



Brussels, 6 March 2019.

*To the First Delegates of the  
Qualifying Members of PIANC  
To the National Sections'  
Secretaries of PIANC  
To the Platinum Partners of PIANC  
To the Sister Associations of PIANC*

Dear all,

In accordance to our strategic plan and working towards my pledge to help you make PIANC RecCom be more useful and relevant in your country, I am writing to encourage you to name a representative to WG 209 on the use of AIS data for the recreational navigation studies.

The topic on AIS data was first brought up a few years ago, in response to new tools that make transponder data more accessible and the growing use of transponder by recreational boaters (which are NOT required legally to carry a transponder for the most part). Since then, the uses have expanded, and the interest on this topic is growing exponentially. This is an ideal time to address this topic, as there are still no guidelines and some challenges.

Some of the early work exploring the use of AIS transponder data included the assessment of superyacht navigation patterns, such as the shift of superyacht Caribbean visitation due to hurricane Maria. In last year's PIANC Congress, a paper included research comparing AIS data with official records of crossings through the Panama Canal. This paper documented that 80% of yachts over 30m had active transponders while crossing the Panama Canal, even if there is no formal requirement to do so.

A comprehensive study on large yacht traffic patterns in the Mediterranean was also completed recently by European Committee for Professional Yachting. The study used 21 million AIS positions of yachts over 20m in the Mediterranean over 3 years (2015-2017). Results identified the frequentation of marinas, shipyards and anchorages and showed that hundreds of thousands of hours per year were spent in each destination, identifying popular areas and documenting evolving visitation trends.

Another new trend relative to the use of AIS data is the recently announced 6-month cruising permit for foreign-flagged vessels in the UAE. This new rule is more flexible, but requires AIS transponder to be operational at all times.

At this time, RecCom has only received applications for members from some European countries and North America. While we could set up this Working Group with a small number of members and invited experts, I know that this topic is important in many countries and I hope we can get more representation.

Please note that:

- We are not only seeking experts, but also need the contribution of members that can identify challenges and needs. Your representation and participation with regionally relevant questions dealing with existing or potential uses of AIS transponder data is extremely valuable to achieve our goals.
- Please also nominate alternate and YP members. They play an important role in creating a productive dynamic in a Working Group.
- RecCom is especially committed to facilitating "remote participation" in our Working Groups. While recognizing the value of personal meetings, this must not be a barrier. We do not want any potential candidate to be discouraged by the potential costs of participation.

Please let me know if you have any questions or suggestions.

We want to continue the PIANC's tradition of providing both technical reference documents for planning and design as well as being a reputable source of early guidance on new industry trends.

I look forward to continuing working with you and your representatives on this and other RecCom initiatives.

Kindest regards,

**Esteban L. Biondi**



*Chairman*

**Recreational Navigation Commission**

**PIANC**

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