



IUU Risk Intelligence

Putting Compliance First

GLOBAL EVALUATION OF FISHERIES MONITORING CONTROL AND SURVEILLANCE IN 84 COUNTRIES

CAPE VERDE - COUNTRY REPORT

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IUU RISK INTELLIGENCE

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SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for **Cape Verde** is one of 84 such country evaluations that covers nations landing 92% of world's fish catch. Using a wide range of interviews and in-country consultations with both military and civilian agencies, the report exemplifies the best attempt by the author(s) at evaluation of MCS compliance using 12 questions derived from international fisheries laws. The twelve questions are divided into two evaluation fields, (MCS Infrastructure and Inspections). Complete details of the methods and results of this global evaluation would be published shortly through IUU Risk Intelligence website.*

Over a five-year period, this global assessment has been subjected to several cross-checks from both regional and global MCS experts familiar with compliance aspects in the country concerned. Uncertainty in assigning each score is depicted explicitly through score range. However, the author(s) are aware that gaps may remain for some aspects. The lead author remains open at any time to comments, and revisions will be made upon submission of evidence where necessary. Throughout the report, extreme precaution has been taken to maintain confidentiality of individuals who were willing to share information but expressed an inclination to remain anonymous out of concern for their job security, and information from such sources was cited as 'anonymous' throughout the report.

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CAPE VERDE – COUNTRY REPORT



FAO landings (2013): 23,646 tonnes

Fisheries contribution to GDP: 1%

Law of the Sea (Ratification/accession): 10th August 1987

Coastline: 965 km

RFMO Membership: ICCAT

Patrolling agencies: National Coast Guard

Rank	Priority for maritime security tasks
1.	Human Trafficking
2.	Narcotics Trafficking
3.	Illegal Fishing

SECTION 1: MCS INFRASTRUCTURE

1. Does the country have adequate surveillance infrastructure (patrol aircraft, sea based patrol vessels and coastal patrols) to effectively patrol fisheries resources within its EEZ?

Score: 5

Score Range: 3-5

Yes, to a moderate extent for effective patrolling in some jurisdictions (World Bank 2008). The National Coast Guard has four patrol vessels (1 Guardiao – offshore patrol vessel (*P511; Damen Stanaxe*); 1 Espadarte class (*Peterson Mk 4* 11.5 m patrol); 1 Vigilante patrol boat (*ex-German Kondor I*) and 1 Tainha (PRC-27m) (IISS 2013). Cape Verde also has one squadron of C-212 Aviocar and Do-228 maritime patrol aircraft.

Cabo Verde dispõe de um corpo de 20 Inspectores de Pesca, que embarcam, com a frequência possível, com a Guarda Costeira, que é quem detém os meios navais, em operações de patrulha naval. Entretanto, apenas uma das embarcações da Guarda Costeira possui autonomia para patrulhar em toda a ZEE e, ainda assim, os recursos para suportar estas missões são sempre difíceis de conseguir, pelo que não são muito regulares. Adicionalmente, contamos pontualmente com parcerias internacionais, Espanha, Portugal, USA, para fazer algumas missões (Fortes, *pers.comm.*, 2016).

2. Does the country have adequate trained officers to conduct MCS operations?

Score: 5

Score Range: 3-5

Available information suggests availability of limited manpower in the National Coast Guard (~200 personnel) and DGP (~20 staff) of which very few are engaged in MCS duties. No information is available on compliance or enforcement competence of these authorities in the marine fisheries sector.

Most of these staff is civil servants and biologists. Recently, one inspector has been assigned for VMS surveillance and several observers were assigned to several islands. In addition, two coastal stations were constructed at Sal and Maio and equipped with radios, radars and VMS technical equipment (Anon, *pers.comm.*, 2015).

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3. Does the country have adequate management plans to monitor their fishing vessels on the high seas?

Score: 2.5

Score Range: 2-4

Existing information suggests that the country does not possess such capabilities and there is very limited supervision of Cape Verde flagged fishing vessels operating in West African waters and on the high seas (Palin 2011).

Cabo Verde faz parte da ICCAT e da CSRP, colaborando muito proximamente também com a Comissão Europeia, pelo que tem o dever de informar estas instituições, e outras relevantes sobre qualquer embarcação sobre o qual pendam suspeitas de ter exercido pesca ilegal, entrando diretamente para a lista vermelha destas instituições, caso se confirme a infração (Fortes, *pers.comm.*, 2016).

4. What proportion of fishing vessels above are equipped with vessel monitoring system (VMS) to monitor their movements on a continuous basis?

Score: 7.5

Score Range: 7-8

Podemos dizer que mais de 80% das embarcações acima dos 12 metros são equipados com VMS e que o controlo a partir do centro é feito 24 por dias, com o auxílio da marinha, onde esta instalado o centro. Funciona durante o dia, e sempre que se julgar necessário, com uma equipa mista, Inspetor de Pesca e elementos da marinha, e no período pós laboral apenas com a marinha (Fortes, *pers.comm.*, 2016).

80% of the industrial fishing fleet has installed VMS transponders and tracked through national monitoring center. New vessel registration and marking requirements have also bought all artisanal vessels under surveillance (Anon, *pers.comm.*, 2015).

In the past vessel monitoring system was not reported in Cape Verde's fisheries sector (Palin 2011). However, an operational VMS was planned for operation by 2013 that would cover all national and foreign fishing vessels operating in its EEZ. Information from Palin (2011) suggests that 20 Japanese, Chinese and foreign fishing vessels installed transponders as early as 2011. The current fisheries partnership agreement (2012-2017) with EU allows 71 fishing vessels from Spain, Portugal and France to fish in Cape Verde waters. However, the capability of the fishing VMS is weakened by poor Internet connectivity and electrical grid interruptions (Interpol 2014).

5. **What percentage of fishing vessels (>20 m OAL) is monitored through onboard observers at sea (for major commercial fish stocks)?**

Score: 0

Score Range: 0-0

Available information suggests that there is no observer scheme in Cape Verde's fisheries sector (Palin 2011).

SECTION 2: INSPECTIONS

6. **How often fishing vessels are inspected at sea (Identification by sight and boarding for inspections)?**

Score: 5

Score Range: 3-5

Os navios nacionais são inspecionados pelo menos duas vezes ao ano e sempre que se julgar necessário e todos os estrangeiros são inspecionados pelo menos uma vez ao ano, e sempre que se julgue necessário ou houver alguma suspeita. A marinha nacional tem sim outras missões para além das pescas. No entanto, colaboram com as pescas sempre que solicitados. Sendo difícil de contabilizar o tempo disponibilizado, podemos dizer que, caso haja financiamento, faz-se pelo menos uma patrulha mensal mais abrangente, em missões de 3 a 5 dias, intercalados por missões em embarcações mais pequenas, mas apenas a escala costeira (Fortes, *pers.comm.*, 2016).

Patrols are not conducted regularly and the Government agencies have been way short of targets due to lack of budgetary funds. 106 days of sea patrols were reported in 2014; the national target is 150 sea days each year (Anon, *pers. comm.*, 2015).

Available data suggests that the country has moderate infrastructure (Rocha 2015; Hancock *et al.*, 2016) to conduct regular patrols within the territorial waters with an ability to conduct occasional offshore patrols using the lone offshore patrol vessel "Guardiao". Some occasional patrols are also reported through assistance from USCG-AFRICOM regional patrols in Cape Verde's EEZ (Heyl 2008).

7. **How often fishing vessels are scrutinized through aerial patrols?**

Score: 4

Score Range: 2-4

Precise data is not available for Cape Verde's fisheries. However, information from Palin (2011) suggests that up to 50 hours of aerial surveillance is undertaken each year.

É difícil de prever o número de horas de patrulha por ano. Temos apenas uma aviação, da Guarda Costeira, na qual programamos uma missão mensal, mas que depende em muito do financiamento, que nem sempre é suficiente. Nesta componente, também temos contado com a parceira de países amigos para a realização de algumas missões (Fortes, *pers.comm.*, 2016).

8. How often are fishing vessels inspected at landing centers and docks for foreign and domestic vessels (Dockside monitoring)?

Score: 4

Score Range: 2-4

Limited measures through national laws for fishing vessels using its ports (Hancock *et al.*, 2016; Palin 2011; Benchimol and Lesourd 2009).

Dockside monitoring is relatively minimal for both local and foreign vessels calling at Porto Grande, Praia and Palmeira ports. Similarly, many of the smaller artisanal landing points among the scattered islands receive inspections whenever it is feasible (Anon, *pers. comm.*, 2016).

9. Are there adequate plans to monitor catches in coastal areas through coastal patrols (beach patrols, small-scale fishing gear and catches inspections) on a regular basis?

Score: 4

Score Range: 2-4

Very limited coastal patrols for fisheries surveillance and enforcement (Rodrigues and Villasante 2016; Silves 2015; Melo and Melo 2013; Martins *et al.*, 2012; Palin 2011; López-Jurado *et al.*, 2003; Benchimol and Lesourd 2009). See Q.8 for more information.

In terms of coastal fishing violations versus industrial fisheries “De facto, são em maior escala, podendo entretanto não corresponder em termos de impacto. O problema reside basicamente na dificuldade de controlar as várias embarcações, que utilizam vários pontos de desembarque, por vezes até de difícil acesso. Outra possível causa é a diferença de mentalidade, provocada pela baixa escolaridade dos praticantes, que dificulta os trabalhos de sensibilização levados a cabo pelas autoridades competentes” (Fortes, *pers.comm.*, 2016).

Several new officers have been trained and placed on some coastal islands. Although, recent acquisition of equipment has aided in much improved inspection capacity the coverage does not extend to all islands and proportion of patrols is still relatively low (Anon, *pers.comm.*, 2015).

10. Are all the catches that are caught in this jurisdiction at sea accounted for (i.e., unreported Trans-shipments at sea)?

Score: 4

Score Range: 2-4

São sim...os transbordos são apenas autorizados em zonas portuárias, sendo terminantemente proibidas no mar alto, de forma a permitir um maior controlo (Fortes, *pers.comm.*, 2016).

Under Art 52 of 53/2005 foreign fishing vessels are required to announce their entry and exit from the EEZ, but this law is seldom enforced. Transshipments at sea are prohibited and required to take place at national ports of Porto Grande, Praia and Palmeira. Art 11 of Portaria 48/2009 states that at least 5% of foreign landings and transshipments should be monitored at Cape Verde ports but its effective implementation remains poor. In the past, Cape Verde ports were a transit point for illegal fish landings along with Canary Islands for vessels transiting to EU ports; however, such instances are not reportedly low now (Anon, *pers.comm.*, 2016).

11. Are vessels required to undergo inspection of equipment and fishing gear for every fishing trip?

Score: 1.5

Score Range: 1-2

Such inspections are reported few times a year at major ports (Anon, *pers.comm.*, 2016).

12. Has the country taken adequate measures to revise and implement national fisheries laws to curtail illegal fishing practices; and does it comply with national and international laws signed?

Score: 5

Score Range: 3-5

The Decree-Law No. 17/87 of 18 March 1987 defines general provisions on the exploitation of local fishery resources is the main national legislation for fisheries management in Cape Verde waters. Decree-Law No. 53/2005 of 8 August 2005 defines the general guidelines for sustainable use of marine fisheries resources. Cape Verde Government adopted NPOA on IUU Fishing to fight and eliminate illegal fishing on September 24, 2015. The NPOA on IUU fishing has also adopted several PSMA related measures including prior notification obligations for port entry, use of designated ports, restrictions on entry into port & transshipments at ports, as well as trade measures and sanctions.

Cape Verde is not a party to the UN Fish Stocks Agreement. Cape Verde ratified the FAO Compliance Agreement on 27 January 2006 and the UN Port



State Measures Agreement on 23 June 2016. See Hancock *et al.*, (2016); Rocha (2015); Silves (2015); Palin (2011); Carneiro (2011) reports for more information.

As perspectivas são boas, tendo em conta que o governo tem demonstrado total apoio e há avançar consideráveis, dos quais se destacam algumas:

- Aprovação do Plano Nacional de Luta Contra a Pesca INN;
- Elaboração e execução de planos anuais de luta contra a pesca INN;
- Criação de uma Instituição que se dedique apenas a esta causa e afins;
- Constante Treinamento dos Agentes envolvidos nesta luta;
- Aprovação das Medidas do Estado do Porto, para adesão; e
- Revisão e modernização do sistema VMS (Fortes, pers.comm., 2016).

Flag of Convenience	No
Vessels on the RFMO - IUU vessel list	No

RFMO	Year of the assessment	Compliant	Partially Compliant	Not Compliant	Source
ICCAT	2013	Yes			ICCAT (2014a) ICCAT (2014b)

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Note:

Bibliography and other notes relevant to this country report including methods, results and discussion for the global evaluation of 84 countries would be released shortly through IUU Risk Intelligence website (<http://iuriskintelligence.com/>). (The author can be contacted at pramod.raju@gmail.com to provide any feedback).

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