



Agenda item	10
	AIS data protection
Author(s) / Submitter(s)	AMSA

AIS Data Sharing – Australia

How is AIS data collected and administered in your country? What, if any, are the restrictions on sharing such data with public entities/administrations in other states?

The Australian Maritime Safety Authority (AMSA) collects AIS data from its own base stations (which have been established for purposes related to AMSA's functions, including managing aids to navigation and protecting the environment from ship-sourced pollution), from other agencies of government and ports operators, and more recently from satellite services.

Collected AIS data is used within AMSA for a wide range of statutory purposes including incident avoidance, search and rescue, forward planning of route management and aids to navigation, compliance and enforcement and strategy development. Collected AIS data is shared with other government agencies and port operators who have an interest in maritime domain awareness in accordance with the AMSA Data Sharing Policy, which referenced below. Formal arrangements are entered for this purpose.

Background

The increased demand for vessel location information, and its integration with other information, has been highlighted in various elements of AMSA's Corporate Plan since 2005, ranging from promoting the use of the Automatic Identification System (AIS) to coordinating information sharing measures. These developments are linked to the national need to respond to Maritime Domain Awareness (MDA) – *"The effective understanding of any activity associated with the maritime environment that could impact on the security, safety, economy or environment."*

In 2006 the AMSA Vessel Tracking (AMSA-VT) program was initiated to respond to the safety and environmental aspects of MDA. The focus for the program was to provide a capability for AMSA to manage and integrate all aspects of vessel track information to respond to internal requirements and to support the whole-of-government approach for MDA.

The core elements of the AMSA-VT program included:

- Identifying where policy may be needed to enable exchange of vessel track data;
- Initiating the creation of such policy, in consultation both with internal AMSA officers and external parties who required access to vessel track data;
- Clarifying data sources, data access methods and data use;
- Providing access to vessel track data to AMSA officers to meet real-time data viewing and historic vessel track analysis;

- Developing appropriate storage and archiving capabilities for vessel track data, including overarching policy and technical requirements;

The AMSA-VT program worked in a consultative manner with AMSA officers, other federal government agencies, State and Territorial aids to navigation authorities, port aids to navigation authorities, and other groups interested in the exchange of vessel track data to ensure an inclusive, robust and secure approach to data and information sharing.

AMSA completed a number of key projects related to vessel tracking and information sharing:

- Amending legislation to allow data sharing (s11 of the AMSA Act)
- Developing a vessel track data sharing policy to support the changes in the AMSA Act (s11) (this is available on the AMSA website at: <http://www.amsa.gov.au/about-amsa/corporate-information/freedom-of-information/vt-data-dsclosure/index.asp>)
- Implementing a shared infrastructure approach to non-shipborne AIS, called the non-AMSA AIS Data Sharing Project (NOMAD Project for short). This included working with Port and State Authorities to put in place AIS data sharing agreements – initially these were reviewed annually, however, as the approach is now mature, the recent agreements were renewed for a 5 year term.
- Developing a multiple-sensor approach within a common operating picture – the ‘Craft Tracking System’ or CTS online. Access to CTS on-line is available to NOMAD partners and may be available to others through either a data sharing or data provision agreement.

AMSA has recently embarked on a multi-year program to enhance vessel track data access and use across the organisation, with other government agencies, across Australia and within the region. The Australian Vessel Monitoring and Advisory System (AVMAS) grew from a series of workshops with national and international experts, looking at an effective approach to making best use of the vessel track data available following the AMSA-VT project.

The AVMAS blue print was agreed by AMSA in mid-2014. As indicated in the blueprint, the vision of AVMAS is to *“To facilitate and support safe shipping and clean seas by providing a risk based approach to vessel monitoring.”*

The AVMAS capability will make effective use of existing vessel monitoring and communication systems, whilst establishing and integrating enhanced or new functionality and technology. AVMAS capability will be updated and scalable through a continuous business improvement process. The staged transitioning to AVMAS capability will be achieved through a comprehensive, on-going consultative process with a focus on technology, policy and interaction. This will also enable the AVMSA program to ensure maximum benefits are realised for AMSA and its broader community.

Although the focus for AVMAS is safety and protection of the environment, the concepts presented in AVMAS are similar to those of the US Coastal Surveillance System (Department of Homeland Security)

<http://www.dhs.gov/sites/default/files/publications/Coastal%20Surveillance%20Systems.pdf>)

whereby the program is looking to make best use of existing systems within an open architecture to enable developing technology and capability to be included in an environment of agile information sharing.