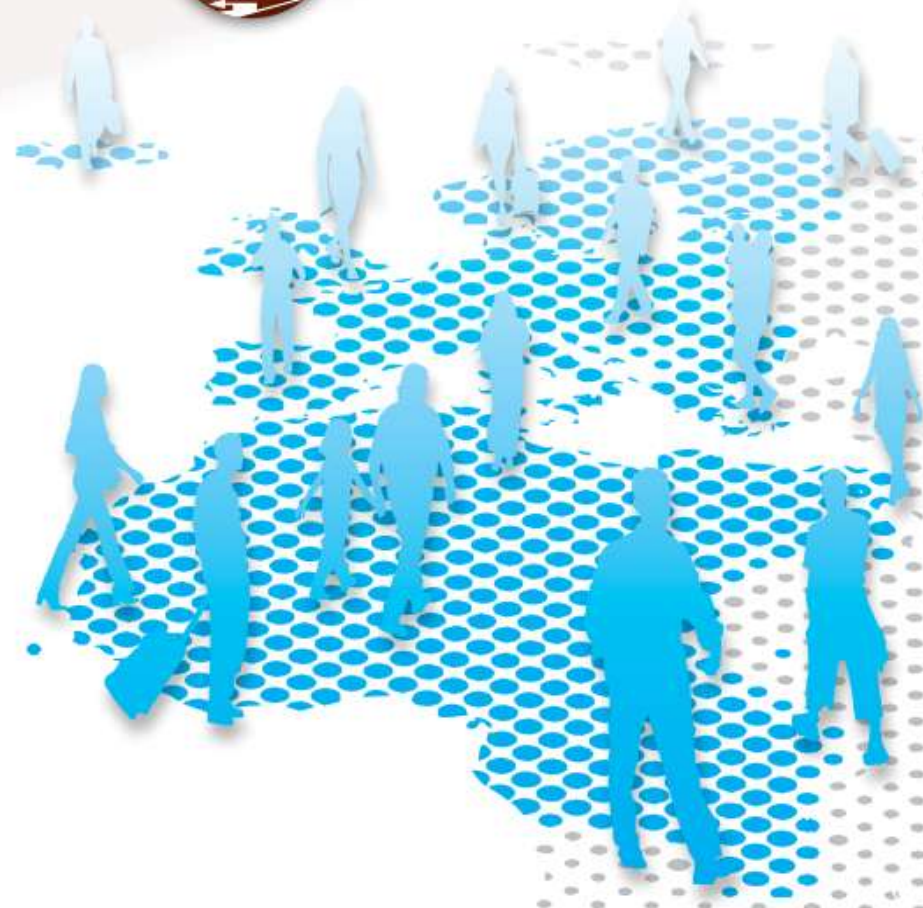




# Processus de Rabat



## Processus de Rabat

Dialogue Euro-Africain sur la Migration et le Développement

Financé par l'Union européenne



Mis en œuvre par ICMPD et FIIAPP



*Dialogue Euro-Africain sur la Migration et le Développement*

# Thematic meeting on border management

05-06 November 2013, Madrid, Spain

## **Cape Verde – border control**





## 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

6. Border management in the region of the Rabat Process –  
perspective of a small African island



# 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.

Land Area	4.033 km <sup>2</sup>
Exclusive Economic Zone	734 265 km <sup>2</sup>
Coastal Line	~1.000 km
Search and Rescue Region	~645 000 km <sup>2</sup>





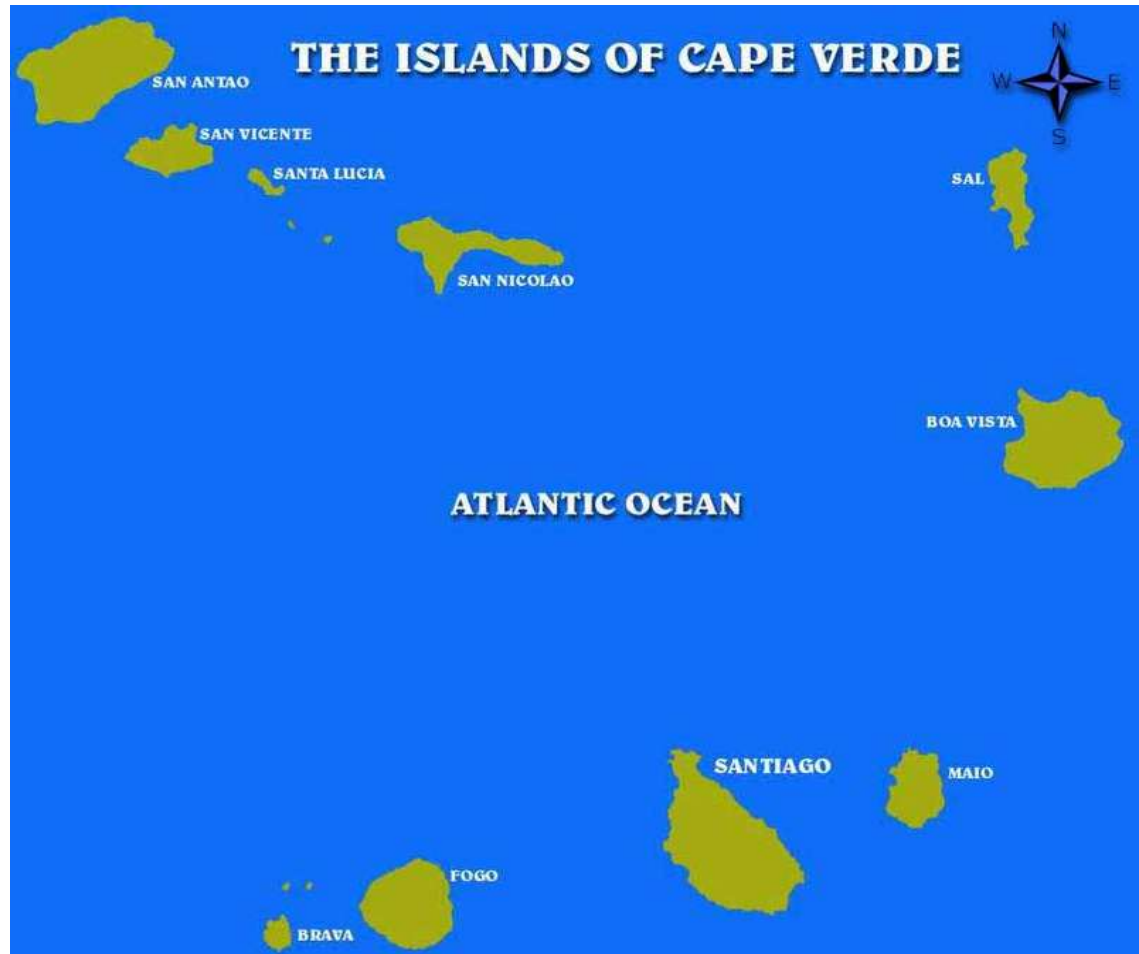
## 2. International airports of Cape Verde

Amílcar Cabral – Sal

Nelson Mandela – Praia

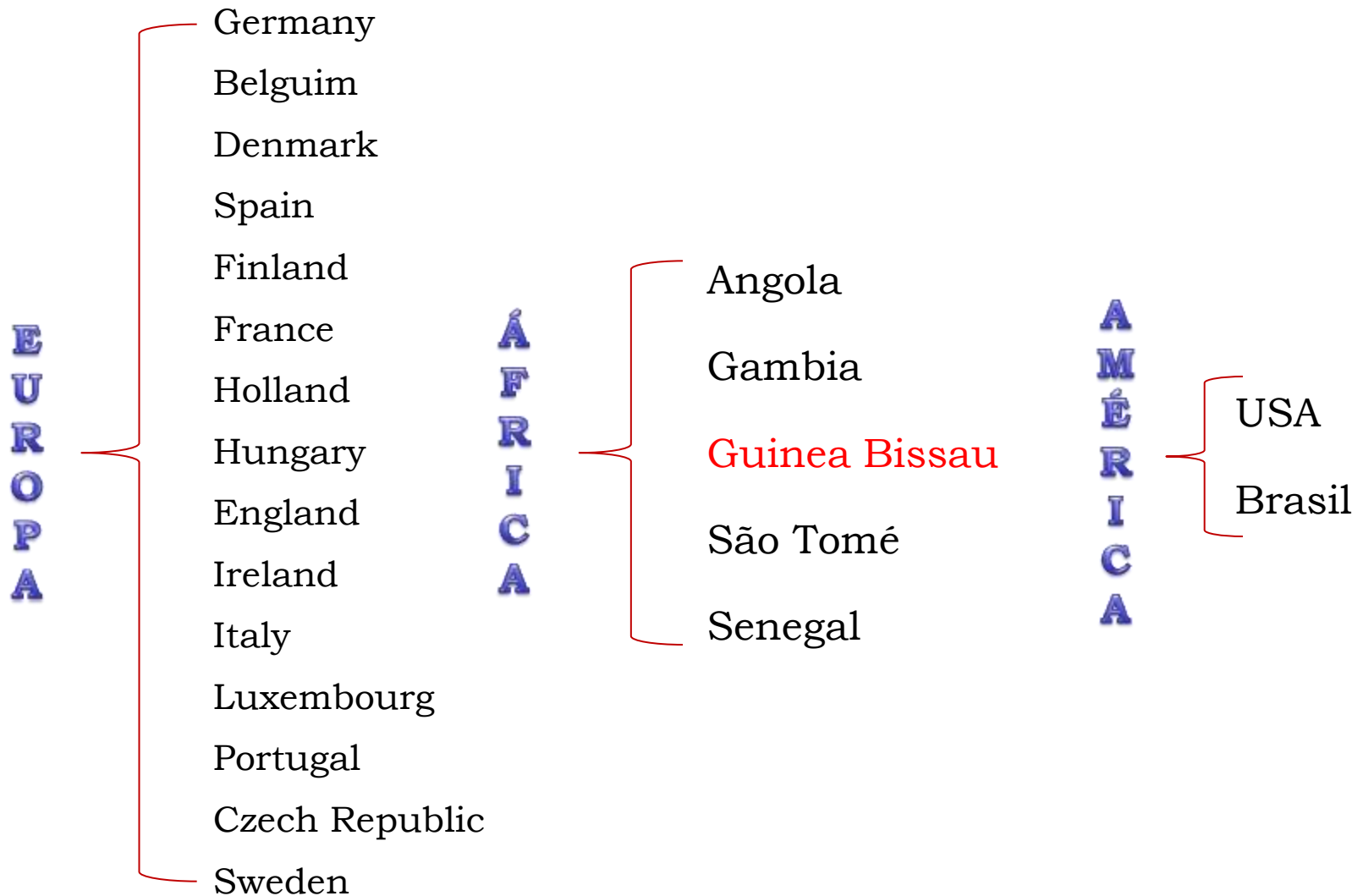
Aristides Pereira – Boavista

Cesária Évora – São Vicente





## 2.1 International air links





### 3. International ports of Cape Verde

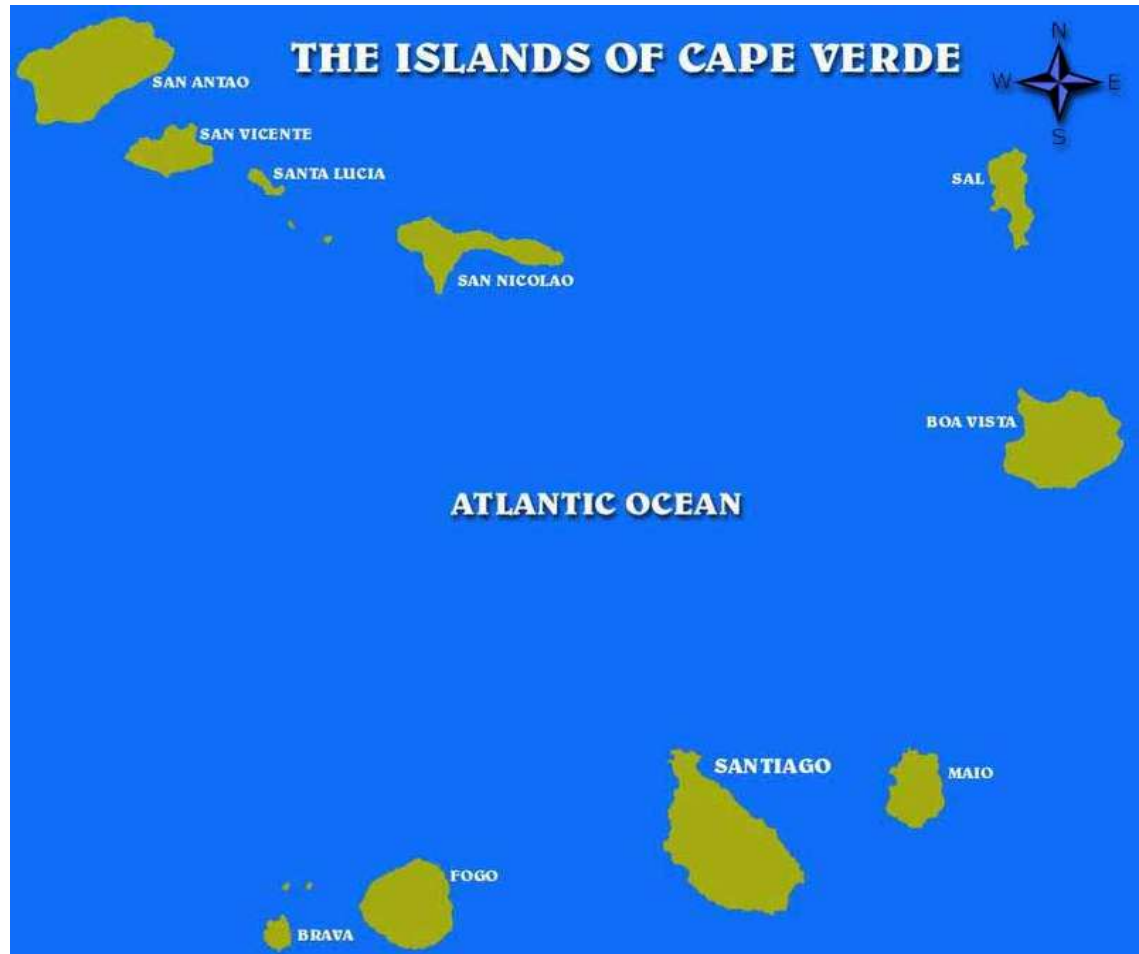


Palmeiras – Sal

Porto da Praia – Santiago



Porto Grande – São Vicente





### 3.1 International maritime links







## Cape Verde – border control

### 4. Travel obstacles

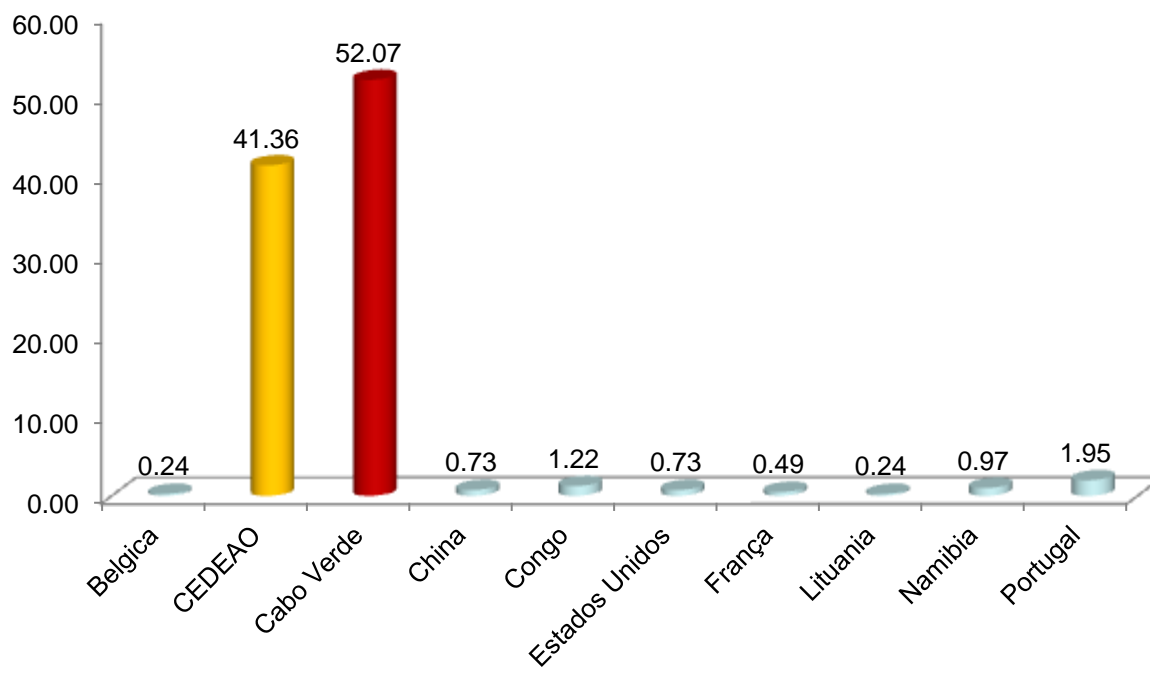
**Table 1** – Travel obstacles at Cape Verde airports per nationality - 2010-2012

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



## Cape Verde – border control

### 4. Travel obstacles

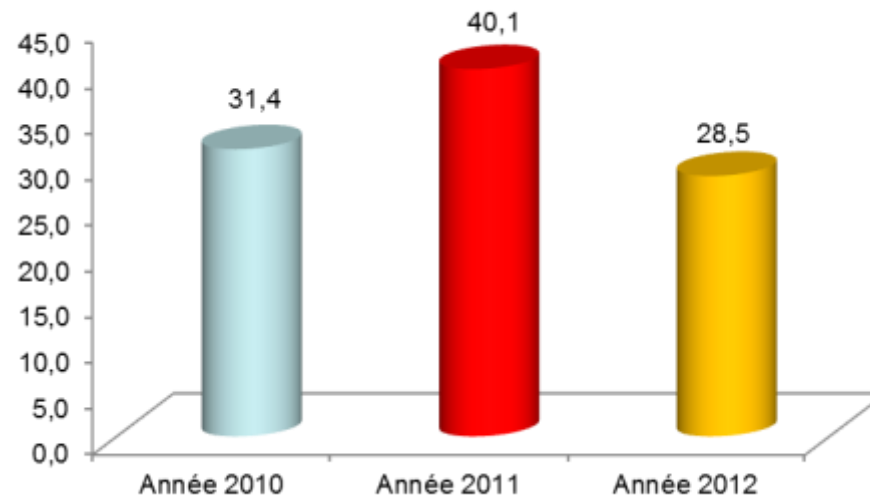


**Figure 1** – Percentage of obstacles per nationality



## Cape Verde – border control

### 4. Travel obstacles

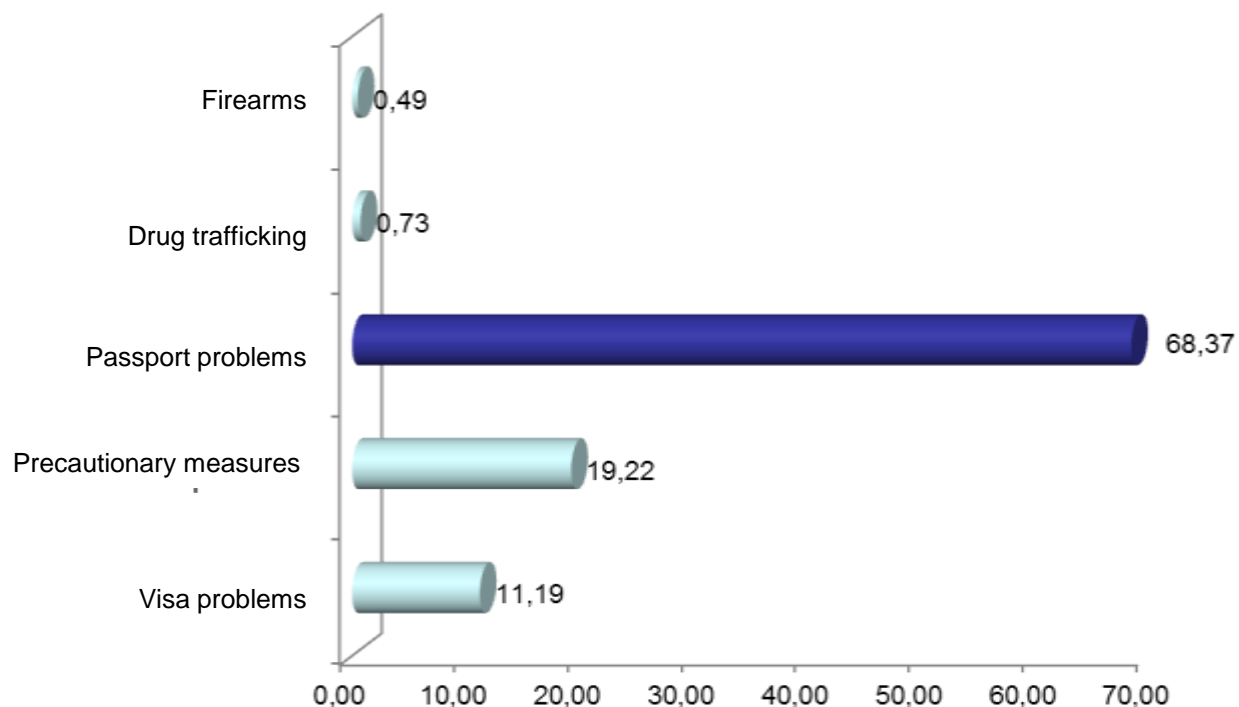


**Figure 2** – Percentage of obstacles per year



## Cape Verde – border control

### 4. Travel obstacles

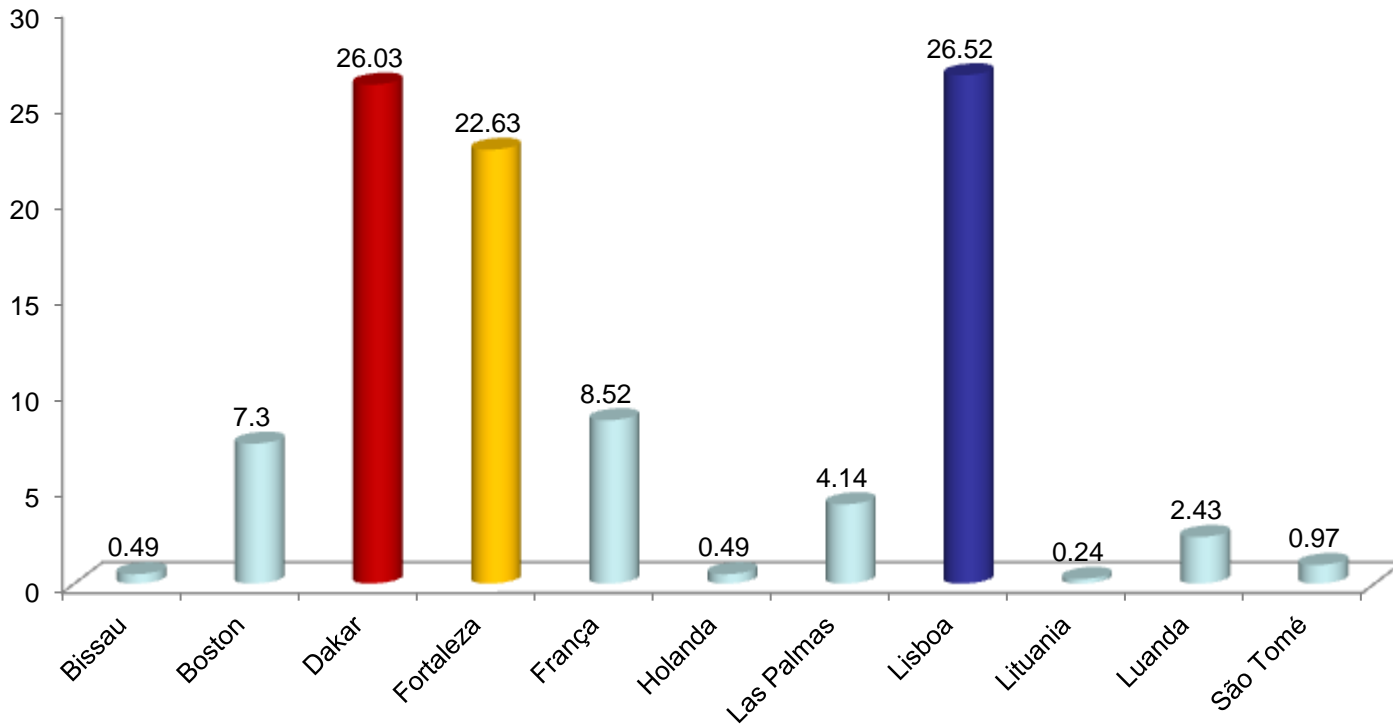


**Figure 3** – Percentage reasons for obstacles



## Cape Verde – border control

### 4. Travel obstacles

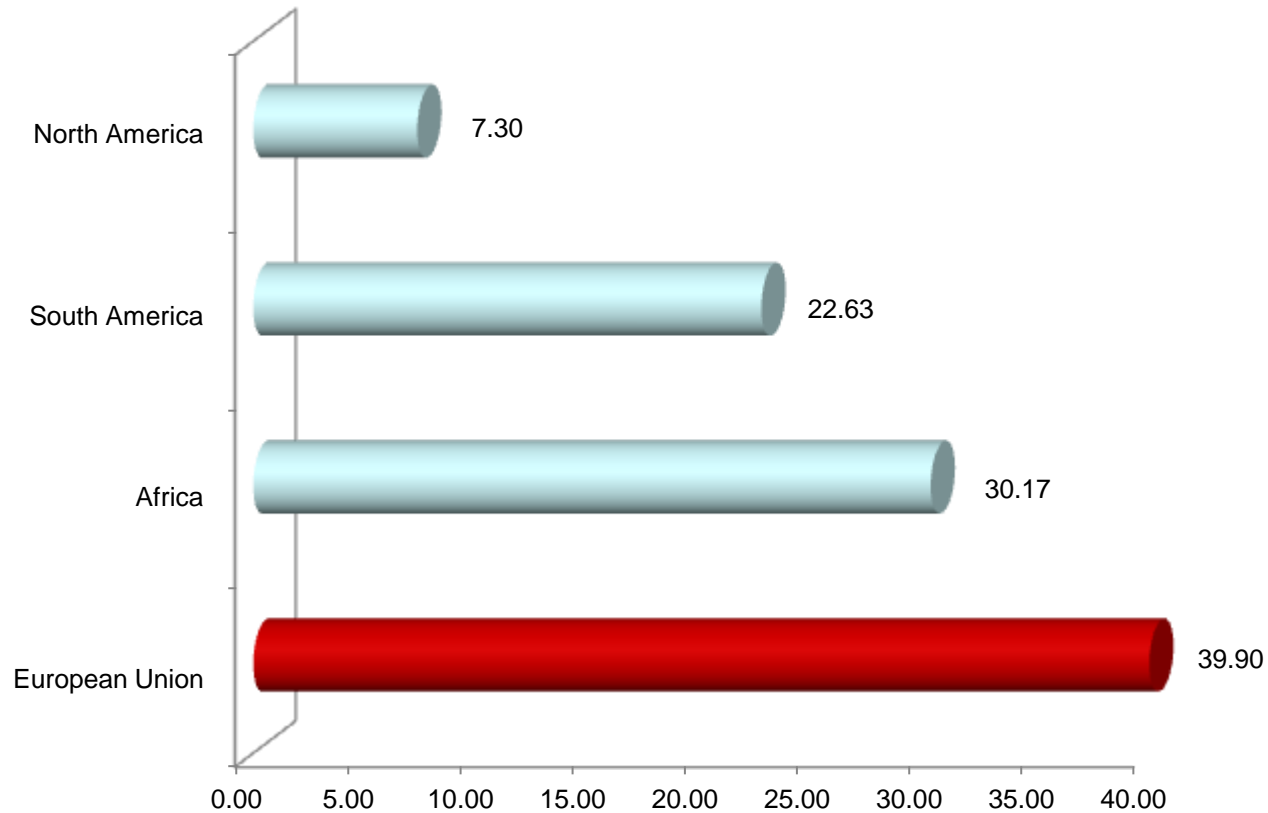


**Figure 4** – Percentage obstacle per country of destination



## Cape Verde – border control

### 4. Travel obstacles

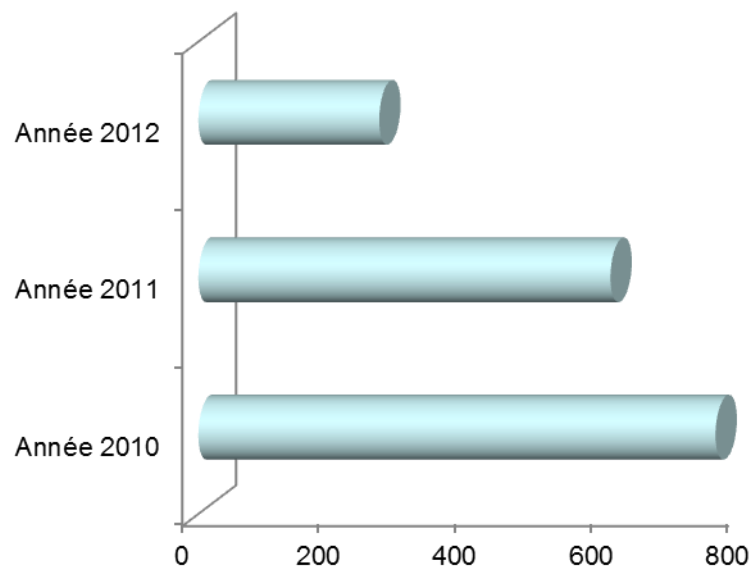


**Figure 5** – Percentage obstacles per destination continents



## Cape Verde – border control

### 5. Entry refusal



**Figure 6** – Percentage of entry refusals per country

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

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



**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<sup>1</sup>, Sistema Passe)
- Maritime Police

### ✓ Armed forces (Cosmar<sup>2</sup>)

### ✓ Maritime Institute

### ✓ ENAPOR (Scanners permitted at the main border posts)

<sup>1</sup> Centre for the exchange of maritime information between Spain and some Western African countries (Senegal, Cape Verde, Morocco, Mauritania and Gambia)

<sup>2</sup> 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