Processus de Rabat
Dialogue Euro-Africain sur la Migration et le Développement

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Dialogue Euro-Africain sur la Migration et le Développement
Thematic meeting on border management

05-06 November 2013, Madrid, Spain

Cape Verde – border control

Apresentation: Augusto Teixeira – Head of Division for Cape Verde Borders
Structure:

1. Geostrategic characteristics of Cape Verde
2. International airports of Cape Verde
   2.1 International air links
3. International ports of Cape Verde
   3.1 International maritime links
4. Travel obstacles
5. Entry refusal
1. Geostrategic characteristics of Cape Verde

Archipelagic country:

- Approximately 400 km off the African coast from the Atlantic coast on average;
- Population (2010 census) 491,683 habitants.

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Area</strong></td>
<td>4.033 km²</td>
</tr>
<tr>
<td><strong>Exclusive Economic Zone</strong></td>
<td><strong>734 265 km²</strong></td>
</tr>
<tr>
<td><strong>Coastal Line</strong></td>
<td>~1.000 km</td>
</tr>
<tr>
<td><strong>Search and Rescue Region</strong></td>
<td>~645 000 km²</td>
</tr>
</tbody>
</table>
2. International airports of Cape Verde

Amílcar Cabral – Sal

Nelson Mandela – Praia

Aristides Pereira – Boavista

Cesária Évora – São Vicente
2.1 International air links

Europe
- Germany
- Belgium
- Denmark
- Spain
- Finland
- France
- Holland
- Hungary
- England
- Ireland
- Italy
- Luxembourg
- Portugal
- Czech Republic
- Sweden

Africa
- Angola
- Gambia
- Guinea Bissau
- São Tomé
- Senegal

America
- USA
- Brasil
3. International ports of Cape Verde

- Palmeiras – Sal
- Porto da Praia – Santiago
- Porto Grande – São Vicente
3.1 International maritime links

- Germany
- Spain
- Holland
- England
- Portugal
- France
- Romania

- Angola
- Ghana
- South Africa
- Coté d’Ivoire
- Mauritania
- Morocco
- Guinea Conacry
- Guinea Bissau
- São Tomé
- Senegal
- Sierra Leone

- USA
- Argentina
- Paraguay
- Brasil
- Uruguay
- Lebanon
Cape Verde – border control

4. Travel obstacles

Table 1 – Travel obstacles at Cape Verde airports per nationality - 2010-2012

<table>
<thead>
<tr>
<th>Nationality</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0,24</td>
</tr>
<tr>
<td>ECOWAS</td>
<td>36</td>
<td>87</td>
<td>47</td>
<td>170</td>
<td>41,36</td>
</tr>
<tr>
<td>Cape Verde</td>
<td>86</td>
<td>67</td>
<td>61</td>
<td>214</td>
<td>52,07</td>
</tr>
<tr>
<td>China</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>3</td>
<td>0,73</td>
</tr>
<tr>
<td>Congo</td>
<td>1</td>
<td>4</td>
<td>0</td>
<td>5</td>
<td>1,22</td>
</tr>
<tr>
<td>United States</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>0,73</td>
</tr>
<tr>
<td>France</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0,49</td>
</tr>
<tr>
<td>Lithuania</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>0,24</td>
</tr>
<tr>
<td>Namibia</td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>0,97</td>
</tr>
<tr>
<td>Portugal</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>8</td>
<td>1,95</td>
</tr>
<tr>
<td>Total</td>
<td>129</td>
<td>165</td>
<td>117</td>
<td>411</td>
<td>100</td>
</tr>
</tbody>
</table>
Cape Verde – border control

4. Travel obstacles

Figure 1 – Percentage of obstacles per nationality
Cape Verde – border control

4. Travel obstacles

**Figure 2** – Percentage of obstacles per year
Cape Verde – border control

4. Travel obstacles

Figure 3 – Percentage reasons for obstacles
Cape Verde – border control

4. Travel obstacles

Figure 4 – Percentage obstacle per country of destination
Cape Verde – border control

4. Travel obstacles

- North America: 7.30
- South America: 22.63
- Africa: 30.17
- European Union: 39.90

*Figure 5* – Percentage obstacles per destination continents
Cape Verde – border control

5. Entry refusal

Table 2 – Entry refusal in airports
Reasons Cape Verde - 2010-2012

<table>
<thead>
<tr>
<th>Reasons</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>Total</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lack of means of subsistence</td>
<td>758</td>
<td>603</td>
<td>262</td>
<td>1.623</td>
<td>99,75</td>
</tr>
<tr>
<td>False documents</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>0,25</td>
</tr>
<tr>
<td>Total</td>
<td>758</td>
<td>604</td>
<td>265</td>
<td>1.627</td>
<td>100,00</td>
</tr>
</tbody>
</table>

Figure 6 – Percentage of entry refusals per country
6. The context of border management in the region of the Rabat Process: between traditional difficulties and new challenges

The perspective of a small African island
Involved institutions:

✓ National Police
  • Directorate of Foreign Nationals and Borders
  • Border Police (Seahorse\textsuperscript{1}, Sistema Passe)
  • Maritime Police
✓ Armed forces (Cosmar\textsuperscript{2})
✓ Maritime Institute
✓ ENAPOR (Scanners permitted at the main border posts)

\textsuperscript{1} Centre for the exchange of maritime information between Spain and some Western African countries (Senegal, Cape Verde, Morocco, Mauritania and Gambia)

\textsuperscript{2} Interagency Operations Center, which aims to strengthen the capacity to collect information relevant to combating misappropriations under Cape Verde jurisdiction.
Challenges:

Clandestine immigration
Illegal immigration
Human trafficking
Drug trafficking
Recommendations:

Reinforce border security:
- Qualified human resources
- Sophisticated/suitable material resources
  - Air (planes, helicopters)
  - Maritime (boat)
  - Land (all-terrain vehicles)
- Develop partnerships with countries with whom Cape Verde has maritime links.
- Frequently create awareness for ECOWAS countries on the provisions set out in protocols.
Difficulties in applying continental policies and action plans

• Political, social, religious and economic instability
• Non-existent information channels between member ECOWAS countries
• Difficulties in maritime control due to the porosity of the Archipelago
• High costs in transport
• Increase in ECOWAS citizens without documentation (non-compliance with the provisions of the ECOWAS protocol)
• Lack of awareness of the provisions set out in the different ECOWAS protocols (free movement of people)
• Lack of harmonious procedures at borders between member ECOWAS States
Meaning of regional mobility for a small island country

• In the case of Cape Verde, it is evident that it has contributed significantly to the development process

• Rely on public policies related to immigrants such as improving border control, integration and promoting intercultural dialogue
THE END

Thanks for your Attention