



ASSEMBLY
23rd session
Agenda item 17

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Resolution A.956(23)

**Adopted on 5 December 2003
(Agenda item 17)**

**AMENDMENTS TO THE GUIDELINES FOR THE ONBOARD OPERATIONAL USE
OF SHIPBORNE AUTOMATIC IDENTIFICATION SYSTEMS (AIS)
(RESOLUTION A.917(22))**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECALLING ALSO the provisions of regulation V/19 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended, requiring all ships of 300 gross tonnage and upwards engaged on international voyages, cargo ships of 500 gross tonnage and upwards not engaged on international voyages and passenger ships irrespective of size to be fitted with an automatic identification system (AIS), as specified in SOLAS regulation V/19, paragraph 2.4, taking into account the recommendations adopted by the Organization,

RECALLING FURTHER resolution A.917(22) by which it adopted Guidelines for the onboard operational use of shipborne automatic identification systems (AIS),

HAVING CONSIDERED the recommendations made by the Maritime Safety Committee at its seventy-seventh session and by the Sub-Committee on Safety of Navigation at its forty-ninth session,

1. ADOPTS the amendments to the Guidelines for the onboard operational use of shipborne automatic identification systems (AIS), set out in the Annex to the present resolution;
2. INVITES the Governments concerned to take into account the annexed amendments to the Guidelines when implementing SOLAS regulations V/11, 12 and 19;
3. REQUESTS the Maritime Safety Committee to keep the Guidelines, as amended, under review and amend them as appropriate.

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ANNEX

**AMENDMENTS TO THE
GUIDELINES FOR THE ONBOARD OPERATIONAL USE OF SHIPBORNE
AUTOMATIC IDENTIFICATION SYSTEMS (AIS)
(RESOLUTION A.917(22))**

OPERATION OF AIS ON BOARD SHIPS

OPERATION OF THE TRANSCEIVER UNIT

Activation

1 In paragraph 21, the words “or where security incidents are imminent” are inserted after the word “ship” in the second sentence.

2 In paragraph 21, the third sentence is replaced by a new sentence to read:

“Unless it would further compromise the safety or security, if the ship is operating in a mandatory ship reporting system, the master should report this action and the reason for doing so to the competent authority.”
