragraaf (1) voldoen is en voordat die Konvensie in werking tree, geskied op die datum van inwerkingtreding van die Konvensie.
- (3) Inwerkingtreding vir State wat die Konvensie bekragtig, aanvaar of goedkeur of daartoe toetree na die datum van inwerkingtreding van die Konvensie, geskied dertig dae na die datum waarop 'n dokument ooreenkomstig Artikel IV in bewaring gegee is.
- (4) 'n Dokument van bekragtiging, aanvaarding, goedkeuring of toetrede in bewaring gegee na die datum van inwerkingtreding van 'n wysiging van die Konvensie ooreenkomstig Artikel III, geld vir die Konvensie soos gewysig, en die Konvensie, soos gewysig, tree vir 'n Staat wat so 'n dokument in bewaring gee, in werking dertig dae na die datum van sodanige bewaargewing.

- .9 "Onsekerheidsfase". 'n Situasië waarin daar onsekerheid is oor die veiligheid van 'n vaartuig en die mense aan boord.
- .10 "Gereedheidsfase". 'n Situasië waarin daar gevrees word vir die veiligheid van 'n vaartuig en die mense aan boord.
- .11 "Noodfase". 'n Situasië waarin daar redelike sekerheid bestaan dat 'n vaartuig of 'n persoon in ernstige en onmiddellike gevaar verkeer en dadelik bystand nodig het.
- .12 "Noodwaterlanding uitvoer". In die geval van 'n lugvaartuig, om 'n dwanglanding op water uit te voer.

HOOFSTUK 2 ORGANISASIE

2.1 Reëlins vir die lewering en koördinerings van soek-en-reddingsdienste

- 2.1.1 Die Partye moet toesien dat die nodige reëlins getref word vir die lewering van toereikende soek-en-reddingsdienste vir mense wat op see aan hulle kuste in nood verkeer.
- 2.1.2 Die Partye moet inligting oor hulle soek-en-reddingsorganisasie en latere beduidende veranderings aan die Sekretaris-generaal verskaf, met inbegrip van –
 - .1 nasionale maritieme soek-en-reddingsdienste;
 - .2 die ligging van gevestigde reddingskoördineringsentrums, hulle telefoon- en telefaksnommers en verantwoordelikhedsgebiede; en
 - .3 die belangrikste beskikbare reddingseenhede tot hulle beskikking.
- 2.1.3 Die Sekretaris-generaal moet op gepaste wyse die inligting beoog in paragraaf 2.1.2 aan al die Partye deurstuur.
- 2.1.4 Elke soek-en-reddingstreek moet ingestel word by ooreenkoms tussen die betrokke Partye. Die Sekretaris-generaal moet van sodanige ooreenkoms in kennis gestel word.
- 2.1.5 Indien ooreenkoms oor die presiese omvang van die soek-en-reddingstreek nie deur die betrokke Partye bereik kan word nie, moet daardie Partye alles in hulle vermoë doen om ooreenkoms te bereik oor gepaste reëlins waarvolgens gelykwaardige algehele koördinerings van soek-en-reddingsdienste in die gebied bewerkstellig word. Die Sekretaris-generaal moet van sodanige reëlins in kennis gestel word.

- 2.1.6 Die Sekretaris-generaal moet al die Partye in kennis stel van die ooreenkomste of reëlings beoog in paragrawe 2.1.4. en 2.1.5.
- 2.1.7 Die afbakening van soek-en-reddingstreke kom nie ooreen met en mag nie afbreuk doen aan die bepaling van 'n grens tussen State nie.
- 2.1.8 Die Partye behoort te reël dat hulle soek-en-reddingsdienste in staat is om sonder versuim te reageer op noodroep.
- 2.1.9 By ontvangs van inligting dat 'n persoon op see in nood verkeer in 'n gebied waarbinne 'n Party voorsiening maak vir die algehele koördinering van soek-en-reddingsoperasies, moet die verantwoordelike owerhede van daardie Party dringende stappe doen om die mees gepaste beskikbare bystand te verleen.
- 2.1.10 Die Partye moet toesien dat bystand gegee word aan enige persoon wat op see in nood verkeer. Hulle moet dit doen sonder inagneming van die nasionaliteit of status van sodanige persoon of die omstandighede waarin daardie persoon gevind word.

2.2 Koördinering van soek-en-reddingfasiliteite

- 2.2.1 Die Partye moet voorsiening maak vir die koördinering van die fasiliteite wat nodig is om soek-en-reddingsdienste aan hulle kuste te lewer.
- 2.2.2 Die Partye moet 'n nasionale meganisme tot stand bring vir die algehele koördinering van soek-en-reddingsdienste.

2.3 Instelling van reddingskoördineringsentrums en reddingssubsentrum

- 2.3.1 Ter voldoening aan die vereistes van paragrawe 2.2.1 en 2.2.2 moet die Partye reddingskoördineringsentrums vir hulle soek-en-reddingsdienste en sodanige reddingssubsentrum as wat hulle gepas ag, instel.
- 2.3.2 Die bevoegde owerhede van elke Party moet die gebied waarvoor 'n reddingssubsentrum verantwoordelik is, bepaal.
- 2.3.3 Elke reddingskoördineringsentrum en reddingssubsentrum wat ooreenkomstig paragraaf 2.3.1 ingestel word, moet toereikende middele hê vir die ontvangs van noodkommunikasies via 'n kusradiostasie of andersins. Elke sodanige sentrum of subsentrum moet ook toereikende middele hê vir kommunikasie met sy reddingseenhede en met reddingskoördineringsentrums of reddingssubsentrum, soos gepas, in aanliggende gebiede.

2.4 Aanwysing van reddingseenhede

2.4.1 'n Party moet óf –

- .1 as reddingseenhede Staats- of ander geskikte openbare of private dienste wat gepas geleë en toegerus is, of dele daarvan, aanwys; óf
- .2 as elemente van die seek-en-reddingsorganisasie Staats- of ander geskikte openbare of private dienste wat gepas geleë en toegerus is, of dele daarvan, aanwys wat nie geskik is vir aanwysing reddingseenhede nie maar wat in staat is om aan seek-en-reddingsoperasies deel te neem, en moet die werksaamhede van daardie elemente omskryf.

2.5 Fasiliteite en toerusting van reddingseenhede

2.5.1 Elke reddingseenheid moet voorsien word van fasiliteite en toerusting wat vir die taak geskik is.

2.5.2 Elke reddingseenheid moet snelle en betroubare middele van kommunikasie met ander eenhede of elemente betrokke by dieselfde operasie hê.

2.5.3 Die inhoud van houers of pakke met oorlewingstoerusting wat vir oorlewendes neergewerp kan word, behoort deur middel van 'n kleurkode ooreenkomstig paragraaf 2.5.4 aangedui te word en deur middel van gedrukte aanduiding en selfverklarende simbole, in die mate dat sodanige simbole bestaan.

2.5.4 Die kleuridentifikasie van die inhoud van neerwerphouers en -pakke met oorlewingstoerusting behoort die vorm aan te neem van linte wat soos volg gekleur is:

- | | | | |
|----|-------|---|--|
| .1 | Rooi | - | mediese voorraad en noodhulptoerusting |
| .2 | Blou | - | kos en water |
| .3 | Geel | - | komberse en beskermende kleding; en |
| .4 | Swart | - | diverse toerusting soos stofies, byle, kompasse en kookgerei |

2.5.5 Wanneer voorrade van gemengde aard in een houer of pak neergewerp word, kan die kleurkodes in kombinasie gebruik word.

2.5.6 Instruksies oor die gebruik van die oorlewingstoerusting behoort by elk van die neerwerphouers of -pakke ingesluit te word. Dit behoort in Engels en minstens twee ander tale gedruk te wees.

HOOFSTUK 3 SAMEWERKING

3.1 Samewerking tussen State

3.1.1 Partye moet hulle soek-en-reddingsorganisasies koördineer en kan, waar nodig, soek-en-reddingsoperasies met dié van buurstade koördineer.

3.1.2 Tensy anders deur die betrokke Partye ooreengekom, behoort 'n Party, behoudens toepaslike landsreg, reëls en regulasies, onmiddellike toegang tot of oor sy territoriale waters of gebied deur reddingseenhede van ander Partye te magtig vir die uitsluitlike doel van die opsporing van die posisie van maritieme ongevallen en die redding van die oorlewendes van sodanige ongevallen. In sulke gevalle moet soek-en-reddingsoperasies, so ver doenlik, gekoördineer word deur die toepaslike reddingskoördineringsentrum of die Party wat die toegang gemagtig het, of sodanige ander owerheid as wat deur daardie Party aangewys is.

3.1.3 Tensy anders deur die betrokke Partye ooreengekom, moet die owerhede van 'n Party wat verlang dat sy reddingseenhede toegang verkry tot of oor die territoriale waters of gebied van 'n ander Party vir die uitsluitlike doel van die opsporing van die posisie van maritieme ongevallen en die redding van die oorlewendes van sodanige ongevallen, 'n versoek wat volle besonderhede gee van die beoogde sending en die noodsaaklikheid daarvan, deurstuur aan die reddingskoördineringsentrum van daardie ander Party of aan sodanige ander owerheid as wat deur daardie Party aangewys is.

3.1.4 Die bevoegde owerhede van Partye moet –

- .1 onmiddellik ontvangs van sodanige versoek erken; en
- .2 so gou moontlik die voorwaardes, as daar is, aandui waarop die beoogde sending onderneem mag word.

3.1.5 'n Party kan ooreenkomste met buurstade aangaan wat die voorwaardes vir toegang deur mekaar se reddingseenhede tot hulle onderskeie territoriale waters of gebied uiteensit. Sulke ooreenkomste kan voorsiening maak vir die bespoediging van toegang vir sodanige eenhede met die mins moontlike formaliteite.

3.1.6 Elke Party behoort sy reddingskoördineringsentrums te magtig –

- .1 om by ander reddingskoördineringsentrums sodanige bystand, met inbegrip van vaartuie, lugvaartuie, personeel of toerusting, as wat nodig is, aan te vra;
- .2 om die nodige toestemming te verleen vir die toegang van sodanige vaartuie, lugvaartuie, personeel of toerusting tot of oor sy territoriale waters of gebied; en
- .3 om die nodige reëlins te tref met die gepaste doeane-, immigrasie- of ander owerhede om sodanige toegang te bespoedig.

3.1.7 Elke Party kan sy reddingskoördineringsentrums magtig om, wanneer daarom versoek, bystand te verleen aan ander reddingskoördineringsentrums, met inbegrip van bystand in die vorm van vaartuie, lugvaartuie, personeel of toerusting.

3.1.8 Partye kan soek-en-reddingsooreenkomste met buurstade aangaan betreffende fasiliteitsamesmelting, die vestiging van gemeenskaplike prosedures, gesamentlike opleiding en oefeninge, gereelde nagaan van interstaatlike kommunikasiekanale, skakelbesoeke deur personeel van reddingskoördineringsentrums en die uitruil van soek-en-reddingsinligting.

3.2 Koördinerings van lugvaartdienste

3.2.1 Die Partye moet die nouste doenlike koördinerings van maritieme en lugvaartdienste verseker ten einde die doeltreffendste en effektiëste reddingsdienste te lewer in en oor hulle soek-en-reddingstreke.

3.2.2 Wanneer ook al doenlik, kan elke Party gesamentlike reddingskoördineringsentrums en reddingssubentrums instel vir sowel maritieme as lugvaartdoeleindes.

3.2.3 Wanneer daar ook al afsonderlike maritieme en lugvaart-reddingskoördineringsentrums of -reddingssubentrums ingestel word om dieselfde gebied te bedien, moet die betrokke Party die nouste doenlike samewerking tussen die sentrums of subentrums verseker.

3.2.4 Die Partye moet so ver moontlik die gebruik van gemeenskaplike prosedures deur reddingseenhede ingestel vir maritieme doeleindes en dié ingestel vir lugvaartdoeleindes, verseker.

HOOFSTUK 4 VOORBEREIDINGSMAATREËLS

4.1 Inligtingsvereistes

4.1.1 Elke reddingskoördineringsentrum en reddingssubentrum moet beskik oor die jongste inligting met betrekking tot soek-en-reddingsoperasies in sy gebied, met inbegrip van inligting betreffende:

- .1 reddingseenhede en kuswageenhede;
- .2 enige ander openbare en private hulpbronne, met inbegrip van vervoerfasiliteite en brandstofvoorrade, wat waarskynlik nuttig sal wees in soek-en-reddingsoperasies;
- .3 kommunikasiemiddele wat gebruik kan word in soek-en-reddingsoperasies;

- .4 die name, kabel- en teleksadresse, telefoon- en teleksnommers van skeepsagente, konsulêre owerhede, internasionale organisasies en ander agentskappe wat in staat is om bystand te verleen met die verkryging van essensiële inligting oor vaartuie;
 - .5 die liggings, roepsein of maritieme mobiele diensidentiteite, luisterdiensure en radiofrekwensies van alle radiostasies wat waarskynlik in soek-en-reddingsoperasies gebruik sal word;
 - .6 die liggings, roepsein of maritieme mobiele diensidentiteite, luisterdiensure en radiofrekwensies van alle kusradiostasies wat weervoorspellings en -waarskuwings vir die soek-en-reddingsstreek uitsaai;
 - .7 die liggings en luisterdiensure van dienste wat 'n radioluisterdiens hou en die frekwensies wat gemonitor word;
 - .8 voorwerpe wat waarskynlik verkeerdelik vir onopgespoorde of onaangemelde wrakstukke aangesien kan word; en
 - .9 liggings van plekke waar voorrade neerwerp-noodoorlewings-toerusting geberg word.
- 4.1.2 Elke reddingskoördineringsentrum en reddingssubsentrum behoort geredelik toegang te hê tot inligting betreffende die posisie, koers, snelheid en roepsein of skeepstasie-identiteit van vaartuie binne sy gebied wat moontlik in staat sal wees om bystand te verleen aan vaartuie of persone wat op see in nood verkeer. Hierdie inligting moet óf in die reddingskoördineringsentrum gehou word óf geredelik beskikbaar wees wanneer dit benodig word.
- 4.1.3 'n Groot skaalkaart moet aan elke reddingskoördineringsentrum en reddingssubsentrum voorsien word vir doeleindes van die vertoon en uitstip van inligting met betrekking tot soek-en-reddingsoperasies in sy gebied.
- 4.2 Operasionele planne of instruksies**
- 4.2.1 Elke reddingskoördineringsentrum en reddingssubsentrum moet in besonderhede planne of instruksies vir die uitvoer van soek-en-reddingsoperasies in sy gebied opstel of beskikbaar hê.
- 4.2.2 Die planne of instruksies moet, in die mate wat moontlik is, reëlins spesifiseer vir die versiening van en brandstofinname vir vaartuie, lugvaartuie en vaartuie gebruik in soek-en-reddingsoperasies, met inbegrip van dié wat deur ander State beskikbaar gestel is.
- 4.2.3 Die planne of instruksies kan besonderhede bevat betreffende stappe wat gedoen moet word deur diegene wat betrokke is by soek-en-reddingsoperasies in die gebied, met inbegrip van –

- .1 die wyse waarop seek-en-reddingsoperasies uitgevoer moet word;
- .2 die gebruik van die beskikbare kommunikasiestelsels en -fasiliteite;
- .3 die stappe wat saam met ander reddingskoördineringsentrums of reddingssubsentrum gedoen moet word, soos paslik;
- .4 die metodes om vaartuie ter see en lugvaartuie onderweg te waarsku;
- .5 die pligte en gesag van personeel toegewys aan seek-en-reddingsoperasies;
- .6 moontlike herontplooiing van toerusting wat deur weers- en ander omstandighede genoodsaak kan word;
- .7 die metodes om noodsaaklike inligting met betrekking tot seek-en-reddingsoperasies te bekom, soos gepaste kennisgewings aan seelui en verslae en voorspellings van weers- en oppervlaktoestande;
- .8 die metodes om sodanige bystand as wat nodig is, met inbegrip van vaartuie, lugvaartuie, personeel en toerusting, te bekom van geskikte ander reddingskoördineringsentrums of reddingssubsentrum;
- .9 die metodes om reddingsvaartuie of ander vaartuie te help om by vaartuie wat in nood verkeer, uit te kom; en
- .10 die metodes om lugvaartuie wat in nood verkeer en 'n noodwaterlanding moet uitvoer, te help om by vaartuie op die oppervlak uit te kom.

4.3 Paraatheid van reddingseenhede

- 4.3.1 Elke aangewese reddingseenheid moet 'n vlak van paraatheid handhaaf wat ooreenkom met sy taak en behoort die betrokke reddingskoördineringsentrum of reddingssubsentrum ingelig te hou van sy paraatheid.

HOOFSTUK 5 OPERASIONELE PROSEDURES

5.1 Inligting betreffende noodgevalle

- 5.1.1 Die Partye moet toesien dat sodanige deurlopende radioluisterdiens as wat uitvoerbaar en nodig geag word, op internasionale noodfrekwensies gehou word. 'n Kusradiostasie wat 'n noodroep of noodberig ontvang, moet –

- .1 die gepaste reddingskoördineringsentrum onmiddellik verwittig;

- .2 dit op een of meer van die internasionale noodfrekwensies of op 'n ander geskikte frekwensie heruitsend in die mate wat nodig is om skepe in kennis te stel;
 - .3 sodanige heruitsending vooraf laat gaan deur die gepaste outomatiese alarmseine, tensy dit reeds gedoen is; en
 - .4 sodanige stappe daarna doen as waarop die bevoegde owerheid besluit.
- 5.1.2 'n Owerheid of 'n element van die soek-en-reddingsorganisasie wat rede het om te vermoed dat 'n vaartuig in 'n noodtoestand verkeer, moet so gou moontlik alle beskikbare inligting aan die betrokke reddingskoördineringsentrum of reddingssubsentrum verstrek.
- 5.1.3 'n Reddingskoördineringsentrum of 'n reddingssubsentrum moet onmiddellik na ontvangs van inligting betreffende 'n vaartuig wat in 'n noodtoestand verkeer, daardie inligting evalueer en die gevaarfase ooreenkomstig paragraaf 5.2 bepaal, asook die omvang van die operasie wat nodig is.

5.2 Gevaarfases

5.2.1 Vir operasionele doeleindes moet die volgende gevaarfases onderskei word:

- .1 Onsekerheidsfase:
 - .1.1 wanneer gerapporteer word dat 'n vaartuig nie op die geskeduleerde tyd by sy bestemming was nie; of
 - .1.2 wanneer 'n vaartuig nie 'n verwagte posisie bereik of 'n veiligheidsrapportering doen nie.
- .2 Gereedheidsfase
 - .2.1 wanneer pogings, ná die onsekerheidsfase, om kontak met die vaartuig te maak, misluk het en navrae gerig aan ander gepaste bronne niks opgelewer het nie; of
 - .2.2 wanneer inligting ontvang is wat daarop dui dat die werksdoeltreffendheid van 'n vaartuig belemmer is, maar nie in die mate dat 'n noodsituasie waarskynlik is nie.
- .3 Noodfase
 - .3.1 wanneer positiewe inligting ontvang is dat 'n vaartuig of persoon in ernstige en onmiddellike gevaar verkeer en dadelik bystand nodig het; of
 - .3.2 wanneer verdere onsuksesvolle pogings, ná die gereedheidsfase, om kontak met die vaartuig te maak en verdere wydstrekkende onsuksesvolle navrae dui op die waarskynlikheid dat die vaartuig in nood verkeer; of
 - .3.3 wanneer inligting ontvang word wat daarop dui dat die werksdoeltreffendheid van 'n vaartuig belemmer is in die mate dat 'n noodsituasie waarskynlik is.

5.3 Prosedures vir reddingskoördineringsentrums en reddingssubsentrum gedurende gevaarfases

5.3.1 Wanneer die onsekerheidsfase verklaar word, moet die reddingskoördineringsentrum of die reddingssubsentrum, na gelang van die geval, navraag na die veiligheid van die vaartuig begin doen of die gereedheidsfase verklaar.

5.3.2 Wanneer die gereedheidsfase verklaar word, moet die reddingskoördineringsentrum of die reddingssubsentrum, na gelang van die geval, die navrae na die vermiste vaartuig uitbrei, gepaste soek-en-reddingsdienste waarsku en sodanige optrede in paragraaf 5.3.3 beskryf, instel as wat in die omstandighede van die bepaalde geval nodig is.

5.3.3 Wanneer die noodfase verklaar word, moet die reddingskoördineringsentrum of die reddingssubsentrum, na gelang van die geval –

- .1 optrede begin ooreenkomstig die reëlins uiteengesit in paragraaf 4.2;
- .2 waar gepas, die mate van onsekerheid oor die vaartuig se posisie beraam en die omvang van die soekgebied bepaal;
- .3 indien moontlik, die eienaar van die vaartuig of sy agent in kennis stel en hom op die hoogte van ontwikkelings hou;
- .4 ander reddingskoördineringsentrums of reddingssubsentrum in kennis stel wie se hulp waarskynlik nodig sal wees of wat moontlik by die operasie betrokke sal raak;
- .5 in 'n vroeë stadium hulp vra wat verleen kan word deur lugvaartuie, vaartuie of dienste wat nie spesifiek by die soek-en-reddingsorganisasie ingesluit is nie, gedagtig daaraan dat, in die meeste noodsituasies op die oseaan, ander vaartuie in die omgewing belangrike elemente van soek-en-reddingsoperasies is;
- .6 'n breë plan vir die uitvoer van die operasie opstel op grond van die beskikbare inligting en sodanige plan as riglyn aan die owerhede bekendmaak wat ooreenkomstig paragrawe 5.7 en 5.8 aangewys is;
- .7 soos nodig die riglyne gegee soos beoog in paragraaf 5.3.3.6, wysig in die lig van die omstandighede;
- .8 die betrokke konsulêre of diplomatieke owerhede, of indien 'n vlugteling of 'n ontheemde persoon by die voorval betrokke is, die kantoor van die bevoegde internasionale organisasie, in kennis stel;
- .9 gepaste ongeluksondersoekowerhede in kennis stel; en

- .10 enige lugvaartuie, vaartuie of ander dienste beoog in paragraaf 5.3.3.5 in oorleg met die owerhede aangewys ooreenkomstig paragraaf 5.7 of 5.8, na gelang van die geval, in kennis stel wanneer hulle bystand nie meer verlang word nie.

5.3.4 *Instel van seek-en-reddingsoperasies ten opsigte van 'n vaartuig waarvan die posisie onbekend is*

5.3.4.1 Indien 'n gevaarfase verklaar word ten opsigte van 'n vaartuig waarvan die posisie onbekend is, geld die volgende:

- .1 Wanneer 'n reddingskoördineringsentrum of reddingssubsentrum in kennis gestel word van die bestaan van 'n gevaarfase en nie bewus is van ander sentrums wat gepaste stappe doen nie, moet hy verantwoordelikheid aanvaar om gepaste optrede te begin en met naburige sentrums oorleg te pleeg met die doel om een sentrum aan te wys om onverwyld verantwoordelikheid te aanvaar;
- .2 tensy daar anders besluit word by ooreenkoms tussen die betrokke sentrums, moet die sentrum aangewys word wat verantwoordelik is vir die gebied waarin die vaartuig volgens sy laaste aangemeld posisie was; en
- .3 nadat die noodfase verklaar is, moet die sentrum wat die seek-en-reddingsoperasies koördineer, indien nodig, ander gepaste sentrums verwittig van al die omstandighede van die noodtoestand en van al die ontwikkelings daarna.

5.3.5 *Deurgee van inligting aan vaartuie ten opsigte waarvan 'n gevaarfase verklaar is*

- 5.3.5.1 Wanneer ook al toepaslik moet die reddingskoördineringsentrum of reddingssubsentrum verantwoordelik vir die seek-en-reddingsoperasie, verantwoordelikheid daarvoor aanvaar om inligting oor die seek-en-reddingsoperasie wat hy ingestel het, deur te gee aan die vaartuig ten opsigte waarvan 'n gevaarfase verklaar is.

5.4 *Koördinerings wanneer twee of meer Partye betrokke is*

- 5.4.1 Wanneer die uitvoer van seek-en-reddingsoperasies oor die hele seek-en-reddingstreek die verantwoordelikheid van meer as een Party is, moet elke Party gepaste stappe doen ooreenkomstig die operasionele planne of instruksies beoog in paragraaf 4.2, wanneer hy daarom versoek word deur die reddingskoördineringsentrum van die streek.

5.5 *Beëindiging en opskorting van seek-en-reddingsoperasies*

- 5.5.1 *Onsekerheidsfase en gereedheidsfase*

5.5.1.1 Wanneer 'n reddingskoördineringsentrum of 'n reddingssubsentrum, na gelang van die geval, tydens 'n onsekerheidsfase of 'n gereedheidsfase verwittig word dat die noodgeval nie meer bestaan nie, moet hy enige owerheid, eenheid of diens wat geaktiveer of in kennis gestel is, dienooreenkomstig verwittig.

5.5.2 *Noodfase*

5.5.2.1 Wanneer 'n reddingskoördineringsentrum of 'n reddingssubsentrum, na gelang van die geval, tydens 'n noodfase deur die vaartuig in nood of enige ander paslike bron verwittig word dat die noodgeval nie meer bestaan nie, moet hy die nodige stappe doen om die soek-en-reddingsoperasie te beëindig en enige owerheid, eenheid of diens wat geaktiveer of in kennis gestel is, te verwittig.

5.5.2.2 Indien daar gedurende 'n noodfase bepaal word dat die soektog beëindig moet word, moet die reddingskoördineringsentrum of reddingssubsentrum, na gelang van die geval, die soek-en-reddingsoperasie opskort en enige owerheid, eenheid of diens wat geaktiveer of in kennis gestel is, dienooreenkomstig verwittig. Inligting wat daarna ontvang word, moet geëvalueer word en soek-en-reddingsbedrywighede moet hervat word indien dit op grond van sodanige inligting geregverdig is.

5.5.2.3 Indien daar gedurende 'n noodfase bepaal word dat die soektog tevergeefs sal wees, moet die reddingskoördineringsentrum of reddingssubsentrum, na gelang van die geval, die soek-en-reddingsoperasie beëindig en enige owerheid, eenheid of diens wat geaktiveer of in kennis gestel is, dienooreenkomstig verwittig.

5.6 **Koördinering van soek-en-reddingsbedrywighede ter plaatse**

5.6.1 Die bedrywighede van eenhede betrokke by 'n soek-en-reddingsoperasie, hetsy reddingseenhede of ander bystandseenhede, moet gekoördineer word ten einde didoeltreffendste resultate te verkry.

5.7 **Aanwysing van gesagvoerder ter plaatse en sy verantwoordelikhede**

5.7.1 Wanneer reddingseenhede op die punt staan om met soek-en-reddingsoperasies te begin, behoort een van hulle so vroeg doenlik, en verkieslik voor aankoms in die gespesifiseerde soekgebied, as gesagvoerder ter plaatse aangewys te word.

5.7.2 Die betrokke reddingskoördineringsentrum of reddingssubsentrum behoort 'n gesagvoerder ter plaatse aan te wys. Indien dit nie doenlik is nie, kan die eenhede wat betrokke is, 'n gesagvoerder ter plaatse deur onderlinge ooreenkoms aanwys.

5.7.3 Totdat 'n gesagvoerder ter plaatse aangewys is, behoort die eerste reddingseenheid wat op die toneel aankom, outomaties die pligte en verantwoordelikhede van 'n gesagvoerder ter plaatse te aanvaar.

5.7.4 'n Gesagvoerder ter plaatse moet verantwoordelikheid aanvaar vir die volgende take indien dit nie verrig is nie deur die verantwoordelike reddingskoördineringsentrum of reddingssubsentrum, na gelang van die geval:

- .1 die bepaling van die waarskynlike posisie van die onderwerp van die soektog, die waarskynlike foutspeling in dié posisie, en die soekgebied;
- .2 die tref van reëlins vir die skeiding vir veiligheidsdoeleindes van eenhede betrokke by die soektog;
- .3 die aanwysing van paslike soekpatrone vir eenhede wat deelneem aan die soektog en die toewysing van soekgebiede aan eenhede of groepe eenhede;
- .4 die aanwysing van gepaste eenhede om die redding uit te voer wanneer die onderwerp van die soektog opgespoor word; en
- .5 die koördinering van soek-en-reddingskommunikasie ter plaatse.

5.7.5 'n Gesagvoerder ter plaatse moet ook vir die volgende verantwoordelikheid aanvaar:

- .1 om periodiek aan die reddingskoördineringsentrum of reddingssubsentrum wat die soek-en-reddingsoperasie koördineer, verslag te doen; en
- .2 om die aantal oorlewendes en hulle name aan die reddingskoördineringsentrum of reddingssubsentrum wat die soek-en-reddingsoperasie koördineer, te rapporteer; om die sentrum van die name en bestemmings van eenhede met oorlewendes aan boord te voorsien; om te rapporteer watter oorlewendes in elke eenheid is; en om bykomende hulp van die sentrum aan te vra wanneer nodig, byvoorbeeld die mediese afvoering van beseerde oorlewendes.

5.8 Aanwysing van koördineerder: oppervlaksoektog, en sy verantwoordelikhede

- 5.8.1 Indien reddingseenhede (insluitende oorlogskepe) nie beskikbaar is om die pligte van 'n gesagvoerder ter plaatse te aanvaar nie maar 'n aantal handelsvaartuie of ander vaartuie aan die soek-en-reddingsoperasie deelneem, behoort een van hulle by onderlinge ooreenkoms as koördineerder: oppervlaksoektog aangewys te word.
- 5.8.2 Die koördineerder: oppervlaksoektog behoort so vroeg doenlik aangewys te word en verkieslik voor aankoms in die bepaalde soekgebied.
- 5.8.3 Die koördineerder: oppervlaksoektog behoort verantwoordelikheid te aanvaar vir so veel van die take genoem in paragrawe 5.7.4 en 5.7.5 as wat binne die vaartuig se vermoë is om te hanteer.

5.9 Aanvanklike optrede

- 5.9.1 'n Eenheid wat inligting oor 'n noodvoorval ontvang, moet sodanige onmiddellike stappe doen om te help as wat binne sy vermoë is of moet ander eenhede waarsku wat moontlik kan help en moet die reddingskoördineringsentrum of reddingssubsentrum in kennis stel in wie se gebied die voorval plaasgevind het.

5.10 Soekgebiede

- 5.10.1 Soekgebiede bepaal ooreenkomstig paragraaf 5.3.3.2, 5.7.4.1 of 5.8.3 kan op gepaste wyse gewysig word deur die gesagvoerder ter plaatse of die koördineerder: oppervlaksoektog, wat die reddingskoördineringsentrum of die reddingssubsentrum van sy optrede en die redes daarvoor in kennis behoort te stel.

5.11 Soekpatrone

- 5.11.1 Soekpatrone bepaal ooreenkomstig paragraaf 5.3.3.6, 5.7.4.3 of 5.8.3 kan gewysig word indien dit nodig geag word deur die gesagvoerder ter plaatse of die koördineerder: oppervlaksoektog, wat die reddingskoördineringsentrum of die reddingssubsentrum van sy optrede en die redes daarvoor in kennis behoort te stel.

5.12 Suksesvolle soektog

- 5.12.1 Wanneer die soektog suksesvol is, behoort die gesagvoerder ter plaatse of die koördineerder: oppervlaksoektog die eenhede met die geskikste toerusting te gelas om die redding uit te voer of om ander benodigde bystand te verleen.
- 5.12.2 Waar gepas, behoort die eenhede wat die redding uitvoer, die gesagvoerder ter plaatse of die koördineerder: oppervlaksoektog in kennis te stel van die aantal oorlewendes wat aan boord is en hulle name, of daar rekenskap gegee kan word van alle personeel en of bykomende bystand benodig word, byvoorbeeld mediese afvoering, en van die bestemming van die eenhede.
- 5.12.3 Die gesagvoerder ter plaatse of die koördineerder: oppervlaksoektog behoort die reddingskoördineringsentrum of die reddingssubsentrum onmiddellik in kennis te stel wanneer die soektog suksesvol was.

5.13 Onsuksesvolle soektog

- 5.13.1 Die soektog behoort eers beëindig te word wanneer daar nie meer redelikerwys hoop is dat oorlewendes gered kan word nie.
- 5.13.2 Die reddingskoördineringsentrum of die reddingssubsentrum wat die seek-en-reddingsoperasie koördineer, behoort normaalweg die verantwoordelikheid vir die beëindiging van die soektog te dra.
- 5.13.3 In afgeleë oseaangebiede wat nie binne die verantwoordelikheid van 'n reddingskoördineringsentrum val nie, of waar die verantwoordelike sentrum nie die seek-en-reddingsoperasie kan koördineer nie, kan die gesagvoerder ter plaatse

of die koördineerder: oppervlaksoektog verantwoordelikheid vir die beëindiging van die soektog aanvaar.

HOOFSTUK 6

SKEEPSRAPPORTERINGSTELSELS

6.1 Algemeen

6.1.1 'n Party kan 'n skeepsrapporteringstelsel instel in enige soek-en-reddingstreek waarvoor hy verantwoordelik is indien dit nodig geag word om soek-en-reddingsoperasies te vergemaklik en dit uitvoerbaar is.

6.1.2 'n Party wat dit oorweeg om 'n skeepsrapporteringstelsel in te stel, behoort kennis te neem van die toepaslike aanbevelings van die Organisasie.

6.1.3 Die skeepsrapporteringstelsel behoort voorsiening te maak vir die jongste inligting oor die beweging van vaartuie ten einde, in die geval van 'n noodvoorval

- .1 die tydsverloop tussen die onderbreking van kontak met 'n vaartuig en die instel van 'n soek-en-reddingsoperasie te verminder in gevalle waar geen noodsein ontvang is nie;
- .2 vinnig vas te stel watter vaartuie versoek kan word om bystand te verleen;
- .3 die afbakening van 'n soekgebied van beperkte grootte moontlik te maak ingeval die posisie van 'n vaartuig in nood onbekend of onseker is; en
- .4 die verlening van dringende mediese bystand of advies aan vaartuie wat nie 'n dokter aan boord het nie, te vergemaklik.

6.2 Operasionele vereistes

6.2.1 Ten einde die oogmerke te bereik wat in paragraaf 6.1.3 uiteengesit is, behoort die skeepsrapporteringstelsel aan die volgende operasionele vereistes te voldoen:

- .1 verskaffing van inligting, met inbegrip van vaartplanne en posisieverslae, wat dit moontlik sal maak om die toekomstige posisies van deelnemende vaartuie te voorspel;
- .2 byhou van 'n skeepvaart-stipkaart;
- .3 ontvangs van verslae met gepaste tussenposes van deelnemende vaartuie;
- .4 eenvoud van stelselontwerp en -bedryf; en

- .5 die gebruik van 'n internasionaal ooreengekome standaard-skeepsrapporteringsformaat en internasionaal ooreengekome standaardprosedures.

6.3 Tipes verslae

6.3.1 'n Skeepsrapporteringstelsel behoort die volgende verslae in te sluit:

- .1 *Vaartplan* – met vermelding van naam, roepsein of skeepstasie-identiteit, datum en tyd (in Greenwich-tyd) van vertrek, besonderhede van die vaartuig se vertrekpunt, volgende aandoenhawe, beoogde roete, snelheid en verwagte datum en tyd (in Greenwich-tyd) van aankoms. Beduidende veranderinge behoort so gou moontlik gerapporteer te word.
- .2 *Posisieverslag* – met vermelding van naam, roepsein of skeepstasie-identiteit, datum en tyd (in Greenwich-tyd), posisie, koers en snelheid.
- .3 *Eindverslag* – met vermelding van naam, roepsein of skeepstasie-identiteit, datum en tyd (in Greenwich-tyd) van aankoms by bestemming of waarop die gebied gedek deur die stelsel, verlaat word.

6.4 Gebruik van stelsels

- 6.4.1 Die Partye behoort alle vaartuie aan te moedig om hulle posisies aan te meld wanneer hulle in gebiede vaar waar reëlins getref is om inligting te verkry vir soek-en-reddingsdoeleindes.
- 6.4.2 Partye wat inligting aanteken oor die posisie van vaartuie, behoort sodanige inligting so ver doenlik aan ander State beskikbaar stel wanneer dit vir soek-en-reddingsdoeleindes versoek word.

BYVOEGSEL 2

RESOLUSIES AANGENEEM DEUR DIE KONFERENSIE**RESOLUSIE 1****REËLINGS VIR DIE LEWERING EN KOÖRDINERING
VAN SOEK-EN-REDDINGSDIENSTE**

DIE KONFERENSIE,

MET INAGNEMING van die bepalings van die Aanhangsel by die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, betreffende reëlins vir die lewering en koördinering van soek-en-reddingsdienste;

VOORTS MET INAGNEMING daarvan dat die Aanhangsel bepaal dat maritieme soek-en-reddingstreke ingestel moet word by ooreenkoms tussen die Partye;

MET ERKENNING daarvan dat lugvaart-soek-en-reddingsdienste ingestel is deur die Kontrakterende State by die Konvensie oor Internasionale Burgerlike Lugvaart;

GEDAGTIG daaraan dat noue samewerking tussen maritieme en lugvaart-soek-en-reddingsdienste noodsaaklik is;

VOORTS MET ERKENNING van die behoefte aan die lewering en koördinering van maritieme soek-en-reddingsdienste op 'n wêreldwye grondslag;

VOORTS MET INAGNEMING van die behoefte aan verdere optrede,

BESLUIT:

- (a) om State sterk aan te moedig om in die mate wat nodig en uitvoerbaar is, koördinering te voorsien van soek-en-reddingsdienste in alle seegebiede, ongeag of hulle daardie dienste vir lugvaartdoeleindes lewer al dan nie;
- (b) om State sterk aan te moedig om aan die Intergoewermentele Seevaartkonsultorganisasie inligting te verskaf oor hulle nasionale soek-en-reddingsdienste en om die Sekretaris-generaal van daardie Organisasie te versoek om die inligting aldus ontvang, onder al sy Lidregerings te versprei;
- (c) om die Intergoewermentele Seevaartkonsultorganisasie te versoek –
 - (1) om voort te gaan om ten nouste met die Organisasie vir Internasionale Burgerlike Lugvaart saam te werk ten einde maritieme en lugvaart-soek-en-reddingsplanne en -prosedures te harmonieer;

- (2) om alle beskikbare inligting te publiseer betreffende ooreenkomste oor maritieme soek-en-reddingstreke of reëlins vir gelykstaande algehele koördinerings van maritieme soek-en-reddingsdienste; en
- (3) om State van advies te dien en by te staan ten opsigte van die instelling van hulle soek-en-reddingsdienste.

RESOLUSIE 2

KOSTE VIR SKEPE VAN DEELNAME AAN SKEEPSRAPPORTERINGSTELSELS

DIE KONFERENSIE,

MET INAGNEMING van Aanbeveling 47 van die Internasionale Konferensie vir die Beveiliging van Menselewens op See, 1960;

MET ERKENNING daarvan dat, weens die toenemende belangrikheid van nasionale en, moontlik in die toekoms, van internasionale skeepsrapporteringstelsels, Aanbeveling 47 tans waarskynlik van groter betekenis is as toe dit oorspronklik aangeneem is;

MET ERKENNING VOORTS dat die afwesigheid van enige heffing vir deelname, soos reeds aangetoon is, 'n sterk aansporing kan wees vir skepe om aan vrywillige skeepsrapporteringstelsels deel te neem;

MET ERKENNING DAARBENEWENS dat die deelname van skepe aan vrywillige skeepsrapporteringstelsels reeds getoon het dat dit veiligheidsvoordele inhou;

BEVEEL AAN dat State behoort te reël dat deelname aan sodanige stelsels vir skepe vry van berigkoste is.

RESOLUSIE 3

BEHOEFTE AAN 'N INTERNASIONAAL OOREENGEKOME FORMAAT EN PROSEDURE VIR SKEEPSRAPPORTERINGSTELSELS

DIE KONFERENSIE,

GEDAGTIG aan die bepaling van Hoofstuk 6 van die Aanhangsel by die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, met betrekking tot skeepsrapporteringstelsels;

GEDAGTIG VOORTS daaraan dat verskeie nasionale skeepsrapporteringstelsels tans van krag is wat verskillende prosedures en rapporteringsformate gebruik;

MET ERKENNING daarvan dat gesagvoerders van internasionale handelsvaartuie wat van een gebied wat deur 'n skeepsrappoteringsstelsel gedek word, na 'n nader beweeg, verwar kan word deur hierdie verskillende prosedures en rappoteringsformate;

MET ERKENNING VOORTS dat die moontlikheid van sodanige verwarring grootliks verklein kan word deur die aanneming van 'n internasionaal ooreengekome standaard-skeepsrappoteringsformaat en internasionaal ooreengekome standaardprosedures;

VERSOEK die Intergoewermementele Seevaartkonsultorganisasie om, met die formaat in die aanhangsel hierby as grondslag, 'n internasionaal ooreengekome formaat te ontwikkel vir skeepsrappoteringsstelsels ingestel vir die doel van soek en redding ooreenkomstig die bepalings van Hoofstuk 6 van die Aanhangsel by die Konvensie;

VERSOEK die Organisasie om toe te sien dat alle rappoteringsstelsels ingestel vir 'n ander doel as soek en redding, ten opsigte van verslagformaat en rappoteringsprosedures so ver moontlik versoenbaar is met dié wat vir die doel van soek en redding ontwikkel moet word.

AANHANGSEL SKEEPSRAPPORTERINGSFORMAAT EN -PROSEDURES FORMAAT (sien opmerking 1)

Berig-identifiseerder:	-SHIPREP (gebieds- of stelselaanwyser)
Tipe verslag:	A - 'n 2-lettergroep "SP" (vaartplan ['sailing plan']) "PR" (posisieverslag ['position report']) "FR" (eindverslag ['final report'])
Skip:	B - Naam en roepsein of skeepstasie-identiteit
Datum/Tyd (Greenwich-tyd):	C - 'n 6-syfergroep wat die datum (eerste twee syfers), uur en minute (laaste vier syfers) gee
Posisie:	D - Vertrekshawe (SP) of aankomshawe (FR) E - 'n 4-syfergroep wat breedte in grade en minute gee, gevolg deur "N" of "S", en 'n 5-syfergroep van lengte in grade en minute gee, gevolg deur "E" of "W"
Ware koers:	F - 'n 3-syfergroep
Snelheid in knope:	G - 'n 2-syfergroep
Roete-inligting:	H - Beoogde baan (sien opmerking 2)

Verwagte aankomstyd:	I -	Datum/tyd in 'n 6-syfergroep, soos in C hierbo, gevolg deur bestemming
K u s r a d i o s t a s i e		
(waghouding):	J -	Naam van stasie
Tyd van volgende verslag:	K -	Datum/tyd in 'n 6-syfergroep, soos in C hierbo
Diverse:	L -	Enige ander inligting

PROSEDURES

Die verslag moet soos volg versend word:

Vaartplan	-	By of onmiddellik na vertrek uit 'n hawe of wanneer 'n gebied binnegegaan word wat deur 'n stelsel gedek word (sien opmerking 3).
Posisieverslag	-	Wanneer die skip se posisie met meer as 25 myl verskil van die posisie wat voorspel sou word op grond van die vorige verslae, na 'n koersverandering, wanneer vereis deur die stelsel of soos besluit deur die gesagvoerder.
Eindverslag:	-	Kort voor of by aankoms by bestemming of wanneer die gebied verlaat word wat deur 'n stelsel gedek word (sien opmerking 3).

OPMERKING 1: Gedeeltes van die skeepsrapporteringsformaat wat nie gepas is nie, moet uit die verslag weggelaat word. Kyk na die volgende voorbeelde:

Voorbeelde van berigte gelewer deur hierdie formaat te gebruik:

Vaartplan	Posisieverslag	Eindverslag
SHIPREP	SHIPREP	SHIPREP
A SP	A PR	A FR
B NONSUCH/MBCH	B NONSUCH/MBCH	B NONSUCH/MBCH
C 021030	C 041200	C 110500
D NEW YORK	E 4604N 05123W	D LONDEN
F 060	F089	
G 16	G 15	
H GC	J PORTISHEAD	
I 102145 LONDEN	K 061200	
J PORTISHEAD		
K 041200		

OPMERKING 2: In die rapporteringstelsel kan die beoogde baan aangemeld word deur:

- (a) lengte en breedte van elke draaipunt, uitgedruk soos in E hierbo, saam met die tipe beoogde baan tussen dié punte,

byvoorbeeld "RL" (loksodroom ['rhumb line']), "GC" (grootsirkel ['great circle']) of "kus"; of

- (b) in die geval van kusvaart, die beoogde datum en tyd, uitgedruk in 'n 6-syfergroep soos in C hierbo, waarop verby belangrike seepunte gevaar word.

OPMERKING 3: Die vaartplan en eindverslag behoort vinnig uitgesend te word deur gebruik te maak van 'n ander stelsel as radiokommunikasie, waar uitvoerbaar.

RESOLUSIE 4

SOEK-EN-REDDINGSHANDLEIDINGS

DIE KONFERENSIE,

MET INAGNEMING daarvan dat die Intergoewermentele Seevaartkonsultorganisasie 'n soek-en-reddingshandleiding vir handelskepe (MERSAR ['Merchant Ship Search and Rescue Manual']) en 'n TMRO-soek-en-reddingshandleiding (IMCOSAR ['IMCO Search and Rescue Manual']) opgestel het;

MET ERKENNING daarvan dat die MERSAR-handleiding waardevolle riglyne vir seelui in noodgevalle ter see bied;

MET ERKENNING VOORTS dat die IMCOSAR-handleiding riglyne bied vir Regerings wat hulle soek-en-reddingsorganisasies wil instel of ontwikkel en vir personeel wat betrokke kan wees by die lewering van soek-en-reddingsdienste;

SYNDE VAN MENING dat die handleidings 'n waardevolle aanvulling van die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, en die Aanhangsel daarvan uitmaak, en grootliks sal bydra tot die oogmerke van die Konvensie,

BESLUIT:

- (a) om State sterk aan te moedig om die riglyne te gebruik wat in die handleidings gegee word en dit onder die aandag van alle belanghebbendes te bring;
- (b) om die stappe te onderskryf wat reeds deur die Intergoewermentele Seevaartkonsultorganisasie gedoen is om die handleidings te wysig en by te hou.

RESOLUSIE 5

FREKWENSIES VIR MARITIEME SOEK-EN-REDDING

DIE KONFERENSIE,

MET KENNISNAME daarvan dat die Wêreldradioadminstrasiekonferensie, 1979, besluite sal neem oor maatreëls wat 'n diepgaande uitwerking op die frekwensiespektrum kan hê;

MET INAGNEMING daarvan dat die frekwensies wat in die huidige maritieme noodstelsel gebruik word, nie toereikende voorsiening maak vir skepe wat in nood verkeer verder as ongeveer 150 myl van die kus af nie;

MET ERKENNING daarvan dat alle maritieme radiokommunikasie, hetsy dit van nood- of openbare kommunikasiefrekwensies gebruik maak, nood- en veiligheidsimplikasies kan hê,

VERSOEK die Wêreldradioadminstrasiekonferensie, 1979, dringend:

- (a) om een frekwensie, wat uitsluitlik gereserveer moet word vir nood- en veiligheidsdoeleindes, in elk van die 4, 6, 8, 12 en 16 MHz maritieme mobiele bande wat A3J-klas emissie gebruik, vir gebruik in al die ITU-streke toe te ken en om steuringweerbande aan elke kant van daardie frekwensies daarby in te sluit, en om die gebruik van digitale selektiewe roeping op daardie frekwensies toe te laat; en
- (b) om erkenning te verleen daaraan dat alle telekommunikasies na en van skepe ter see elemente kan bevat wat van belang is vir soek en redding, en om voorstelle te steun betreffende toereikende frekwensietoekennings aan die maritieme mobiele diens.

RESOLUSIE 6

ONTWIKKELING VAN 'N WÊRELDWYE MARITIEME NOOD- EN VEILIGHEIDSTELSEL

DIE KONFERENSIE,

NA DIE SLUITING van die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, wat 'n internasionale plan daarstel vir die koördinering van soek-en-reddingsoperasies;

MET ERKENNING daarvan dat die bestaan van 'n doeltreffende nood- en veiligheidskommunikasienetwerk belangrik is vir die doeltreffende uitvoering van die soek-en-reddingsplan;

GEDAGTIG DAARAAN dat die Intergoewermentele Seevaartkonsultorganisasie deurlopend die maritieme nood- en veiligheidstelsel bywerk en Resolusies aanvaar het in verband met die kommunikasie-aspekte van die stelsel;

OORTUIG daarvan dat 'n wêreldwye maritieme nood- en veiligheidstelsel voorsiening behoort te maak vir onder meer die noodsaaklike radio-elemente van die internasionale soek-en-reddingsplan,

VERSOEK die Intergoewermentele Seevaartkonsultorganisasie om 'n wêreldwye maritieme nood- en veiligheidstelsel te ontwikkel wat telekommunikasiebepalings insluit vir die doeltreffende uitvoering van die soek-en-reddingsplan voorgeskryf by die Aanhangsel by die Internasionale Konvensie oor Maritieme Soek en Redding, 1979.

RESOLUSIE 7
HARMONIËRING VAN SOEK-EN-REDDINGSDIENSTE
MET MARITIEME WEERDIENSTE

DIE KONFERENSIE,

GEDAGTIG aan die belangrikheid van meteorologiese en oseanografiese inligting in soek-en-reddingsoperasies;

GEDAGTIG aan die wenslikheid van meteorologiese inligting vir dieselfde gebiede as soek-en-reddingstreke;

GEDAGTIG VOORTS daaraan dat roetine-weerverslae vanaf skepe gewoonlik die skip se posisie insluit;

VAN MENING dat die gebruik dat skepe weer- en posisieverslae deur dieselfde kusradiostasie uitsend, die uitsending van sodanige verslae sal vergemaklik en deelname van skepe aan albei stelsel sal aanmoedig,

VERSOEK die Intergoewermentele Seevaartkonsultorganisasie:

- (a) om ten nouste met die Wêreld Meteorologiese Organisasie saam te werk om die uitvoerbaarheid te ondersoek van die harmoniëring van die gebiede van maritieme weervoorspellings en -waarskuwings met maritieme soek-en-reddingstreke;
- (b) om die Wêreld Meteorologiese Organisasie te versoek om stappe te doen om te verseker dat die jongste meteorologiese en oseanografiese inligting onmiddellik beskikbaar is vir soek-en-reddingsdienste vir die geheel van die streke wat hulle bedien; en
- (c) om die uitvoerbaarheid te ondersoek van die deursending deur skepe van weer- en posisieverslae na dieselfde kusradiostasie.

RESOLUSIE 8**BEVORDERING VAN TEGNIESE SAMEWERKING**

DIE KONFERENSIE,

GEDAGTIG daaraan dat spoedige en doeltreffende maritieme soek en redding wye internasionale samewerking en substansiële tegniese en wetenskaplike hulpbronne verg;

VOORTS GEDAGTIG daaraan dat die Partye by die Internasionale Konvensie oor Maritieme Soek en Redding, 1979, gevra sal word om reëlings te tref dat die oogmerke van daardie Konvensie bereik word en volle verantwoordelikheid te aanvaar vir sodanige reëlings;

OORTUIG daarvan dat die bevordering van tegniese samewerking op tussenregeringsvlak die inwerkingstelling van die Konvensie deur State wat nog nie die nodige tegniese en wetenskaplike hulpbronne het nie, sal bespoedig,

MOEDIG State sterk aan om, in oorleg met en met die bystand van die Intergoewermentele Seevaartkonsultorganisasie, steun te bevorder vir State wat tegniese bystand versoek vir:

- (a) die opleiding van die personeel wat nodig is vir soek-en-redding; en
- (b) die verskaffing van toerusting en fasiliteite wat nodig is vir soek-en-redding;

MOEDIG VOORTS State aan om bogenoemde maatreëls te tref sonder om te wag op die inwerkingtreding van die Konvensie.

BYLAE 2

**INTERNASIONALE STANDAARDE
EN AANBEVOLE GEBRUIKE**

SOEK EN REDDING

AANHANGSEL 12

**BY DIE
KONVENSIE OOR INTERNASIONALE BURGERLIKE LUGVAART**

SESDE UITGAWE - MAART 1975

**Hierdie uitgawe sluit alle wysigings deur die Raad aangeneem
voor 25 November 1974 in en vervang op 9 Oktober 1975
alle vorige uitgawes van Aanhangel 12.**

**Vir inligting aangaande die toepaslikheid van die Standaarde en
Aanbevole Gebruike, sien Voorwoord.**

ORGANISASIE VIR INTERNASIONALE BURGERLIKE LUGVAART

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VOORWOORD

Historiese agtergrond

In Desember 1946 het die Afdeling Soek en Redding op sy tweede sessie aanbevelings vir Standaarde en Aanbevole Gebruike vir Soek en Redding gedoen. Dit is deur die Sekretariaat en die destydse Lugvaartkomitee ontwikkel en behoorlik aan die Raad voorgelê. Die voorstelle is nie in die vorm waarin dit voorgelê is, deur die Raad aanvaar nie en is op 20 April 1948 na die Lugvaartkomitee vir verdere oorweging terugverwys.

'n Verdere konsepaanhangsel is toe ontwikkel in die lig van die ondervinding opgedoen by Streekslugvaartvergaderings en uiteindelik in beginsel deur die Lugvaartkommissie goedgekeur en onder al die State versprei vir kommentaar. Verdere ontwikkeling is gedoen op grond van die State se kommentaar, en die voortspruitende voorstelle is op 25 Mei 1950 deur die Raad aanvaar en Aanhangsel 12 by die Konvensie oor Internasionale Burgerlike Lugvaart genoem. Die Aanhangsel het op 1 Desember 1950 van krag geword en op 1 Maart 1951 in werking getree.

Tabel A toon die oorsprong van latere wysigings tesame met 'n lys van die belangrikste onderwerpe wat betrokke was, asook die datums waarop die Aanhangsel en die wysigings deur die Raad aangeneem is, wanneer dit in werking getree het en wanneer dit van krag geword het.

Toepassing

Die Standaarde en Aanbevole Gebruike in hierdie dokument reël die toepassing van die Streeks- Aanvullende Prosedures – *Soek en Redding*, vervat in Doc 7030, in welke dokument aanvullende prosedures vir sreektoepassing vervat is.

Aanhangsel 12 het betrekking op die instelling, instandhouding en bedryf van soek-en-reddingsdienste in die gebied van die Kontrakterende State en oor die oop see, en op die koördinering van sodanige dienste tussen State.

Optrede deur Kontrakterende State

Kennisgewing van verskille. Die aandag van Kontrakterende State word gevestig op die verpligting op Kontrakterende State gelê by Artikel 38 van die Konvensie om die Organisasie in kennis te stel van enige verskil tussen hulle nasionale regulasies en gebruike en die Internasionale Standaarde vervat in hierdie Aanhangsel en enige wysigings daarvan. Kontrakterende State word versoek om sodanige kennisgewing uit te brei na enige verskil rakende die Aanbevole Gebruike vervat in hierdie Aanhangsel en enige wysigings daarvan, wanneer kennisgewing van sodanige verskille belangrik is vir veiligheid in lugvaart. Voorts word Kontrakterende State versoek om die Organisasie ingelig te hou oor enige verskille wat daarna kan ontstaan of van die terugtrekking van enige verskille waarvan vroeër kennis gegee is. 'n Spesifieke versoek om kennisgewing

van verskille sal aan Kontrakterende State gestuur word onmiddellik na die aanneming van elke wysiging van hierdie Aanhangsel.

Die aandag van State word ook gevestig op die bepalings van Aanhangsel 15 met betrekking tot die bekendmaking van verskille tussen hulle nasionale regulasies en gebruike en die ooreenstemmende Standaarde en Aanbevole Gebruike van die IBLO deur middel van die Lugvaartinligtingsdiens benewens die verpligting van State ingevolge Artikel 18 van die Konvensie.

Afkondiging van inligting. Daar moet van inligting rakende die instelling en intrekking van en veranderinge aan fasiliteite, dienste en prosedures wat lugvaartuigbedrywigheede raak wat verskaf word ooreenkomstig die Standaarde en Aanbevole Gebruike uiteengesit in hierdie Aanhangsel, kennis gegee word en dit moet in werking tree ooreenkomstig Aanhangsel 15.

Gebruik van die teks van die Aanhangsel in nasionale regulasies. Die Raad het op 13 April 1948 'n resoluëie aangeneem wat die aandag van Kontrakterende State vestig op die wenslikheid daarvan om in hulle eie regulasies so ver doenlik die presiese taal te gebruik van die IBLO-standaarde wat van reëlende aard is en ook op die wenslikheid daarvan om afwykings van die Standaarde aan te dui, met inbegrip van enige bykomende nasionale regulasies wat in belang van die veiligheid of gereeldheid van lugvaart is. Waar dit ook al moontlik is, is die bepalings van hierdie Aanhangsel so bewoord dat dit inlywing by nasionale wetgewing sal vergemaklik sonder groot teksveranderinge.

Status van komponente van Aanhangsel

'n Aanhangsel is uit die volgende samestellende dele opgebou, hoewel nie alle komponente noodwendig in elke Aanhangsel voorkom nie; hulle status word telkens aangedui:

1. *Stof wat die eintlike Aanhangsel uitmaak:*
 - a) *Standaarde en Aanbevole Gebruike* aangeneem deur die Raad kragtens die bepalings van die Konvensie. Dit word soos volg omskryf:

Standaard. Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing nodig geag word vir die veiligheid of regulering van internasionale lugvaart en waaraan Kontrakterende State sal voldoen ooreenkomstig die Konvensie; indien dit onmoontlik is om daaraan te voldoen, is kennisgewing aan die Raad verpligtend ingevolge Artikel 38.

Aanbevole Gebruik. Enige spesifikasie vir fisiese eienskappe, konfigurasie, uitrusting, prestasie, personeel of prosedure waarvan die eenvormige toepassing as wenslik beskou word in belang van die veiligheid, gereeldheid of doeltreffendheid van internasionale lugvaart en waaraan Kontrakterende State sal poog om te voldoen ooreenkomstig die Konvensie.

- b) *Appendikse* bestaan uit stof wat geriefshalwe afsonderlik gegroepeer word maar wat deel uitmaak van die Standaarde en Aanbevole Gebruike deur die Raad aangeneem.
 - c) *Omskrywings* van terme gebruik in die Standaarde en Aanbevole Gebruike wat nie selfverklarend is nie in die sin dat dit nie aanvaarde woordeboekbetekenisse het nie. 'n Omskrywing het nie 'n onafhanklike status nie, maar is 'n wesenlike deel van elke Standaard en Aanbevole Gebruik waarin die term gebruik word, aangesien 'n verandering in die betekenis van die term die spesifikasie sal affekteer.
2. *Stof deur die Raad goedgekeur vir publikasie in samehang met die Standaarde en Aanbevole Gebruike:*
- a) *Voorwoorde* wat historiese en verklarende stof bevat wat berus op die handeling van die Raad, met inbegrip van 'n verduideliking van die verpligting van State met betrekking tot die toepassing van die Standaarde en Aanbevole Gebruike voortspruitend uit die Konvensie en die Aannemingsresolusie.
 - b) *Inleidings* wat verduidelikende stof bevat aan die begin van dele, hoofstukke of afdelings van die Aanhangsel om te help met die toepassing van die teks.
 - c) *Opmerkings* wat, waar van toepassing, in die teks opgeneem is om feitelike inligting of verwysings te gee met betrekking tot die betrokke Standaarde of Aanbevole Gebruike maar wat nie deel van die Standaarde of Aanbevole Gebruike uitmaak nie.
 - d) *Aanhangsels* wat aanvullende stof met betrekking tot die Standaarde of Aanbevole Gebruike bevat of wat as 'n riglyn ingesluit is by die toepassing daarvan.

Taalkeuse

Hierdie Aanhangsel is in vyf tale aangeneem: Engels, Arabies, Frans, Russies en Spaans. Elke Kontrakterende Staat word versoek om een van daardie tekse te kies vir die doeleindes van nasionale inwerkingstelling en ander uitwerkings waarvoor die Konvensie voorsiening maak, hetsy regstreek deur gebruik of deur vertaling in sy eie landstaal, en om die Organisasie dienooreenkomstig in kennis te stel.

Redaksionele gebruike

Daar is by die volgende gebruik gehou sodat die status van elke stelling met een oogopslag bepaal kan word: *Standaarde* is lig romein gedruk; *Aanbevole Gebruike* is lig kursief gedruk, terwyl die status aangetoon word deur **Aanbeveling** vooraan te plaas; *Opmerkings* is lig kursief gedruk, terwyl die status aangedui word deur *Opmerking* vooraan te plaas.

Die volgende redaksionele gebruik is in die bewoording van die spesifikasies gevolg: in die Standaard word die bepalende werkwoord "moet" gebruik, en in die Aanbevole Gebruik word die bepalende werkwoorde "behoort te" of "kan" gebruik.

Deur die hele dokument word mates volgens die metrieke stesel gegee, met die ooreenstemmende mate volgens die voet-pond-stelsel tussen hakies.

Enige verwysing na 'n gedeelte van hierdie dokument wat geïdentifiseer word deur 'n nommer en/of 'n titel, sluit al die onderafdelings van daardie gedeelte in.

Tabel A. Wysigings aan Aanhangsel 12

Wysigings	Bronne	Onderwerp(e)	Aanvaar/goedgekeur Van krag In werking
1e uitgawe	Afdeling Soek en Redding, Tweede Sessie (1946)	Internasionale Standaard en Aanbevole Gebruik - Soek-en-reddingsdienste	25 Mei 1950
1 (2e uitgawe)	Afdeling Soek en Redding, Derde Sessie (1951)	Soek-en-reddingsorganisasie; kommunikasie; evaluering van soek-en-reddingsoperasies; prosedures vir soek en redding; lug-tot-grond-seine	1 Desember 1950 1 Maart 1951 31 Maart 1952 1 September 1952 1 Januarie 1953
2 (3e uitgawe)	Tweede Lugvaartkonferensie (1955)	Reddingssubsentriums, versiening en brandstofinname van reddingseenhede van ander Kontrakterende State	8 Mei 1956 1 September 1956 1 Desember 1956
3	Derde Lugvaartkonferensie (1956). Wysiging 10 van Aanhangsel 6, Hoofstuk 6.	Merk van gedeeltes van romp geskik vir deurbreek	13 Junie 1957 1 Oktober 1957 1 Desember 1957
4 (4e uitgawe)	Afdelings Lugvaartreëls, Lugverkeerdienste en Soek en Redding (1958)	Samewerking tussen State; inligting betreffende noodgevälle; prosedures vir reddingskoördineringsentriums	8 Desember 1959 1 Mei 1960 1 Augustus 1960
5	Wysiging 13 van Aanhangsel 11	Verwittiging van reddingskoördineringsentriums deur lugverkeerdienseenhede	13 April 1962 -
6	Wysiging 4 van Aanhangsel 9	Tydlike toegang van reddingseenhede van ander Kontrakterende State	1 November 1962 -
7	Wysiging 14 van Aanhangsel 11, Hoofstuk 5	Waarskuwing van bowatervaartuie en lugvaartuie onderweg om 'n vliegtuig wat in nood verkeer, by te staan	1 Julie 1964 19 Junie 1964 1 November 1964
8	Internasionale Konvensie vir die Beveiliging van Menselewens op See. Wysiging 15 van Aanhangsel 11	Bywerking van verwysing; waarskuwingsdiens	1 Februarie 1965 10 Desember 1965 -
9 (5e uitgawe)	Lugvaartkommissie: Hersiening van Streeks- Aanvullende Prosedures	Samewerking tussen Kontrakterende State; versiening en brandstofinname van reddingseenhede van ander Kontrakterende State; toets van soek-en-reddingskommunikasiefasiliteite; bystand deur bykomende eenhede of dienste tydens soek-en-reddingsoperasies	25 Augustus 1966 25 Mei 1970 25 September 1970 4 Februarie 1971
10	Lugvaartkommissie	Aan boord hou van Internasionale Seinboek deur soek-en-reddingslugvaartuie; toerus van soek-en-reddingslugvaartuie met	11 Desember 1972 11 April 1973 16 Augustus 1973

11	Volledige hersiening van die Aanhangsel deur die Lugvaartkommissie	frekwensie 2182 kHz; inligting oor posisie van handelskepe Nuwe sein aan bowatervaartue; lewering van soek-en-reddingsdiens op 24-uur-grondslag; verspreiding van inligting oor posisie van handelskepe; evaluering van soek-en-reddingsoperasies; verbetering van samewerking tussen buurstade; toerusting van reddingseenhede; beskikbaarheid van inligting oor lugverkeerdienste; plasing van neerwerp-oorlewings-toerusting; metodes om lugvaartue wat in nood verkeer en 'n noodwaterlanding moet uitvoer, te help om bowatervaartue te ontmoet; metodes om soek-en reddings- en ander lugvaartue te help om vliegtuie wat in nood verkeer, te ontmoet	25 November 1974 25 Maart 1975 9 Oktober 1975
12	Wysiging 60 van Aanhangsel 3	Aanvullende kommunikasiegeriewe tussen weerkantore en soek-en-reddingseenhede	8 Desember 1975 8 April 1976 12 Augustus 1976
13	Lugvaartkommissie	Grond-tot-lug- visuele seinboek vir gebruik deur oorlewendes	15 Desember 1980 15 April 1981 26 November 1981
14	Lugvaartkommissie	Verantwoordelikhede van reddingskoördineringsentrums (RKS'e) betreffende voorbereidingsmaatreëls indien 'n lugvaartuig onderwerp word aan onregmatige inmenging	12 Maart 1990 30 Julie 1990 15 November 1990
15	Lugvaartkommissie	Omskrywing van soek-en-reddingslugvaartuig; kommunikasievereistes vir reddingskoördineringsentrums (RKS'e) en toerusting van soek-en-reddingslugvaartuie; soek-en-reddingskontakpunt	12 Maart 1993 26 Julie 1993 11 November 1993

INTERNASIONALE STANDAARDE EN AANBEVOLE GEBRUIKE

Opmerking. – Hoewel die Konvensie oor Internasionale Burgerlike Lugvaart sekere werksaamhede aan die Staat van registrasie toewys wat daardie Staat kan of moet verrig, na gelang van die geval, het die Vergadering in Resolusie A18-16 erkenning daaraan verleen dat die Staat van registrasie moontlik nie sy verantwoordelikhede genoegsaam kan nakom nie in gevalle waar lugvaartuie gehuur of uitgeruil word – in die besonder sonder bemanning – deur 'n operateur van 'n ander Staat en dat die Konvensie moontlik nie die regte en verpligtinge van die Staat van 'n operateur in sulke gevalle voldoende uiteensit nie. Derhalwe het die Raad, sonder om af te doen aan die vraag of die Konvensie gewysig moet word met betrekking tot die toewysing van funksies aan State, sterk aanbeveel dat indien, in bogenoemde gevalle, die Staat van registrasie dit onmoontlik vind om die werksaamhede wat by die Konvensie aan hom toegewys is, voldoende te verrig, hy die werksaamhede van die Staat van registrasie wat beter deur die Staat van die operateur verrig kan word, kan delegeer aan die Staat van die operateur mits laasbedoelde Staat dit aanvaar. Daar word aanvaar dat sodanige optrede slegs 'n saak van praktiese gerief is en nóg die bepalings van die Chicago-konvensie wat die pligte van die Staat van registrasie voorskryf, nóg 'n derde Staat raak.

HOOFSTUK 1.WOORDOMSKRYWING

Wanneer die volgende terme in die Standaarde en Aanbevole Gebruike vir Soek en Redding gebruik word, het dit die volgende betekenis:

Gereedheidsfase. 'n Situasië waarin daar gevrees word vir die veiligheid van 'n lugvaartuig en die mense aan boord.

Gevaarfase. 'n Generiese term wat, na gelang van die geval, onsekerheidsfase, gereedheidsfase of noodfase beteken.

Noodfase. 'n Situasië waarin daar redelike sekerheid bestaan dat 'n lugvaartuig en die mense aan boord in ernstige en onmiddellike gevaar verkeer of dadelik bystand nodig het.

Noodwaterlanding. Om 'n dwanglanding op water uit te voer.

Onsekerheidsfase. 'n Situasië waarin daar onsekerheid is oor die veiligheid van 'n lugvaartuig en die mense aan boord.

Operateur. 'n Persoon, organisasie of onderneming wat betrokke is by, of aanbied om betrokke te wees by, 'n lugvaartuigbedrywigheid.

Radiorigtingsoekstasie. 'n Radiostasie wat bedoel is om slegs die rigting van ander stasies te bepaal deur middel van uitsendings van laasgenoemde.

Reddingseenheid. 'n Eenheid wat bestaan uit opgeleide personeel en voorsien is van toerusting geskik vir die spoedige uitvoering van soek-en-reddingsoperasies.

Reddingskoördineringsentrum. 'n Eenheid verantwoordelik daarvoor om die doeltreffende organisering van soek-en-reddingsdienste te bevorder en om die uitvoer van soek-en-reddingsoperasies binne 'n soek-en-reddingstreek te koördineer.

Reddingssubsentrum. 'n Eenheid ondergeskik aan 'n reddingskoördineringsentrum, ingestel om laasgenoemde aan te vul binne 'n omskrewe deel van 'n soek-en-reddingstreek.

Staat van registrasie. Die Staat in wie se register die lugvaartuig aangeteken is.

Soek-en-reddingsdienseenheid. 'n Generiese term wat, na gelang van die geval, reddingskoördineringsentrum, reddingssubsentrum of waarskuwingspos beteken.

Soek-en-reddingslugvaartuig. 'n Lugvaartuig uitgerus met gespesialiseerde toerusting wat geskik is vir die doeltreffende uitvoering van soek-en-reddingsoperasies.

Soek-en-reddingstreek. 'n Gebied van omskrewe omvang waarbinne soek-en-reddingsdienste gelewer word.

Vlieënier-gesagvoerder. Die vlieënier verantwoordelik vir die bedryf en veiligheid van die lugvaartuig gedurende 'n vlug.

Waarskuwingspos. 'n Eenheid aangewys om inligting van die breë publiek te ontvang oor lugvaartuie wat in nood verkeer en om die inligting aan die betrokke reddingskoördineringsentrums deur te gee.

HOOFTUK 2. ORGANISASIE

2.1 Instelling en lewering van soek-en-reddingsdiens

2.1.1 Kontrakterende State moet reëlins tref vir die instelling en lewering van soek-en-reddingsdienste in hulle gebiede. Sodanige dienste moet op 'n 24-uur-grondslag gelewer word.

2.1.1.1 Die gedeeltes van die oop see of gebied van onbepaalde soewereiniteit waarvoor 'n soek-en-reddingsdiens ingestel word, moet bepaal word op grond van streek-lugvaartoooreenkomste. 'n Kontrakterende Staat wat die verantwoordelikheid aanvaar het om 'n soek-en-reddingsdiens in sodanige gebiede te lewer, moet daarna reëlins tref dat die diens ingestel en gelewer word ooreenkomstig die bepalings van hierdie Aanhangsel.

Opmerking. – Die uitdrukking "streek-lugvaartoooreenkomste" dui op die ooreenkomste goedgekeur deur die Raad van die IBLO, gewoonlik op advies van die Streek-lugvaartvergaderings.

2.1.2 Wanneer bystand verleen word aan lugvaartuie in nood en aan oorlewendes van lugvaartuigongelukke, moet Kontrakterende State dit doen ongeag die nasionaliteit van die lugvaartuig of oorlewendes.

2.2 Instelling van soek-en-reddingstreke

2.2.1 Kontrakterende State moet die soek-en-reddingstreke waarbinne hulle 'n soek-en-reddingsdiens sal lewer, afbaken. Sodanige streke moet nie oorvleuel nie.

2.2.1.1 **Aanbeveling.** – *Die grense van soek-en-reddingstreke behoort so ver doenlik ooreen te kom met die grense van ooreenstemmende vuginligtingstreke.*

2.3 Instelling en aanwysing van soek-en-reddingsdienseenhede

2.3.1 Kontrakterende State moet 'n reddingskoördineringsentrum in elke soek-en-reddingstreek instel.

2.3.2 **Aanbeveling.** – *Kontrakterende State behoort reddingssubsentra in te stel wanneer dit ook al die doeltreffendheid van soek-en-reddingsdienste sal bevorder.*

2.3.3 Aanbeveling. – *In gebiede waar openbare telekommunikasiegeriewe dit nie moontlik maak vir persone wat 'n lugvaartuig waarneem wat in nood verkeer, om die betrokke reddingskoördineringsentrum regstreeks en onmiddellik in kennis te stel nie, behoort Kontrakterende State geskikte eenhede van openbare of private dienste as waarskuwingsposte aan te wys.*

2.4 Kommunikasie van soek-en-reddingsdienseenhede

2.4.1 Elke reddingskoördineringsentrum moet middele hê om onmiddellik te kommunikeer met –

- a) die betrokke lugverkeerdienseenhede;
- b) die betrokke reddingssubsentrum;
- c) geskikte rigtingsoek- en posisiebepalingstasies in die streek;
- d) waar gepas, kusradiostasies wat bowatervaartuie in die streek kan waarku en met hulle kan kommunikeer.

Opmerking. – "Middele om onmiddellik te kommunikeer" word beskou as regstreekselyntelefoon of telefoon of teledrukker, regstreekse radiotelefoonkring, of wanneer dit nie beskikbaar gestel kan word nie, telefoon of teledrukker via 'n skakelbord.

2.4.2 Elke reddingskoördineringsseenheid moet middele vir snelle en betroubare kommunikasie hê met –

- a) die hoofkwartier van reddingseenhede in die streek;
- b) reddingskoördineringsseenhede in aangrensende streke;
- c) 'n aangewese weerkantoor of weerwagkantoor;
- d) reddingseenhede wanneer hulle met soek en redding besig is;
- e) waarskuwingsposte;
- f) die COSPAS-SARSAT*-sendingbeheersentrum wat die soek-en-reddingstreek bedien wanneer die reddingskoördineringsentrum as soek-en-reddingkontakpunt aangewys is.

Opmerking. – "Middele vir snelle en betroubare kommunikasie" sluit in digitale dataruiling, telefoon, faks en radiotelefoon.

2.4.3 Benewens die vereiste in 2.4.1 b) moet elke reddingssubsentrum middele vir snelle en betroubare kommunikasie hê met –

- a) aangrensende reddingssubsentrum;
- b) 'n weerkantoor of weerwagkantoor;
- c) reddingseenhede wanneer hulle met soek en redding besig is;
- d) waarskuwingsposte.

Opmerking. – Sien Opmerking ná 2.4.2.

* COSPAS – ruimtestelsel vir soek van vaartuie in nood
SARSAT – satellietgesteunde volging vir soek en redding

- 2.4.4 Aanbeveling.** *Die kommunikasiemiddele voorsien ooreenkomstig 2.4.2 c) en 2.4.3 b), behoort soos en wanneer nodig aangevul te word deur ander maniere van visuele of oudiokommunikasie, byvoorbeeld kringtelevisie.*

2.5 Aanwysing van reddingseenhede

- 2.5.1** Kontrakterende State moet elemente van openbare of private dienste met geskikte ligging en toerusting vir soek-en-reddingswerk in elke soek-en-reddingstreek as reddingseenhede aanwys en moet die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums omskryf.

- 2.5.1.1** Kontrakterende State moet bykomende reddingseenhede instel waar die eenhede aangewys ooreenkomstig 2.5.1 ook al onvoldoende is.

Opmerking. – Die minimum eenhede en fasiliteite vir die lewering van soek-en-reddingsdienste in 'n soek-en-reddingstreek word bepaal deur die streek-lugvaarttooreenkomste en word gespesifiseer in die toepaslike Lugvaartplan-publikasies.

- 2.5.2 Aanbeveling.** *– Kontrakterende State behoort elemente van openbare of private dienste wat nie as reddingseenhede kwalifiseer nie maar nietemin aan soek-en-reddingsoperasies kan deelneem, as dele van die soek-en-reddingsplan aan te wys, en behoort die toepaslike werksaamhede van dié elemente en die onderskeie reddingskoördineringsentrums te omskryf.*

2.6 Toerusting van reddingseenhede

- 2.6.1** Reddingseenhede moet voorsien word van fasiliteite en toerusting vir die spoedige opsporing van en die verlening van toereikende bystand op 'n ongelukstoneel.

Opmerking. – By die keuse van toerusting vir reddingseenhede is dit belangrik om die grootte en pasassiersvermoë van moderne lugvaartuie behoorlik in ag te neem.

- 2.6.2 Aanbeveling.** *– Benewens die kommunikasiemiddele vereis by die Standaarde in 2.4.2 d) en 2.4.3 c), moet elke reddingseenheid middele vir snelle en betroubare kommunikasie hê met ander eenhede of elemente wat betrokke is by dieselfde operasie.*

Opmerking. – Sien Opmerking ná 2.4.2.

- 2.6.3** Elke soek-en-reddingslugvaartuig moet so toegerus wees dat dit kan kommunikeer op die lugvaartnood- en toneelfrekwensies en op sodanige ander frekwensies as wat voorgeskryf word.

- 2.6.4** Elke soek-en-reddingslugvaartuig moet met 'n toestel toegerus wees vir aanpeiling op 'n noodopspoordersender wat op 121,5 MHz uitsend en wat alle lugvaartuie aan boord moet hê ooreenkomstig die bepalinge van Aanhangsel 6, Dele I, II en III.

Opmerking. – Spesifikasies vir noodopspoordersenders word in Aanhangsel 10, Vol. 1, gegee.

2.6.5 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, toegerus wees om op 2182 kHz met sodanige kepe te kommunikeer.

2.6.6 Elke seek-en-reddingslugvaartuig moet, wanneer dit vir seek en redding oor maritieme gebiede gebruik word en met handelskepe moet kan kommunikeer, 'n afskif van die Internasionale Seinboek aan boord hê om hom in staat te stel om taalprobleme te oorkom wat ondervind kan word wanneer met sodanige kepe gekommunikeer moet word.

2.6.7 **Aanbeveling.** – *Tensy dit bekend is dat dit nie nodig is om oorlewendes vanuit die lug van voorrade te voorsien nie, behoort minstens een lugvaartuig wat aan 'n seek-en-reddingsoperasie deelneem, neerwerp-oorlewingstoerusting aan boord te hê.*

2.6.8 **Aanbeveling.** – *State behoort by geskikte vliegvelde waar seek-en-reddingslugvaartuie nie geredelik beskikbaar is nie, oorlewingstoerusting te voorsien in verpakkings wat vir neerwerping geskik is deur lugvaartuie wat nie gewoonlik aan seek-en-reddingsoperasies deelneem nie.*

2.6.9 **Aanbeveling.** – *Die algemene aard van die inhoud van houers of pakke oorlewingstoerusting bestem vir neerwerping na oorlewendes, behoort aangedui te word deur 'n kleurkode, 'n gedrukte aanduiding of selfverklarende simbole, in die mate dat sulke simbole bestaan.*

2.6.9.1 **Aanbeveling.** – *Die kleuridentifikasie van die inhoud van neerwerphouers en -pakke met oorlewingstoerusting behoort die vorm aan te neem van linte wat soos volg gekleur is:*

<i>Rooi:</i>	<i>mediese voorraad en noodhulptoerusting</i>
<i>Blou:</i>	<i>kos en water</i>
<i>Geel:</i>	<i>komberse en beskermende kleding</i>
<i>Swart:</i>	<i>diverse toerusting soos stoffies, byle, kompas en kookgerei</i>

2.6.9.2 **Aanbeveling.** – *Wanneer voorrade van gemengde aard in een houer of pak neergewerp word, kan die kleurkode in kombinasie gebruik word.*

2.6.10 **Aanbeveling.** – *Instruksies oor die gebruik van die oorlewingstoerusting behoort by elk van die neerwerphouers of -pakke ingesluit te word. Dit behoort in minstens drie tale gedruk te wees waarvan minstens een een van die werkstale van die IBLO behoort te wees.*

HOOFSTUK 3.SAMEWERKING

3.1 Samewerking tussen State

3.1.1 Kontrakterende State moet hulle seek-en-reddingsorganisasies koördineer met dié van buurstate wat Kontrakterende State is.

3.1.2 **Aanbeveling.** – *Kontrakterende State behoort, wanneer ook al nodig, hulle seek-en-reddingsoperasies te koördineer met dié van daardie buurstate.*

3.1.2.1 **Aanbeveling.** – *Kontrakterende State kan, in soverre dit uitvoerbaar is, gemeenskaplike seek-en-reddingsprosedures ontwikkel om die koördinering van seek-en-reddingsoperasies met dié van buurstate te vergemaklik.*

3.1.3 Behoudens sodanige voorwaardes as wat deur sy eie owerhede voorgeskryf word, moet 'n Kontrakterende Staat aan reddingseenhede van ander State toegang tot sy gebied verleen ten einde na die toneel van 'n lugvaartuigongeluk te seek en oorlewendes van so 'n ongeluk te red.

3.1.4 Die owerhede van 'n Kontrakterende Staat wat verlang dat sy reddingseenhede die gebied van 'n ander Kontrakterende Staat binnegaan vir seek-en-reddingsdoeleindes, moet 'n versoek, wat volle besonderhede van die beoogde sending en die nodigheid daarvan bevat, aan die reddingskoördineringsentrum van die betrokke Staat of sodanige ander owerheid as wat deur daardie Staat aangewys is, deurstuur.

3.1.4.1 Die owerhede van Kontrakterende State moet –

- onmiddellik ontvangs van sodanige versoek erken; en
- so gou moontlik die voorwaardes, as daar is, stel waarop die beoogde sending onderneem mag word.

3.1.5 **Aanbeveling.** – *Kontrakterende State kan ooreenkomste met buurlande aangaan waarin die voorwaardes uiteengesit word waarop die een se reddingseenhede die ander se gebied mag binnegaan. Sodanige ooreenkomste kan ook voorsiening maak vir die bespoediging van toegang deur sodanige eenhede met die minste moontlike formaliteite.*

3.1.6 *Elke Kontrakterende Staat behoort sy reddingskoördineringsentrums te magtig om –*

- a) *van ander reddingskoördineringsentrums sodanige bystand, met inbegrip van lugvaartuie, vaartuie, personeel en toerusting, te vra as wat nodig is;*
- b) *die nodige toestemming vir toegang deur sodanige lugvaartuie, vaartuie, personeel of toerusting tot sy gebied te verleen; en*
- c) *die nodige reëlins met die betrokke doeane-, immigrasie- of ander owerhede te tref om sodanige toegang te bespoedig.*

- 3.1.7 **Aanbeveling.** – *Elke Kontrakterende Staat kan sy reddingskoördineringsentrums magtig om, wanneer daarom versoek, bystand, met inbegrip van lugvaartuie, vaartuie, personeel of toerusting, aan ander reddingskoördineringsentrums te verleen.*
- 3.1.8 **Aanbeveling.** – *Kontrakterende State behoort reëlins te tref vir gesamentlike oefeninge deur hulle soek-en-reddingseenhede en dié van ander State en operateurs ten einde soek-en-reddingsdoeltreffendheid te bevorder.*
- 3.1.9 **Aanbeveling.** – *Kontrakterende State kan reëlins tref vir periodieke skakelbesoeke deur personeel van hulle reddingskoördineringsentrums en reddingsubsentrums aan die sentrums van buurstate.*

3.2 Samewerking met ander dienste

- 3.2.1 Kontrakterende State moet reëlins tref dat alle lugvaartuie, vaartuie en plaaslike dienste en fasiliteite wat nie deel van die soek-en-reddingsorganisasie uit maak nie, ten volle met laasgenoemde saamwerk in soek en redding, en dat alle moontlike hulp aan oorlewendes van lugvaartuigongelukke verleen word.
- 3.2.2 Kontrakterende State moet toesien dat hulle soek-en-reddingsdienste saamwerk met diegene wat verantwoordelik is vir die ondersoek van ongelukke en met diegene wat mense versorg wat in die ongeluk gely het.
- 3.2.3 **Aanbeveling.** – *Ten einde die ondersoek van 'n ongeluk te vergemaklik, kan reddingseenhede, wanneer doenlik, vergesel word deur persone wat gekwalifiseer is in die ondersoek van lugvaartuigongelukke.*
- 3.2.4 State moet 'n soek-en-reddingskontakpunt aanwys vir die ontvangs van COSPAS-SARSAT-nooddata.

3.3 Verspreiding van inligting

- 3.3.1 Elke Kontrakterende Staat moet al die inligting wat nodig is vir die toegang van reddingseenhede van ander State tot sy gebied, publiseer en versprei.

Opmerking. – Sien 3.1.3.

- 3.3.2 **Aanbeveling.** – *Wanneer daarom versoek, behoort Kontrakterende State inligting betreffende hulle soek-en-reddingsoperasieplanne deur middel van hulle reddingskoördineringsentrums of ander agentskappe beskikbaar te stel.*
- 3.3.3 **Aanbeveling.** – *Elke Kontrakterende Staat wat inligting oor die posisie van skepe ter see aanteken, behoort, so ver doenlik, op 'n gereelde grondslag sodanige inligting te verstrek aan ander betrokke Kontrakterende State wat dit versoek.*
- 3.3.4 **Aanbeveling.** – *Kontrakterende State behoort, in die mate wat wenslik en doenlik is, voorskrifte onder die breë publiek te versprei oor die stappe wat gedoen moet*

word wanneer daar rede is om te vermoed dat 'n lugvaartuig in nood verkeer en wanneer daar 'n lugvaartuigongeluk plaasvind.

HOOFTUK 4. VOORBEREIDINGSMAATREËLS

4.1 Inligtingsvereistes

4.1.1 Elke reddingskoördineringsentrum moet te alle tye die jongste inligting beskikbaar hê aangaande die volgende ten opsigte van sy soek-en-reddingstreek:

- a) reddingseenhede, reddingssubsentrum en waarskuwingsposte;
- b) lugverkeerdienseenhede;
- c) kommunikasiemiddele wat in soek-en-reddingsoperasies gebruik kan word;
- d) kabeladresse en telefoonnommers van al die operateurs of hulle aangewese verteenwoordigers wat by operasies in die streek betrokke is;
- e) enige ander openbare en private hulpbronne, met inbegrip van mediese en vervoerfasiliteite, wat waarskynlik nuttig sal wees in soek en redding.

4.1.2 Aanbeveling. – *Elke reddingskoördineringsentrum behoort enige ander inligting wat waarskynlik vir soek en redding van belang sal wees, beskikbaar te hê, met inbegrip van inligting betreffende –*

- a) *die ligging, roepsein, luisterdiensure en frekwensies van elke radiostasie wat waarskynlik in soek en redding gebruik sal word;*
- b) *die ligging en luisterdiensure van dienste wat 'n luisterdiens hou en die frekwensies wat beluister word;*
- c) *voorwerpe waarvan dit bekend is dat dit, veral uit die lug, aangesien kan word vir onopgespoorde of onaangemelde wrakstukke;*
- d) *plekke waar voorraade neerwerp-nood- en -oorlewingstoerusting geberg word.*

4.1.3 Aanbeveling. – *Elke reddingskoördineringsentrum waarvan die soek-en-reddingstreek maritieme gebiede insluit, behoort geredelik toegang te hê tot inligting rakende die posisie, ware baan, snelheid en roepsein van skepe in sodanige gebiede wat moontlik hulp sal kan verleen aan lugvaartuie wat in nood verkeer.*

Opmerking. – *Hierdie inligting kan óf by die reddingskoördineringsentrums gehou word óf geredelik beskikbaar wees wanneer dit benodig word.*

- 4.1.4 'n Groot skaalkaart van die soek-en-reddingstreek moet by elke reddingskoördineringsentrum voorsien wees om inligting van belang vir soek en redding op te vertoon en uit te stip.

4.2 Operasieplan

- 4.2.1 Elke reddingskoördineringsentrum moet in besonderhede 'n plan opstel vir die uitvoer van soek-en-reddingsoperasies in sy soek-en-reddingstreek.

- 4.2.2 Die operasieplan moet, in die mate wat moontlik is, reëlins spesifiseer vir die versiening van en brandstofinname deur lugvaartuie, vaartuie en voertuie gebruik in soek en redding, met inbegrip van dié deur ander State beskikbaar gestel.

- 4.2.3 **Aanbeveling.** – *Die operasieplan kan besonderhede bevat betreffende alle stappe wat gedoen moet word deur diegene betrokke by soek en redding, met inbegrip van –*

- a) *die wyse waarop soek en redding uitgevoer moet word in die soek-en-reddingstreek;*
- b) *die gebruik van die beskikbare kommunikasiestelsels en -fasiliteite;*
- c) *die stappe wat gesamentlik met aangrensende reddingskoördineringsentrums gedoen moet word;*
- d) *die metodes om lugvaartuie onderweg en vaartuie ter see te waarsku;*
- e) *die pligte en prerogatiwe van personeel wat aan soek en redding toegewys is;*
- f) *die moontlike herontplooiing van toerusting wat deur weers- of ander omstandighede genoodsaak kan word;*
- g) *die metodes om noodsaaklike inligting te bekom wat betrekking het op soek-en-reddingsoperasies, soos weerberigte en -voorspellings, toepaslike NOTAM, ens.;*
- h) *die metodes om sodanige bystand, met inbegrip van lugvaartuie, vaartuie, personeel of toerusting, as wat nodig is, te verkry van ander reddingskoördineringsentrums;*
- i) *die metodes om lugvaartuie in nood wat noodgedwonge 'n noodwaterlanding moet uitvoer, te help om bowatervaartuie te ontmoet;*
- j) *die metodes om soek-en-reddings- of ander lugvaartuie te help om lugvaartuie in nood te ontmoet;*
- k) *die aanvanklike stappe tot bystand van lugvaartuie ten opsigte waarvan onregmatige inmenging bekend is of vermoed word.*

4.3 Voorbereidingsprosedures vir reddingseenhede

4.3.1 Elke reddingseenheid moet –

- a) kennis dra van alle dele van die operasieplan voorgeskryf by 4.2 wat nodig is vir die doeltreffende uitvoering van sy pligte;
- b) die nodige aantal reddingsvaartuie, -lugvaartuie en -voertuie paraat hou;
- c) voorrade kos, mediese benodigdhede, seintoestelle en ander oorlewings- en reddingstoerusting in stand hou;
- d) die reddingskoördineringsentrum op die hoogte hou van die hoeveelhede en paraatheid van sy toerusting.

4.3.2 **Aanbeveling.** – *Elke reddingseenheid behoort reëlins te tref vir die voorsiening van bykomende lugvaartuie, vaartuie of voertuie indien dié wat besig is met soek en redding, vervang moet word.*

4.4 Opleiding

4.4.1 **Aanbeveling.** – *Ten einde maksimale doeltreffendheid te behaal en te handhaaf behoort Kontrakterende State voorsiening te maak vir gereelde opleiding vir hulle soek-en-reddingspersoneel en gepaste soek-en-reddingsoefeninge te reël.*

4.5 Verwydering van wrakstukke

4.5.1 Elke Kontrakterende Staat moet verseker dat wrakstukke wat die gevolg is van lugvaartuigongelukke binne sy gebied, of, in die geval van ongelukke op die oop see of in gebiede van onbepaalde soewereiniteit, binne die soek-en-reddingstreke waarvoor hy verantwoordelik is, verwyder of uitgewis word na afhandeling van die ongeluksondersoek, of gekarteer word, ten einde latere verwarring te voorkom.

4.5.2 **Aanbeveling.** – *Ten einde voldoening aan 4.5.1 te bevorder, kan elke Kontrakterende Staat van enige persoon wat wrakstukke van 'n vliegtuig vind, vereis om die betrokke owerheid so gou moontlik in kennis te stel.*

HOOFSTUK 5. OPERASIONELE PROSEDURES

5.1 Inligting aangaande noodgevalle

5.1.1 **Aanbeveling.** – *Kontrakterende State behoort enige persoon wat 'n ongeluk waarneem of rede het om te vermoed dat 'n lugvaartuig in nood verkeer, aan te moedig om alle beskikbare inligting onmiddellik aan die betrokke waarskuwingspos of reddingskoördineringsentrum te verstrek.*

- 5.1.2 Enige owerheid of element van die seek-en-reddingsorganisasie wat rede het om te vermoed dat 'n lugvaartuig in nood verkeer, moet onmiddellik alle beskikbare inligting aan die betrokke reddingskoördineringsentrum verstrek.
- 5.1.3 'n Reddingskoördineringsentrum moet by ontvangs van inligting aangaande 'n lugvaartuig in nood onmiddellik sodanige inligting evalueer en die omvang van die benodigde operasie bepaal.
- 5.1.4 Wanneer inligting omtrent 'n lugvaartuig in nood ontvang word uit ander bronne as lugverkeerdienseenhede, moet die reddingskoördineringsentrum bepaal met watter gevaarfase die situasie ooreenstem en die prosedures toepas wat vir daardie fase geld.

5.2 Prosedures vir reddingskoördineringsentrums gedurende gevaarfases

5.2.1 Onsekerheidsfase

Gedurende die onsekerheidsfase moet die reddingskoördineringsentrum tot die uiterste met die lugverkeerdienseenhede en ander gepaste agentskappe en dienste saamwerk sodat inkomende berigte spoedig geëvalueer kan word.

5.2.2 Gereedheidsfase

Wanneer 'n gereedheidsfase voorkom, moet die reddingskoördineringsentrum onmiddellik die betrokke seek-en-reddingsdienste en reddingseenhede waarsku en die nodige optrede begin.

5.2.3 Noodfase

Wanneer daar vermoed word dat 'n lugvaartuig in nood verkeer, of wanneer daar 'n noodfase is, moet die reddingskoördineringsentrum –

- a) optrede deur geskikte seek-en-reddingsdiensseenhede en reddingseenhede begin ooreenkomstig die besonderhede van die operasieplan;
- b) die posisie van die lugvaartuig bepaal, die mate van onsekerheid van dié posisie beraam, en, op grond van hierdie inligting en die omstandighede, die omvang van die gebied wat deurgesoek moet word, bepaal;
- c) die operateur, waar moontlik, in kennis stel en op die hoogte van ontwikkelinge hou;
- d) aangrensende reddingskoördineringsentrums in kennis stel wie se hulp waarskynlik nodig sal wees of wat by die operasie betrokke kan wees;
- e) die ooreenstemmende lugverkeerdienseenhede in kennis stel wanneer die inligting oor die noodgeval uit 'n ander bron ontvang is;

- f) in 'n vroeë stadium sodanige lugvaartuie, vaartuie, kusstasies of ander dienste as wat nie spesifiek by a) ingesluit is nie maar in 'n posisie is om dit te doen, versoek om –

1. 'n luisterdiens te handhaaf vir uitsendings van die lugvaartuig in nood of van 'n noodopspooringsender;

Opmerking. – Die frekwensies vervat in die spesifikasies vir noodopspooringsenders gegee in Aanhangsel 10, Vol. I, is 121,5 MHz en 406 MHz.

2. die lugvaartuig in nood so ver uitvoerbaar by te staan;
 3. die reddingskoördineringsentrum van enige ontwikkelinge te verwittig;
- g) uit die beskikbare inligting 'n plan vir die uitvoering van die nodige seek- en/of reddingsoperasie opstel en sodanige plan bekendmaak as riglyn vir die owerhede wat die regstreekse leiding van die operasie hanteer;
- h) in die lig van die omstandighede die riglyne in g) beoog, soos nodig wysig;
- i) die Staat van registrasie van die lugvaartuig in kennis stel;
- j) die gepaste ongelukondersoekowerhede in kennis stel.

Die volgorde waarin hierdie stappe beskryf is, moet gevolg word, tensy die omstandighede iets anders vereis.

5.2.4 Begin van seek-en-reddingsoptrede ten opsigte van 'n lugvaartuig waarvan die posisie onbekend is

5.2.4.1 Wanneer 'n gevaarfase verklaar is ten opsigte van 'n lugvaartuig waarvan die posisie onbekend is en wat in een van twee of meer seek-en-reddingsstreke kan wees, geld die volgende:

- a) Wanneer 'n reddingskoördineringsentrum in kennis gestel word van die bestaan van 'n gevaarfase en nie bewus is van ander sentrums wat gepaste stappe doen nie, moet hy verantwoordelikheid daarvoor aanvaar om gepaste optrede te te begin ooreenkomstig 5.2 en moet hy met naburige reddingskoördineringsentrums oorleg pleeg ten einde een reddingskoördineringsentrum aan te wys om onmiddellik verantwoordelikheid te aanvaar.
- b) Tensy die betrokke reddingskoördineringsentrums gesamentlik anders besluit, moet die reddingskoördineringsentrum wat die seek-en-reddingsoptrede koördineer, die sentrum wees wat verantwoordelik is vir –
 - die streek waarin die lugvaartuig was volgens sy jongste aangemelde posisie; of

- die streek waarheen die lugvaartuig op pad was as die jongste aangemelde posisie die grens tussen twee soek-en-reddingstreke was; of
 - die streek wat die lugvaartuig se bestemming was as hy nie toegerus was met 'n geskikte tweerigtingradio-inrigting nie of nie verplig was om radiokommunikasie te handhaaf nie.
- c) Nadat die noodfase verklaar is, moet die reddingskoördineringsentrum wat die soek-en-reddingsoptrede koördineer, alle ander reddingskoördineringsentrums wat moontlik by die operasie betrokke kan raak, verwittig van die omstandighede van die noodgeval en daaropvolgende ontwikkelings. Eweneens moet alle reddingskoördineringsentrums wat bewus word van enige inligting betreffende die voorval, die reddingskoördineringsentrum wat die soek-en-reddingsoptrede koördineer, verwittig.

5.2.5 Die deурgee van inligting aan die lugvaartuig ten opsigte waarvan 'n gevaarfase verklaar is

- 5.2.5.1 Wanneer toepaslik, moet die reddingskoördineringsentrum verantwoordelik vir die koördinerings van soek-en-reddingsoptrede inligting oor die soek-en-reddingsoptrede wat begin is, deурgee aan die lugverkeerdeenseenheid wat die vluginligtingstreek bedien waarin die lugvaartuie bedrywig is, sodat daardie inligting aan die lugvaartuie deурgegee kan word.

5.3 Prosedures wanneer verantwoordelikheid vir operasies by twee of meer Kontrakterende State berus

- 5.3.1 Wanneer die uitvoer van soek-en-reddingsoperasies oor die hele soek-en-reddingstreek die verantwoordelikheid van meer as een Kontrakterende Staat is, moet elke sodanige Staat stappe doen ooreenkomstig die operasieplan indien daarom versoek deur die reddingskoördineringsentrum van die streek.

5.4 Prosedures vir owerhede in die veld

- 5.4.1 Die owerhede wat die regstreekse leiding van die operasies of enige deel daarvan behartig, moet –

- a) instruksies aan die eenhede onder hulle leiding gee en die reddingskoördineringsentrum van sodanige instruksies verwittig;
- b) die reddingskoördineringsentrum op die hoogte van ontwikkelings hou.

5.5 Prosedures vir reddingskoördineringsentrums – beëindiging en opskorting van operasies

5.5.1 Onsekerheids- en gereedheidsfase

5.5.1.1 Wanneer die reddingskoördineringsentrum gedurende 'n onsekerheids- of gereedheidsfase verwittig word dat die noodgeval nie meer bestaan nie, moet hy enige eenheid of diens wat hy geaktiveer of in kennis gestel het, dienoooreenkomstig verwittig.

5.5.2 Noodfase

5.5.2.1 Wanneer die reddingskoördineringsentrum gedurende 'n noodfase verwittig word dat die noodgeval nie meer bestaan nie, moet hy die nodige stappe doen om die optrede te beëindig en elke owerheid, eenheid of diens wat hy geaktiveer of in kennis gestel het, dienoooreenkomstig te verwittig.

5.5.2.2 Indien daar gedurende 'n noodfase bepaal word dat die soektog gestaak moet word, moet die reddingskoördineringsentrum die optrede opskort en elke owerheid, eenheid of diens wat geaktiveer is, dienoooreenkomstig verwittig. Spesifieke inligting wat daarna ontvang word, moet geëvalueer word en optrede moet hervat word indien dit op grond van daardie inligting geregverdig is.

5.5.2.3 Indien daar gedurende 'n noodfase bepaal word dat voortsetting van die soektog tevergeefs sal wees, moet die reddingskoördineringsentrum die optrede beëindig en elke owerheid, eenheid of diens wat geaktiveer is, dienoooreenkomstig verwittig.

5.6 Prosedures vir reddingseenhede

5.6.1 Wanneer 'n reddingseenheid deur die reddingskoördineringsentrum in kennis gestel word, moet hy -

- a) optree soos by daardie inkennisstelling vereis;
- b) aan die reddingskoördineringsentrum die jongste inligting verstrek oor die hoeveelheid en paraatheid van sy soek-en-reddingstoerusting;
- c) die reddingskoördineringsentrum op die hoogte van sy optrede hou.

5.7 Prosedures vir persoon in beheer van die reddingseenheid op die ongelukstoneel

5.7.1 Die persoon wat aangewys is om in beheer van die reddingseenheid op die ongelukstoneel te wees, moet optree soos die reddingskoördineringsentrum van hom verwag en moet -

- a) toesien dat daar geen gevaar ontstaan dat 'n brand in die lugvaartuig kan uitbreek as gevolg van die gebruik van onvanpaste tipes ligte of deur toerusting wat waarskynlik elektriese of wrywingsvonke sal maak nie;
- b) hulp verleen aan oorlewendes;

- c) behalwe soos genoodsaak deur b) of behalwe kragtens 'n opdrag tot die teendeel, verseker dat die wrakstukke van die lugvaartuig of merke wat dit gemaak het tydens die landing, nie versteur word nie totdat alle inligting vereis vir die ondersoek na die oorsaak van die ongeluk, versamel is.

5.8 Prosedures vir vlieënier-gesagvoerders op die ongelukstoneel

5.8.1 Wanneer 'n vlieënier-gesagvoerder waarneem dat 'n ander lugvaartuig of 'n bowatervaartuig in nood verkeer, moet hy, tensy hy nie in staat is nie of in die omstandighede van die geval oordeel dat dit onredelik of onnodig is –

- a) die lugvaartuig of vaartuig wat in nood verkeer, in sig hou totdat sy teenwoordigheid nie meer nodig is nie;
- b) indien sy posisie nie met sekerheid bekend is nie, sodanige stappe doen as wat die vaststelling daarvan sal bevorder;
- c) so veel van die volgende inligting as wat moontlik is, aan die reddingskoördineringsentrum of lugverkeerdienseenheid rapporteer:

- tipe lugvaartuig wat in nood verkeer, en die identifikasie en toestand daarvan;
- die posisie daarvan, uitgedruk in geografiese koördinate of in afstand en ware peiling vanaf 'n onderskeidende terreinkenmerk of vanaf 'n radionavigasiehulpmiddel;
- tyd van waarneming uitgedruk in ure en minute in Greenwich-tyd;
- aantal persone waargeneem;
- of daar gesien is dat mense die vaartuig wat in nood verkeer, verlaat;
- die aantal persone waargeneem wat op die water dryf;
- oënskynlike liggaamlike toestand van die oorlewendes;

- d) optree volgens die opdragte van die reddingskoördineringsentrum of die lugverkeerdienseenheid.

5.8.1.1 Indien die eerste lugvaartuig op die ongelukstoneel nie 'n soek-en-reddingslugvaartuig is nie, moet hy beheer aanvaar van die optrede ter plaatse van alle ander lugvaartuie wat daarna opdaag, totdat die eerste soek-en-reddingslugvaartuie op die ongelukstoneel aankom. Indien sodanige lugvaartuig in die tussentyd nie kommunikasie met die toepaslike reddingskoördineringsentrum of lugverkeerdienseenheid kan bewerkstellig nie, moet hy by onderlinge ooreenkoms die beheer oorgee aan 'n lugvaartuig wat wel

sodanige kommunikasie kan bewerkstellig en volhou, totdat die eerste soek-en-reddingslugvaartuig opdaag.

5.8.2 Wanneer dit nodig is dat 'n lugvaartuig 'n bowatervaartuig na die plek lei waar 'n lugvaartuig of 'n vaartuig in nood verkeer, moet daardie lugvaartuig dit doen deur presiese instruksies uit te send op enige wyse wat tot sy beskikking is. Indien geen radiokommunikasie bewerkstellig kan word nie, moet die lugvaartuig die gepaste seine gebruik soos in Appendiks A uiteengesit.

5.8.3 Wanneer dit nodig is dat 'n lugvaartuig inligting oordra aan oorlewendes of bowaterreddingseenhede en tweerigtingkommunikasie nie beskikbaar is nie, moet hy, indien dit uitvoerbaar is, kommunikasietoerusting neerlaat wat direkte kontak moontlik sal maak, of die inligting oordra deur 'n boodskap af te gooi.

5.8.4 Wanneer 'n grondsein vertoon word, moet die lugvaartuig aandui of hy die sein verstaan al dan nie, op die wyse in 5.8.3 beskryf, of, as dit nie uitvoerbaar is nie, deur gebruik van die gepaste sein soos in Appendiks A uiteengesit.

5.9 Prosedures vir vlieënier-gesagvoerders wat 'n nooduitsending opvang

5.9.1 Wanneer 'n noodsein en/of -berig of 'n gelykwaardige uitsending radiotelegrafies of radiotelefonies deur die vlieënier-gesagvoerder van 'n lugvaartuig opgevang word, moet hy –

- a) die posisie van die lugvaartuig of vaartuig wat in nood verkeer, aanteken, indien dit gegee word;
- b) indien moontlik 'n peiling op die uitsending neem;
- c) die gepaste reddingskoördineringsentrum of lugverkeerdienseenheid van die nooduitsending verwittig en alle beskikbare inligting verstrek;
- d) na goedgehoorde na die posisie in die uitsending verstrek, gaan terwyl hy op instruksies wag.

5.10 Soek-en-reddingseine

5.10.1 Die seine gegee in Appendiks A moet, wanneer dit gebruik word, die betekenis hê wat in die Appendiks daaraan geheg word. Dit moet slegs vir die gemelde doel gebruik word en geen ander seine wat waarskynlik daarmee verwar sal word, moet gebruik word nie.

5.10.2 Wanneer 'n lugvaartuig enige van die seine gegee in Appendiks A, waarneem, moet hy sodanige stappe doen as wat vereis word deur die vertolking van die sein in Appendiks A verstrek.

5.11 Rekordhouding

5.11.1 **Aanbeveling.** – *Elke reddingskoördineringsentrum behoort rekord te hou van die operasionele doeltreffendheid van die soek-en-reddingsorganisasie in die betrokke streek.*

5.11.2 **Aanbeveling.** – *Elke reddingskoördineringsentrum behoort aanslae van werklike soek-en-reddingsoperasies in sy streek op te stel. Hierdie aanslae behoort spesifieke opmerkings te bevat oor die prosedures gebruik deur die vlieënier en oor al die nood- en oorlewings-toerusting, asook voorstelle ter verbetering van dié prosedures en toerusting. Die aanslae wat waarskynlik vir ander State van belang sal wees, moet ter inligting en vir verspreiding, soos gepas, by die IBLO ingedien word.*

APPENDIKS A.SOEK-EN-REDDINGSEINE

(Opmerking. – Sien Hoofstuk 5, 5.10, van die Aanhangsel)

1. Seine vir bowatervaartuie

Opmerking. – Die volgende seine kan deur bowatervaartuie gemaak word in antwoord op die sein in 1.1:

- *Om ontvangs van seine te erken:*
 - 1) *hys van die kodewimpel (vertikale rooi en wit strepe) in top (betekenis begryp);*
 - 2) *flits van opeenvolgende T's met 'n seinlamp in Morsekode;*
 - 3) *verandering van rigting om die lugvaartuig te volg.*
 - *Om onvermoë om te voldoen aan te dui*
 - 1) *hys van die internasionale vlag N ('n blou en wit geruite vierkant);*
 - 2) *flits van opeenvolgende N'e in Morsekode.*
- 1.1 Die volgende manoeuvres wat in volgorde deur 'n lugvaartuig uitgevoer word, beteken dat die lugvaartuig 'n bowatervaartuig na 'n lugvaartuig of bowatervaartuig wat in nood verkeer, wil lei:
- a) *sirkel minstens een keer om die vaartuig;*
 - b) *kruis die geprojekteerde baan van die vaartuig naby die boeg en op lae hoogte en –*
 - 1) *wieg die vlerke; of*
 - 2) *stoot die gasarm oop en toe; of*
 - 3) *verander die skroefsteek;*

Opmerking. – Vanweë die hoë geraasvlakke aan boord van bowatervaartuie kan die klankseine in 2) en 3) minder doeltreffend wees as die visuele sein in 1), en word dus beskou as alternatiewe maniere om aandag te trek.

- c) vlieg in die rigting waarin die bowatervaartuig gelei moet word.

Herhaling van sodanige maneuvres het dieselfde betekenis.

1.2 Die volgende maneuver deur 'n vliegtuig beteken dat die hulp van die bowatervaartuig aan wie die sein gerig is, nie meer nodig is nie:

- kruis die volgstroom van die vaartuig naby die agterstewe en op lae hoogte en
 - 1) wieg die vlerke; of
 - 2) stoot die gasarm oop en toe; of
 - 3) verander die skroefsteek.

Opmerking. – Sien Opmerking ná 1.1 b).

2. Kode vir visuele grond-tot-lug-seine

2.1 Visuele grond-tot-lug-seinkode vir gebruik deur oorlewendes

No.	Boodskap	Kodesimbool
1	Benodig hulp	
2	Benodig mediese hulp	
3	Nee of Negatief	
4	Ja of Affirmatief	
5	Ek beweeg in hierdie rigting	

2.1 Visuele grond-tot-lug-seinkode vir gebruik deur reddingseenhede

No.	Boodskap	Kodesimbool
1	Operasie afgehandel.	
2	Ons het alle personeel gevind..	
3	Ons het slegs sommige personeel gevind	
4	Ons kan nie voortgaan nie en keer terug na basis.	
5	Het in twee groepe verdeel. Elk beweeg in rigting aangedui.	
6	Het inligting ontvang dat lugvaartuig in dié rigting is.	
7	Niks gevind nie. Ons hou aan soek.	

2.3 Simbole moet minstens 2,5 meter (8 voet) lank wees en moet so opvallend moontlik gemaak word.

Opmerking 1. – Simbole kan gevorm word uit middele soos stroke materiaal, valskermmateriaal, stukke hout, klippe en dergelike; of deur die oppervlak te merk deur dit te betrap of te vlek met olie, ens.

Opmerking 2. – Die aandag kan op die seine gevestig word deur middel van radio, fakkels, rook, gereflekterde lig, ens.

3. Lug-tot-grond-seine

3.1 Die volgende seine deur lugvaartuie beteken dat die grondseine begryp is:

a) Gedurende die dag:

- Wieg die lugvaartuig se vlerke

b) Gedurende die donker:

- Flits die lugvaartuig se landingsligte twee keer aan en af, of indien dit nie daarmee toegerus is nie, skakel die navigasieligte twee keer aan en af.

3.2 'n Gebrek aan bogenoemde sein dui aan dat die grondsein nie begryp is nie.

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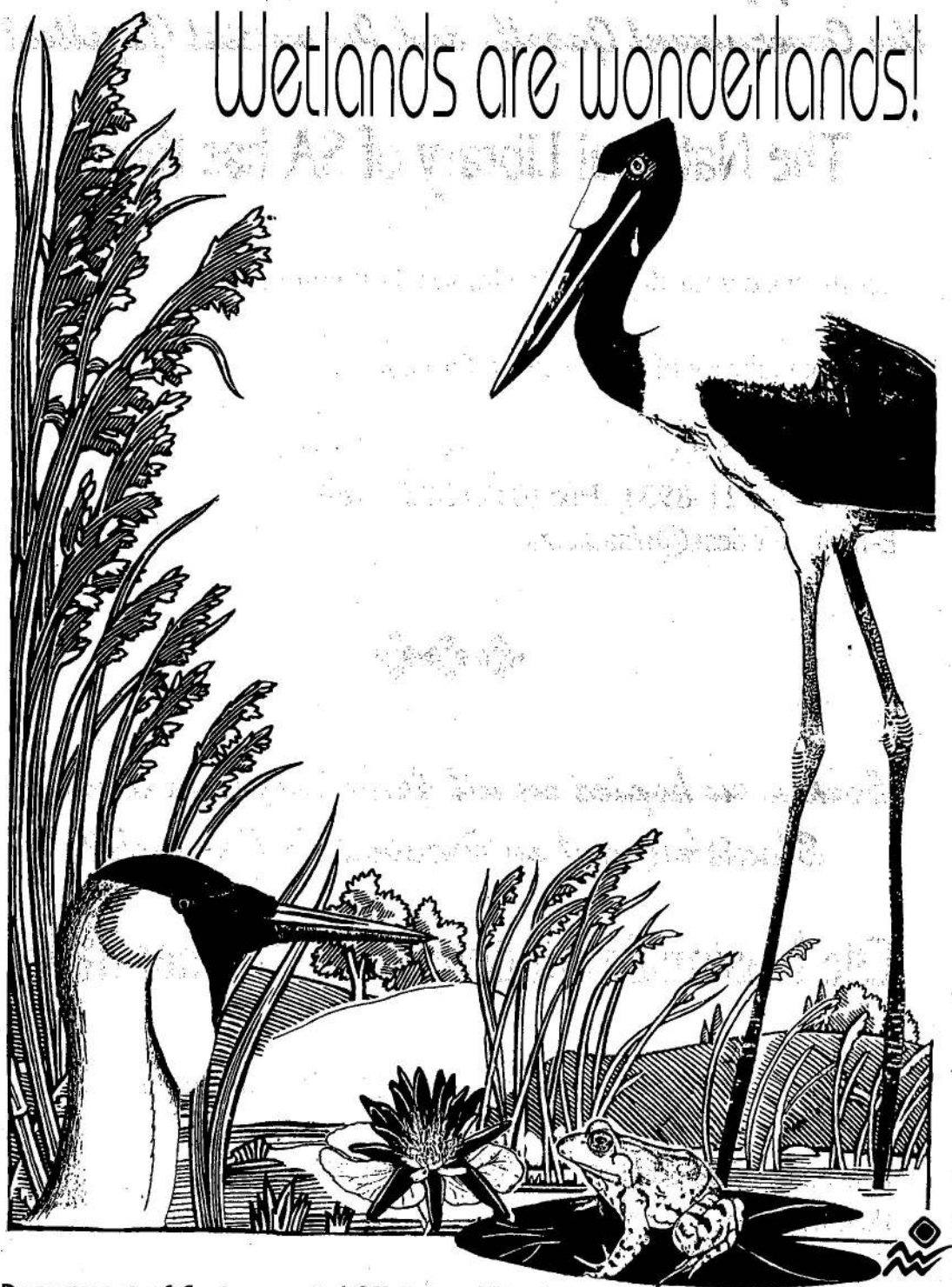
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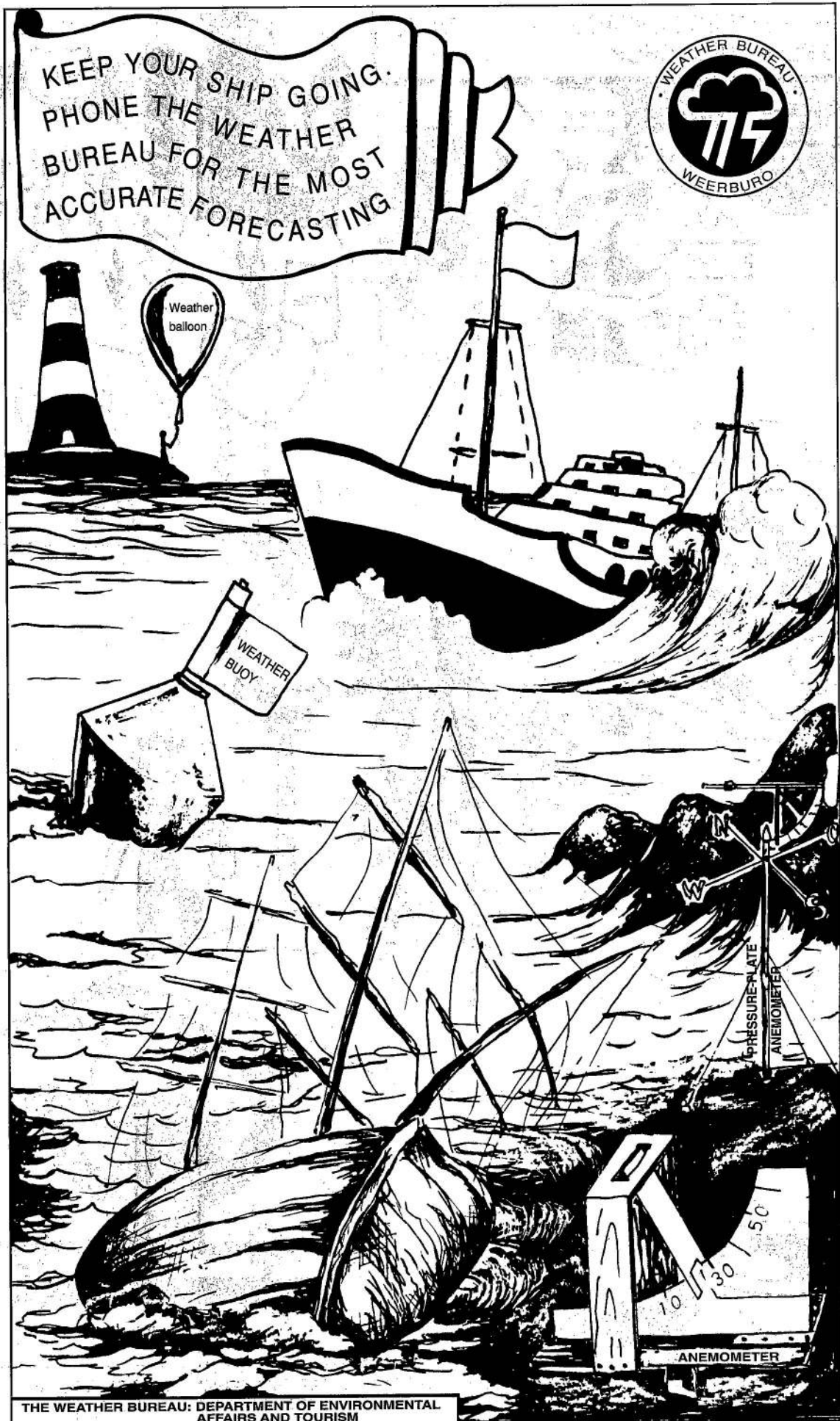
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