

HELICOPTERS

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Nordic Unmanned measures sulphur emissions in world's busiest shipping lane



Nordic Unmanned is leveraging its Remotely Pilot Aerial Systems platform to work with the European Maritime Safety Agency for the enforcement of sulphur-emission regulations in the world's busiest shipping lane, found in the strait of Pas-de-Calais, France, which borders the Strait of Dover.

Nordic Unmanned's operations with the Schiebel CAMCOPTER S-100 started on the September 23 and will continue over a three-month period. The Remotely Piloted Aircraft System (RPAS) service is offered by the European Maritime Safety Agency (EMSA) to French authorities, including the French Maritime Authority for this program.

"Beyond the complex technical integration challenges, meeting all regulatory requirements and setting up an agile operation team that can deliver safe missions – day after day in a multinational environment – is what differentiates Nordic Unmanned in a fast-growing market," said Bruno Boucher, vice president of governmental affairs, Nordic Unmanned

Nordic Unmanned is leading the program with its partner NORCE Research Institute AS, while leveraging technology and services from Schiebel and Explicit, to ensure that vessels comply with the IMO 2020 sulphur regulations. Nordic Unmanned explains should vessels utilize fuel with a sulphur concentration higher than the limitation of 0.1 per cent, they could expect an inspection at the next port of call.

Schiebel completes CAMCOPTER heavy-fuel engine tests for RAN

"We are very focused on supporting environmental authorities in enforcing the SO2 regulation to reduce marine air pollution," said Knut Roar Wiig, CEO, Nordic Unmanned. "To be able to do so in the busiest shipping lane in the world is very important and satisfying for us."

Wiig continues to explain France is the fourth country in Europe where Nordic Unmanned has received a permit to fly a unmanned aircraft with MTOW greater than 150 kg beyond visual line of sight (BVLOS), in different classes of civilian airspace. "Our industry is still in the early exciting days, and the potential for the use of unmanned technology now, and in the future, are tremendous," he said.