

# PRESS RELEASE

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## **USCG AIS Rule documentation signed by President Obama**

**In 2005, the USCG announced that it intended to significantly expand the carriage requirements for AIS transceivers to a wide range of commercial work boats, ferries and fishing boats. On 23<sup>rd</sup> December 2014 this legislation was finally approved by Obama for publication by the USCG thus empowered the USCG with the authority to publish this new rule.**

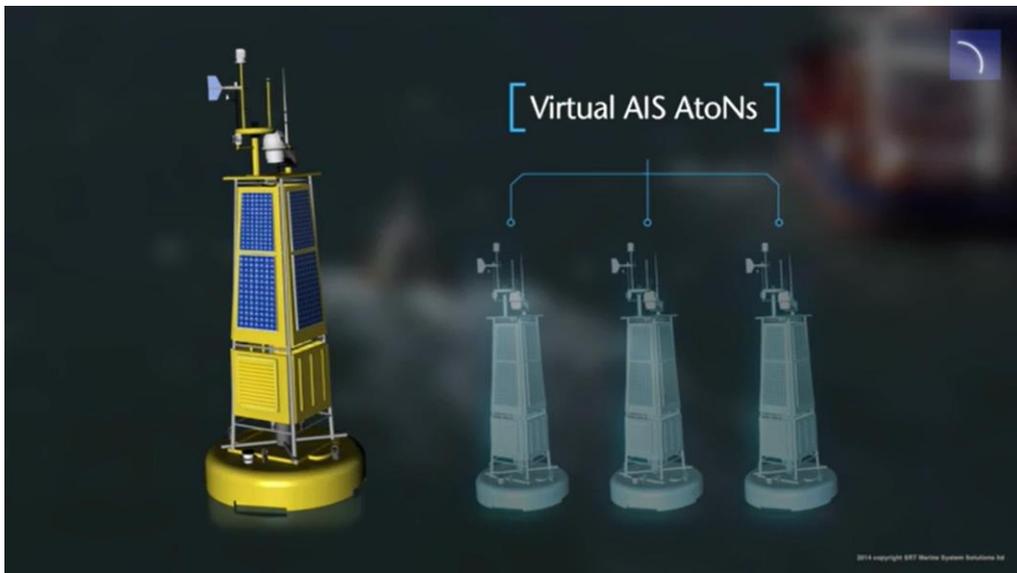
The new USCG AIS Rule will require most commercial boats operating in the US to install and operate a USCG certified AIS transceiver. Currently only, under the international SOLAS regulation, only vessels over 300GT on an international voyage are required to have an AIS Class A transceiver. The new USCG AIS Rule will expand the existing carriage requirement to include virtually all commercial boats of any type and size operating in US waters. A good source of information on the new AIS Rule requirements can be found at: [www.uscgportsupply.com](http://www.uscgportsupply.com)

The industry expects the rule to be published during the first quarter of the 2015, whereupon the estimated 40,000 vessels affected will have a maximum of 7 months to comply with the new regulation and most likely fit a Class A type transceiver.

AIS is a sophisticated data exchange system created specifically for marine use. It is a complex mesh network radio system which allows all independent entities to communicate independently with each other without the requirement for a controlling network. Initially created to prevent collisions between boats, AIS is now used around the world for a variety of applications such as fisheries management, port and work boat efficiency, port & coast security and much more.

Over the last few years the US has invested in the building of a nationwide AIS system (NAIS) as part of their continuing efforts to improve safety and security of US waterways. This system is now fully operational and enables them to receive AIS transmissions to better assist boats in their day to day operations and improve search and rescue response rates. Additionally the network can transmit information such as weather to mariners in real time.

An important feature will be their ability to transmit what are called synthetic AIS Aids to Navigation beacons. These are AIS transmissions which appear on vessel navigation displays as a navigation marker, but do not physically exist on the water. This enables dynamic management of the waterways and will dramatically improve safety and security for the mariners. Those commercial boats fitting an AIS due to the new rule will be able to receive these transmissions and see the synthetic AtoN's on their navigation displays.



A useful video explaining what AIS AtoN are can be found at [www.srt-marinesystems.com](http://www.srt-marinesystems.com) in their AIS Aids to Navigation section.

There are two main types of AIS transceiver; Class A and Class B. New USCG AIS Rule is expected to require most boats to fit Class A type transceivers due to their higher level of functionality and integrated display (MKD). A Class A type AIS transceiver has a built in display of its own and transmits at a higher power (12.5W) and more frequently (typically every few seconds) the world's best-selling quality AIS Class A transceiver is the USCG certified em-trak A100 Class A. The price of a good quality Class A is typically around \$2,300.



**Em-trak A100 AIS Class A**

[www.em-trak.com](http://www.em-trak.com)

Whereas a Class B type AIS transceiver is much smaller, does not have its own built in display screen and transmits at a low power (2W) and much less frequently (typically once every 30 seconds). The best-selling quality Class B in the USA is the USCG certified em-trak B100 AIS Class B.



**Em-trak B100 AIS Class B**

[www.em-trak.com](http://www.em-trak.com)

Whereas a Class B type AIS transceiver is much smaller, does not have its own built in display screen and transmits at a low power (2W) and much less frequently (typically once every 30 seconds). The best-selling and Class B in the USA is the USCG certified em-trak B100 AIS Class B. Typically a good Class B will cost around \$500.00.

AIS transceivers are available from a wide range of marine electronics brands and retailers across the USA. One of the largest stockists of good quality AIS transceivers is West Marine and Port Supply.

The fitting of AIS transceivers to most commercial vessels is already a legal requirement in Europe where it has proven to reduce operating costs for both vessel and port operators, and is in the process of being mandated in many countries worldwide. The new USCG AIS Rule will place the USA into the lead of global best marine operational practices and is targeted to deliver many benefits to vessel owners and operators.

- **ENDS** -

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