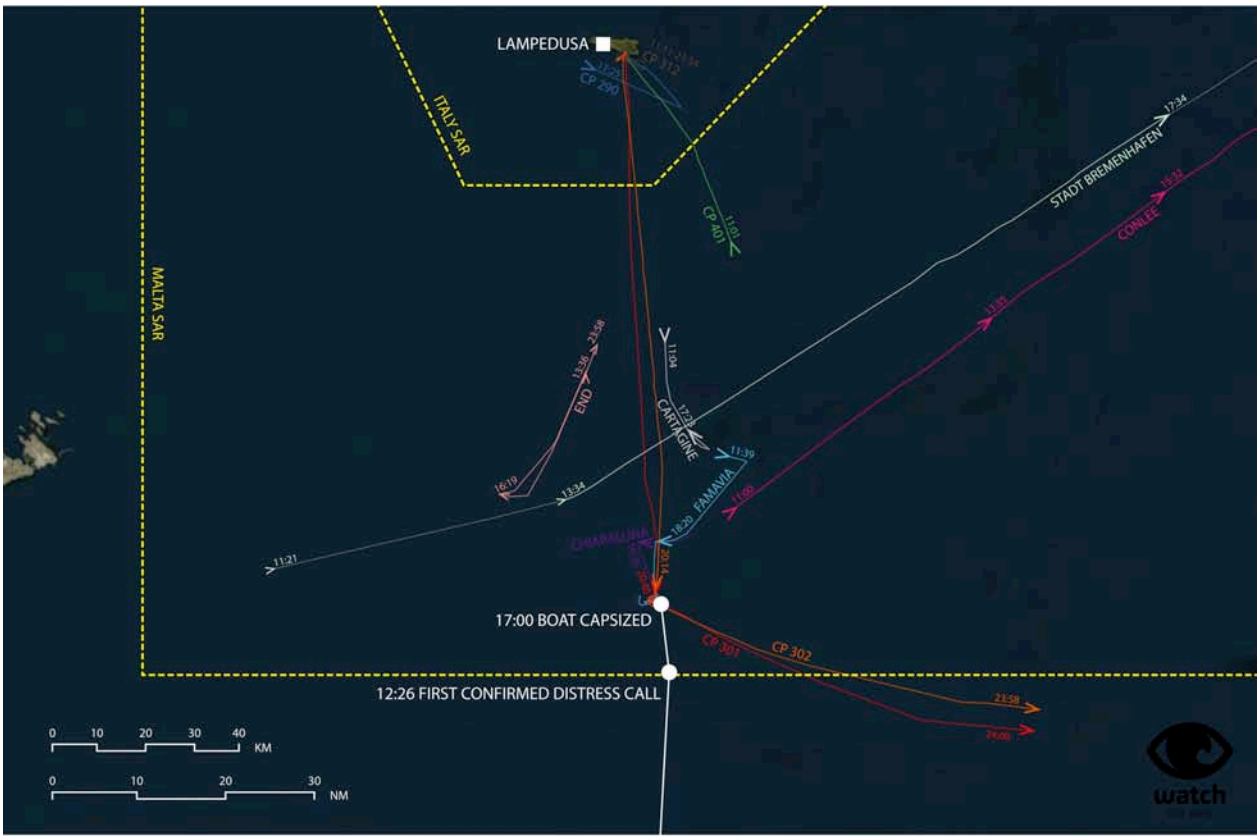

AIS (Automated Identification System) data analysis by Don Ferguson, Geospatial Analyst at West Virginia University and GISCorps volunteer, for watchthemed.net. Data provided by marinnetraffic.com.

AIS (Automatic Identification System) is a ship-borne transponder system designed in the first instance for maritime safety and in particular collision avoidance. It consists of a transponder unit which broadcasts a message at regular intervals containing its identification, position, speed, course. The carriage of AIS is mandatory on the basis of international conventions by ships of 300 Gross tons and above and up, with the notable exceptions of warships and state-operated vessels, fishing vessels, traditional ships and recreational craft shorter than 45 m, and bunkers below 5,000 tons. [1]

The analysis of AIS data for 11 October 2013 provided by Don Ferguson, Geospatial Analyst at West Virginia University and GISCorps volunteer, demonstrates that five Italian coast guard vessels were in activity in the area around the island of Lampedusa at the time of events. Three were never dispatched to the location of distress (CP 312, 290, 401), while CP 301 and 302 were dispatched as of 17.49 and arrive on location as of 20.18. Several commercial in vicinity continue their path, while two fishing vessels, the Famavia and Chiaraluna are directed to the point of incident as of 18.15. The AIS data analysis demonstrates that not a single vessel responded to the distress warning sent out in the area at 13:34. Vessels were only dispatched after the boat capsized around 17:00.

1 See Integrated Maritime Policy for the EU, Working Document III, On Maritime Surveillance Systems, European Commission / Joint Research Centre, Ispra, Italy, 14 June 2008.