



PREVENTION AND INVESTIGATION: PILLARS OF SAFETY

.....

Prevention and investigation are fundamental pillars of safety. Prevention involves identifying risks before they develop into incidents adopting measures that protect lives and prevent damage. Investigation, in turn, makes it possible to understand what went wrong, determine the root causes, and draw essential lessons from each occurrence. Together, these two dimensions create a continuous cycle of improvement in which every preventive action reduces the likelihood of incidents, and every thorough analysis helps prevent the recurrence of errors. Investing in prevention and investigation is, above all, a commitment to life, responsibility, and the creation of safer environments for everyone.

03 THE IMPORTANCE OF INCIDENT INVESTIGATION REPORTS

Investigation reports on occurrences play a fundamental role in promoting safety. Beyond simply describing what happened, they make it possible to identify causes, analyse failures, and understand the factors that contributed to the incident. This thorough analysis is essential for preventing the recurrence of errors, improving procedures, and strengthening preventive measures.

04 AERONAUTICAL AND MARITIME OCCURRENCE PLATFORM (NOAM)

IPIAAM intends to implement the Aeronautical and Maritime Occurrence Reporting platform (NOAM) as a means of facilitating and streamlining the process of reporting, recording, and monitoring safety-related occurrences.

11 SAFETY RECOMMENDATIONS

Safety recommendations are formal proposals resulting from investigations into accidents or incidents, aimed at preventing their recurrence and strengthening safety.



MESSAGE FROM THE BOARD OF DIRECTORS

It is with great satisfaction that we present the 5th edition of our newsletter, a communication platform that continues to reflect our institution's commitment to safety and its continuous improvement in the aeronautical and maritime sectors.

This edition brings together relevant information on activities, investigations, and initiatives, reaffirming our role in the independent analysis of occurrences and the issuance of safety recommendations.

The safety of transport systems remains an essential public good, requiring rigour, independence, and consistent, responsible action. Our work is guided by the principles of transparency, technical competence, and institutional cooperation, with the aim not only of determining the causes of accidents and incidents, but also of identifying preventive measures that help avoid their recurrence.

Each investigation represents an opportunity to deepen knowledge, strengthen the safety culture, and reinforce public confidence in aeronautical and maritime operations. We strive to transform the information gathered into clear, relevant, and

effective safety recommendations capable of generating sustainable improvements and value for society.

We express our appreciation to all professionals, partner entities, and collaborators who, with dedication and a strong sense of mission, contribute to the fulfilment of this important public service.

The Board of Directors



INSTITUTO DE PREVENÇÃO E INVESTIGAÇÃO
DE ACIDENTES AERONÁUTICOS E MARÍTIMOS

THE IMPORTANCE OF INCIDENT INVESTIGATION REPORTS

Investigation reports on occurrences play a key role in strengthening safety. Beyond recording the facts, they make it possible to identify causes, analyse failures, and understand the factors that led to each incident. This thorough analysis contributes to the improvement of procedures and to the definition of measures to reduce the risk of recurrence.

Its preparation follows a structured and rigorous methodology, aimed at clearly addressing four essential questions: what happened, how it happened, why it happened, and what measures should be adopted. It is a formal document that systematically brings together the description of facts, the identification of parties involved, the collection and analysis of evidence, as well as substantiated conclusions and safety recommendations.

The purpose of these reports goes beyond mere record-keeping. They serve as a decision-making support tool, enabling preventive and well-informed action. The occurrences analysed include, for example, cases of vessels running aground or the failure of

one of an aircraft's engines, with the aim of drawing lessons that can be applied in the future.

It is also important to highlight the contribution of the entities involved in the process. Their feedback is essential for validating the information gathered, enriching the analysis, and ensuring that the recommendations issued are appropriate, feasible, and aligned with operational reality. This collaboration strengthens the quality of the reports and their practical usefulness.

By transforming occurrences into knowledge, investigation reports serve as key instruments for continuous learning, contributing to safer, more resilient transport systems that are better prepared to prevent future incidents.



AERONAUTICAL AND MARITIME OCCURRENCE REPORTING PLATFORM (NOAM)

NOAM

IPIAAM intends to implement the National Platform for the Reporting of Aeronautical and Maritime Occurrences (NOAM), an initiative aimed at modernising and improving the efficiency of reporting, recording, and monitoring safety-related occurrences.

IPIAAM has several partners involved in bringing this project to fruition, namely the Civil Aviation Agency (AAC) and the Maritime and Port Institute (IMP), both of which have actively contributed to the process. The World Bank, through the Special Projects Management Unit (UGPE), is also supporting the project by providing the necessary funding.

The project was initially conceived by IPIAAM and subsequently developed by MSN Prime Aviation Support, S.A., which was awarded the contract following a public tender in which four entities participated.

The NOAM platform will be hosted on the network of the Operational Nucleus for the Information Society (NOSi, E.P.E.).

Designed as an integrated, secure, and user-friendly tool, NOAM will function as a single entry point for both mandatory and voluntary notifications. The

platform will enable authorities, organisations, and other entities involved in aeronautical and maritime navigation to report, in a swift and structured manner, any occurrences classified as accidents or incidents.

In addition to facilitating reporting, NOAM ensures the rigorous management of information, enabling its proper processing and analysis. This process is essential to strengthening the link between reporting, investigation, and the issuance of safety recommendations, thereby contributing to the prevention of future occurrences.

The implementation of the platform also represents a significant step towards strengthening transparency, institutional cooperation, and data-driven decision-making. By fostering a culture of safety grounded in confidentiality and continuous learning, NOAM establishes itself as a strategic tool in the service of the State and Cape Verdean society.

It is expected that the platform will become operational during the coming year, representing a significant step forward in the continuous improvement of safety standards in Cabo Verde's aeronautical and maritime sectors.

PROMOTION OF SAFETY

The promotion of safety, within the scope of IPIAAM's mandate, is based on accident prevention, the rigorous investigation of occurrences, and the issuance of safety recommendations, the implementation of which contributes to the continuous strengthening of safety in the aeronautical and maritime sectors.

In 2025, efforts to promote safety were sustained through a range of activities.

Regulatory instrument governing the operators' conduct and the execution of processes aimed at ensuring the sustainability of activities in the maritime sector

MAY 2025 – WORKSHOP ON THE PRESENTATION AND DISCUSSION OF THE DRAFT CODE OF CONDUCT FOR THE FISHERIES SECTOR



IPIAAM initiated the development of the Code of Conduct for the Fisheries Sector (CCPS), with the aim of strengthening maritime safety, guiding responsible practices, and contributing to the sustainability of sector activities. This initiative stems from a safety recommendation issued following an accident that occurred in February 2022, which highlighted the need to establish common guiding principles.

The CCPS seeks to define a set of good practices focused on the safety of fishers, accident prevention, and the protection of the marine environment. Its



development was formalised in 2024 through the engagement of a specialised entity, with the project funded by the Autonomous Fisheries Fund (FAP).

The development and future implementation of the Code are based on a participatory approach, involving public entities, sector operators, and other relevant stakeholders. This process has included consultation and engagement activities, notably a workshop with stakeholders, aimed at gathering input to enhance the quality, relevance, and applicability of the final document.

In February 2025, IPIAAM held a coordination meeting on the CCPS development project with the Ministry of the Sea, attended by the lead consultant team, during which an update on the progress of the work was presented. IPIAAM had already expressed its intention to transfer leadership of the project to the fisheries sector's supervisory authority, while remaining available to provide support for its further development, if required.

The formal transfer of leadership took place on 12 March, through a note addressed to the Ministry of the

Sea. Subsequently, on 23 May 2025, the workshop on the presentation and dissemination of the Draft Code of Conduct for the Fisheries Sector (CCPS) was held. The session brought together various stakeholders, providing a platform for analysis and the collection of input aimed at improving the document.

Work is expected to continue with the aim of consolidating and finalising the CCPS, integrating the input collected and ensuring its alignment with the needs of the sector.

SEPTEMBER 2025 WORKSHOP ON MARITIME SAFETY



Following a series of meetings planned across several islands of the country, and after the first meeting held in Porto Novo, Santo Antão, in 2024, the second working meeting in this series took place in Tarrafal, São Nicolau in 2025.

On 30 September 2025, within the scope of promoting maritime safety, IPIAAM organised a workshop in Tarrafal, São Nicolau under the theme 'Safety:

Raising Awareness for a Culture of Prevention'. The event aimed to strengthen awareness of accident prevention in the sector and brought together the local port community and representatives of institutions with responsibilities in the maritime domain.

The programme included a presentation on IPIAAM, covering its establishment, legal framework, and statutes. It also featured an overview of

Decree-Law No. 7/2023 of 23 January, which sets out the fundamental principles governing the technical investigation of accidents and incidents in the maritime transport sector under the responsibility of the Cape Verdean State. The National Port Administration Company (ENAPOR), through the Director of Tarrafal Port, presented the operational characteristics of the port. The programme concluded with a discussion session on maritime safety.

The workshop made it possible to identify critical

areas requiring intervention, namely the indispensable presence of firefighters during hazardous operations at Tarrafal Port, the improvement of signalling in the manoeuvring basin, and the strengthening of enforcement. The importance of adopting a more effective approach to raising awareness among local communities was also highlighted.

As a practical proposal, the creation of digital forums was suggested to facilitate the sharing of technical knowledge and the analysis of maritime occurrences among various stakeholders.

AERONAUTICAL SAFETY: MORE THAN A FORMALITY



Often, we tend to overlook safety instructions during a flight, yet they can be decisive in unexpected situations. Paying attention enables passengers to react quickly, identify emergency exits, and use safety equipment correctly.

A key aspect is the language used in these instructions. When they are presented in a language we understand, especially the national language, it becomes much easier to comprehend them and act safely. This reduces panic, prevents errors, and ensures that all passengers have access to the same information.

Airlines commonly use a combination of languages:

English, as the international language of aviation, and the national language of the country of origin or destination. They also use visual demonstrations and illustrated safety instruction cards to overcome any potential language barriers.

The use of the national language is a form of cultural respect and inclusion, ensuring that local passengers or those who do not master foreign languages are not placed at a disadvantage.

Safety is not merely a procedure; it is a shared responsibility. By understanding and following these instructions, every passenger contributes to a safer and more smoother flight.

INSTITUTIONAL PARTNERSHIPS

As part of its institutional partnerships, IPIAAM participated in the following events:

IPIAAM participated, as an invited guest, in the European Marine Accident Investigators' International Forum (EMAIF), held in June 2025 in Vienna, Austria, alongside China and Canada. In October of the same year, it also participated, as a member, in the 32nd Meeting of the Marine Accident Investigators' International Forum (MAIIF), held in Rotterdam, the Netherlands.



**Marine Accident
Investigators'
International Forum**

MAIIF is an international organisation dedicated to maritime safety and the prevention of marine pollution through the sharing of ideas, experiences and information arising from accident investigations. Its main objective is to promote the improvement of investigation techniques, as well as to foster cooperation and communication among experts in the field.

Between 24 November and 3 December 2025, IPIAAM, at the invitation of the Maritime Port Institute (IMP), joined the Cabo Verde delegation to the 34th Assembly of the International Maritime Organization (IMO).



**INTERNATIONAL
MARITIME
ORGANIZATION**

The General Assembly is the supreme body of the Organisation, bringing together all Member States. Among its responsibilities is the election of the Council, which serves as its executive body. The Council is composed of 40 Member States, elected for a two-year term, and is responsible for overseeing the work of the Organisation.

On 15 December 2025, IPIAAM participated, as an observer entity, in the Full Emergency Exercise - *RUNWAY 2025*, held at Aristides Pereira International Airport (AIAP), on the island of Boa Vista.

This was an essential initiative to strengthen collective preparedness and operational resilience in response to aeronautical emergency situations.



STATISTICAL ANALYSIS

The year 2025 was atypical, marked by several occurrences.

Throughout the year, IPIAAM received a total of 13 notifications: 7 in the maritime sector and 6 in the aeronautical sector. Following the analysis of the available evidence, 7 investigation processes were opened.

In the aeronautical sector, these investigations resulted in 3 summary reports, which are available on the IPIAAM website.

Operator	Aircraft/ Registration	Location	Type of Occurrence	Damage	Date of Occurrence
Coast Guard	Beechcraft King Air 360 ER / D4-CCL 	RAI (GVNP)	Collision of the right-hand propeller blades with the ground	Material damage to the right engine propeller.	April 17, 2025
Jump Air	ATR72-212A / LY-JUP 	GVNP	In-flight failure of the left engine	-	August 31, 2025
CemAir	DASH8-300 / ZS-DHA 	GVNP	In-flight failure of the left engine	-	August 31, 2025

Photographs from external sources, used exclusively for illustrative purposes.

In this sector, the notifications generally come from the Civil Aviation Agency (AAC), as well as from the airports and their respective operators.

In the maritime sector, 4 investigations were initiated, with the publication of the respective reports scheduled for early 2026.

Vessel	Location	Type of Occurrence	Damage	Date of Occurrence
MV NHÔ PADRE BENJAMIM	Preguiça São Nicolau island	Sinking 	Total loss	April 14, 2025
HSC LIBERDADI	Port of Praia Santiago island	Grounding 	Damage to the starboard float (underside)	April 21, 2025
Fishing Vessel PAI SANTO	Santana Beach Maio island	Grounding 	Hull damage	April 22, 2025
Fishing Vessel PEIXE REI II	Fishing Complex at the Port of Praia Santiago island	Fire  	Partial loss Superstructure and fittings damaged	May 12, 2025

In this sector, the notifications received by IPIAAM generally come from various entities with responsibilities in the maritime field, namely the maritime administration, port authorities, shipping companies, shipowners, and the Maritime Police.



2018 – 2025

Since its establishment in December 2018 through the end of 2025, IPIAAM has opened 17 safety investigation processes, 7 of them in 2025.

Year	Number of Investigated and Concluded Occurrences		Observation
	Maritime	Aeronautical	
2018	0	0	-
2019	3	0	-
2020	2	0	-
2021	4	2	-
2022	1	2	-
2023	0	1	-
2024	0	0	-
2025	2	3	2 ongoing maritime investigations

Of the 4 maritime occurrence investigation processes initiated in 2025, two have been concluded and two remain ongoing. Of these 1 was classified as very serious and 3 as serious.

In the aeronautical sector, 1 of the occurrences was classified as a serious incident.

SAFETY RECOMMENDATIONS



Safety recommendations are formal proposals arising from accident or incident investigations, aimed at preventing recurrence and strengthening safety.

They are based on a technical analysis of the causes and contributing factors of an occurrence and are addressed to entities with the authority to implement corrective or preventive measures, such as authorities, operators, or regulators.

In general, safety recommendations aim to:

- correct deficiencies identified in procedures, systems, or operational practices;
- improve existing standards, regulations, and processes;
- enhance training, awareness, and safety culture;
- reduce operational and environmental risks;
- prevent the recurrence of similar occurrences.

It is important to emphasise that these recommendations are not intended to assign liability, but rather to serve a preventive purpose. Their effectiveness depends on their implementation and on the monitoring of their application by the recipient entities. It is equally important for these entities to provide feedback to IPIAAM, as this makes it possible to assess the implementation of the recommendations and contribute to the continuous improvement of safety.