Operation Directions for Reporting Automatic Identification System Equipment Malfunction by Maritime and Port Bureau, MOTC

Promulgated by Maritime and Port Bureau Order No. 1151710916 on September 7, 2026

1. The Maritime Port Bureau, Ministry of Transportation and Communications (hereinafter referred to as the "MPB"), has established these Operation Directions for Reporting Automatic Identification System Equipment Malfunction by Maritime and Port Bureau, MOTC (hereinafter referred to as the "Directions") to require R.O.C.-flag ships and non-R.O.C. flag ships, pursuant to Article 8-1, Paragraph 2 of The Law of Ships, to promptly notify the shipping administration authority and report their positions at prescribed intervals when a malfunction prevents the normal operation of an Automatic Identification System (AIS) shipborne station, thereby maintaining order in the waters of the Republic of China and ensuring navigational safety.

2. These Directions apply solely to reports concerning a malfunction that prevents the normal operation of an AIS shipborne station. If an emergency, marine pollution incident, or hull-related problem also occurs on board, the matter shall be handled in accordance with the applicable marine casualty procedures.

3. These Directions apply to the following ships:

(1) R.O.C.-flag ships required under The Law of Ships to be equipped with an AIS shipborne station.

(2) Non-R.O.C.-flag ships that, while within the waters inside the outer limits of the territorial sea of the Republic of China or the officially designated prohibited waters of the Taiwan Area, are required under the International Convention for the Safety of Life at Sea (SOLAS) to be equipped with an AIS shipborne station.

4. R.O.C.-flag ships and non-R.O.C.-flag ships navigating or anchoring within the waters inside the outer limits of the territorial sea of the Republic of China or the prohibited waters of the Taiwan Area shall maintain the normal operation of their Automatic Identification System (AIS) shipborne stations and transmit accurate ship identification information, including the ship's name, IMO identification number, Maritime Mobile Service Identity (MMSI), and call sign. If a malfunction prevents the AIS shipborne station from operating normally, the master or deck officer shall report the equipment malfunction within one hour and, after the initial report, continue reporting the ship's position every two hours until the ship enters port and berths. Reporting may cease only after the AIS shipborne station has been restored to normal operation or the ship has left the aforementioned waters, and a final closure report has been submitted (see the reporting flowchart in Annex 1).

5. A malfunction of an AIS shipborne station and the ship's position shall be reported by one of the following methods:

(1) All ships shall give priority to reporting to the Maritime and Port Bureau (MPB), MOTC by email at aisreply@motcmpb.gov.tw or by telephone at 0800-369009.

(2) A ship other than a fishing vessel may report by radio, satellite telephone, or other means to the Vessel Traffic Service (VTS) center at a nearby port, the VTS center for an offshore wind farm navigational corridor, or a coast radio station.

(3) A fishing vessel may report by radio, satellite telephone, or other means to a Fishery Radio Station (FRS).

6. The master or deck officer shall report the following information, accurately record the report in the navigation logbook, and, in accordance with the principle of good faith, be responsible for the report and its truthfulness. Any false report shall incur the relevant liability:

(1) Reason for report (AIS shipborne station malfunction report).

(2) Ship's name.

(3) IMO identification number (if applicable).

(4) Maritime Mobile Service Identity (MMSI).

(5) Ship's position (latitude and longitude), and

(6) Next port of call.

7. The master or deck officer shall report within the time limits prescribed in Point 4 of these Directions. A report may not be delayed by more than 30 minutes; any delay exceeding 30 minutes shall be subject to penalties under Article 89-1 of The Law of Ships.

8. Upon receipt of a report concerning a malfunction of an AIS shipborne station, the authority or unit receiving the report shall complete the Record of AIS Shipborne Station Malfunction Reports (Annex 2) and forward the text of the reporting email (in the format specified in Annex 3), to the designated group, with copies to the MPB Maritime Center, Maritime Affairs Center, the branch offices of the Coast Guard Administration (OAC), and other relevant authorities or units for action within their respective jurisdictions.

9. Except where the shipping administration authority approves otherwise due to special circumstances, a ship whose AIS shipborne station cannot operate normally because of a malfunction and has not been repaired before the ship enters and moors at a port under the jurisdiction of the Republic of China shall comply with the following requirements:

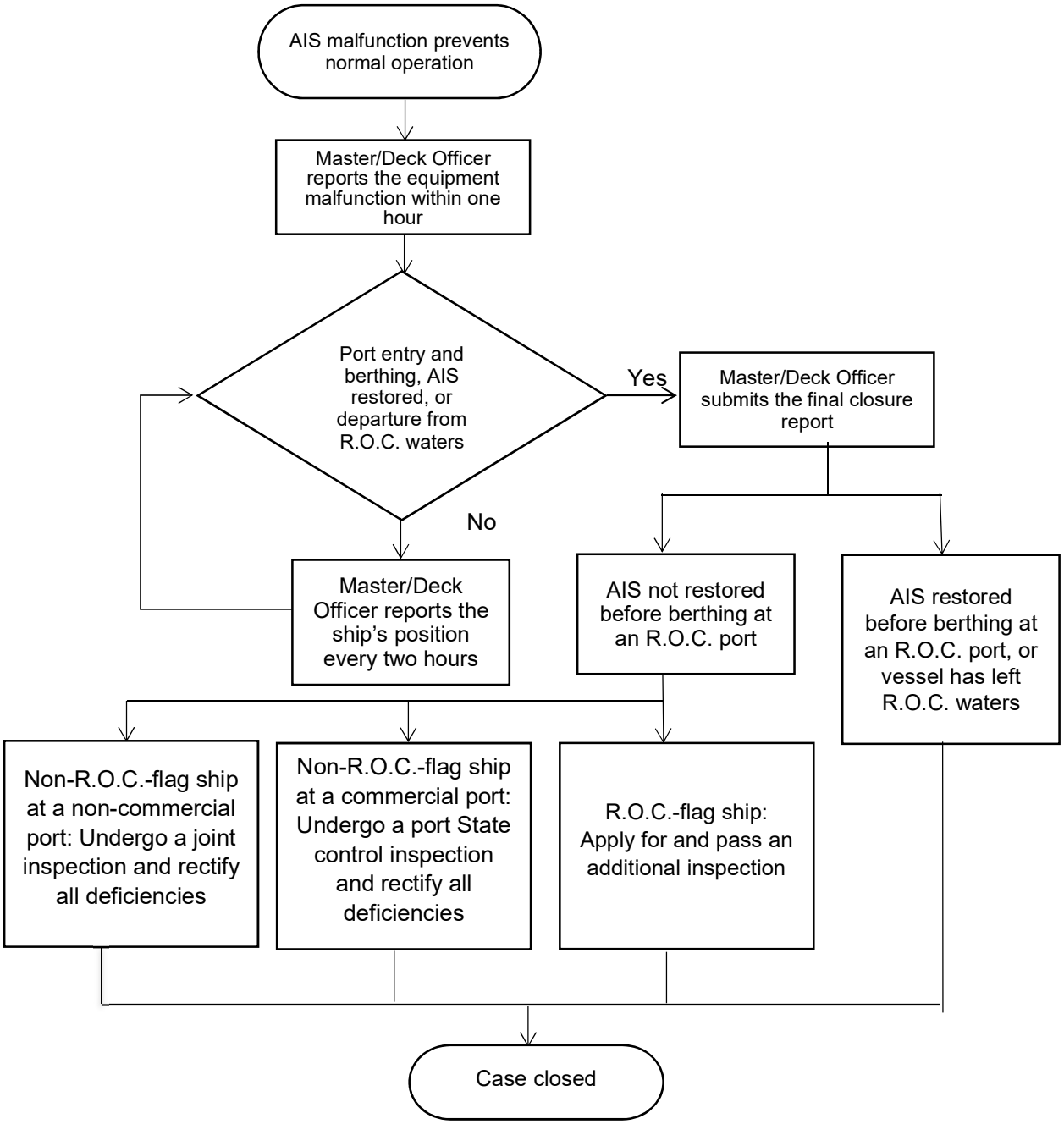
(1) After an R.O.C.-flag ship enters port or berths, it shall apply to the shipping administration authority at the ship's location for an additional inspection. The ship may navigate only after passing the inspection.

(2) A non-R.O.C. flag ship moored at an international commercial port or domestic commercial port of the Republic of China shall cooperate with the shipping administration authority in a port State control inspection. Where the circumstances specified in Article 60, Paragraph 1 of The Commercial Port Law exist, the ship may be detained until the deficiencies have been rectified and may navigate only thereafter.

(3) A non-R.O.C. flag ship moored at a port other than a commercial port of the Republic of China shall cooperate in a joint inspection conducted by the relevant authority and the shipping administration authority. The case may be closed after all deficiencies have been rectified.

10. The reporting duties of the master or deck officer under these Directions may be performed on their behalf by an agent, an authorized person, or the shipowner.

Annex 1 AIS Shipborne Station Malfunction Reporting Flowchart



Notes

1. Reporting methods:
   (1) (1) All ships shall preferably report to the MPB by email at **aisreply@motcmpb.gov.tw** or by telephone at **0800-369009**.
   (2) A ship other than a fishing vessel may report by radio or satellite telephone to a nearby port VTS center, an offshore wind farm navigational corridor VTS center, or a coast radio station.
   (3) A fishing vessel may report by radio or satellite telephone to a fisheries radio station.
2. Information to be reported: reason for report (AIS malfunction report), ship's name, IMO identification number (IMO No.), Maritime Mobile Service Identity (MMSI), ship's position (latitude and longitude), and next port of call.

Annex 2

Record of AIS Shipborne Station Malfunction Reports

Ship's name		IMO identification number	
MMSI		**Next port of call**	
Ship's position			
Report time (YYYY/MM/DD hh:mm)	Latitude (00.000000) or (00°00'00")	Longitude (000.000000) or (000°00'00")	Remarks

Note:

Send this record to the designated group, with copies to the MPB Maritime Center, Maritime Affairs Center, the branch offices of the Coast Guard Administration (OAC), Fisheries Agency, Ministry of Agriculture (fishing vessels), Energy Administration, MOEAM (within offshore wind farms), and the relevant VTS centers at nearby ports or offshore wind farms, to facilitate monitoring of navigational safety and action by each unit within its jurisdiction.

Annex 3　Email Format for Reporting an AIS Shipborne Station Malfunction

To	aisreply@motcmpb.gov.tw
Subject	AIS Malfunction Report (MMSI: enter the 9-digit number)

EMAIL TEXT

Reason for report : AIS malfunction report

Ship's name: (Chinese or English)

IMO No.: (omit if not applicable)

MMSI: enter the 9-digit number

Latitude: (00.000000 or 00°00′00″)

Longitude: (000.000000 or 000°00′00″)

Next port of call