

**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"> <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 routing measures</li> </ul>	R, S, H, V
EU institutions Institutions in Russia	Aiming at implementation of the Helsinki Convention, including: <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

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