

Background: On July 1st, 2003 (68 FR 39953) the Coast Guard published an Interim Rule, followed by soon followed by a Final Rule on October 22nd, 2003 (68 FR 60564) that implemented the 2002 AIS mandates of the Safety of Life at Sea Convention (Regulation V/19.2.4, as amended in 2004), which requires AIS on all tankers, large passenger vessels, and most commercial ships on international voyages (bound for the U.S.), and, per the Maritime Transportation Security Act of 2002 (MTSA), the following participants in a Coast Guard Vessel Traffic Service/Vessel Movement Reporting Systems (listed in Table 33 CFR 161.12(c)):

- 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 26 feet or more in length and more than 600 hp
- Any passenger vessel certificated to carry 150 or more passengers

On December 16th, 2008 (73 FR 76295) the Coast Guard proposed to amend these rules (33 CFR 164.46), and, subsequently published a Final Rule on January 30th, 2015 (80 FR 5281) which, effective March 2nd, 2015, amends 33 CFR §164.46 and expands AIS carriage to all U.S. navigable waters, on vessels denoted above, and, adds:

- Any commercial self-propelled vessels of 65 feet or more in length, regardless of service
- 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
U.S. Total	438	2,963	5,848	9,249
Total	4,520	5,848	10,368	

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	

Noteworthy Changes to the Final Rule in Response to Comments Received to the Proposed Rule

- Extending the implementation period to 13 month vice 7 months,
 - 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, unmanned craft or from shore, and
 - 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.
- This is rule also defines AIS Aids to Navigation (ATON) and permits their use.