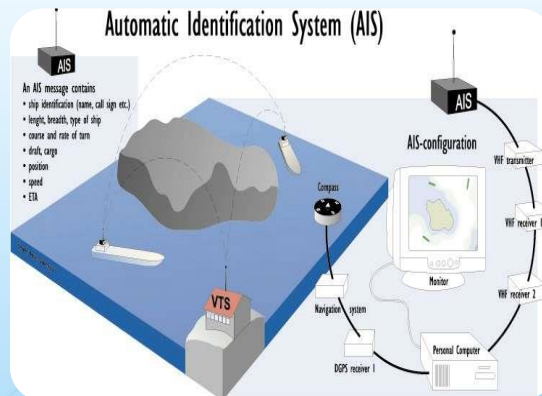


- ❑ It is a tracking system, ship to ship or shore to ship .
- ❑ On board vessels there is an AIS transponder that transmits main and variable data of the vessel.
- ❑ This data is transmitted through VHF Band on International Frequencies (162.025-161.975)
- ❑ Transmitted data are received on vessels through AIS receiver and are illustrated on Ports charts using special Application software



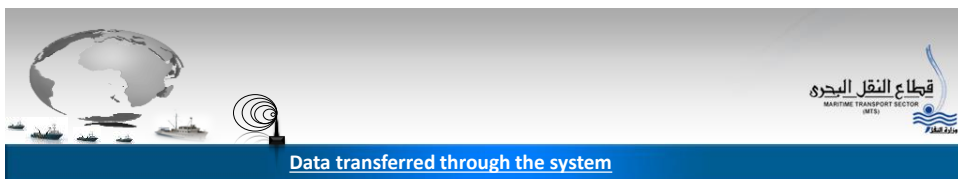
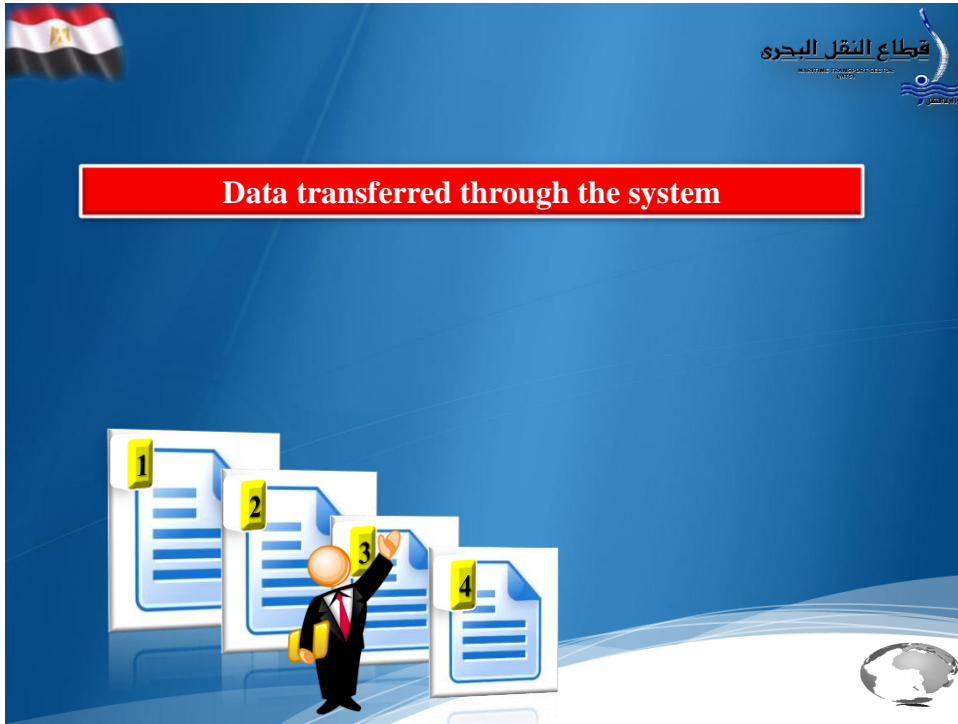


Decrees and regulations governing the installation of the Automatic Identification system for ships

- ☐ International Maritime governing Decrees related to the system:

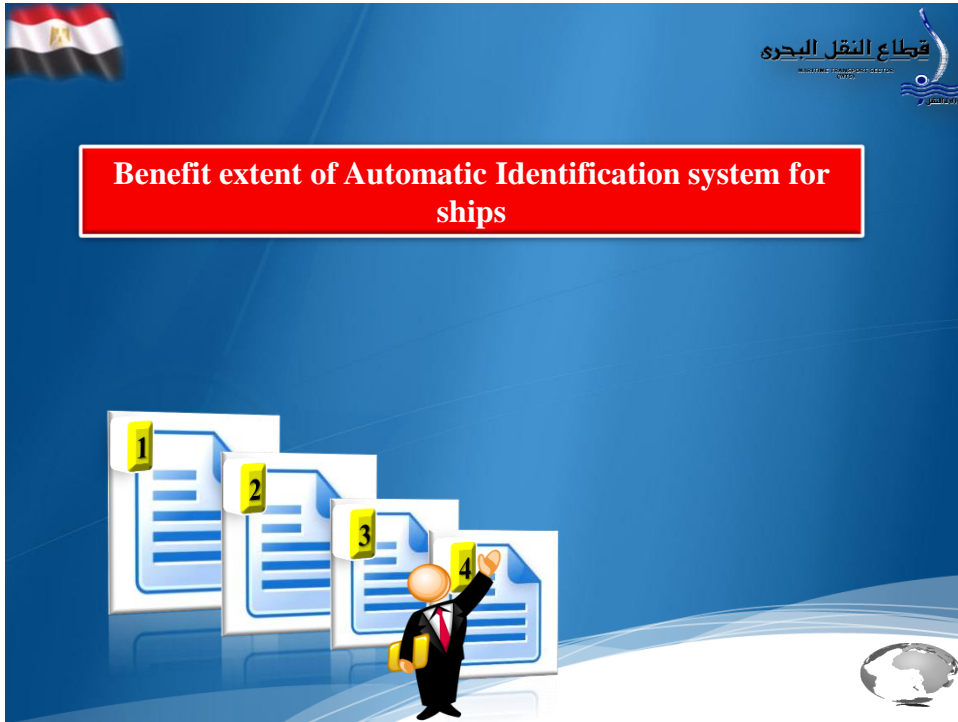
According to the provisions of the regulation 7/19 of SOLAS which requires the availability of the system on:

- vessels of a gross tonnage 300 tons or more engaged in International voyages .
- All cargo vessels of a gross tonnage 500 tons or more .
- All Passenger ships of any Type , size or tonnage .





Continuously transmits the vessels' data to ships and maritime traffic service stations

Main vessel data:	Variable Data of the vessel:
<ul style="list-style-type: none"> • MMSI number • Name of vessel • Call sign of the vessel • IMO number • Port of registration • Links • Width • Vessel Type(Cargo-Passenger ...Etc.) 	<ul style="list-style-type: none"> ▪ Maritime status (Seagoing –Anchored –Etc...) ▪ Destination ▪ Anticipated time of arrival ▪ Longitude ▪ Latitude ▪ Distance between the vessel and the receiver ▪ Direction of the vessel in relation to the receiver ▪ Date and time



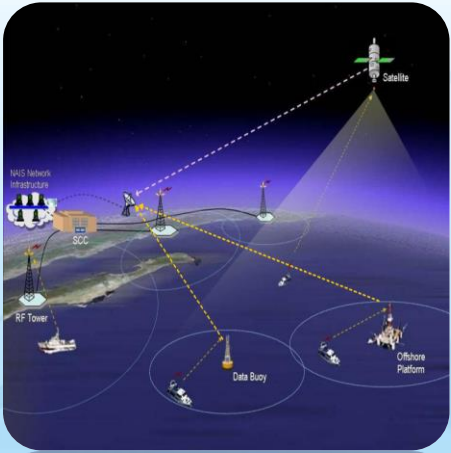
- ❑ **Traceability and demonstration of ships movement in real time from the moment they enter the Egyptian ports until their departure illustrating times , itineraries and speed**
- ❑ **Get complete data on ships' specifications for before they reach Egyptian port.**
- ❑ **Ability to follow up on ships anchored at ports berths to complete the movement works and mooring for new ships that can be received to exploit the vacant berths and prevent overcrowding process to save time.**








Benefit extent of Automatic Identification system for ships

- ❑ Accurate monitoring of ships from the moment they approach which facilitates towage , pilotage and guiding pilots and executing towage works in a timely manner to receive the ships as they approach
- ❑ Ability to guide ships in bad weather and poor visibility to avoid accidents
- ❑ the possibility of accurate identification and tracking of ships arriving at and departing from ports and provide accurate statistics for port traffic
- ❑ the possibility of tracking detained ships by sounding voice alarm the moment the ship moves.
- ❑ the possibility of prompt reporting of any suspect ship trying to enter the territorial waters through entering ships data on the program to give audible warning immediately after the ship is monitored



17

Benefit extent of Automatic Identification system for ships

- ❑ Ability to identify the itineraries of ships from the moment of its approach until its anchorage to evaluate the method of work in the port and pilotage services in terms of navigational and in accordance with the approved itineraries
- ❑ Possibility of demonstrating outer waiting areas in ports on maritime charts preset on the device to track vessels in such areas until pilotage to enter the ports , in order to insurance the security of vessel against any probable terrorist acts
- ❑ Ability to accurately identify all ships anchored at Egyptian ports which facilitates the task of those who conduct inspections on ships by giving them real-time image at any time for Marine area

18

