

ANNEX H TO EA_tHC WEST AFRICA ACTION TEAM REPORT DECEMBER 2002

COUNTRY REPORT: CAP VERDE

INTRODUCTION.

1. International. Cap Verde is not a member of IHO, but is an associate member of the EA_tHC. Cap Verde has participated in some meetings of this regional hydrographic commission, but not the last two meetings. Cap Verde is a member of MOWCA and of PMAWCA.
2. Cap Verde is not a member of IALA, but is a signatory to the SAR convention and has acceded to SOLAS and to UNCLOS.
3. Preliminary Liaison. The visit of the WAAT was prepared by the Directeur de la Mission Française de Coopération et d'Action Culturelle (M. Jean-Luc Rondreaux) of the French Embassy in Praia, in close co-ordination with Mr Zeferino Fortes, General Director of the Direcção-Geral de Marinha e Portos de Cabo Verde (DGMP).
4. Points of Contact. Up-dates to the IHO Yearbook:
 - a. Name and rank of the Director or Head / Nom et grade du directeur: Zeferino Calazans Fortes, General Director, Direcção-Geral de Marinha e Portos (DGMP), Av. Marginal - CP N° 7 - S. Vicente - CABO VERDE, Tel. +238 324342, Fax +238 324343, e-mail dgmp@mail.cvtelecom.cv
 - b. N° of Charts published / Nombre de cartes publiées: 13 nautical charts published by Portugal, 5 hydrographic plans published by DGMP
 - c. Maritime Authority / Autorité Maritime : Minister of Infrastructures and Transportation, Mr Manuel Inocêncio de Sousa
 - d. Lighthouse Authority / Service des Phares et Balises : Direcção-Geral de Marinha e Portos (DGMP)
 - e. Processing of nautical information / Traitement de l'information nautique: Direcção-Geral de Marinha e Portos (DGMP)
 - f. Land cartography / Cartographie terrestre : Serviço Nacional de Cartografia e Cadastro
 - g. Harbour surveying / Hydrographie portuaire : Direcção-Geral de Marinha e Portos (DGMP)

DESCRIPTION OF MARITIME ACTIVITIES.

5. National Maritime Affairs. National maritime affairs are dealt with by the Ministry of Infrastructures and Transportation/DGMP. The General Director of DGMP (Mr Zeferino Fortes) is assisted by following directors or head of services:

Mr Raoul Soule, Director of Services,
Mr Georgino da Cruz, Cartographic Engineer (Tel. +238 925329, e-mail georginocruz@hotmail.com).

6. There are two Harbour Masters for the areas of Barlavento (Windward, the Northern Islands) and Sotavento (Leeward, the Southern Islands), respectively, Mr Manuel Claudino Monteiro (Tel. +238 324492) and Mr João de Deus Silva.
7. The main part of Maritime Affairs are concentrated within the Ministry of Infrastructures and Transportation. The Navy (Coast Guard) considers that Maritime Safety is under the responsibility of DGMP, and that the Navy has no direct role to play in this matter, except in SAR operations.

8. The ports authority - ENAPOR (Empresa Nacional de Administração dos Portos, Tel. +238 324414, Fax +238 321433, e-mail enapor@cvtelecom.cv) plays an important role in the ports sector, as it is responsible for the operation of all the ports of Cap Verde. In Porto Grande, Island of S.Vicente, the ENAPOR has five tugs, one of them having a capability for high seas rescue operations.
9. Trade and Maritime Traffic. Some statistics on shipping transit and port calls, and national report on maritime activities were available, from DGMP, ENAPOR and the Instituto Nacional de Desenvolvimento das Pescas (National Institute for Fisheries Development). About 8500 ships are reported annually in Cap Verde waters.
10. Through Routes. Cap Verde is used by some traffic as a trans-Atlantic route to and from Europe.
11. Transshipment. The main ports traffic (Porto Grande in Mindelo, island of S. Vicente, and Praia, island of Santiago) is mainly concerned with the importation of goods, namely fuel, food products and construction materials. ENAPOR wishes to develop Porto Grande into the main hub port for West African ports.
12. Feeder, Coasting and Local Trade. Coastal and local trade is significant for both freight and passengers between the islands.
13. Tourism - Cruise Liners. Some large cruise liners visit Cap Verde (Porto Grande). About twenty were reported in the year of 2001.
14. Tourism - Small Craft. Some leisure craft are observed, especially in the islands of S. Vicente (Porto Grande in Mindelo), Santiago (Port of Praia) and Sal (Port of S. Maria). There are plans to build a marina at Porto Grande.
15. Fisheries. National fishermen conduct artisanal fishing (about 1300 small boats) and semi-industrial fishing (about 72 vessels, within 11 and 36 meters of length). Licences had also been granted to foreign industrial fishing vessels, but regulation of their catches was a problem.
16. Responsibility for Safety of Navigation. Responsibilities in this area are due to the DGMP, however, it has no significant means for bathymetric survey work, dredging control and the positioning, marking and removal of wrecks.
17. Defence Force Responsibilities. The Naval branch of the Armed Forces (Coast Guard) is not directly involved in hydrographic matters. Co-operative actions between Coast Guard, ENAPOR, maritime police and Harbour Masters have taken place in the area of SAR. The Coast Guard has one medium size and two small size patrol ships. It also operates two bi-motor airplanes, which can be used for fishery surveillance and SAR operations.
18. Coastal Zone Management and Environmental Protection. DGMP is the responsible agency. Some problems with the licensing of coastal areas for tourism and development by different authorities, without the knowledge of DGMP, were reported to the WAAT.

CAPACITY ANALYSIS.

19. Status of surveys within the National Maritime Zone. Published Portuguese charts of Cap Verde waters are mostly based upon surveys from the 1940's to the early 70's. Regular up-dates from Cap Verde authorities were received by Instituto Hidrográfico of Portugal (IHPT) till the early 1990's, but since then the information flow has almost stopped. Recent surveys have been carried out in the approaches and inside Porto Grande by the USNS LITTLEHALES (2002). The validated fairsheets are expected to be delivered to Cap Verde authorities by the end of March 2003. The Portuguese member of the WAAT requested that these be passed to IHPT for charting action – this was agreed to by the US and Cap Verde representatives at the WAAT meeting. Cap Verde should indicate their

intentions to the Commanding Officer, Naval Oceanographic Office prior to dissemination of the data to a third party, as outlined on the distribution statement on the smooth sheets.

20. Collection and Circulation of Nautical Information. Updated information was regularly sent to IHPT until the early 1990's. Since then only a few NtM regarding lights were issued to the IHPT. The possibility to use the SafetyNet service of INMARSAT via the NAVAREA II coordinator, as an interim phase before NAVTEX capacity is locally implemented, has not yet been taken up by Cap Verde. Hence there is no dissemination of nautical information except via the pilots and one VHF coastal station (s.movelmaritimo@cvtelecom.cv). This station (SVICENTERADIO, call sign D4A) is based near Mindelo, island of S. Vicente, and has three remote antennae in the islands of S. Vicente (channels 16, 18 and 19), Sal (channels 16, 20 and 21) and Santiago (channels 16, 22 and 79). It belongs to the telecommunications company CV Telecom.
21. Unfortunately there is much information that needs to be given to ships at sea. For instance, 50% of the lights (36 out of 70) are presently out of order, mainly due to vandalism; and there are several well known wrecks in the ports. Also, several of the lights are not accurately positioned due to geodetic problems, and are therefore not charted accurately.
22. Survey Capability. There is no hydrographic survey capability in Cap Verde. It was reported that a tide gauge exists in Port of Palmeira, island of Sal, but it is controlled with remote access by the University of Hawaii, within the GLOSS program.
23. Independent Chart Production Capability. The Serviço Nacional de Cartografia e Cadastro is officially responsible for all cartography. In practice they work on topographic maps and are not involved in marine charting.
24. IHPT assumes primary charting responsibility for Cap Verde waters, and can continue this task provided that nautical information is regularly made available. From the original 18 nautical charts of the IHPT folio of Cap Verde, 5 were cancelled in 2001, as the DGMP published five "hydrographic plans", numbered and named as follows:
 - a. 11 Porto Novo (Ilha de S. Antão);
 - b. 21 Porto Grande (Ilha de S. Vicente);
 - c. 31 Porto do Tarrafal (Ilha de S. Nicolau);
 - d. 41 Baía da Palmeira (Ilha do Sal);
 - e. 71 Porto da Praia (Ilha de Santiago).

It is known that four other "hydrographic plans" are almost ready for publication. All of these were commercially paid for by ENAPOR and produced by a private Portuguese company. As they are not in total conformity with IHO specifications, the DGMP agreed to reactivate the contacts with IHPT in order to have an official full cartographic coverage in accordance with IHO specifications. At this stage of development it is not considered necessary or feasible for Cap Verde to set up its own marine cartographic unit.

PROPOSALS FOR CO-ORDINATION AND CAPABILITY BUILDING.

25. National Hydrographic Committee. There is no high-level co-ordinating body for hydrographic and marine safety matters in Cap Verde. At present the Ministry of Infrastructures and Transportation/DGMP plays a central role and it should be easy to use this particular position in order to organize a regular meeting of all interested parties involved (DGMP, ENAPOR and Coast Guard). A first stage would be to organize the collection and dissemination of Maritime Safety Information (MSI: see below). The MSI should meet the needs of mariners and shipping companies, and make a significant improvement in the safety of navigation in Cap Verde waters.
26. The proposed terms of reference and the tasks of such a Committee were provided by the WAAT. The creation of such a committee has been raised with the Minister for Infrastructures and Transportation, Mr Manuel Inocêncio de Sousa, who clearly supported the proposal. Importantly, the

Committee needs to be officially recognized by the Government as part of its response to meeting national responsibilities under IMO instruments like the SOLAS convention or GMDSS organization.

27. MSI Organisation and GMDSS. For the time being, there is no real MSI organisation nor GMDSS operations. The existing method is to pass important information to ships on arrival via the pilot or through the existing VHF coastal station. Within GMDSS several technical means are used for passing MSI to mariners. For ocean-going ships, the navigational warnings should be made available on INMARSAT (SafetyNET) via the NAVAREA II coordinator: although it was noted that no input has been received from Cap Verde for many years. For ships sailing through Cap Verde waters or approaching Cap Verde harbours, NAVTEX should be the optimum solution; but this infrastructure, which is already planned, does not exist at the moment. However, ocean-going ships will have INMARSAT facilities onboard, hence any important information could be passed on SafetyNET via the NAVAREA II co-ordinator. This requires the MSI to be made available to the NAVAREA II Co-ordinator by Internet, e-mail or fax.
28. No NtMs nor nautical publication (List of Lights, Sailing Directions, etc.) are issued by Cap Verde. These publications are published and maintained by IHPT.
29. Hydrographic Capability. It is desirable to create an embryonic hydrographic capacity which could be achieved with a modest investment in training and equipment. With continued close co-operation with Portugal, for instance, a much more effective capability could be developed. The Instituto Superior de Engenharia e Ciências do Mar (Institute of Engineering and Marine Sciences) in Mindelo, island of S. Vicente, provides several B.Sc. degrees, one of which is in Nautical Sciences. Some former students of this Institute could be recruited to attain a FIG/IHO Category A course in Hydrography, for instance, in the IHPT.
30. Potential for Regional Activity. Regional activity could be easily prepared under the auspices of IHO (EAtHC), where technical matters, training, and implementation of GMDSS are discussed and promoted. For hydrographic surveys such a regional cooperation does not seem a current priority since the most important work to be carried out concerns harbour surveys. For MSI a regional solution for a shared NAVTEX station with neighbouring countries is most effective (the range of HF makes it possible for a single NAVTEX service to cover the waters of several states).
31. Cap Verde is a member of regional organisations such as MOWCA, PMAWCA and CEMAC (Communauté Economique et Monétaire des Etats de l'Afrique Centrale, which has a maritime protocol).

PROPOSALS FOR ASSISTANCE.

32. Training. There is an immediate need for training qualified surveyors, and some details of available courses were provided by the WAAT. When equipment is purchased for a future port survey team it will be important to ensure that appropriate on-the-job training is also provided.
33. Equipment. The list of minimum equipment requested by a port survey team was described by the WAAT.
34. Funding. No specific funding issues were raised. The cost of equipment could be found within the budget of DGMP and revenues raised from harbour dues and use of aids to navigation.

FOLLOW UP ACTIONS.

35. Formation of a NHC and Development of a National Hydrographic Strategy. The formation of a National Hydrographic Committee (or Committee for Maritime Safety) has been proposed and has received general agreement, notably by the Minister.

Action : Cap Verde

36. Provision of Hydrographic Services in accordance with SOLAS. Portugal can continue to issue nautical publications, charts and up-dates, on behalf of Cap Verde. The provision of MSI and the capacity to conduct surveys according to local priorities will support the safety of navigation in Cap Verde waters.

Action: Cap Verde & Portugal

37. Encouragement of effective and timely collection and promulgation of Hydrographic Information.

- a. It is urgent to report existing known dangers to navigation – particularly the wrecks in the harbours and approaches, which requires fixing and possibly marking as soon as possible. All such dangers should be reported to IHPT for immediate assessment of the need for NtM and/or charting action.

Action: Cap Verde

- b. An organization for the collection and dissemination of Maritime Safety Information needs to be instituted as soon as possible, with a link being established with the NAVAREA II coordinator at EPSHOM, Brest, for the distribution of urgent MSI on INMARSAT SafetyNET.

Action: Cap Verde & EPSHOM

- c. Recent co-operative surveys with the USA (USNS LITTLEHALES) will provide modern hydrographic data in the approaches to the major port of Cap Verde (Porto Grande). It is important this modern survey work is reflected as soon as possible in nautical charts and publications published by IHPT.

Action: Cap Verde & IHPT

38. Encouragement of Development of Hydrographic Capability.

- a. Consider training and purchase of equipment for a port survey team as a priority. Portugal/IHB may provide advice as necessary on equipment and training packages.

Action: Cap Verde and Portugal/IHB

- b. Once equipped, immediate priorities for survey work are to monitor the port approaches, checking of berths (particularly monitoring post-dredging surveys) and fixing dangers to navigation in the inshore areas.

Action: Portugal continues to provide advice and assistance.