

IAATO Vessel Tracking System

Advancing technology improves contingency planning & management in antarctic waters

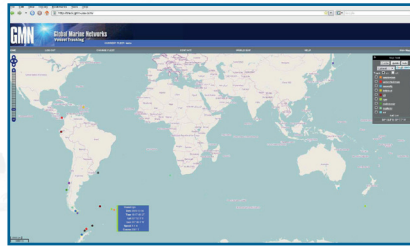
All IAATO SOLAS passenger vessels are tracked. At IAATO's 19th Annual Meeting in 2008, members agreed to take a step beyond the standard tracking requirements and have all IAATO SOLAS vessels tracked on a single

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.

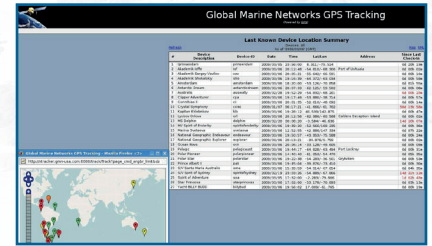
How does it work?



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

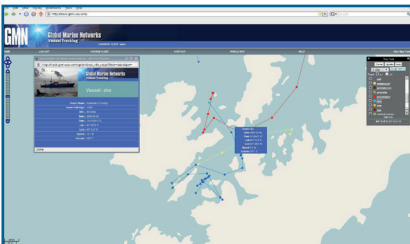


- The positions are logged into the system and portrayed through a dedicated password protected website.

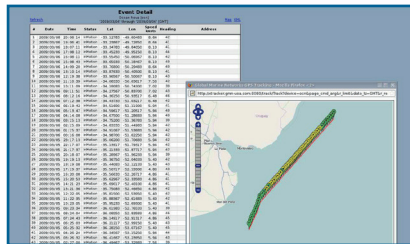


- The vessel positions are logged on an hourly basis but can be "pinged" from shore for positions every 15 minutes in the case of an emergency.

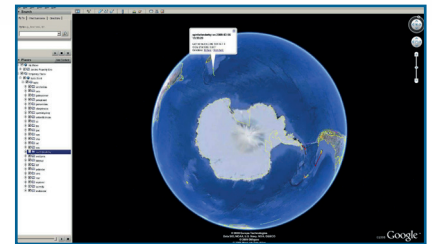
What information is available & how is it shown?



- 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.