



8TH ASEAN REGIONAL FORUM
INTER-SESSIONAL MEETING
ON MARITIME SECURITY

Building Maritime Shared Awareness in Southeast Asia

DEFINING A MARITIME INFORMATION SHARING ENVIRONMENT THROUGH
COMMON DATA STANDARDS AND ARCHITECTURAL UNDERSTANDING

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COMMON SHARING CONCERNS

- **COMMON QUESTIONS**

- Can I? – Do I have the technology or resources to share?
- May I? – Do I have supporting policies or guidance?
- Should I? – Is it in the best interest of my government or agency?
 - An often misunderstood part is “what” to share. More (everything) is rarely better

- **BUILDING TRUST**

- Define a common architectural plan
 - Clear definitions of what will be shared, how it will be shared and with whom it will be shared
- Share commonly available information to build confidence
 - Allows partners to focus on what sharing best supports their missions, not on technology or process



WHERE TO START

Successful information sharing activities are the result of operational, information and technological understanding achieved through a well-defined and routinely implemented processes

1. Describe the operational use case being supported
2. Identify the specific data elements required to support the use case
3. Develop a standard definition, model or product for the information to be shared
4. Identify any legislative or policy driven constraints
5. Implement appropriate controls to ensure proper management
6. Implement and monitor the sharing service



DEFINING THE MISSION

- **MULTIPLE MARITIME MISSIONS**
 - Illegal Maritime Migration
 - Illegal, Unreported, Unregulated Fishing (IUUF)
 - Maritime Security
 - Piracy, Sea Robbery
- **THE MISSION DEFINES THE EFFORT**
 - Keep focused on the mission requirements
 - Address the missions one at a time, *not* all at once
- **DEFINE OPERATIONAL USE CASES**
 - Avoid broad ideas like “improve maritime security”
 - Ensure legal and policy concerns are identified

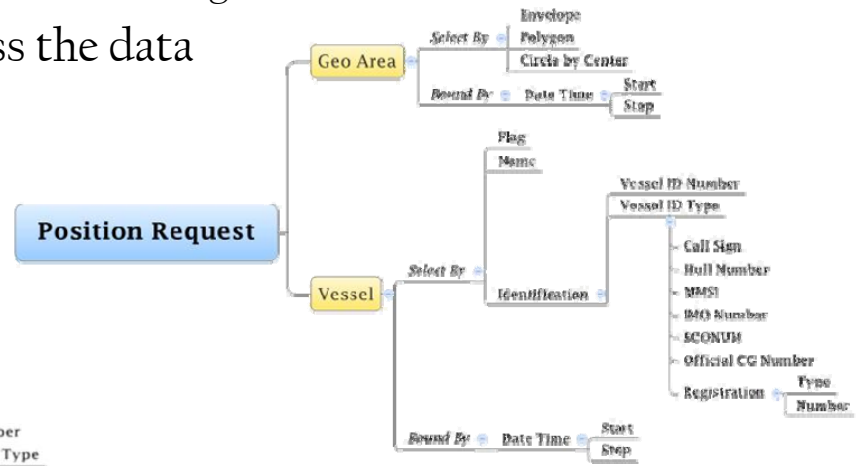
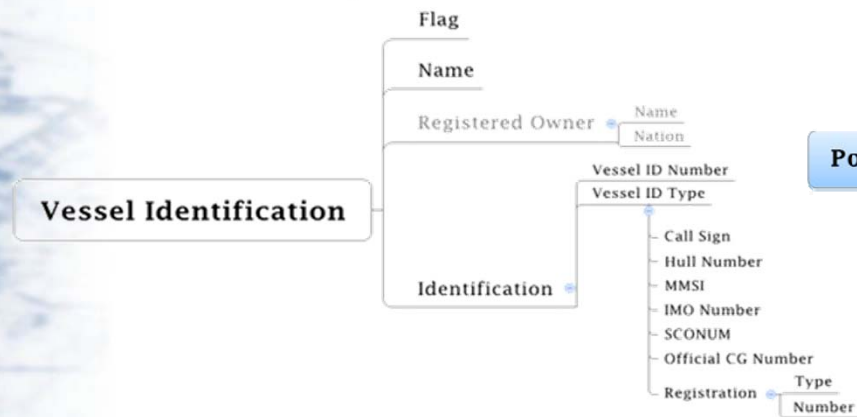
MSA IS THE RESULT, NOT THE MISSION



UNDERSTANDING THE DATA

- UNDERSTAND *EVERY* ELEMENT

- Ask “What’s the decision point?” for every element
- Understanding why the element is being shared often redefines its need or use
 - Refines the priority/importance of the data
 - Simplifies application of laws, policies and sharing controls
- Define the *process* for the use/access the data





ACHIEVING RESULTS

- **MSA INFORMATION ON A CONTINUUM**
 - Somewhere between the sensor and the decision maker
- **ROUTINE, REPEATABLE RESULTS**
 - The strength of MSA efforts is in routine use and repeatable implementation
 - Routine use builds confidence and then trust
 - Enables more meaningful sharing when required
- **INCREMENTAL GROWTH**
 - Few partners will support leaps in capabilities
 - Manage growth to allow policies and resources to keep up
 - Build trust slowly



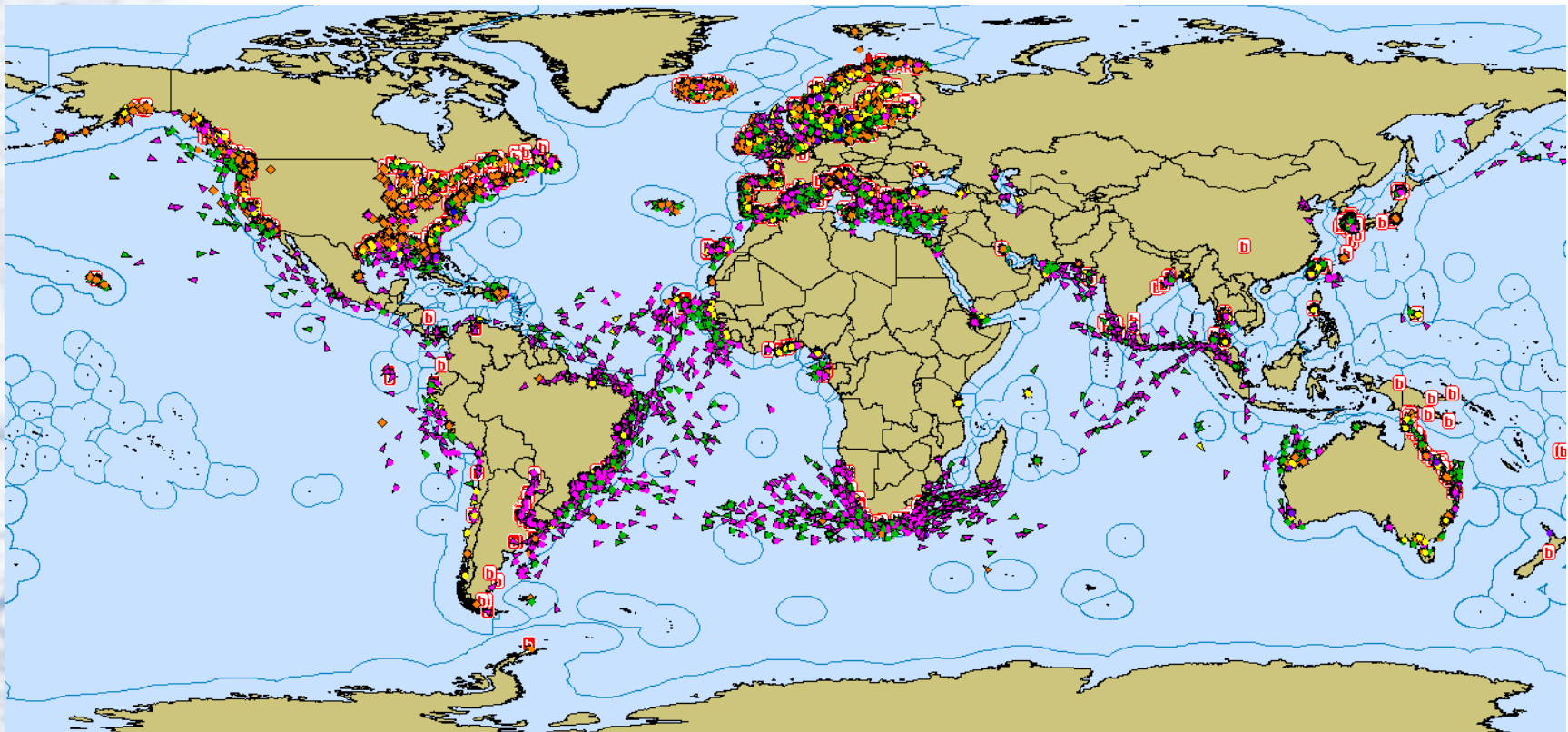
PLANNED GROWTH

AN EXAMPLE OF LONG TERM PARTNERSHIP PLANNING

- **BASIC UNDERSTANDING / LOW COST (1+ YEARS)**
 - Maritime Safety and Security Information System
 - 74 participating nations
- **ADD CAPABILITIES W/ MATURITY (2-7 YEARS)**
 - APAN and SeaVision
 - User defined/selected capabilities and data
- **MATURE PARTNERS (5+ YEARS)**
 - Transition to local/regional tools
 - Partner assumes cost to participate
 - Possible expansion to other systems/programs
 - Partner defines their own processes



MARITIME SAFETY AND SECURITY INFORMATION SYSTEM





BRINGING IT ALL TOGETHER



SEAVISION Dashboard SISTO-SV

Count: 2,274 in 0.7 seconds

Vessel Filters
Map Tools
Map Configuration
Data Sources
User Resources

Oceania Queen

MMSI: 373564000 [Show History Trail](#)
IMO: 9553086 [Vessel Details](#)
Call Sign: 3FGD2 [AIS Port & EEZ History](#)
Ship Type: 7-Cargo [Add to Custom Vessels](#)
Flag: Panama (Republic of)

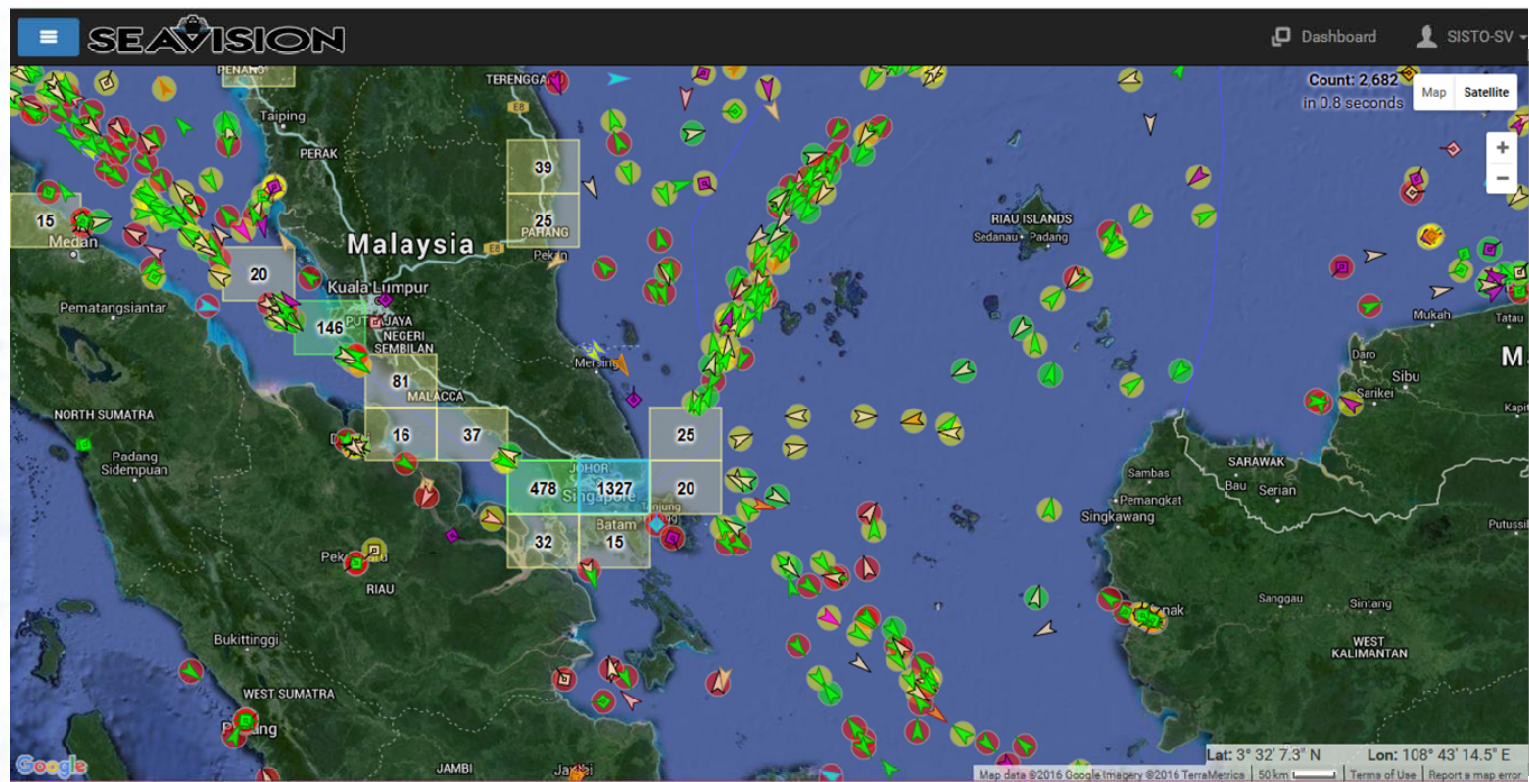
Status: 0-Underway(Engine)
Destination: My Kch
ETA: 03/23 @ 05:00 UTC
Received: 25 Mar 16 06:00:54 UTC
Source: EXACTEARTH_CAN
AIS Class: A

Speed/Heading: 11.7 knots / 72 °
Length*Beam*Draft: 111m x 20m x 5.7m
AntOffsetBow*AntOffsetPort: 91m x 4m
Latitude: 3.086932 (3° 5' 12.955" N)
Longitude: 111.475593 (111° 28' 32.135" E)

Safety Score: 33
Safety Rating: H
Security Score: 3
Security Rating: L
[Warnings Overview](#)



AUTOMATED RISK ASSESSMENT





RULES BASED NOTIFICATIONS

Vessel Details

Vessel Details

REGISTRATION, P...
+ New Rule
▶ Run Now
📄 Export Data
📄 Import Data

Ship Crew History

Inspection & Deter...

Casualty History

Change of Informa...

Port Callings

My Rules
4991 Vessels Mat

Active Rules Disabled Rules Expired Rules

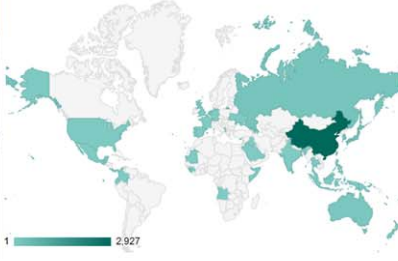
| Score | Name |
|-------|-----------------------------------|
| 10 | Malaysia Military Ops |
| 7 | Malysia Fishing |
| 4 | Pacific Fishing (Active) |
| 2 | Pacific Fishing (Total Reporting) |

| IMO | MMSI | Name | | | |
|---------|-----------|----------------------|---|----|----|
| 0 | 533130389 | Nautica Tg.puteri | | | |
| 0 | 533190176 | Sifa 4706 | | | |
| 9707883 | 533180156 | Nautica Tg.puteri 25 | 3 | 13 | 14 |
| 9707895 | 533130368 | Nautica Tg Puteri 26 | 3 | 13 | 14 |
| 9121687 | 533168000 | Bunga Mas Enam | 1 | 10 | 14 |
| 0 | 416705000 | Sheng Hai 127 | 2 | 9 | - |
| 0 | 533190762 | Jhf 2395 T | 2 | 9 | - |
| 0 | 533190813 | Jhf 6428 T | 2 | 9 | - |
| 0 | 533190974 | Paf 4773 | 2 | 9 | - |
| 0 | 533191185 | Paf 4800 | 2 | 9 | - |
| 0 | 4 | Yinkouzhonduan | 2 | 6 | - |

Rules

4
Number of Rules Active

4991
Number of Vessels Matching Rules

Flags of Vessels Matching Rules




MOVING FORWARD

- **UNDERSTAND WHERE YOU ARE ON THE MSA CONTINUUM**
 - What is your agency/office/program trying to do?
 - What are YOUR priorities?
- **SMALL STEPS – AGREE ON THE BASICS**
 - Mission, Objectives, Decisions, Data, Constraints
- **DOCUMENT EVERYTHING EARLY**
 - Develop draft documents to review. Discuss documents, not ideas
- **IMPLEMENT SOMETHING, ENABLE THE FUTURE**
 - Implement basic sharing of common information to enable future sharing when the needs arises



Questions