



Document title	Requests for access to and use of HELCOM AIS data (January 2015 to May 2018)
Code	5-1
Category	INF
Agenda Item	5 - Access to and use of HELCOM AIS information
Submission date	04.06.2018
Submitted by	Secretariat
Reference	

Background

This document includes an overview of requests for access to and use of HELCOM AIS data, received by the Secretariat during the period from January 2015 to May 2018 (**Attachment 1**).

Access to use the regional AIS data can be granted to 1) a public entity or a consultant working for such an entity 2) working with a project related to Maritime traffic. Appendix 1 of HELCOM Recommendation 33/1 (**Attachment 2**) specifies in more detail uses which do not need any explicit consultation <http://helcom.fi/Recommendations/Rec%2033-1.pdf>.

The HELCOM Secretariat has used the Recommendation and its Appendix to decide how to grant access to the dataset and whether to extract the data from the HELCOM AIS data.

Explicit consultation is only needed for scope of use outside Appendix 1 or if the user is a private company working for a private project. In such cases the HELCOM Secretariat circulates the request to all HELCOM Contracting Parties for tacit approval. One such case has occurred between January 2015 and May 2018.

Action required

The Meeting is invited to take note of the information.

Attachment 1

REQUESTS FOR ACCESS TO AND USE OF HELCOM AIS DATA RECEIVED BY THE SECRETARIAT (JANUARY 2015 TO MAY 2018)

Access to use the regional AIS data can be granted to 1) a public entity or a consultant working for such an entity 2) working with a project related to maritime traffic. Appendix 1 of HELCOM Recommendation 33/1 specifies in more detail uses which do not need any explicit consultation

<http://helcom.fi/Recommendations/Rec%2033-1.pdf>.

Explicit consultation is only needed for scope of use outside Appendix 1 or if the user is a private company working for a private project. In such cases the HELCOM Secretariat circulates the request to all HELCOM Contracting Parties for tacit approval. One such case has occurred between January 2015 and May 2018.

Applicant	Date received	Purpose	Time and spatial coverage	Does purpose fit to those described in Rec. 33/1 Appendix 1?	Status
Stockholm University	29.1.2015		Not Specified		
Ramboll Oil & Gas	26.3.2015	Ship traffic analysis for the Baltic pipe project	2014; an area in the South of the Baltic Sea (Denmark, Germany, Poland and Sweden)	No	
Finnish National Heritage services / Metsähallitus	3.9.2015	Analysis of ship traffic in Marine Protected Areas	time coverage not defined, Finnish EEZ + Bothnian Sea	Yes	
Swedish University of Agricultural Sciences (SLU)	1.4.2016	Analysis of fishing activity in the Baltic Sea for the HELCOM Maritime Assessment 2018	2014, whole Baltic Sea	Yes	Delivered
SHEBA Project	14.3.2017	Cumulative environmental risk assessment of all contaminants discharged from shipping	February and August 2014 – 2015; Gulf of Finland (Estonia and Finland) and Southern Baltic Sea (Poland and Sweden)	Yes	Delivered
University of Tartu	23.3.2018	Analysis of ships and marine mammals interaction	2007-2008;2009-2012;2014-2016; for some areas in the Gulf Finland and Baltic Proper (Estonia, Finland, Latvia, Lithuania, Poland, Russia and Sweden)	Yes	Agreement under signature process

Attachment 2

(Appendix 1 of HELCOM Recommendation 33/1)

APPLICATIONS FOR RETRIEVED AIS DATA FROM THE COMMON BALTIC SEA AIS**Real-time AIS data** in this agreement is defined to be:

- delivered end-to-end non-stop, one vessel report after the other as soon as they are transmitted
- delivered promptly when they are received at the base station
- delivered without any delay (additional latency)
- not sent in blocks
- irrespective of the reporting interval (not all messages received by the national centre are relayed/forwarded to the regional centre. The reporting interval is less frequent)

Type of access:

For each specific case some restrictions – at the discretion of a Participating Party - can be applied, where applicable and justified, such as: time limitation, geographical limitation and/or update rate.

Whenever access is implemented directly from the HELCOM AIS Information Centre, it is given for all Participating Parties' data* and at the update rate in-force.

If an access to a full update rate is needed this should be solved on a bilateral basis.

Type of AIS data:

- Real time (R),
- Statistic data** (S),
- Historical data (H)
- Web based visualization of AIS real-time data** (V)

User	Uses	Type of AIS data
HELCOM Secretariat	Aiming at implementation of the Helsinki Convention	S, H, V
National administration, including accident investigation authorities and any research institutes or organizations or their contractors in the Baltic Sea states and Norway acting according to the uses set herein	<ul style="list-style-type: none"> - Pollution preventing and combating - VTS (Vessel Traffic Services) - Port State Control (PSC) - Contingency planning - International Ship and Port Security (ISPS) - Search and Rescue (SAR) - Accident investigation - Traffic planning, efficiency and management, incl. icebreaking services - Mandatory reporting system for HAZMAT reporting requirements - Pilotage - Customs surveillance - Science and research supporting the implementation of the Helsinki Convention and for preparing IMO ships routeing measures 	R, S, H, V
EU institutions Institutions in Russia	<p>Aiming at implementation of the Helsinki Convention, including:</p> <ul style="list-style-type: none"> - Mandatory reporting system for HAZMAT reporting requirements - Traffic planning - Pollution prevention - Maritime safety and security 	R, S, H, V

The table may require further consideration to define in detail information to be exchanged among Participating Parties.

* Except for real-time streamed data that can be filtered on the basis of the countries' AIS data

** Currently limited to 5 accounts per country involved due to technological reasons