United States Coast Guard

Office of Navigation Systems

"We Help Mariners Get There"

New AIS Rules and Requirements

Jorge Arroyo | Navigation Systems | U.S. Coast Guard | Washington, DC

Homeland Security

- **New AIS Rule**
  - **Timeline**
  - **Noteworthy Changes**
    - **Because of Comments Received**
  - **New AIS Requirements**

AIS Rulemaking Timeline [NPRM Proposed Changes in **Bold-type**]

- ✓ 07/01/03 published Temporary Interim Rule and Request for Comments
- ✓ 10/23/03 current AIS requirement (33 CFR 164.46)
- ✓ 07/01/03-01/09/04 sought AIS expansion comment
- ✓ 10/31/05 notice expansion of AIS to **all** waters
- ✓ 12/16/08 NPRM … 4/15/09 comment deadline
  - Commercial self-propelled vessels of ≥ 65 feet

    No exclusions, i.e. fishing and small passenger vessels
  - Towing vessels ≥ 26 feet & >600 hp
  - Vessels with **≥ 50** passengers (vice 150 for hire)
  - **Hi-speed passenger vessels (≥ 12 pax)**
  - **Certain dredges & floating plants, &**
  - **Vessel moving certain dangerous cargoes**

AIS Meetings & 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**
  - **80+ submissions, 300+ comments regarding AIS**

Noteworthy AIS Provisions…

- Applies to all navigable waters, no exceptions.
- Spells out 'effective operating conditions' which now includes the:
  - ability to reinitialize the AIS
  - ability to access AIS from conning position
  - accurate broadcast of an official MMSI
  - accurate input, upkeep, and updating

No changes to what was proposed

Noteworthy AIS Provisions…

- AIS does not relieve you of sound, lights or shapes nor radiotelephone requirements
- AIS (& assoc. sensors) shall remain on when:
  - Underway, at anchor, and at least 15 min. prior to unmooring
  - Except if it compromises safety or security
    - Securing it must be logged & reported to USCG
- Inoperative AIS is now a reportable deficiency

No changes to what was proposed

Noteworthy AIS Rule Changes…

- AIS is primarily for the person controlling the vessel, who must maintain a periodic watch
  - Use of AIS mobiles from ashore or on unmanned vessels is prohibited
- AIS messaging must be in English & solely for navigation safety information
  - Allows the use of Application Specific Messaging, that have been adopted by IMO/IALA, but, only one/min.

Noteworthy AIS Rule Changes…

- Type-approved Class B be allowed, but, not recommended on vessels that are:
  - highly maneuverable
  - navigate at high speed
  - routinely operate in congested waters, or
  - operate in close-quarter situations

Allows the use of lower cost AIS Class B devices on: dredges, fishing boats, and vessels certificated <150 passengers that do not operate in a Vessel Traffic Service or at speeds of >30 kts

Noteworthy AIS Rule Changes…

- **Individual yearly deviations/waivers permissible, but, only for vessels:**
  - **that solely operate within a very confined area**
    e.g. shipyard, fleeting area, etc.
  - **on short & fixed schedules**
    e.g. a bank-to-bank river ferry service
  - **otherwise not likely to encounter other AIS users**

Extends the deviation period to 5-years and broadens it to vessels on which AIS would be impractical, i.e. lack of power, open exposed conning position, display requirement on vessels allowed to use AIS Class B

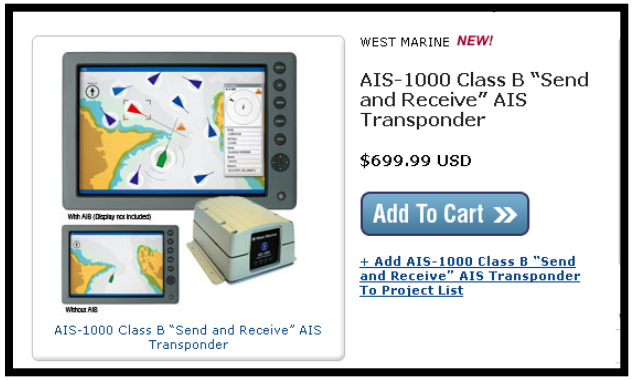
Effective March 2nd, 2015*, these commercially self-propelled vessels, operating on U.S. navigable waters, must have a properly installed, operational Automatic Identification System (AIS) no later than March 1st, 2016

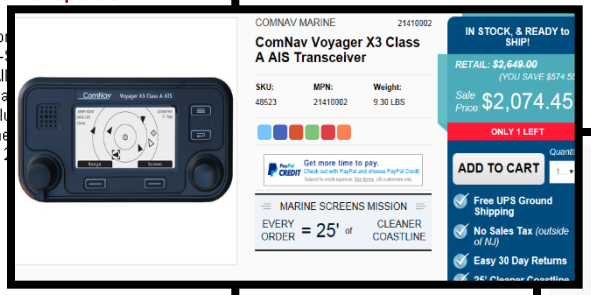
- vessels of 65 feet or more in length
- towing vessels of 26 feet or more in length and more than 600 hp
- vessels certificated to carry more than 150 passengers
- dredges that operate near a channel
- vessels engaged in the movement of certain dangerous cargo, flammable or combustible liquid cargo in bulk

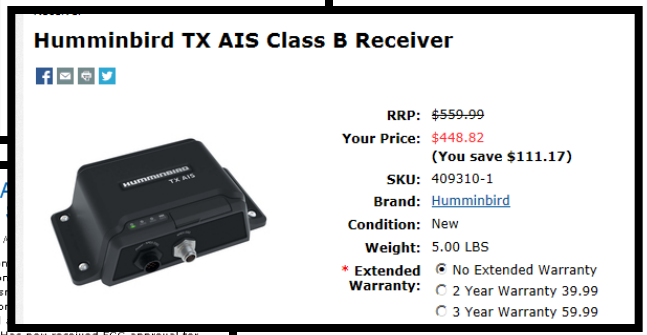
Effected Vessels by Type	2003		2015	Total Vessels
	SOLAS	*Domestic*		
Foreign ship >65'<300GT		1,119		1119
Fishing	1	-	2,906	2907
Towing	13	2,212	1,429	3654
Passenger	81	171	288	540
Cargo	154	77	247	478
OSV	55	432	151	638
MODU	1	-	31	32
Industrial	21	11	220	252
Research	10	11	54	75
School		5	10	15
Tank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

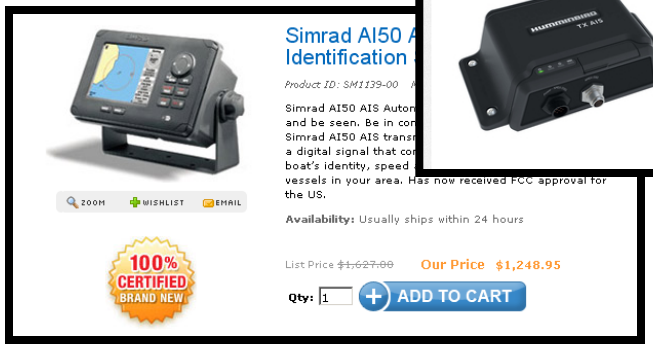
Current AIS Prices

Class B: $499 – $1,700
Class A: 2,900 – $3,990









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
Individual Cost	$9,250	$ 4,449	$1,160
Total Costs	$49.2 M	$20.5 M	

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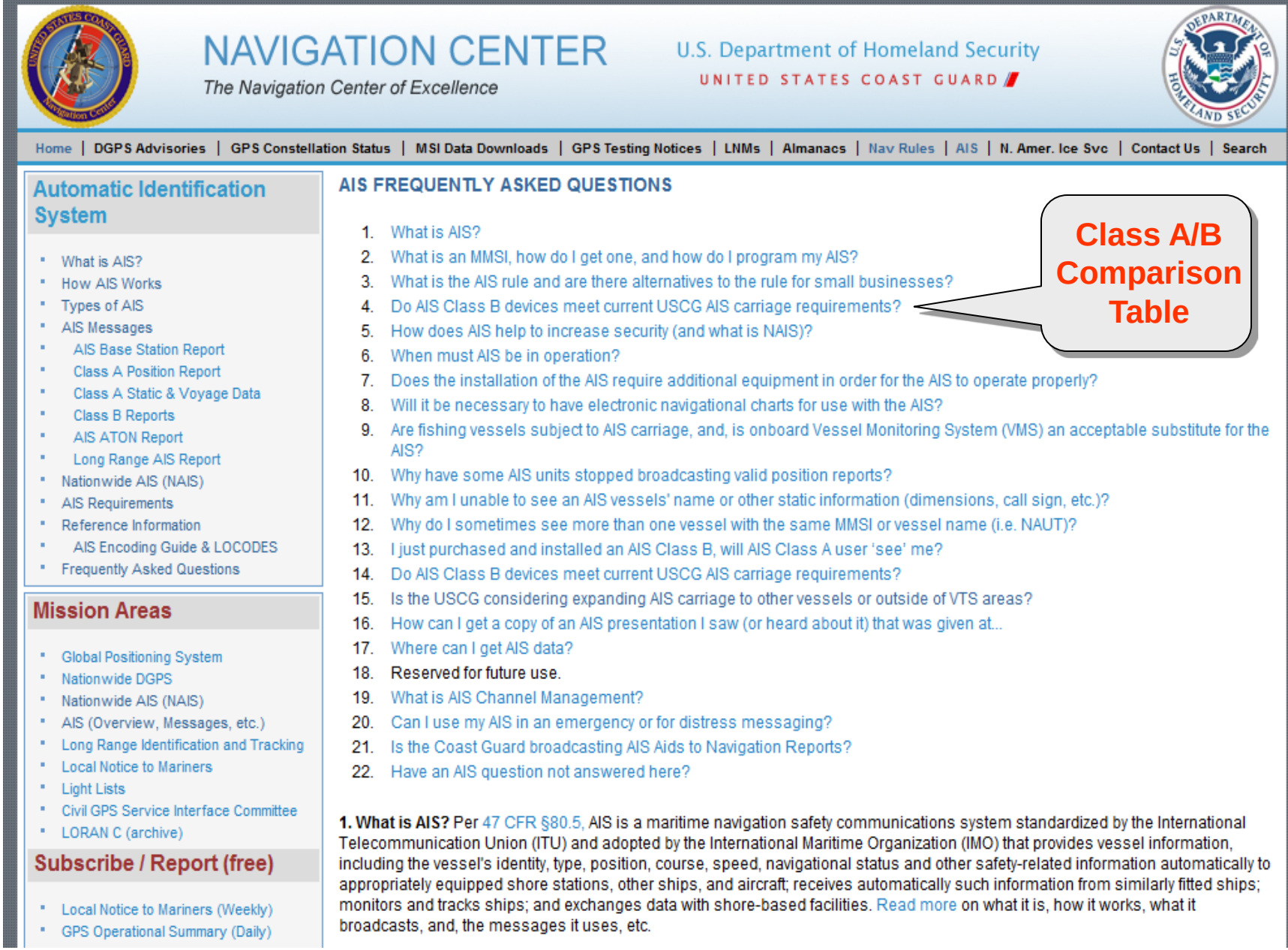

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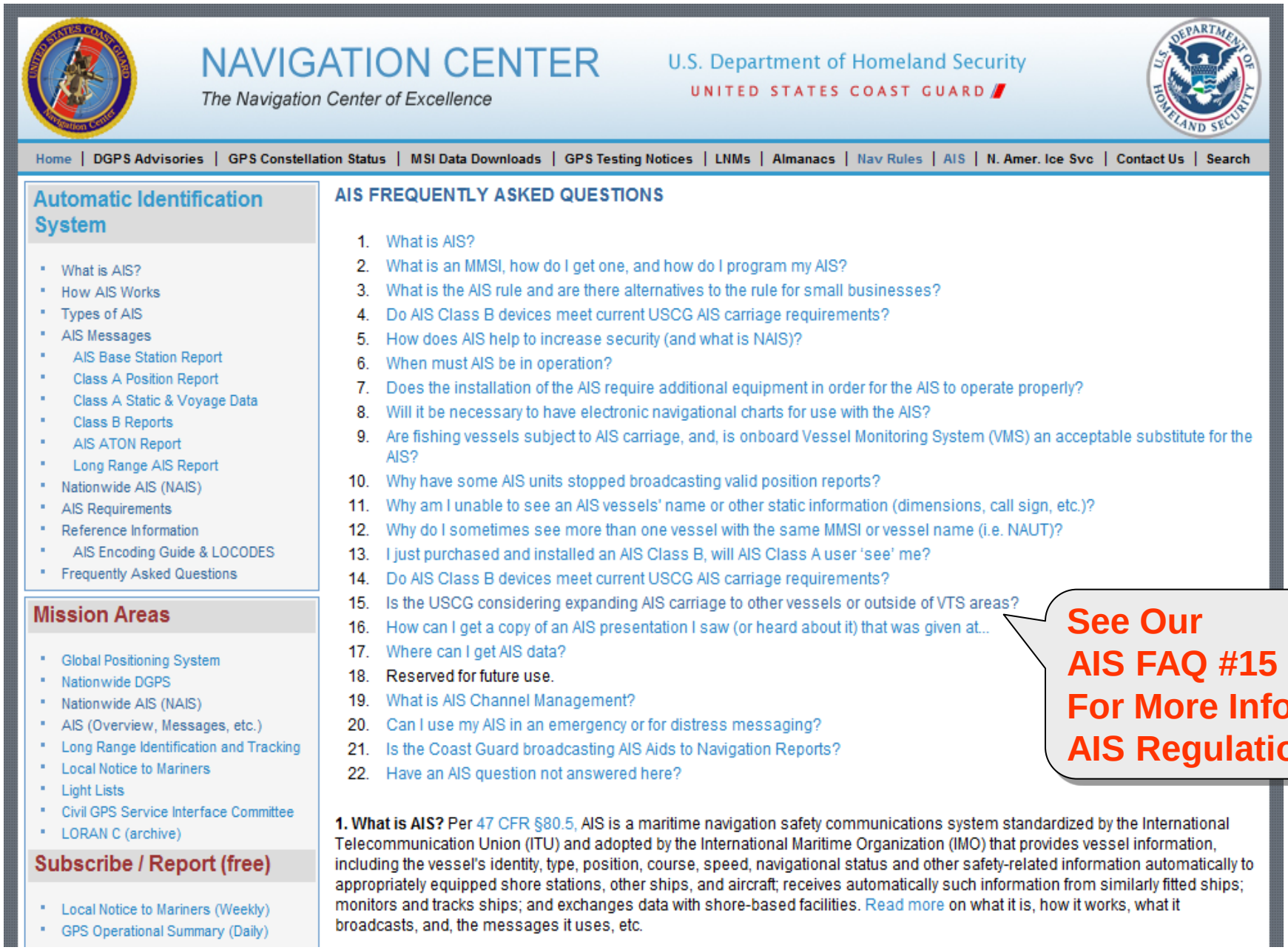
Comparison Table of AIS mobile devices

Shipboard AIS	Class A	Class B/SO	Class B/CS
Transmit Power (Watts)	12.5 W / 2 W (low-power)	5 W / 2 W (low-power)	2 W
Primary Access Scheme	Self-organizing Time-Division Multiple Access (SOTDMA)	SOTDMA	Carrier-sense TDMA non-competing with SOTDMA units
Position Reporting Rate	Either every 2, 3 ½ , 6 or 10 s based on speed and course change. Every 3 min. when ≤ 3 kts.	Either every 5, 15 or 30 s based on speed (2-14, 14-23, >23 kts) Every 3 min. when ≤ 2 kts.	Every 30 s Every 3 min. when ≤ 2 kts.
Static Data Reporting Rate	Every 6 min	Every 6 min	Every 6 min
Frequency Range	25 kHz bandwidth between 156.025 MHz to 162.025 MHz	25 kHz bandwidth between 156.025 MHz to 162.025 MHz	25 kHz bandwidth at minimum between 161.500 MHz to 162.025 MHz
Dedicated DSC Receiver for Channel Management	Yes	Yes	Time-shared
Position Source / WGS-84 to 1/10,0000 of minute of arc	Internal Global Navigation Satellite System & connection to an External Electronic Positioning System (EPFS)	Internal GNSS	Internal GNSS
Digital Interfaces	2 Input-Output & Multiple Presentation Outputs	Optional	Optional
Display	Multiple Keyboard Display (MKD)	MKD	Optional
Safety Text Messaging	Receive & Transmit	Receive & Transmit	Transmit Optional, and only with non-alterable pre-configured messages
Application Specific Messaging	Receive & Transmit	Receive & Transmit (up to 3 slots)	Receive Optional, cannot Transmit
Transmit Data	All	No Rate of Turn, Navigation Status, Destination, ETA, Draft, or IMO#	No Rate of Turn, Navigation Status, Destination, ETA, Draft, or IMO#
International Electrotechnical Commission (IEC) Certification Standard	IEC 61993-2	IEC 62287-2	IEC 62287-1



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Automatic Identification System

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- How AIS Works
- Types of AIS
- AIS Messages
  - AIS Base Station Report
  - Class A Position Report
  - Class A Static & Voyage Data
  - Class B Reports
  - AIS ATON Report
  - Long Range AIS Report
- Nationwide AIS (NAIS)
- AIS Requirements
- Reference Information
  - AIS Encoding Guide & LOCODES
- Frequently Asked Questions

Mission Areas

- Global Positioning System
- Nationwide DGPS
- Nationwide AIS (NAIS)
- AIS (Overview, Messages, etc.)
- Long Range Identification and Tracking
- Local Notice to Mariners
- Light Lists
- Civil GPS Service Interface Committee
- LORAN C (archive)

Subscribe / Report (free)

- Local Notice to Mariners (Weekly)
- GPS Operational Summary (Daily)

AIS FREQUENTLY ASKED QUESTIONS

1. What is AIS?
2. What is an MMSI, how do I get one, and how do I program my AIS?
3. What is the AIS rule and are there alternatives to the rule for small businesses?
4. Do AIS Class B devices meet current USCG AIS carriage requirements?
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. Reserved for future use.
19. What is AIS Channel Management?
20. Can I use my AIS in an emergency or for distress messaging?
21. Is the Coast Guard broadcasting AIS Aids to Navigation Reports?
22. Have an AIS question not answered here?

See Our AIS FAQ #15 For More Info on AIS Regulations…

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.

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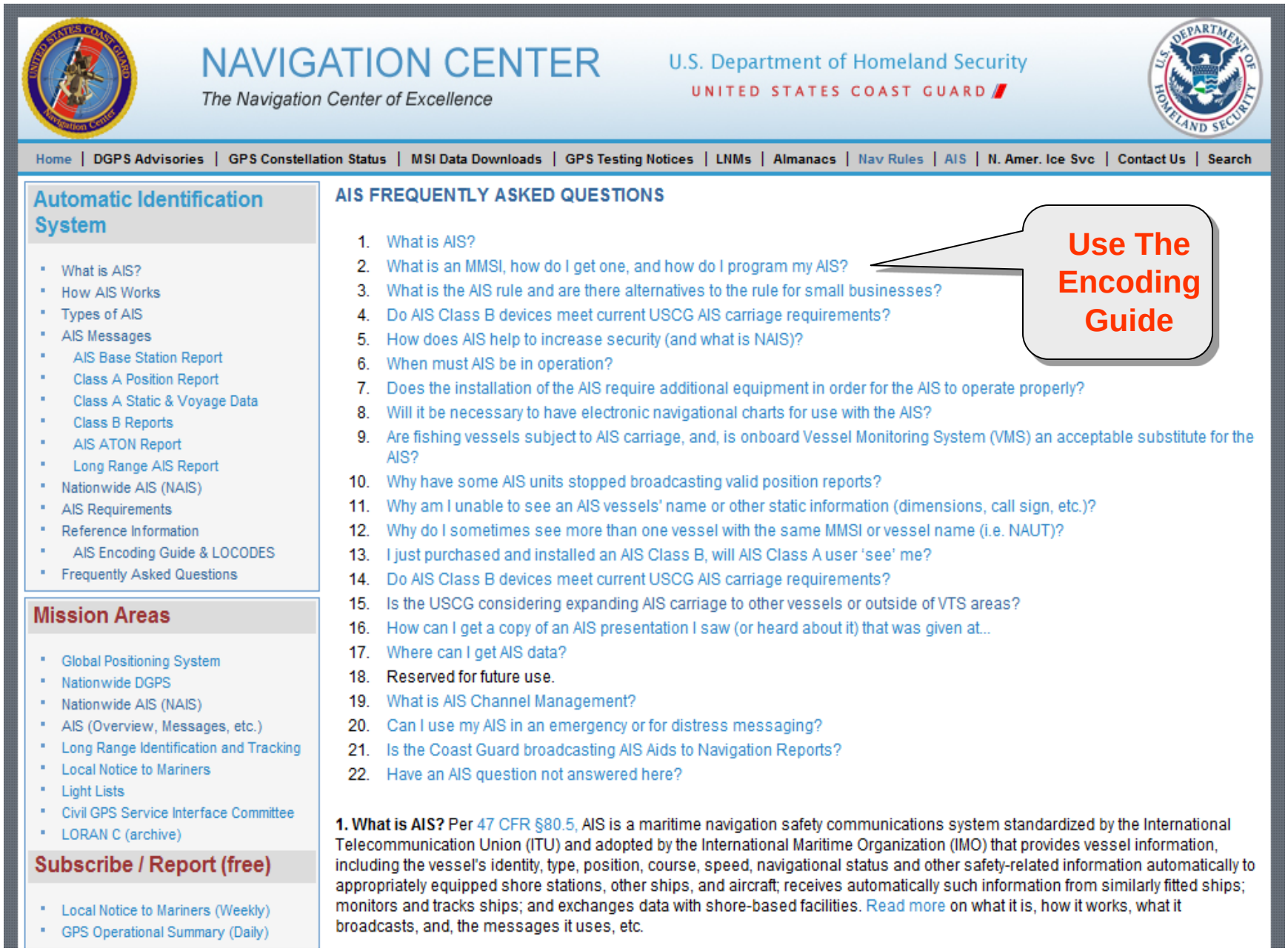

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AUTOMATIC IDENTIFICATION SYSTEM
U.S ENCODING GUIDE

AUTOMATIC IDENTIFICATION SYSTEM is a valuable navigation safety radio communication tool. However, its usefulness is undermined by the broadcast of inaccurate, improper or outdated data. This Encoding Guide is intended to assist mariners in the proper entry of AIS data. Mariners are reminded that U.S. regulation requires that each AIS be maintained in effective operating condition, which includes accurate input and upkeep of AIS data parameters. Failure to do so may subject a vessel to civil penalties; to avoid such action AIS Users should ensure their system is up-to-date and encoded according to the guidance contained here.

Dynamic Data...should be provided via systems that are type-certified, properly installed, maintained and operational[2]

- **External Electronic Positioning Fixing System (EPFS), Heading, and Rate of Turn (ROT)** data should be integrated into the AIS, per SOLAS Regulation V/19.2, on vessels on international voyage (SOLAS-certificated) of 150 gross tonnage or greater; of 300 gross tonnage or greater, and of 50,000 gross tonnage or greater, respectively. An external EPFS is **not** required on vessels that solely operate domestically.
- **Pilot Plug**, on vessels required to embark pilots, **must** be readily available and easily accessible from the primary conning position of the vessel and permanently affixed (not an extension cord) and adjacent (within 3 feet) to a 120-volt 50/60 Hz AC power receptacle (NEMA 5-15).

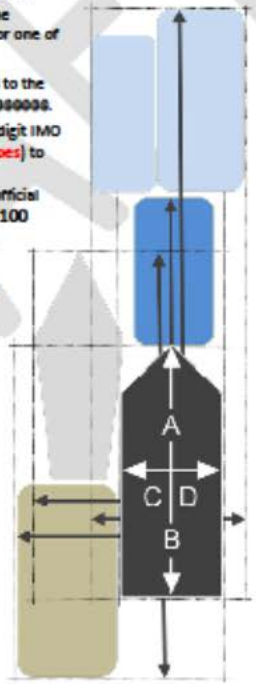
Safety-Related Text Messaging...should be short, concise, and used only to exchange pertinent navigation safety-related information

- **AIS safety-related text messages** (SRM) must be in English and used solely to exchange navigation safety information.
- Although not prohibited, AIS text messaging **should not** be relied upon as the primary means for distress (MAYDAY) or urgent (PAN PAN) communications.[8]
- Keep SRM concise and as short as possible (less than 90 characters). The use of abbreviations is acceptable and highly encouraged; see the Notice to Mariners, USCG Local Notice to Mariners, Light List, and U.S. Nautical Chart No. 1 for a listing of common abbreviations.
- Testing or repair facilities, when conducting on-air testing, should also periodically broadcast an AIS SRM stating: "TEST BCST". Repair related testing should be kept to a minimum and **not** exceed one hour per day.

Static Data...should reflect the vessel's official radio license or documentation, be inputted at installation, and be password protected

- **Names** exceeding 20 characters (the parameter limit) should be truncated, **not** abbreviated, and include all unique distinguishing characters. For example, the tug *JOLLY ROGER OF THE SEA* 123456 should be inputted as `JOLLY ROGER O-123456`. Names **should not** include vessel type precursors, e.g. F/V, M/V, MV, OSV, P/V, REC, S/V, TUG; except public vessels, i.e. CG, CBP, USN, LAPD, NYFD, etc. If your vessel is not officially named, input 'USA#' followed by your state registration number, e.g. USA#NY1234YZ. If unnumbered (e.g. associated craft, tenders), use your parent vessel's name followed by a dash [-] and a numerical designator that distinguishes you amongst others. For example, the first tender for the cruise ship *JOLLY ROGER OF THE SEA* should be inputted as `JOLLY ROGER OF THE-1`. Additionally, its AIS message 248 call-sign parameter should reflect the last 6-digits of *JOLLY ROGER OF THE SEA's* MMSI preceded by an 'A', e.g. A123456.
- **Maritime Mobile Service Identity (MMSI)** should reflect the MMSI assigned to the vessel by the Federal Communications Commission (FCC) or one of its agents.
- **Call-sign** should reflect the call-sign assigned to the vessel by the FCC; absent a call-sign, input **@@@@@@@**.
- **IMO Number**[3] should reflect the assigned 7-digit IMO number. Use leading zeroes (**not trailing zeroes**) to fill the parameter, e.g. 0001234567.
  Absent an IMO assignment, input your U.S. official documentation number preceded by either '**100** or **1000**', e.g. 1001234567, 1000123456.
- **Type of positioning source** should reflect the actual system in use, i.e. GPS, combined GPS-GLONASS, etc.
- **Type of vessel** should reflect the appropriate *Ship Type* (see accompanying table).
- **Antenna Position | Vessel Dimensions** should be inputted in meters (**not feet**) and reflect the overall dimensions of the vessel, expressed as the distance fore (A), aft (B), to port (C), and to starboard (D) to the positioning-system antenna used by AIS; the intersection of the two white lines in the diagram.

  For U.S. Ship Type 37 (see Table) dimensions should reflect the overall rectangular area of the vessel **and its tow**—as portrayed by the extended dark arrows within the rectangles in the diagram.



Know your password, you will need it to encode your AIS

Voyage Related Data...should be inputted as necessary to always indicate up to date conditions

- **Navigation Status**, i.e. at anchor, underway, engaged in fishing, etc, should always be up-to-date.

  Note, vessels engaged in towing should use: Navigation Status '11' when towing astern, or '12' when pushing ahead or alongside.

  Remember to change your status when at anchor or moored. Doing so reduces the AIS reporting rate from 2–10 seconds to once every 3 minutes; which mitigates network congestion and improves overall AIS range.
- **Static Draft** should be inputted in meters (**not feet**) and reflect the vessel's actual or maximum draft.
- **Estimated Time of Arrival (ETA)** to destination; or voyage departure time, if moored or anchored; or operational termination time (i.e. workboats); should be inputted in Universal Time Coordinated (UTC), **not** local time.
- **Destination**[4] and your origination should be inputted using 5-character UN location codes (UNLOCODE)[5] for (per IMO SN/Circ.244) or 4-character U.S. GUID[6] codes, as follows:

Origination>Destination using UNLOCODE only

`USNYC>NLRTM` ...one-way voyage New York City to Rotterdam
`USNYC><USNYC` ...a voyage to and fro, e.g. dinner cruise
`USHOU<>USHOU` ...operating solely within a well defined area, e.g. fleeting area, vessel traffic service area, etc.

Origination>Destination using UNLOCODE and USGUID

`CNSHA>USA0VCY` ...for Shanghai to San Francisco Pier 35

Origination>Destination using USGUID only

`USA0YUP>dDQ6L` ...a scheduled route, i.e. Staten Island Ferry
`USA0VCY><0VCY` ...a voyage to and fro, e.g. dinner cruise
`USA0MVR<<` ...anchored, moored, or on station (e.g. MODU, FPSO)

Note, the difference in symbology { ^ | > | >< | << | <> }[7]

[1] See http://wireless.fcc.gov/services/index.htm (Ship Radio Stations)
[2] Obtained at www.bnonumbers.jrfairplay.com/datause.aspx
[3] Per IMO SN/Circ. 227 & 224 or NMEA 0400 Installation Guidelines
[4] Any port or offshore place in which a vessel is bound to embark or disembark cargo, crew or passengers; or anchor or maintain station for considerable period of time (i.e. Outer Continental Shelf activity)
[5] Find Country (ISO 3166) & United Nations Location Codes (UN/LOCODE) at: www.unece.org/cefact/locode/welcome.html
[6] Find U.S. Geographic Unique Identifiers (US/GUIDS) for ports, places, berths, routes, and waterways at: www.navcen.uscg.gov/?pageName=locode
[7] If AIS lacks angle brackets (>) substitute with parenthesis ( ) | X | O | (( )) |
[8] See 47 CFR 80.1109–Distress, urgency, and safety communications

USCG AIS Encoding Guide

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Minimizes Updates

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AIS *Type of Ship* parameter is a 2-digit numeric codes composed either from 1st and 2nd digit columns or as defined in columns 3x or 5x.
The terms used are as defined in IMO SOLAS, 46 U.S.C. 2101 or 33 CFR 140.10. Blue italic text denotes amplifying text not found in the original source (ITU-R M.1371-5)

1st digit	2nd digit	[3x] others "engaged in"	[5x] special craft
0 – Not available	0 – All ships of this type	30 – Fishing *industry vessels, including fish processors and fish tenders**	50 – Pilot vessel
1 – Reserved for future use	~~1 – Carrying DG, HS, or MP, IMO hazard or pollutant category X~~ *DO NOT USE*	31 – Towing *astern**	51 – Search and rescue vessels, *i.e. USCG boats and cutters, USCG Auxiliary boats, assistance towers*
2 – WIG *(Wing-in-Ground) craft*	~~2 – Carrying DG, HS, or MP, IMO hazard or pollutant category Y~~ *DO NOT USE*	32 – Towing *astern* and length of the tow exceeds 200 meters *(656 ft.)* or breadth exceeds 25 m *(82 ft.)* *	52 – Tugs *or workboats, that do not regularly engage in towing*
3 – Other vessels *engaged in actions denoted in column [3x]*	~~3 – Carrying DG, HS, or MP, IMO hazard or pollutant category Z~~ *DO NOT USE*	33 – Engaged in dredging, or underwater operations, *or other equipment operations that may obstruct navigation (such as buoy tending, ice breaking, salvaging, sampling, surveying, or other similar activities, but, not diving, fishing, towing or military operations)**	53 – Port tenders, *yacht tenders, dive tenders, off-shore supply vessels, etc.*
4 – HSC *(Hi-speed Craft) or passenger ferries*	~~4 – Carrying DG, HS, or MP, IMO hazard or pollutant category OS~~ *DO NOT USE*	34 – Engaged in diving operations *or other types of operations with persons in the water**	54 – Vessels with anti-pollution facilities or equipment
5 – Special craft *per column [3x]*	5 – Reserved for future use	35 – Engaged in military operations *or other types of restricted operations**	55 – Law enforcement vessels, *i.e. U.S. Customs and Border Protection vessels, Department of Natural Resources/Conservation boats, marine police boats , etc.*
6 – Passenger ships *other than HSC and passenger ferries; not including tenders or off-shore supply vessels [see 53]*	6 – Reserved for future use	36 – Sailing *vessels**	56 – Spare–for assignments to local vessels *that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall dimensions of the vessel not including its tow**
7 –Cargo *(freight)* ships, *including articulated (ATB) and integrated tug-barge (ITB) vessels*	7 – Reserved for future use	37 – Pleasure craft	57 – Spare–for assignments to local vessels *that are engaged in towing ahead or alongside, and whose dimensions (ABCD values) represent the overall rectangular area of the vessel including its tow**
8 – Tankers, *including articulated or integrated tug tank barge vessels*	8 – Reserved for future use	38 – Reserved for future use	58 – Medical transports (as defined in the 1949 Geneva Convention and Additional Protocols) *or similar public safety vessels*
9 – Other types of ship	9 – No additional information	39 – Reserved for future use	59 – Ships according to RR Resolution No. 18 (Mob-83)

***Remember to also update your Navigation Status accordingly, i.e. Status: 3=restricted maneuverability; 7=engaged in fishing; 8=under sail; 11=towing astern; 12=pushing ahead/alongside, etc.**

USCG AIS Encoding Guide * Clarifies Ship Types

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Protection vessels, Department of Natural Resources/Conservation boats, marine police boats , etc.
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USCG AIS Encoding Guide * Unique Ship Types For Pushboats

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USCG AIS Encoding Guide * Unique Ship Types For Pushboats

- **Maritime Mobile Service Identity (MMSI)** should reflect the MMSI assigned to the vessel by the Federal Communications Commission (FCC) or one of its agents.
- **Call-sign** should reflect the call-sign assigned to the vessel by the FCC; absent a call-sign, input **@@@@@@@**.
- **IMO Number**[3] should reflect the assigned 7-digit IMO number. Use leading zeroes (not trailing zeroes) to fill the parameter, e.g. 0001234567.
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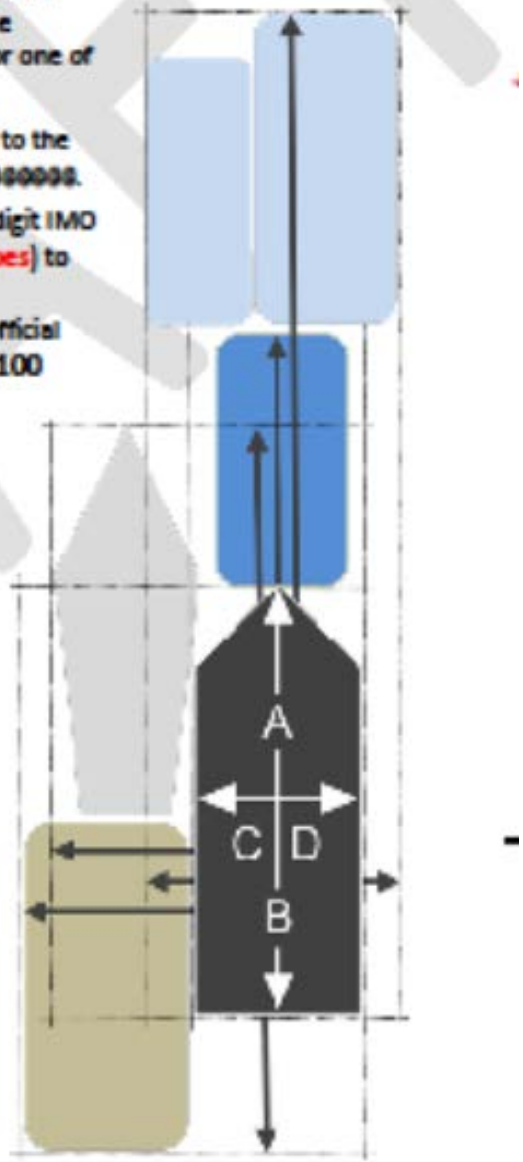

USCG AIS Encoding Guide

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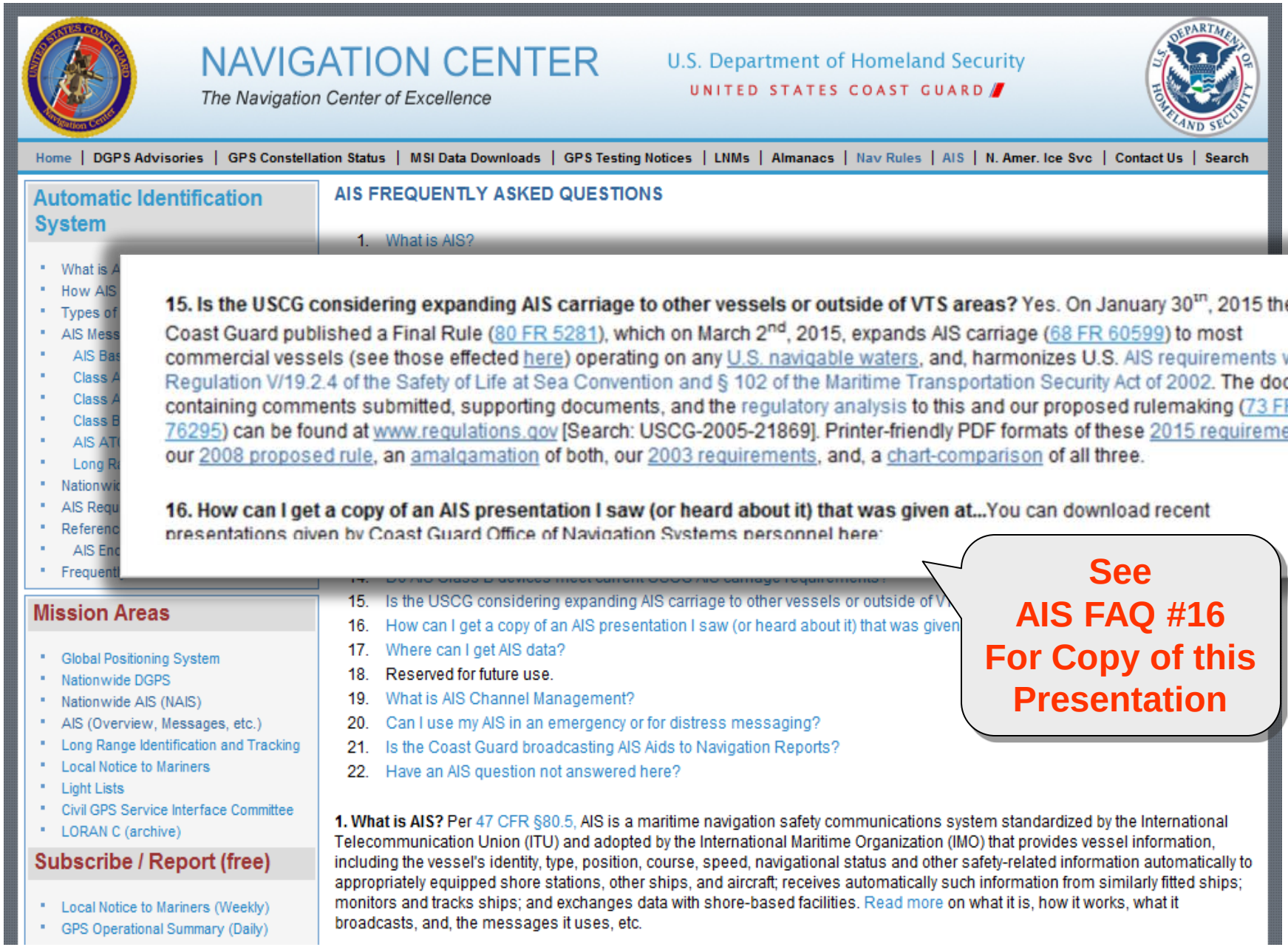
Vessel/ABCD Dimensions For Vessel or Vessel+Tow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Automatic Identification System
AIS FREQUENTLY ASKED QUESTIONS
1. What is AIS?
15. Is the USCG considering expanding AIS carriage to other vessels or outside of VTS areas? Yes. On January 30th, 2015 the Coast Guard published a Final Rule (80 FR 5281), which on March 2nd, 2015, expands AIS carriage (68 FR 60599) to most commercial vessels (see those effected here) operating on any U.S. navigable waters, and, harmonizes U.S. AIS requirements with Regulation V/19.2.4 of the Safety of Life at Sea Convention and § 102 of the Maritime Transportation Security Act of 2002. The docket containing comments submitted, supporting documents, and the regulatory analysis to this and our proposed rulemaking (73 FR 76295) can be found at www.regulations.gov [Search: USCG-2005-21869]. Printer-friendly PDF formats of these 2015 requirements our 2008 proposed rule, an amalgamation of both, our 2003 requirements, and, a chart-comparison of all three.
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:
See AIS FAQ #16 For Copy of this Presentation
Mission Areas
Global Positioning System
Nationwide DGPS
Nationwide AIS (NAIS)
AIS (Overview, Messages, etc.)
Long Range Identification and Tracking
Local Notice to Mariners
Light Lists
Civil GPS Service Interface Committee
LORAN C (archive)
Subscribe / Report (free)
Local Notice to Mariners (Weekly)
GPS Operational Summary (Daily)
15. Is the USCG considering expanding AIS carriage to other vessels or outside of V
16. How can I get a copy of an AIS presentation I saw (or heard about it) that was given
17. Where can I get AIS data?
18. Reserved for future use.
19. What is AIS Channel Management?
20. Can I use my AIS in an emergency or for distress messaging?
21. Is the Coast Guard broadcasting AIS Aids to Navigation Reports?
22. 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.

United States Coast Guard

Office of Navigation Systems

Thank You

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