

KDA Acquires Navtek AS for Kongsberg Norcontrol IT Merger

Kongsberg Defence & Aerospace (KDA), parent company to Kongsberg Norcontrol IT has acquired Navtek AS. Navtek will merge with Kongsberg Norcontrol IT in order to consolidate assets and strengthen development and market presence.

"The Navtek portfolio, and the skills and experience of its people fit perfectly with Kongsberg Norcontrol IT," comments Jan Anders Hornvedt, President, Kongsberg Norcontrol IT. "The acquisition by KDA and subsequent merger will strengthen our position as one of the world's leading suppliers of maritime surveillance systems, including VTS/VTMIS and AIS network solutions. KDA is committed to expanding our business and we are confident that the synergies between Kongsberg Norcontrol IT and Navtek will be of great benefit to our customers."

Navtek, based in Horten, Norway was established in 1980. Its core business is the provision of surveillance systems for the civilian and military markets, having delivered systems worldwide. A strong relationship with the Norwegian defence market is a key aspect to the acquisition and merger, enabling Kongsberg Norcontrol IT to strengthen its activities also in defence related markets and projects. This reflects the company's position as the center of excellence for surveillance systems within KDA.

"Navtek employees will continue in the new organisation under Kongsberg Norcontrol IT and activities will continue as usual during the merger, which is set to be complete by the end of the year," says Alf Einar Løberg, Managing Director, Navtek AS. "All of Navtek's obligations, warranties and support will be maintained and strengthened further by taking advantage of Kongsberg Norcontrol IT's expansive worldwide network."

We Have a New Website

As part of the further integration with KDA and the continuous development and improvement of the service we offer, Kongsberg Norcontrol IT is now included on the KONGSBERG website, www.kongsberg.com

Visitors to www.norcontrolit.com will soon be directed to our new website, which is currently undergoing user testing to make it as user friendly as possible. To get directly to our area on the website, please visit www.kongsberg.com/eng/kda/norcontrolit

C-Scope Frequency Diversity Radar Exceeds All Expectations

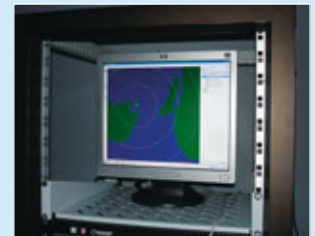
Kongsberg Norcontrol IT and daughter company Applied Radar Physics (ARP) have successfully completed the Factory Acceptance Test (FAT) for the Saudi Ports Authority. The C-Scope Frequency Diversity Radar is part of a larger contract announced by Kongsberg Norcontrol IT in May 2006, to provide VTS (Vessel Traffic Service), AIS (Automatic Identification Systems) and high performance radar systems for eight ports throughout the Kingdom of Saudi Arabia.

The Kongsberg Norcontrol IT C-Scope Frequency Diversity Radar was launched to meet a growing market need since the introduction of the International Ship and Port Facility Security (ISPS) Code.

"The C-Scope Frequency Diversity Radar performed beyond our expectations greatly reducing sea clutter and allowing us to detect and track small radar cross section vessels even in high sea states" explains Jose Navarro, Managing Director at ARP. Jose continued to explain that the C-Scope Frequency Diversity Radar can be used in mono-frequency when high performance is not required and extended radar live is desired.

As the majority of ports now consider security equally along with safety and efficiency, we believe we have responded to the markets needs with the C-Scope Frequency Diversity Radar, which provides customers with a cost-effective but high-performance radar using proven frequency diversity processing stated Hilde P. Aarseth Krogenes, Marketing Manager at Kongsberg Norcontrol IT.

Kongsberg Norcontrol IT is a leading supplier of maritime domain awareness solutions to ports, coastal authorities and offshore operators.



Environmental Protection Through Speed Monitoring at Port of LA and Long Beach



From left: (Sitting) USCG Petty Officer Joshua Hancock, Capt. Manny Aschemeyer, Executive Director, Marine Exchange and Capt. Richard B. McKenna Deputy Executive Director

The Marine Exchange of Southern California, a Kongsberg Norcontrol IT customer since 1993, is helping to protect the environment of Southern California.

Its work in the development and efficient flow of maritime commerce throughout the region includes providing information on ship activities and VTS monitoring for the Port of Los Angeles and the Port of Long Beach, as well as Port Hueneme to the north and San Diego to the south.

To help reduce air pollution from ships in the South Coast Air basin, the organisation also provides data to the Port of Los Angeles and the Port of Long Beach on air quality compliance through the Ports' Voluntary Commercial Cargo Ship Speed Reduction Program.

"Through the latest upgrade of our Kongsberg Norcontrol IT system, a vessel's speed data will now be collected automatically and efficiently, enabling us to quickly process and forward this information to the ports", says Capt. Manny Aschemeyer, Executive Director, The Marine Exchange.

The Marine Exchange of Southern California operates KNC VTS alongside multiple users including the Jacobsen pilots, LA pilots, US Coastguard, and the Security office of Port of Long Beach. The VOC 5000 system was made available to the Long Beach harbour pilots on a demo basis in 1992, and in late 1993 the Marine Exchange of Southern California purchased the system as part of its 'Partnership VTS' program with the Los Angeles and Long Beach harbours.

The organisation has recently renewed its operator workstations with 42" monitors and is extending its Long Term System Support Program (LT-SSP) with Kongsberg Norcontrol IT. The support program, which is tailor made to suit the organisation's requirements, together with the VTS system will be an essential part of traffic and speed monitoring at the Marine Exchange of Southern California.





ABP Humber Estuary Services' VTS Upgrade

Associated British Ports (ABP) Hull & Goole has placed an order with Kongsberg Norcontrol IT Ltd for upgrading ABP's Humber Estuary Services' Vessel Traffic Service (VTS) system.

Capt Phil Cowing, ABP's Harbour Master for the Humber commented: "The Humber Estuary is the UK's busiest harbour area, handling some 37,000 shipping movements, 85 million tonnes of cargo and 1 million passengers annually. The continuing sustainable development of port facilities throughout the Humber means that shipping traffic is increasing year-on-year and it is, therefore, essential that we have a sophisticated and reliable VTS system to oversee the safety of navigation. This £1.1m upgrade underlines ABP's commitment to its role as Harbour Authority and will enhance both safety of navigation and the protection of the marine environment on the Humber."



The existing Kongsberg Norcontrol IT system has served us well for many years and it is, therefore, with confidence that we have chosen to continue our long-standing partnership with KNC. This upgrade project will give us access to the latest technology and extend our existing Automated Identification System (AIS) coverage to the whole of the harbour area, as far inland as Goole and the River Trent wharves."

Steve Guest, General Manager for Kongsberg Norcontrol IT Ltd, said: "In such a dynamic maritime environment such as the Humber Estuary, really accurate and robust vessel tracking is required, based on all the tracking information that is available."

Steve explained "The VTS upgrade project will provide various user groups throughout Humber Estuary Services with the VTS data they require. A variety of tools are being delivered including a web chart running on the customer's intranet. The latest version of this web chart application entered service earlier this year with the UK Maritime and Coastguard Agency and is proving to be an ideal tool for disseminating vessel traffic data to geographically dispersed and highly mobile users."

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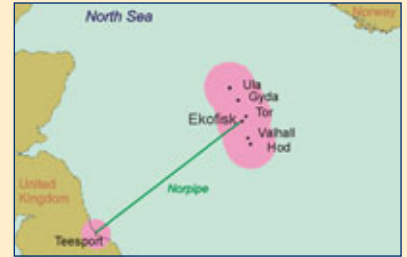
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Keeping the North Sea Safe

For nearly twenty years Kongsberg Norcontrol IT equipment has stood sentinel at both ends of the 34 inch diameter, 354 km Norpipe, from the Ekofisk field in the Norwegian sector of the North Sea, to where it makes landfall at Teesport on the east coast of England.

The pipeline carries crude from the Ekofisk fields as well as from five others in the Norwegian sector, Valhall, Hod, Ula (BP) and Gyda and Tambar (Talisman) and from several British fields at a tie-in located about 50 km downstream of Ekofisk.



Offshore platforms in the Ekofisk area are located close to the busy sea lanes of the North Sea; as a consequence they are at risk of being struck by passing ships. Such an accident could result in loss of life, incalculable damage to the environment, and a substantial economic loss.

Kongsberg Norcontrol IT's Collision Avoidance system automatically tracks all vessels in the area and provides control room staff with early warning of collision threat, so the offending vessel from then onwards can be monitored more closely, contacted and warned of the pending danger.

The system originally comprised two radars on the Ekofisk centre and during the eighties and nineties grew to a total of nine platform based radars; three on Conoco Phillips platforms and another six on BP and Talisman platforms to the north and south of Ekofisk, providing coverage of over 13,000 square kilometres. In 2004, radar was augmented by the addition of three networked AIS base stations.

PD Teesport plays host to the UK end of Norpipe, connecting to the vast terminal operated by Conoco Phillips Petroleum Company on behalf of the multi-national owners of the oilfields. The port accommodates tankers of up to 150,000 DWT, which are regularly loaded at the terminal and export 26 million tons of oil annually, making a hefty contribution to PD Teesport's position as the UK's second largest port.

A sub-sea pipeline is most vulnerable in the shallow waters close to the coast where it could be damaged by the anchor gear of vessels attempting to anchor in the vicinity of the pipeline. Such damage and the ensuing leakage could result in an explosion. Lesser damage will result in a shutdown, which even for a short period of time will have major financial consequences. Additionally, oil leakage from a damaged pipeline could cause untold environmental damage along the adjacent coast. To avoid this situation Tees Ports Control carefully monitor ships anchoring in Tees Bay to prevent them from attempting to anchor in the vicinity of the pipeline.

The VTS5000 has boundary alarms configured as an 'electronic fence' almost half a kilometer wide, operating continuously on either side of Norpipe and extending along the length of the pipe for 22 km out to sea. Any vessel entering the area within the 'fence' and slowing down to less than 2.5 kts will automatically trigger an alarm to warn the Port Control officer, who will immediately warn-off the offending vessel via VHF radio. A similar service is provided to BP for its Everest sub-sea gas pipeline, which comes ashore 6km further down the coast.

Radar Solution for BP Norway

Kongsberg Norcontrol IT has been selected to deliver an explosion-proof radar solution to Aker-Kvaerner.

The end-user is BP Norway and the radar will be installed on their Ula platform in the North Sea.

The system is approved for operation in a Zone 1 Hazardous Area and will form part of a system that is networked with radars in adjacent fields.

VTMIS Contract for the Port of Qingdao, China

Kongsberg Norcontrol IT has been contracted to supply VTMIS to Shandong Maritime Safety Administration PRC for installation at the Port of Qingdao, a natural deepwater port located on the western Pacific Rim, in Northern China.

The contract will include the installation of the VTMIS 5060 system and three high performance radars to provide increased maritime safety and security at the Port of Qingdao with its three areas, Old Port Area, Huangdao Oil Port Area and Qianwan New Port.

The new Qingdao VTMIS system will enable the port to monitor traffic, providing an important surveillance tool for the busy port, which handles a large amount of cargo from containers to coal, iron ore, crude oil and grain. Its traffic volume in 2005 was a substantial 6.307 million TEU.

