
United States Coast Guard

Office of Navigation Systems



**Providing navigation
safety information for
America's waterways**

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Office of Navigation Systems
U.S. Coast Guard
Washington, DC

**Radio Technical Commission
for Maritime Services**
St. Petersburg, FL
May 16th, 2011



**Homeland
Security**





Unified Agenda and Regulatory Plan Search Results

Unified Agenda and Regulatory Plan Search Criteria: Terms=1625-AA99;

Number Of Records Found: 11

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Agency	Agenda Stage of Rulemaking	Title	Publication	RIN
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Spring 2006	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Fall 2006	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Spring 2007	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Fall 2007	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Spring 2008	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Fall 2008	1625-AA99
DHS/USCG	Proposed Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Spring 2009	1625-AA99
DHS/USCG	Final Rule Stage	Vessel Requirements for Notices of Arrival and Departure, and Carriage of Automatic Identification System (USCG-2005-21869)	Fall 2005	1625-AA99
DHS/USCG	Long-Term Actions	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Fall 2009	1625-AA99
DHS/USCG	Long-Term Actions	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System (USCG-2005-21869)	Spring 2010	1625-AA99
DHS/USCG	Long-Term Actions	Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System	Fall 2010	1625-AA99



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DHS/USCG

RIN: 1625-AA99

Publication ID: Fall 2010

Title: Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System

Abstract: This rulemaking proposed to expand the applicability for Notice of Arrival and Departure (NOAD) and Automatic Identification System (AIS) requirements. These expanded requirements would better enable the Coast Guard to correlate vessel AIS data with NOAD data, enhance our ability to identify and track vessels, detect anomalies, improve navigation safety, and heighten our overall maritime domain awareness. The NOAD portion of this rulemaking could expand the applicability of the NOAD regulations by changing the minimum size of vessels covered below the current 300 gross tons, require a notice of departure, and mandate electronic submission of NOAD notices to the National Vessel Movement Center. The AIS portion of this rulemaking proposed to expand current AIS carriage requirements for the population identified in the Marine Transportation Security Act (MTSA) of 2002.

Agency: Department of Homeland Security(DHS)

Priority: Other Significant

RIN Status: Previously published in the Unified Agenda

Agenda Stage of Rulemaking: Long-Term Actions

Major: No

Unfunded Mandates: No

CFR Citation: [33 CFR 160](#); [33 CFR 161](#); [33 CFR 164](#); [33 CFR 165](#)

Legal Authority: [33 USC 1223](#); [33 USC 1225](#); [33 USC 1231](#); [46 USC 3716](#); [46 USC 8502 and ch 701](#); sec 102 of PL 107-295; EO 1223; ...

Legal Deadline: None

Timetable:

Action	Date	FR Cite
NPRM	12/16/2008	73 FR 76295
Notice of Public Meeting	01/21/2009	74 FR 3534
Notice of Second Public Meeting	03/02/2009	74 FR 9071
NPRM Comment Period End	04/15/2009	
Notice of Second Public Meeting Comment Period End	04/15/2009	
Final Action	To Be Determined	



Additional Information: We have indicated in past notices and rulemaking documents, and it remains the case, that we have worked to coordinate implementation of AIS MTSA requirements with the development of our ability to take advantage of AIS data (68 FR 39355-56 and 39370, July 1, 2003). The docket number for this rulemaking is USCG-2005-21869. The docket can be found at www.regulations.gov.



AIS Rulemaking [Changes in **Bold-type**]

- ✓ 10/23/03 - current AIS requirement (33 CFR 164.46)
- ✓ 07/01/03 - 01/09/04 - AIS expansion comment
- ✓ 10/31/05 - Notice expansion of AIS to **all** waters
- ✓ 12/16/08 – NPRM, 04/15/09 comment deadline
- Could effect 17,442 vessels/14,506 small biz's, i.e.
 - Commercial self-propelled vessels of ≥ 65 feet
 - **No exclusions, all waters**
 - Towing vessels ≥ 26 feet and > 600 hp
 - Vessels with ≥ 50 passengers (vice 150 for hire)
 - **Hi-Speed vessels with ≥ 12 passengers for hire**
 - **Certain dredges & floating plants, &**
 - **Vessel moving certain dangerous cargoes**

Estimated Expanded AIS Population	
Ships ≥ 65ft	2,973
Freight Ship	298
Industrial Ship	748
MODU	210
OSV	553
Research Vessel	97
School Ship	19
Tank Ship	122
Unclassified	385
Unknown	541
Fishing ≥ 65ft	5,520
Documented	4,571
Undocumented (est.)	949
Towing ≥ 26ft & ≥ 600hp	4,560
Passenger	3,235
≥ 65 ft	2,167
<65 ' but ≥ 50 pax	1,062
>30 kts & >12 pax for hire	6
Dredges	35
Total (U.S.)	16,323
Foreign Flag ≥ 65ft	1,119
Total (All)	17,442

AIS Comment Period...

- **Public Meetings**

- **Washington, DC – March 5th, 2009**

- **30+ attendees, 11 commenters**

- **Seattle, WA – March 25th, 2009**

- **30+ attendees, 12 commenters**

- **Comment period closed: April 15th, 2009**

- **Public Submissions**

- **80+ submitters, 300+ comments re: AIS**

AIS Comments

- **Undue economic burden**
- **Don't need it...Impracticable...I have VMS**
- **Will not help security...all vessel needed**
- **Not here...not needed...exempt my waterway**
- **Exempt tows > 1200hp, assist towers, pax > 150**
- **Waivers indefinite or > 1 year**
- **Extend implementation period > 7 months**
- **Class B yes...on hi-speed vessels no**

Docket Folder Summary

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Vessel Requirements for Notices of Arrival and Departure, and Automatic Identification System

Docket ID: USCG-2005-21869 **Agency:** USCG **RIN:** Not Assigned

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Document Type

Public Submission (129) Other Supporting & Related Material Notice Rule Proposed Rule

26 Items in the Docket Folder

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Title	Document Type	Submitter Name	Organization	ID	Posted Date	View As
Public Meeting--Washington, DC-- Link to Audio Recording, List of Attendees, and Opening Overview Presentation	Supporting & Related Material			USCG-2005-21869-0019.1	03/16/2009	PDF
January 6, 2006 Letter from Representatives of the U.S.-Flag Maritime Industry Re: Proposed NOAD AIS Regulatory Action	Supporting & Related Material			USCG-2005-21869-0023	03/17/2009	CRTXT



***** NAVAREA XII Warning for Fukushima, Japan ***** In response to the situation at the Fukushima Nuclear Power Plant in Japan, the U.S. Coast Guard recommends, as a precaution, that vessels avoid transiting within 50 miles (43 nautical miles/80 kilometers) of the Fukushima Nuclear Power Plant (37°19'N, 141°01'E). [Read the entire NAVAREA XII warning here....](#)

Automatic Identification System (AIS)

- What is AIS?
- How AIS Works
- Types of AIS
- AIS Messages
 - Class A Position Report
 - Class A Static & Voyage Data
 - Class B Reports
- Nationwide AIS (NAIS)
- Carriage Requirements
- Reference Information
- Frequently Asked Questions

Primary Mission Areas:

- Global Positioning System
- Differential GPS
- Nationwide DGPS
- Long Range Identification and Tracking
- Civil GPS Service Interface Committee
- Automatic Identification System
- Nationwide AIS (NAIS)
- Electronic Navigation & Charting
- Maritime Telecommunications
- LORAN C (archive)

Services & Reporting:

- Receive Free LNM Updates
- Receive Free GPS Status Messages

AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?
2. How do I program my AIS?
3. What is the AIS rule and are there alternatives to the rule for small businesses?
4. How much does an AIS cost?
5. How does AIS help to increase security (and what is NAIS)?
6. When must AIS be in operation?
7. Does the installation of the AIS require additional equipment in order for the AIS to operate properly?
8. Will it be necessary to have electronic navigational charts for use with the AIS?
9. Are fishing vessels subject to AIS carriage, and, is onboard Vessel Monitoring System (VMS) an acceptable substitute for the AIS?
10. Why have some AIS units stopped broadcasting valid position reports?
11. Why am I unable to see an AIS vessels' name or other static information (dimensions, call sign, etc.)?
12. Why do I sometimes see more than one vessel with the same MMSI or vessel name (i.e. NAUT)?
13. I just purchased and installed an AIS Class B, will AIS Class A user 'see' me?
14. Do AIS Class B devices meet current USCG AIS carriage requirements?
15. Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas?
16. How can I get a copy of an AIS presentation I saw (or heard about it) that was given at...
17. Where can I get AIS data?
18. What is a MMSI and where can I get one for my AIS?
19. What is AIS Channel Management?
20. Can I use my AIS in an emergency or for distress messaging?
21. Have an AIS question not answered here?



1. What is AIS? Per 47 CFR §80.5, AIS is a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU) and adopted by the International Maritime Organization (IMO) that provides vessel information, including the vessel's identity, type, position, course, speed, navigational status and other safety-related information automatically to appropriately equipped shore stations, other ships, and aircraft; receives automatically such information from similarly fitted ships; monitors and tracks ships; and exchanges data with shore-based facilities. [Read more](#) on what it is, how it works, what it broadcasts, and, the messages it uses, etc.





15. Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas? Yes. On December 16th, 2008 the Coast Guard published a proposed rule ([73 FR 78295](#)) to [amend the current AIS regulations](#), and, expand AIS requirements-beyond Vessel Traffic Service (VTS) areas to all U.S. navigable waters and require AIS carriage for additional commercial vessels, including commercial vessels carrying 50 or more passengers, fishing vessels 65 feet or greater, hi-speed passenger vessels, dredges and floating plants operating in or near channels or fairways, and vessels carrying or moving certain dangerous cargo. [See a breakdown of vessels affected](#). We invite you to visit www.regulations.gov (Search: USCG-2005-21899) to view the public comments submitted on our proposal and to register for email notifications regarding future actions on this rulemaking; and, <http://www.reginfo.gov> (Search: RIN-1625-AA99) for its timetable.

16. How can I get a copy of an AIS presentation I saw (or heard about it) that was given at... You can download recent presentations given by Coast Guard Office of Navigation Systems personnel here:

- [NOAD AIS Public Meeting in Washington, DC \(05MAR09\) and Seattle, WA \(25MAR09\).pdf](#) (1.06MB) [Washington, DC audio.mp3](#) (12MB) [Seattle, WA audio.mp3](#) (7.83MB)
- [Arroyo@IWC\(04MAR09\).pdf](#)[audio.mp3](#) (22,501KB)
- [Arroyo@TSAC\(07MAY09\).pdf](#) (5.03MB)
- [Arroyo@NAVSAC\(2009\).pdf](#) ([Transcript and NAVSAC Resolution re: AIS Class B carriage](#)) (565.87KB)
- [Arroyo@RTCM\(17MAY10\).pdf](#) (3.27MB)
- [Arroyo@NMFS-PAC.pdf](#) (10.18MB)

17. Where can I get AIS data? Although the U.S. Coast Guard operates our Nation's AIS network ([NAIS](#)), we do not --currently-- make our AIS information available to the general public. There are, however, numerous AIS networks and commercial purveyors that do provide AIS data and track information on the World Wide Web; many of which are [listed on Wikipedia's AIS webpage](#). Local, state and federal government agencies may request U.S. Coast Guard Nation-wide AIS data [here](#).

18. What is a MMSI and where can I get one for my AIS? A unique and official Maritime Mobile Service Identity (MMSI) number is required for every AIS station, [see our MMSI page](#) for more information.

19. What is AIS Channel Management? One of the lesser known and potent features of AIS is its ability to operate on multiple channels of the VHF-FM marine band. This frequency agility ensures AIS can be used even when the default channels are otherwise unavailable or compromised. In such conditions, competent authorities, such as the Coast Guard, can use an AIS base station to tele-command shipborne AIS devices to other more appropriate channels when within a defined region(s) of 200 to 2000 square





Noteworthy Amendments to U.S. Automatic Identification System (AIS) Regulations

visit www.regulations.gov to view the entire proposal & comment on this rulemaking - USCG-2005-21869

Cite	Current Requirement	Significant Changes (Source: 73 FR 78295)
33 CFR 164.46(a)(1)	Per SOLAS Regulation V/19.2.4, all tankers, passenger vessels >150 gross tonnage, and, other vessels >300 gross tonnage, on international voyage.	Unchanged, but, adds domestic vessels >500 gross tonnage, regardless of voyage.
33 CFR 164.46(a)(1)	Self-propelled commercial vessels >65 ft on international voyage except those in innocent passage or fishing boats & small passenger vessels (<149 passengers for hire).	Unchanged
33 CFR 164.46(a)(2)	The following vessels while navigating a Vessel Traffic Service areas denoted in 33 CFR 161.12(c) must have a type-certified Class A AIS:	Expanded to all U.S. navigable waters & requires a 'properly installed, operational' USCG type-approved Class A or Class B (with caveats) AIS.
	<ul style="list-style-type: none"> Commercial towing vessels >26 ft & >600 hp, 	Unchanged
	<ul style="list-style-type: none"> Self-propelled commercial vessels >65 ft except fishing boats & small passenger vessels (<149 passengers), and, 	Revokes the exception for fishing boats & small passenger vessels.
	<ul style="list-style-type: none"> Passenger vessels certified to carry >150 passengers for hire. 	Expanded to commercial vessels carrying >50 passengers; or >12 passengers for hire in excess of 30 knots.
33 CFR 164.46(b)	<p>Cites & makes applicable Vessel Bridge-to-Bridge Radiotelephone requirements regarding:</p> <ul style="list-style-type: none"> - use by master or pilot (33 CFR §26.05), - English communication (33 CFR §26.07), - frequencies (33 CFR §26.04(a)), and, - maintaining unit in "effective operating condition" (33 CFR §26.06); and, - includes the accurate input & upkeep of AIS data fields. 	<p>Spells out that 'effective operating conditions' includes the:</p> <ul style="list-style-type: none"> - ability to reinitialize the AIS (i.e. knowledge of system password), - ability to access AIS information from conning position, - accurate broadcast of an official MMSI, - accurate input & upkeep of all AIS data fields including 'system updates', and, - continual operation of AIS & its associated devices when underway, at anchor, or moored in or near a channel/fairway; except when its use would compromise safety or security (which must be logged & reported to the USCG). <ul style="list-style-type: none"> • AIS text messaging must be conducted in English & solely to exchange or communicate navigation safety information. • AIS is primarily intended for use of the master or person directing the movement of the vessel, who must maintain a periodic watch for AIS information. • Spells out that use of AIS does not relieve the vessel of Navigation Rules duties regarding sound, lights or shapes nor Bridge-to-Bridge radiotelephone requirements.
33 CFR 164.46(c)	Portable AIS are permissible, as long as only one is used for transmitting & it does not affect the proper function of on board navigation & communication equipment.	Unchanged
33 CFR 164.46(d)	AIS Pilot Plug required on vessel over 1,600 gross tons, on international voyage; easily accessible at the conning position & near an AC outlet.	Expanded to include any vessel subject to pilotage (regardless of tonnage) & limits the distance between it & an AC power outlet to no more than 3 feet.
33 CFR 164.55	Owners of AIS equipped vessels may request a yearly deviation from these rules as set forth in 33 CFR 164.55.	Deviations permissible, but, only on those vessels that operate solely within a very confined area (e.g., less than a one nautical-mile radius, shipyard, fleeting area), or on short & fixed schedules (e.g., a bank-to-bank river ferry service), or that otherwise are not likely to encounter another AIS user.



United States Coast Guard

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**Thank
You**



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