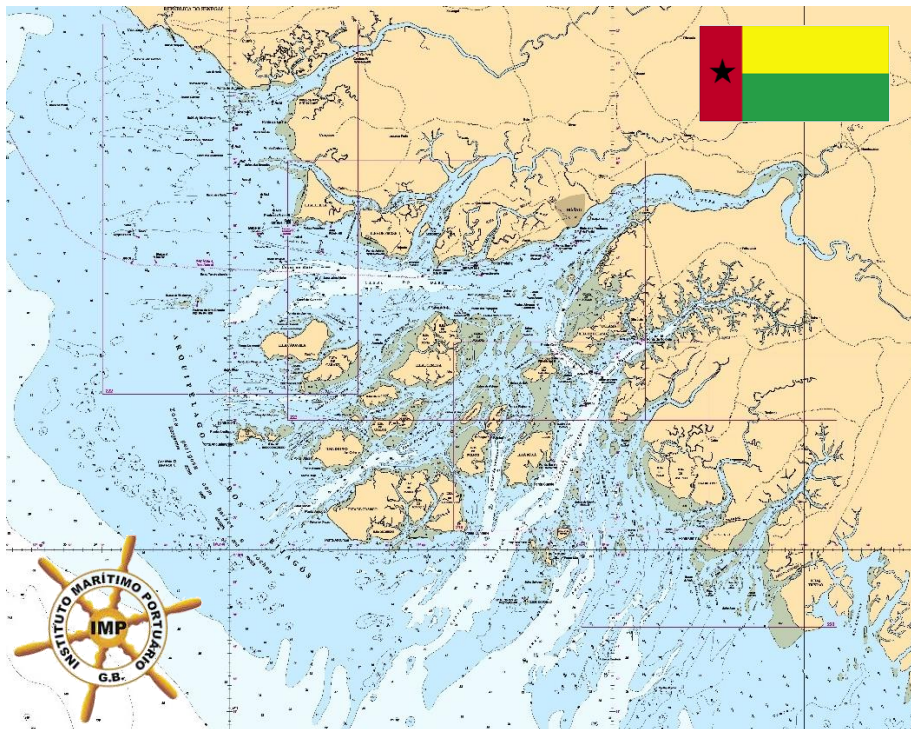


## **IHO Capacity Building Programme**

### **TECHNICAL VISIT REPORT**

#### **The State of Hydrography and Nautical Charting in the Republic of Guinea-Bissau**



**Date: 17-24 February 2024**

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## ABBREVIATIONS

AAMA	The Association of African Maritime Administration
APGB	Administração dos Portos da Guiné Bissau (Guinea Bissau Ports Administration)
AtoN	Aids to Navigation
CPLP	Community of Portuguese Speaking Countries
DGPS	Differential Global Positioning System
EAtHC	Eastern Atlantic Hydrographic Comission
ECOWAS	Economic Community of West African States
EEZ	Exclusive Economic Zone
EU	European Union
GMDSS	Global Maritime Distress and Safety System
GNSS	Global Navigation Satellite System
GoGIN	The Gulf of Guinea Interregional Network
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
IHO	International Hydrographic Organization
IHPT	Portuguese Hydrographic Institute
IMO	International Maritime Organization
IMP	Instituto Marítimo Portuário (Maritime and Ports Institution)
IMSAS	IMO Member State Audit Scheme
IN-FISCAP	National Institute for the Supervision and Control of Fishing Activities
MOC	Maritime Operations Center
MOWCA	African Maritime Safety and Security Agency
MSI	Maritime Safety Information
NC	Nautical Charts
NHS	National Hydrographic Service
NHC	National Hydrographic Committee
PA	Protected Areas
PCA	Primary Charting Authority
RENC	Regional ENC Coordinating Centre
RHC	Regional Hydrographic Commission
RoGB	Republic of Guinea Bissau
SHOM	Service Hydrographique et Océanographique de la Marine
SOLAS	[United Nations] Convention for the Safety of Life at Sea
SWAIMS	Support to West Africa Integrated Maritime Security
TV	Technical Visit
UNCLOS	United Nations Convention on Law of the Sea

## EXECUTIVE SUMMARY

This visit to The Republic of Guinea Bissau (RoGB) focused mainly on determining the structure of the various Ministries related to maritime affairs and the institutions in their hierarchy, how they related to each other and their level of understanding of their responsibilities regarding SOLAS. In particular MSI and hydrographic data collection.

The Maritime Port Institute (IMP), that operates under the auspices of the Ministry of Transportation and Communications of RoGB, has the competence to regulate maritime transport activities, piloting, towing, parking, and mooring in ports, as well as hydrographic surveying, dredging, and maritime signaling.

Currently there is no National Hydrographic Service or equivalent organization. During the visit it was suggested that a Joint Maritime Committee (National Hydrographic Committee) between several organizations that share interests and capacities on maritime affairs, could be created to cover maritime and navigation issues as all parties recognize the significant issues regarding their obligations regarding safety of navigation and the importance of sustainable development of maritime activities for the country's economy and security.

The RoGB has no hydrographic or marine cartographic capabilities at present and rely on the Portuguese Hydrographic Institute (IHPT) to help them meet some of SOLAS Chapter V Safety of Navigation obligations. To cover this undertaking, a formal agreement is currently in place since 2015 foreseeing that the IHPT provides training and advisory services to the IMP for the development of actions related to marine sciences and technologies, carrying out training activities within the scope of navigation safety, hydrography, hydrographic cartography, and oceanography.

For RoGB be able to develop a fully capable HS a significant investment in training and general capacity implementation is needed. As first priority, the focus must be to meet IHO-CB strategy, Phase 0 (Governance) and Phase 1 (MSI) by providing staff training and establish formal MSI procedure.

IALA is aware of the deficiencies based on the results of their own technical visit.

Recommendations are included in this Report.

### TECHNICAL VISITS

During the 17<sup>th</sup> EAHC in 2022, the RoGB mentioned that one of their perspectives for the future would be the establishment of a joint Technical Visit (TV) between the IHO and international Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), as stated on their report. Following this, IHO has mandated IHPT, with the approval of RoGB authorities, to conduct a TV. The mission was carried out by two representatives from IHPT, together with one representative from IALA, that in a common effort, conducted an assessment to the responsibilities and legal competencies of local institutions in the maritime domain, hydrographic capacities, adequacy and effectiveness of the system for delivering Aids to Navigation and to their current MSI organization. The IHO Capacity Building Program funded the TV of the two representatives from IHPT with 5000€.

The last TV to RoGB was conducted from February 27<sup>th</sup> to 29<sup>th</sup>, 2012, by Mr. Michel Le Gouic from Service Hydrographique et Océanographique de la Marine (SHOM), accompanied by Mr. Rui Pinto da Silva from IHPT.

The report generated several recommendations for RoGB, on which there have been minor advancements, notably the possibility of conducting hydrographic surveys in 2017 and 2022, a new chart (ENC and INT) in 2019 as well as cartographic maintenance by IHPT.

## GENERAL AWARENESS IN THE COASTAL STATE

RoGB is a member of International Maritime Organization (IMO) (1977) and United Nations Convention on the Law of the Sea (UNCLOS) (1982) but are not members of IALA. It is signatories to the Safety of Life at Sea (SOLAS) Convention and aware of their SOLAS responsibilities.

Every stakeholder acknowledged that the lack of modern hydrographic data in the RoGB has had a significant operational and economic impact. Evidence ranged from the increased insurance rates incurred by shipping companies operating in their waters; limitations on export capacity; increased risk for coastal fishing communities combined with a lack of understanding of natural habitats and reports of numerous vessel groundings.

An IMO Member State Audit Scheme (IMSAS) audit will take place in 2025.

## IHO/RHC MEMBERSHIP OF REPLUBLIC OF GUINEA BISSAU

RoGB is not a member of IHO but is an associate member of EAthC/CHAto. During the TV, RoGB authorities showed great interest and commitment to become a member to the IHO in the short term.

## INTERNATIONAL OBLIGATION OF REPLUBLIC OF GUINEA BISSAU

RoGB authorities are aware of their international obligations and are very keen and willing to fulfill them. They will need considerable assistance with setting up a National Hydrographic Service (or equivalent), designing a national hydrographic program, setting priorities for data gathering, training, and procuring the equipment to meet IHO-CB Phases 0, 1 and 2.

At present, IMP is reliant on the support provided by their Primary Charting Authority (PCA) (IHPT) and the NAVAREA II Coordinator (SHOM).

## CERTIFIED PERSONNEL

From discussions it was determined that there are no certified personnel in the following fields:

- MSI specialists
- Marine cartographers
- Marine GIS experts

## HYDROGRAPHIC SURVEY & NAUTICAL CARTOGRAPHY CAPABILITY

Capacity to carry out hydrographic surveys: There is no indication of the existence of capacity to carry out hydrographic surveys by RoGB government organizations, no individuals trained in hydrographic surveys, nor any kind of survey equipment were identified. Therefore, in terms of government organizations, there is currently no seabed mapping capability. The most recent surveys in Geba River were conducted by IHPT teams and Portuguese hydrographic vessels.

Capacity to produce Nautical Cartography: No capability was identified. RoGB relies on the support of its PCA, Portugal-IHPT, on the production and updating of nautical charts.

#### MSI RESPONSIBILITY

There is no official MSI capability in RoGB. The need is generally understood but there is no formal procedure to disseminate relevant data to the outside world. Local Notices to Mariners are generated and seem to be passed to vessels directly prior to arrival.

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# REPORT OF TECHNICAL VISIT TO REPUBLIC OF GUINEA BISSAU

## 17-24 FEBRUARY 2024

### Reference(s):

- A. IHO CB Working Plan 2024
- B. IHO Publication M-2 *The Need of National Hydrographic Services* - Version 3.0.7
- C. IHO CB Procedure 9: *Guidelines to Conduct Technical Visits*
- D. IHO CB previous Technical Visit Report: *EAtHC West Africa action team report April-May 2004*
- E. IHO CB last Technical Visit Report: *Compte rendu de la visite conduite par l'OHI en Guinée-Bissau en février 2012*
- F. National Report from coastal State to last RHC meeting: *Rapport sur la Situation Hydrographique de la Guinée-Bissau, EAtHC17 (2022)*

The TV to RoGB focused mainly on determining the structure of the various Ministries related to maritime affairs and the institutions in their hierarchy, how they related to each other and their level of understanding of their responsibilities regarding SOLAS, in particular MSI and hydrographic data collection. The invitation was extended to IALA that also joined the technical team with one element.

### 1. Background

During the 17th EAtHC Conference in 2022, RoGB representatives expressed their desire and recognition of the importance of an IHO TV. In 2023, funds were allocated in the OHI-CB Work Programme and IHPT offered to carry out the TV.

### 2. Composition of the Team

The EAtHC TV Team is composed by:

Name	Role
<i>Commander – João Delgado Vicente – IHPT – Technical Director</i>	IHPT Lead
<i>Commander – João Ventura da Cruz – IHPT – Head of Hydrographic Brigade</i>	IHPT Assistant
<i>Ms – Gerardine Delanoye – IALA – Capacity Building and Resources Manager World-Wide Academy</i>	IALA Lead

Local contacts and logistic support were ensured in conjunction with IMP and the Head of the Portuguese Defense Cooperation Delegation in RoGB. Travel, accommodation, and other administrative needs were handled by IHPT.

All social events and meetings with high-ranking officials, military authorities, foreign delegations, maritime sector institutions, business groups, and local associations were also ensured by IMP, the Portuguese Embassy or by the Portuguese Defense Cooperation Delegation in RoGB.

## **PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION**

### 3. Efficacy of the Technical Visit.

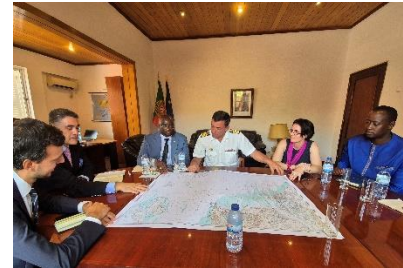
This visit reflected the RoGB's understanding of the importance it attributes/gives to hydrography, navigational safety, and maritime security issues. The team members were received at the highest political level, notably with the Ministers of Transport and Communications (Figure 1), and with the Minister of Fisheries and Maritime Economy (Figure 2). They also met with all relevant institutions for politics, maritime affairs and various fishermen's associations, local maritime agents, and captains of ships operating in the main ports (Figures 3 to 12).



*Figure 1 - Meeting with the Minister of Transports and Communications*



*Figure 2 - Meeting with the Minister of Fisheries and Maritime Economy*



*Figure 3 - Meeting with the Portuguese Ambassador*



*Figure 4 - Meeting with the President of IMP*



*Figure 5 - Meeting with the Board of APGB*



*Figure 6 - Visit and meeting with the Captain of MV Lascaux*



*Figure 7 - Visit to IN-FISCAP*



*Figure 8 - Meeting with fisheries associations*



*Figure 9 - Meeting with the EU representative in RoGB*



*Figure 10 - Cruise on Geba River for AtoN reconnaissance*



*Figure 11 - Interview with local media during visit to Ponta Caió lighthouse*



*Figure 12 - Final Press Conference*

With this visit, it was possible to verify that some existing maritime traffic control capabilities and navigation warnings dissemination can be leveraged for different purposes if there is synergy among institutions. This fact was mentioned several times, both by the IHPT team and by the representative of IALA to the highest representatives of the maritime sectors IMP is now more aware of these facts and is keen to receive continued help and advice.

#### **4. Cooperative Arrangements and Potential.**

##### **a. International Organizations**

During the TV, a meeting with the representation of the European Union (EU) in Bissau was scheduled. Under the EU fisheries agreement, there is funding available for sectoral support, which is used to finance various instruments of the blue economy, with hydrography potentially being included in this scope. It will be up to the government of Guinea-Bissau to request this support through the Ministry of Fisheries and Maritime Economy. All ministers and holders of high positions in Maritime Institutions were informed of this fact.

##### **b. Regional Organizations**

RoGB is a member of, or, affiliated to the following regional organizations:

Economic Community of West African States (ECOWAS) - a regional political and economic union of fifteen countries located in West Africa. Its stated goal is to achieve "collective self-sufficiency" for its member states by creating a single large trade bloc by building a full economic and trading union. ECOWAS also serves as a peacekeeping force in the region, with member states occasionally sending joint military forces to intervene in the bloc's member countries at times of political instability and unrest.

African Maritime Safety and Security Agency (MOWCA) – purpose is to ensure the subregion has a cost-effective shipping service, high on safety and low on pollution.

The Association of African Maritime Administration (AAMA) - the coordinating body for Maritime Administrations in Africa. Its aim is to promote the development of Africa's maritime regulatory and maritime environment, encouraging harmonization for greater competitiveness on a global basis, promote the sharing of best practices among Africa's Maritime Administrations in order to enable the growth of the African maritime sector and enhancement of continental collaboration to build consensus on issues of common interests in the maritime sector.

The Gulf of Guinea Interregional Network (GoGIN) project - focused on supporting the fight against piracy in the most critical area. Within this framework, the project mainly deployed education and training activities. YARIS (Yaoundé Architecture Regional Information System) became operational. From then on, GoGIN has focused its activities on the deployment of the platform and its technical and operational appropriation by its users.

##### **c. Local Organizations.**

Through National Institute for the Supervision and Control of Fishing Activities (IN-FISCAP), RoGB has a fisheries maritime traffic monitoring system based on several radar stations (Figure 13), satellite AIS and radio communications that compose a Vessel Monitoring System (VMS) funded by an EU support program. Its edification is still ongoing; however, this is a capability expected to ensure the monitoring and surveillance of maritime traffic along the entire coastal region of the country.

It's a capacity that, within the IMP competence and in a sharing of efforts and resources, can be an important pillar to enhance RoGB MSI system.



Figure 13 - IN-FISCAP Radar Station in Caió

**d. Defense and Security Arrangements.**

A visit was conducted to the RoGB Navy has a Maritime Operations Center (MOC) (Figure 14) which has the following capabilities:

- VHF and HF communications.
- Connection to YARIS Regional Maritime Security Centre for West Africa (CRESMAS): Being installed.
- Coastal Radar and a VMS TimeZero Coastal Monitoring system (Figure 15) (Being installed);
- AIS satellite information (Seavision) (Figure 16).

RoGB navy benefits from several programs and projects such as Portuguese Defense Cooperation Program and Support to West Africa Integrated Maritime Security (SWAIMS) project. SWAIMS focuses on maritime security in the Gulf of Guinea. It is implemented by ECOWAS and funded by the European Union.

The RoGB Navy may have key roles in coordination, especially of Maritime Safety Information (MSI) broadcast and Search and Rescue (SAR) components of GMDSS. Also, in Hydrography the RoGB Navy could create a Hydrographic Team which, in coordination with the IMP and the APGB, could guarantee the execution of hydrographic surveys essential for the safety of navigation.



Figure 14 - RoGB Navy Operations Center

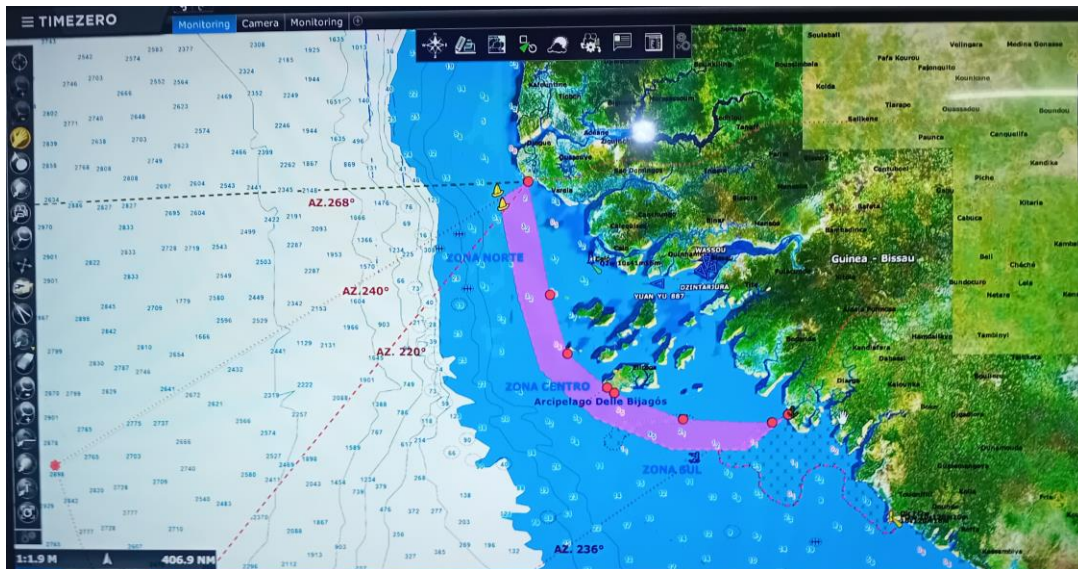


Figure 15 - Timezero Software

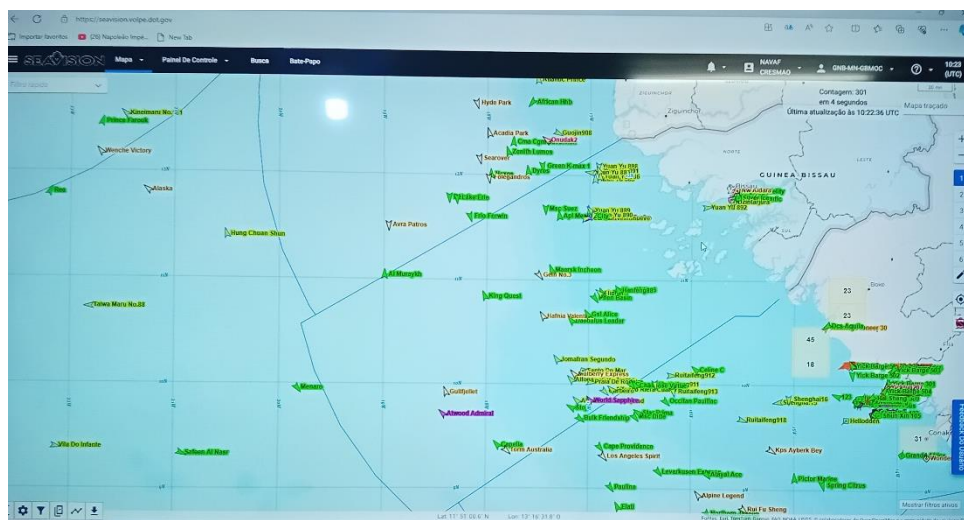


Figure 16 – AIS

## **PART B – REPUBLIC OF GUINEA BISSAU ASSESSMENT**

### **5. RHC Involvement.**

The RoGB is not currently an IHO member. They are listed as an Associate Member for the EAHC and have attended the last conference in 2022 (Mindelo, Cabo Verde), producing one National Report that was available to the TV team.

Prior to this TV, they've also been present in the 1<sup>st</sup> Hydrography Conference of the Community of Portuguese-Speaking Countries, that took place in Lisbon at IHPT headquarters.

### **6. Preliminary Liaison.**

Following the EAHC Capacity Building recommendation and approval for a Technical Assessment Visit to Guinea Bissau, the initial liaison started between IHPT and IMP, which was the focal point determined by IHO. The Bissau Harbor Master, Mr. Rui Silva, was identified by IMP as the responsible for all arrangements of the TV.

## **7. Points of Contact.**

Confirm the accuracy of details in the IHO Yearbook of the local first point of contact for hydrographic and MSI matters. Include changes as an Appendix/Annex. Note any local difficulties in line accountability, and loss of top-level awareness and support for the national hydrographic capability, which will be discussed later in the report. Report any changes in local legislation or organization which will result in changes to information published by the IHO.

The contact points for the TV are listed in Annex D.

Concerning IHO publication P5, an update is necessary, namely:

- President of IMP, IHO focal point for RoGB, is now Mr. Gualdino Afonso Té
- Add Mr. Rui da Silva, Captain of Bissau Port, also from IMP, as another point of contact.

This information is provided in Annex E.

## **DESCRIPTION OF MARITIME ACTIVITIES**

### **8. National Maritime Affairs.**

Provide a thumb nail sketch of the significance and salient features of the maritime sphere in the country visited. Note any individuals who have been especially helpful in building up this picture.

Regarding National Maritime Affairs, four main stakeholders were identified:

- IMP - aims to coordinate, regulate, and administratively, technically, and economically oversee port activities, maritime transport, and the maritime public domain. In this capacity, it serves as the Maritime and Port Authority throughout the national territory. Within its various competencies is included the competence to regulate maritime transport activities, piloting, towing, parking, and docking in ports, as well as hydrographic surveying, dredging, and maritime signaling.
- Administração dos Portos da Guiné Bissau (APGB) - Manage, administer, and develop public ports and areas of the maritime public domain within their area of operation; Ensuring the provision of services related to the operation of ports; promote the elaboration of studies, plans, and projects for maritime and coastal works; promote the construction, acquisition, and maintenance of maritime and land structures and floating and land-based equipment of ports, as well as the conservation, signaling, buoyage, and dredging of their bottoms and respective access channels, within their area of operation.
- Ministry of Fisheries and Maritime Economy– through IN-FISCAP, that it is a service responsible for implementing the government's policy regarding the monitoring, control, and supervision of fishing activities in waters under national sovereignty and jurisdiction, this stakeholder holds a key role in contributing to the monitoring of maritime traffic and secure international funds aimed at investment in the maritime sector.
- RoGB Navy - protect and enforce maritime laws and regulations, ensure maritime safety and security, conduct search and rescue operations, and safeguard coastal and marine environments.

## 9. Trade and Maritime Traffic.

### a. Through Routes.

There are two Through Routes that converge in RoGB waters, the West Africa coastal route and a deep-sea route from the Cape of Good Hope (Figure 17).

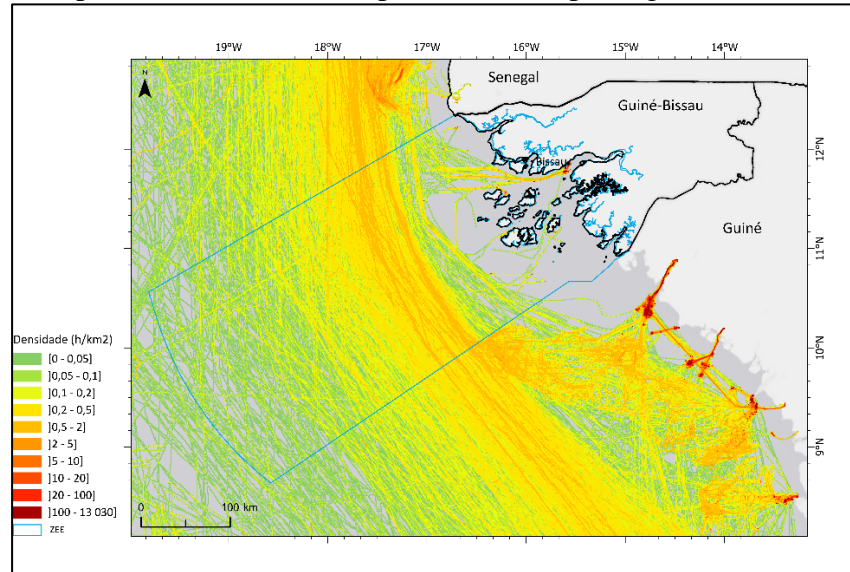


Figure 17 – Representation of RoGB's coast main through routes

### b. Trans-shipment.

The main and busiest port in RoGB is the port of Bissau. Currently, there is not a significant traffic density, and the ship's entry and exit route is mostly the same (Figure 18), which benefits the safety of navigation as it facilitates the work of pilots and captains of merchant ships.

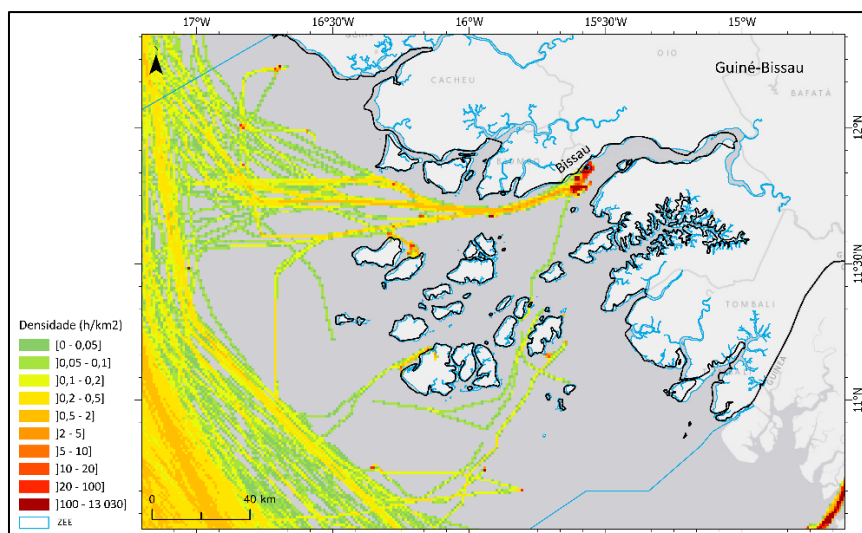


Figure 18 - Representation of RoGB's ports traffic

During the TV it was mentioned that there are plans to grant a port in the Buba area (Figure 19) to private entities, where it is expected that a transportation route for raw materials such as aluminum and zinc will be established. The implementation of large investments in major maritime infrastructures such as the construction of this new port, should consider the various concerns expressed by shipowners in the meeting with the team, namely:

- Absence of maritime signaling.
- Restrictions on nighttime navigation.
- Outdated nautical cartography.
- Lack of suitable pilot boats.
- Need for updated currents and tides.
- Shortage of tugboats.
- Communication difficulties with pilots due to language barriers.

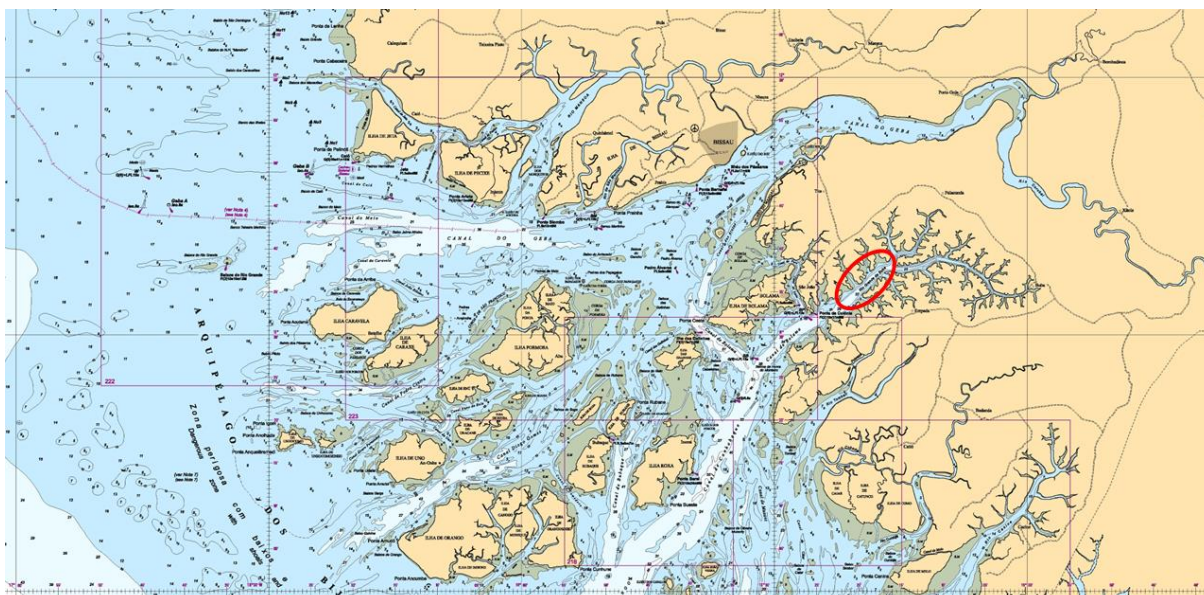


Figure 19 - Buba region where it is expected that a port will be constructed and concessioned to private entities.

c. Bulk Trades.

For bulk trades, the port of Bissau proves to be the only one capable of receiving ships for this purpose. The export of cashew nuts is the main source of revenue for the trade balance of RoGB. In 2021 these were the volume of trades registered

Trade balance of RoGB

(Source: Office of Strategy and Studies of the Portuguese Republic - Economy and Sea)

Group of products	Value of exports (thousands of Euros)	Value of imports (thousands of Euros)
<b>Total</b>	<b>153 765</b>	<b>344 371</b>
Agri-food - of which cashew nuts	131 516 124 001	122 872
Energetic	18 692	45 318
Chemical	28	49 698
Wood, cork, and paper	1	5 024
Textiles and clothes	78	7 730
Footwear, skins, and hides	0	2 338
Ores and metals	230	20 684
Machines, appliances, and parts	398	32 597
Land transportation equipment and parts	38	11 441
Aircraft, vessels, and parts	2 644	28 598
Diverse finished products	140	18 080



d. Feeder, Coasting and Local Trade.

Local traffic consists of mainly very small craft (Figures 20 and 21), ferries (Figure 22), and fishing vessels (Figure 23).



Figure 20 - Example of very small crafts in Bissau Port



Figure 21 - Example of a very small craft



Figure 22 – Example of a local ferry



Figure 23 – Example of a foreign fishing vessel

e. Offshore Supply and Support.

Currently there is no offshore oil and gas industry in RoGB. However, according to a statement from the Italian oil company Eni in May 2023, Guinea-Bissau and this transalpine company will begin a collaboration in the areas of exploration, natural climate solutions, agriculture, sustainability, and health. The agreement also includes the assessment of the exploration potential of the country's offshore area.

f. Tourism Cruise Liners.

Currently there is no tourism cruise lines working in RoGB.

g. Tourism Small Craft.

Small craft tourism is very limited. The most relevant movement of small tourist boats (Figures 24 and 25) is recorded between Bissau and the Bijagós Archipelago, by appointment. There is no record of visits by mega yachts.



Figure 24 - Example of a tourism small craft



Figure 25 - Example of a tourism small craft

h. Fisheries.

RoGB territorial waters extend to the outer limits of the archipelago, which define the baseline beyond which extends an exclusive economic zone (EEZ) of 200 miles, covering 105,000 km<sup>2</sup>. The continental shelf of Guinea-Bissau represents 45,000 km<sup>2</sup>, making it the second most important in the sub-region. This geographical configuration and humid tropical climate provide conditions for significant fisheries productivity, dominated by demersal species (fish, shrimp, cephalopods) and small coastal pelagics (ethmalosa and round sardinella).

Fishing activity in Guinea-Bissau currently develops in two major forms: one being artisanal fishing and the other being industrial fishing, predominantly by foreign fishing vessels.

In May of 2023, Alto Bandim fishing port, was inaugurated (Figure 26). Built with Chinese funding, it serves the dugout canoes and small boats used in artisanal fishing (Figure 27). This port it's located in Bissau, however, there are also numerous landing points along the river.

There is no knowledge or record by the authorities of the RoGB of hydrographic surveys being conducted in the area.

Regarding this activity, in the team's meeting with the fishermen's associations, several concerns were expressed:

- Lack of signaling and lighting in ports.
- Very long distances from the main fishing areas to the port of Bissau, especially for artisanal boats.
- Lack of navigation hazard signaling, such as rocks and wrecks.
- Non-use of Global Navigation Satellite System (GNSS) positioning systems but acknowledgment of the need for a simple navigation system.
- Need for buoys along the channels for rest and minor repairs of artisanal fishing boats.
- Need for dredging of secondary channels (for example: from the Galinhas channel to the Island of Bubaque).



Figure 26 - Panoramic view of the fishing port (<http://gw.china-embassy.gov.cn/>)



Figure 27 - Typical small vessels for artisanal fishing

i. Maritime Protected Areas

The Institute of Biodiversity and Protected Areas is a national institution with a mandate to manage biodiversity and Protected Areas (PA) in Guinea-Bissau. Tutored

by the Minister in charge of the Environment, this establishment has administrative, financial and patrimonial autonomy, and therefore has the capacity to develop policies and standards related to the conservation of biodiversity and PA. The PA could be viewed at <https://ibapgbissau.org/areas-protegidas/>.

j. Other information

- MV Karadeniz Powership Metin Bey is currently supplementing the RoGB power grid and is moored near the port of Bissau (Figure 28).



Figure 28 - MV Karadeniz Powership Metin Bey

- The delimitation of the maritime border between RoGB and Senegal, resulting from the Luso-French Agreement of 1960, does not envisage the division of Exclusive Economic Zones (EEZ). Applying the terms of the agreement and the definition of the EEZ, a conflict of interests arises between the EEZ of RoGB and the continental shelf of Senegal (Figure 29).

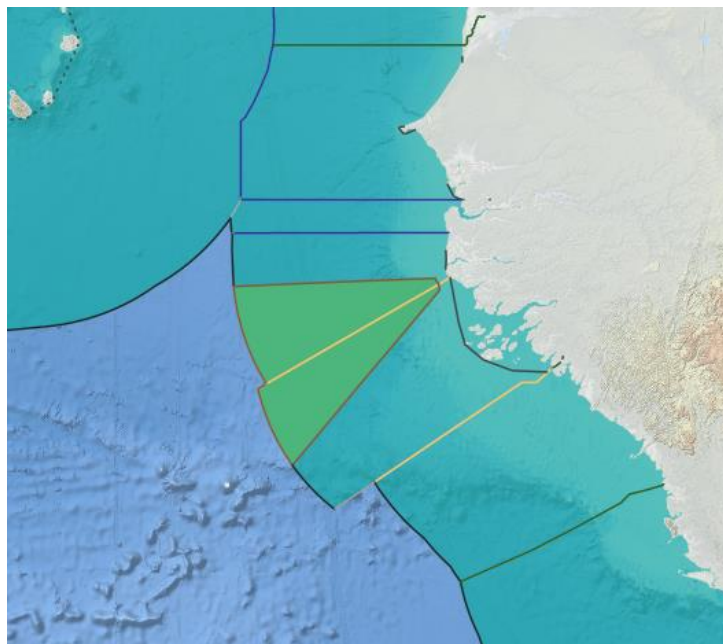


Figure 29 - RoGB's EEZ with overlapping zone in yellow

## 10. Responsibility for Safety of Navigation.

Decree-Law 15 of 2021, which establishes the Maritime Port Authority (IMP) under the Ministry of Transport and Communications, defines it as the regulatory body for all matters concerning navigation safety and maritime security. This includes certification and oversight of regulations from major international maritime organizations and the ISPS Code. The IMP approves maintenance plans for maritime infrastructure and signaling, promotes hydrographic surveys, and is responsible for drafting and updating nautical charts, as well as ensuring the provision of pilotage and towing services.

According to Decree-Law 13 of 2011, from an operational standpoint, APGB is responsible for ensuring the provision of services related to the operation of ports under its jurisdiction within its operating area. This includes assisting vessels and ensuring the safety of navigation, promote the construction, acquisition, and maintenance of maritime works and port infrastructure, as well as the preservation, signaling, buoying, and dredging of its bottoms and respective access channels within its operating area.

Despite, as explained, the regulatory and executive competencies being well-defined, it was observed during the technical inspection carried out by the team that along the navigation channel leading to the port of Bissau, none of the aids to navigation (AtoN) indicated on the nautical charts were implemented on the ground, in good condition or operational (Figures 30 to 35). Additionally, it should be noted that there are no operational signalling buoys in the RoGB.



Figure 30 - Lighthouse of Ilhéu Pássaros



Figure 31 - Lighthouse of Ilhéu Rei



Figure 32 - Lighthouse of Ponta Arlete

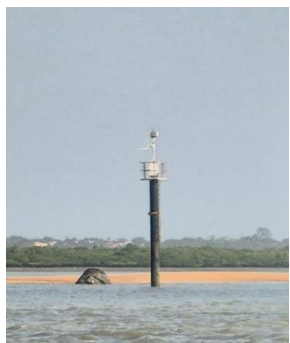


Figure 33 - Lighthouse of Ponta Bernafel

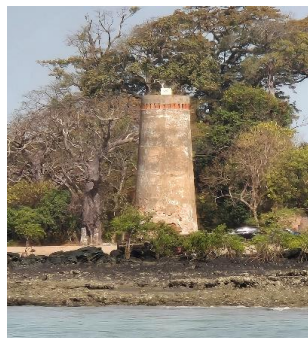


Figure 34 - Lighthouse of Ponta Biombo



Figure 35 - Lighthouses of Ponta Caió

### 11. Defense Force Responsibilities.

Considering that Defense Force is one of the main stakeholders in the use of the sea and waterways, a visit was made to the Chief of the Armed Forces General Staff (Figure 36), and to the Navy of the RoGB (Figure 37), whose main responsibilities includes monitoring and combating illegal fishing and drug trafficking, as well as search and rescue at sea.

The team was received by the Admiral Chief of Staff, who expressed concern about the fact that the waterways of the Geba River are silted and that maritime signaling is in poor condition. He also expressed the importance of having, within the navy, hydrographic capability, both to support naval operations and to contribute to improving navigation safety.



Figure 36 - Visit to the Chief of the Armed Forces General Staff



Figure 37 - Visit to the Chief of the Navy Staff

### 12. Coastal Zone Management and Environmental Protection.

Several Marine Protected Areas have been declared by the Ministry of Fisheries and Marine Economy. They were advised to pass the details to IHPT for possible representation/inclusion in the navigational charts and publications to increase awareness.

### OUTLINE C 55 ANALYSIS

### 13. Status of surveys within the National Maritime Zone.

Regarding C 55 indicators about hydrographic surveys, this is the situation reported in 22/08/2022 (Figure 38).

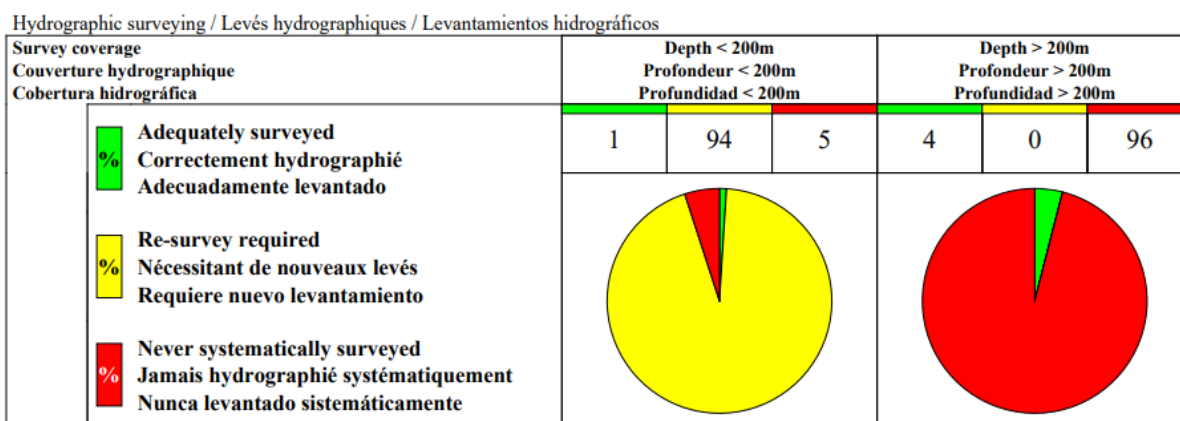


Figure 38 - C55 indicators about hydrographic surveys in RoGB

Most of the hydrographic/bathymetric data held within the RoGB EEZ dates back decades, based on surveys carried out by Portugal, mostly using single beam or leadline.

Portugal-IHPT has carried out several surveys, the most recent of which in 2017 and 2022 using a multi-beam echosounder in the approach and harbour areas of Bissau (Figure 39).

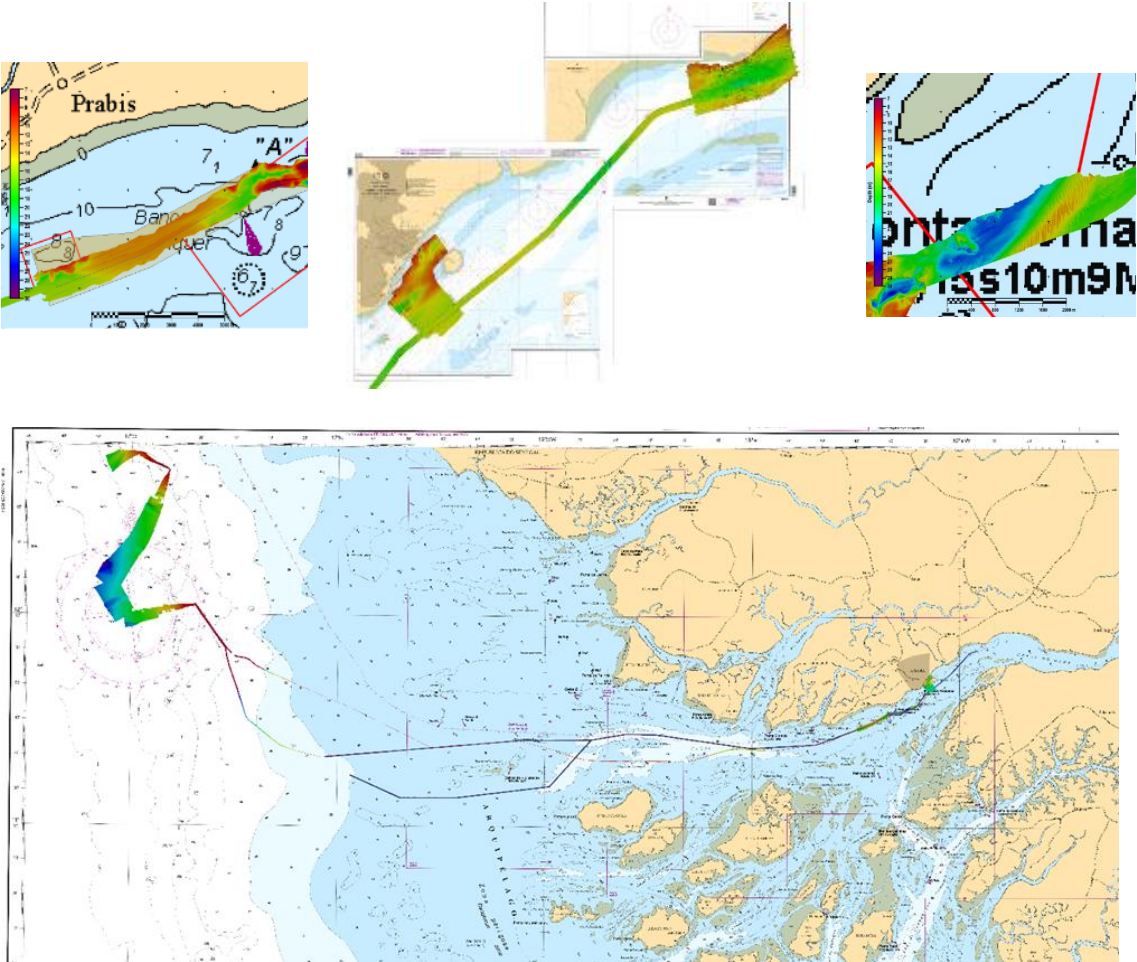


Figure 39 - Multibeam hydrographic surveys conducted in 2017 and 2022

The age and methods used in hydrographic surveys conducted over much of the Geba River, combined with the risks associated with inadequate or non-existent aids to navigation, severely increase the risk of navigating to and from the port of Bissau.

**14. Collection and Circulation of Nautical Information.**

It was confirmed during the TV that IMP is the institution responsible for promoting hydrographic surveys and the production and updating nautical cartography.

The dissemination of navigational warnings is also the responsibility of the IMP, however, there is no evidence that these are frequently communicated to the NAVAREA coordinator.

It was recommended to the RoGB that, whenever its authorities become aware of the existence of hydrographic data or hydrographic surveys carried out by private companies or foreign organisations, they should request them and its metadata (for proper understanding, evaluation, use and attribution of ownership) and share it with the PCA (in this case the IHPT). This should be an ongoing task and a RoGB contact point should be designated to send this data to the PCA (in this case, IHPT).

Owners of this data should recognize they hold a degree of liability if dangers to navigation are evident within the data, but the data has not been appropriately shared with authorities and mariners.

### 15. Survey Capability.

There was no indication of any current capacity to undertake hydrographic surveys within RoGB Government organizations, and the individuals that were identified with education in hydrographic surveying have not practiced the activity since completing their training more than 30 years ago. No formal hydrographic survey equipment or vessel was identified.

### 16. Chart Production Capability.

Capacity to produce Nautical Cartography: No capability was identified. Nautical cartography coverage relies on the support of its PCA, Portugal-IHPT.

## PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING

### 17. National Hydrographic Committee.

RoGB doesn't have a National Hydrographic Service and there are no government organizations with a deep hydrographic background. Therefore, it is recommended that the RoGB creates a National Hydrographic Committee. This was recommended by the team since, during the TV, several stakeholders were identified, with installed capacities that can contribute to ensuring that the RoGB fully fulfils all the national activities specified for phase 0 of the IHO's CB strategy. This joint effort should be initiated by the authorities at the highest level, namely the Ministry of Transport and Communications, the Ministry of Fisheries and Maritime Economy, and the Ministry of Defense. Both ministers have shown understanding the importance of this effort and have expressed their intention to implement it.

It was not possible to meet with representatives from the Ministry of Defense; however, meetings with military leadership, notably with the Chief of the General Staff of the Armed Forces and the Chief of the Naval Staff, left the impression that there is also an understanding of the importance of building a national system that contributes to improving the safety of navigation and maritime security.

### 18. Phase 1 Hydrographic Capability: MSI Organization, GMDSS.

a. MSI (Maritime Safety Information).

No evidence was found of local navigational warnings. No other nautical publications appear to exist. It is recommended that IMP concentrate on improving MSI data gathering and promulgation, utilizing the NAVAREA II coordinator (SHOM) and support from their PCA (IHPT).

b. Information on Ports and Harbors.

Throughout the meetings with the Ministers and Port Administration, the Team reiterated the need to collect and disseminate important navigational data to mitigate potential legal actions and to reduce the insurance premiums for shipping using RoGB waters and ports, and therefore the reduction of costs and possibly time alongside. The early sharing of plans and coordinates of new developments to the PCA (IHPT) will also enable the navigational charts and products to be updated in a timely manner.

c. GMDSS Status.

**Table 1: Status of GMDSS in local waters.**

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX	SafetyNET	Notes
No	No (VHF)	No (MF)	No	No	No	1 to 3

Notes:

1. Regarding area A1, VHF listening is maintained; however, there is no implemented Digital selective calling (DSC) capability, which represents a significant limitation in the GMDSS system.
2. Despite geography not being a barrier to the establishment of VHF stations with good coverage, there is no implemented warning broadcasting service.
3. There are two sets of stations with VHF and HF transmission capacity with good geographical distribution. One belongs to IN-FISCAP, which use them as part of their VMS for fishing vessels, and the other one is operated in the RoGB Navy's MOC. These capacities could contribute to an MSI system if operated in synergy with IMP efforts. The creation of a Maritime Safety of Navigation Committee was recommended during the TV.

### **19. Phase 2 Hydrographic Capability: Survey.**

All stakeholders related to maritime and port affairs, blue economy, navigation safety, among others, are aware of the importance of hydrography and the existence of a hydrographic service. A very clear indication of this is the fact that the Minister of Fisheries and Maritime Economy completed a Category A hydrography course. Throughout the various meetings, representatives of the organizations expressed that this is a matter of utmost importance. However, decisions and funding for the establishment of hydrographic capacity would have to come from the political power.

For this purpose, the team emphasized the importance of having trained personnel. As RoGB official language is Portuguese, the TV team mentioned that hydrographic courses are available at IHPT, taught in that language.

- a. Provision of Survey Data.  
There is a continuing requirement on the RoGB Government organizations to ensure that any hydrographic survey data collected is passed to the PCA (IHPT). They should also consider adding a clause to any license agreements with exploration companies indicating bathymetric data should be provided to RoGB for onward transmission to the PCA (IHPT).
- b. Survey Capability.  
Due to the scale of the deficit of modern data, combined with the evidence of a highly dynamic seabed in many areas, and the cross sectoral demand for better mapping, the RoGB should work to build a domestic capacity to undertake hydrographic surveys. This capacity should reside within the maritime administration, namely IMP.  
In the long scope, data should be acquired, processed, and validated locally before supply to the PCA (IHPT). There is also an opportunity for the Portuguese speaking countries within the EAtHC to support each other with education and training.
- c. Potential for Regional Activity.  
Comment on volume of work in local waters and remaining capacity to assist other States in the region. Make recommendations on the ability of the hydrographic service/unit to provide technical hydrographic advice to neighboring States. Note any potential for regional burden sharing e.g. Differential Global Positioning System (DGPS) provision.



## 20. Phase 3 Hydrographic Capability: Chart Production.

There is no capability for nautical chart production and /or maintenance. Potential capability is likely to be many years away and would need the development of a dedicated team and proper facilities.

An extensive training programme and purchase of the necessary equipment would need to be costed and added to the relevant budgets. RoGB would need to join the IHO to access Phase 3 via IHO-CB training and support.

## 21. Summary of the Assessment of the National Hydrographic Capability

**Table 2: Assessment of National Hydrographic Capability.**

IHO Member	RHC	NHC	Phase 1 Capacity	Phase 2 Capacity	Phase 3 Capacity	Notes
No	EAtHC Associate Member	No	No	No	No	

## PROPOSALS FOR ASSISTANCE

### 22. Training

Although the IHO-CB strategy focuses primarily on building MSI capacity, it appears that RoGB could simultaneously initiate training and education of personnel in hydrography. Whether in the field of safety of navigation or hydrography, there is suitable training available in Portuguese language, and in other languages on West African Countries.

Once RoGB completes its IHO membership, more IHO-CB support opportunities will become available.

### 23. Equipment.

Since there is no existing national hydrographic service or a defined strategy for hydrography and navigation safety, it would be premature to address issues related to equipment specifications. However, once a diagnosis of RoGB's status in this matter is conducted and a course of action or strategy is identified, IHPT can provide technical assistance in selecting equipment, survey platforms or training to follow.

### 24. Funding.

In the future, a national hydrographic strategy should highlight areas where funding is required. RoGB Government funding should be requested, and applications made to other worldwide sources (e.g. World Bank) for specific projects. Guidance and applications for IHO Capacity Building courses and training should be made through the EAtHC-CB Coordinator.

## FOLLOW-UP RECOMMENDATIONS

Number	Recommendation	Action Owner	Completed
01/2024	Complete IHO membership to have access to more IHO Capacity Building support opportunities	IMP on behalf of RoGB	
02/2024	Consider creating a National Hydrographic Coordinating Committee to cover the safety of navigation involving all actors and stakeholders (see Publication M-2, “ The Need for National Hydrographic Services” <a href="https://iho.int/uploads/user/pubs/misc/M-2_3.0.7_E_21122023.pdf">https://iho.int/uploads/user/pubs/misc/M-2_3.0.7_E_21122023.pdf</a> )	Ministry of Transport and Communications  IMP	
03/2024	Perform a comprehensive diagnosis regarding the capabilities of all maritime sector institutions in the RoGB in terms of: <ol style="list-style-type: none"> <li>1. Infrastructure and equipment to collect and circulate maritime safety information.</li> <li>2. Communication with NAVAREA Coordinator for MSI broadcast.</li> <li>3. Communication with PCA for nautical charts updating.</li> <li>4. Existence of a National Structure to prevention or mitigation of consequences of marine disasters or climate change.</li> <li>5. AtoN integrity and maintenance capacity in accordance with the requirements of IALA.</li> <li>6. Survey capacity (personnel, equipment, suitable vessels)</li> </ol>	IMP	
04/2024	Immediately after diagnosis, communicate with NAVAREA coordinator (SHOM) and PCA (IHPT) relevant and urgent information regarding navigational safety warnings and nautical charts updating.	IMP	
05/2024	Establish a strategic plan for hydrography that includes the following: <ol style="list-style-type: none"> <li>1. Training and certification of 2 persons in hydrography and MSI.</li> <li>2. Implementing a maritime safety information publishing and dissemination service</li> <li>3. Together with the PCA (IHPT), define a plan for hydrographic surveys by priorities, based on risk analysis, stakeholder inputs, and the review of RoGB cartographic plan.</li> <li>4. Promote the execution of a hydrographic survey campaign, carried out by a highly trained team, with the participation of technicians from Guinea-Bissau, preferably already with a course in hydrography.</li> <li>5. Promote a study and subsequent recovery/repositioning of AtoN.</li> </ol>	IMP, IHPT	
06/2024	To conduct a survey of all data resulting from hydrographic surveys that may have been carried out by private operators or other States and get access to all data. Henceforth, the authorities of RoGB shall ensure that future hydrographic survey data acquired within the maritime areas under their jurisdiction, are delivered to the designated focal point and shared with the PCA (IHPT) for charting updates.	IMP, IHPT	

07/2024	Identify a package of portable equipment to provide a basic hydrographic capability	IMP	
08/2024	Share with RoGB the plan of hydrography courses	IHPT	
09/2024	Update RoGB P-5 Yearbook entry with details included at Annex G.	IHO Secretariat	
10/2024	To share with their PCA (IHPT) any comments related to nautical charts and publications from the IMSAS 2025 planned Audit.	IMP	
11/2024	To forward the limits and details of marine protected areas to their PCA (IHPT) for possible inclusion in the relevant navigational products.	Institute of Biodiversity and Protected Areas	
12/2024	Provide any modern tidal data collected to the PCA (IHPT) to improve the current harmonic constants used in Tidal publications.	IMP, APGB	
13/2024	Review relevant pages of the ADMIRALTY List of Radio Signals (ALRS) publication and contact NAVAREA II coordinator (coord.navarea2@shom.fr) and the PCA (IHPT) with any updated contact details and changes.	IMP with support of IHPT	
14/2024	IMP and the PCA (IHPT) to maintain lines of communication and formalise the relationship and roles as established on the Cooperation Protocol.	IMP/IHPT	
15/2024	IMP and the PCA (IHPT) discuss and propose a new INT Chats and ENC Schema for RoGB waters,	IMP/IHPT	
16/2024	To consider another visit two years after this report to monitor progress.	EAtHC Chair and CB Coordinator	
17/2024	Continuity in participation in the EAtHC and Community of Portuguese Language Countries (CPLP) Hydrography Conferences	IMP EAtHC Chair	

## 25. Urgent Actions.

- a. Perform a comprehensive diagnosis regarding the capabilities of all maritime sector institutions in the RoGB in terms of:
  1. Infrastructure and equipment to collect and circulate maritime safety information.
  2. Communication with NAVAREA Coordinator for MSI broadcast.
  3. Communication with PCA for nautical charts updating.
  4. Existence of a National Structure to prevention or mitigation of consequences of marine disasters or climate change.
  5. AtoN integrity and maintenance capacity in accordance with the requirements of IALA.
- b. Immediately after diagnosis, communicate with NAVAREA coordinator (SHOM) and PCA (IHPT) relevant and urgent information about safety of navigation in RoGB waters for MSI broadcast and nautical charts updating.

## 26. Follow up Opportunities.

EAtHC-CB Coordinator to consider another visit two years after this report to monitor progress and the PCA (IHPT) to consider a bilateral meeting regarding the recommendations from this TV in the upcoming CPLP Hydrography Conference.

## CONCLUSIONS

### 27. Cooperative Opportunities.

IMP will require considerable advice and support over the coming years. EAthC Chair and IHO Secretariat are encouraged to make contact at the earliest opportunity to maintain momentum generated by this visit. Attendance at future EAthC RHC Conferences and Seminars will allow the relevant maritime authorities in RoGB to develop contacts in the region and hopefully these may be able to assist in their development.

IMP and the IHPT should also maintain formal relations as provided for in the cooperation protocol, which outlines the roles and responsibilities of both organizations.

### 28. National Hydrographic Committees (NHCs).

The RoGB has not yet formed an NHC. Contacts established at the highest political level have been beneficial in this regard, as it was possible to convey this recommendation to the holders of decision makers with interest in maritime affairs. Several actors have been identified who could contribute to such an organization, and there seems to be a positive understanding regarding the importance of this joint effort.

<b>RHC Technical Visit Team Leader</b>	<b>IHPT Technical Director, representing IHO, Mr João Paulo Delgado Vicente</b>
<b>SIGNATURE</b>	

#### Annex List:

- A. Terms of Reference of the RHC Technical Visit Team.
- B. Summary of Events
- C. Preliminary Agenda
- D. List of Contacts
- E. P-5 IHO Yearbook Template update
- F. NHS Organization Template
- G. Hydrographic Surveys Coverage
- H. PCA Chart and ENC Coverage
- I. Coastal State Trade and Maritime Traffic
- J. Coastal State report to last RHC meeting

**DISTRIBUTION:** Chair EAthC RHC

**INFORMATION:** IHO Secretariat / IMP / IHPT

## TERMS OF REFERENCE OF THE RHC TECHNICAL VISIT TEAM

1. The Technical Visit Team, comprising members of the staffs of the Portuguese Hydrographic Institute (IHPT), led by Mr João Delgado Vicente, together with a member of IALA, Ms Gerardine Delanoye, are to carry out a visit to the countries which have indicated a willingness to discuss issues of mutual interest in the fields of Maritime Safety Information (MSI) and hydrography.

### Preparation

2. The team members, under the guidance of the head and with the assistance of IHPT technical staff, prepared and planned the team's TV, having had access to the material available at the OHI Secretariat and the information provided by the IMP.

### Work Objectives

Note: If the Technical Visit Team has more than one area of activity e.g. MSI and hydrography, separate headings should be used. The following example covers hydrographic work.

3. The Team is to:
  - a. Obtain access to decision making levels of government and liaise with senior officials, emphasizing the importance of hydrography and navigation safety to coastal States and, hence, the need to include hydrographic and associated charting activities within National Plans.
  - b. Assess the National capacities to plan and execute the collection and rendering of hydrographic data to enable the production of charts and publications both locally and through the supply of data to Hydrographic Offices with international chart folios.
  - c. Consider and advise on measures which can be taken to improve the capacity of nations to carry out the above.
  - d. Emphasize the basic importance of a national system for the collection of data, such as engineering drawings and local Notices to Mariners, which have an effect on the interests of mariners.
  - e. Advise on the assistance to be gained from close liaison with the IHO Secretariat, IMO and funding agencies to enable viable and sustainable capability to be maintained.

### Report

4. A Report on the activities and recommendations of the Team is to be submitted to the Chair of the RHC.

## SUMMARY OF EVENTS FOR THE VISIT TO REPUBLIC OF GUINEA BISSAU

Day	Time	Event	Local	Notes
<b>Sat 17 Feb</b>	13:50	Arrival in Bissau	Airport	<u>Host:</u> Portuguese Defence Attaché Mr. Rui Silva (IMP – Captain of the Port of Bissau) Transfer to hotel (Hotel CEIBA) by the Defence Attaché and IMP.
<b>Sun 18 Feb</b>	08:00	Visit to lighthouses around Bissau.	Geba River	Boat support required (Defence Cooperation Program RoGB) Dr. Rui Silva + IMP Pilot + Navy Military Personnel from Portugal and RoGB.
<b>Mon 19 Feb</b>	09:30 - 09:45	Presentations of greetings to the Chief of the Armed Forces General Staff of RoGB	Amura Fort	Portuguese Defence Attaché
	10:00 - 11:30	Meeting with IMP	IMP Office	Mr. Gualdino Afonso Té (Chairman of the board of directors) and Mr. Rui Silva
	12:00 - 13:00	Ministerial visit (presentation of greetings and objectives of the visit): <ul style="list-style-type: none"> <li>Ministry of Fisheries and Maritime Economy of the Republic of Guinea-Bissau</li> </ul>	Ministry of Fisheries and Maritime Economy	Meeting with his Excellency the Minister of Fisheries and Maritime Economy Presence of representative from the Portuguese Embassy
	13:30	Presentation of greetings to the Portuguese Ambassador	Chancellery of the Portuguese Embassy	Minister Counsellor Defence Attaché
	14:30	Presentations of greetings to the Chief of the Naval Staff of the RoGB	RoGB Navy's Headquarters	Defence Attaché and Portuguese Defence Cooperation Program Director
	15:30 - 17:00	Meeting with the Maritime and Port Institute (IMP)	IMP Office	Mr. Rui Silva
<b>Tue 20 Feb</b>	09:00 - 12:00	Meeting with the Guinea Bissau Ports Administration: <ul style="list-style-type: none"> <li>Meeting with the Pilots</li> <li>Visit to the Bissau tide gauge</li> <li>visit to the Harbour</li> </ul>	APGB Office/Bissau Harbour	Mr. João Fernandes - Director of Operations Services on behalf of the Chairman of the Board of Directors Cmdr. Alberto Tipote - Head of the Hydrography Department and ISPS/PFSO Code Implementation
	14:00 - 16:00	Meeting with shipowners and carriers	IMP Office	Grupo Sousa Transmar Services Africa Ports & Airports Agemar
<b>Wed 21 Feb</b>	09:00 - 14:00	Visit to other port infrastructures outside Bissau		MV Lascaux Fishing Harbour IN-FISCAP Headquarters

<b>Thu 22 Feb</b>	09:00 - 11:30	Meeting with Fishermen Associations	IMP Office	Representatives of fishermen associations
	11:45 - 13:00	Visit to RoGB Navy's Maritime Operations Centre	Maritime Operations Centre	
<b>Fri 23 Feb</b>	10:00 - 11:30	Visit to European Union Delegation in RoGB	EU Delegation Headquarters	Mr. Pedro Saraiva - Deputy Head of Mission and Head of the Political, Press, and Information Section Ms Sandra Silva – Portuguese Embassy
	11:30 - 12:30	Final Press Conference	Portuguese Cultural Centre	IMP APGB Portuguese Embassy Delegation RoGB Media
	12:45 - 13:00	Debriefing at Portuguese Embassy	Chancellery of the Portuguese Embassy	Minister Counsellor Defence Attaché IMP Chairman of the board of directors
	14:30 - 16:00	Ministerial visit (presentation of greetings, objectives and results of the visit): <ul style="list-style-type: none"> <li>Ministry of Transports and Communications of the Republic of Guinea-Bissau</li> </ul>	Ministry of Transports and Communications	Meeting with his Excellency the Minister of Transports and Communications Presence of representatives from the Portuguese Embassy IMP Chairman of the board of directors
<b>Sat 24 Feb</b>	15:05	Depart from Bissau	Airport	Accompany to the airport: Portuguese Defence Cooperation Program Director and Mr Rui Silva

## PRELIMINARY AGENDA

<b>Day</b>	<b>Time</b>	<b>Event</b>
<b>17 Feb</b>	13:50	Arrival in Bissau
<b>18 Feb</b>	08:00	Visit to lighthouses around Bissau.
<b>Mon 19 Feb</b>	09:30 - 09:45	Presentations of greetings to the Chief of the Armed Forces General Staff of RoGB
	10:00 - 11:30	Ministerial visit (presentation of greetings and objectives of the visit): <ul style="list-style-type: none"> <li>• Ministry of Transports and Communications</li> <li>• Ministry of Fisheries and Maritime Economy of the Republic of Guinea-Bissau</li> </ul>
	12:00 - 12:30	Presentation of greetings to the Portuguese Ambassador
	14:30 - 15:15	Presentations of greetings to the Chief of the Naval Staff of the RoGB
	15:30 - 17:00	Meeting with the Maritime and Port Institute (IMP)
<b>Tue 20 Feb</b>	09:00 - 17:00	Meeting with the Guinea Bissau Ports Administration: <ul style="list-style-type: none"> <li>• Meeting with the Pilots</li> <li>• Visit to the Bissau tide gauge</li> <li>• Visit to the port</li> <li>• Meeting with shipowners and carriers</li> <li>• Meeting with Fishermen Associations</li> <li>• Visit to communications, command and surveillance systems</li> <li>• Meeting with Search and Rescue responsible</li> </ul>
<b>Wed 21 Feb</b>	09:00 - 12:00	Visit to other port infrastructures outside Bissau
	14:00 - 17:00	Visit to other institutes from the Ministry of Transports and Communications and the Ministry of Fisheries and Maritime Economy
<b>Thu 22 Feb</b>	08:00 - 17:00	Visit to Bijagós Archipelago for meeting with local communities, fishermen, lighthouses
<b>Fri 23 Feb</b>	10:30 - 11:15	Visit to European Union Delegation in RoGB
	11:30 - 12:15	Debriefing at Portuguese Embassy
<b>Sat 24 Feb</b>	15:05	Depart from Bissau



## LIST OF CONTACTS

Ministry of Transports and Communication	Minister	Hon. José Carlos Esteves <a href="mailto:jce.consulting77@gmail.com">jce.consulting77@gmail.com</a>
Ministry of Fisheries & Maritime Economy	Minister	Hon. Mário Musante da Silva Loureiro <a href="mailto:silva.loureiro@yahoo.com.br">silva.loureiro@yahoo.com.br</a> Av. Amílcar Cabral, CP 102, Bissau
IMP	Chairman of the Board of Directors	Gualdino Afonso Té <a href="mailto:gualdinoafonsote@hotmail.com">gualdinoafonsote@hotmail.com</a> Rua 3 de Agosto, Bissau
IMP	Captain of the Port of Bissau	Rui da Silva <a href="mailto:ruimirna@gmail.com">ruimirna@gmail.com</a> Rua 3 de Agosto, Bissau
APGB	Head of the Hydrography Department and ISPS/PFSO Code Implementation	Alberto Tipote <a href="mailto:albertotipote@gmail.com">albertotipote@gmail.com</a> Av. 3 de Agosto, CP 693, Bissau
IN-FISCAP	Managing Director	Carlos Nelson Sano <a href="mailto:nelsonsano@yahoo.com.br">nelsonsano@yahoo.com.br</a> VC5C+938, Bissau
RoGB Navy	Chief of Navy Staff	Rear Admiral Helder Nhanque <a href="mailto:helmim.16@gmail.com">helmim.16@gmail.com</a>
RoGB Navy	Hydrographic Service	Commander Nando Mboto <a href="mailto:jodabudu@gmail.com">jodabudu@gmail.com</a>
Portuguese Embassy	Deputy Head of Mission	André Costa Monteiro <a href="mailto:andre.monteiro@mne.pt">andre.monteiro@mne.pt</a> Avenida Cidade de Lisboa, CP 276, Bissau
Portuguese Embassy	Advisor for Cooperation	Sandra Silva <a href="mailto:sandra.silva@camoes.mne.pt">sandra.silva@camoes.mne.pt</a>
EU Delegation	Deputy Head of Mission and Head of the Political, Press, and Information Section	Pedro Saraiva <a href="mailto:pedro.saraiva@eeas.europa.eu">pedro.saraiva@eeas.europa.eu</a> Bairro da Penha – CP 359, Bissau
Transmar	CEO	Fernando Tavares <a href="mailto:fernando.tavares@transmarservices.com">fernando.tavares@transmarservices.com</a> <a href="mailto:ops@transmarservices.com">ops@transmarservices.com</a>
Africa Ports & Airports	Country Manager	Xavier Doumenq <a href="mailto:x.doumenq@africa-port.com">x.doumenq@africa-port.com</a> Bissau Velho, Rua 12-B, Guiné-Bissau



## P-5 IHO YEARBOOK ENTRY UPDATE

Guinea-Bissau / *Guinée-Bissau*

Country information / Informations sur le pays / Información sobre el país

<b>Declared National Tonnage</b> -Tonnage national déclaré -Tonelaje Nacional Declarado	----
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**INSTITUTO MARÍTIMO PORTUÁRIO (IMP)**

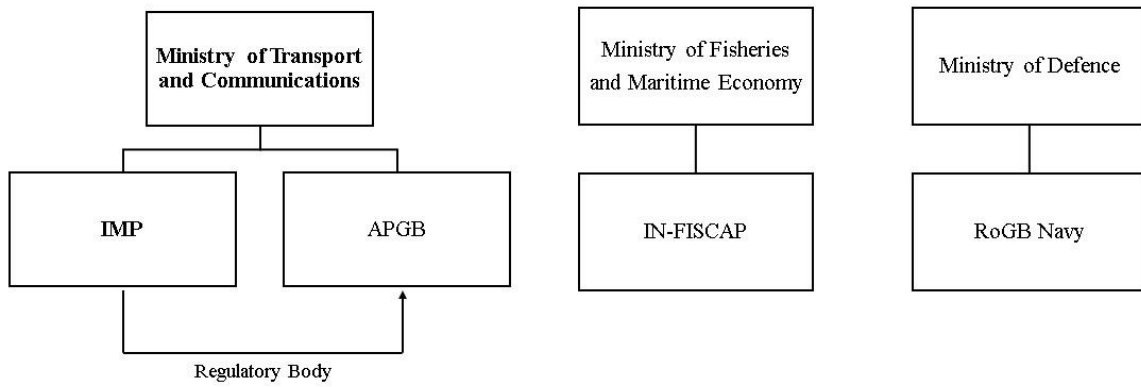
Contact information / Informations de contact / Información de contacto

<b>National Hydrographer or equivalent</b> -Hydrographe national ou équivalent -Hidrógrafo Nacional o equivalente	President Mr. Gualdino Afonso Té Tel: +245 955 313 030 E-mail: <a href="mailto:gualdinoafonsote@hotmail.com">gualdinoafonsote@hotmail.com</a>  Agency address: Rua 3 de Agosto, Bissau, Guiné-Bissau
<b>Other point(s) of contact</b> -Autre(s) point(s) de contact -Otros punto(s) de contacto	Captain of the Port of Bissau Mr. Rui António da Silva Tel: +245 966 622 222 / +245 595 538 4295 E-mail: <a href="mailto:ruimirna@gmail.com">ruimirna@gmail.com</a>  Head of the Hydrography Department and ISPS/PFSO Code Implementation of Guinea-Bissau Port Administration Mr. Alberto Tipote Tel: +245 955 906 876 E-mail: <a href="mailto:albertotipote@gmail.com">albertotipote@gmail.com</a>

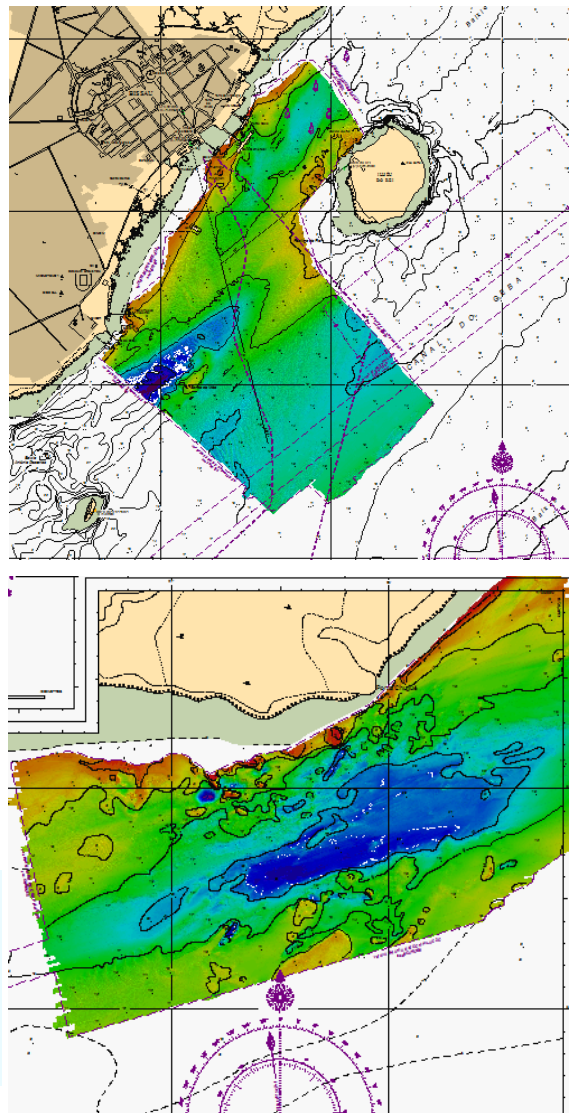
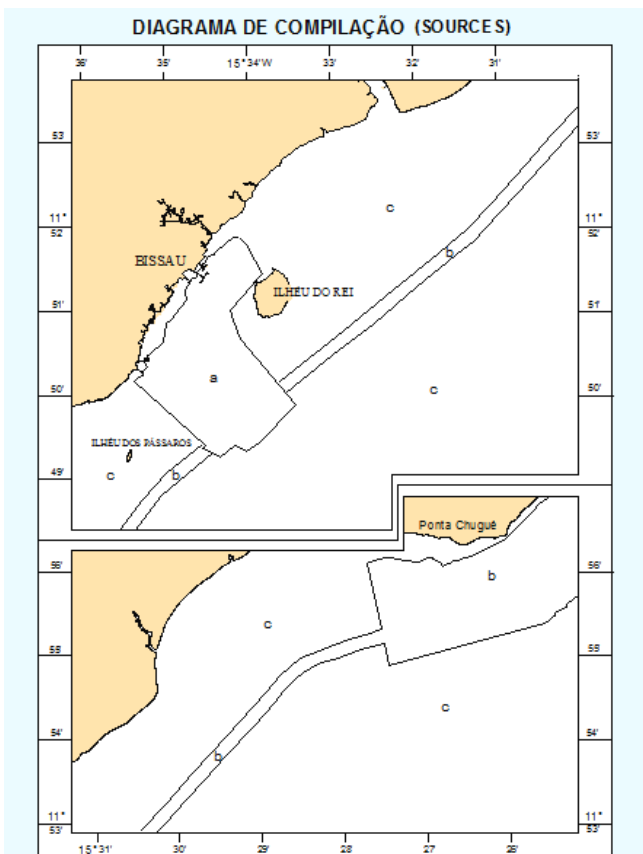
Agency information / Information sur l'agence / Información sobre la agencia

<b>Date of establishment</b> -Date de mise en place -Fecha de constitución	15/10/2011
<b>Relevant National Legislation</b> -Législation nationale pertinente -Legislación nacional pertinente	Creation of the IMP - Decree-Law No. 15/2011 of October 11 <sup>th</sup>

NHS ORGANIZATION TEMPLATE



HYDROGRAPHIC SURVEYS COVERAGE



**Portuguese Government Surveys**

a - 2017 Ordem Especial

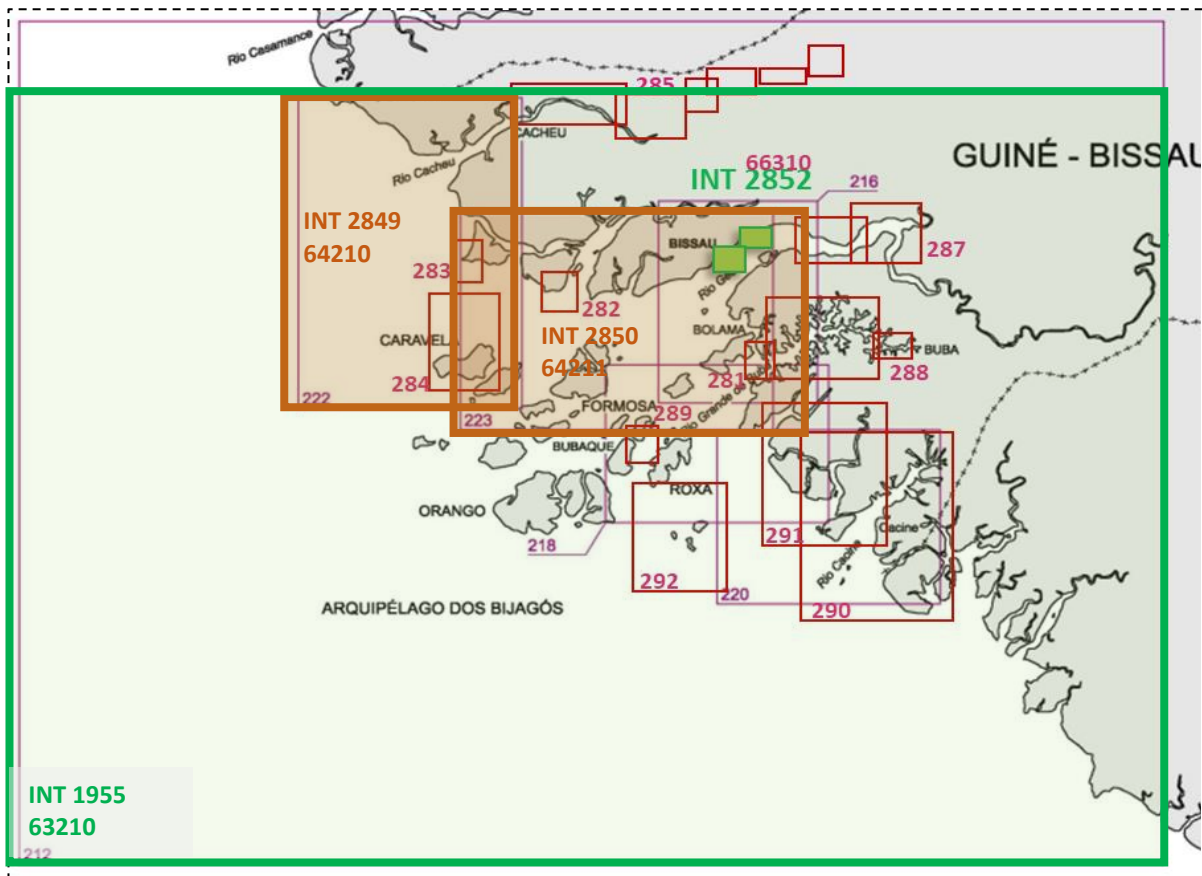
**Portuguese Government Charts  
of 1971 and 1982 based on surveys:**

c - 1966, 1949-1969 "Missão Geohidráulica da Guiné"

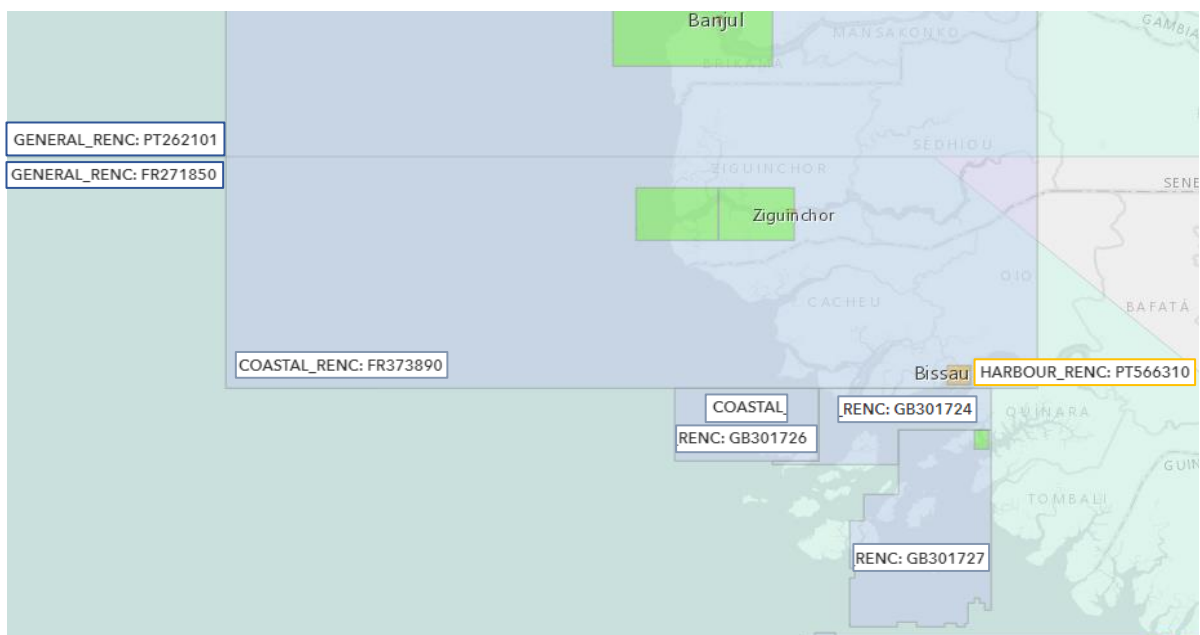
**Surveys from:**  
(W.F. Baird & Associates Coastal Engineers Ltd;  
(EGS International Ltd (EGSI); Itafos Farim SARL)

b - 2017 Ordem Especial

PCA CHART AND ENC COVERAGE



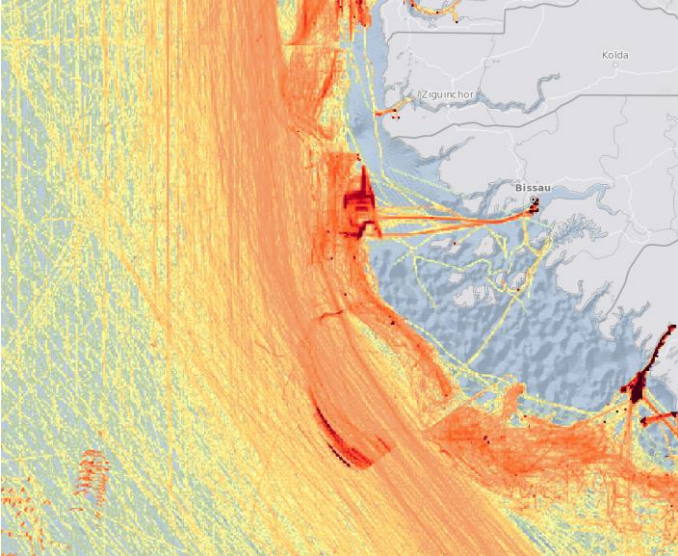
Paper Chart Coverage



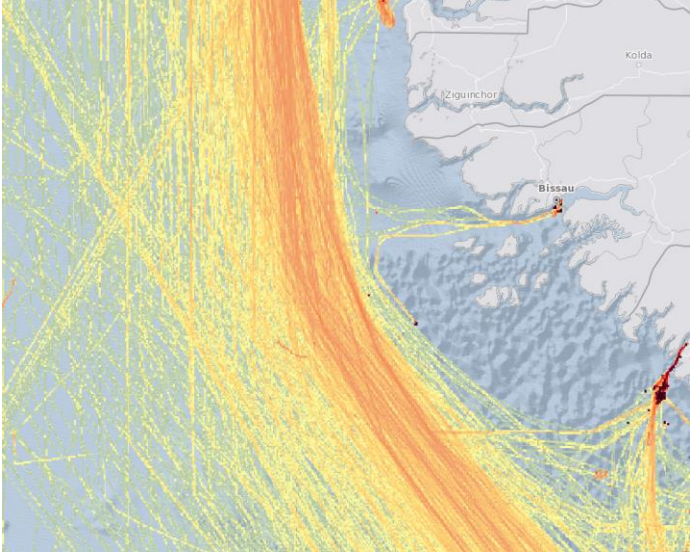
ENC Chart Coverage

COASTAL STATE TRAFFIC AND MARITIME TRADE

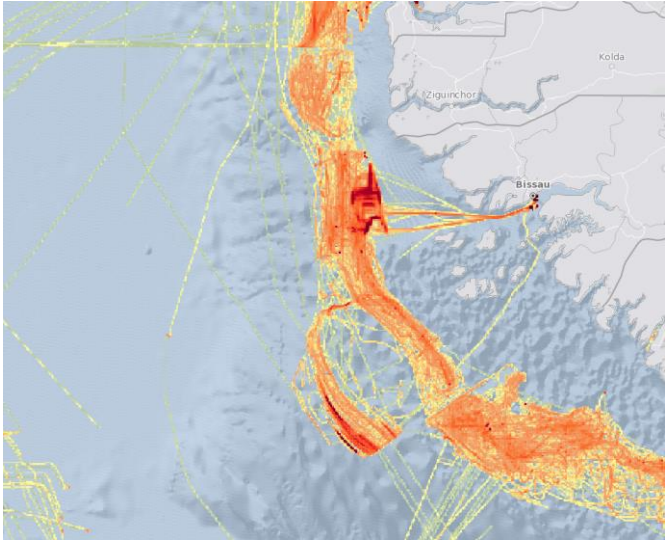
February 2024



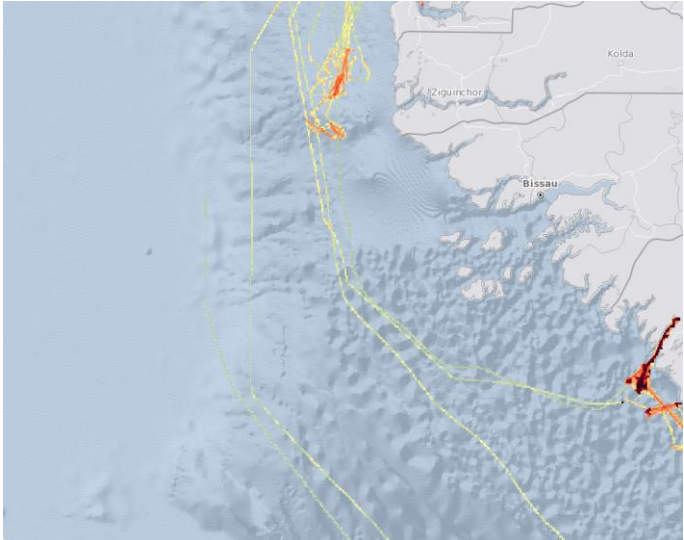
Total Traffic



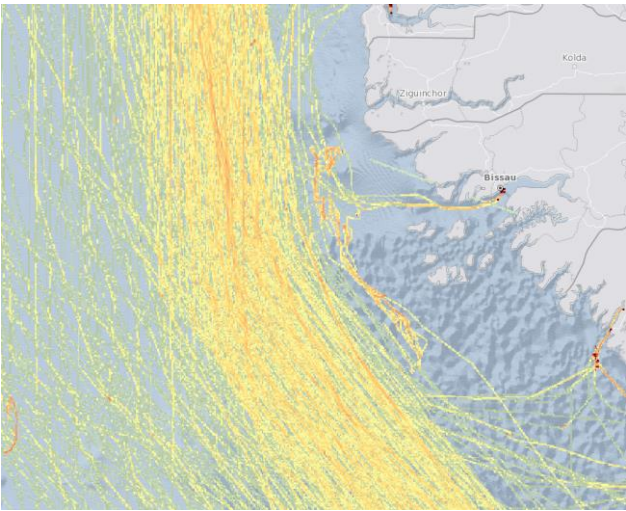
Cargo Ships



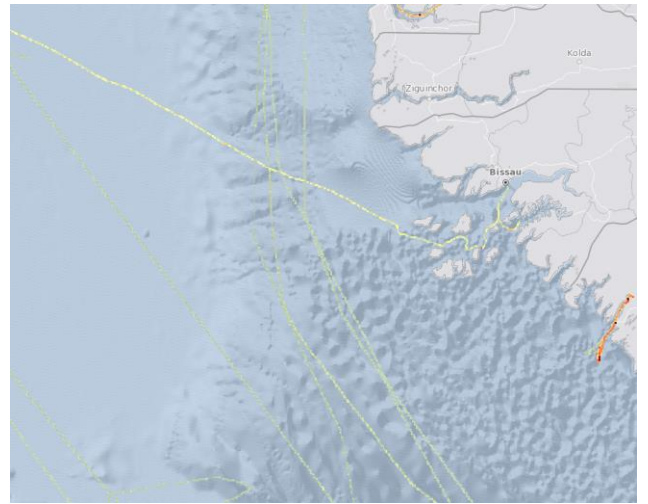
Fishing Vessels



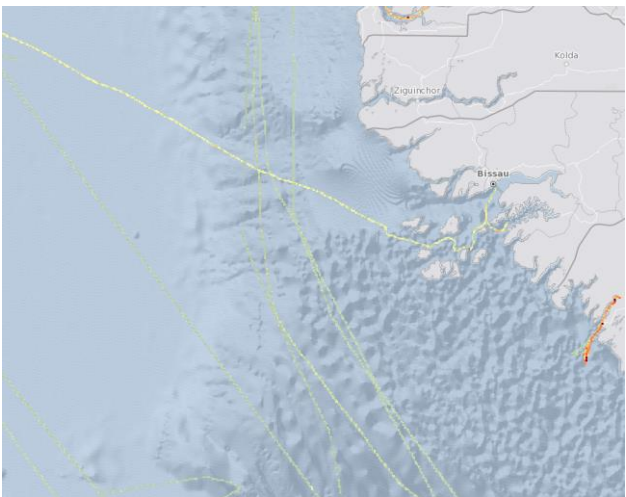
Service Ships



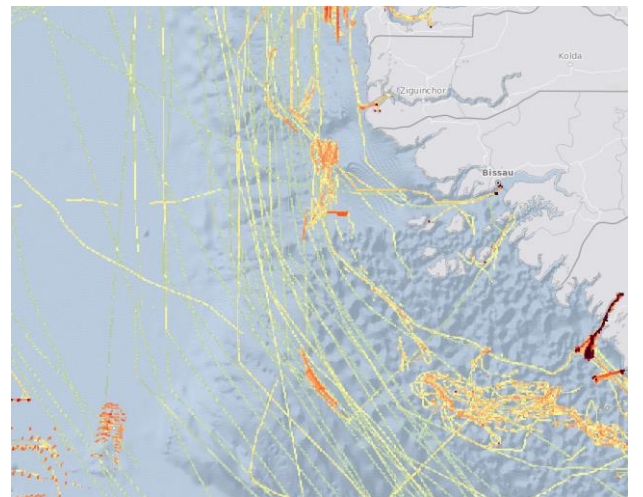
Tankers



Passanger Ships



Non-Commercial Ships



All others



## COASTAL STATE REPORT TO LAST EATHC

REPUBLICUE DE LA  GUINÉE-BISSAU

ADMINISTRATION DES PORTS DE LA GUINÉE-BISSAU  
 DEPARTEMENT D'HYDROGRAPHIE ET D'IMPLEMENTATION DU  
**CODE ISPS**

## 17<sup>e</sup> CONFÉRENCE DE CHAtO

Mindelo, São Vicente/Cap-Vert, du 26 à 30 septembre 2022

### **RAPPORT SUR LA SITUATION HYDROGRAPHIQUE DE LA GUINÉE-BISSAU**

L'État guinéen, à travers l'APGB (Administration des ports de Guinée-Bissau) et l'IMP (Institut Maritime Portuaire) a une connaissance approfondie de l'état actuel de dégradation de la cartographie nautique nationale et conscient de l'importance cruciale de garantir la sécurité de la navigation dans son espace maritime, à cette fin, ils ont déployé d'énormes efforts soit en interne, ou en partenariat avec des institutions amies dédiées à cet effet, assurant les conditions nécessaires à une navigation sûre dans leur espace maritime.

Il existe un souci général de sécurité maritime, qui passe par la mise à jour de la cartographie nautique nationale comme moyen de fournir aux navigateurs des informations crédibles qu'ils peuvent utiliser lors de la navigation dans les eaux de la Guinée-Bissau.

Bien qu'étant un petit pays, il est doté d'une vaste zone insulaire qui en elle-même offre de vastes zones de couverture de la cartographie nautique, c'est pourquoi à l'époque coloniale il y avait une brigade hydrographique spécifique pour la Guinée portugaise.

Actuellement, avec les limitations du pays, tant au niveau technique que matériel, pour mener à bien ces tâches, le soutien de l'Institut Hydrographique Portugais (IHP) est crucial pour la création de capacités nationales (formation) car c'est l'institution qui détient historiquement toutes les informations sur la cartographie marine de la Guinée-Bissau et aussi doté d'une capacité technique reconnue non seulement pour assurer la formation mais aussi pour procéder à toutes les procédures techniques pour la préparation, l'exécution, le traitement et l'édition de la carte Nautique.

Compte tenu de la nécessité d'encadrer la couverture cartographique nationale dans le nouveau folio, la Guinée-Bissau profite et sollicite l'appui technique de l'OHI (Organisation

Hydrographique Internationale) à travers l'Institut Hydrographique Portugais pour sa mise en œuvre.

Il est à noter que la Guinée-Bissau a eu une contribution majeure de l'Institut Hydrographique Portugais en 2017 dans le levé hydrographique du bassin du port de Bissau avec le suivi des techniciens nationaux, aboutissant à l'édition de la nouvelle carte nautique numéro 66310-2858INT, qui a été publiée en décembre 2019. Cette contribution a considérablement amélioré la sécurité de la navigation et une plus grande confiance des navires faisant escale au port de Bissau.

Le manque de capacité nationale à réaliser des enquêtes en vue de la mise à jour de la cartographie, oblige la Guinée-Bissau à se sentir obligée de recourir à un appui extérieur à cet effet.

Ainsi, le pays, sachant qu'il n'est pas membre de l'OHI, sollicite l'appui technique de l'IHP pour formaliser ses demandes d'adhésion.

### **Réalisations et les Perspectives**

- Du 4 à 8 Juillet 2022 nous participons dans le 1er Conférence l'Hydrographique des Pays de CPLP (Communauté des Pays de Langue Portugaise) en Lisbonne.
- Il ya des forts possibilités de réalisation de deuxième mission "Mar Aberto" pendant cet année pour faire les études hydrographique au niveau de canal "du Geba" dans les zones auparavant identifié.
- Ainsi, aussi une visite technique de l'OHI et IALA à Guinée-Bissau.

Merci pour l'attention!

**Cte Alberto Tipote**