



## Why States should join the IHO?

The IHO exists to ensure that adequate nautical charts and hydrographic services are provided across the World. States depend on the sea for an increasing range of activities and resources. The need to develop the so-called *blue economy* in a safe, sustainable and cost effective way is real. To meet this need, every coastal State has a duty to participate in the IHO and its efforts towards meeting its objectives.

Regulation 9 of Chapter V of the International Convention for the Safety of Life at Sea (SOLAS V/9) obliges Contracting Governments to ensure the provision of hydrographic and nautical charting services.

### **Charts and hydrography underpin every human activity in, on or under the sea, including:**

- safety of navigation
- maritime defence and security
- marine resources - minerals, fishing
- environmental protection and management
- maritime boundaries and policing
- marine spatial data infrastructure
- recreational boating
- maritime trade
- coastal zone management
- seaborne tourism
- search and rescue
- marine science
- tsunami flood and inundation modelling

## Status of Hydrography and Nautical Charting across the World

- *Less than 10% of the World's coastal seas and oceans have been surveyed and charted to the same or better resolution than maps of the Moon and Mars.*

(International Council for Science - SCOR)

- *Worldwide, the number of government survey vessels has declined by 35% in the last 30 years - contract surveys, improved equipment capability and other options have not filled the gap.*

(IHO Year Books 1979-2011)

- *In many parts of the World the quality and coverage of hydrographic surveys require significant improvement.*

(XVIII<sup>th</sup> IHO Conference Resolution 2012)

The coverage of survey data is particularly poor in the Caribbean, Indian and Pacific Oceans and the Polar regions, but all areas of the World are affected to some extent, including the waters of many, if not most, modern, developed States.

Almost none of the areas of responsibility of more than 150 States in the World with a recognised coastline is fully surveyed for depths or underwater hazards. This unsatisfactory situation must be recognized by all States with maritime interests and acted upon.

Improving this unsatisfactory situation requires the involvement of every State with maritime interests. It is a collective problem.

## Economic benefits of better hydrography

- For most ships, 30 cm extra depth shown on a chart allows at least 2,000 tonnes more cargo to be carried  
(typical tonnes per centimetre tables)
- Financial studies show that the cost:benefit ratio for national investment in hydrography and nautical charting can be better than 1:10  
(Coochey, Australia 1992; Brinkman & Calverley, Canada 1992; APEC, 2002)
- Passengers from a typical modern cruise ship spend over \$250,000 in port every day  
(Cruise Line International Association, 2010)

Mankind is turning increasingly to the sea for additional resources. Over 95% of world trade is carried by sea. Ships are getting bigger and more numerous. Markets for mariculture, offshore energy and structures continue to increase. The lack of up to date maps and charts introduce significant risks to the environment, to prosperity and to ultimate success. Would governments plan to build cities without basic maps?

## Joining the IHO

A country becomes a member of the International Hydrographic Organization (IHO) by acceding to the Convention on the IHO. The Convention is administered by the Government of Monaco on behalf of the Organization. Application procedures are described in IHO publication M-2 - *The Need for National Hydrographic Services*. M-2 is available on the IHO website (*Home > Standards & Publications > IHO Publications*).

States are normally represented in the IHO by the national authority responsible for the provision of hydrographic and nautical charting services in each Member State.

## Annual Subscription to the IHO

The IHO is funded through annual subscriptions from its Member States. Like the IMO, the subscription for each State is based on its maritime interest, measured by the tonnage of its registered fleet. The subscriptions are used to manage the IHO work programme, to provide a secretariat and to support the Capacity Building Programme that provides targeted training and technical assistance particularly for developing countries. The subscription is affordable for any maritime State and is considerably less than for any other comparable inter-governmental organization.

## Roles of the IHO

The IHO plays three key roles in improving global hydrography and nautical charting:

- establishing international standards and guidelines for hydrography and nautical charting;
- coordinating the provision of adequate nautical charts and hydrographic services at the worldwide and regional levels;
- developing the hydrographic capabilities in coastal States, through capacity building programmes, regional cooperation and training.

The IHO enjoys observer status in the United Nations and works very closely with other international organizations, including:

International Maritime Organization (IMO)  
Intergovernmental Oceanographic Commission (IOC)  
International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)  
World Meteorological Organization (WMO)  
International Organization for Standardization (ISO)

## Membership of the IHO ...

... unlocks significant economic benefits for everyone through better use of the sea and its resources.