

MARINE SAFETY INFORMATION BULLETIN

Volume XVI Issue: 044

Time: 1659 L

Date: 7 MAR 2016

Automatic Identification System (AIS) Installation Requirements

On March 02, 2015, 33 CFR 164.46 amended Automatic Identification System (AIS) requirements for commercial self-propelled vessels operating on U.S. navigable waters. Beginning no later than **March 01, 2016** the following commercial vessels were required to have a properly installed AIS:

AIS Class A Device Applicability, 33 CFR 164.46:

All self-propelled vessels (U.S. and foreign-flag) of 65 feet or more in length engaged in commercial service;

All towing vessels of 26 feet or more in length and more than 600 horsepower engaged in commercial service;

All self-propelled passenger vessels certificated to carry **more** than 150 passengers;

All self-propelled vessels engaged in dredging operations in or near commercial channels or shipping fairways in a manner likely to restrict or affect navigation of other vessels; and,

All self-propelled vessels engaged in the movement of CDC as defined in Subpart C of 33 CFR 160 or flammable or combustible liquid cargo in bulk listed in 46 CFR 30.25-1, Table 30.25-1.

AIS Class B Device Applicability, 33 CFR 164.46:

All fishing industry vessels;

All self-propelled vessels (U.S. and foreign-flag) of 65 feet or more in length engaged in commercial service certificated to carry **less** than 150 passengers **and that**:

- (1) **Do not** operate in a Vessel Traffic Service (VTS) or Vessel Movement Reporting System (VMRS) area defined in 33CFR161.12(c) (Navigable Waters of the Lower Mississippi River starting at Southwest Pass Entrance Light at 20.1 miles Below Head of Passes (HOP) extending up river to Port Hudson Light at 255.5 miles Above HOP), and
- (2) **Do not** operate at speeds in excess of 14 knots; and,

All self-propelled vessels identified in 33CFR 164.46(b)(1)(iv) engaged in dredging operations.

All vessels applicable to this requirement are reminded AIS shall be operational and maintained with accurate data while underway, at anchor, or preparing to unmoor. AIS may only be temporarily secured when its use will compromise the safety or security of the vessel (e.g. flammable or combustible liquid/gaseous cargo transfers) or if a security incident is imminent (e.g. piracy). Vessels securing their AIS are to notify the nearest Captain of the Port (COTP) or Vessel Traffic Center (VTC) by the most effective means and shall document in their log.

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Effective this date until **May 01, 2016**, Sector New Orleans COTP will focus on education and corrective action to obtain compliance with the requirements. When a commercial vessel requiring AIS is not operating in accordance with the requirements set forth within 33 CFR 164.46, the vessel shall be informed to correct the discrepancy on-the-spot, or if unable to correct on-the-spot, corrected as soon as practicable

This amendment extends the applicability of AIS requirements beyond Vessel Traffic Service (VTS) areas to all U.S. navigable waters, and requires that additional commercial vessels install and use AIS, consistent with statutory requirements, and in limited cases, the Secretary's discretionary authority. These changes will improve navigation safety, enhance our ability to identify and track vessels, and heighten our overall maritime domain awareness (MDA), thus helping us address threats to maritime transportation safety and security. Further information regarding AIS including the encoding guide can be found at www.navcen.uscg.gov, clicking on the "AIS" tab at the top of the page.

For further information, contact the following:

Coast Guard Vessel Traffic Service Lower Mississippi River (24 hours): (504) 365-2230, VHF-FM ch 12

Coast Guard Sector New Orleans Command Center (24 hours): (504) 365-2543

Coast Guard Sector New Orleans Waterways Management: (504) 365-2280



CAPTAIN P.C. SCHIFFLIN
Captain of the Port New Orleans

For a current list of MSIBs within the COTP New Orleans Zone visit: <https://homeport.uscg.mil/nola> and look under "Safety and Security"