



IHO Capacity Building Programme

TECHNICAL VISIT REPORT

The State of Hydrography and Nautical Charting in The Republic of Honduras



National Port Authority
General Directorate of the Merchant Marine
Center for Atmospheric, Oceanographic and Seismic Studies
Ministry of Foreign Affairs and International Cooperation



21-25 July 2025

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ABBREVIATIONS

ACMA	Maritime Analysis and Control Center
AtoN	Aids to Navigation
CBSC	IHO Capacity Building Sub-Committee
CAF	Development Bank of Latin America and the Caribbean
CELAC	Community of Latin American and Caribbean States
CENAOS	Center for Atmospheric, Oceanographic, and Seismic Studies of Honduras
COCATRAM	The Central American Commission for Maritime Transportation
COPECO	The Permanent Contingency Commission of Honduras
CSI	U.S. Container Security Initiative
DGMM	General Directorate of the Merchant Marine of Honduras
DGPS	Differential Global Positioning System
ECDIS	Electronic Chart Display and Information System
EEZ	Exclusive Economic Zone
ENC	Electronic Navigational Chart
ENP	The National Port Authority of Honduras
GIS	Geographic Information System
GMDSS	Global Maritime Distress and Safety System
GNSS	Global Navigation Satellite System
HYCOOP	Hydrographic Cooperation Program
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities
ICF	National Institute of Forest Conservation and Development of Honduras
IHO	International Hydrographic Organization
IMO	International Maritime Organization
IMSAS	IMO Member State Audit Scheme
IUU	Illegal, Unreported, and Unregulated
MACHC	Meso American-Caribbean Sea Hydrographic Commission (MACHC)
MSDI	Maritime Spatial Data Infrastructure
MSI	Maritime Safety Information
NAVOOCEANO	U.S Naval Oceanographic Office
NC	Nautical Charts
NGA	National Geospatial-Intelligence Agency
NHS	National Hydrographic Service
NHC	National Hydrographic Committee
NtMs	Notice to Mariners
PCA	Primary Charting Authority
RHC	Regional Hydrographic Commission
SAR	Search and Rescue
SINAPH	National System of Protected Areas
SOLAS	[United Nations] Convention for the Safety of Life at Sea
TV	Technical Visit
UNCLOS	United Nations Convention on Law of the Sea
UKHO	United Kingdom Hydrographic Office
USA	United States of America
WMO	World Meteorological Organization

EXECUTIVE SUMMARY

This technical visit to the Republic of Honduras, henceforth referred to as Honduras, primarily focused on determining the structure of various ministries, how they related to each other and their level of understanding of their responsibilities regarding Safety of Life at Sea (SOLAS), Maritime Safety Information (MSI), and hydrographic data collection.

The General Directorate of Merchant Marines (DGMM) reports directly to the President of Honduras and is the maritime authority for Honduras. The National Port Authority (ENP), under the Ministry of Finance, is recognized as the hydrographic authority for Honduras.

A significant concern identified during the visit is the lack of effective coordination between DGMM and ENP. This has led to gaps in the communication and distribution of MSI between the two organizations and towards NAVAREA IV. This disconnect poses a risk to the timely and appropriate dissemination of critical maritime safety information.

The Technical Visit Team concluded that Honduras should prioritize the establishment of a National Hydrographic Committee (NHC) to coordinate activities across government agencies and clarify responsibilities for hydrography and Maritime Safety Information (MSI). It is also recommended that Honduras focus first on strengthening its Phase 1 capacity (MSI), followed by continuing efforts to develop Phase 2 (survey capacity), and in the longer term consider options for Phase 3 (independent chart production) in partnership with MACHC Member States and its Primary Charting Authority (PCA), UKHO.

Recommendations are included in this report.

TECHNICAL VISITS

During 2020, the MACHC Capacity Building Sub-Committee (CBSC) identified a need for a Technical Visit (TV) to Honduras. This was approved and funds were allocated for the visit to be carried out during the 2021-2023 period. The IHO visit was postponed due to the COVID pandemic, and it was agreed upon at CBSC21 that the visit would carry over into 2024. The National Geospatial-Intelligence Agency (NGA) offered to conduct the TV, and after coordination with officials in Honduras, a date was set for July 2025. The TV was carried out concurrently with an IALA Assessment Mission. The IALA representative was there to assess the adequateness and effectiveness of the system for delivering Aids to Navigation but also provided support for the TV.

The allocated IHO funding was not used as both NGA and IALA covered the expenses of their respective representatives.

Previous visit:

The Conrad Blucher Institute for Surveying and Science, Division of Nearshore Research at Texas A&M University-Corpus Christi (TAMUCC DNR) provided training on tide/water level measurement, and an assessment of current capabilities for water level measurement in Puerto Cortes, Honduras. The visit was conducted in May 2010. As of 2025, no known tidal data is being collected in Puerto Cortes.

GENERAL AWARENESS IN THE COASTAL STATE

Honduras is member of International Maritime Organization (IMO) (1954) and United Nations Convention on the Law of the Sea (UNCLOS) (1982) but has yet to accede to the IALA Convention. They signed the SOLAS Convention in 1989 and are aware of those responsibilities.

Honduras has long established comprehensive organic laws governing maritime safety; however, insufficient national compliance has significantly undermined the effectiveness of these mandates. Both DGMM and ENP recognize the necessity of establishing a National Hydrographic Committee (NHC); nevertheless, persistent challenges in leadership continuity and strategic long-term planning present significant obstacles to progress in this critical area.

IHO/RHC MEMBERSHIP OF THE REPUBLIC OF HONDURAS

Honduras is not currently a member of IHO but an associate member of the Meso American-Caribbean Sea Hydrographic Commission (MACHC). Officials at ENP understand the benefits of full IHO membership and are committed to becoming a member of the IHO.

INTERNATIONAL OBLIGATION OF HONDURAS

Honduran authorities are aware of their international obligations and are very keen and willing to fulfill them. At present, ENP is reliant on support provided by their PCA (UKHO) and the NAVAREA IV Coordinator (NGA).

CERTIFIED PERSONNEL

From discussions it was determined that there are certified personnel in the following fields:

- MSI Specialists – Most recent MSI training provided by IHO in 2018

There are no certified personnel in the following fields:

- Hydrographic Surveyors – No CAT-A personnel at ENP, but ENP has received various training over the years sponsored by IMO, IHO, and COCATRAM
- Marine Cartographers – No CAT-B personnel at ENP, but training has been provided on Marine Cartography and ENC production (UKHO 2006, IMO 2010, IHO Oceanographic and Marine Information program 2014)
- Marine GIS experts

HYDROGRAPHIC SURVEY & NAUTICAL CARTOGRAPHY CAPABILITY

Hydrographic Survey Capability: ENP has limited capability to undertake hydrographic surveys within their jurisdictional ports. During 2025, they conducted single-beam sonar surveys across the following ports: Puerto Cortes, La Ceiba, Puerto Castilla, and Tela.

Capacity to produce Nautical Cartography: ENP relies on the support of its PCA (UKHO) for the production and updating of nautical charts.

MSI RESPONSIBILITY

Honduras has formalized MSI capabilities through established directives authorizing both DGMM and ENP to collect and disseminate critical navigational information. DGMM functions as the authority for MSI, possessing the mandate to issue local navigational warnings to vessels operating within Honduran territorial waters. ENP serves as the designated national coordinator for NAVAREA IV communications. It should be noted, however, that ENP's MSI dissemination activities are predominantly confined to notifications regarding Aids to Navigation (AtoN) modifications within their administered port facilities.

Despite these established processes, ongoing collaboration between DGMM and ENP is essential to ensure a comprehensive approach to MSI dissemination, encompassing not just aids to navigation, but also broader navigation safety concerns.

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REPORT OF TECHNICAL VISIT TO REPUBLIC OF HONDURAS

21-25 July 2025

Reference(s):

- A. IHO Publication M-2 *The Need of National Hydrographic Services* - Version 3.0.7
- B. IHO CB Procedure 9: *Guidelines to Conduct Technical Visits*
- C. IHO CB previous Technical Visit Report: *Trip Report: Visita Técnica Efectuada Por El BHI A La República De Honduras, February 2005*
- D. IHO CB last Technical Visit Report: *Trip Report: Gulf of Honduras Tides Training June 2010*
- E. National Report from coastal State to last RHC meeting: *Informe Nacional Oficina Hidrográfica Honduras, MACHC25 (2024)*

Introduction

The TV to Honduras primarily examined the organizational framework of maritime-related ministries. The evaluation concentrated on identifying interagency relationships, authority structures, and comprehension levels regarding SOLAS Convention obligations, with specific emphasis on MSI protocols and hydrographic data collection.

1. Background

During 2020, the MACHC CBSC identified a need for a TV to Honduras. This was approved and funds were allocated for the visit to be carried out during the 2021-2023 period. The IHO visit was postponed due to the COVID pandemic, and it was agreed upon at CBSC21 that the visit would carry over into 2024. NGA offered to conduct the TV, and after coordination with officials in Honduras, a date was set for July 2025.

2. Composition of the Team

Name	Role
<i>Mr Sami Al-Jamal - US/NGA - International Engagements Officer</i>	Team Lead
<i>Ms Gerardine Delanoye – IALA - Capacity Building and Resources Manager</i>	IALA Lead

Administrative and logistic information on accommodation, flight timetable/schedule, transportation including meeting arrangements and timetabling of the TV, were coordinated by DGMM.

PART A - OVERALL ASSESSMENT OF THE SITUATION IN REGION

3. Efficacy of the Technical Visit.

The visit to Honduras proved a worthwhile investment, successfully bringing all maritime stakeholders to the table and fostering improved inter-visibility. Both DGMM and ENP demonstrated an understanding of their SOLAS responsibilities and acknowledged existing communication gaps that have hindered effective coordination. Most significantly, the visit developed a consensus from all stakeholders on the need to establish a National Hydrographic Committee. The stakeholders have committed to sharing data amongst each other and to the outside world via the NAVAREA IV coordinator and their PCA.

4. Cooperative Arrangements and Potential.

a. Regional Organizations and Collaboration.

Honduras is a member of, or affiliated with the following regional organizations:

Central American Integration System (SICA) – A regional organization established in 1991 to promote peace, democracy, development, and cooperation among Central American nations. SICA works to strengthen political dialogue, foster economic integration, and coordinate joint efforts. SICA serves as the main institutional framework for advancing unity and collaboration across Central America.

Community of Latin American and Caribbean States (CELAC) – A regional block comprising of 33 Latin American and Caribbean states. CELAC aims to promote regional integration and cooperation in areas like trade, investment, energy, and infrastructure.

Development Bank of Latin America and the Caribbean (CAF) – A multilateral financial institution that promotes sustainable development and regional integration across Latin America and the Caribbean.

Central American Commission of Maritime Transport (COCATRAM) – An organization created to promote and coordinate the development of maritime transport and port activity in the region. Its main goal is to strengthen the efficiency, safety, and completeness of maritime trade in Central America by fostering cooperation among member states, harmonizing maritime policies, and supporting sustainable practices.

b. Defense and Security Arrangements.

The Honduran Navy cooperates with the U.S. Coast Guard and neighboring defense forces in combating drug trafficking and other illicit maritime activities. Coordination between the Navy and DGMM supports broader enforcement of maritime regulations and international obligations.

DGMM itself maintains operational capability through the Maritime Analysis and Control Center (ACMA). ACMA enables DGMM to coordinate Search and Rescue (SAR) operations, monitor vessel activity, and provide intelligence on illicit maritime activities in Honduran waters.

PART B – Honduras ASSESSMENT

5. RHC Involvement.

Honduras is not currently an IHO Member State. They are listed as an Associate Member for the MACHC and have attended the last conference in 2024 (Panama City, Panama), producing one National Report that was available to the TV team.

6. Preliminary Liaison.

DGMM provided Ms. Laura Rivera (Deputy Director) as a point of contact who aided the team with this TV. Through her assistance, the necessary stakeholders were contacted, and meetings

arranged. Ms. Rivera introduced the TV team at meetings and outlined the reason for the visit including main objectives.

The assistance provided by DGMM contributed directly to the success of this visit.

7. Points of Contact.

The IHO Yearbook (P-5) should include Honduras details for the local first point of contact for hydrographic and MSI matters. At the time of the visit the Honduras P-5 entry was out of date. The updated P-5 entry has since been provided by ENP, and updated contact details are included in ANNEX D.

ENP is responsible for IHO liaison.

DESCRIPTION OF MARITIME ACTIVITIES

8. National Maritime Affairs.

Regarding National Maritime Affairs, two main stakeholders were identified:

- **General Directorate of the Merchant Marine (DGMM)** - Official maritime authority of Honduras responsible for maritime safety at sea, handling the registration and certification of vessels under the Honduran flag, and implementing measures for the protection of the marine environment. DGMM is also tasked with controlling marine traffic, managing identification systems, and authorizing national and international set sail requests.
- **Honduran National Port Authority (ENP)** - Official Hydrographic authority of Honduras responsible for the administration and oversight of all national ports in Honduras. Its responsibilities encompass a broad reach of activities related to the management of ships, cargo, and port infrastructure, including the coordination of port operations, control of cargo storage movement, and ensuring the efficient functioning of port facilities. ENP also plays a key role in the provision and maintenance of Aids to Navigation (AtoN) and oversees dredging operations and hydrographic surveys within the areas it manages.

9. Trade and Maritime Traffic.

- a. Through Routes.

There are several regional and international through routes that converge in Honduran waters, most notably access to the Panama Canal.

- b. Trans-shipment.

The main port in Honduras is Puerto Cortes. It is one of the most important ports in Central America. It is the only deepwater port in Central America easily allowing for the accommodation of large vessels. Puerto Cortes is also the first Central American port to join the U.S. Container Security Initiative (CSI). The port boasts docking

terminals, modern cranes, and extensive warehouses for cargo handling and storage.

c. Bulk Trades.

For bulk trades, four ports in Honduras can receive ships: Puerto Cortes, Puerto Castilla, Puerto San Lorenzo, and Puerto Tela.

Cargo Distribution in Honduras 2024
(Source: Central American Maritime Transport Commission)

Port	General Cargo	Containerized	Ro-Ro	Solid Bulk	Liquid Bulk	Total
Puerto Cortes	361.35	5,080.98	12.09	4,824.05	2,932.87	13,211.34
Puerto Castilla	47.27	906.69	0.00	288.12	306.96	1,548.93
Puerto San Lorenzo	670.14	151.02	72.72	164.75	769.73	1,828.36
Puerto Tela	0.00	0.00	0.00	0.00	389.90	389.90
Total	1,078.77	6,138.69	84.81	5,276.92	4,399.35	16,978.53

(In Thousands of Metric Tons)

d. Feeder, Coasting and Local Trade.

Local traffic consists of small local fishing vessels, and small cargo vessels used to transport goods and supplies between coastal towns, villages, and islands that may not have regular ferry services.

Domestic ferry services:

Ferries are crucial for connecting the Honduran mainland with the Bay Islands (Roatan, Utila, and Guanaja)

e. Offshore Supply and Support.

Honduras currently has no commercially viable offshore oil and gas production.

f. Tourism Cruise Liners.

Several prominent cruise lines include Roatan, Honduras in their itineraries:

- Mahogany Bay (Isla Tropicale): Inaugurated in 2009, the port is exclusively managed by Carnival Corporation and serves ships from Carnival Cruise Line, Princess Cruises, and Holland America Line
- Port of Roatan Town Center (Coxen Hole): Terminal serves a wider array of cruise lines, including Royal Caribbean, Norwegian, and Celebrity.

g. Tourism Small Craft.

Honduras, particularly its Bay Islands is a popular destination for small craft tourism.

h. Fisheries.

Fisheries in Honduras are an important component of the maritime economy and are carried out through both artisanal and industrial activities, particularly along the Caribbean coast. The artisanal sector, relying on small boats and traditional gear, accounts for a significant share of the national catch and supports many coastal communities. Industrial operations focus mainly on the harvesting of spiny lobster, queen conch, shrimp, and reef fish species, with much of this production destined for export. Oversight of the sector is shared among national authorities, but enforcement capacity remains limited, and there are ongoing concerns regarding illegal, unreported, and unregulated (IUU) fishing. Reliable hydrographic data and updated charts are therefore important not only for the safety of artisanal and industrial fishing vessels, but also for effective monitoring and management of Honduran waters.

10. Responsibility for Safety of Navigation.

Decree 167-1994 establishes the Organic Law of the National Merchant Marine of Honduras, creating the legal framework that regulates all aspects of the merchant marine sector in the country. It defines the authority of DGMM as the main regulatory body, in coordination with ENP and other state entities for all matters concerning navigation safety, maritime security, and port operations. The decree sets obligations for shipowners, captains, and operators regarding accident reporting, wreck removal, environmental protection, and pollution prevention.

Decree 40-1965 establishes ENP as a state entity responsible for managing, operating, and developing the country's port system. Its responsibilities include administering and coordinating port services, ensuring the safe and efficient functioning of ports, and promoting the construction, maintenance, and modernization of maritime and port infrastructure. ENP is also entrusted with regulating access channels, preserving and improving port areas, and overseeing activities that guarantee navigation safety.

Safety of Navigation responsibilities are described as below:

- Maintenance of channels: ENP and private ports carry out the maintenance of navigational channels. ENP's Engineering Unit is responsible for planning, executing, and supervising such activities.
- Removal of Wrecks: DGMM and ENP act jointly in the removal of wrecks. DGMM provides the maritime regulatory authority role, while ENP provides the infrastructure and operational enforcement.
- Provision and maintenance of Aids to Navigation (AtoN): ENP is considered the AtoN service provider and responsible for the management and maintenance of all AtoN in Honduras. It should be noted that most AtoNs and lights are not operational and are either damaged or missing. 10 of 11 lighthouses under ENP control are currently non-operational. More than 50% of the AtoN in the nautical charts reviewed by the TV team were either missing or not operational. ENP officials have cited difficulties in obtaining proper funding, and vandalism as issues in maintaining AtoNs.

- Promulgation of Notice to Mariners (NtMs): ENP and DGMM share overlapping responsibilities in the promulgation of MSI and NtMs. DGMM is responsible for issuing Navigational Warnings in national waters and disseminating information to the DGMM Harbor Master's Offices in each port. Meanwhile, ENP serves as the National Coordinator to NAVAREA IV, but its role is limited to promulgating notices related specifically to AtoN. A key gap exists due to lack of coordination and communication between the two organizations, resulting in these warnings not being transmitted to the NAVAREA IV Coordinator. Consequently, navigational risks reported locally may not be integrated into the international MSI systems such as NAVTEX, GMDSS, and SafetyNET.

11. Defense Force Responsibilities.

The Honduran Navy serves as a crucial pillar of the country's defense framework fulfilling key responsibilities in maritime security, anti-drug operations, disaster response, and environmental protection. ACMA, under DGMM, effectively collaborates with the Honduran Navy and other governmental agencies to address these challenges. In 2022, ACMA coordinated 24 SAR operations in Honduran waters.

12. Coastal Zone Management and Environmental Protection.

Honduras officially recognizes four Marine National Parks within its National System of Protected Areas (SINAPH), each safeguarding unique marine ecosystems. These National Parks are Parque Nacional Marino Islas de la Bahía, Parque Nacional Marino Cayos Cochinos, Parque Nacional Marino Monumento Natural Marino Archipiélago del Sur, and Parque Nacional Marino Santa Fe.

It should be noted that these protected areas are not charted on navigational charts, and it is recommended that the limits and details of these marine protected areas should be forwarded to the PCA (UKHO) for inclusion in navigational products.

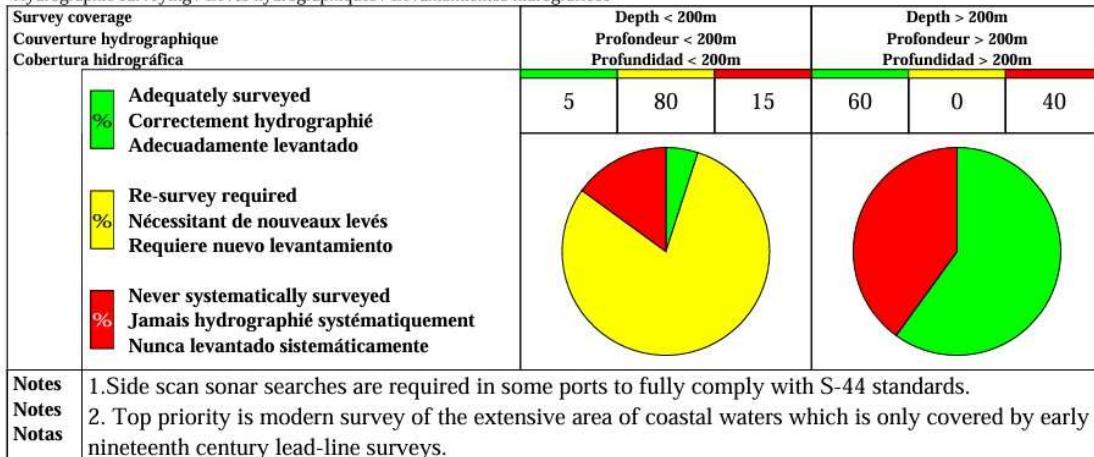
The Centro Nacional de Estudios Atmosféricos, Oceanográficos y Sísmicos (CENAOS), operating under the Comisión Permanente de Contingencias (COPECO), serves as Honduras's national hub for climate and hazard monitoring. It provides real-time data, forecasts, and early warnings on rainfall, temperature, storms, and earthquakes. CENAOS has 19 seismic sensors dispersed throughout Honduran waters.

OUTLINE C 55 ANALYSIS

13. Status of surveys within the National Maritime Zone.

Regarding C-55 indicators about hydrographic surveys, this is the situation reported in August 2025:

Hydrographic surveying / Levés hydrographiques / Levantamientos hidrográficos



C55 Indicators about hydrographic surveys in Honduras

The hydrographic survey capability within Honduras is currently limited. ENP conducts single-beam surveys, primarily confined to ports and harbor areas under its jurisdiction. Certain privately operated ports, such as the Carnival Cruise Line facility in Roatan, have undertaken their own surveys and indicated a willingness to share data with both ENP and DGMM.

Honduras has a hydrographic survey agreement with the U.S. Naval Oceanographic Office (NAVOOCEANO) through the Hydrographic Cooperation Program (HYCOOP) dating back to 1976. NAVOOCEANO last conducted a survey in Honduran waters in 2018. Officials at ENP have confirmed that Honduras does have access to this survey data. To enhance maritime safety and improve the accuracy of nautical charting, it is recommended that survey data from all stakeholders be consolidated and transmitted to the Primary Charting Authority (UKHO) for potential inclusion in international nautical charts and related products.

14. Collection and Circulation of Nautical Information.

At present, there is no single organization in Honduras that functions as a national coordination point for nautical data. ENP serves as the recognized Hydrographic Authority of Honduras and acts as the national coordinator for NAVAREA IV; however, all official nautical products covering Honduran waters are produced by the PCA (UKHO). DGMM holds responsibility for MSI and issues local NtMs. These notices, however, are not routinely forwarded to ENP, resulting in fragmented communication and limiting the integration of MSI into official hydrographic and charting processes.

It is recommended that ENP and DGMM engage with all local stakeholders who may have collected data containing a hydrographic component, identify existing datasets, and facilitate their sharing. Such collaboration should include the transmission of relevant information to the PCA (UKHO) for consideration in official nautical products. Stakeholders in possession of hydrographic data should also recognize that they bear a degree of liability if dangers to navigation are identified within their datasets and not reported through appropriate channels.

15. Survey Capability.

ENP has limited capability to conduct single beam surveys within ports under their jurisdiction.

16. Independent Chart Production Capability.

There is no capability to produce nautical charts locally. Chart coverage is fully produced by the PCA (UKHO).

PROPOSALS FOR COORDINATION AND CAPABILITY BUILDING

17. National Hydrographic Committee.

The absence of a National Hydrographic Committee has been deliberated with various organizations, and consensus has been reached regarding its necessity. Despite unanimous agreement, the lack of support from higher levels of government has hindered substantive progress, resulting in discussions being the extent of the undertaken measures. Considering this, it has been proposed that the International Hydrographic Organization (IHO) arranges a high-level visit to underscore the imperative need for the establishment of a National Hydrographic Committee.

18. Phase 1 Hydrographic Capability: MSI Organization and GMDSS.

a. MSI (Navigational Warnings).

Coordination between DGMM and ENP on MSI is limited. DGMM issues local navigational warnings, but these are not consistently shared with ENP, the national NAVAREA IV coordinator. It is recommended that both agencies improve MSI data exchange and dissemination, in close collaboration with the NAVAREA IV coordinator (NGA) and the PCA (UKHO). Relevant contact details have been provided to support this process.

b. Information on Ports and Harbors.

During the Visit, the Team emphasized the importance of systematically collecting and disseminating navigational data to mitigate potential legal liabilities and help reduce insurance premiums for vessels operating in Honduran waters and ports. Improved data management is also expected to lower operational costs and, in some cases, reduce time alongside. Furthermore, the early provision of plans and coordinates for new developments to the PCA (UKHO) will ensure that nautical charts and related products are updated in a timely manner, enhancing both safety and efficiency.

c. GMDSS Status.

Table 1: Status of GMDSS in local waters.

Master Plan	A1 Area	A2 Area	A3 Area	NAVTEX	SafetyNET	Notes
No	Yes (VHF) DGMM	No (MF)	No	No	No	1 to 8

Notes:

1. Specify any geographic limitations to Area coverage. - **None**

2. Note NAVTEX Station location, especially when designed for optimum overlap. - **None**
3. Note where proposals are subject to financial appraisal by the national government. - **DGMM Proposal for VTS system includes potential NAVTEX stations**
4. Note where choice of MSI medium is to be subjected to cost analysis, and comment on optimum solution and interim arrangements. - **None**
5. Note Team recommendations of negotiation for facility sharing. - **N/A**
6. Specify any firm commitments or local proposals for coordination. - **DGMM and ENP have made ongoing efforts to establish a data sharing agreement**
7. Note where SafetyNET is available and could be used for Coastal Warnings, but the State wishes to assess comparative costs of implementing their own NAVTEX Station before adopting this solution. -**N/A**
8. Note where the Team could not establish status of National Plan. **N/A**

19. Phase 2 Hydrographic Capability: Survey.

a. Provision of Survey Data.

ENP shares the survey data it collects with its PCA (UKHO) and acknowledges the importance of ensuring that all hydrographic data gathered in Honduran waters is likewise transmitted. To strengthen this practice, it is recommended that future license agreements with exploration companies include a clause requiring the provision of any bathymetric data to the government of Honduras for onward submission to the PCA (UKHO).

b. Survey Capability.

ENP currently has single-beam capability, and its Engineering Department can process survey data for integration into hydrographic products. To enhance the reliability and international recognition of these outputs, it is recommended that further training be undertaken to ensure alignment with S-44 survey standards.

c. Potential for Regional Activity.

Recommend engagement at RHC and with other Central and South American Countries.

20. Phase 3 Hydrographic Capability: Chart Production.

Honduras currently has no capability for local chart production. Establishing such a capability would require an extensive training program alongside the acquisition of specialized equipment, with associated costs integrated into national budgets. It is recommended that these requirements be incorporated into the National Hydrographic Master Plan. Furthermore, to benefit from IHO Capacity Building training and support, Honduras would need to formalize its membership in the IHO.

21. Summary of the Assessment of the National Hydrographic Capability

Table 2: Assessment of National Hydrographic Capability.

IHO Member	RHC	NHC	Phase 1 Capacity	Phase 2 Capacity	Phase 3 Capacity
No	MACHC Associate Member	No	Self	Partial	No

PROPOSALS FOR ASSISTANCE

22. Training

The TV team recommended MSI training to heighten awareness and to develop good working practices between all stakeholders. DGMM and ENP are strongly encouraged to nominate an appropriate participant for the next IHO funded MSI course. The need for more CAT-A and CAT-B qualified personnel was also discussed.

Once Honduras completes its IHO membership, more IHO Capacity Building opportunities will become available.

23. Equipment.

The Technical Visit (TV) Team recommends the development of a detailed National Hydrographic Strategy to assess and define Honduras's specific requirements for equipment, survey platforms, and associated training. Such a strategy would provide a structured framework for building sustainable hydrographic capacity, ensuring that future investments are prioritized, costed, and aligned with international standards.

24. Funding.

The National Hydrographic Strategy should clearly identify priority areas where funding is required to develop Honduras's hydrographic capacity. Government of Honduras resources should be allocated to these needs, while applications for additional support should be submitted to international funding sources for specific projects. In parallel, guidance and applications for IHO Capacity Building courses and training should be coordinated through the MACHC CBSC coordinator to ensure access to regional expertise and support.

FOLLOW-UP ACTIONS

25. Encouragement of Formation of an NHC, Development of a National Hydrographic Strategy, and RHC Membership.

The Technical Visit (TV) Team recommends the establishment of a National Hydrographic Committee (NHC) with equal representation from all relevant national organizations. To reinforce the importance of this initiative, it is further suggested that a high-level visit from the IHO be arranged to highlight the value of the NHC and to encourage Honduras to pursue full IHO membership. In addition, active participation in the Regional Hydrographic Commission (RHC) is strongly advised. Key stakeholders to be engaged in this process include DGMM and ENP.

Action: IHO Secretariat and MACHC Chair.

26. Encouragement of Effective and Timely Collection and Promulgation of Hydrographic Information.

- a. The TV team recommends that DGMM and ENP coordinate the promulgation of all MSI to NAVAREA IV coordinator.

Action: TV Team.

- b. Note any requirement for MSI/SAR liaison with local authorities.

Action: NAVAREA Coordinator.

27. Encouragement of Development of Hydrographic Capability.

- a. The TV Team recommends joining IHO to have the opportunity to attend IHO training.

CONCLUSIONS

28. Cooperative Opportunities.

The MACHC Chair and the IHO Secretariat are encouraged to establish contact with the relevant Honduran authorities at the earliest opportunity to sustain the momentum generated by this TV. Continued attendance at future MACHC conferences and seminars will enable Honduras's maritime authorities to strengthen regional connections and access technical support that can contribute to their hydrographic development. ENP/ DGMM and UKHO should continue to maintain open communication.

29. National Hydrographic Committees (NHCs).

No National Hydrographic Committee (NHC) has yet been formed. The establishment of an NHC is essential to ensure the long-term improvement of Maritime Safety Information (MSI) in Honduras. Once created and properly managed, the NHC would provide an effective forum to identify solutions to outstanding issues, prioritize national requirements, and coordinate among stakeholders, avoiding duplication of effort and ensuring that the MSI coordinator has access to all relevant information. The initial meeting should involve senior management from each organization to agree on terms of reference, roles, and responsibilities. Thereafter, regular meetings involving technical staff would enable focused progress on hydrographic and MSI matters.

Recommendations

30. Urgent Actions.

- a. DGMM and ENP to coordinate MSI responsibilities and promulgate necessary data to NAVAREA IV coordinator and PCA (UKHO).
- b. ENP to gather all maritime data from stakeholders and share with PCA partner (UKHO) for inclusion in navigational charts and related products.
 - i. Provide updates on uncharted and charted AtoN.

- ii. Provide survey data collected by ENP, US NAVOCEANO, and private entities.
- iii. Coordinate with National Institute of Forest Conservation and Development (ICF) to ensure Marine Protected Areas are charted on nautical products.
- iv. Provide precise location of known uncharted wrecks.
- c. Establish NHC
 - i. Set the terms of reference for the NHC to include all stakeholder requirements.
 - ii. Formalize the roles and responsibilities of those involved in the NHC.
- d. Consider the implementation of a data storage system that allows access by all relevant stakeholders so that data can be collected once and used many times for the benefit of Honduras.
- e. Honduras should become a full member of the IHO.
- f. Establish National Hydrographic Strategy.
- g. Attendance at annual MACHC events.

31. RHC Follow-up Actions

- a. Encourage forming an NHC.
- b. Support Honduras in raising its awareness for the need of hydrography.
- c. Support Honduras to access capacity building opportunities.
- d. Encourage relative stakeholders to attend MSI Courses for the MACHC region.

32. Follow up Opportunities.

- a. The TV Team recommends Honduran representatives attend MACHC26 – Niteroi, Brazil, 8-12 December 2025.

33. Preparations for Next RHC Conference.

- a. Last Technical Visit Assessment
- b. Technical Visit Recommended Actions

DATE	31 October 2025
RHC Technical Visit Team Leader	Mr. Sami Al-Jamal
SIGNATURE	

Annex List:

- A. Terms of Reference of the IHO TV Team.
- B. Summary of Events.
- C. Preliminary Agenda.
- D. List of Contacts.
- E. P-5 IHO Yearbook Template update.
- F. Hydrographic Surveys Coverage.
- G. PCA Chart and ENC Coverage.
- H. Coastal State report to last RHC meeting.

DISTRIBUTION: Chair RHC

INFORMATION: IHO Secretariat / visited coastal State

TERMS OF REFERENCE OF THE IHO TECHNICAL VISIT TEAM

1. The Technical Visit Team, comprising members of the staff from United States of America's National Geospatial Intelligence Agency (NGA), led by Sami Al-Jamal, are to discuss issues of mutual interest in the fields of hydrography and maritime safety information (MSI).

Preparation

2. The members of the Team, under the guidance of the leader and with the assistance of the staffs of the Hydrographers of Honduras, are to plan the team visit having obtained access to material available from each organization, the IHO Secretariat, and the information supplied by Honduras.

Work Objectives

Note: If the Technical Visit Team has more than one area of activity, e.g. MSI and hydrography, separate headings should be used. The following example covers hydrographic work.

3. The Team is to:

- a. obtain access to decision making levels of government in each country visited and liaise with senior officials, emphasizing the importance of hydrography to coastal States and, hence, the need to include hydrographic and associated charting activities within National Plans;
- b. assess the National capacities to plan and execute the collection and rendering of hydrographic data to enable the production of charts and publications both locally and through the supply of data to Hydrographic Offices with international chart folios;
- c. consider and advise on measures which can be taken to improve the capacity of nations to carry out the above;
- d. emphasize the basic importance of a national system for the collection of data, such as engineering drawings and local Notices to Mariners, which have an effect on the interests of mariners;
- e. advise on the assistance to be gained from close liaison with the IHO Secretariat, IMO and funding agencies to enable viable and sustainable capability to be maintained.

Report

4. A Report on the activities and recommendations of the Team is to be submitted to the Chair of the RHC.

SUMMARY OF EVENTS FOR THE VISIT TO HONDURAS

Day	Time	Event	Local	Notes
Mon 21 July	17:00	Arrival in Honduras	Airport	Host: DGMM Transfer to hotel (Intercontinental) by DGMM
Tue 22 July	09:00 – 09:45	Welcome and Introduction	DGMM Office	DGMM, Foreign Ministry, ENP, and Finance Ministry in attendance.
	09:45 – 10:45	Institutional Presentation: Structure of DGMM		Presentation by CAPT. Ochoa <ul style="list-style-type: none"> • Safety of Navigation responsibilities • Defense Force responsibilities • Overview for future VTS implementation
	10:45 – 11:45	Institutional Presentation: Structure of ENP		Presentation by Jose Manuel Guitierez, Head of Department of Hydrography and Aids to Navigation, ENP <ul style="list-style-type: none"> • Hydrographic responsibilities • Aids to Navigation responsibilities
	13:00 – 13:15	Institutional Presentation: Center for Atmospheric, Oceanographic and Seismic Studies (CENAOS)		Presentation by Francisco J. Argenal, Director of CENAOS
	13:15 – 13:30	Institutional Presentation: Ministry of Foreign Affairs and International Cooperation		Presentation by Director General, Dr. Allan Javier Oviedo

	13:30 – 14:00	Maritime Analysis and Control Center Tour		Tour conducted by CAPT. Ochoa
Wed 23 July	06:00 – 12:30	Transfer from Tegucigalpa to Puerto Cortes		Transportation provided by DGMM
	13:30 -14:30	Meeting with ENP officials	ENP office at Puerto Cortes	<p>Discussion of Existing capability of Hydrographic services</p> <ul style="list-style-type: none"> • Status of Surveying • Collection and circulation of nautical information • Chart production capability
	14:30 – 16:00	Tour of port facilities and access channel on board ENP tugboat	Puerto Cortes	Observed condition of AtoN and nautical chart accuracy
Thu 24 July	07:00 – 10:00	Transfer from Puerto Cortes to Tela		Transportation provided by DGMM
	10:00 – 11:30	Visit to IMPALA terminal	Tela	<p>Meeting discussing collaboration between private ports (IMPALA), DGMM, and ENP</p> <ul style="list-style-type: none"> • ENP provides AtoN maintenance and Survey services to IMPALA
	13:00 – 14:30	Transfer from Tela to La Ceiba		Transportation provided by DGMM

	14:30 – 16:00	Visit to the local port in La Ceiba	La Ceiba	Meeting with DGMM harbor master at La Ceiba port
Fri 25 July	06:00	Depart from Honduras	Airport	Transportation Provided by DGMM



LIST OF CONTACTS

Organization	Name	Role	Email Address
General Directorate of the Merchant Marine <u>https://merchantmarine.gob.hn</u> Boulevard Suyapa, Edificio Pietra, Contiguo a ALUPAC, Apdo. Postal 3625 Tegucigalpa, M.D.C, Honduras, C.A	Abog. Laura Rivera	Deputy Director	lrivera@marinamercante.gob.hn
	Walter Azzad	Head of Seafarers Dept.	wazzad@marinamercante.gob.hn
	CAPT. Alejandro Rodriguez	Head of Maritime Safety	arodriguez@marinamercante.gob.hn
	Ana Carolina Sikaffy	Head of Auxiliary Maritime Industries and Port Development	asikaffy@marinamercante.gob.hn
	Abg. Jeovanny Ochoa	Head of Maritime Analysis and Control	Jochoa@marinamercante.gob.hn
National Port Authority <u>https://enp.hn</u> R3V2+QMR Portuaria 1ra calle, Puerto Cortés, Cortés, Honduras	Jose Manuel Gutierrez	Head of Hydrography and Aids to Navigation Unit	jose.gutierrez@enp.hn
	Eng. Oscar Delgado	Head of Engineering Unit	oscar.delgado@enp.hn
	Javier Nectaly Diaz	Hydrographer	ndiaz@enp.hn
Ministry of Foreign Affairs and International Cooperation <u>https://sreci.gob.hn</u> 3QCX+GG6, Tegucigalpa, Francisco Morazán, Honduras	Dr. Allen Javier Oviedo	Director General of Foreign Policy	Allan.oviedo@sreci.gob.hn
Center for Atmospheric, Oceanographic and Seismic Studies <u>https://cenaos.copeco.gob.hn/</u> Aldea el Ocotal 500m. adelante del Hospital Militar, Carretera a Mateo, Comayagüela, F.M	Francisco J Argenal	Director	fjargenal@gmail.com

P-5 IHO YEARBOOK ENTRY UPDATE

*Honduras / Honduras***EMPRESA NACIONAL PORTUARIA (ENP)**

Contact information / Informations de contact / Información de contacto

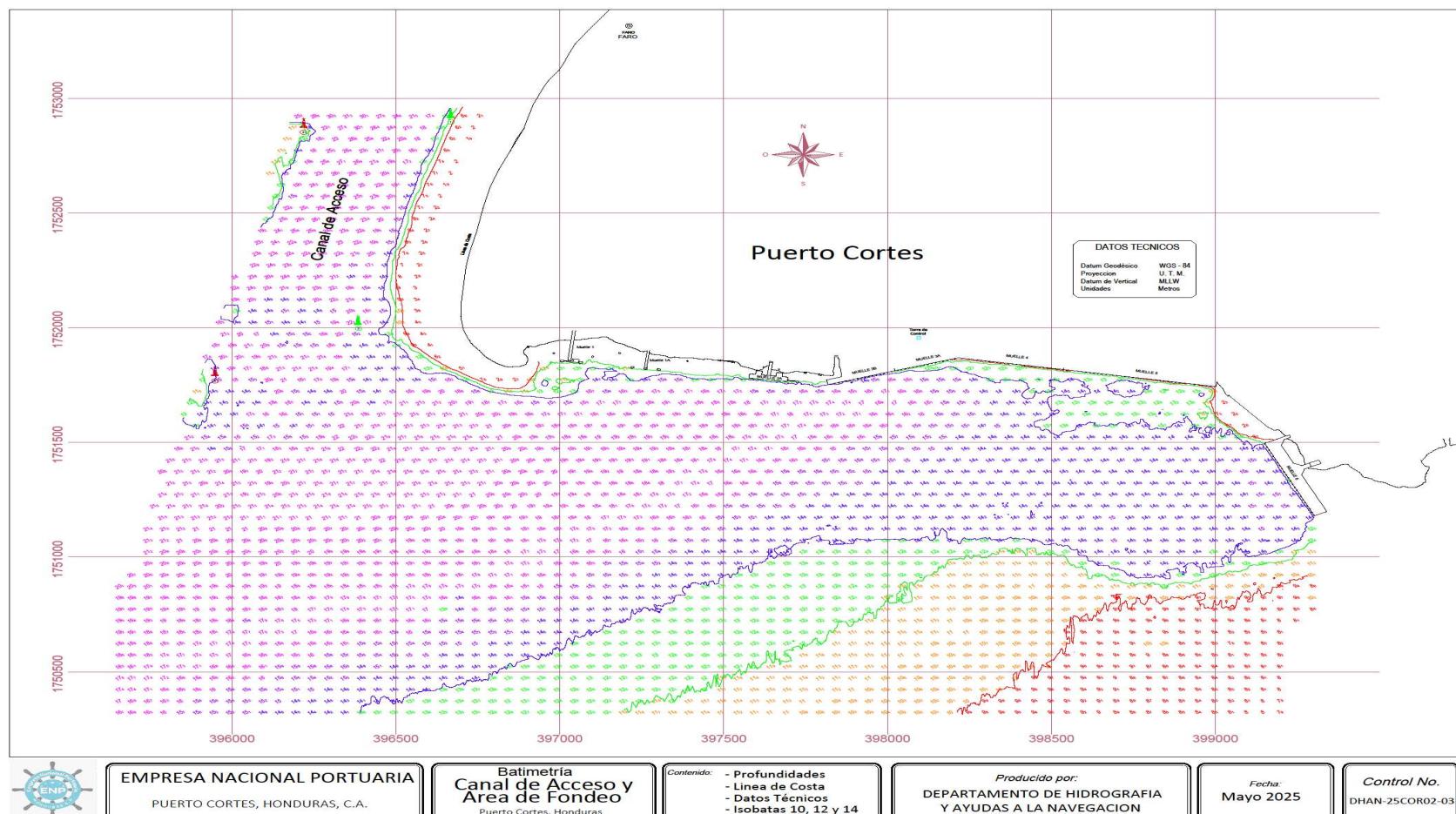
Other point(s) of contact -Autre(s) point(s) de contact -Otros punto(s) de contacto	Agency address: R3V2+QMR Portuaria 1ra calle, Puerto Cortés, Cortés, Honduras Tel: + 504 98888-9840 E-mail: hidronav@enp.hn (Technical Division) Mr. Oscar Delgado Email: oscar.delgado@enp.hn (Head Department of Hydrography) Mr. Jose M. Gutierrez E-mail: jose.gutierrez@enp.hn (Head of Informatic Section of the Department of Hydrography)Mr. Javier DIAZ E-mail: ndiaz@enp.hn
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Agency information / Information sur l'agence / Información sobre la agencia

Date of establishment -Date de mise en place -Fecha de constitución	1966
Top level parent organization -Organisme mère -Organización asociada de nivel superior	Ministry of Finance
Principal functions of the organization or the department -Attribution principales de l'organisme ou du département -Principales funciones de la Organización o el departamento	Nautical charts, Tidal records, Tidal observations. Dredging surveyors, Currents measurement, Bathymetry elevation, Hydrographic Surveys.

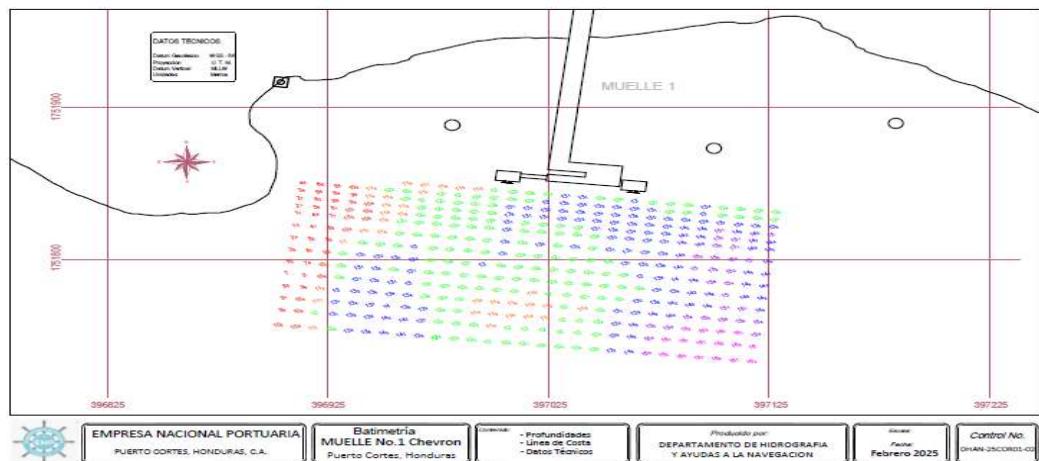
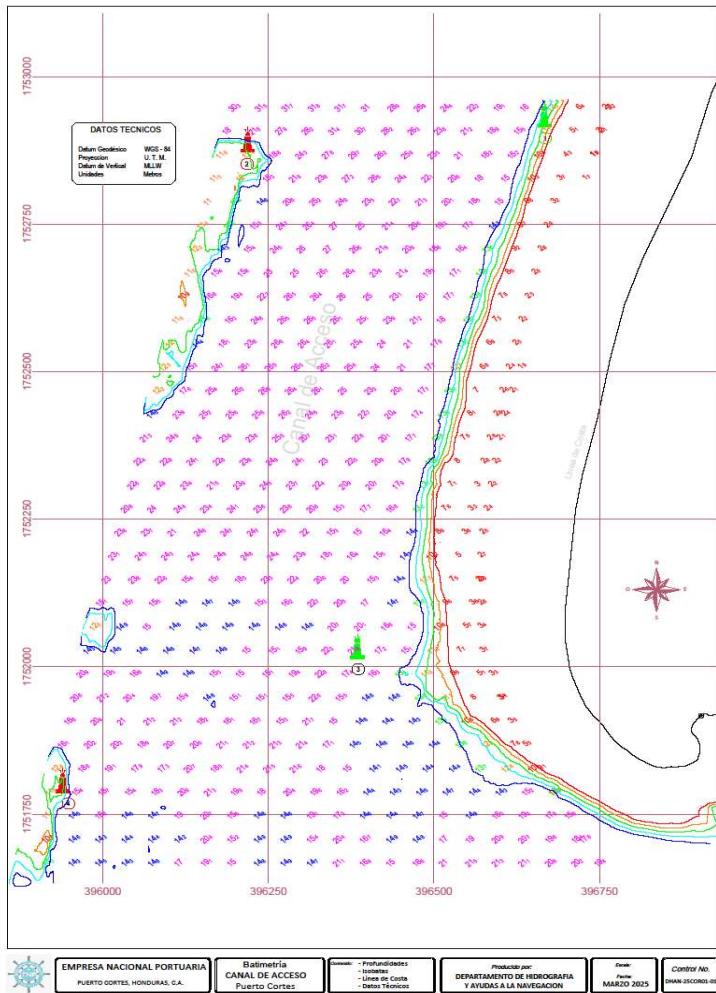
Last updated : September 2025 Dernière mise à jour : Septembre 2025 última actualización Septiembre 2025

HYDROGRAPHIC SURVEYS COVERAGE

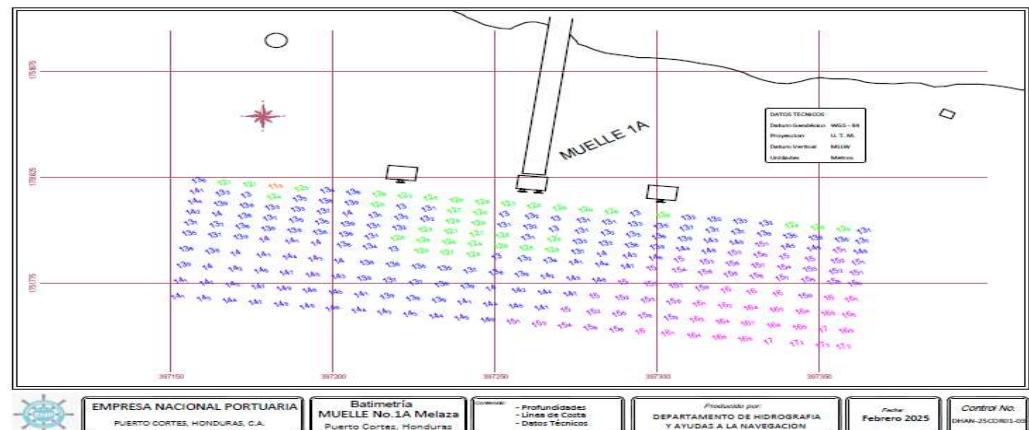


Puerto Cortes, Honduras

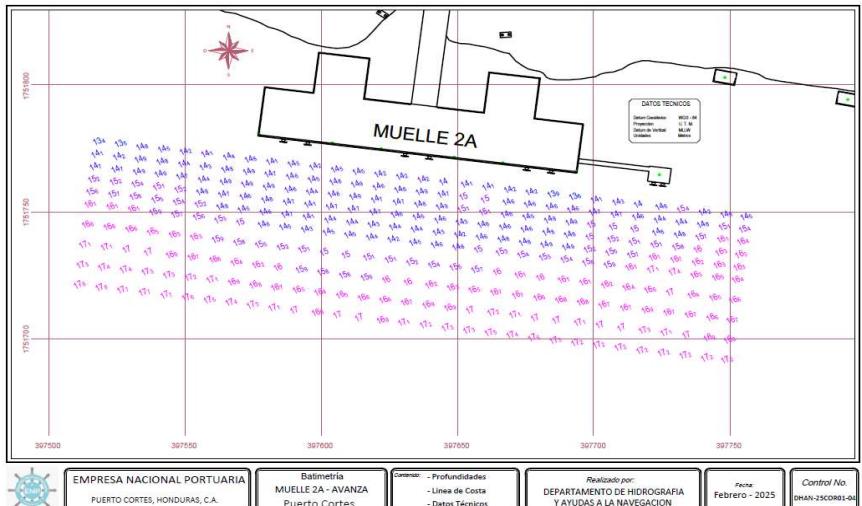
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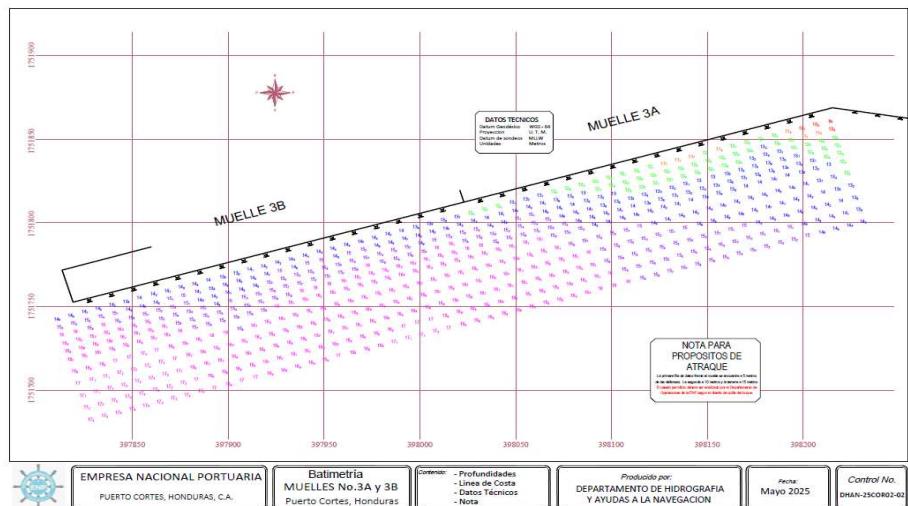
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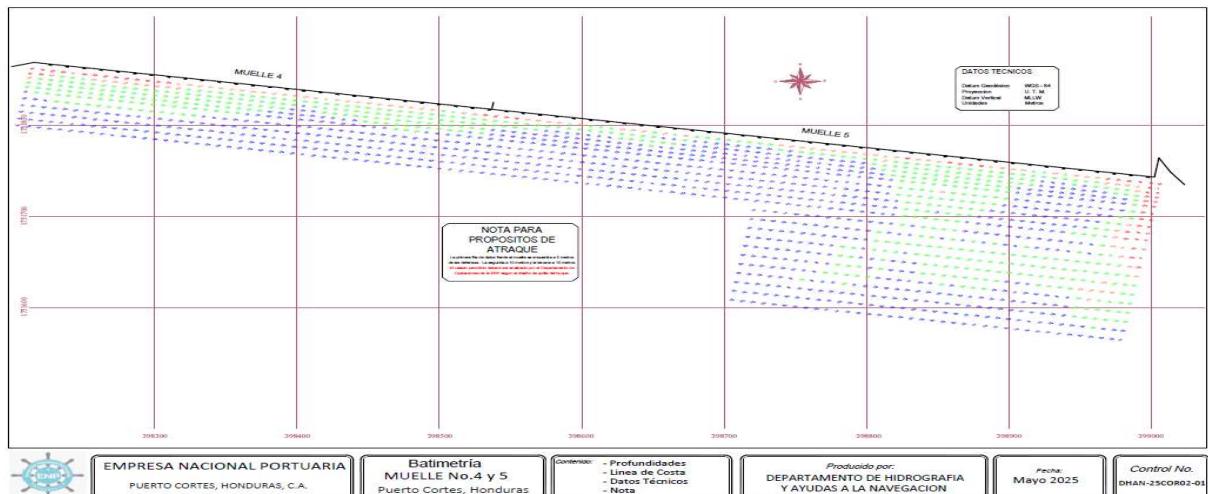
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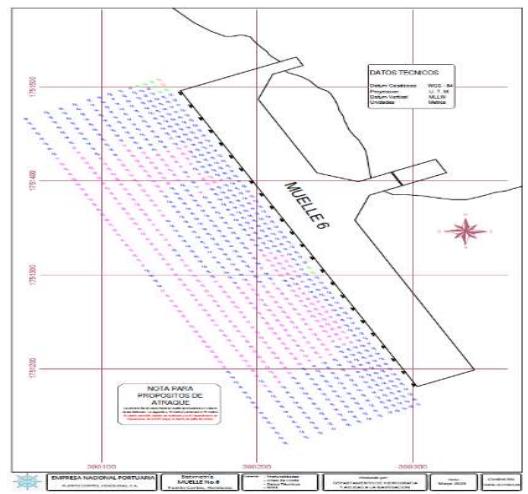
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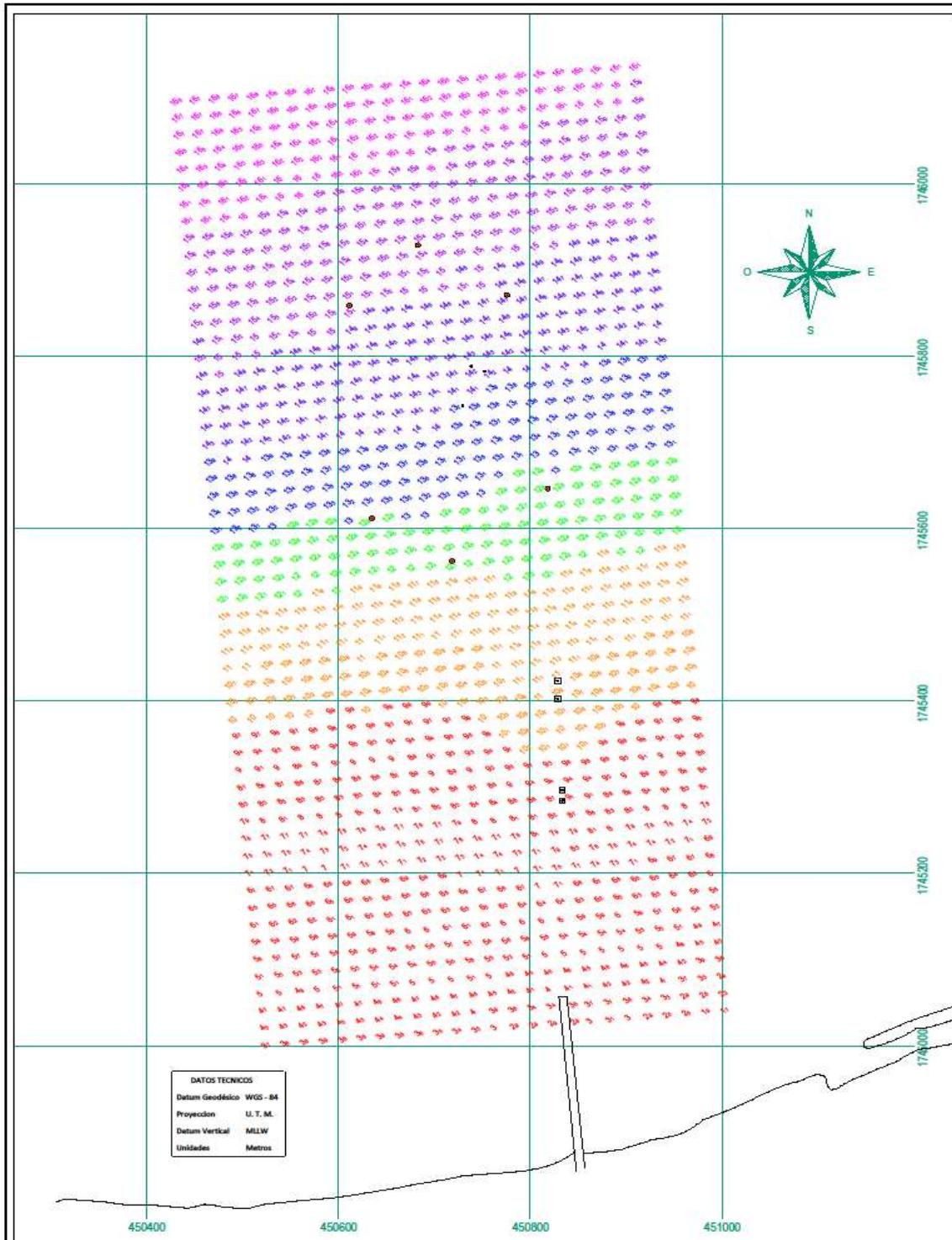
Puerto Cortes Pier 3A & 3B



Puerto Cortes Pier 4 & 5



Puerto Cortes Pier 6



EMPRESA NACIONAL PORTUARIA
 PUERTO CORTES, HONDURAS, C.A.

Batimetría
 BOYAS DE AMARRE
 Tela, Honduras

Contenido:
 - Profundidades
 - Líneas de Costa
 - Marcación Boyas
 - Datos Técnicos

Realizado por:
 DEPARTAMENTO DE HIDROGRAFIA
 Y AYUDAS A LA NAVEGACION

Estado:
 Fecha:
 MARZO - 2025

Control No.
 DHAN-25TEL01-01

Tela, Honduras



EMPRESA NACIONAL PORTUARIA
 PUERTO CORTES, HONDURAS, C.A.

Batimetría
 PUERTO DE CABO TAÍDE
 La Ceiba, Honduras

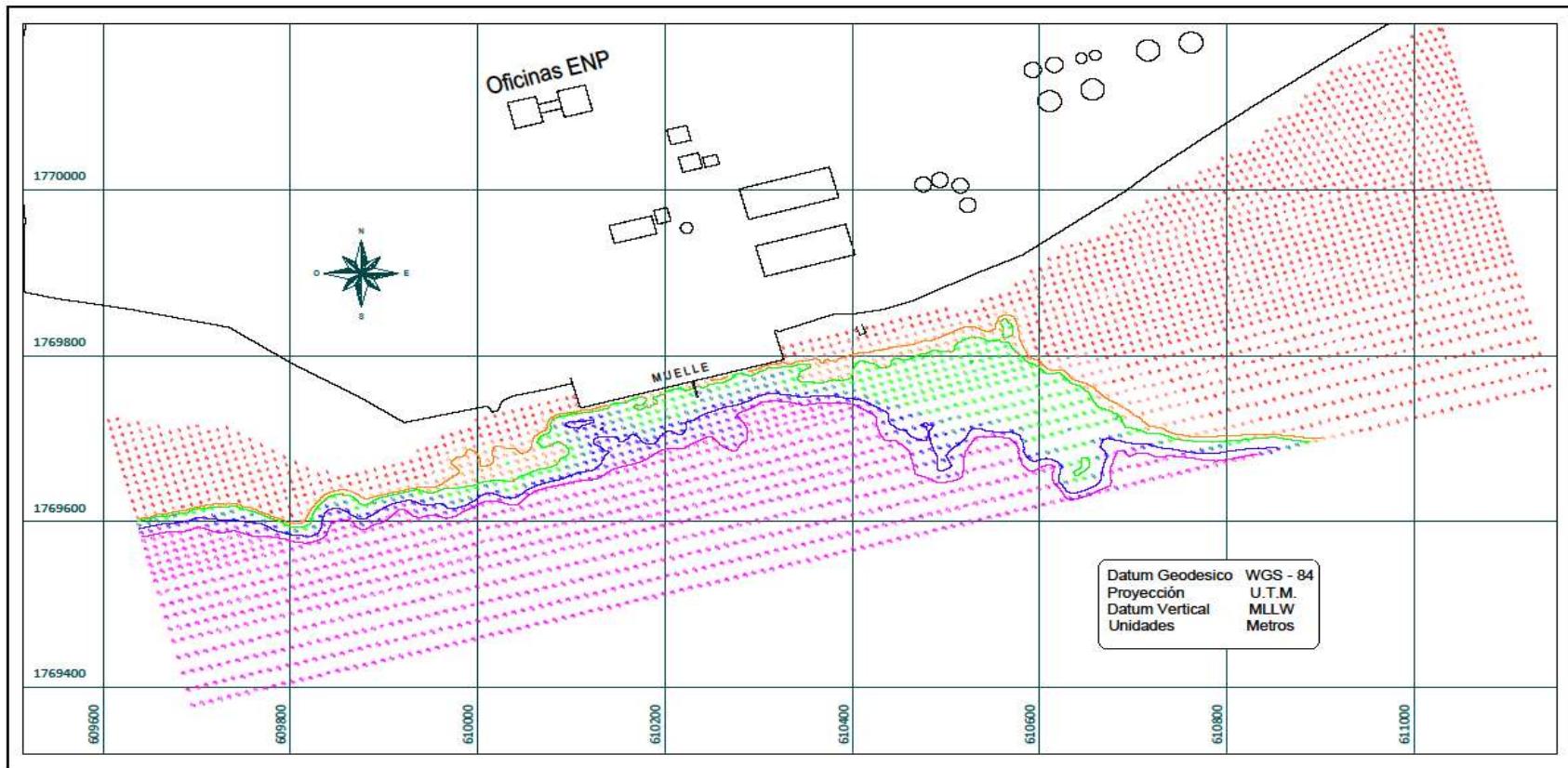
Contenido:
 - Profundidades
 - Isobatas
 - Líneas de Costa
 - Datos Técnicos

Realizado por:
 DEPARTAMENTO DE HIDROGRAFIA
 Y AYUDAS A LA NAVEGACION

Fecha:
 Febrero 2025

Control No.
 DHAN-25CE01-01

La Ceiba, Honduras



EMPRESA NACIONAL PORTUARIA
PUERTO CORTES, HONDURAS, C.A.

Batimetría
MUELLE, DARSENA DE MANIOBRAS
Y ÁREAS DE PROTECCIÓN
Puerto Castilla

Contenido: - Profundidades
- Línea de Costa
- Datos Técnicos

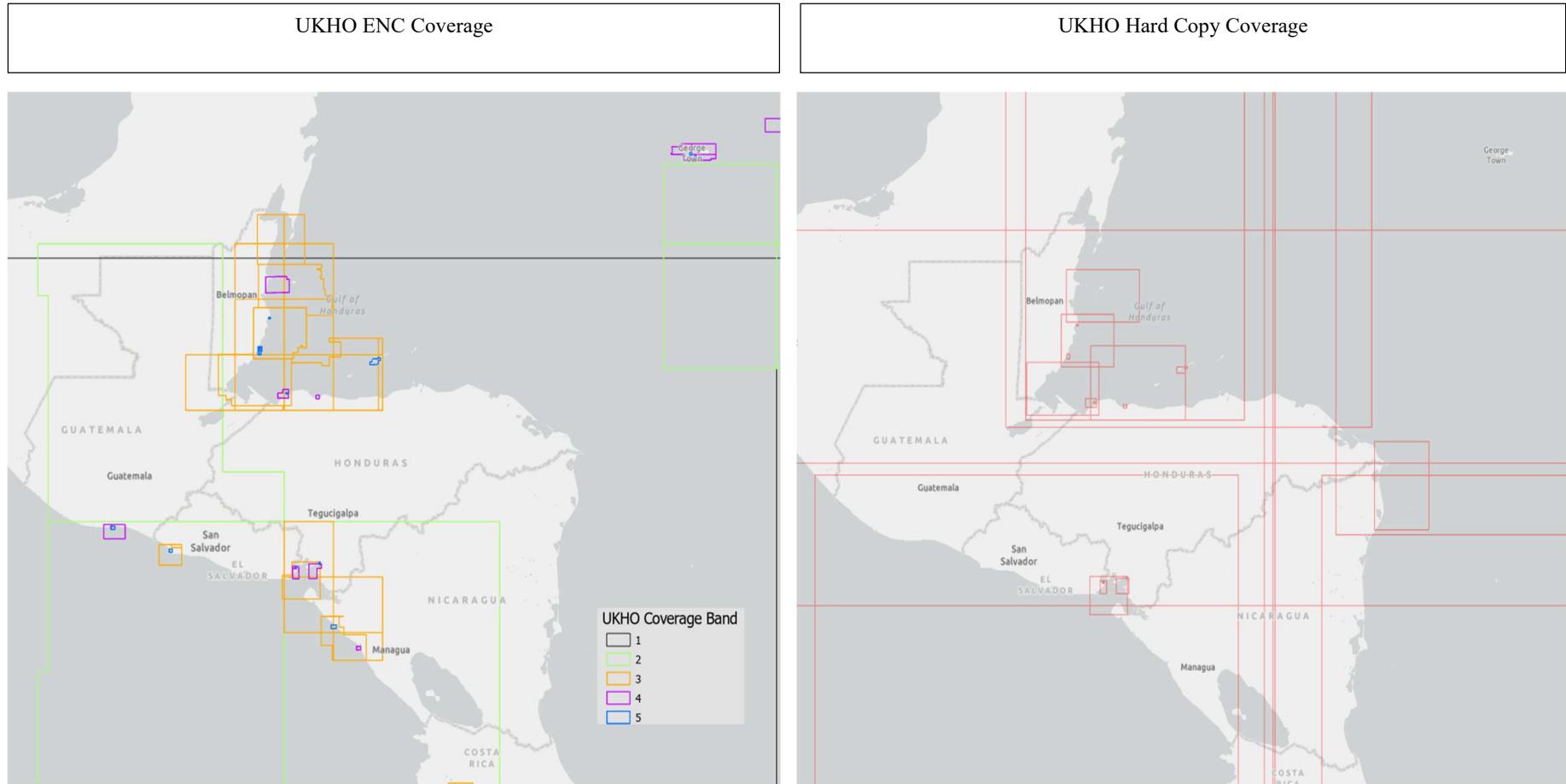
Producido por:
DEPARTAMENTO DE HIDROGRAFIA
Y AYUDAS A LA NAVEGACION

Escala:
Fecha:
Julio - 2025

Control No.
DHAN-25CAS01-01

Puerto Castilla, Honduras

CHART COVERAGE



COASTAL STATE REPORT TO LAST RHC MEETING**NATIONAL REPORT HYDROGRAPHIC OFFICE
HONDURAS - 2024**

- The Hydrographic Office (Hydrography Department) of Honduras operates under the Engineering Unit of the National Port Authority (ENP), which in turn is a department of the Ministry of Finance of the Government of Honduras.
- **Advances:**
 - **Surveys:** Surveys have been carried out for the purpose of updating information regarding access to the ports of San Lorenzo, Puerto Cortes, Puerto Castilla, Tela, La Ceiba, and Omoa. This information is managed nationally, and there are no significant changes affecting the information in the existing nautical charts. When significant changes occur due to dredging, new structures, accidents, or natural phenomena, these are reported to the UKHO for chart updates.
 - New single-beam hydrographic survey equipment was obtained.
- **New Charts and Updates:** None.
 - Challenge: Obtaining funds.
- **New Publications and Updates:** None.
 - Challenge: Obtaining funds.
- **Maritime Safety Information (MSI):** Alerts concerning lighthouses that are damaged or out of service have been consistently issued via NAVAREA IV.
- **Capacity Building:** There has been no hydrographic training in recent years.

In conclusion, we remain an office that provides maintenance for existing hydrographic information and aids to navigation.