



NORWEGIAN MAPPING
AUTHORITY

VLBI 2010 Project status

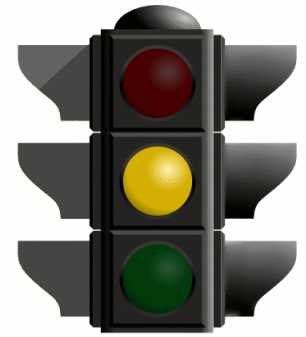
Frode Koppang, NMA

APPLICATION FOR FUNDS FOR THE NEXT-GENERATION INFRASTRUCTURE



The Norwegian Mapping Authority (NMA) proposes to invest NOK 209 million over five years in order to renew infrastructure and to continue making a key contribution to international collaborations.

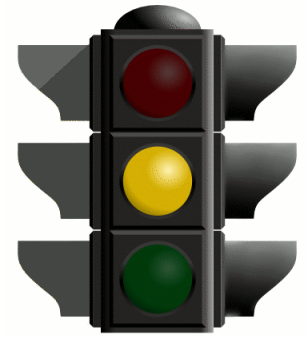




Status

- December 2009:
 - Application sent to the Ministry of Environment
- May 2010
 - Ministry of Science decided to fund the fiber optic cable
- June 2010:
 - Proposal for Environmental Impact Assessment (EIA) sent to the Governor of Svalbard
-





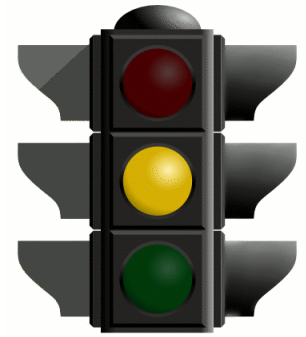
Status continued

- August 2010:
 - Responses on EIA received by the Governor of Svalbard

- November 2010:
 - Expected decision on EIA by the Governor of Svalbard
 - New application to Ministry of Environment.

- Winter 2010 / 2011
 - Working on EIA





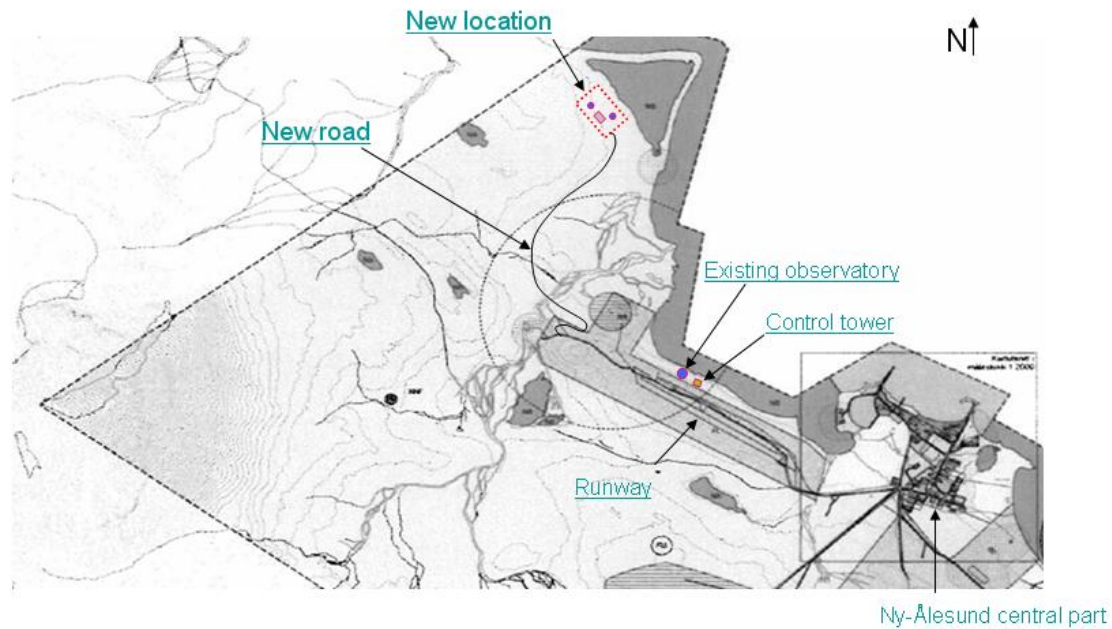
Status continued

- 2011
 - Planning and startup of the fiber cable project by Uninett
 - Adjusted plan for road access to the new site
- Estimated construction time for the new site is 5 years
- Estimated time for transfer of timeseries from existing to new antennas is 2-3 years.

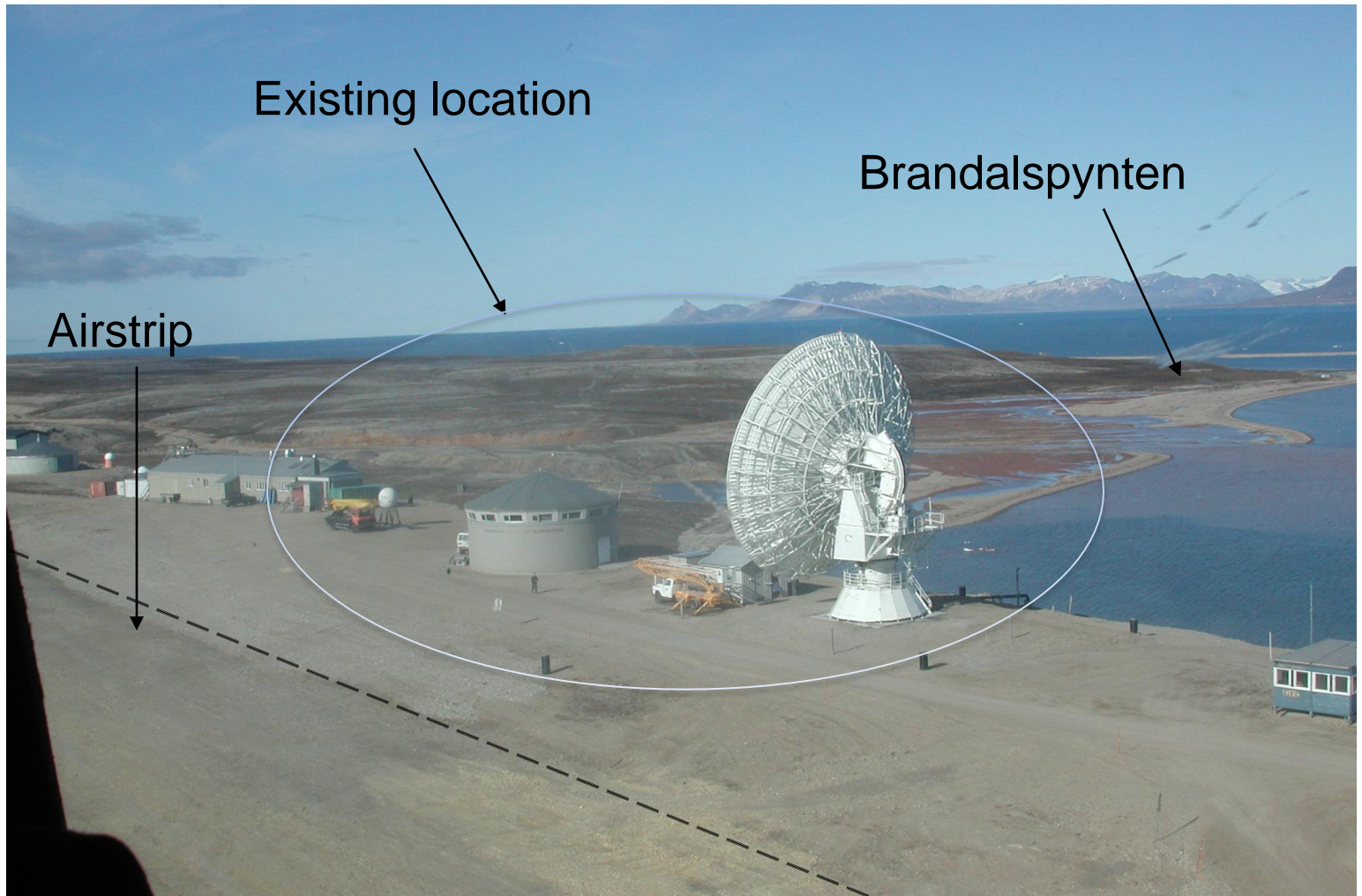


THE NEED FOR A NEW SITE

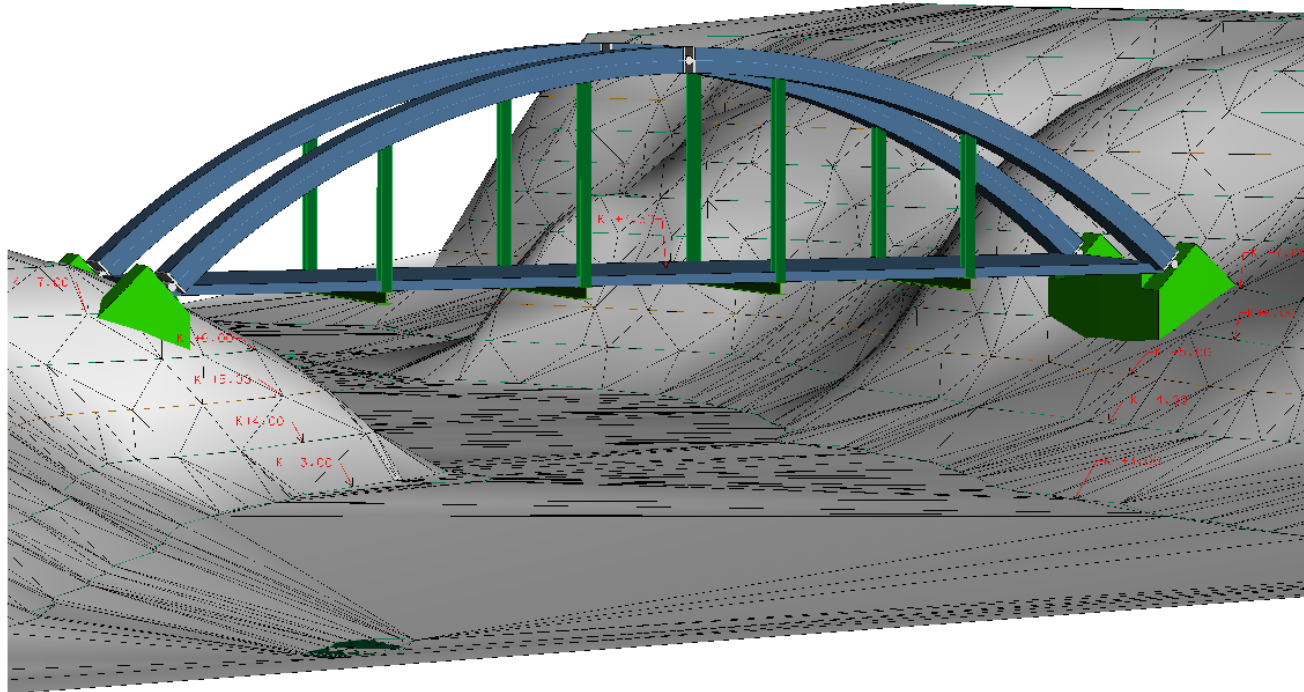
Location of a new station



THE NEED FOR A NEW SITE



BAY RIVER BRIDGE CROSSING



STATENS KARTVERK
NY-ÅLESUND
BRO OVER BAYELVA



ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

- THE AIR TRAFFIC RISK ANALYSIS
- ACCESS TO THE NEW STATION AREA
- MAPPING OF FENCED, OUTLINED OR PLANNED TERRESTRIAL STUDY AREAS
- ADJUSTMENT OF FINAL ALIGNMENT OF THE ROAD
- THE BAY RIVER BRIDGE CROSSING
- TRAFFIC RESTRICTIONS
- RESTRICTIONS ON INFRASTRUCTURE CONSTRUCTIONS
- PROTECTION OF TERRESTRIAL STUDY AREAS
- RADIO SILENCE REQUIREMENTS
- EXPECTED POWER CONSUMPTION



EIA CONTINUED

- EFFECTS ON CHANGES IN THE LANDSCAPE
- EFFECTS ON FLORA AND FAUNA
- EFFECTS ON THE CULTURAL HERITAGE
- COORDINATION WITH THE ROCKET LAUNCHING ACTIVITIES
- FIBREOPTIC LINK
- SLR AND AIR TRAFFIC SECURITY



EIA CONTINUED



- WATER SUPPLY AND SEWAGE
- EXPECTED STAFF REQUIREMENT
- EFFECTS OF TRANSPORTATION DURING CONSTRUCTION
- EFFECTS OF TRANSPORTATION DURING OPERATION
- RESTRICTIONS ON INFRASTRUCTURE CONSTRUCTIONS
- EFFECTS ON SNOW DISTRIBUTION BY THE ROAD CONSTRUCTION
- EFFECTS ON THE EXTEND OF CONTIGUOUS LANDSCAPE (INON)

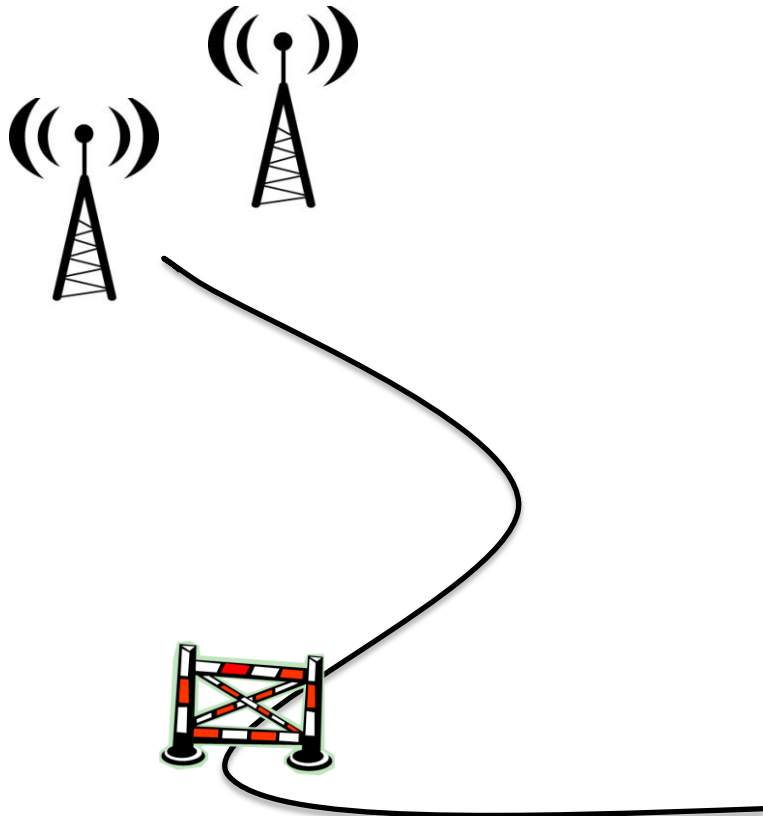


SOME ADDITIONAL FEEDBACK FROM NYSMAC MEMBERS

- Rabben as a suitable site in a longer time perspective.
- The need for closely co-located equipment.
- To what extent would the road, data and power be made available for other scientific installations?
Ministry of Environment
- Information on the fiber optic cable corridor is required for the scientific studies in the Kongsfjord area.



FIELDTRIP



ADMINISTRATIVE PROCEDURES WHICH APPLY IN CASES WHERE AN EIA IS REQUIRED.

- Section 4 of the regulations relating to environmental impact assessment and delimitation of the land-use planning areas in Svalbard (the EIA regulations) specify the administrative procedures which apply in cases where an EIA is required.

The procedure in such cases is as follows:

1. The body responsible for the undertaking starts the process by sending prior notification, with a proposed study plan for the EIA, to the Governor at the earliest possible stage.
2. The Governor determines whether an EIA is mandatory.



ADMINISTRATIVE PROCEDURES WHICH APPLY IN CASES WHERE AN EIA IS REQUIRED.

3. The Governor circulates the prior notification for comment. Minimum six weeks for responses. **The Governor will summarise the comments received and specify a final study programme within a reasonable length of time, normally no more than 10 weeks.** This is sent to the body responsible and to everyone who has commented during the consultation period.
4. The body responsible draws up the EIA as an integrated document which covers all the points in the study programme. This work can take more than a year.
5. The body responsible submits the EIA and a final application to the Governor.



ADMINISTRATIVE PROCEDURES WHICH APPLY IN CASES WHERE AN EIA IS REQUIRED.

6. The Governor circulates the EIA for comment together with the application. The deadline for comments must be reasonable, and should not be shorter than eight weeks.
7. The Governor summarises the comments and decides whether the EIA can be approved, and also decides whether to approve the application for the undertaking. The Governor can require further studies to be conducted or supplementary information to be provided. Consideration should not take longer than six weeks.



OLD SITE CLOSE TO THE AIRSTRIP

The existing antenna stands close to the airstrip in Ny-Ålesund, and the NMA asked Det Norske Veritas (**DNV**) to conduct a risk assessment of establishing new infrastructure by supplementing this unit with a new and somewhat smaller antenna, or replacing the present facility with two smaller ones. The **conclusion was that this would substantially increase the risk picture (probability of a crash) in connection with landings at the airstrip.** DNV recommended that the antenna should if possible be positioned further from the runway and at a lower height than originally proposed. The long-term perspective demanded by its operations is the main reason why the NMA is proposing the construction of a new facility about one kilometre north-west of the airstrip area.

