



KYSTVERKET
NORWEGIAN COASTAL ADMINISTRATION

Possibilities and needs from the Norwegian Coastal Administration

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Vessel Traffic Service Centres



VTS in Norway



Brevik VTS



VTS Centres



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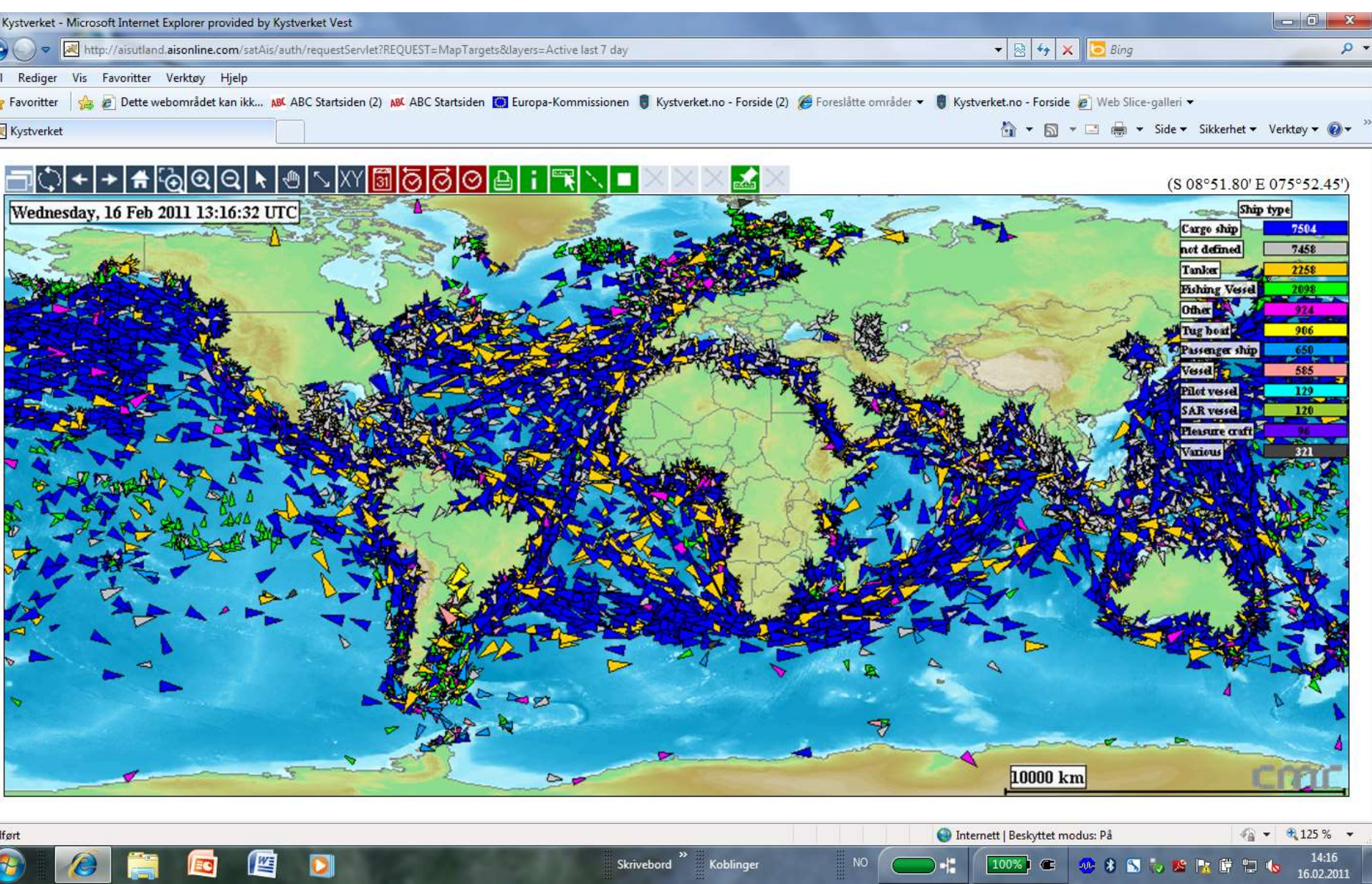
A 3D simulation of a satellite in orbit. The satellite is a gold-colored cube with black solar panels and a long boom extending from one side. It is positioned over a snowy, mountainous terrain with a blue sky and a white sun. A thin blue line represents the satellite's orbital path. The text 'Sat-1 - Orbit 1' is visible in the bottom left corner.

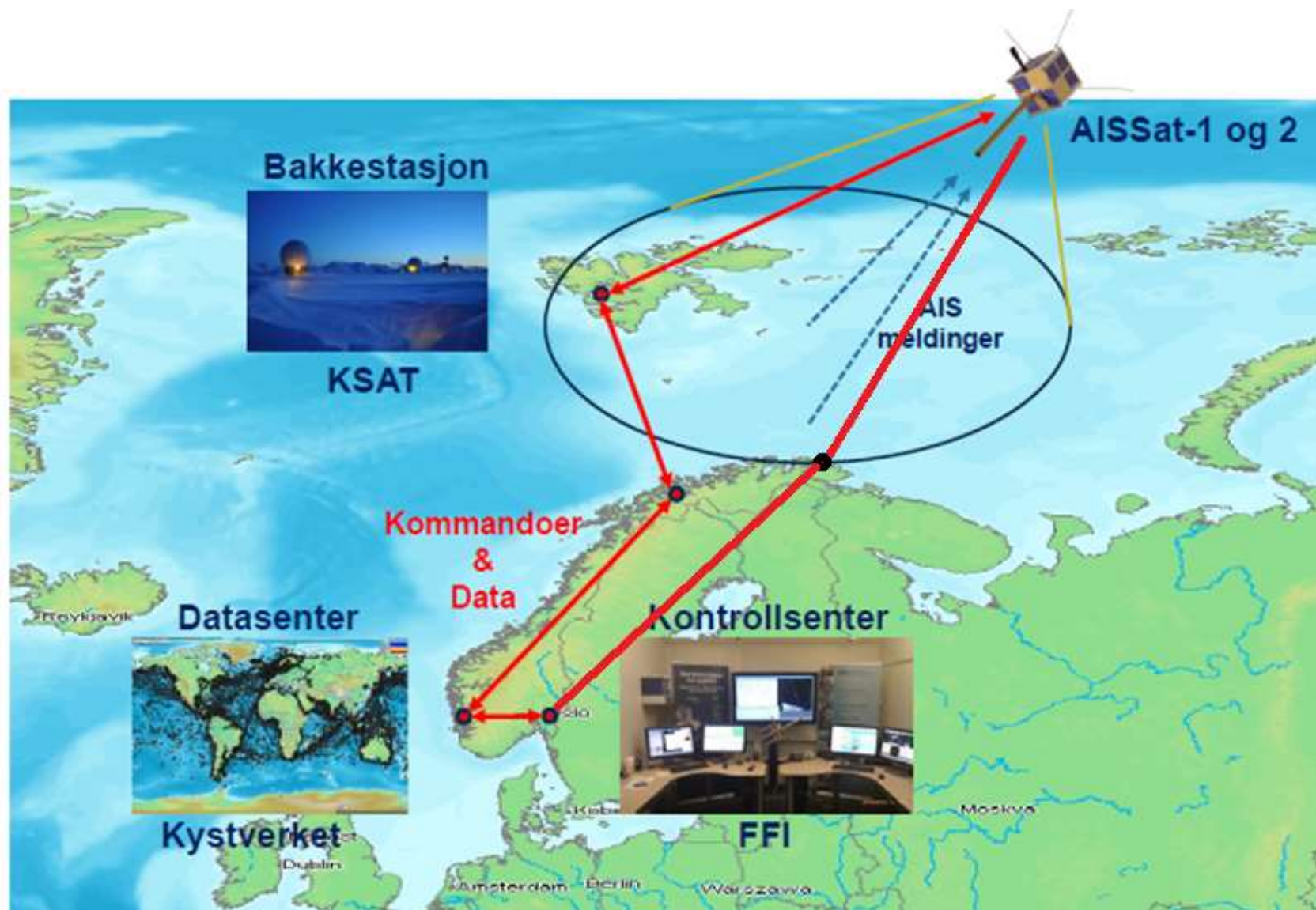
Sat-1 - Orbit 1
Sat-1 - Longyearbyen AOS at: T -00:06:56.379 (hms)
Sat-1 - Longyearbyen LOS at: T +00:06:47.436 (hms)

AISSat-1 DEMO

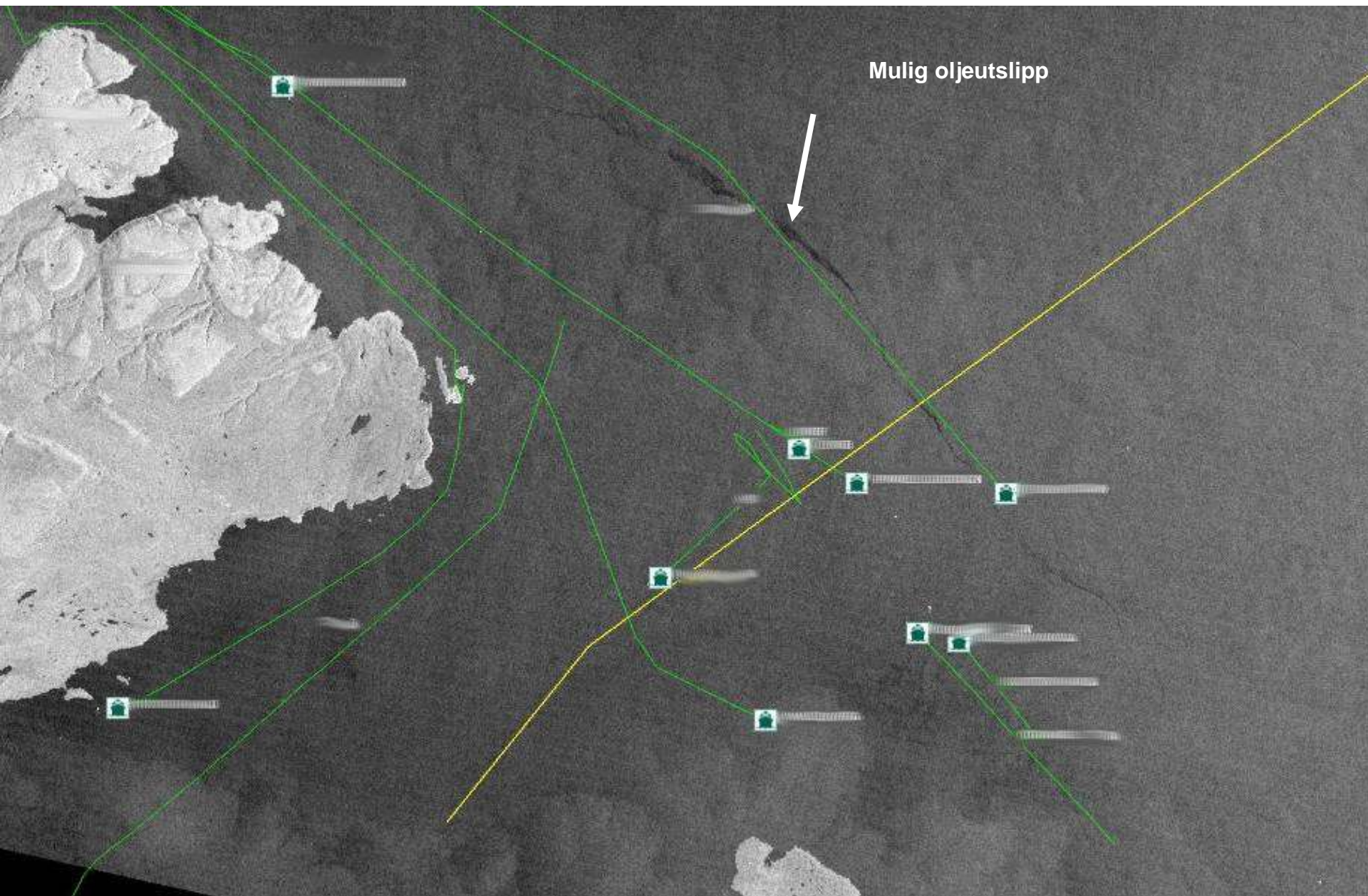
FF

After one week

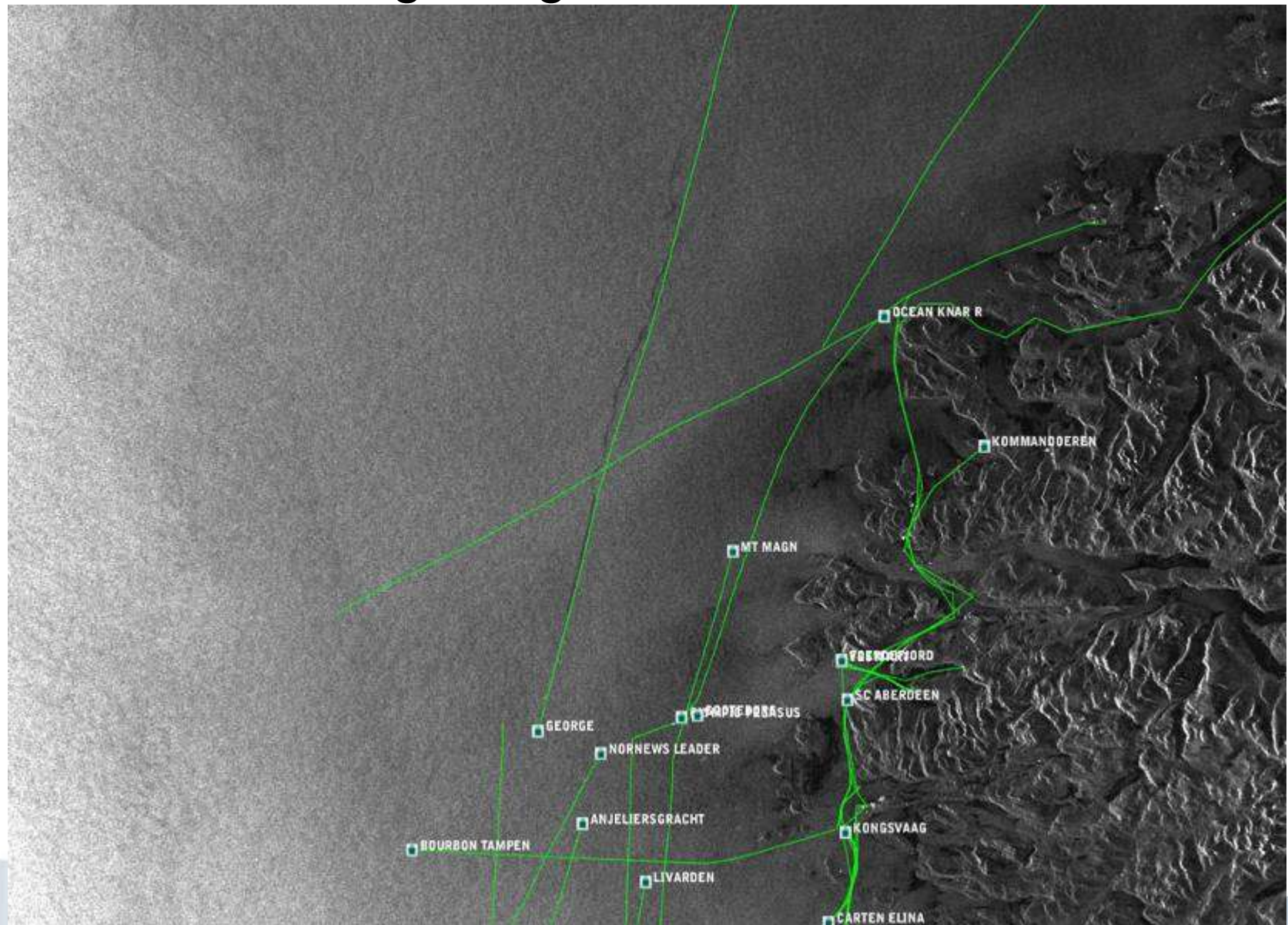




Use of AIS and Radarsat

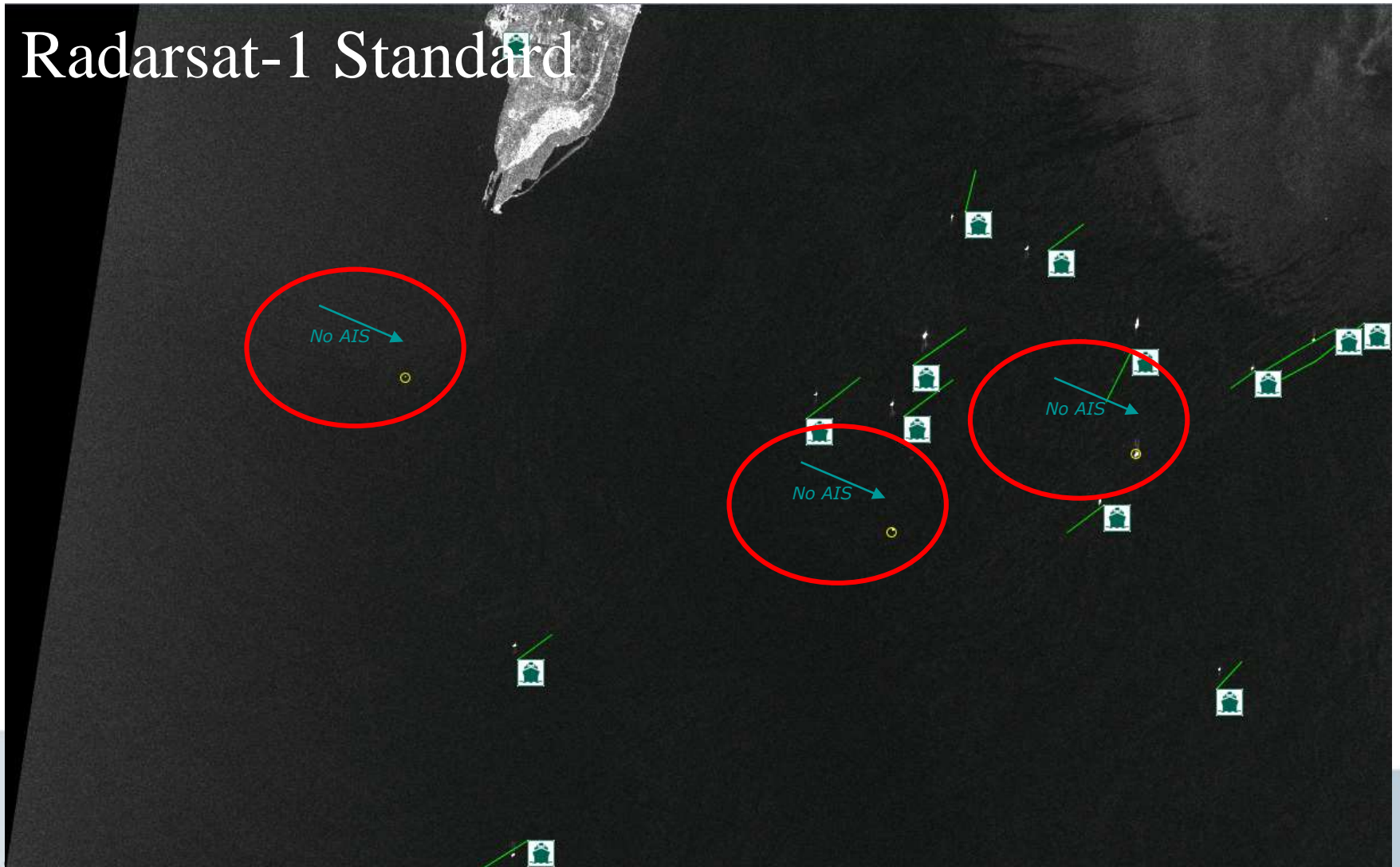


Integrating AIS information



AIS and Radarsat?

Radarsat-1 Standard



Radar and AIS in Barents Sea

Arctic Swan – 64m



Polaris LYLI – 51.6m



Bjørkhaug – 56m



Polaris – 60m



Olympic Prawn – 60m



Hopen – 66.4m



J. Bergvoll – 57.3m



Tønsnes – 50.8m



Vesttind – 70.1m



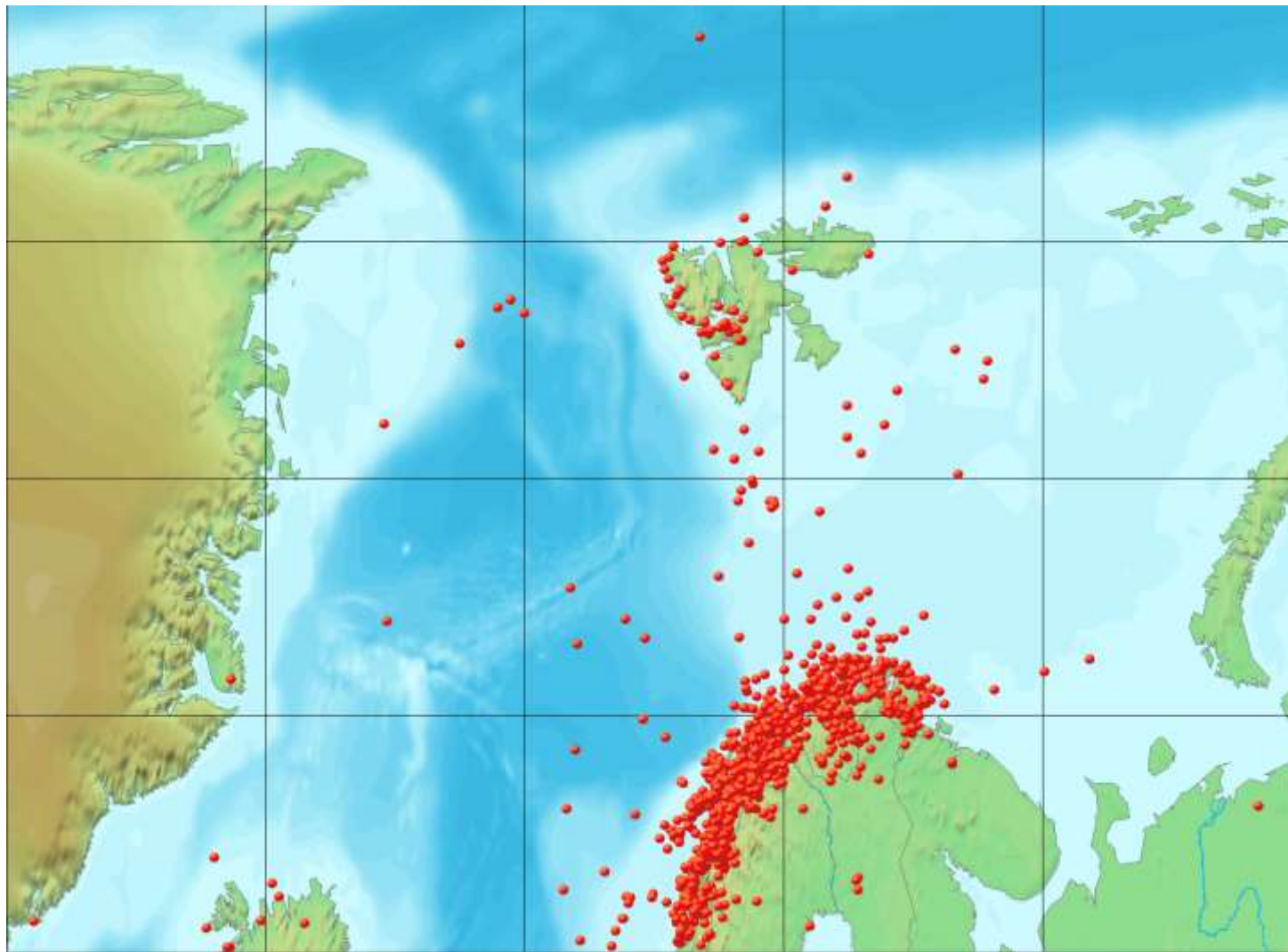
Hermes – 53m



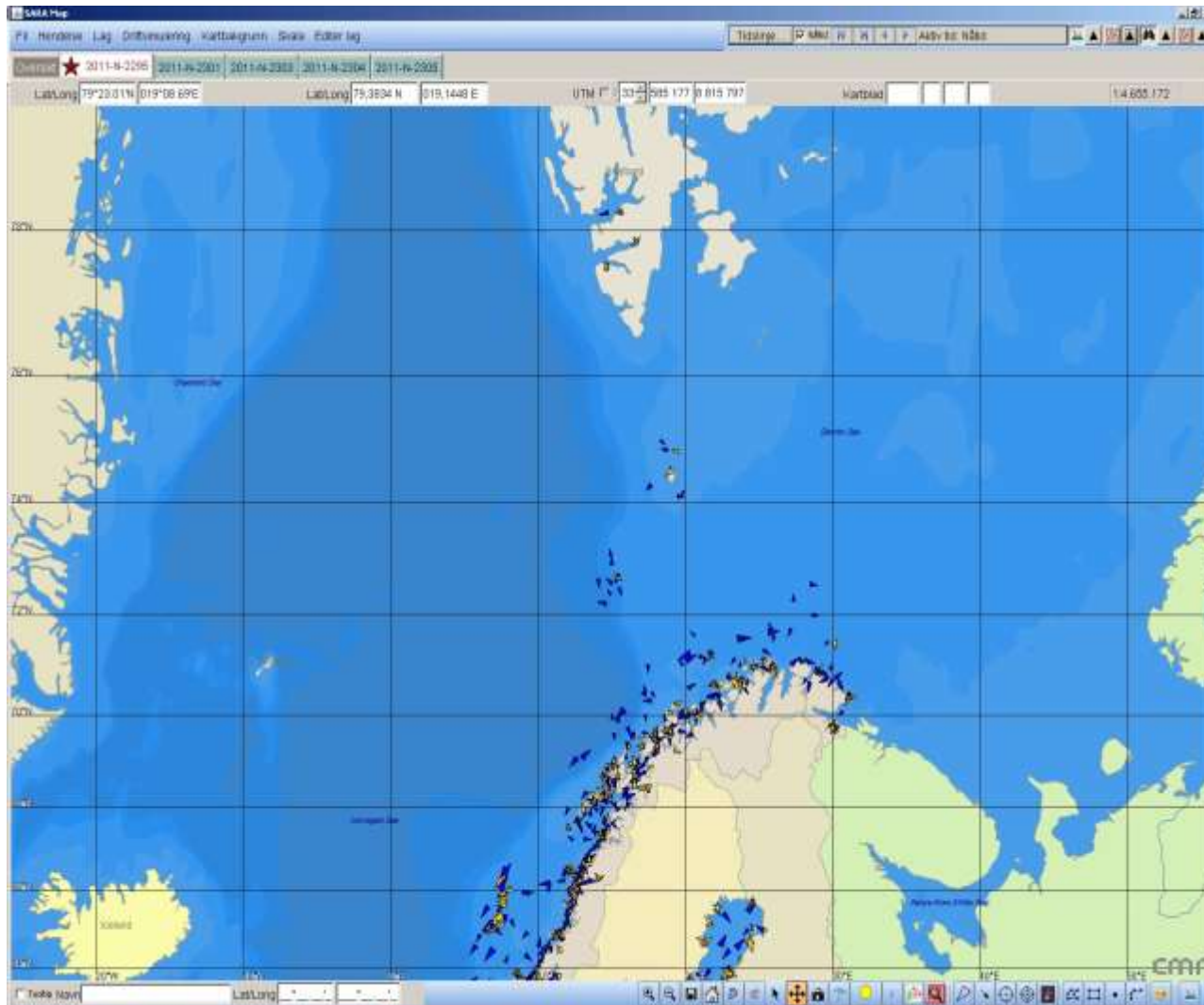
©ship-info.com

WW

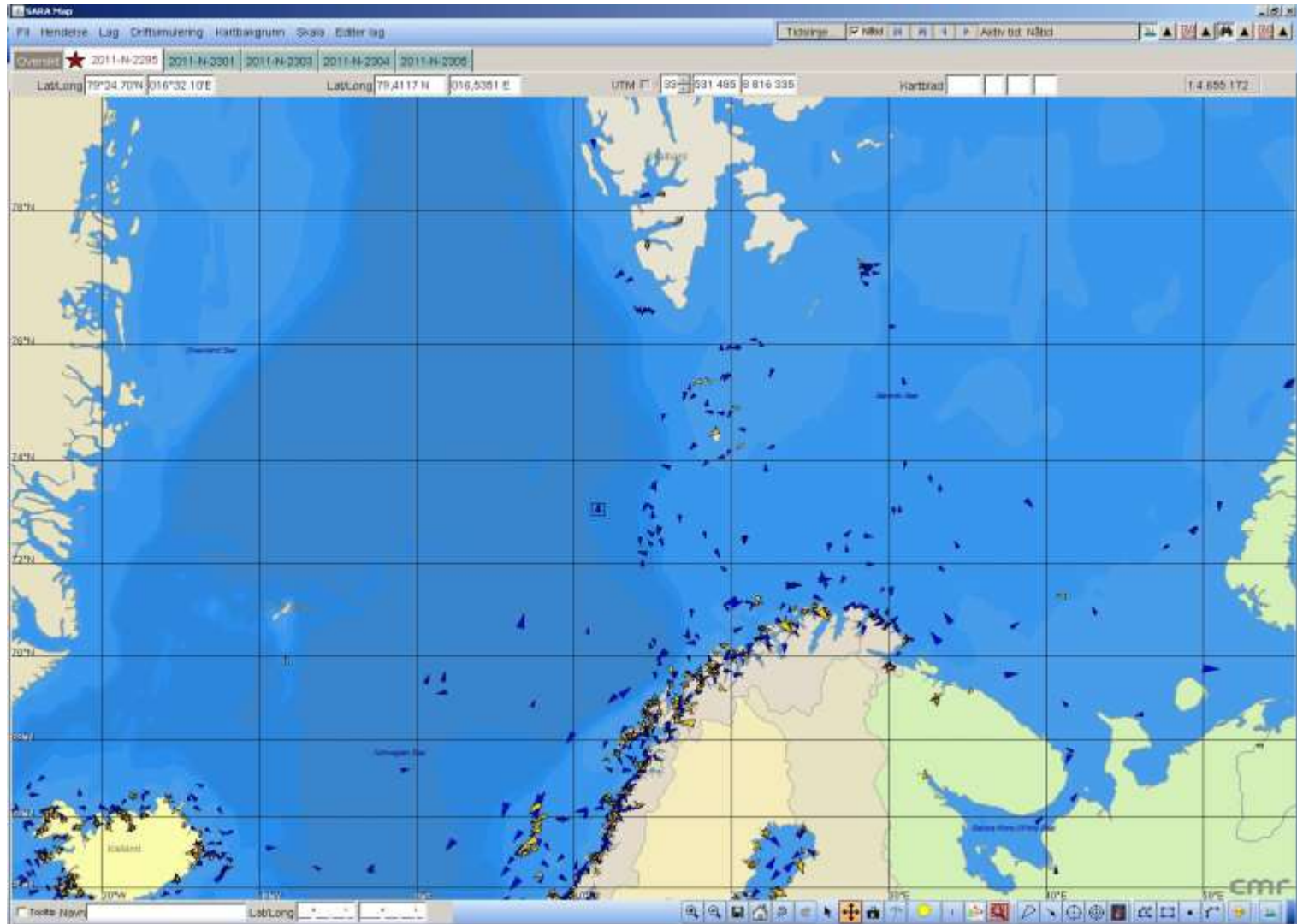
Accidents registered by MRCC in northern Norway in 2012



SARA before S-AIS



SARA after S-AIS



Future needs:

- VDES communication for emergencies for various reasons
- VDES communications for transmission of maritime information to vessels.
- Radar and AIS sat for detection of illegal activities, detection of illegal transshipment and terrorist-related activities
- Pollution detection
- Relevant environmental data.



Thank you



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