Sharing AIS Data

Maritime Administration Efforts

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Reasons to Share AIS

- Safety
- Security
- Environment
- Commercial Mobility
- National Security
Global Supply Chain Components

Producers  Distributors  Retailers  Customers

Transportation and Logistics Service Providers
The value of U.S. trade—measured in constant dollars by coast and land border—has grown rapidly over the last 30 years.
Dramatic increases in projected freight demand

* Forecast figures are based on an unconstrained 10-year linear regression, and do not reflect the expected capacity of each port in 2020.
Impact of Global Trade on Major Ports of the United States

- Largest volume "port" is inland
- Annually required new port capacity [10% Growth on 26.2 million TEUs]
Supply Chain Security and Productivity

- Integrated System
- Transparency
- Accountability
North American Rail Network
Major Freight Truck Bottlenecks
Government-Industry Partnership

Vessel Tracking Services

Volpe
MSSIS
NAIS

Carriers
MISNA
Port Authorities
Lloyds
Ready Reserve Force
Hurricane KATRINA relief

**Auxiliary Crane Ship**
SS Equality State
Act as mobile port crane ship 30-120 ton cranes.
20’ containers: 655

**ROLL-ON / ROLL-OFF**
Cape Kennedy & Cape Knox
Command Post/Rolling stock/
Power generating capable

**School ship**
SS Wright
Relief worker Cap: 315
Helo Capable; Large water
production capable; 300-20’
containers

**School ship**
TS State of Maine
Relief worker Cap: 236

**School Ship**
TS Empire State
Relief worker Cap: 625

**Auxiliary Crane Ship**
SS Diamond State
Act as mobile port crane ship
30-120 ton cranes.
20’ containers: 655

**School Ship**
TS Sirius
Relief worker Cap: 151
Helo Capable

**Aviation Support Ship**
SS Wright
Relief worker Cap: 315
Helo Capable; Large water
production capable; 300-20’
containers
Questions

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