

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 (68 FR 39369)
- Fall, 2003 we conducted 3 public meetings on the subject: New Orleans, Seattle, New Bedford (68 FR 55643, 68 FR 61818)
- October 31st, 2005 we announced our intent to extend carriage to all U.S. navigable waters in the Semi-Annual Regulatory Agenda (70 FR 64171)

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

Estimated Expanded AIS Population

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