



CABO VERDE MARITIME ADMINISTRATION
INSTITUTO MARÍTIMO PORTUÁRIO

CABO VERDE
Reports to
Eastern Atlantic Hydrographic Commission - (EAtHC) /
2022

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

/Associate Member/

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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 essentially 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 “UNTIeD – 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.

Until the present date of the year 2022 there has still been no record of any hydrographic activity in the country.

However, it should be noted that within the scope of cooperation with the Government of Germany, the Instituto do Mar - IMar, Geomar, Universidade Técnica do Atlântico - UTA and the Coast Guard, a virtual and in person (on site) training session was given on Multibeam Operation for Bathymetric Mapping, for nautical, scientific and industrial applications, in order to permit the use of the equipment (*SeaBeam 1050 / 1055 Medium Water Multibeam Systems*), that was installed on board of the NP Guardiã, from Coast Guard, thus preparing the ship to carry out hydrographic survey and services using this modern equipment. In principle, the equipment will remain in the country for a minimum period of 2 years, with the possibility of further additions.

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):

Due to various constrains, the Navtex system it is innoperational a few years ago.

Currently, the IMP has been using as an alternative means of communication for the dissemination of its maritime safety communications, local radios and its Facebook page.

6. C-55

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

No information related. *(Information could be provided by Instituto Hidrográfico de Portugal who is PCA – Primary Cartography Authority and with commitment to cover the Cabo Verde Nautical Charting).*

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.

However, it is planned to send 2 national technicians to Portugal, more precisely to the School of Hydrography and Oceanography (IHPT), to attend the technical course specializing in hydrography - category B, from September 2022 to August 2023, in order to start the creation and implementation of a national hydrographic cell (partnership ENAPOR, IMP and the Coast Guard). It should be noted that the national Coast Guard already has a technician with a specialization course in hydrography - category A, which will be of great value for the consecration of the project.

The steps to seek funding for the acquisition of minimum and essential equipment for a national hydrographic service have already begun.

As well, in this point, it could be relevant to mention again that in the scope of cooperation with the Government of Germany, the Instituto do Mar - IMar, Geomar, Universidade Técnica do Atlântico – UTA, IMP and the Coast Guard, a virtual and in person (on site) training session was given on Multibeam Operation for Bathymetric Mapping, for nautical, scientific and industrial applications, in order to permit the use of the equipment (SeaBeam 1050 / 1055 Medium Water Multibeam Systems), that was installed on board of the NP Guardiã, from Coast Guard.

With the installation of this resources, allows the ship to carry out hydrographic survey and services using this modern equipment. In principle, the equipment will remain in the country for a minimum period of 2 years, with the possibility of further additions.

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, in S. Vicente/Cabo Verde, and the IMar - Instituto do Mar, Universidade Técnica do Atlântico – UTA, IMP and Coast Guard has been carrying out some relevant marine and oceanographic research activities.

it is expected that the installation and perfect use of the equipment for multibeam operation for Bathymetric Mapping on board the NP Guardiã from Coast Guard, will bring good results in terms of marine research and oceanographic 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.

Meanwhile, the information referred in point 2.1 – Recent surveys, concerning in the scope of cooperation with the Government of Germany, the Instituto do Mar - IMar, Geomar, Universidade Técnica do Atlântico - UTA and the Coast Guard, a virtual and in person (on site) training session was given on Multibeam Operation for Bathymetric Mapping, for nautical, scientific and industrial applications, in order to permit the national technicians be able to operate the equipment (SeaBeam 1050 / 1055 Medium Water Multibeam Systems) that was installed on board of the NP Guardiã, from Coast Guard, thus preparing the ship to carry out hydrographic survey and services using this modern equipment.

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 third time in an EAthC Conference, this time in 17th Conference of the EAthC Conference (Plenary), to be held in S. Vicente/Cabo Verde, and honourable and proudly hosted by Instituto Marítimo Português - IMP, from the 28th to 30th of September 2022.

Conscious 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 the Associated Member Cabo Verde, 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).

All preparative issues to be a Member State of IHO Convention is done, and soon this achieve will be reached, in order to permit a wide development of hydrographic activities in the country.

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.

The IMP, as Maritime Administration, has been making efforts and actions to raise awareness with the Cabo Verde government to move ahead with the ratification of 4 international instruments of the International Maritime Organization - IMO related directly with marine environment, namely:

- The International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention);
- The International Convention on the Control of Harmful Anti-Fouling Systems in Ships, 2001 (AFS Convention);
- The Nairobi International Convention on the Removal of Wrecks, 2007, (WR Convention);
- As well the Annex VI of The International Convention for the Prevention of Pollution from Ships, 73/78 (MARPOL Convention).

In December 2020 Cabo Verde was accepted as a GloLitter Partnering Country within the scope of the IMO-FAO-Norway GloLitter Partnerships Project.

The GLP Project, is a major global initiative being jointly implemented by the International Maritime Organization (IMO) and the Food and Agricultural Organization (FAO), with funding provided by Norway through the Norwegian Agency for Development Cooperation (Norad), in order to reduce and prevent marine plastic litter from the maritime and fisheries sectors.

From participation in this project it is expected to achieve positive materializations and considerable added value for the country.

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, with emphasis with Port Administration (ENAPOR, SA), Coast Guard, Sea Institute (Instituto do Mar) and Universidade Técnica do Atlântico – UTA.

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 EAHC 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 27th 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).

Cabo Verde is conscious of the potential risks and the consequential damages of maritime accidents along its coasts and in its Exclusive Economic Zone, recently, from February 28 to March 9 of the current year 2022, after initial contacts with IALA, this association carried out a second mission to Cabo Verde, with the aim to assess the adequateness and effectiveness of the system for delivering aids to navigation services in the country, with the following main objectives:

1. Confirm the terms of reference, explain the aim and objectives of the visit and agree on a detailed programme for the visit during an initial opening meeting;
2. review the system for delivering marine aids to navigation services, including legal, managerial, operational and organisational aspects as well as any other relevant factors by interviewing stakeholders and conducting visits to relevant AtoN and VTS sites;
3. recommend the means by which the current system could be improved in order to be in line with the intentions of SOLAS Chapter V, regulations 4, 12 and 13 and appropriate IALA Standards, Recommendations and Guidelines;
4. advise on the priorities for implementing recommended actions and improvement(s); and
5. discuss and agree on further technical cooperation considered appropriate.

“As executive summary of the final report of the mission, was registered that the system for delivering Aids to Navigation (AtoN) services in the waters of Cabo Verde was found to be well considered for the geography and reasonably adequate and effective. However, due to lack of dedicated resources, the system is not being sufficiently maintained. A number of

observations were made, and several technical issues and improvement opportunities were identified.

The mission produced a total of 38 recommended actions, which the Republic of Cabo Verde is expected to action at their earliest convenience. Special attention should be given to the following actions:

- As a matter of urgency, the allocation of water space for anchoring and bunkering operations would highly increase the safety of navigation;
- In order to determine the operational and technical need for a Vessel Traffic Service, a formal risk assessment needs to be conducted;
- Financial and human resources need to be ringfenced to maintain the well-considered present AtoN;
- Improve and formalize with relevant stakeholders the procedures for promulgating Maritime Safety Information and issue navigational warnings on the observed non-conformances.

Ratifying and acceding to the new IALA Convention and working towards being able to claim conformance with the relevant IALA Standards will enhance and support the maritime strategy of the Cabo Verde. This will also strengthen the country influence in the region, as front runners in the management of safety of navigation.”

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”

After contacts and demarches with the IALA, on the 20th of June, through the note Ref:22-087/3CAPE01, from that Association, the IMP received the official confirmation that was accepted as an Associate Member of the IALA, counting from 01 January 2022. The next step is to sign and ratify the new IALA Convention, in order to contribute, beyond others issues, to become IALA as an Intergovernmental Organization -IGO. To remember that IALA Member involves an active participation in its committees and all its activities, for the improvement of the maritime safety worldwide.

Cabo Verde is not a Member State of IHO (intend to join as soon as possible), but is an associate member of the IHO/EAtHC.

Cabo Verde is a member of MOWCA and of PMAWCA.

Within the scope of the CPLP - Community of Portuguese-speaking countries, more precisely in the CPLP Sustainable Development of the Seas program, the 1st CPLP hydrography conference was held in Lisbon/Portugal, from the 4th to the 7th of last July. The conference served to outline the strategic plan for cooperation and development of hydrographic activities among the member countries of this community.

12. CONCLUSIONS

With the achievement of the planned short-term objectives in terms of hydrography, highlighting the creation and implementation of a national hydrographic cell, becoming a member state of the IHO and guaranteeing the human and material resources indispensable for the performance of relevant services, we are convinced that the hydrographic activity in Cabo Verde will make the jump that is expected and desired for hydrography in the country.