

Relevant international and E.U regulation on shore based traffic monitoring infrastructure

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Ships' routeing
Ship reporting systems
Vessel traffic services
AIS

Ship routing

SOLAS Chapter V Regulation 10

Ships' routing systems contribute to safety of life at sea, safety and efficiency of navigation and/or protection of the marine environment.

IMO is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ships' routing systems

A ship shall use a mandatory ships' routing system adopted by the Organization as required

IMO resolution A.572(14) General provisions on ships' routing

Ship routing

EU Directive 2002/59/EC Article 7

1. Member States shall monitor and take all necessary and appropriate measures to ensure that all ships entering the area of mandatory ships' routing system..... use the system in accordance with the relevant guidelines and criteria developed by the IMO

2. When implementing a ship's routing system, which has not been adopted by the IMO, under their responsibility, Member States shall take into account, wherever possible, the guidelines and criteria developed by the IMO and promulgate all information necessary for the safe and effective use of the ship's routing system.



Ship reporting systems

SOLAS Chapter V Regulation 11

Ship reporting systems contribute to safety of life at sea and efficiency of navigation and/or protection of the marine environment

IMO is recognized as the only international body for developing guidelines, criteria and regulations on an international level for ship reporting system.

Ship reporting systems not submitted to the Organization for adoption do not necessarily need to comply with this regulation.

The master of a ship shall comply with the requirements of adopted ship reporting systems and report to appropriate authority all information required in accordance with the provisions of each such system.

Ship reporting systems

EU Directive 2002/59/EC Article 5

1. Member States concerned shall monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a mandatory ship reporting system comply with the system in reporting the information required without prejudice to additional information required by a Member State in accordance with IMO Resolution A.851(20)
2. When submitting a new mandatory ship reporting system to the IMO for adoption or a proposal to amend an existing reporting system, a Member State shall include in its proposal at least the information referred to in Annex I(4)



Vessel traffic services

SOLAS Chapter V Regulation 12

1. Vessel traffic services (VTS) contribute to safety of life at sea, and safety and efficiency of navigation and protection of marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic.
2. Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or degree of risk justifies such services.
4. Contracting Governments shall endeavour to secure the participation in, and compliance with, the provisions of vessel traffic services by ships entitle to fly their flag.

Vessel traffic services

EU Directive 2002/59/EC Article 8

Monitoring of the compliance of ships with vessel traffic services.

Member States shall monitor and take all necessary and appropriate measures to ensure that:

(a) Ships entering the area of applicability of a VTS operated by one or more States, of which at least one is a Member State, within their territorial sea and based on the guidelines developed by the IMO, participate in, and comply with, the rules of that VTS

AIS RELEVANT INTERNATIONAL AND E.U. REGULATIONS

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International Maritime Organisation IMO

International Telecommunications Union ITU

International Electrotechnical Commission IEC

European Union EU

AIS key dates

IMO

Performance standards

Provide information

Receive information from other ship

Monitor and track ships

Exchange data with shore-based facilities

IMO

Functional requirements

Anti collision assisting

Information from ship to coastal state

As a VTS tool

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IMO

SOLAS Regulation V/19 requires that:

"All ships of 300 gross tonnage and upwards engaged on international voyages and cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size shall be fitted with Automatic Identification System (AIS)," following schema

ITU

Frequency allocation was requested by IMO 1997

The channels are:

AIS 1 ; 161.975 MHz

AIS 2 ; 162.025 MHz

IEC

The International Electrotechnical Commission

Is the organisation that prepares and publishes international test standards for electrical, electronic and related equipment.

In 2001 the *"Ship-borne Automatic Identification System (AIS). Operational and Performance Requirements, Methods of Testing and Required Test Result"*

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This includes:

- Test specification
- Data in/out standard
- Connector standard
- Built- in Integrity (BIIT) Unit details

European Union Regulations

EU Directive 2002/59/EC art. 6

“any ship calling at a port of a Member State must, in accordance with the time table set out in Annex II(I), be fitted with an AIS which meets the performance standards drawn up by the IMO”

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European Union Regulations

EU Directive 2002/59/EC article 9

1. Member States shall take all necessary and appropriate measures to provide themselves gradually, on a time-schedule compatible with the timetable set out in Annex II(I), with appropriate equipment and shore-based installations for receiving and utilising the AIS information taking into account a necessary range for transmission of the reports

European Union Regulations

EU Directive 2002/59/EC article 9

2. The process of building up all necessary equipment and shore-based installations for implementing this Directive shall be completed by the end of 2007. Member States shall ensure that the appropriate equipment for relaying the information to, and exchanging it between, the national systems of Member States shall be operational at the latest one year thereafter.

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European Union Regulations

EU Directive 2002/59/EC article 9

3. Member States shall ensure that the coastal stations in charge of monitoring the compliance with vessel traffic services and ships' routing system have sufficient and properly qualified staff available, as well as appropriate means of communication and ship monitoring and that they operate in accordance with the relevant IMO guidelines.

AIS key dates

1997 IMO Sub-Committee on Safety of Navigation approves a draft AIS Performance Standard

1997 ITU World Radiocommunication Conference allocates two VHF channels for AIS

1998 IMO Maritime Safety Committee adopts the AIS Performance Standard and includes the AIS within Draft SOLAS Chapter V, Regulation 19

1998 ITU adopts the AIS Technical Characteristics

AIS key dates

2001 IEC approves AIS Test Performance Standard 61993-2

2001 IALA publishes the IALA Technical Clarifications of Recommendation ITU-R M. 1371-1

2002 IALA publishes IALA Guidelines on AIS

2002 IMO carriage requirement for AIS commences from 01 July with a phase in approach

2002 E.U. publishes the Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system

Thank you

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