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Ministério dos Transportes

Agência Marítima Nacional

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GOVERNO DE ANGOLA

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1. THE NATIONAL MARITIME AGENCY – AMN

The National Maritime Agency – AMN, resulting from the merger and dissolution of the Maritime and Port Institute of Angola - IMPA and the Hydrographic and Maritime Signalling Institute of Angola – IHSMA, is an agency endowed with legal personality and administrative, financial, and property autonomy, under the tutelage of the Ministry of Transport.

The activities of the NMA are supported by Law No. 34/22, of 13 September, which amends Law No. 27/12, of 28 August - the Merchant Marine, Ports, and Related Activities Law, as well as by Presidential Decree No. 292/21, of 8 December, which approves its organic statute. Under this law, the NMA is tasked with ensuring maritime security and navigation safety, controlling pollution at sea, and providing signalling in compliance with international standards.

The Directorate of Hydrography, Oceanography, and Scientific Research is the area of the National Maritime Agency of Angola responsible for promoting, executing, and disseminating cartographic coverage of marine, river, and lake areas under the jurisdiction of the Republic of Angola, and is supported by Law No. 34/22 of 13 September, which amends Law No. 27/12, of 28 August - the Merchant Marine, Ports, and Related Activities Law.

2. SURVEYS

In recent years, activities related to hydrographic surveys have intensified in the provinces of Cabinda and Soyo, reflecting the growing need for monitoring and sustainable management of maritime activities. Recently, surveys were conducted using multi-beam and single-beam technologies by the entity responsible for the dredging of the Cabinda passenger terminal, as well as for overseeing the project. The data obtained were submitted in printed format to the National Maritime Agency (AMN) for the validation of the dredging project, a crucial step to ensure the accuracy and reliability of the information necessary for the safe execution of the works.

Furthermore, in preparation for future hydrographic surveys in both provinces, a reconnaissance phase has been completed, which served as essential support for carrying out the survey activities. This phase is vital for mapping the conditions of the aquatic environment and for identifying critical points that need to be addressed in subsequent analyses.

However, despite the joint efforts of public and private entities in conducting surveys, the lack of a clear regulation defining the parameters for submitting hydrographic data to the competent authority remains a significant barrier. Without specific guidelines outlining who should conduct these surveys, when they should be carried out, and how the data should be presented, the sector faces challenges that could jeopardise the quality and integrity of hydrographic information.

In this context, the anticipation surrounding the approval of the regulations governing Hydrography and Hydrographic Surveys in the National Maritime Space becomes even more pertinent. The implementation of an effective regulatory framework will not only facilitate the organisation of survey activities but will also ensure that all parties involved operate within a quality standard that contributes to the sustainable and safe development of existing maritime infrastructure.

3. NEW CHARTS AND UPDATES

The province of Cabinda, a strategically located territory on Angola's coastline, is progressing towards maritime development with two major projects: the Cabinda Port, which includes a new passenger marine terminal, and the construction of the new deep-water port at Caio. Both ventures fall within the boundaries of Nautical Chart No. 353, which requires updating.

The passenger marine terminal, which has already benefited from advanced topographic and hydrographic surveys using multi-beam and single-beam technology, represents a significant step towards updating the relevant nautical chart, essential for ensuring the safety and efficiency of maritime operations. This advancement will only be achievable with the support of cartographic partners such

as the Hydrographic Institute (IH) and the United Kingdom Hydrographic Office (UKHO), emphasizing the importance of international collaboration and the commitment to ensuring that available nautical data is as accurate and up-to-date as possible.

The construction of the new deep-water port at Caio will not only diversify the capacity for maritime activities in the region but will also boost local trade and the economy, creating job opportunities and energising sectors related to maritime transport and tourism. With the implementation of these projects, Cabinda could establish itself as an important maritime hub on the African coast, promoting sustainable growth.

4. NEW PUBLICATIONS AND UPDATES

The importance of continuous updating of nautical charts is unquestionable, particularly concerning maritime navigation safety. Following the receipt of chart products from the United Kingdom Hydrographic Office (UKHO), as well as the Aspects of Digital Products (ADP) and electronic Navigational Publications (e-NP), the Hydrography and Cartography Department of the National Maritime Authority (AMN) has initiated a thorough process of reviewing and updating its nautical charts.

In this context, collaboration with specialists from the British office has been crucial. The initial focus of the activities is on identifying and correcting discrepancies between existing charts and the realities observed in the field.

In addition to specific corrections, the AMN department is responsible for incorporating other vital navigation information, which may include changes in underwater topography, hazards, and new data regarding currents and tides.

5. MSI

Maritime Safety Information (MSI) is vital for ensuring the safety of naval operations and protecting the marine environment. In Angola, the National Maritime Agency (AMN) serves as the national coordinator of this information. However, there is a

noticeable absence of a competent structure that clearly defines the information flow and the parties responsible for disseminating these crucial details. This gap may jeopardise both navigational safety and the effectiveness of maritime operations.

Despite the provision of meteorological data by the National Institute of Meteorology and Geophysics (INAMET) and the communication of navigational information by the AMN to the Hydrographic Institute (IH), a network interlinking these bodies has yet to be established. This lack of a formal structure hampers the effective transmission of MSI to the coordinators of the NAVAREA and METAREA sectors, thereby limiting the speed and accuracy of critical information that must be shared with mariners.

Currently, communication predominantly occurs via VHF, a method that, while useful, has limitations in terms of effectiveness and coverage. For this reason, it is considered a priority for the AMN, with support from the IH, to implement an action plan aimed at establishing a robust structure for the dissemination of local and coastal warnings.

The holding of a virtual seminar, co-organised by AMN and IH, also highlighted the importance of raising awareness about maritime security initiatives (MSI). Such events are crucial for informing stakeholders about best practices in disseminating information and the fundamental role they play in the maritime security process. Furthermore, the recent establishment of the National Maritime Surveillance Centre, under the supervision of the Navy, marks a significant advancement in this context. The installation of this centre will facilitate both the transmission and reception of essential information, promoting a safer and more oriented navigation environment along the Angolan coast.

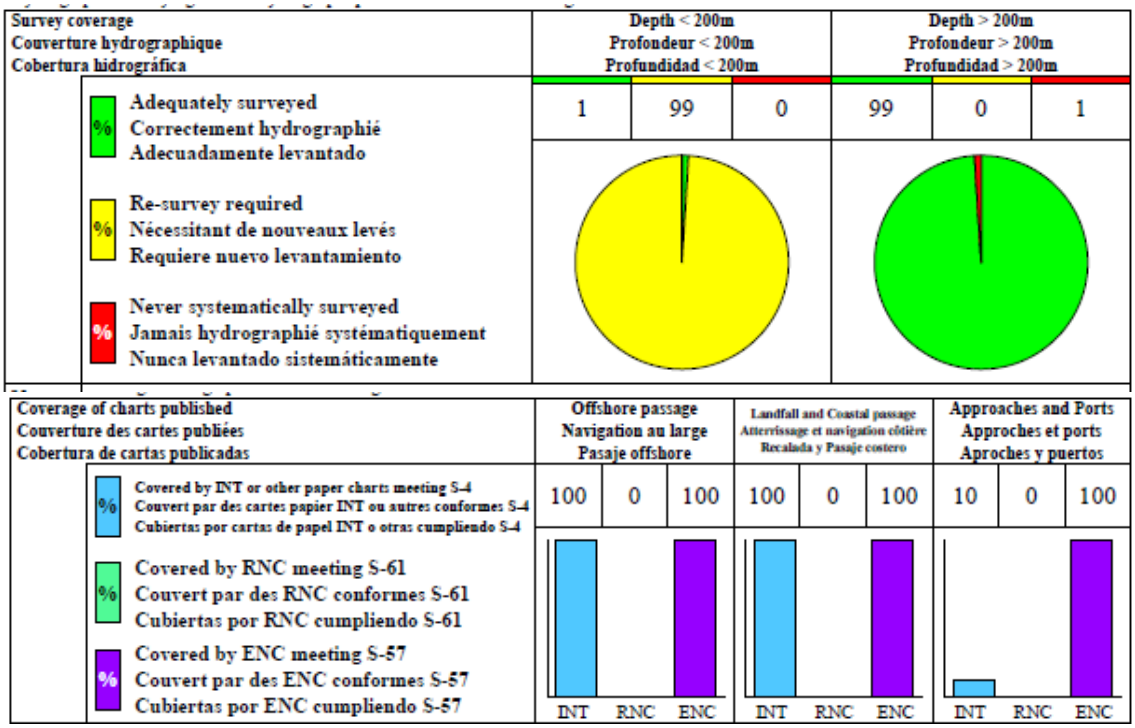
6. CAPACITY BUILDING

Training in hydrography and oceanography is essential for developing the technical and operational skills necessary for the proper management of water resources and navigation safety. Recently, two distinguished technicians were trained in hydrography at "B" level in Portugal, at the Hydrography and Oceanography School

of the Hydrographic Institute of Portugal. This initiative not only enhances the technical capability of the team but also strengthens cooperative relations between institutions.

In November 2023, as part of the collaboration established between the National Maritime Agency (AMN) and the Hydrographic Institute (IH), a training session on Maritime Safety Information (MSI) was conducted remotely. This initiative involved specialists from various fields, including hydrography, oceanography, recreational boating, maritime safety, navigation, and nautical signage. Participants were connected from the AMN headquarters in Luanda and all the captaincies, thereby reinforcing the team's capacity in managing and monitoring maritime activities.

7. C-55



8. OCEANOGRAPHIC ACTIVITIES

Angola, with its vast Atlantic coastline, presents significant potential for oceanographic activities, particularly in terms of tide monitoring. The network of tide gauges established in the main ports of the country, under the supervision of the Intergovernmental Commission for the Delimitation and Demarcation of Angola's Maritime Spaces (CIDDEMA), plays a crucial role in collecting and recording essential data over time. This data not only enables the production of tide tables but is also vital for navigation safety and the development of academic research.

Recently, efforts have been made to formalise an agreement between the National Maritime Agency (AMN) and CIDDEMA. This agreement aims to extend access to the information collected by the tide gauges, allowing maritime users to incorporate it into their navigation routines and enabling academic institutions to explore this data for research and development purposes.

Meanwhile, the main current challenge lies in establishing a tripartite agreement between the AMN, CIDDEMA, and the National Institute of Meteorology and Geophysics of Angola (INAMET). This understanding should not only facilitate stronger collaboration among the institutions but also implement a national framework that enables the dissemination and online availability of this information.

9. PREPARATION FOR DISASTER RESPONSE

Angola has a structured legal framework, as evidenced by the National Plan for Preparedness, Contingency, Response, and Recovery from Calamities and Natural Disasters, established by Presidential Decree No. 205/10 of 21 September. This plan

is complemented by Presidential Decree No. 30/16 of 3 February, which establishes the Strategic Plan for Disaster Risk Prevention and Reduction, situated within the context of the National Development Plan.

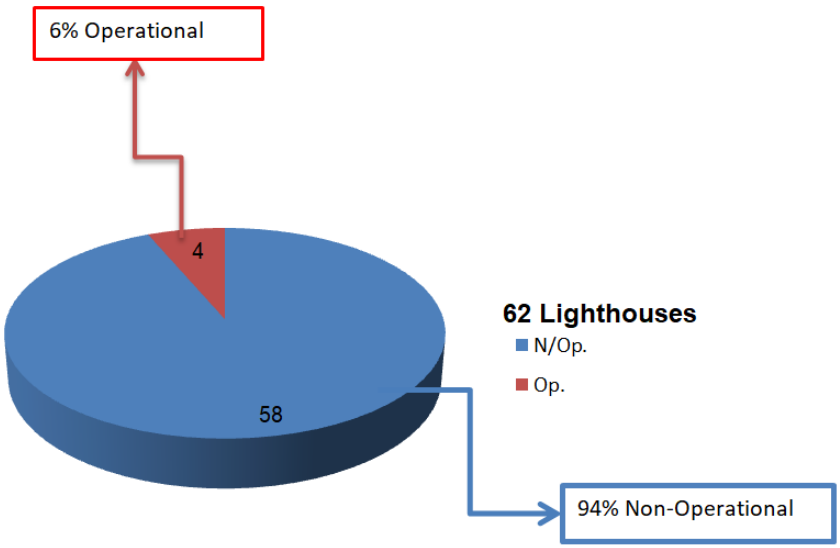
The forecasting and dissemination of information regarding these phenomena is the responsibility of INAMET, while AMN is tasked with issuing necessary warnings to ensure safe navigation in port areas and conducting impact assessments on port infrastructure and coastal zones.

During the recent assessment period, the port of Cabinda emerged as one of the most affected, facing access disruptions due to strong maritime turbulence, known as “Calemas”. This phenomenon has also worsened the problem of siltation in docking areas and manoeuvring basins. Additionally, the municipality of Porto Amboim is experiencing a severe erosion process, leading to the abandonment of homes near the coastline.

Therefore, preparation and response to disasters in Angola require effective collaboration among the various institutions involved, strategic planning, and the adoption of preventive measures. This will enable the mitigation of the negative impacts of natural calamities and promote the resilience of vulnerable communities and infrastructures.

10. NAVIGATION AIDS

Maritime signalling plays a crucial role in navigation safety, particularly for coastal countries like Angola. However, recent data indicates that approximately 93.5% of this signalling is non-operational, with significant issues pertaining to lighthouses and beacons. This reality not only undermines the safety of maritime operations but also hampers Angola's compliance with international obligations as a coastal state.



Since mid-2023, a team of experts has been mobilised to assess the current state of maritime signalling infrastructures. This effort aims to not only identify existing problems but also to provide a clear diagnosis regarding the need for critical interventions.

In response to this alarming situation, the proposal to promote an international competition to revitalise and modernise maritime signalling systems is a positive step. This competition will enable Angola to attract expertise and innovative solutions from international companies, contributing to the rectification of current deficiencies and the implementation of standards that meet the recommendations of the International Association of Lighthouse Authorities (IALA).

In port jurisdiction areas, the responsibility for the implementation and maintenance of the navigation aids system lies with the port authorities. However, the inaction observed until now raises serious concerns at AMN regarding compliance with international obligations.

11. DEVELOPMENT WITH MARITIME ADMINISTRATION

The National Maritime Agency (NMA), under Law No. 34/22 of 13 September, plays a crucial role as a regulatory body in the context of merchant shipping and related activities. Its primary function includes the licensing and oversight of activities at ports, ensuring the safety and efficiency of maritime operations.

The AMN stands out in the approval of annual dredging plans from port administrations, a vital process for maintaining the depth and navigability of port channels. Furthermore, it validates bathymetric surveys conducted, which are essential for planning and executing dredging operations. Its commitment to maritime safety also extends to the maintenance of lighthouses and beacons, which are crucial for guiding vessels.

However, to optimise the effectiveness of its responsibilities, it is imperative to implement a technical cooperation memorandum among the various parties involved. This memorandum should focus on navigation safety, ensuring maritime accessibility, whilst also promoting the protection of the marine environment.

12. INTERNATIONAL COMMITMENTS

Angola has demonstrated a significant commitment to fulfilling international obligations in the maritime sector, reflected in various initiatives and strategic collaborations. A notable example is the voluntary audit by the International Maritime Organization (IMO), conducted in December 2014. This audit aimed to verify whether the Angolan State was in compliance with the obligations outlined in various IMO instruments and its principles. From 2025 onwards, the audit will become mandatory, prompting Angola to establish a task force to develop and implement programmes aimed at addressing the non-conformities identified in the previous audit. This proactive approach underscores the country's commitment to aligning with international regulations and adequately preparing the maritime sector for the mandatory audit.

Another important initiative is the Memorandum of Cooperation between the National Maritime Agency (AMN) and the UK Hydrographic Office (UKHO). This collaboration focuses on assisting in the configuration and use of free licences for digital nautical publications. The AMN is responsible for reviewing the charts and publications provided, reporting discrepancies and necessary updates. Furthermore, the AMN will monitor and communicate changes related to maritime signalling, wrecks, and other critical resources for safe navigation, demonstrating a continued commitment to safety and effectiveness in maritime operations.

Finally, the Cooperation Protocol between the Maritime Authority of Angola (AMN) and the Hydrographic Institute (IH) is highlighted, aligning with the strategic objectives of the AMN. The IH will promote supervision and technical advice during hydrographic surveys at key ports in Angola by sending specialists to the country. This initiative not only enhances Angola's technical capacity but also contributes to the improvement of maritime infrastructure.

These collective actions demonstrate Angola's commitment to meeting the international standards set by the International Maritime Organization (IMO) and underscore the importance of bilateral cooperation in the development of the Angolan maritime sector. The focus on implementing corrective actions, providing technical supervision, and updating resources is essential to ensure that the country is adequately prepared for future challenges in the maritime domain.

13. CONCLUSION

In conclusion, we highlight the importance of implementing specific regulatory guidelines to ensure the quality of information and the safety of maritime operations in Angola. There is a need for continuous updating of nautical charts, collaboration among competent authorities in capacity building in hydrography and oceanography, and urgent actions to improve signalling and disaster response.