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<b>Document title</b>	Requests for access to and use of HELCOM AIS data (March 2018 to April 2019)
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<b>Category</b>	INF
<b>Agenda Item</b>	5 - Access to and use of HELCOM AIS information
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### Background

This document is a revised version of document 5-1, with an additional request from March 2019.

This document includes an overview of requests for access to and use of HELCOM AIS data, received by the Secretariat during the period from March 2018 to April 2019 (**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://www.helcom.fi/Recommendations/Rec%2033-1-R.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. This process did not occur between March 2018 and April 2019.

### Action requested

The Meeting is invited to take note of the information.

**REQUESTS FOR ACCESS TO AND USE OF HELCOM AIS DATA RECEIVED BY THE SECRETARIAT (MARCH 2018 TO APRIL 2019)**

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. This process did not occur between March 2018 and April 2019.

Applicant	Date received	Purpose	Spatial and time coverage	Does purpose fit to those described in Rec. 33/1 Appendix 1?	Status
University of Tartu	23.3.2018	Interaction fishing vessels and marine mammals	1 polygon (Gulf of Finland) / 01.01.2018 - 31.05.2018	yes	Delivered
Maritime University of Gdynia	7.6.2018	Risk assessment of ship-ship accidents	Whole Baltic Sea / 01.01.2018 - 31.05.2018	yes	Delivered
South-Eastern Finland University of Applied	3.10.2018	Measurement for COMPLETE project	Whole Baltic Sea / 27.05.2018 to 02.06.2018 and 19.07.2018 to 04.09.2018 for ship Finnmaid IMO 9319466; 30.07.2018 to 25.08.2018 for Finnstar IMO 9319442	yes	Delivered
Tallinn University of Technology	31.10.2018	Environmental impact assessment of the anthropogenic underwater noise in the Baltic Sea	The data of the following polygon: N 60,0664°/E020,8247°, N 60,0664°/E027,2520°, N 57,3261°/E027,2520°, N 57,3261°/E020,8247°. 2018	yes	Delivered
SSPA for SYKE (GRACE project)	23.11.2018	GRACE project, shipping in ice conditions	Gulf of Finland / 01.11.2017 – 31.10.2018	yes	Delivered
University of Gdansk	19.10.2018	Ship movements statistics for COMPLETE project	Whole Baltic Sea / 2016	yes	Delivered
50hertz	11.12.2018	Assessing risk to subsea cables from anchor drop and fishing interaction in the Baltic Sea	Surveyed corridor of the planned Hansa PowerBridge	no	Canceled

			cable between Germany (landing Dierhagen) and Sweden (landing Ystad). For this purpose, data are requested to cover at least a 1000m wide corridor (500m either side) of the proposed cable route / 01.01.2019 - 31.01.2018		
Aalto University (Research on Risk assessment)	30.10.2018	Simulation model for winter navigation	Whole Baltic Sea / 01.12.2010 - 31.04.2011	yes	Delivered
Deutsches Zentrum für Luft- und Raumfahrt e.V. (DLR)		Institute for the Protection of Maritime Infrastructures of the German Aerospace Center (DLR), focusing on gathering information for a potential maritime situational awareness tool.	?	yes	Canceled
Primo-marine	21.1.2019	For study on the future High Voltage connection (Hansa PowerBridge) between Germany (Dierhagen) and Sweden (Ystad) we are looking for AIS data to determine the shipping intensity in the neighbourhood.	?	no	Canceled
Tallinn University of Technology	19.2.2019	Environmental impact assessment of the anthropogenic underwater noise in the Baltic Sea	The data of the following polygon: N 59,3000°/E021,4000°, N 59,3000°/E024,7000°, N 56,9000°/E024,7000°, N 56,9000°/E021,4000°. 21.05.2009 - 29.10.2009	yes	Delivered
University fo Latvia	26.10.2019	Master's thesis "Modeling the distribution of noise from ships in the Baltic Sea"	polygon 57,409; 21.296 / 56.906; 21.405 / 56.721; 20.707 / 57.131 ; 20,686.- 10.06.2018-17.06.2018	yes	Delivered
Aalto University	19.3.2019	Ship efficiency	Whole Baltic Sea / 22.12.2018 18:00.00 - 17.01.2019 18:00:00, only MV Silja Serenade 8715259	yes	Delivered
Made Smart Group	12.03.2019	Displaying real-time data	Real time data for the whole Baltic Sea	no	Pending

**Attachment 2**

(Appendix 1 of HELCOM Recommendation 33/1)

**APPLICATIONS FOR RETRIEVED HELCOM AIS DATA FROM THE COMMON BALTIC SEA AIS**

**Real-time HELCOM 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 HELCOM AIS data:**

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

User	Uses	Type of HELCOM 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"> <li>- Pollution preventing and combating</li> <li>- VTS (Vessel Traffic Services)</li> <li>- Port State Control (PSC)</li> <li>- Contingency planning</li> <li>- International Ship and Port Security (ISPS)</li> <li>- Search and Rescue (SAR)</li> <li>- Accident investigation</li> <li>- Traffic planning, efficiency and management, incl. icebreaking services</li> <li>- Mandatory reporting system for HAZMAT reporting requirements</li> <li>- Pilotage</li> <li>- Customs surveillance</li> <li>- Science and research supporting the implementation of the Helsinki Convention and for preparing IMO ships routeing measures</li> </ul>	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"> <li>- Mandatory reporting system for HAZMAT reporting requirements</li> <li>- Traffic planning</li> <li>- Pollution prevention</li> <li>- Maritime safety and security</li> </ul>	R, S, H, V

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