



Maritime and Coastguard Agency

MIN 290 (M+F)

AIS (Automatic Identification Systems): Accuracy of Transmissions

Notice to all Shipowners, Masters, Small Craft Vessel Operators, Statutory Harbour Authorities and VTS Authorities

This notice should be read in conjunction with MSN 1795 (M) and replaces MIN 231 (M+F)

This MIN expires 1 July 2008

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

This MIN advises the maritime community that the MCA will continue to carry out active surveillance of AIS transmissions as previously advised in MIN 231 (M+F).

1. Introduction/ Background

Regulations on the carriage requirements for AIS are detailed in MSN 1795(M).

1.1 The MCA, as the UK Competent Authority, has continued to receive reports of vessels transmitting incorrect AIS data. This can be a danger to navigation and weakens confidence in the system. The errors reported include:

- dynamic data (especially heading errors);
- operator input fields and
- predefined fields

Causes can be:

- faulty interfaces, particularly with the gyro compass;
- incorrectly entered Maritime Mobile Service Identities (MMSI) or International Maritime Organization (IMO) numbers;
- incorrect destination and estimated time of arrival (ETA) and
- failure to change vessel status or the use of an incorrect vessel status.

2. Contact from HM Coastguard

2.1 When they suspect possible incorrect data or missing information, Maritime Rescue Coordination Centres (MRCCs) will contact the vessel by VHF DSC or on a voice channel and Masters will be advised. If reported problems are not corrected, a Safety of Navigation deficiency may be reported to the appropriate Port State Control Authority.

3. Observations by other stations

3.1 Statutory Harbour Authorities and VTS Authorities that can monitor AIS are encouraged to contact vessels and inform Masters if they detect incorrect or missing information. Significant AIS deficiencies which are not corrected should be reported to the local MRCC using the reporting format attached as Annex A to this note.

3.2 Other users of AIS, including other vessels, are encouraged to report to the local MRCC with details of the deficiency.

More Information

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Annex A

Report of Suspected Error in AIS Response

Action/Info¹

Received AIS Transponder Information			
Field:	Received Value:	Suspect Error (✓):	Details/Comments:
Static Data – must be completed			
MMSI:			
IMO Number:			
Call Sign:			
Name:			
Dynamic Data – record suspected errors			
Navigational Status:			
Latitude:			
Longitude:			
COG:			
SOG:			
Heading:			
Rate of Turn:			
Time Stamp:			
Errors/Comments (use of incorrect message, incorrect reporting rate etc)			

¹ Delete as applicable. Upon completion e-mail or fax this form to the nearest MRCC