



IHO Capacity Building Programme
IHO TECHNICAL VISIT TO CABO VERDE
27 – 31 March 2017

REPORT



**Faculdade de
Engenharia e
Ciências do Mar**



**Agência Marítima e
Portuária**



**Administração dos
Portos de Cabo Verde**



Coast Guard

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Abbreviations

AMP	Agência Marítima e Portuária (Cabo Verde Maritime Administration)
CBSC	Capacity Building Sub-Committee
EAtHC	Eastern Atlantic Hydrographic Commission
EEZ	Exclusive Economic Zone
ENC	Electronic Navigational Chart
ENAPOR	Administração dos Portos de Cabo Verde (National Company of Ports Administration)
FECM	Faculdade de Engenharias e Ciências do Mar (Faculty of Engineering and Marine)
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
INGT	Instituto Nacional de Gestão do Território (National Institute of Land Management)
IHB	International Hydrographic Bureau
IHPT	Instituto Hidrográfico (Portuguese Hydrographic Office)
IHO	International Hydrographic Organization
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme
MBES	Multi-Beam Echo Sounder
MSI	Maritime Safety Information
MOWCA	Maritime Organization of West and Central Africa
NC	Nautical Charts
NHS	National Hydrographic Service
NHC	National Hydrographic Committee / Navy Hydrographic Committee
NtMs	Notice to Mariners
PCA	Primary Charting Authority
PMAWCA	Port Management Association of West and Central Africa
RHC	Regional Hydrographic Commission
RNC	Raster Navigational Chart
SBES	Single Beam Echo Sounder
SHOM	Hydrographic and Oceanographic Service of the French Navy
SOLAS	[United Nations] Convention for the Safety of Life at Sea
TTW	Territorial Waters
UNCLOS	United Nations Convention on the Law of the Sea
WMO	World Meteorological Organization
WWNWS	Worldwide Navigation Warning Service

1 Background

In 2016, Cabo Verde liaised with the IHO Secretariat (Alberto Costa Neves), requesting support in the frame of their forthcoming IMAS (IMO Member State Audit Scheme) visit. The IHO Secretariat informed the EAtHC regional CB coordinator about that request and they agreed to submit an extraordinary submission to the CBSC for an IHO Technical Visit to be scheduled prior to their IMO Audit to take place in May 2017.

This extraordinary submission was finally approved by the CBSC and integrated in the updated 2017 CB work program.

2 Composition of Team

The RHC Technical Visit Team is comprised by:

<u>Name</u>	<u>Role</u>
Henri Dolou	Team Leader Shom (France)
António Peiriço	Co-team leader IHPT (Portugal)

PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION

3 Efficacy of the Technical Visit

Even if the appointments requested at a governmental level could not be honored (due to Parliamentary session), the technical visit made it possible to collect relevant information as well as to agree on recommendations (see paragraphs 28 and 29). There is no compelling reason to change the terms of reference. The institutional-based administrative authority for maritime affairs “AMP” (Maritime and Port Agency) has made possible to meet stakeholders in Cabo Verde and check inter visibility between local agencies.

Follow-up actions have been identified for Cabo Verde himself, Shom/France (NAVAREA II, EAtHC CB coordinator), IHPT/Portugal who is the Primary Chart Authority (survey, equipment advice, training, etc.) and IHO secretariat (in connection with EAtHC for training funding). It can be assumed that their coordinated conduct will certainly encourage Cabo Verde to progress in hydrographic services. It will be advisable to make regular points on these actions and recommendations, the EAtHC meetings providing a good opportunity to communicate with the regional hydrographic community.

4 Co-operative Arrangements and Potential.

a. [Regional Organisation]. Apart belonging to EAtHC (as associated member) Cabo Verde is part of MOWCA (Maritime Organization of West and Central Africa) and PMAWCA (Port Management Association of West and Central Africa). The Team didn't contact these organizations.

b. Defence and Security Arrangements. According to the information gathered, Coast Guards are mainly involved in Search and Rescue (SAR).

PART B – CABO VERDE ASSESSMENT

5 RHC Involvement

Cabo Verde is not a member of IHO (intend to join), but is an associate member of the EAtHC. Cabo Verde didn't participated to the last two meetings. Cabo Verde is a member of MOWCA and of PMAWCA.

Cabo Verde is not a member of IALA (intend to join), but is a signatory to the SAR convention and has acceded to SOLAS and to UNCLOS.

6 Preliminary Liaison

The visit was prepared by the Chief of the Hydrography Division (Commander Miguel Arenga) of the IHPT, in close co-ordination with Commander Raúl Jorge Vitória Soulé, Director of Service of Maritime Safety (Agência Marítima e Portuária).

7 Points of Contact.

The contacts of the Technical Visit are listed in Annex B.
Up-dates to the IHO Yearbook: Annex F

DESCRIPTION OF MARITIME ACTIVITIES

8 National Maritime Affairs.

National maritime affairs are dealt with by the AMP, which has responsibilities in maritime safety and security in the country.

The Coast Guard, an AMP partner in these matters, have assignments in the coordination and operation of the Maritime and Air Search and Rescue services.

There are two Harbour Masters, one for the area of “Barlavento” (Windward, the Northern Islands) and the other for the “Sotavento” (Leeward, the Southern Islands), respectively, Mr. António Duarte Monteiro (antoniod.monteiro@amp.cv) and Mr. Manuel Claudino Monteiro (manuel.c.monteiro@amp.cv).

9 Trade and Maritime Traffic.

Some statistics on shipping transit and port calls, and national report on maritime activities were available, from AMP:

- a. Through Routes. Some vessels coming from Europe cross the archipelago with destination to South America, and vice-versa. But the majority of the vessels pass East Cabo Verde, between Cabo Verde and West Africa coast.
- b. Transshipment. Some foreign fishing vessels unload the fish in S. Vicent Port for reexportation to European Union.

- c. Bulk Trades. Do not exist any refineries (petroleum/Crude) and bulk loading facilities (with exception the amount that is imported for national consumption, namely, rice, wheat and cement). Some big vessels attend Mindelo Port (S. Vicente Island) jut for bunkering and crew changing. This activity is increasing on the last years.

The combustibles used in Cabo Verde are already distilled. Cabo Verde do not import crude oil.

- d. Feeder, Coasting and Local Trade. The principal port in Cabo Verde in terms of ship movement it is Porto Grande (S. Vicente Island). The Praia port (Santiago Island) moves the majority of the cargo (imported).

Palmeira Port (Sal Island) represent the third port in terms of cargo movement. Sal-Rei port in Boavista Island could be considered the fourth port in terms in cargo and passenger movements.

These four ports also are opened to receive ships on international voyages.

All the Cabo-verdean ports (with exception of Maio Island) are endowed with ramps for ro-ro vessel (domestic vessel)

- e. Offshore Supply and Support. Since 2006 was installed in Cabo Verde GMDSS for maritime areas A1 (VHF DSC) and A2 (MF DSC) included Navtex for national and international service.

AIS also installed since 2006 with 3 antennas (transmission and reception) around the archipelago.

The VTS are in process of implementation, with two Control Centers, one in Mindelo/S. Vicente Island and other in Praia/Santiago Island.

- f. Tourism - Cruise Liners. Cruise vessels normally attend Porto Grande/S. Vicente Island with approximately 60 visits per year. Also Praia Port/Santiago Island is attended by cruise vessel (+- 45 per year). Porto Novo Port in Santo Antão Island also is visited by cruise vessel (+- 6 per year) under anchor. Also in Sal island (touristic Island) is registered some cruise vessels visits under anchor (+- 5 per year).

- g. Tourism -Small Craft. Porto Grande/S. Vicente Island receive the majority of the pleasure boats in Cabo Verde. The only one marina established in Cabo Verde is in Porto Grande Port.

Also Sal Island and Boavista (touristic Islands) are visited by yachts and pleasure boats.

The mega-yachts normally attends Porto Grande for bunkering, and Sal and Boavista Islands.

No official register/datas concerning.

- h. Fisheries. The national fishing vessel fleet is composed by approximately 40 industrial and semi industrial vessel, and with 20 fishing vessel with l.o.a. between 12 to 16 meters. The artisanal boats are around 1,300 spread by some fisheries communities.

Around 60 foreign fishing vessels (long liner) (Spain, Portugal, Japan, China, South Coreia) licensed by Cabo Verde government to fish in EEZ water (more than 12 Nautical miles). The captured fish is normally exported from Porto Grande, directly to Europe and other country.

10 Responsibility for Safety of Navigation.

Responsibilities in this area are due to the AMP, however, it has no means for bathymetric survey work, dredging control and the positioning, marking and removal of wrecks.

11 Defence Force Responsibilities.

The Naval branch of the Armed Forces (Coast Guard) is not directly involved in hydrographic matters. Co-operative actions between AMP, Coast Guard, ENAPOR and maritime police have taken place in the area of SAR. The Coast Guard has one medium size and two small size patrol ships. It also operates one bi-motor airplanes, which can be used for fishery surveillance and SAR operations.

12 Coastal Zone Management and Environmental Protection.

For coastal zone management AMP is the responsible agency. For the environmental protection the responsibility agency is AMP in partnership with the Direção Geral do Ambiente (DGA).

OUTLINE C-55 ANALYSIS

13 Status of surveys within the National Maritime Zone.

In 2005, a technical visit was conducted by the IHPT, within the framework of the bilateral commission for coordination of the Cooperation Agreement between the Portuguese and Cabo Verde Governments, in the fields of Maritime Development, Hydrography, Cartography, Safety of Navigation and Oceanography, leading to the elaboration of a Diagnostic Study on those sectors. Its main purpose was the definition of a new cartographic folio, adapted to the needs of Cabo Verde, and the correspondent hydrographic surveys.

Since 2004, several hydrographic surveys have been carried out, in view of the production of the port series of this cartographic folio, as described below:

Ano	Port	Island
2004	Tarrafal Baía da Palmeira Sal-Rei Porto da Praia	São Nicolau Sal Boavista Santiago
2006	Porto Grande	São Vicente
2007	Baía da Palmeira Baía de Santa Maria	Sal Sal
2009	Furna Vale de Cavaleiros Tarrafal Porto Inglês	Brava Fogo Santiago Maio
2010	Preguiça Porto Novo Porto Grande	São Nicolau Santo Antão São Vicente
2016 FEB MAR	Porto da Praia Porto Grande Porto Novo Porto de Vale de Cavaleiros Furna	Santiago São Vicente Santo Antão Fogo Brava
2016 DEC	Approach and Porto da Praia Approach and Porto Grande	Santiago São Vicente

In 2016, the IHPT submitted a new folio proposal (Annex E) based on the proposal presented in 2005, to AMP, as well as the need for hydrographic surveys to be carried out to cover the nautical charts of the coastal series.

For 2017, Portugal is planning coastal surveys around the islands of Cabo Verde, in accordance with the needs of AMP and IHPT will start preparations with the Cabo Verde authorities very soon.

Still, the published Portuguese charts of Cabo Verde waters, relative to the old folio, are mostly based upon surveys from the 1950's to the 1970's.

14 Collection and Circulation of Nautical Information.

Updated information is regularly sent to IHPT by AMP, therefore NtM are being issued. The effectiveness of NtM depends on the completeness of the information flow.

15 Survey Capability.

There is no hydrographic survey capability in Cabo Verde. There is a tide gauge in Port of Palmeira, island of Sal.

16 Independent Chart Production Capability.

There is no chart production capability in Cabo Verde. IHPT is the primary charting authority for Cabo Verde waters, and can continue this task in order to ensure that nautical information is regularly made available.

Several NC from the old folio are still in force. As described in point 13, a new cartographic folio (Annex E) was proposed to Cabo Verde. From this folio several charts (NC and ENC) have already been published, as described below:

1st Edition	New Edition	Last Update	Chart Number	Title	1st Edition	New Edition	CEN
2006	2016		66301	Porto da Praia (Ilha de Santiago)	2008	2016	PT566301
2008	2016		66302	Porto Grande (Ilha de S. Vicente)	2010	2016	PT566302
2009		2017 - preparation	67503	Portos das Ilhas da Boavista e do Sal (Sal-Rei, Santa Maria, Baía da Palmeira)	2011		PT56603A
					2011		PT56603B
					2011		PT56603C
2011		2017	67501	Portos das Ilhas de Anto Antão e de São Nicolau (Porto Novo, Tarrafal, Preguiça)	2011		PT56601A
					2011		PT56601B
					2012		PT56601C
					2013		PT56602A
2012		2017	67502	Portos das Ilhas Brava, Fogo e Maio (Furna, Vale de Cavaleiros, Tarrafal, Porto Inglês)	2012		PT56602B
					2013		PT56602C
					2012		PT56602D

PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING

17 National Hydrographic Committee.

There is no high-level co-ordinating body for hydrographic and marine safety matters in Cabo Verde. The AMP 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 (AMP, ENAPOR and Coast Guard). A first stage would be to organize the collection and dissemination of Maritime Safety Information. The MSI should meet the needs of mariners and shipping companies, and make a significant improvement in the safety of navigation in Cabo Verde waters.

The proposed terms of reference and the tasks of such a Committee were provided to AMP.

Note: 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.

18 Phase 1 Hydrographic Capability: MSI Organisation and GMDSS.

Introduction:

Maritime Safety Information (MSI) consists of the promulgation of navigational and meteorological warnings, search and rescue information and other urgent safety-related information, including urgent information related to charts. IHO Publication S-53 - Joint IMO/IHO/WMO Manual on Maritime Safety Information provides detailed information about MSI. In addition MSI in its broadest sense includes navigational chart and publication maintenance.

MSI need an organization (procedures to collect, transcribe and transmit information, maintained equipment, trained staff) with a national MSI coordinator (understood to be AMP) in connection with navigators, the Primary Chart Authority (IHPT) and NAVAREA II (Shom).

- a. MSI (Navigational Warnings). For the time being, there is no real MSI organization. Services to mariners could be offered on SafetyNET via the NAVAREA II coordinator (France/Shom) although it was noted that no input has been received from

Cabo Verde for a long time. For ships sailing through Cabo Verde waters or approaching Cabo Verde harbours, NAVTEX should be the optimum solution; but this infrastructure is not operational (however a new digital NAVTEX receiver should be acquired).

MSI must be made available to **NAVAREA II:**

Department "Informations et Ouvrages Nautiques"

Service hydrographique et océanographique de la marine (SHOM)

CS 92803 - 29228 BREST CEDEX 2

Tel: +33 2 56 31 24 24 (Duty Officer, H24)

+33 6 24 80 08 92 (Duty Officer, spare)

Fax: +33 2 56 31 25 84

Email: coord.navarea2@shom.fr (H24),

coord.navarea2@gmail.com (spare)

Website: <http://diffusion.shom.fr/navarea-en-vigueur>

- b. Information on Ports and Harbours. The NtMs and the nautical publications (List of Lights, Sailing Directions, etc.) are published and maintained by IHPT.
- c. GMDSS Status. The TV did not address this issue. Some information on SafetyNET and NAVTEX is available above.

Table 1: Summary of Progress towards Implementation of GMDSS.

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX	SafetyNET	Notes
	Yes VHF DSC	Yes MF DSC	No	Yes (not operational)	No	1 to 4

Notes:

1. SafetyNET operated by France (via NAVAREA II)
2. GMDSS for maritime areas A1 (VHF DSC) and A2 (MF DSC) including Navtex (not always operational) for national and international service installed since 2006
3. AIS also installed since 2006 with 3 antennas (transmission and reception) around the archipelago
4. VTS are in process of implementation, with two Control Centers, one in Mindelo/S. Vicente and other in Praia/Santiago.

19 Phase 2 Hydrographic Capability: Survey.

- a. Provision of Survey Data. All surveys (private, research, etc.) conducted in Cabo Verde waters should be collected by AMP (data and report) and send to IHPT as PCA.
- b. Survey Capability. It is desirable to start with the edification of hydrographic capacity (small survey team), which could be achieved with a modest investment in training and equipment. Furthermore, in close co-operation with Portugal, a much more effective capability could be developed in the future. The “Instituto Superior de Engenharia e Ciências do Mar” (Institute of Engineering and Marine Sciences) in Mindelo, S. Vicente Island, 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 and B course, in Hydrography. The courses provided by IHPT' school have this recognition.

- c. Potential for Regional Activity. Regional activity could be easily prepared under the auspices of IHO (EAtHC), where technical matters and training are discussed and promoted. For instance, a MSI regional solution for a shared NAVTEX station with neighboring countries is most effective (the range of HF makes possible that a single NAVTEX service to cover the waters of several States).

20 Phase 3 Hydrographic Capability: Chart Production.

There is no chart production capability in Cabo Verde. It is not a priority at the moment.

21 Table 2: 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	Associate Member	No	Partial	No	No	1, 2

Notes:

1. AMP is the maritime and port organization which should act the national hydrographic authority.
2. There is no survey equipment, nor surveyors trained to IHO standards.

PROPOSALS FOR ASSISTANCE

22 Training.

There is an immediate need for training qualified surveyors (Cat A and B), and some details of available courses could be provided by IHPT. When equipment is purchased for a future approach and port survey team it will be important to ensure that appropriate on-the-job training is also provided.

23 Equipment.

The list of minimum equipment requested by an approach and port survey team was briefly described by the visit team.

24 Funding.

No specific funding issues were raised.

FOLLOW-UP ACTIONS

25 Encouragement of Formation of a NHC, Development of a National Hydrographic Strategy, and RHC Membership.

The formation of a National Hydrographic Committee has been proposed.

Action: Cabo Verde

26 Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.

- a. It is urgent to report existing known dangers to navigation – particularly the new wrecks in the harbours and approaches, which require 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: Cabo 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 co-ordinator at Shom, Brest, for the distribution of urgent MSI on SafetyNET.

Action: Cabo Verde & Shom

27 Encouragement of Development of Hydrographic Capability.

Note areas where the Hydrographic Unit merits assistance:

- a. Consider training and acquisition of equipment for an approach and port survey team as a priority. Portugal/IHO secretariat may provide advice as necessary on equipment and training packages.

Action: Cabo Verde and Portugal/IHO secretariat

- b. Once equipped, immediate priorities for survey work are to monitor the port, 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

- c. Consider indicative plan for training funding

Action: EAthC, IHO secretariat

CONCLUSIONS

28 Principal conclusions, co-operative opportunities

Based on discussions and the facts obtained, the following principal conclusions have been reached:

- a. There is generally good awareness of national hydrography in Cabo Verde and a desire to improve it.
- b. The AMP is potentially the most effective means of improving awareness of hydrography within government and at national level. It is already in the responsibility of AMP to act as the National Hydrographic Authority.
- c. An effective MSI service needs to be put in place in order to support the safety of navigation, the safety of life at sea and the protection of the marine environment.
- d. The charts covering Cabo Verde will be improved with the new folio prepared by AMP and IHPT (Annex E).
- e. Recent surveys conducted by IHPT will permit new publications or editions. All surveys (private, research, etc.) conducted in Cabo Verde waters should be collected by AMP (data and report) and send to IHPT as PCA. Important in harbors, where IHPT produced large scale ENC, there is a need to collect new data at a local level, as soon as possible, to update ENC.
- f. The establishment of the National Hydrographic Committee can provide the framework to enhance cooperation amongst the various stakeholders.
- g. A capacity building plan is necessary in order to provide equipment and human resources (MSI, hydrographic team).

RECOMMENDATIONS

29 Actions, opportunities

- a. AMP to establish the structure of the National Hydrographic Service (NHS), as simple as possible, to meet the requirements for the collection and circulation of nautical information, necessary to maintain existing charts and publications up to date. This is the phase 1 of the capacity building and should be done as an immediate action.
- b. AMP to clarify that a Maritime Safety Information (MSI) Coordinator is nominated as soon as possible to fulfill the national obligation under SOLAS V/4 on navigational warnings.
- c. NHS to notify the EAthC Chair the relevant contact information about the national coordinator for MSI.
- d. NHS to develop a National Maritime Safety Information Plan as a matter of priority and ensure its execution.
- e. NHS to establish an MSI page on its website to publish the relevant MSI and Notices to Mariners (NtMs).
- f. NHS to liaise with the PCA to ensure that new navigationally significant information is forwarded and included in existing charts of Cabo Verde.

- g. AMP to prepare the structure of the National Hydrographic Service for the creation of a survey (bathymetry and topography) capability to conduct harbors and approach projects, maintain adequate aids to navigation and to set up hydrographic databases. This is phase 2 of the Capacity Building.
- h. NHS to create a national program to encourage all mariners and other interested parties to report discrepancies on existing charts.
- i. AMP to seek the establishment of National Hydrographic Committee at the Government level and constantly engage with the relevant stakeholders in order to coordinate the hydrographic activities in a national level while contributing to the high level awareness.
- j. AMP to allocate regular funding and travel support for the NHS to fulfill the duties of the Service and to represent Cabo Verde in appropriate forums, and in particular, to attend relevant meetings of the EAtHC and IHO.
- k. NHS to apply to the EAtHC for the short term assistance of an established hydrographic service to develop the national hydrographic infrastructure for Cabo Verde and the participation in a MSI course in 2017 (South Africa).
- l. NHS to develop and monitor a coordinated training plan (Cat A and B), such that staff of the hydrographic service can gain the necessary training and professional experience.
- m. EAtHC CB coordinator to inform NHS regarding the CB training opportunities in the region and elsewhere.
- n. AMP, ENAPOR, Coast Guard, FECM, INGT to profit from the training opportunities as approved in the IHO CB Work Program, especially those related to phase 1.
- o. AMP to make use of the IHO Publication M-2 (The Need for National Hydrographic Services) for raising awareness throughout the country.
- p. Portugal can continue to issue nautical publications, charts and up-dates, on behalf of Cabo Verde. The provision of MSI and the capacity to conduct surveys according to local priorities will support the safety of navigation in Cabo Verde waters.

Editors

HENRI DOLOU and ANTÓNIO PEIRIÇO

ANNEXES

Annex A: Terms of Reference of the RHC Technical Visit Team

1. The Technical Visit Team, comprising members of the staffs of the Hydrographers of France and Portugal, are to carry out a visit to Cabo Verde which have indicated a willingness to discuss issues of mutual interest in the fields of hydrography and MSI.

Preparation

2. The members of the Team, under the guidance of the leader and with the assistance of the staffs of the Hydrographers of France and Portugal, are to plan the Team visit having obtained access to material available from each related organizations, the International Hydrographic Organization Secretariat [appropriate International Technical Consultative Organizations], and the information supplied by Cabo Verde.

Work Objectives

3. The Team is to:

a. obtain access to decision making levels of government in the visited country and liaise with senior officials, emphasising the importance of hydrography 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. emphasise 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 for the middle of April 2017;

Annex B: List of contacts

Given ,family name	Responsability	Phone	E_mail
Agência Marítima e Portuária (AMP)			
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Pedro T. Moreira	MEE / GMEE / AEM		pedro.t.moreira@mee.gov.cv
Daniel Livramento	Director do Gabinete do MEE.		

MEE : In charge of tourism, maritime transport, marine economy, educating

INGT: in charge of cartography (Land)

Given ,family name	Responsability	Phone	E_mail
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Annex C: Agenda –Events

Day	Time frame	Event
Day 1		
27 March Afternoon	19 :00	Arrival in Praia Airport. (welcome: M Soulé/AMP) Transport from airport to hotel (Portugal Defense Attaché: Pinto e Lobo)
Day 2		
28 March Morning		Ministry of Economy and Employment (could not take place) See (1)
		National Institute of Land Management – INGT (could not take place)
		Discussion with Portugal Defense Attaché
		Free lunch
Afternoon	15:00–16:30	Visit to the New VTMS / CPS Building Awareness (MSI), role of: <ul style="list-style-type: none"> • IHPT (Primary Chart Authority) • Shom (NAVAREA II)
Day 3		
29 March	06:00–06:55	Travel from Praia City to the island of S. Vicente
	09:00–11:30	Working meeting with the Maritime and Port Agency – AMP MSI, Surveys, charting C-55, S-11
	11:30–12:00	Visit to the VTS / JRCC Control Center Awareness (MSI), role of: <ul style="list-style-type: none"> • IHPT (Primary Chart Authority) • Shom (NAVAREA II)
	12:00–14:00	Free lunch
Afternoon	14:30–16:00	Visit to the Administration of Enapor, SA - Administration of the Ports of Cabo Verde Awareness, Hydrographic services accordance SOLAS. National Hydrographic Committee. Inter-visibility between local agencies
	16:00–16:30	Visit to Porto Grande - S. Vicente
Day 4		
30 March	08:00–10:30	Report. Discussion with M Soulé
	10:30–12:30	Visit to the Faculty of Engineering and Marine Sciences – FECM Training
	12:30–14:00	Free lunch
Afternoon	14:30–16:30	Draft report: conclusions, recommendations, proposals for assistance, follow-up actions
	17:00 -17:30	Press Radio
	17:00 - 18:30	Mission cloture meeting (revision of drafts)
	20:00 -22:00	Dinner
Day 5		
31 March	Morning	Report
	10:00	Courtesy visit to Coast Guard
	12:35	Departure from S. Vicente to Lisbon

(1) Due to commitments during the parliamentary week (27 to 31) the meeting with S.Ex, the Minister of Economy and Employment, Dr. José da Silva Gonçalves, could not take place. Other attempts have also failed in Mindelo to meet government level responsables.

Annex D: Photos



Praia: AMP - New VTMS / CPS Building



Praia: AMP - New VTMS / CPS Building



Mindelo: Faculty of Engineering and Marine Sciences



Mindelo: Faculty of Engineering and Marine Sciences



Mindelo: Faculty of Engineering and Marine Sciences



Mindelo: AMP



Mindelo: AMP

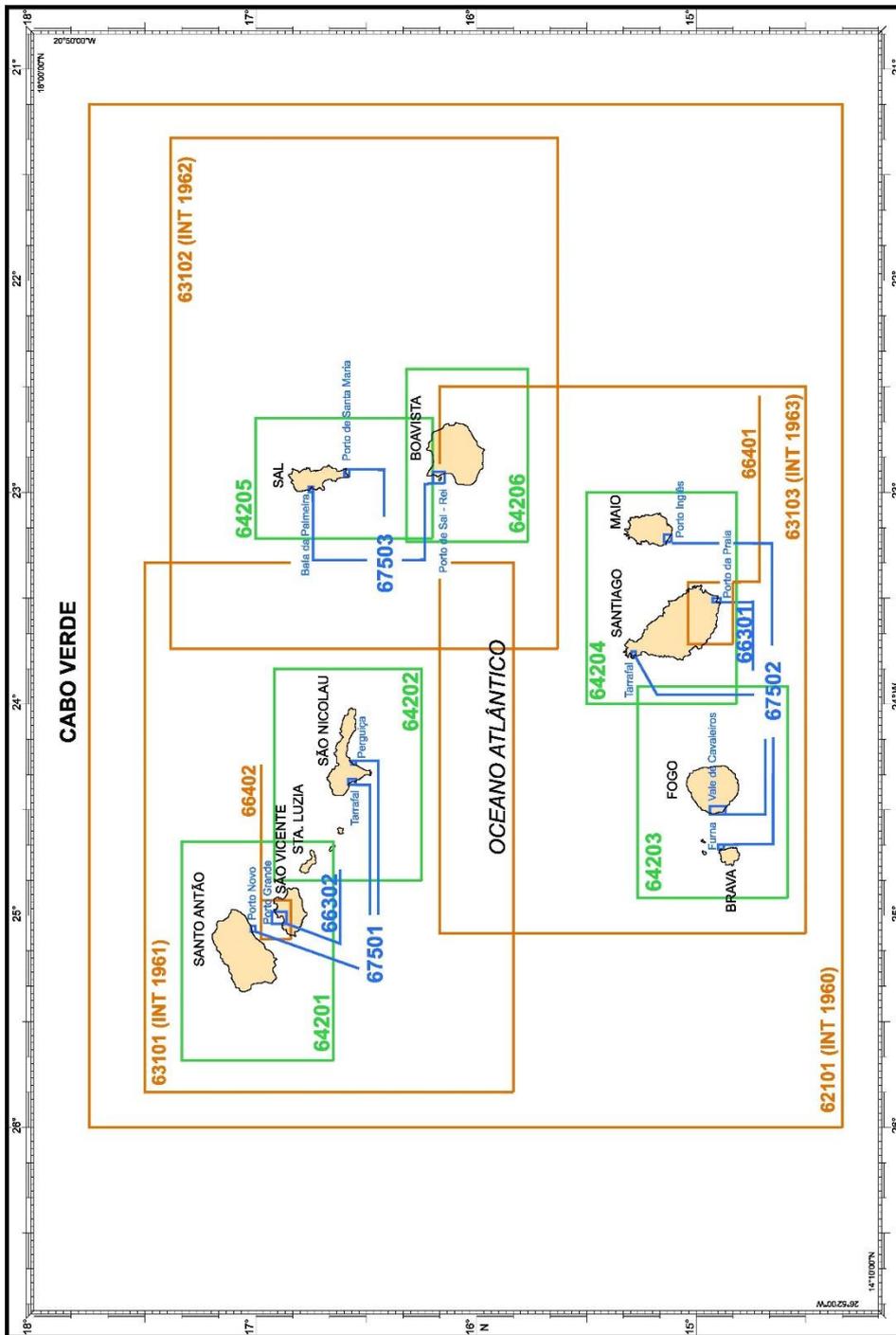


Festive evening



Festive evening

Annex E: New Folio



CARTAS GERAIS: 62101 (INT 1960)

CARTAS DA SÉRIE INTERNACIONAL COSTEIRA: 63101 (INT 1961); 63102 (INT 1962); 63103 (INT 1963)

CARTAS DA SÉRIE COSTEIRA: 64201; 64202; 64203; 64204; 64205; 64206

CARTAS DA SÉRIE APROXIMAÇÃO: 66401; 66402 (porto+plano de porto)

CARTAS DA SÉRIE PLANOS: 67501; 67502; 67503

Annex F: IHO Yearbook

Cabo Verde /Cabo Verde

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

-Declared National Tonnage -Tonnage national déclaré -Tonelaje Nacional Declarado	21,000 GRT (24 commerce vessels) 3,400 GRT (fishing vessels) (2016)
-National day -Fête nationale -Fiesta naciona	5 July

Agência Marítima e Portuária (AMP)

Contact information / Informations de contact / Información de contacto

-National Hydrographer or equivalent -Hydrographe national ou équivalent -Hidrógrafo Nacional o equivalente	Presidente Mr Antonio CRUZ LOPEZ Postal address: PO Box 7, SÃO VICENTE, Cabo Verde Tel: +238 2324342 Fax: +238 2324343 E-mail: cruz.lopez@amp.cv
-Other point(s) of contact -Autre(s) point(s) de contact -Otros punto(s) de contacto	Director Serviço Segurança Marítima, Capt Raúl Jorge Vitória Soulé Tel: + (238) 2324342 Fax: + (238) 2324343 E-mail: Raul.Soule@amp.cv

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

-Date of establishment -Date de mise en place -Fecha de constitución Relevant National Legislation -Législation nationale pertinente -Legislación nacional pertinente	Decreto-Lei N°49/2013 - Creates a Regulatory Authority under the name of Agência Marítima e Portuária – AMP (Maritime and Port Agency, B.O. N° 65, Series 1, Dec 04
-Top level parent organization -Organisme mère -Organización asociada de nivel superior	Ministro da Economia e Emprego (MEE)
-Principal functions of the organization or the department -Attribution principales de l'organisme ou du département -Principales funciones de la Organización o el departamento	Is not established a hydrographic Office or Service. All matters related with hydrographic services are under responsibility of Cabo Verde MARAD (Agencia Maritima e Portuaria - AMP)
-Annual operating budget -Budget annuel -presupuesto anua	1 000 000 Cabo-verdian Escudos (for hydrographic services - 2016) (1 Euro = 110.3 \$ ECV)
-Total number of staff employed -Effectifs totaux -Número total de personal empleado	83 for all institution AMP. for designated Hydrographic Services - 1
-Number of INT charts published	NIL

-Nombre de cartes INT publiées -Número de cartas de INT publicadas	
-Total number of paper charts published -Nombre total de cartes papier publiées -Número total de cartas de papel publicadas	19 (plans of ports included) published by Instituto Hidrográfico–IHPT (the Portuguese Hydrographic Office)
-Number of ENC cells published -Nombres de cellules ENC publiées -Número de células ENC publicadas	12 ENC – UB5 cells published by IHPT
-Number of Other charts -Nombre d'Autres cartes -Número de Otras cartas	NIL
-Type of publications produced -Type d'ouvrages produits -Tipo de publicaciones producidas	Nautical publications as the List of Lights, Tide tables and others small navigational routings are made and published under cooperation by the IHPT.
-Other information of interest -Autres informations utiles -Otra información de interés	Hydrographic surveys, nautical paper charts, ENC cells and other nautical publications are published under cooperation by the IHPT. There are INT charts projected