



Australian Government  
Australian Maritime Safety Authority

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# **AMSA Vessel Tracking Program**

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## **Program Charter and Mandate**

Version 2.0

**July 2008**

## Revision History

Revision date	Previous revision date	Version	Summary of Changes
02-04-2007		0.1	Initial Draft
17-05-2007	02-04-2007	0.2	Update to reflect outcome of AMSA-VT/SC1 and input from WG Chairs
23-05-2007	17-05-2007	1.0	Amendments as per AMSA-VT/SC2 – Approved
09-07-2008	23-05-2007	2.0	Update to reflect status of Program

## Approvals

This Program Charter and Mandate has been approved by the AMSA-VT Steering Committee.

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## Overview

In the 2005-2006 to 2007-2008 Corporate plan, the increased demand for vessel location information, and its integration with other information, is highlighted in various elements 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.”<sup>1</sup>*

In September 2006 instigated a section in the Maritime Standards Division to address Vessel Tracking. The AMSA Vessel Tracking (AMSA-VT) program was initiated to respond to the safety and environmental aspects of MDA. It provides a capability for AMSA to manage and integrate all aspects of vessel track information to respond to requirements of each business unit and support the whole-of-government approach for MDA, including the Australian Maritime Information System (AMIS) and the AIS Integrated Project Team (AIS IPT).

The core elements of the AMSA-VT program include

- 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 is working 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 who are interested in the exchange of vessel track data to ensure an inclusive, robust and secure approach to data and information sharing.

## Document Purpose

The purpose of this Program Charter and Mandate is to provide continued direction for the program. It covers the AMSA Capability background, objectives, scope, constraints, interfaces, quality outcomes, and compares expectations as identified in May 2007 against the present situation.

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<sup>1</sup> AMIS Program Charter & Mandate

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# 1 Charter for the AMSA Capability Program

Maritime trade is extremely important to the Australian economy and population. In 2004/05 there was<sup>2</sup>:

1. \$214 billion in international sea freight
2. 680 million tonnes in maritime trade
3. More than 2 million containers imported through Australia's five principal ports
4. 4 737 vessels conducting 11 465 separate voyages to Australia with few non-reported vessels.
5. 2 256 Australian registered fishing vessels greater than 24m in length and many thousands of smaller vessels
6. 211 018 cruise ship passenger movements.

AMSA's vision is to be a superior provider of maritime safety, marine environment protection and maritime and aviation search and rescue. The Australian SRR covers 52.8 million square kilometres of the Indian, Pacific and Southern Oceans. AMSA is committed to continuous improvement in the provision of its safety and environment protection services as well as maintaining constructive relations with stakeholders in government, industry and the community.

The AMSA-VT program provides the capability for optimum use of resources, strong relations with related organizations and improved provision of core services.

The development of an overall strategy for vessel tracking is a program that involves many agencies and should be viewed with specific short-term, mid-term and long-term goals, implemented in a phased approach.

The AMSA Vessel Tracking Program continues to follow standard program development using the concept of the 4-P's (philosophy, policy, procedure and practice) and includes the development of:

- AMSA Vessel Tracking Program Charter and Mandate – high level document outlining key *philosophies* the program.
- *Policies* on aspects such as Information Exchange, AIS Base Stations, AIS AtoN, and Archiving of data. It is anticipated that further policy development will be required as experience is gained in the use of vessel track data.
- *Procedures* on use of vessel track data, including the use of specific tools to access and analyse data will be prepared to ensure consistent and timely access for the use of the AMSA business units.
- Means of monitoring ongoing use of vessel track data, reflecting the '*practice*' aspect. The monitoring of the program will ensure adherence to the underlying philosophy, as outlined in the Program Charter and Mandate.

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<sup>2</sup> Figures from AMIS Program Charter and Mandate vs 1.0 Sept. 2006

## **1.1 Background**

The realities of modern shipping, with larger and less manoeuvrable ships, localized areas of traffic congestion, varied hazardous cargoes, environmental and security concerns has pressured Competent Authorities to take sophisticated measures to reduce risks.

The IMO has been dealing with these issues and, at the 81<sup>st</sup> session of the Maritime Safety Committee (MSC), the Organisation adopted an amendment to SOLAS Chapter V that introduces new obligations for ships regarding Long Range Identification and Tracking (LRIT). This was the result of many discussions dating from February 2002, as part of the 'Security Package' developed in the aftermath of the terrorist attacks of '9/11'.

Discussions on Long Range Identification and Tracking, taking place at many international forums, are expanding what was a strictly security approach (Long Range Identification and Tracking - LRIT) to a more global concept of vessel information sharing. This concept, coupled with acceptance that the sharing of information between VTS Centres, MRCC / JRCCs, Port Authorities and ships offers benefits for safety, security and traffic management, has led many organizations to take steps towards developing clearly defined policy, functional and technical specifications for vessel tracking, going beyond security and providing value-added services at all levels.

In the 2005-2006 to 2007-2008 Corporate plan, the increased demand for vessel location information, and its integration with other information, is highlighted in various elements ranging from promoting the use of the Automatic Identification System (AIS) to coordinating information sharing measures. To respond to this, AMSA has been moving forward on a number of Vessel Tracking aspects, including the roll-out of AIS in identified high-priority areas around the Australian coast; participating in the whole-of-government approach to vessel tracking through the Australian Maritime Identification System (AMIS); promoting vessel tracking through presentations and information sessions; and identifying specific uses for vessel track data within AMSA business units. The use of vessel track data by AMSA business units is detailed in Annex A and includes:

- Search and Rescue
- Environmental aspects
- Ship Operations / routing
- Education / Investigation / Prosecution
- Port State Control
- Pilotage Compliance
- Vessel Traffic Services
- Aids to Navigation Planning and Monitoring
- Strategic Planning
- Levy Review

As AMSA develops a vessel tracking strategy, with clear policies and procedures, a number of key questions were identified. These questions formed the basis for development of the program, and can now be responded to as follows:

- ***Why should AMSA move to long-range identification and tracking of vessels?***

On January 1, 2008, the IMO Amendment to SOLAS for LRIT came into effect, with compliance from 31 December 2008. AMSA has reflected this amendment in Marine Orders 21, and Marine Notice 06/2008. AMSA and Border Protection Command (BPC) have been working closely to ensure Australia meets its obligations for LRIT through the establishment of a National Data Centre (NDC) which will link to the International Data Exchange (IDE).

- ***What information is available / what information is needed?***

Information from various vessel track data sources is available, including basic ship data, dynamic information including course, speed, position and voyage related data such as destination, cargo and intentions. To respond to MDA, information from participatory (AIS, LRIT) and non-participatory (radar) is required.

- ***How can the information be provided / transmitted / displayed?***

Through an analysis of existing COTS display products, AMSA officers had a chance to identify their individual display requirements.

- ***Who are the various stakeholders / agencies involved in vessel tracking?***

The stakeholders and agencies have been identified, along with high level indication of what data is required. These include government agencies, state and territory AtoN authorities, and ports.

- ***Who should be custodians of the national data bank / traffic image?***

This is being responded to at different security levels. The whole-of-government approach is providing for a multi-level response.

- ***Who should have access, and to what information?***

As related to the question on who is the custodian of the national data bank / traffic image, a multi-level response has been developed with access available to respond to all aspects of MDA.

- ***What are the legal / policy issues surrounding vessel tracking?***

A large number of legal and policy issues have been identified, and continue to be addressed as the program moves forward.

- ***Should the concept of user-pay for information be included? If so, who and for what information?***

This concept has been developing, with a user pay approach being taken for the compilation of historic data only at this time.

- ***How can issues surrounding security of information be addressed?***

The security of information remains a priority, and is being addressed through legislation and policy and technical solutions.

## 1.2 Data Sources

AMSA requires the ability to identify, analyse, prioritise and respond to maritime activities in the Australian Search and Rescue Region (SRR). This is done using a variety of vessel data sources – static, dynamic and voyage related. Vessel tracking information at AMSA is gathered from the following sources:

- AMSA's AIS base station network
- AUSREP (satellite polling, Dead Reckoning)
- REEFVTS (radar, satellite polling, VHF reports, Dead Reckoning)
- SAR aircraft (AIS)
- VMS (currently only data provided by the QFS on fishing vessels within the REEFVTS area)
- Defence/Customs (as required on request only)
- Coastal Volunteer Marine Rescue reporting (via Police)
- Foreign governments (SAR Authorities, AMVER)
- LRIT

As Vessel Tracking develops, these sources will be supplemented by:

- Border Protection Command (AMIS<sup>3</sup>)
- Other Commonwealth and State agencies (AIS, radar, other sensors)
- Satellite-based AIS (e.g. OrbComm, COMDEV)
- Non-Government organisations (e.g. private ports, offshore industry) (AIS)
- AIS and radar as part of a developing National Strategy

## 1.3 Data Collection

At a whole-of-government level a number of concerns were identified with regards to vessel track data:

1. The information collected is neither centrally coordinated nor integrated.
2. To satisfy specific business unit requirements for vessel track data individual areas within government are expending resources to collect/ access data, analyse incomplete (or even duplicate) data sets.
3. Different requirements for data resulted in differing approaches to collecting, storing and disseminating vessel track data, including different technical data file formats and difficulty in sharing data sets.

AMSA, through the AMSA-VT Program, is working with other agencies at all levels to work towards a common approach to vessel track data collection, storage and dissemination.

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<sup>3</sup> Note – AMIS data is classified at various security levels, from 'restricted' to 'top secret'. At this time, AMSA cannot receive any data that includes a security rating.

## 2 Objectives and Goals of the AMSA-VT Program

The AMSA-VT program is the umbrella structure established to manage the related projects in vessel tracking. The approach included the formation of the AMSA-VT Steering Committee and working groups to respond to key aspects of Policy development, Technology development and Stakeholder liaison. As the program has reached a certain level of maturity, the AMSA-VT Steering Committee has dissolved, with a standing item on Vessel Tracking included on the AMSA EMG meeting agenda. The working groups have also disbanded, with access to expertise within AMSA provided on an ongoing, as needed, basis.

In broad terms the purpose of the program is to:

- Provide overall direction, guidance and leadership for vessel tracking related projects;
- Ensure each group dealing with related projects are communicating effectively;
- Provide a central point of contact and focus for client and project teams; and
- Determine how individual projects should be defined to ensure all the work gets completed successfully.

The program itself will not produce any project deliverables – these are defined in specific project and ongoing work effort.

### 2.1 Objectives

The AMSA-VT program has been defined to support maritime safety and environmental protection, as identified in the AMSA Act (1990) Sect 6, Function of Authority.

AMSA-VT enhances the whole of government approach to Maritime Domain Awareness (MDA) by bringing together maritime data from existing, and developing, sources and providing access to this data throughout AMSA, to identified government agencies and other users, according to specific business requirements and user authorisations.

As per the amended s11 of the AMSA Act, AMSA-VT is working towards the ability to provide identified users within AMSA with a more completed understanding of the maritime environment. Table 1 identifies the specific relationship between core functions of AMSA an vessel track data sharing.

**Table 1**

Element	Reference
Ability to combat pollution	AMSA Act Section 6, 1a)
Ability to provide a search and rescue service	AMSA Act Section 6, 1b)and (5); SOLAS Chapter V, Regulation 7; IMO SAR Convention
Analysis of waterway use to provide	AMSA Act Section 6, 1c); SOLAS Chapter

appropriate aids to navigation as the volume of traffic justifies and the degree of risk requires	V, Regulation 13 and Regulation 19 (section 2.4 – AIS)
Analysis of shipping movements to determine requirements for ship routing systems	AMSA Act Section 6, (d) and (e); SOLAS Chapter V, Regulation 11 and Regulation 12
Monitoring compliance of related elements (pilotage; pollution regulations; etc.)	AMSA Act Section 6, (e), (f) and (g)

The provision of the information to users external to AMSA will be carried out as per specified policy and business rules to improve safety of navigation and protection of the environment.

## **2.2 Limitations**

The AMSA-VT Program is responding to the objective by providing data to AMSA business units, and to other users as agreed. The AMSA-VT program will not include 24/7 real-time monitoring of vessel track data, nor will it include a fused, collated and managed image.

## **2.3 Goals**

Overall, the goals of the AMSA-VT Program are to:

1. Enable vessel data, and information from different data sources, to be compiled for the benefit of all authorized users;
2. Significantly enhance awareness and understanding of vessel movements and activities in the Australian Search and Rescue Region (SRR);
3. Coordinate and align the activities, data, and business processes for vessel track data use within AMSA to leverage strengths, reduce duplication and encourage a holistic approach;
4. Provide information and tools for collaborative decision-making to prioritise analysis, response and provision of aids to navigation activities.

## **2.4 Objective of AMSA-VT in relation to the Australian Maritime Identification System (AMIS)**

Maritime Security and Maritime Domain Awareness are whole-of-government responsibilities requiring alignment and close cooperation from a range of agencies at the Federal, State and Territory levels, their international equivalents, and potentially a number of commercial entities. The AMIS project is being developed to respond to the security and surveillance aspects of MDA. While developed to respond to safety and environmental aspects, the AMSA-VT Program includes an interface to the AMIS project and continues to work closely with Border Protection Command where objectives overlap.

Indicators of this liaison include:

- AMIS supplied software residing on the AMSA-VT DMZ windows server to facilitate real-time feed of AIS and AUSREP data;

- Clear indication of data sharing with AMIS in the AMSA Vessel Tracking Information Sharing Policy;
- Reception of LRIT data through the Australian NDC, as per contract put in place by BPC.

### 3 Scope of the AMSA-VT Program

Working within the context of safety and environmental aspects, the AMSA-VT Program has a focus on technology, policy and liaison aspects to respond to the stated objectives. The AMSA-VT program is embedded in each AMSA Business Unit, and includes the people, processes, technology, data and infrastructure.

The AMSA-VT *capability* is developing and will provide an AMSA-wide approach for access to, and use of, static, dynamic and voyage related ship-tracking data. The approach is using existing and developing vessel track systems to provide the capability within AMSA, and to allow for exchange of data with sources external to AMSA.

The initial capability response includes:

- On-line, password protected, real-time access to vessel track data in the Australian SRR through a google-earth system EarthVTS; and
- Data file formats provided to feed developments in the ERC ‘Nexus’ system.

The AMSA-VT *technology* is continuing to develop, as indicated in Table 2.

**Table 2**

Aim of Technology	Status
1. Gather and compile data from a variety of vessel track data sources, including existing and developing AMSA sources; related Federal, State and Territory government sources and private port / agency sources in order to provide the most complete data set possible for vessels operating in the Australian SRR.	Non-AMSA AIS data acquisition project underway; Inclusion of AUSREP and ReefVTS data in the AMSA VT display;
2. Securely enable relevant elements of the vessel track data to be accessed by participating organisations in accordance with the business rules determined by AMSA and agreed by the data owners.	Access to AMSA officers to on-line display ‘EarthVTS’ (temporary display option)
3. Support government agencies in their strategic planning and policy development by providing comprehensive and holistic historical and trend data for analysis.	Inclusion of all vessel track data in existing GIS response to request process for data.

The AMSA-VT *Program* is addressing related elements:

1. business processes,

2. policy development,
3. liaison / organisation (including cross agency MOUs as required),
4. personnel and training as may be required by technology implementation,
5. data source access / security / storage,
6. technology, and
7. infrastructure.

### 3.1 Constraints on the AMSA-VT Program

The major constraints that the AMSA-VT Program is addressing include:

1. The existing data feeds and technologies;
2. Existing / developing policy requirements surrounding information sharing and data source technologies;
3. Technology limitations related to information sharing and security of data / security of networks; and
4. Resource requirements, including financial and human.

### 3.2 Interfaces of the AMSA-VT Program

The significant interfaces that the AMSA-VT Program is addressing are identified in Table 3.

**Table 3**

Interface Issue	Means of addressing
Inter-organisation interfaces covering information access and data use.	Amendment of AMSA Act to include s11 on disclosure of information, with supporting policy and data sharing agreements.
Multi-organisation interfaces covering organization, people, business processes, data and security.	Participation in whole-of-government committees and working groups.
Multi-organisation interfaces covering existing and planned technologies.	Participation in whole-of-government committees and working groups.

## 4 Quality outcomes for the AMSA-VT Program

The AMSA-VT program aims to provide a number of quality outcomes:

1. **Increased identification and detection:** Consolidated understanding of maritime traffic in the Australian SRR (vessels, crew, cargo, route, etc.).
2. **Shared situation awareness:** Accurate data with regards to what has happened, what is happening and what is expected to happen across the Australian SRR, through the collection and dissemination of approved subsets of static, dynamic and voyage related vessel track information to authorised users.
3. **Improved Assessments and Analysis:** provision of accurate data for use with analytical tools to assist with data mining, historical trend analysis, route

assessment, and AtoN effectiveness to assist in the provision of effective and appropriate aids to navigation systems.

These outcomes continue to evolve in a progressive manner:

1. **Data input feeds:** Initial feed from existing AMSA Sources (AUSREP, REEFVTS, AMSA AIS Base Stations); then feed from States / Port authorities (non-AMSA AIS Base Stations); Commercial entities (non-AMSA AIS Base Stations); LRIT; and, as security issues are resolved, AMIS.
2. **Data access and output feeds:** Access to data as defined by the AMSA Act s11 and supporting policy. Data will be provided in standardized formats using XML and other identified formats, through web service systems with internet access. Data access / output feeds is available to AMIS and AMSA Officers (real-time display) and will continue to develop to respond to needs of AMSA Business Units; then States / Port authorities providing data input feeds; and then Commercial entities providing data input feeds (all output as per stated policy / agreed business rules).
3. **Data Display:** Data display will be as per user defined requirements. Display process within AMSA Business Units was initially identified through a display analysis project. Requirements will continue to be defined and, as required, display tools provided through the AMSA-VT program recognizing existing GIS tools and commercial-off-the-shelf display options. Display of data external to AMSA will be as defined, and implemented, by the external agency using the data.
4. **Geographic Coverage:** Geographical coverage will be defined by the scope of data source elements but will cover, at some level, the Australian SRR and additional area as may be determined through the introduction of LRIT (data on Australian flag ships anywhere in the world, data on vessels within the stated 1000 nautical mile limit from Australia's baseline). Data will reflect the update rate of the source – i.e. AUSREP data at 24 hrs, polled for 12 hrs; AIS data as received depending on vessel speed.
5. **Functional capabilities:** Collection, dissemination, storage and analysis of vessel track data. AMSA-VT will not provide image compilation / data fusion functions. AMSA-VT will, however, provide a common storage facility, fully redundant, to ensure access to data as required to support stated use cases by AMSA business units, including incident investigation and data analysis through Information Lifecycle Management (ILM).

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## 5 Mandate for the AMSA-VT Program

Vessel tracking has an impact on all AMSA Business Units and each of the five major output areas, as identified in Annex A. Vessel tracking, through near-real time information, post incident analysis and historic trend analysis can provide valuable data to support this effort.

With specific reference to AMSA Output 1.1 – Ship Safety and Environment Protection Standards, a priority action was indicated to promote the implementation of new requirements under the SOLAS Convention relating to safety of navigation, including effective utilisation of new technology. Vessel tracking, using AIS and,

following 1 Jan 2008, LRIT, is a key aspect of the new technologies referred to and under development at IMO. As noted in the 2006-2007 annual report, AMSA is developing an integrated approach to vessel tracking through the expansion of the AIS base station network. Related to this, the AMSA-VT program is working to ensure protection of the AIS VHF data link through research and analysis, policy development and licensing issues.

AMSA continues to invest in vessel tracking capabilities with human resources, information technology and technical infrastructure to gather, analyse and assess data. The AMSA-VT Program will provide a central focus and repository for vessel track issues and response, is working to ensure access as required to each AMSA Business Unit and providing links to external sources as per agreed business rules.

### **5.1 Strategy for Development and Delivery**

AMSA has established a Vessel Tracking section, initially responsible to the GM MSD, responsible to GM ERD from Oct.1, 2008 to develop the AMSA-VT capability. A phased approach has been initiated, with specific elements:

**Phase 1 – Defining (FY 2006/2007) – COMPLETED** including: analysis and documentation review; initial integration of existing data sources (AUSREP, AMSA AIS); identification of policy requirements; initiation of stakeholder liaison; clarification of data use and technology requirements

**Phase 2 – Developing infrastructure (FY 2007/2008) – ONGOING** including: development of related policy; implementation of AMSA-VT Server; implementation of display software for business unit use (display, analyse vessel track data); integration of additional data sources (non-AMSA AIS); initial work on two-way data exchange to users; develop and implement communication strategy.

**Phase 3 – Implementing (FY 2008/2009) – ONGOING** including: review / development of related policy; review / implementation of vessel track data display software; ongoing integration of additional data sources (LRIT, AMIS if possible); further work on two-way data exchange to users; review of scope of program (including managed picture; data use; etc.)

**Phase 4 – Maintaining and Evaluating (FY 2009/2010+) –** program integrated into AMSA operations. Elements for ongoing maintenance, evaluation and, is required, growth include continued review and evaluation of program with respect to set objectives (philosophies) and continued clarification of user requirements, supporting policies and technologies.

Phase one is complete, and aspects of phase two and three are underway. The results of each phase are used to ensure continuity and may require amending subsequent, related work.

Access to expertise both within AMSA and external to AMSA is available to provide the detailed input required to ensure a robust, effective and scalable approach.

## Annex A - Use of vessel track data in AMSA – Function / Business Driver and Criticality

**Criticality:** High (essential); Medium (Highly Desirable); Low (Desirable)

Function	Corporate Plan Business Driver	Data Category	Criticality
SAR	Corporate Plan Sub-Output 2.1.5: Provide an effective response to search and rescue incidents. Includes maritime and aviation incidents.	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>Medium</b>
Maritime Safety Information	Corporate Plan Sub-Output 2.1.2: Provide distress and safety communications services.	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>Low</b>
MERCOM	Corporate Plan Sub-Output 1.3.2: Provide a level of emergency response capability consistent with the National Maritime Emergency Response Arrangements	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>
Ship Operations	Corporate Plan Sub-Output 1.2.1: Improve compliance with standards covering ship condition, operation and handling of cargoes, through maintaining and enhancing strategic relations, increased public and industry awareness on compliance matters.	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>Medium</b>
Education / Investigation / Prosecution	Corporate Plan Sub-Output 1.2.1: Improve compliance with shipping standards.	<b>Analysis and Archiving</b> users – requirement for historic data, full data fields, analysis tools.	<b>High</b>
Port State Control	Corporate Plan Sub-Output 1.2.1: Improve compliance with shipping standards.	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>
Monitor Pilotage Compliance	Corporate Plan Sub-Output 1.1.1: Provision of Australia's national shipping regulatory framework.	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>
Environmental Protection	Corporate Plan Sub-Output (1.1.1; 1.2.1; 1.1.3; 1.1.2; 1.3.1) <i>Effective enforcement of MARPOL 73/78</i>	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>

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Function	Corporate Plan Business Driver	Data Category	Criticality
Vessel Traffic Services	Corporate Plan Sub-Output 1.4.1: Enhancement of systems that aid safe navigation; 1.3.1: Provision of a level of response capability	<b>Real-time</b> users – requirement for real time data, either continuous or on demand, full data fields.	<b>High</b>
Aids to Navigation Planning	Corporate Plan Sub-Output 1.4.1: Enhancement of systems that aid safe navigation; 1.1.3: Participation and influence in international and regional maritime forums	<b>Analysis and Archiving</b> users – requirement for historic data, full data fields, analysis tools.	<b>Medium</b>
Aids to Navigation Monitoring	Corporate Plan Sub-Output 1.4.1: Enhancement of systems that aid safe navigation	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>
Data Storage / Archives	Corporate Business Plan - Responsibility Centre - Information Services - AMSA Security Arrangements; Systems Development; Records Management	<b>Analysis and Archiving</b> users – requirement for historic data, full data fields, analysis tools.	<b>High</b>
Strategic Planning	Corporate Business Plan - Responsibility Centre - Corporate Strategy - Policy and Regulatory Matters; Corporate Plan and Annual Report	<b>Analysis and Archiving</b> users – requirement for historic data, full data fields, analysis tools.	<b>High</b>
Levy Review	Corporate Business Plan - Responsibility Centre - Finance - Levy Management	<b>Analysis and Archiving</b> users – requirement for historic data, full data fields, analysis tools.	<b>Medium</b>
Support other government initiatives (for example – AMIS)	Corporate Business Plan - Responsibility Centre - Information Services - AMSA Security Arrangements. Corporate Plan Sub-Output 1.4.1: Enhancement of systems that aid safe navigation; 1.2.1: Improved compliance with shipping standards;	<b>Monitoring</b> – requirement for real time data on demand and/or historic data, significant data fields, analysis tools.	<b>High</b>



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