

# IAATO Vessel Tracking System

## Advancing technology improves contingency planning & management in antarctic waters

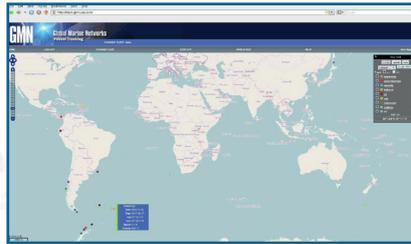
All IAATO SOLAS passenger vessels are tracked. At IAATO's 19th Annual Meeting in 2008, members agreed to take a step beyond the standard tracking requirements and have all IAATO SOLAS vessels tracked on a single

website using a new state-of-the-art technology. While improved contingency planning is the primary motivation, the new system also can provide significant management and monitoring benefits.

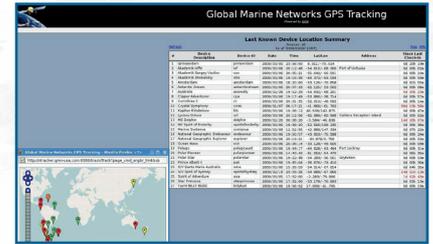
### How does it work?



- Operators can use either their existing tracking systems, feeding positions into the website, or the dedicated Iridium-based GMN SkyEye tracker.

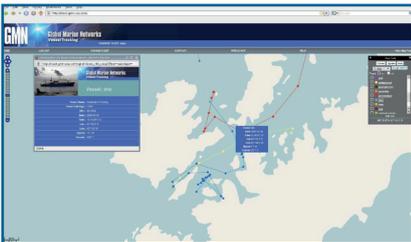


- The positions are logged into the system and portrayed through a dedicated password protected website.

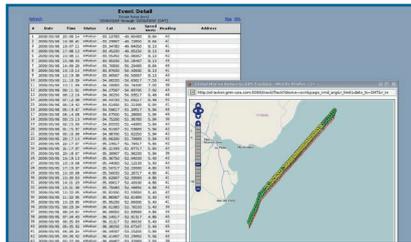


- The vessel positions are logged on an hourly basis but can be "pinged" from shore for positions every 15 minutes in the case of an emergency.

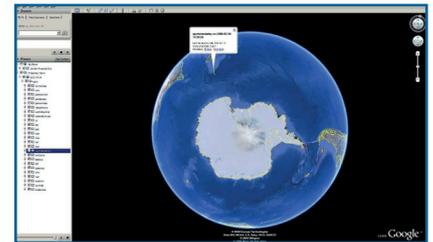
### What information is available & how is it shown?



- By clicking on the vessel's name, a pop-up box displays an image of the vessel and key information (e.g. vessel call sign and IMO number, position, course and speed).



- Historical positions are stored on the database, and the website is capable of portraying the positions for up to one month previously on the map.



- Data can be linked into Google Earth™ where it can be layered with recent ice information (e.g. from PolarView).

### How is the information used?



photo credit: argentine navy

- Marine Rescue Coordination Centres (MRCCs) in Argentina, Australia, Chile, New Zealand, South Africa, UK and AMVER have full access to the website.



photo credit: argentine navy

- This information can be coupled with detailed contact information for the vessels and the IAATO database, which details each vessel's attributes and asset resources in the case of an incident.



- The tracking system has also proven useful when unidentified distress signals were received by MRCCs, who then requested IAATO vessels to deviate and verify the authenticity of the signals.

### Looking forward...

- The system offers significant potential for day-to-day management, and can provide data for the assessment of potential cumulative environmental impact.
- The system is capable of geographic zoning and logging when a vessel enters or departs an area (e.g. sends an alert when a site becomes free, or notifies a pilot station when a vessel is on its approach).
- Some operators choose to use the tracking as a marketing tool by displaying real-time maps of their vessels' positions on their corporate websites.