

U.S. Coast Guard Expanding AIS Carriage



Automatic Identification System (AIS) is a maritime navigation safety communications system standardized by the International Telecommunication Union (ITU), 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, shore stations, aides to navigation and aircraft; receives automatically such information from similarly fitted ships, monitors and tracks ships; and exchanges data with shore-based facilities.

- It works as a digital VHF-FM radio self-organizing local area network—imagine a party line GPS-enabled cell phone system where all users within radio range know where each is and autonomously and continuously send each other (navigation) messages.
- These messages (AIS data) are transmitted between 2-10 seconds dependent on the vessel's speed or course change; 3 minute intervals when at anchor or at speeds under 3 knots (Class B units transmit at every 30 seconds).

PROPOSED RULEMAKING [USCG-2003-21869]

On December 16th, 2008 (73 FR 78295)—in an effort to improve navigation safety, enhance the ability to identify and track vessels, heighten our overall maritime domain awareness, and thus help us address threats to maritime transportation safety and security and mitigate the possible harm from such threats, the Coast Guard published and solicited comments on a proposed rule that would expand the applicability of AIS requirements (see 33 CFR 164.46), beyond USCG Vessel Traffic Service areas, to all U.S. navigable waters and require it use by most commercial self-propelled vessels. Such as:

- Commercial self-propelled vessels of 65 feet or greater (no exceptions, although certain waivers possible);
- Commercial towing vessels of 26 feet or greater and over 600 hp;
- Commercial vessels carrying 50 or more passengers (vice current threshold of 150 for hire);
- Commercial hi-speed vessels carry 12 or more passengers;
- Certain dredges & floating plants, and,
- Vessel moving certain dangerous cargoes

See reverse for other noteworthy proposed changes in this rulemaking. Changes are to take effect no less than 7 months after publication of the Final Rule. This rule may change in view of comments filed at www.regulations.gov prior to April 15th, 2009.

Previous actions regarding the expansion of AIS carriage:

- July 1st, 2003 we sought public comment via a Federal Register notice.
- October-December, 2003 we conducted 3 public meetings (New Orleans, Seattle, New Bedford) on the subject.
- October 31st, 2005 we announced our intent to extend carriage to all U.S. navigable waters in the Semi-Annual Regulatory Agenda.

For more information on this rule and AIS visit www.navcen.uscg.gov/enav/ais or email us at cgnav@uscg.mil

Estimated Expanded AIS Population

Ships ≥ 65 ft	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 ≥ 65 ft	5,520
Documented	4,571
Undocumented (est.)	949
Towing ≥ 26 ft & ≥ 600 hp	4,560
Passenger (pax)	3,235
≥ 65ft	2,167
< 65' but ≥ 50 pax	1,062
>30 kts & >12 pax for hire	6
Dredges & Floating Plants	35
Foreign Flag ≥ 65ft	1,119
Total (U.S.)	16,323
Total (All)	17,442



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 (<151 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 and capable of speeds >30 knots.
		Adds: <ul style="list-style-type: none"> Dredges & floating plants operating near channels/fairways, and, Vessels moving or carrying certain dangerous cargoes (i.e. CDC).
33 CFR 164.46(b)	Cites & makes applicable Vessel Bridge-to-Bridge Radiotelephone requirements regarding: <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. 	Spells out that 'effective operating conditions' includes the: <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.