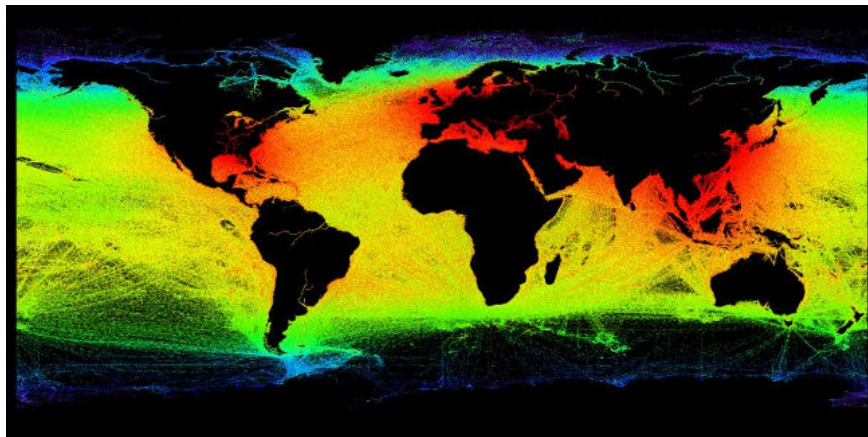


# Satellite creates a detailed picture of maritime operations

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Large cargo ships and passenger ships must carry Automatic Identification System. It transfers route, speed, as well as positioning and location information to other ships and seaside stations. Developed to prevent collisions, the system now also tracks vessels to help prevent contamination, helping in the transport of dangerous goods and promoting regular maritime monitoring.



The Norwegian Coast Authority is using information to manage the nation's coast and waters for safety, emergency and sea transport planning.

The advanced receivers developed by Kongsberg Seatex in Norway with the support of the European Space Agency ESA, were integrated on two NorSat satellites last year. During the first four months of operation, the receiver significantly improved detection of identification signals.

The satellites help increase visibility for important positioning information from a height of 74km above sea level to 2500km from low orbit, meaning more ships can be seen at the same time.

In areas with heavy maritime traffic, the number of signals sent by the ships may be too high, causing the signal to be stuck in the satellite receiver. The solution is that the new signals are easily collected by satellites and have less interference from other train signals.

Ivar Spydevold, CEO Statsat added: *"The total number of signals from NorSat receivers usually reaches 2.5 million signals a day. This is nearly three times the number of previous receivers on AISSat- 1 and 2, with a total of about 900,000 signals a day "* .

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