

## FACT SHEET: NEW RULE EXPANDING U.S. AUTOMATIC IDENTIFICATION SYSTEM (AIS) CARRIAGE AND REQUIREMENTS

**Background:** On July 1st, 2003 (68 FR 39953) the Coast Guard published an Interim Rule, followed soon thereafter by a Final Rule on October 22nd, 2003 (68 FR 60564) that implemented the AIS mandates of the Safety of Life at Sea Convention (SOLAS Regulation V/19.2.4, as amended in 2000 and 2004), which requires AIS on all tankers, large passenger vessels, and most seagoing ships on international voyages; and, of the Maritime Transportation Security Act of 2002, by requiring the following participants in a U.S. Vessel Movement Reporting System (VMRS) to use AIS:

- Any commercial self-propelled vessels of 65 feet or more in length
  - Except fishing vessels or those certificated to carry less than 150 passenger for hire
- Any towing vessels of 27 feet or more in length and more than 600 hp
- Any passenger vessel certificated to carry 150 or more passengers

On December 16<sup>th</sup>, 2008 (73 FR 76295) the Coast Guard proposed to amend its rule and subsequently published a Final Rule on January 30<sup>th</sup>, 2015 (80 FR 5281), which effective March 2<sup>nd</sup>, 2015, amended the existing AIS rule (33 CFR §164.46) and expanded AIS carriage to all U.S. navigable waters; on vessels denoted above, and includes fishing vessels or those certificated to carry less than 150 passenger for hire; and, adds:

- Any self-propelled dredge operating in or near a commercial channel
- Any self-propelled vessel moving certain dangerous cargoes, flammable or combustible liquids in bulk

Vessels Effected	2003		2015	Total Vessels
	SOLAS	Domestic		
Foreign ship >65'<300GT		1,119		1119
Fishing	1	-	2,906	2907
Towing	13	2,212	1,429	3654
Passenger	81	171	288	540
Cargo	154	77	247	478
OSV	55	432	151	638
MODU	1	-	31	32
Industrial	21	11	220	252
Research	10	11	54	75
School		5	10	15
Tank Ships	102	15	35	152
Unknown		16	134	150
Unclassified		13	326	339
Dredges		-	17	17
<b>U.S. Total</b>	<b>438</b>	<b>2,963</b>	<b>5,848</b>	<b>9,249</b>
<b>Total</b>	<b>4,520</b>		<b>5,848</b>	<b>10,368</b>

Total AIS Costs	2003	2015	
	Class A	Class A	Class B
Unit	\$7,000	\$3,230	\$700
Installation	\$2,000	\$969	\$210
Operation & Maintenance	\$250	\$250	\$250
Training	\$110	\$110	\$110
<b>Individual Cost</b>	<b>\$9,250</b>	<b>\$ 4,449</b>	<b>\$1,160</b>
<b>Total Costs</b>	<b>\$49.2 M</b>		<b>\$20.5 M</b>

### Some provisions in the Final Rule which were amended in response to public comments, include...

- Extending the implementation period from 7 to 13 months (to no later than March 1<sup>st</sup>, 2016);
- Excepting moored vessels of its continuous operations;
- Omitting floating plants and allowing exemptions for vessels that lack onboard power, or that operate solely within a very confined area, or on only short scheduled routes; or that are not likely to encounter other users;
- Extending exemption periods to 5-years;
- Prohibiting the use of mobile AIS on aircraft, non-self propelled vessels, or from shore;
- Allowing the use of lower cost AIS Class B devices, in lieu of Class A devices, on dredges, fishing industry vessels, and, on vessels certificated to carry less than 150 passengers that do not operate in a Vessel Traffic Service area or at speeds in excess of 14 knots; and,
- Requiring the reporting of a non-operational AIS.

- This rule also defines AIS Aids to Navigation (eATON) and permits their use.