All IAATO passenger ships 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 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?**

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

* IAATO land-based operator ANI/ALE uses Skytrac for continuous tracking of its aircraft in Antarctica.