



KYSTVERKET
NORWEGIAN COASTAL ADMINISTRATION

Norwegian Coastal Administration

Our Vision is to make the Norwegian Coast and Ocean Areas
the Safest and Cleanest in the World

Navn, tittel // Sted, dato

– Clean, safe and efficient seaways



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NCA

- About 1,000 employees
 - Transport, ports and fairways
 - Navigation technology and maritime services
 - Environmental preparedness
 - Pilot services
- 25 pilot stations
- 15 emergency depots
- 7 office locations
- 5 Vessel Traffic Service centres (VTS)



Vardø VTS



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The NCA broadcast navigational warnings for the Svalbard area:

- NAVAREA warnings by satellite; and
- Coastal warnings by NAVTEX.

Vessels are encouraged to contact Vardø VTS if in need for assistance.

Note: Vessels in a distress situation that could lead to a Search and Rescue operation must contact the Norwegian JRCC.



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Modernization of Marine Aids to Navigation





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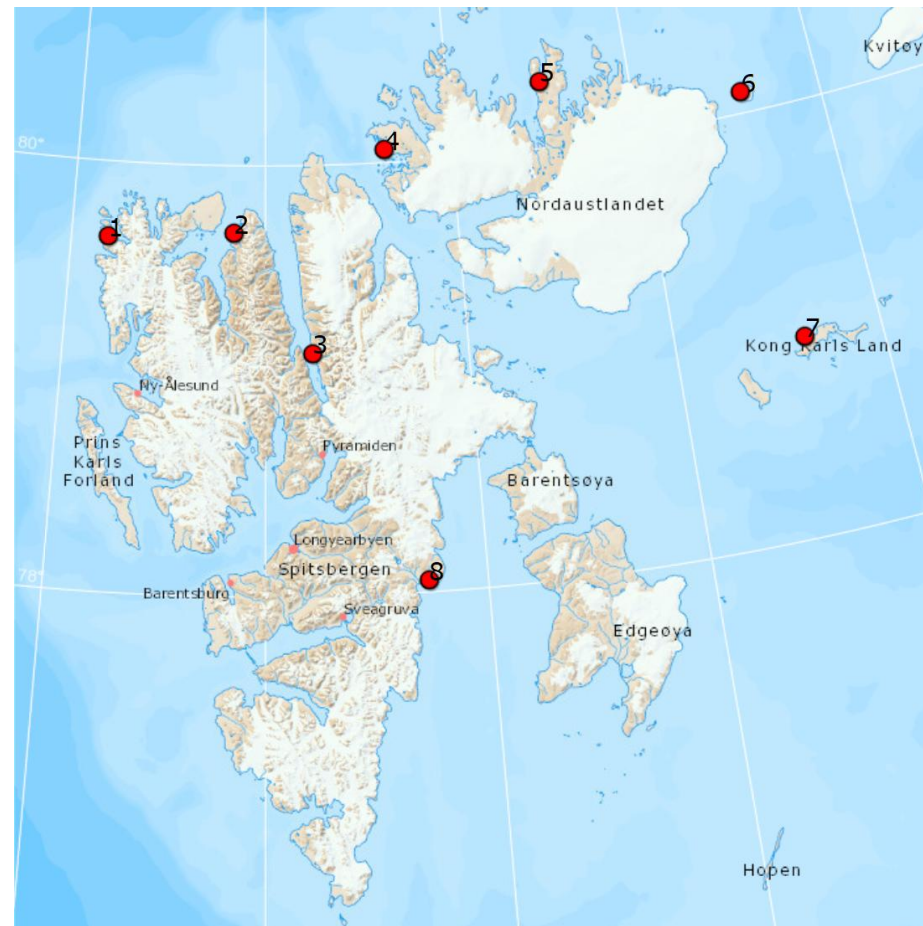
Modernization of Aero Lights



New Aero Lights



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Updates – Aids to Navigation

- Light (incl. Racon) Sparreneset Hinlopen, 2022
- Light Sörgattet (Mesteinane cairn), 2023
- Establish Sector Lights Sörgattet, 2024
- IALA standard – Sector Lights, 2024



AtoNs

Maritime Lights: 18 (19)

Beacons/landmarks: 10

Cairns: 2

Racons: 2 (3)

Buoys: 3

Aero lights: 27

Note:

Vessels are encouraged to notify the NCA if Lights, Buoys or other Aids to Navigation are out of order.

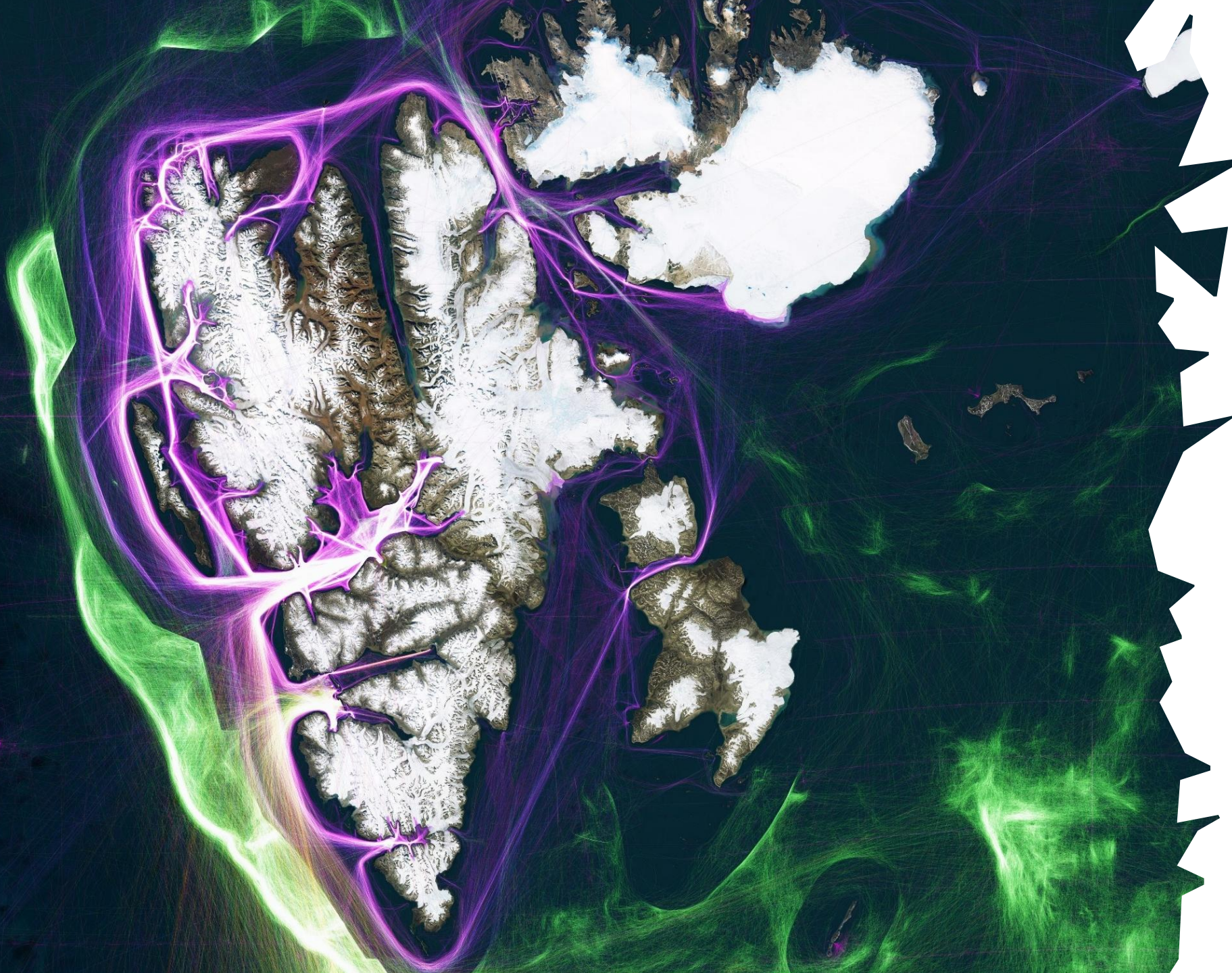


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Maritime Surveillance



19 AIS Shore-based stations operational in Svalbard



Angelinberget GF



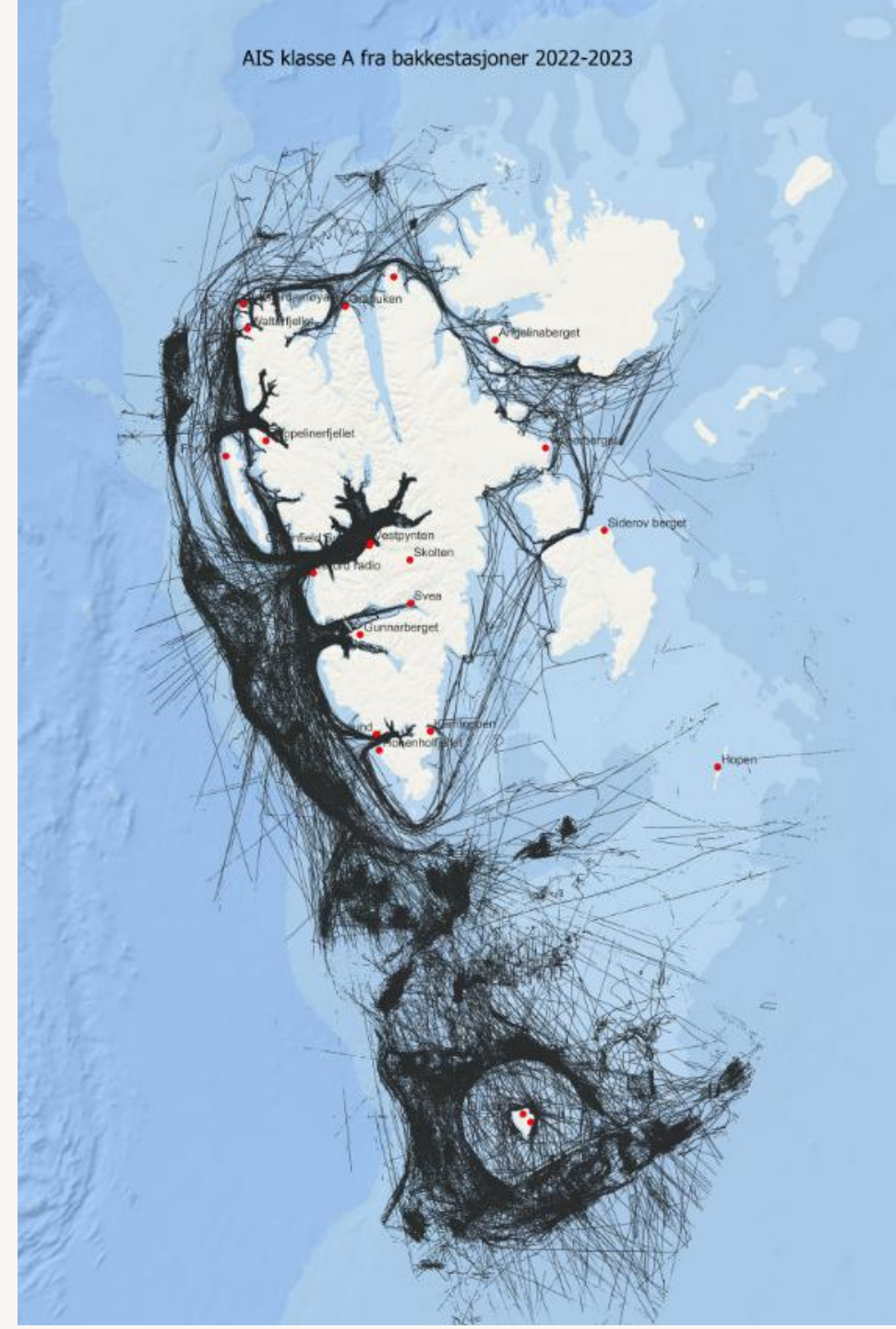
Volgerberget GF

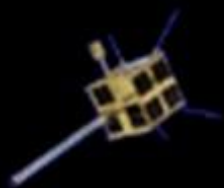


Shore-based AIS Svalbard

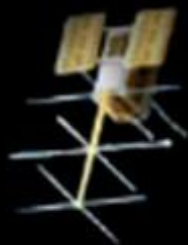


AIS klasse A fra bakkestasjoner 2022-2023

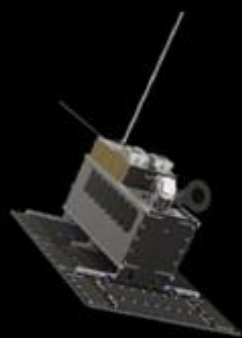




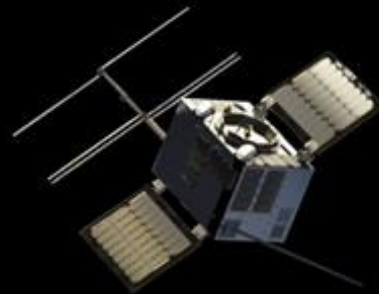
AISSat-1 og 2
2010-2014



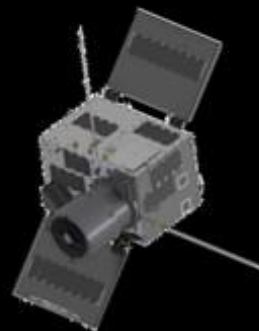
NorSat-1 og 2
2017



NorSat-3
2021



NorSat-TD
2023



NorSat-4
2025



AISSat-4
2026



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Pilotage on Svalbard

The NCA is responsible for the pilot service on Svalbard with pilots stationed in Longyearbyen. Due to the extra logistical challenges on Svalbard, we kindly ask Vessels to:

- make their pre-notification as early as possible
- update the notification when necessary

Note: The NCA might need several days pre-notification in order to position a pilot for assignments on Svalbard.



Vessels (AIS)



Area warnings

(2)



Ice and weather

(8)



Map

(4)

Login



Search

71° 40.033 N 15° 42.190 E

400 km

ICELAND

Storm Force, Deep D4, 22
January 10:00 UTC to 23 January
22:00 UTC.

Jan 22, 2023, 11:00 AM - Jan 23,
2023, 11:00 PM



ArcticInfo

ArcticInfo is a service specifically aimed at vessels that dominate in Arctic areas, such as research and expedition vessels.

Through the service, the user gets information about ice and weather conditions, authorities and ship traffic in the area from Norway and Russia to Canada, including the North Sea.

Apply for extended access

With expanded access, you can view more data in the Arctic. You can also connect your user account so that you can easily find your previous searches. In Greenlandic waters you can do searches. Your application is processed manually, which may take a few days.

To be able to apply for extended access, you need to have a BarentsWatch and be logged in.

To apply for extended access you need to have a user account and be logged in.

Login

Register user

My favorites

No favorites

Marinogram, ebb and flow



Download digital reference routes
(RTZ) directly to your **ECDIS/**
navigation display on board

routeinfo.no

Digital Sailing Routes for **mariners**

The NCA Digital Route Service offers
over 600 sailing routes for the entire
Norwegian coast. Get important
voyage-related information
at routeinfo.no.

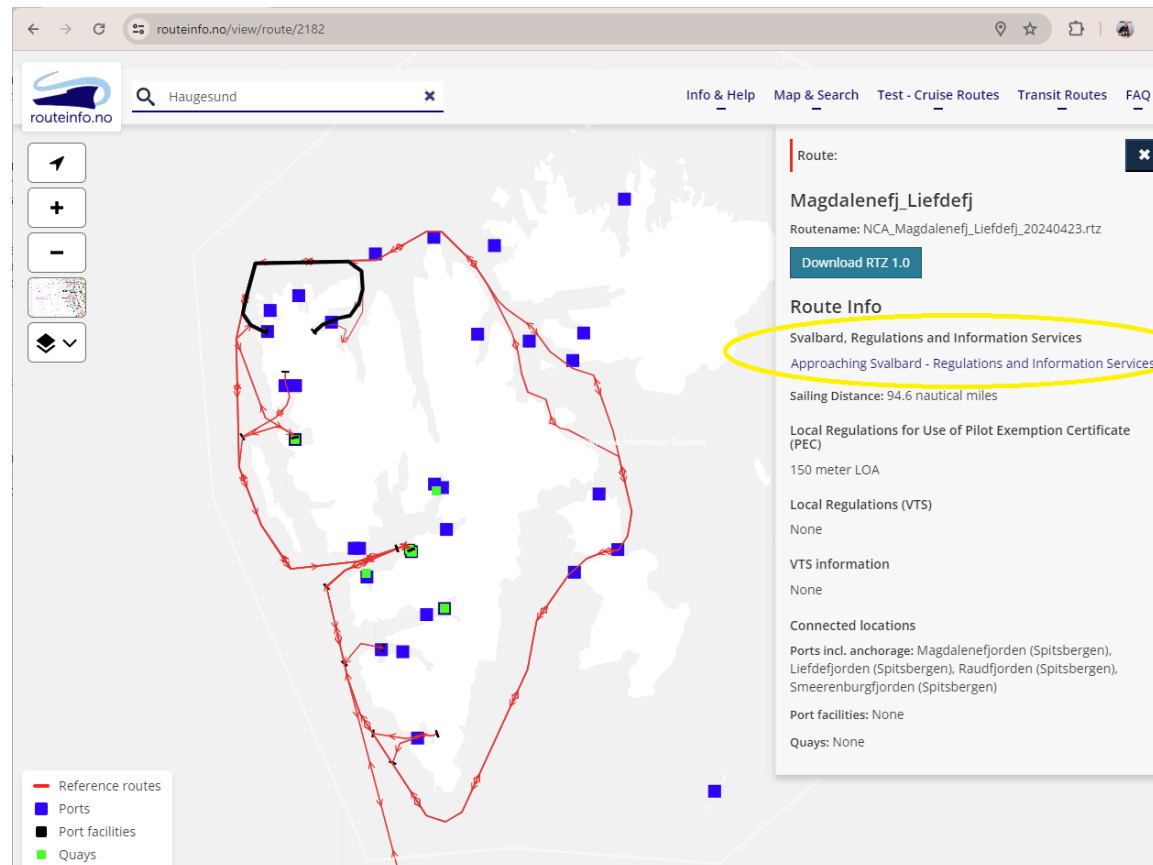


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A total of 24 reference routes have been published for Svalbard (23. apr 2024)

A review has been made of the need for nautical surveying of the routes that were sent to the nautical charts. The Norwegian Hydrographic Service has prioritized the Norwegian Coastal Administration's input and the routes have now been updated with new sea measurements of those we can publish.

Routes are quality assured for vessels up to 150 meters length and 9 meters draught.

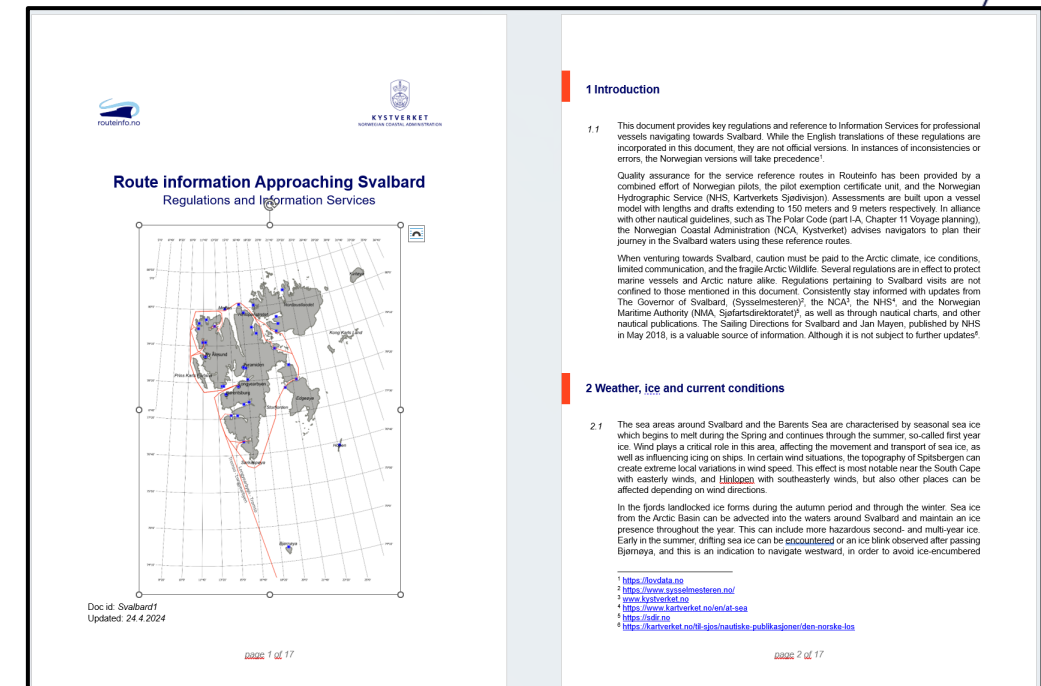


Experience from the mainland shows that useful information on routes is as important as the routes.

Before publishing the routes, the NCA included route information on regulations and information services related to the routes – A common factsheet is attached to all Svalbard-routes including: (The fact sheet updated 24.jan 2025)

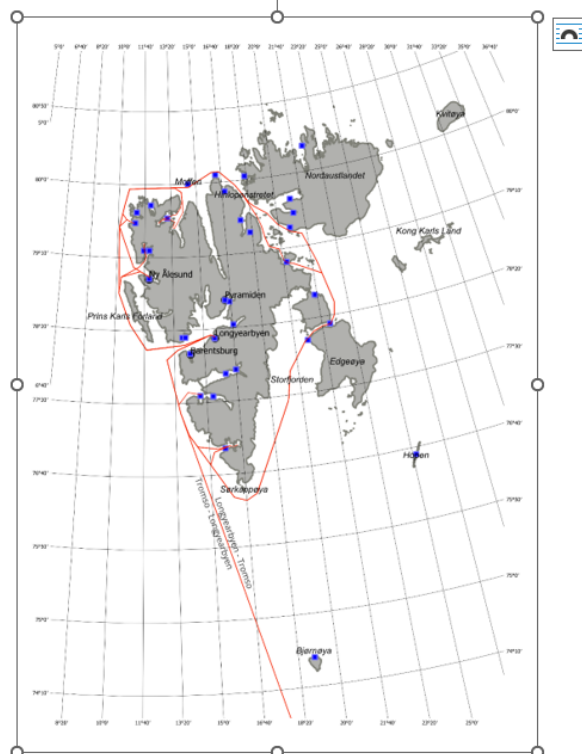
- General info on weather/climate, services, on charts and hydrography, and on communication. Information on pilotage, reporting, and on maritime regulations.
- Contact information for navigational warnings and emergency.
- Ports
- Contact points

Also established formal cooperation with The Norwegian Hydrographic Service (Den norske los) on further nautical information.



Route information Approaching Svalbard

Regulations and Information Services



Doc id: Svalbard1
Updated: 24.4.2024

1 Introduction

- 1.1 This document provides key regulations and reference to Information Services for professional vessels navigating towards Svalbard. While the English translations of these regulations are incorporated in this document, they are not official versions. In instances of inconsistencies or errors, the Norwegian versions will take precedence¹.

Quality assurance for the service reference routes in Routeinfo has been provided by a combined effort of Norwegian pilots, the pilot exemption certificate unit, and the Norwegian Hydrographic Service (NHS, Kartverkets Sjødivisjon). Assessments are built upon a vessel model with lengths and drafts extending to 150 meters and 9 meters respectively. In alliance with other nautical guidelines, such as The Polar Code (part I-A, Chapter 11 Voyage planning), the Norwegian Coastal Administration (NCA, Kystverket) advises navigators to plan their journey in the Svalbard waters using these reference routes.

When venturing towards Svalbard, caution must be paid to the Arctic climate, ice conditions, limited communication, and the fragile Arctic Wildlife. Several regulations are in effect to protect marine vessels and Arctic nature alike. Regulations pertaining to Svalbard visits are not confined to those mentioned in this document. Consistently stay informed with updates from The Governor of Svalbard, (Sysselimesteren)², the NCA³, the NHS⁴, and the Norwegian Maritime Authority (NMA, Sjøfartsdirektoratet)⁵, as well as through nautical charts, and other nautical publications. The Sailing Directions for Svalbard and Jan Mayen, published by NHS in May 2018, is a valuable source of information. Although it is not subject to further updates⁶.

2 Weather, ice and current conditions

- 2.1 The sea areas around Svalbard and the Barents Sea are characterised by seasonal sea ice which begins to melt during the Spring and continues through the summer, so-called first year ice. Wind plays a critical role in this area, affecting the movement and transport of sea ice, as well as influencing icing on ships. In certain wind situations, the topography of Spitsbergen can create extreme local variations in wind speed. This effect is most notable near the South Cape with easterly winds, and Hinlopen with southeasterly winds, but also other places can be affected depending on wind directions.

In the fjords landlocked ice forms during the autumn period and through the winter. Sea ice from the Arctic Basin can be advected into the waters around Svalbard and maintain an ice presence throughout the year. This can include more hazardous second- and multi-year ice. Early in the summer, drifting sea ice can be encountered or an ice blink observed after passing Bjørnøya, and this is an indication to navigate westward, in order to avoid ice-encumbered

¹ <https://lovdata.no>

² <https://www.sysselimesteren.no/>

³ www.kystverket.no

⁴ <https://www.kartverket.no/en/at-sea>

⁵ <https://sdir.no>

⁶ <https://kartverket.no/til-sjos/nautiske-publikasjoner/den-norske-los>



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Thank you for your attention

www.kystverket.no