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**CABO VERDE MARITIME ADMINISTRATION**  
**INSTITUTO MARÍTIMO PORTUÁRIO**

**CABO VERDE**  
**Reports to**  
**Eastern Atlantic Hydrographic Commission - (EAtHC)**

(Reference: IHO Resolution 2/1997 as amended (last amendment IHO A-2))

/Associate Member/

- 31 AUGUST 2021 -

## SUMMARY

<b>1. HYDROGRAPHIC OFFICE / SERVICE</b> .....	<b>3</b>
1.1 – GENERAL.....	3
<b>2. SURVEYS</b> .....	<b>4</b>
2.1 – RECENT SURVEYS .....	4
<b>3. NEW CHARTS &amp; UPDATES</b> .....	<b>5</b>
<b>4. NEW PUBLICATIONS &amp; UPDATES</b> .....	<b>6</b>
<b>5. MSI</b> .....	<b>6</b>
<b>6. C-55</b> .....	<b>6</b>
<b>7. CAPACITY BUILDING</b> .....	<b>7</b>
<b>8. OCEANOGRAPHIC ACTIVITIES</b> .....	<b>7</b>
<b>9. SPATIAL DATA INFRASTRUCTURES</b> .....	<b>7</b>
<b>10. INNOVATION</b> .....	<b>8</b>
<b>11. OTHER ACTIVITIES</b> .....	<b>8</b>
11.1 – PARTICIPATION IN IHO MEETINGS.....	8
11.2 – METEOROLOGICAL ISSUES.....	8
11.3 – PREPARATION FOR RESPONSES TO DISASTERS .....	8
11.4 – ENVIRONMENTAL PROTECTION .....	9
11.5 – ENGAGEMENT WITH THE MARITIME ADMINISTRATION .....	9
11.6 – AIDS TO NAVIGATION MATTERS .....	9
11.7 – MAGNETIC AND GRAVITY SURVEYS.....	10
11.8 – INTERNATIONAL ENGAGEMENTS.....	10
<b>12. CONCLUSIONS</b> .....	<b>11</b>

## 1. HYDROGRAPHIC OFFICE / SERVICE

### 1.1 – GENERAL

The Instituto Marítimo Portuário - IMP is a public legal person, endowed with public corporate personality and with administrative, financial and patrimonial autonomy.

IMP is subject to the superintendence of the Government member responsible for the Maritime and Ports sector, in this case the Ministry of the Sea, being the entity in charge for applying and executing the Government's policy for the Maritime and Ports sector.

It is governed by the rules contained in Law No. 92/VIII/2015, of 13 July, which establishes the general legal regime of Public Institutes, and Decree-Law No. 38/2018, of June 20, altered by Decree-Law No. 37/2021, of April 20, amended and republished through Rectification No. 122/2021, of July 19.

The IMP, as Maritime Administration is the national institution with various attributions in matters of hydrography and nautical cartography, in addition to others, namely:

- Analyse and propose to the Government the approval and application of recommendations, standards and other provisions issued by international entities in the field of hydrography and cartography;
- Promote the necessary hydrographic surveys and the preparation and updating of ocean cartography, in collaboration with other competent entities.

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It should be noted that to date there is no hydrographic service implemented in the country, given that the topo-hydrographic survey services for updating nautical charts are carried out by the hydrographic brigade of the Hydrographic Institute of Portugal - IHPT within the scope of an existing partnership between the two Governments.

The country's nautical cartography is essentially produced by the Hydrographic Institute of Portugal - IHPT, under the Cooperation Agreement with Portugal in the fields of maritime development, hydrography, cartography, safety of navigation and oceanography.

## 2. SURVEYS

### 2.1 – RECENT SURVEYS

As part of the “Mar Aberto” initiative, in December 2016, with the passage to Cabo Verde on the NRP Portuguese hydrographic vessel “Almirante Gago Coutinho”, more precisely in the ports of Praia – Santiago Island and Mindelo – São Vicente Island, hydrographic services were carried out, with the use of multi-beam sounding equipment (multibeam echo sounders), in order to collect data with high precision and accuracy for cartographic update, in that ports and surrounding areas, in order to verify the bathymetric evolution of the bottom.

In November 2017, the same Portuguese hydrographic vessel NRP “Almirante Gago Coutinho” travelled to Cabo Verde to continue the work started last year, with the following schedule:

- From November 8th to 13th - topo-hydrographic survey at the ports of Sal Rei – Boavista Island and Palmeira – Sal Island;
- From November 14th to 17th - topo-hydrographic services in Porto Grande (Mindelo) – S. Vicente Island - Locations that were not surveyed in 2016;
- November 18th to 27th - topo-hydrographic survey at Porto Novo - Santo Antão Island and at Banco NW (fishing ground) of Santo Antão;
- November 28th to December 3rd - topo-hydrographic services at the port of Praia - Locations that were not surveyed in 2016.

In February 2020 started hydrographic surveys with IHPT hydrographic brigade, but due to the COVID 19 pandemic the services were cancelled. The main objective of this mission it would be the collection of sounding data from the seabed in order to identify traces of a mega tsunami that occurred around 70,000 years ago, caused by the Fogo Island Volcano eruption.

In January 2021, the NRP Portuguese hydrographic vessel “Almirante Gago Coutinho” in mission in the archipelago, had the opportunity to carry out several topo-hydrographic survey services at various points of the Cabo Verde, in order to updating some chart belonging to the national cartographic folio.

In addition, these surveys make it possible to map the bottom of the oceans and seas with high resolution, create bases and identify the most suitable places to map resources, ecosystems, phenomena and underwater systems relevant to the preservation and sustainable exploitation of the oceans, allowing for a better understanding of the sea.

The same vessel also participated in the “UNTleD – Unlocking the mega Tsunami Deadlock” project (cancelled in 2020), related to the study of the generation of tidal waves and which collected scientific data on opportunity current measurement, with the aim to contributing to other projects (project “MELOA – drifter WAVY Ocean” and “NOAA’s Global Drifter Program”), reads the release.

### 3. NEW CHARTS & UPDATES

In November 2020 a new general chart of the archipelago of Cabo Verde was published by the Hydrographic Institute of Portugal - IHPT, No. 62102 INT 1960, 1st edition, November 2020. Scale 1:500 000 (16° 05' N) – WGS 84.

Sources – The bathymetric data represented in the chart 62102 - INT 1960 comes from hydrographic surveys carried out by IHPT in 2016 and 2017, and from others scientific campaigns: Meteor (2004 to 2019), Merian (2013 to 2019), Charles Darwin (2005) and UNITED, GEBCO (2019) and bathymetric data referred to 1971.

List of charts from Cabo Verde published by IHPT:

NÚMERO		TÍTULO	ESCALA 1: (latitude média)	DATA DE PUBLICAÇÃO		DATUM
C	INT			Edição	Reimpres.	
66401		Aproximações ao Porto da Praia	40 000 (14°54,5')	1ª Nov 2017		WGS 84
		A - Porto da Praia (Ilha de Santiago)	7 500 (14°54,5')			
66402		Aproximações ao Mindelo	40 000 (16°54')	1ª Nov 2017		WGS 84
		A - Porto Grande (Ilha de São Vicente)	10 000 (16°54')			
67501		Portos das Ilhas de Santo Antão e de São Nicolau		1ª Jul 2011		WGS 84
		A - Porto Novo (Ilha de Santo Antão)	5 000 (17°01')			
		B - Tarrafal (Ilha de São Nicolau)	5 000 (16°34')			
		C - Desembarcadouro da Preguiça (Ilha de São Nicolau)	5 000 (16°33,5')			
67502		Portos das Ilhas Brava, Fogo, Santiago e Maio		1ª Mar 2012		WGS 84
		A - Furna (Ilha Brava)	7 500 (14°53')			
		B - Vale de Cavaleiros (Ilha do Fogo)	10 000 (14°54')			
		C - Tarrafal (Ilha de Santiago)	5 000 (15°17')			
		D - Porto Inglês (Ilha do Maio)	10 000 (15°08')			
67503		Portos das Ilhas da Boavista e do Sal		1ª Jun 2009		WGS 84
		A - Porto de Sal-Rei (Ilha da Boavista)	10 000 (16°10')			
		B - Porto de Santa Maria (Ilha do Sal)	7 500 (16°35')			
		C - Baía da Palmeira (Ilha do Sal)	5 000 (16°45')			
62102		Arquipélago de Cabo Verde	500 000 (16°05')	1ª Nov 2020		
205		Ilhas de Santo Antão, São Vicente e Santa Luzia	100 000 (17°00')	2ª Jun 1972 (1ª 1954)	Abr 1983	
208		Ilhas do Sal e da Boavista	100 000 (16°33')	1ª Fev 1971	Jun 1987	
209		Ilha da Boavista	100 000 (16°02')	1ª Fev 1971	Dez 1992	

252	Ponta do Sol (Ilha de Santo Antão)	7 500 (17°12')	1ª Fev 1951	Set 1970	
261	Porto da Pedra do Lume (Ilha do Sal)	5 000 (16°45')	1ª Mai 1956	Set 1970	
271	Porto dos Mosteiros (Ilha do Fogo)	2 500 (15°02')	1ª Dez 1962	Set 1970	

#### 4. NEW PUBLICATIONS & UPDATES

The publications produced and edited by Hydrographic Institute of Portugal – IHPT.

- Tabela de Marés Volume II - Países Africanos de língua oficial Portuguesa e Macau; - paper and digital
- Lista de Faróis de Cabo Verde – paper and digital.
- Roteiro de Cabo Verde -

#### 5. MSI

The Coastal Station, S. Vicente Radio D4A, located in Ribeira de Julião – S. Vicente Island, is the infrastructure/service responsible for transmitting MSI, in cooperation with the Maritime Authority. Equipped with the GMDSS system for maritime area A1 (DCS VHF) and A2 (DSC MF and NAVTEX), and also with the AIS system.

The NAVTEX system (A2) system is transmitted in two different transmissions:

1. International service, in English (518 kHz);
2. National service, in Portuguese (490 kHz).

The NAVTEX Station Identification (B1) when broadcasting in English language is U (Uniform), with the broadcast at the following times (UTC):

03:20 07:20 11:20 15:20 19:20 23:20

The Station Identification (B1) when broadcasting in Portuguese language is P (Papa), with the transmission at the following times (UTC):

02:30 06:30 10:30 14:30 18:30 22:30

Due to various constrains, the Navtex system it is innoperational at the present moment.

#### 6. C-55

IHO/OHI Publication C-55 - Status of Hydrographic Surveying and Charting Worldwide.

No information related.

## 7. CAPACITY BUILDING

In the IMP, there is no service with attributions exclusively for hydrography issues. Several times has been considered the possibility for the creation of a minimum hydrographic brigade/team consisting of 4 people, but this has not been achieved, due to essentially a lack of financial resources.

The IHPT made itself available to provide adequate training to the members of the team to be created, as well as to prepare a document that identifies the minimum equipment needed for hydrographic services and their effective implementation in order to guarantee the hydrography services with desired quality and to update the cartography. The hydrographic team should establish the ability to conduct top-hydrographic surveys in ports and approaches.

However, it is noteworthy that the partnership with the IHPT is excellent and periodically it has been possible to carry out hydrographic services in order to update the national nautical charts and ensure the desired safety of navigation in waters under national jurisdiction.

Normally, the relevant hydrography services carried out in the country by the IHPT are co-financed between this institution and by the Maritime and Port Administrations of Cabo Verde.

## 8. OCEANOGRAPHIC ACTIVITIES

Not relevant information. But it could be relevant to inform that the Ocean Science Centre of Mindelo, located in S. Vicente Island, a joint facility of the GEOMAR Helmholtz Centre for Ocean Research Kiel, Germany, and the IMar - Instituto do Mar in Mindelo, Cabo Verde, has been carrying out a lot of marine and oceanographic research activities.

## 9. SPATIAL DATA INFRASTRUCTURES

Aware that the Marine Spatial Data Infrastructure – MSDI and how marine data portals can play a key role in developing a thriving blue economy.

Conscious that how marine data can help countries to develop their ocean economies, how the application of MSDI services can support disaster resilience, the blue economy and Government infrastructure as well how marine data portals can give access to critical data, supporting everything from safe navigation to sustainable blue economic development.

Based on these assumptions, the Cabo Verde Maritime Administration, as far as possible, is available to cooperate and contribute to the development and implementation of this system.

## 10. INNOVATION

Regarding this subject, no relevant information is available taking in consideration that, so far, do not exist or it is not implemented a national hydrographic services in the country.

## 11. OTHER ACTIVITIES

### 11.1 – PARTICIPATION IN IHO MEETINGS

The IMP, with a wide range of attributions such as Maritime Administration, will participate for the second time in an EAtHC Conference, this time in 16th Conference of the EAtHC Conference (Plenary), to be held in Lisbon/Portugal and hosted by Portuguese Hydrographic Office (Instituto Hidrográfico - IHPT), in Lisbon, Portugal, from the 29th of September to the 1st of October 2021.

Aware of the importance of the matters related to hydrography and cartography for the context of safety to navigation, and in order to assume the obligations and responsibilities as Coastal State when ratifying various international IMO instruments and other international organizations, all effort will be done by IMP in order to be more participative and active in the EAtHC, and IHO activities.

Cabo Verde is not a member of IHO (intend to join), but is an associate member of the EAtHC. Cabo Verde is a member of MOWCA (Maritime Organization of West and Central Africa) and of PMAWCA (Ports Management Association of West and Central Africa).

### 11.2 – METEOROLOGICAL ISSUES

In matters related to maritime meteorology, an agreement of cooperation was recently signed with the national meteorological Authority, Instituto Nacional de Meteorologia e Geofísica - INMG, in order to prepare daily meteorological bulletins by regions of the archipelago, exclusively for maritime navigation and which are disseminated to the navigators in due time with the same periodicity.

### 11.3 – PREPARATION FOR RESPONSES TO DISASTERS

Cabo Verde as an archipelagic country of volcanic origin, has an environmental system with a high degree of fragility, making it extreme. Aware of the vulnerable fragility in face of the occurrence of natural phenomena, such as ecosystems, the insularity and vulnerability that characterize the country, the instruments for implementing the development strategy were elaborated by the Government, aiming at the integration of environmental issues in the planning process and in the promotion of a durable development.



By other hand, the IMP, as a maritime administration, has participated in several meetings with the national civil protection authority and other national authorities, in order to improve the contingency and response plans related to natural disasters and other disastrous themes. Additionally, the IMP has been the main promoter of development of the National Contingency plan of Preventing and Combating Marine Pollution by Hydrocarbons and Other Harmful Substances.

#### 11.4 – ENVIRONMENTAL PROTECTION

The IMP has a lot of attribution related with the protection of the marine environment. The same assignments are not summarized only by the negative effects arising from the exercise of maritime transport industry, that is essential by the development of the Cabo Verde society.

And as mentioned above, the IMP has been the main promoter of the development and implementation of the National Contingency plan of Preventing and Combating Marine Pollution by Hydrocarbons and Other Harmful Substances.

In addition, the national legal regime related with infractions and other administrative offenses related to marine pollution is being updated, in order to increase the value of the fines against the registered infractions, in order to inhibit the offenders from the practice of marine pollution actions. It should be noted that this issue was the cause of one deficiency registered during the IMSAS audit (IMO Member State Audit Scheme) carried out by the International Maritime Organization – IMO, in 2017.

#### 11.5 – ENGAGEMENT WITH THE MARITIME ADMINISTRATION

As mentioned in chapter 1., the IMP has a large of attribution normally and traditionally reserved to Maritime Administrations, included those related to hydrography and nautical cartography services, namely to analyse and to propose to the Government the approval and application of recommendations, standards and other provisions issued by international entities in the field of hydrography and cartography, as well to promote the necessary hydrographic surveys and the preparation and updating of ocean cartography, in collaboration with other competent entities.

#### 11.6 – AIDS TO NAVIGATION MATTERS

In the same way the IMP has also fundamental attributions in the domain of Coastal State, namely to establish and to maintain networks of infrastructure and equipment for maritime signalling, communication and aids to navigation (AtoN) and geopositioning, monitoring of maritime traffic in the national maritime spaces, as well to carry out and provide lighthouses and maritime signalling services.

Under the cooperation agreement with the Kingdom of Spain, recently started the implementation of the project for the renewal and modernization of the Cabo Verde maritime aids to navigation, The project aims to supply equipment and provide technical services in the context of maintenance, repair of infrastructure and operation of maritime lighthouses in Cabo Verde, namely the design, supply and installation of structures and maritime signalling equipment in 26 (twenty-six) lighthouses spread over 10 islands of the archipelago, 21 of which are considered long-range and with great importance for maritime navigation, and also the rehabilitation of 5 lighthouses considered historical and of great cultural and heritage importance.

it should be noted that the national maritime AtoN system comprises 72 lighthouses and lanterns.

An IMP team constituted by 2 (two) technicians ensures the maintenance and operation of the lighthouses and other national AtoN.

It should be emphasized that in 2016 Cabo Verde received a visit/inspection by International Association of Marine Aids to Navigation and Lighthouse Authorities –IALA.

A technical needs assessment mission to Cabo Verde was conducted by a senior team from the IALA World-Wide Academy from 27th June to 1st July 2016. It was found that some aspects of aids to navigation (AtoN) service delivery were not fully compliant with international obligations placed on a Coastal State. A number of other areas of concern were identified. Most of these can be resolved in the short term if sufficient human and budgetary resources are allocated. A number of observations have been made and several technical needs and improvement opportunities were identified.

Additionally, in 2016, Cabo Verde (IMP) liaised with the IHO Secretariat (Capt. Alberto Costa Neves), requesting support in the frame of forthcoming IMSAS (IMO Member State Audit Scheme) visit. The IHO Secretariat informed the EAtHC regional CB coordinator concerning that request and was agreed to submit an extraordinary submission to the CBSC for an IHO Technical Visit to be scheduled prior to Cabo Verde's IMO Audit to take place in May 2017. The IHO Technical Visit carried out from 27<sup>th</sup> to 31 March 2017.

The technical visit made it possible to collect relevant information as well as to agree on recommendations (paragraphs 28 and 29 of the IHO technical visit to Cabo Verde Report).

## 11.7 – MAGNETIC AND GRAVITY SURVEYS

No relevant information concerning this subject.

## 11.8 – INTERNATIONAL ENGAGEMENTS

Recently the IMP has expanded its technical cooperation with the IMO, highlighting those matters related to the implementation of the Corrective Action Plan established in the sequence of IMSAS (IMO Member State Audit Scheme) audit, covering the matters of State

obligations as Flag State, Port State and Coastal State, among others matters of common areas (general) under the III Code (IMO Instruments Implementation Code)

One of the registered finding during the IMSAS audit dated of May 2017, as Coastal State obligation is:

*“There were no measures in place to ensure compliance with international requirements on the operation of aids to navigation (AtoN) and maritime buoyage”*

Adequate Corrective Action is duly identified and underway:

*“The responsible entity of the Maritime Administration will prepare procedures and national legislation related to the establishment and maintenance of AtoN and will create a department responsible for the safety aspects of navigation where specific staff will be appointed. The necessary budget to support/sustain/maintain the AtoN and buoyage will be obtained from the maritime safety tax (Fund) that will be approved and implemented.*

*Furthermore, a mechanism will be created to evaluate the performance of the service and also the Government is committed to become a member of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) in the near future”*

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.

Cabo Verde is not a member of IHO (intend to join), but is an associate member of the EAHC.

Cabo Verde is a member of MOWCA and of PMAWCA.

## 12. CONCLUSIONS

