

Tug and Tow Monthly Vessel Transit Counts from - 2015 AIS
Northeast and Mid-Atlantic United States

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Prepared for:
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1. INTRODUCTION

Automatic Identification Systems (AIS) are a navigation safety device that transmits and monitors the location and characteristics of many vessels in U.S. and international waters. Vessel records are reported as a series of points during transit or dwell-times when within range of a receiving station. This dataset represents a subset of AIS records for tug and tow vessels. Individual vessel positions have been processed into tracks and then summarized at a 100 x 100 meter (10,000 m²) cell resolution to characterize intensity of use for each month. These monthly transit Count grids were organized into a raster catalog to use time enabled capabilities.

2. PURPOSE

To support coastal and ocean planning by the Northeast Regional Ocean Council (NROC).

3. SOURCES

- Atlantic vessel tracks 2015, Marine Cadastre, 2018
- MarineCadastre.gov, <http://marinecadastre.gov/ais/>
- Nationwide Automatic Identification System, United States Coast Guard
- Northeast Regional Ocean Planning White Paper Update: Overview of the Maritime Commerce Sector in the Northeastern United States – Appendix A, [neocanplanning.org
http://neocanplanning.org/wp-content/uploads/2015/07/Maritime-Commerce-Overview-July-2015.pdf](http://neocanplanning.org/wp-content/uploads/2015/07/Maritime-Commerce-Overview-July-2015.pdf)

4 DATABASE DESIGN AND CONTENT

Native storage format: ArcGIS File Geodatabase Raster
Columns and Rows: 16698, 18851

Number of Bands: 1
Cell Size: 100 meters
Source Type: generic
Pixel Type: floating point
Pixel Depth: 32 Bit

Dataset Name: TugTowVesselTransitCounts2015_ <month>

Dataset Status: Complete

5. SPATIAL REPRESENTATION

Reference System: WGS 1984 Web Mercator Auxiliary Sphere
Horizontal Datum: WGS 1984
Linear Unit: Meter (1.0)
Angular Unit: Degree (0.0174532925199433)
False Easting: 0.0
False Northing: 0.0
Central Meridian: 0.0

Geographic extent: -8794239.77267 to -7124439.77267, 3895320.1662 to 5780420.1662

ISO 19115 Topic Category: environment, oceans, transportation

Place Names:

Atlantic Ocean, Cape Cod Bay, Cape May, Chesapeake Bay, Connecticut, Delaware, Delaware Bay, Georges Bank, Gulf of Maine, Hudson River, Long Island Sound, Maine, Maryland, Massachusetts, Massachusetts Bay, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, Rhode Island Sound, United States, Virginia

Recommended Cartographic Properties:

(Using ArcGIS ArcMap nomenclature)

Classification, 8 classes, color mode: HSV

1 – 2:	blue	(222-91-48)
2 – 5:	blue-green	(187-82-63)
5 – 10:	green	(126-97-83)
10 – 15:	light green	(89-100-93)
15 – 20:	yellow	(60-100-100)
20 – 50:	orange	(40-100-100)
50 – 100:	orange-red	(20-100-100)
> 100:	red	(0-100-90)

Scale range: Optimal at 1:2,000,000 to 1:500,000

6. DATA PROCESSING

Processing environment: ArcGIS Pro 2.1.3, Windows Server 2012 R2, Intel Xeon CPU

Process Steps	
1	CLIP 2015 Atlantic vessel tracklines from the Marine Cadastre Project to the extent of the Northeast and Mid-Atlantic U.S.
2	SELECT to extract trackline features where the VesselGroup field value is equal to 'TugTow'
3	SELECT BY ATTRIBUTE to create trackline feature layers for each month using TrackStartTime and TrackEndTime
4	Run the Marine Cadastre track Counter Tool with a 100 x 100 m cell size
5	Create Raster Catalog and load the monthly vessel transit count grids
6	ADD FIELD and assign date information to Raster Catalog to use time slider capability

7. QUALITY PROCESS

Logical Consistency: No testing was performed on the source trackline data. Data were visually inspected to confirm that the results of the density analysis were reasonable.

Completeness: Data are complete based on all known U.S. Coast Guard Nationwide Automatic Identification System records from 2015. Source data were created using the Marine Cadastre Track Builder Tool with filter settings of 30 minutes and 1 mile. The gridded raster identifies vessel transit counts based on the results of that analysis.

Positional Accuracy: Horizontal accuracy is dependent on the location of the transmitted AIS locations from GPS and includes errors associated with this technology.

Timeliness: 2015

Use restrictions: NOT FOR NAVIGATION.

Distribution Liability: Data are provided as is. NROC and RPS Group Inc. are not liable for any interpretations, assumptions, or conclusions based on these data.