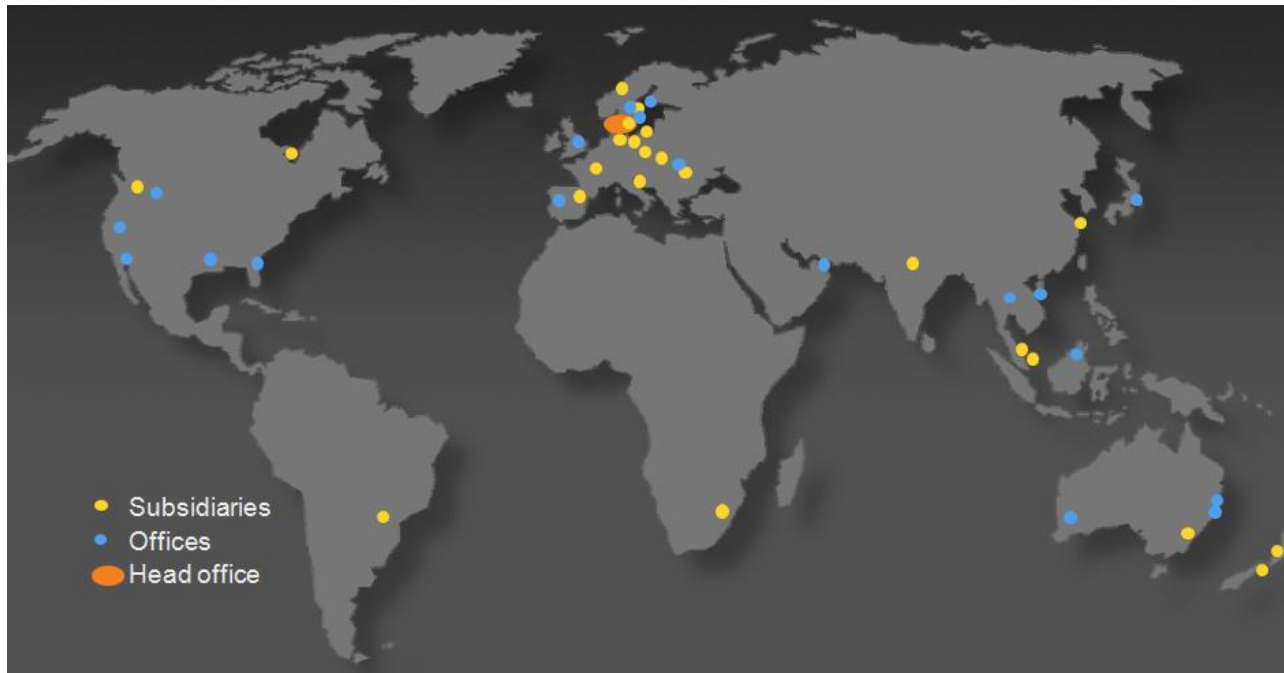


# Multi-sensor bird detection system



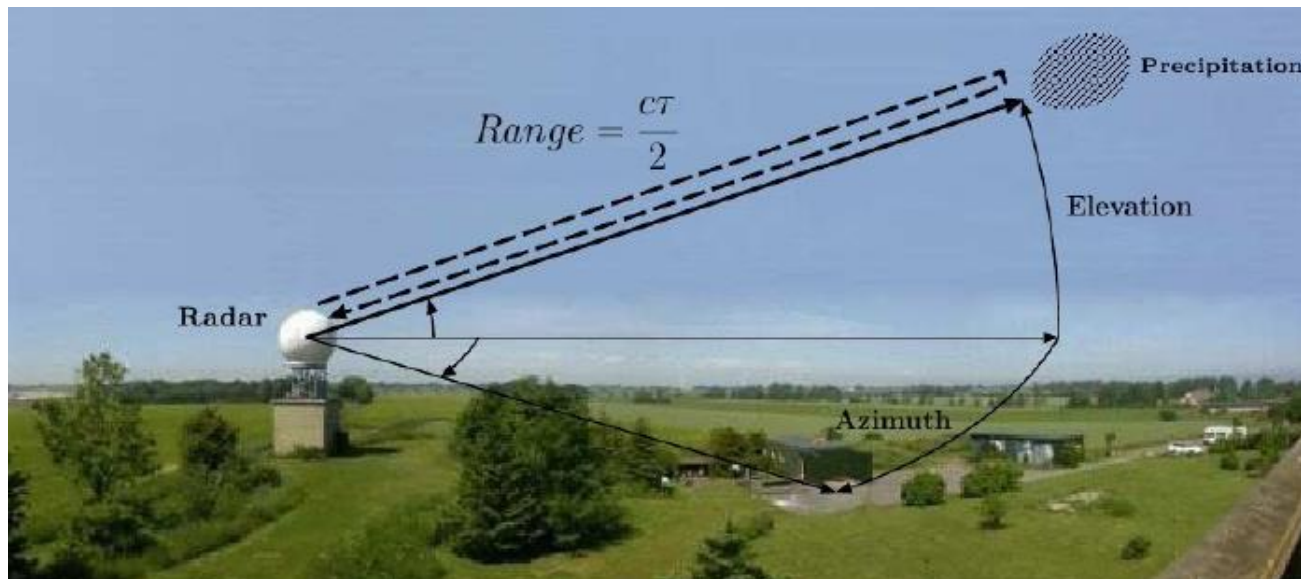
**Henrik Skov – DHI**

**HSK@DHIGROUP.COM**



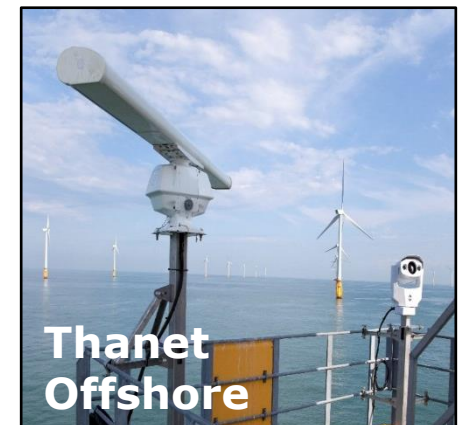
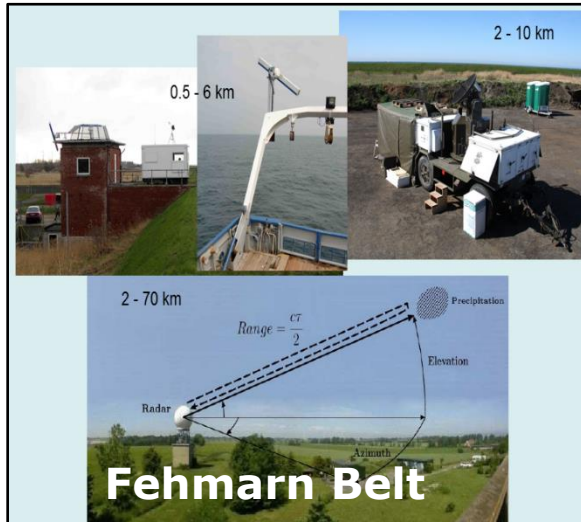
- Research-based (100 man years own R&D)
- 1100 staff (850 MSc/PhD)
- Turnover 100 mio. € (75% international)
- R&D core funding from Ministry of Science (5%)
- Offices in 25 countries (65 pct of staff)
- Representation in further 40 countries
- Private, no owners, not-for-profit

# DHI bird and bat detection systems





# DHI bird radar systems



# Fehmarn Belt Fixed Link studies 2008 - 2015

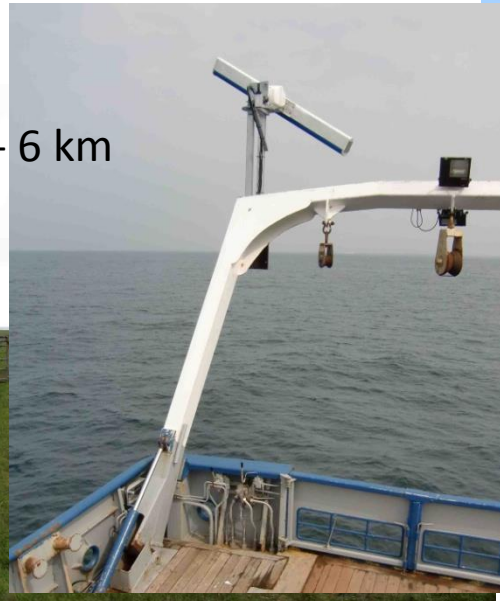




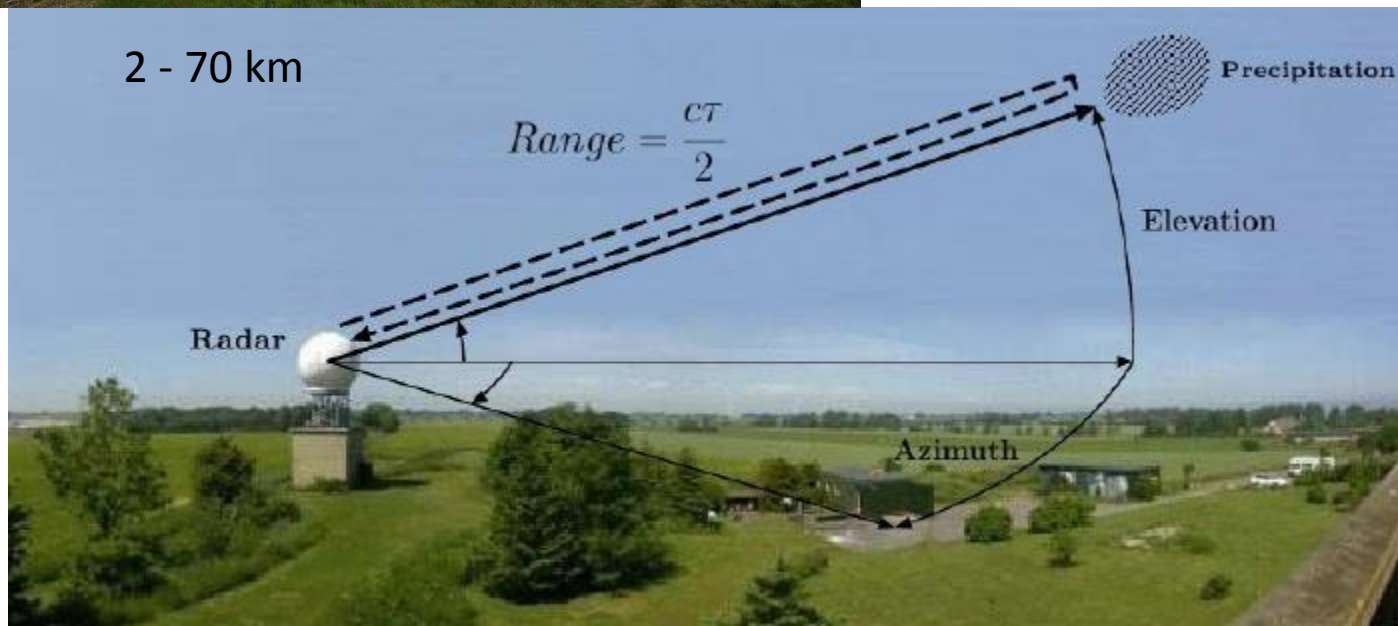
# Fehmarn Belt Fixed Link – tests of multiple radars



0.5 - 6 km



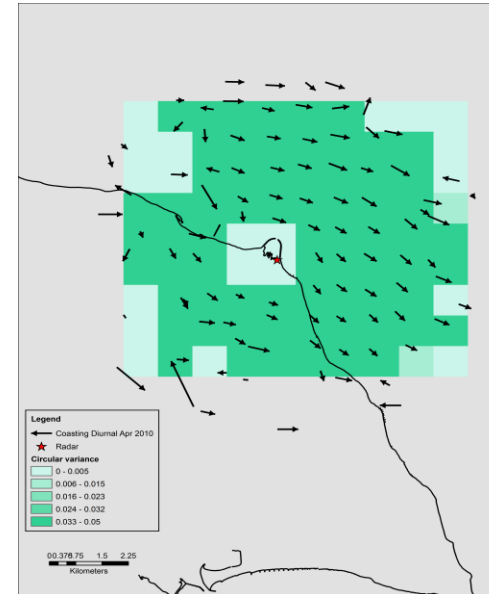
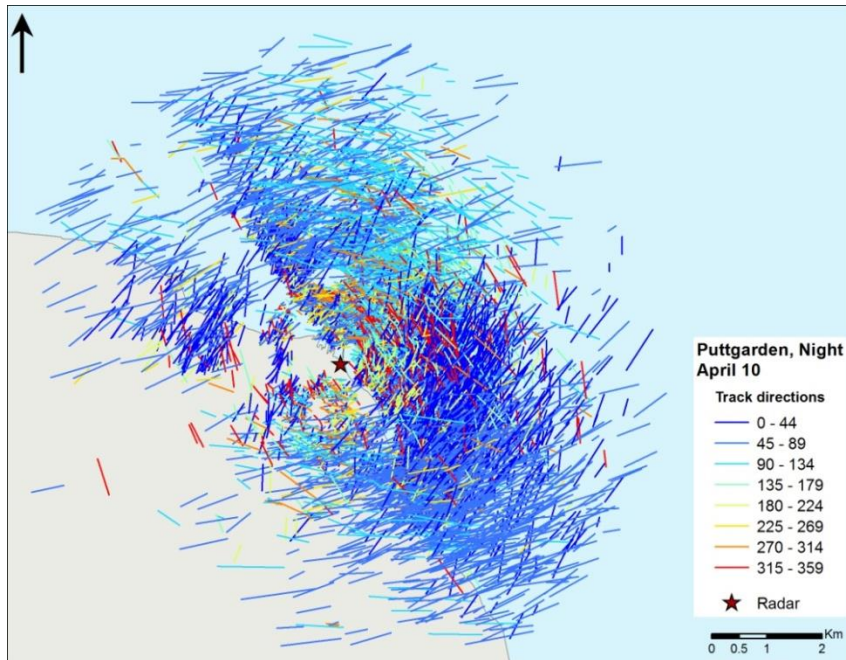
2 - 10 km



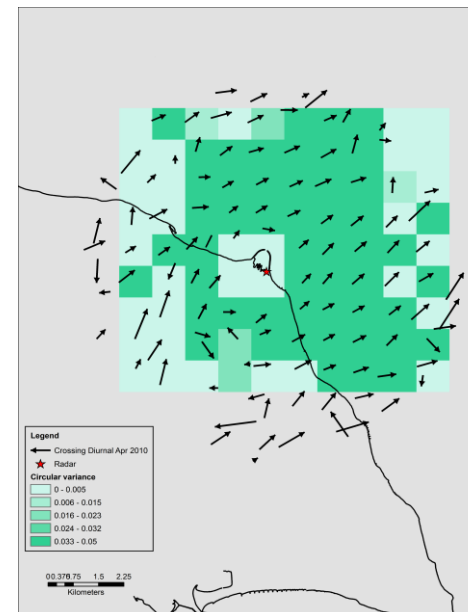
2 - 70 km



# Fehmarn Belt Fixed Link – flight patterns



Coasting  
Apr 2010

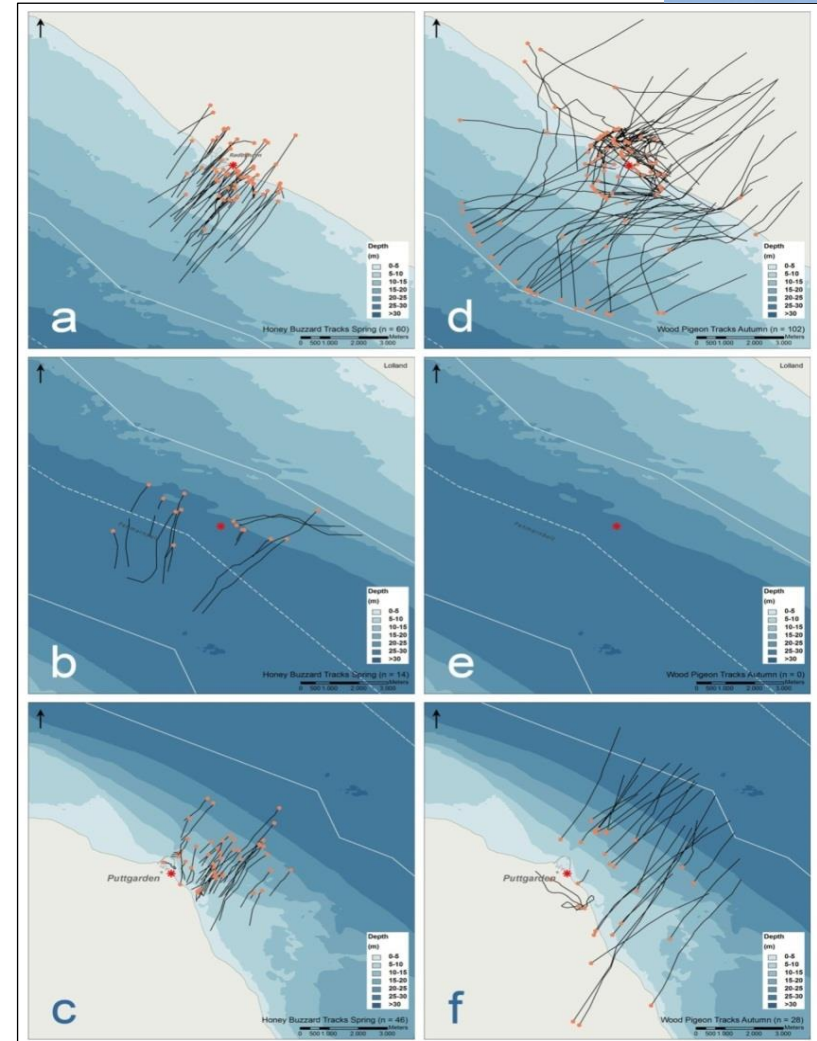
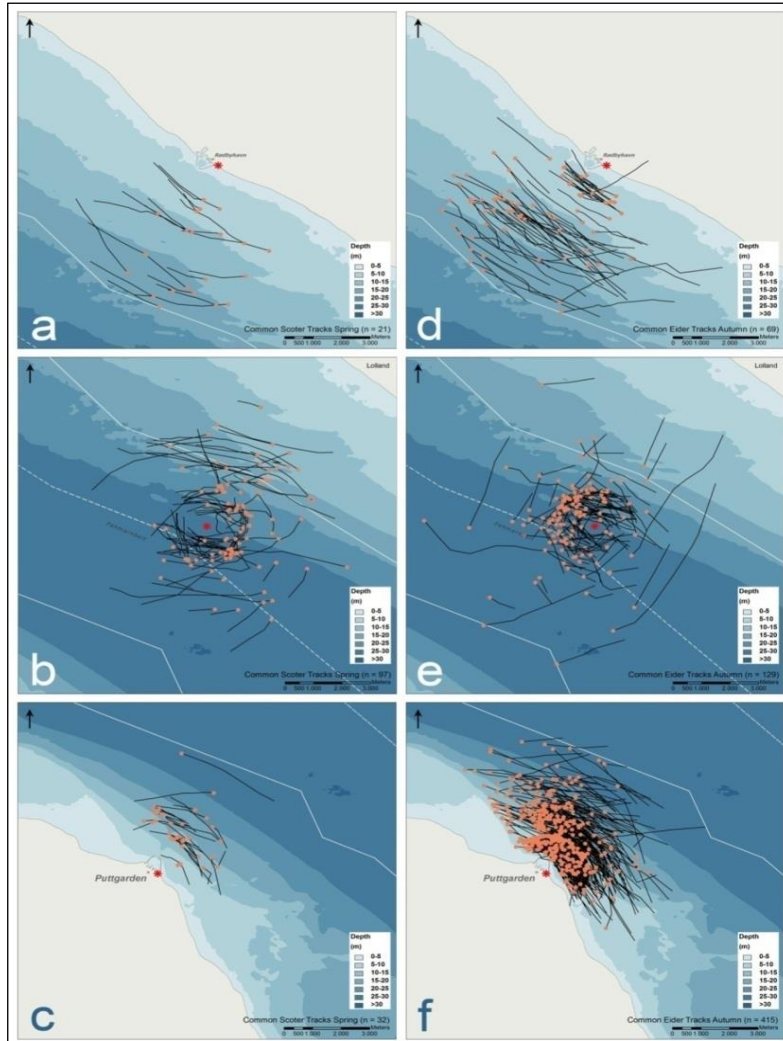


Crossing  
Apr 2010

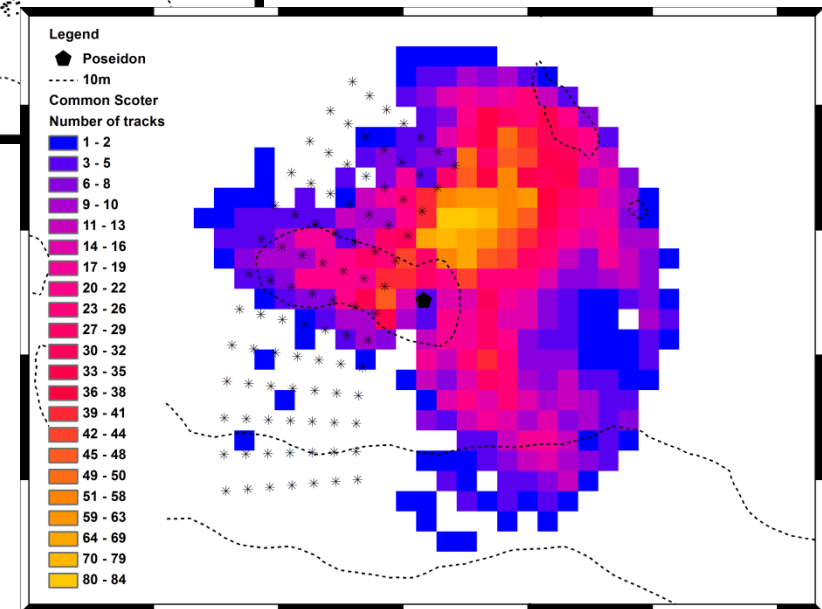
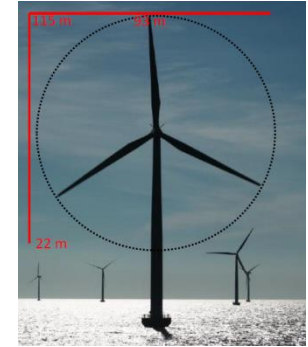
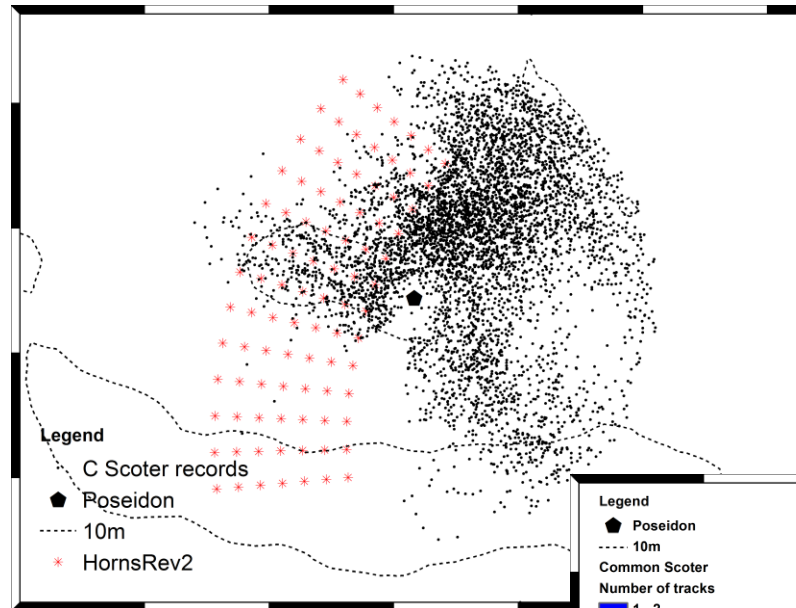


## Common Eider Common Scoter

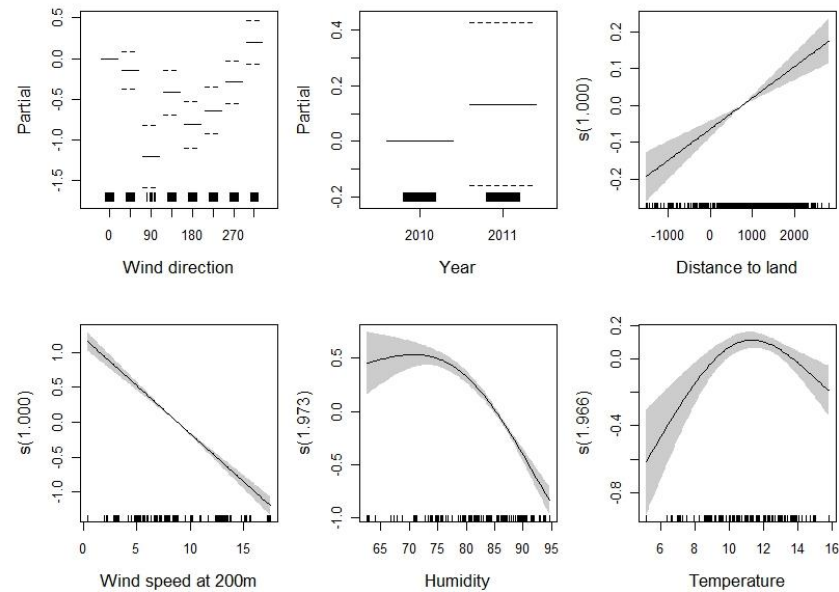
## Honey Buzzard Wood Pigeon



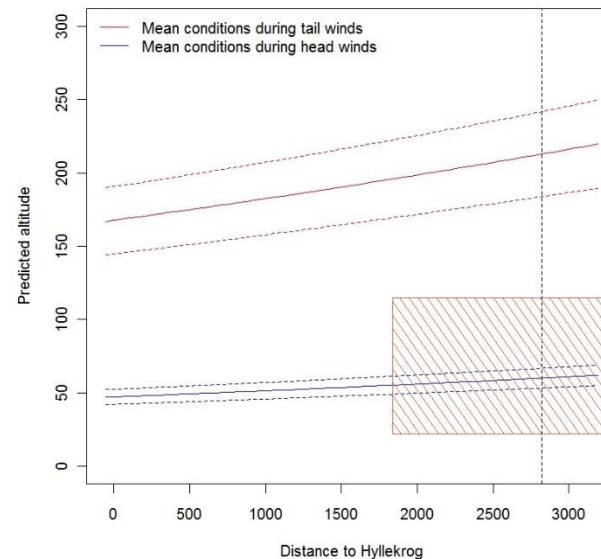
# Monitoring at offshore wind farms – collision risks



# Collision risks for protected species



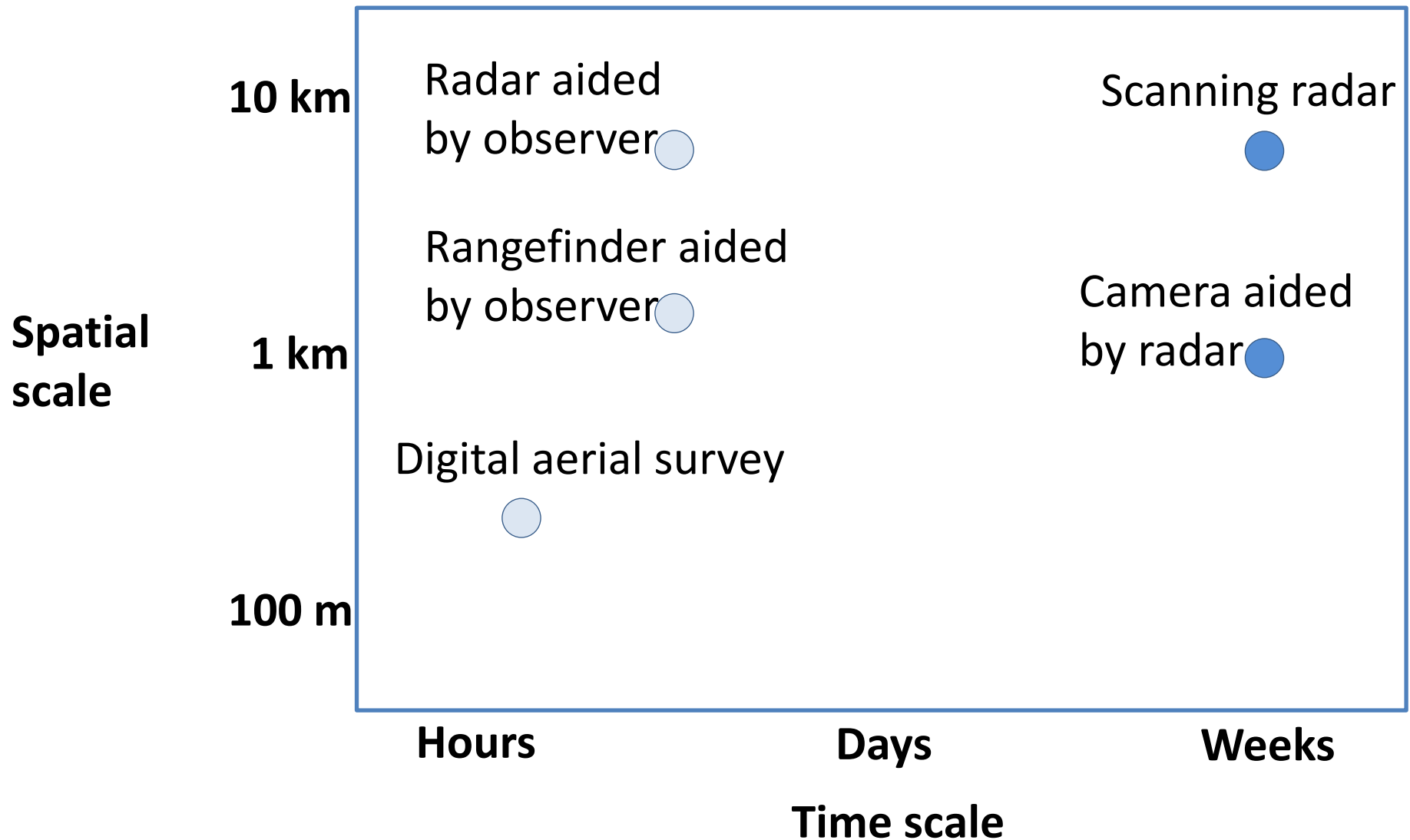
Red Kite



Source: Skov & Heinänen 2015;  
Predicting the  
weather-dependent  
collision risk for Birds  
at Wind Farms.  
Wind & Wildlife Proc.  
Springer Science

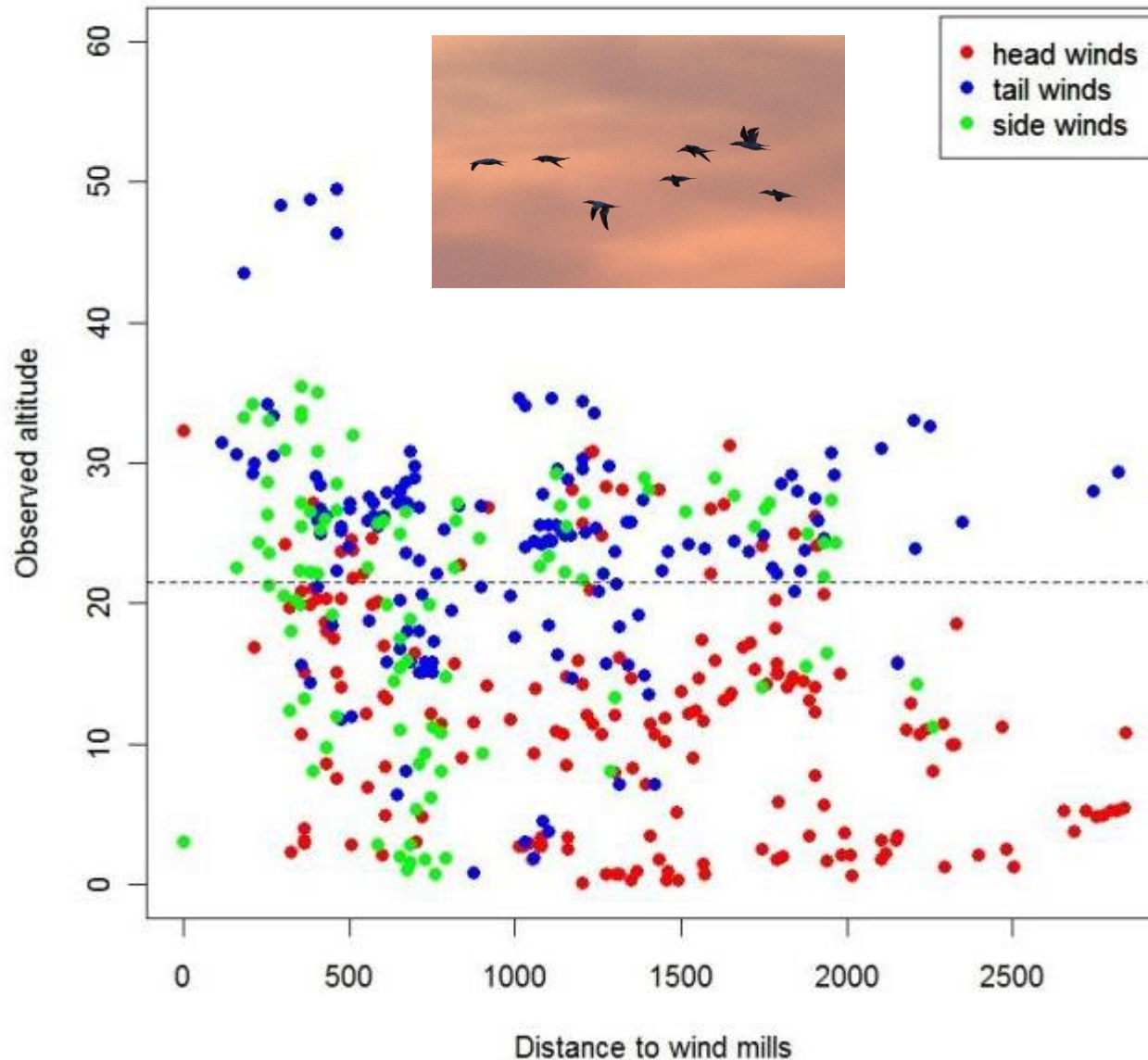






# Need for long-term deployment

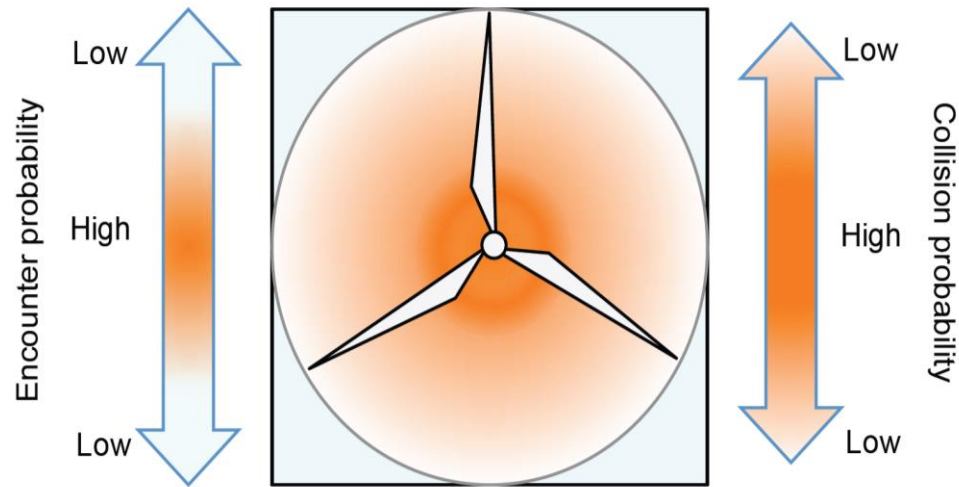
## Gannet



Data from Horns Rev 2  
Offshore Wind Farm,  
North Sea

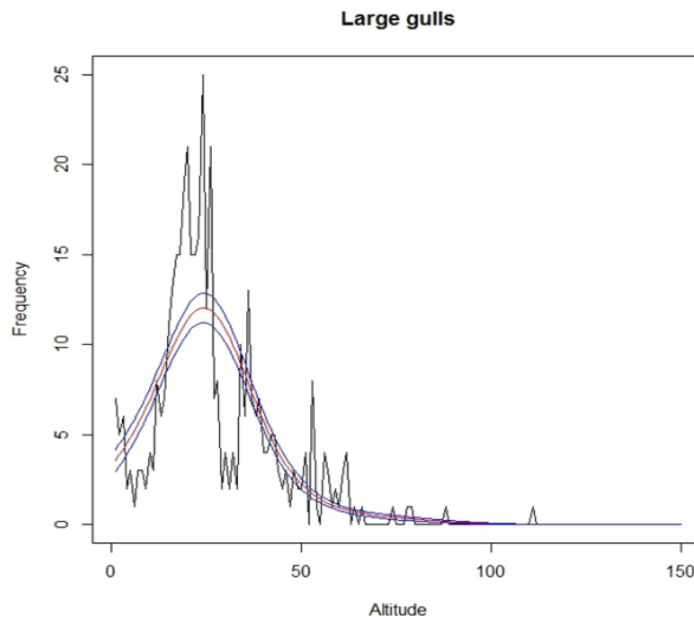
Source: Skov & Heinänen 2015;  
Predicting the weather-  
dependent collision risk for Birds  
at Wind Farms.  
Wind & Wildlife Proc. Springer  
Science

# Need for high-resolution 3D data



## Calculating the Collision rate

Collision risk = flux of birds flying through the rotor height × collision probability × proportion of wind farm operational time × avoidance rates

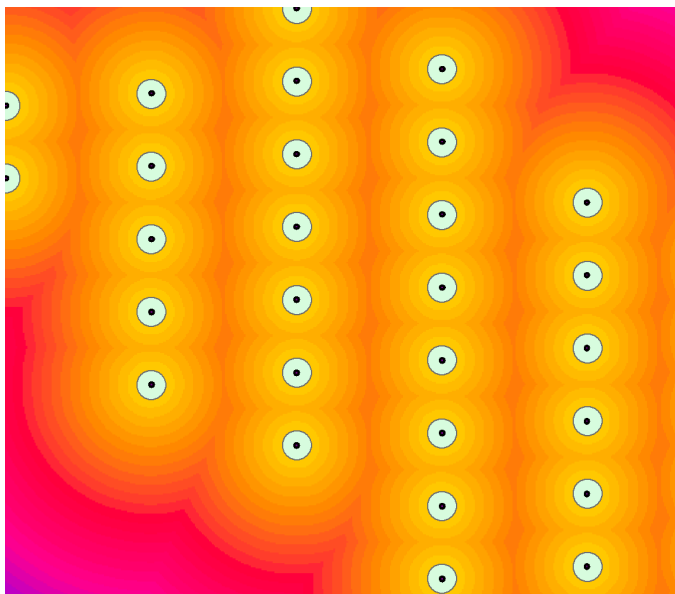
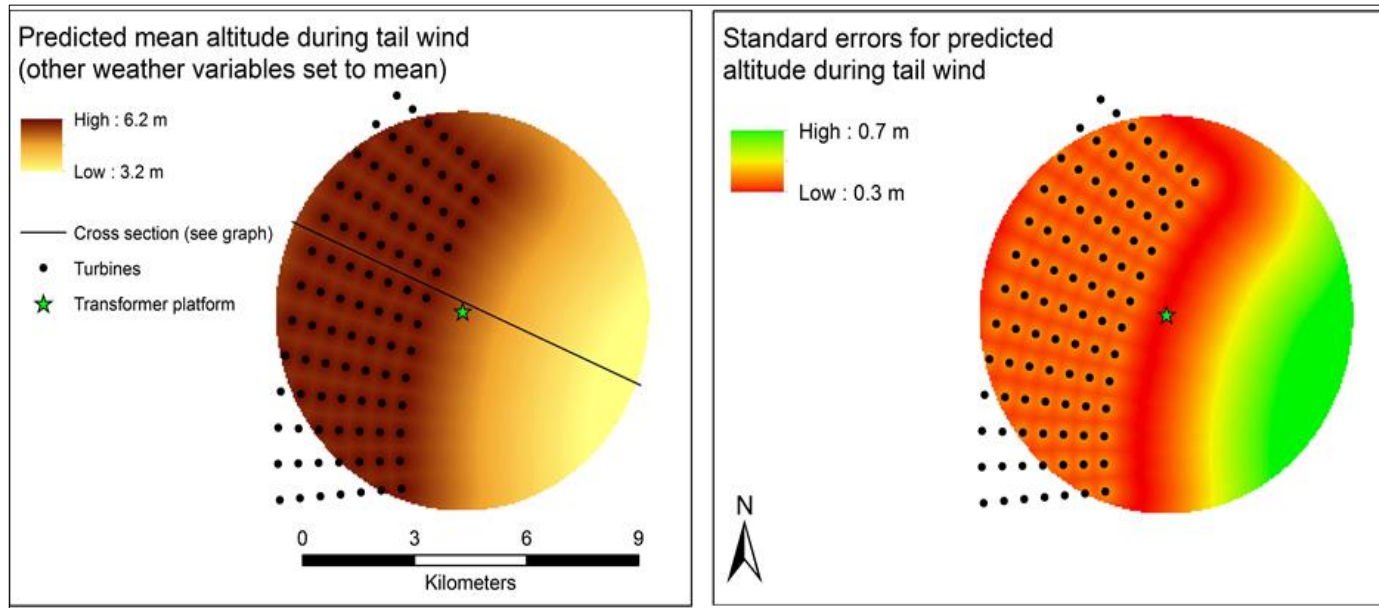


Extended Band Model (2012):

Detailed flux and collision probability calculated for different parts of the rotor



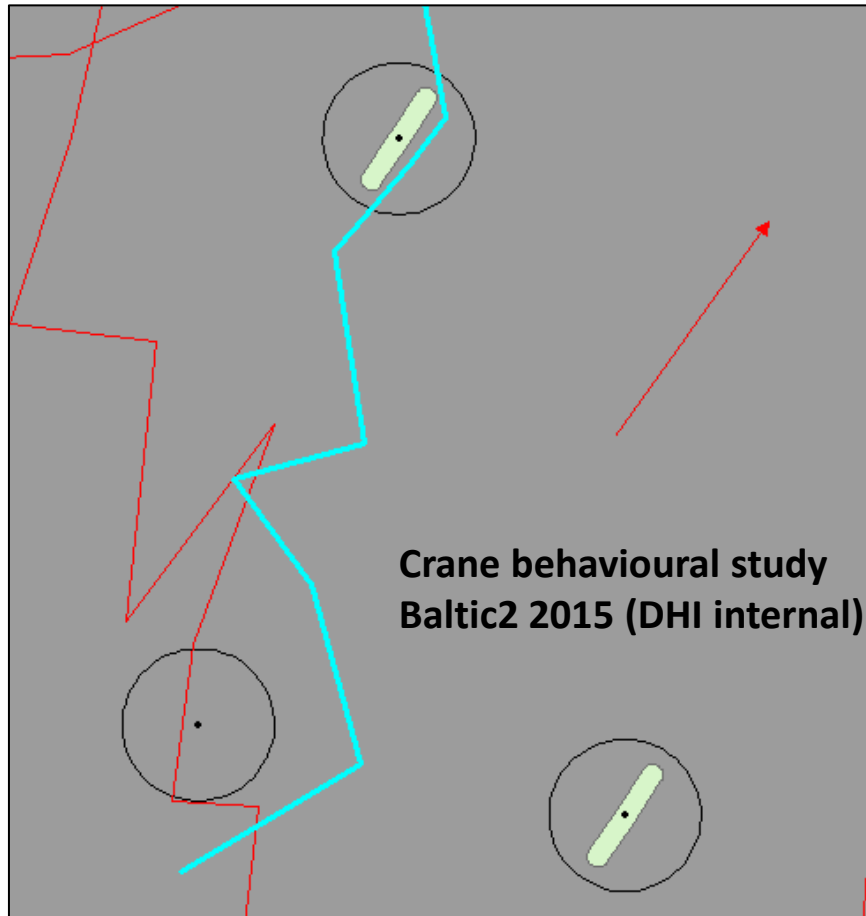
# Need for data collection at multiple scales



**Avoidance rate =**

$$1 - (1 - \text{Macro}) * (1 - \text{Meso}) * (1 - \text{Micro})$$

**Judgement of meso and micro avoidance requires assessment of flight tracks *in situ* with orientation of rotor**



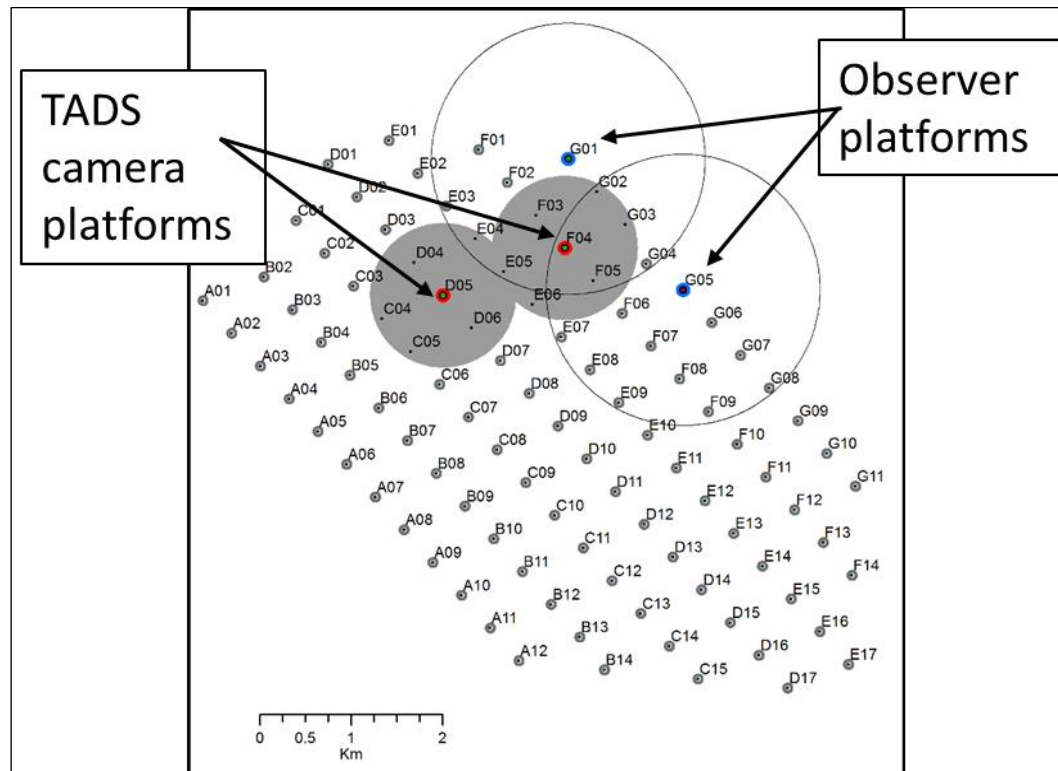
## Offshore Renewable Joint Industry Programme (ORJIP)

Objective: To improve the evidence base informing bird collision avoidance rates to inform consenting decisions





Combination of observer-aided and automated tracking at species level



## Target species:

- Northern Gannet
- Lesser Black-backed Gull
- Herring Gull
- Great Black-backed Gull
- Black-legged Kittiwake

# Recording behavioural reactions of seabirds

	Species identification	Macro avoidance	Horizontal meso avoidance	Vertical meso avoidance	Micro avoidance	Collision events
Observer						
SCANTER 5000 radar						
LAWR 35 radar						
Laser <u>rangefinder</u>						
TADS <u>camera</u>						



Horns Rev 2

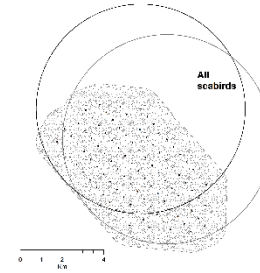


Horns Rev 2

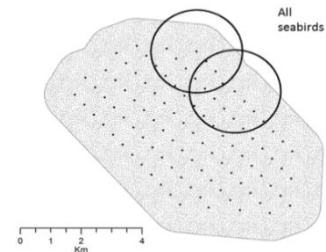
## Radar



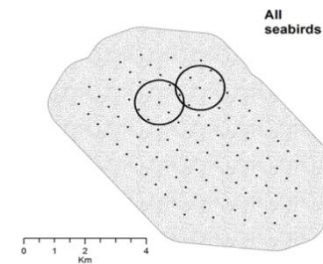
## Detection



## Rangefinder

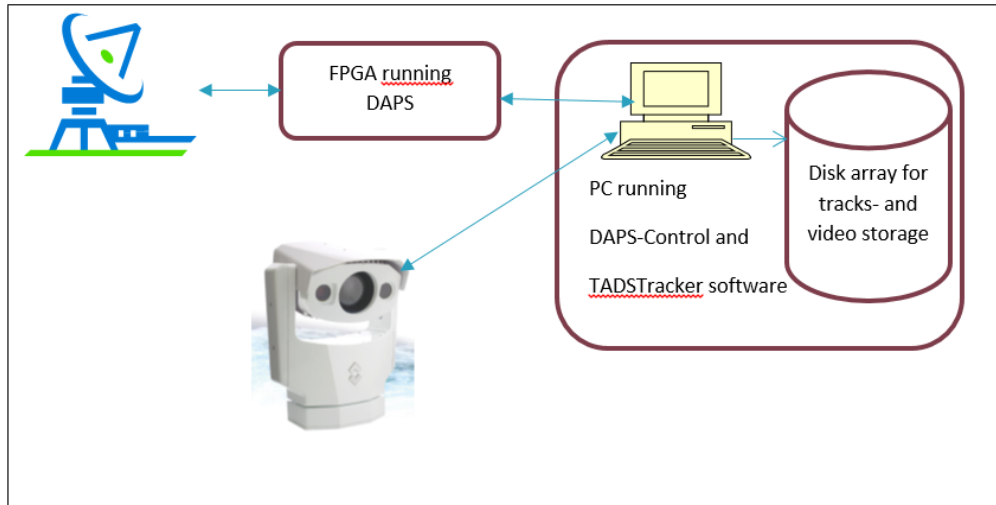


## Camera



# Innovation: radar-camera integration

## Digital integration of radar and thermal digital camera



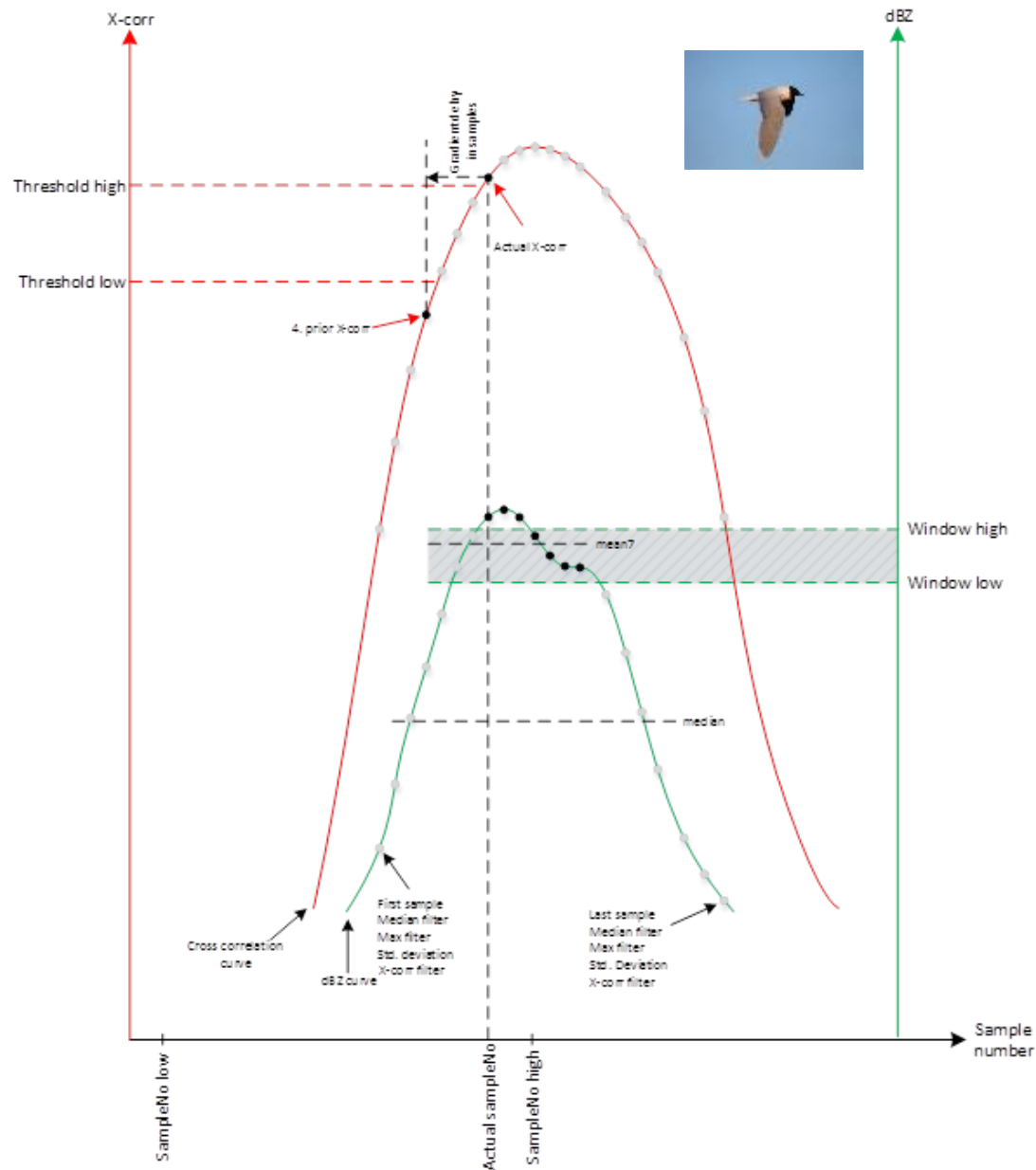
TVADS (Thermal-Visual  
Animal-Detection-System)

FPGA-controlled  
Tracking unit





# Characterisation of bird signals



## Visual and thermal sensors



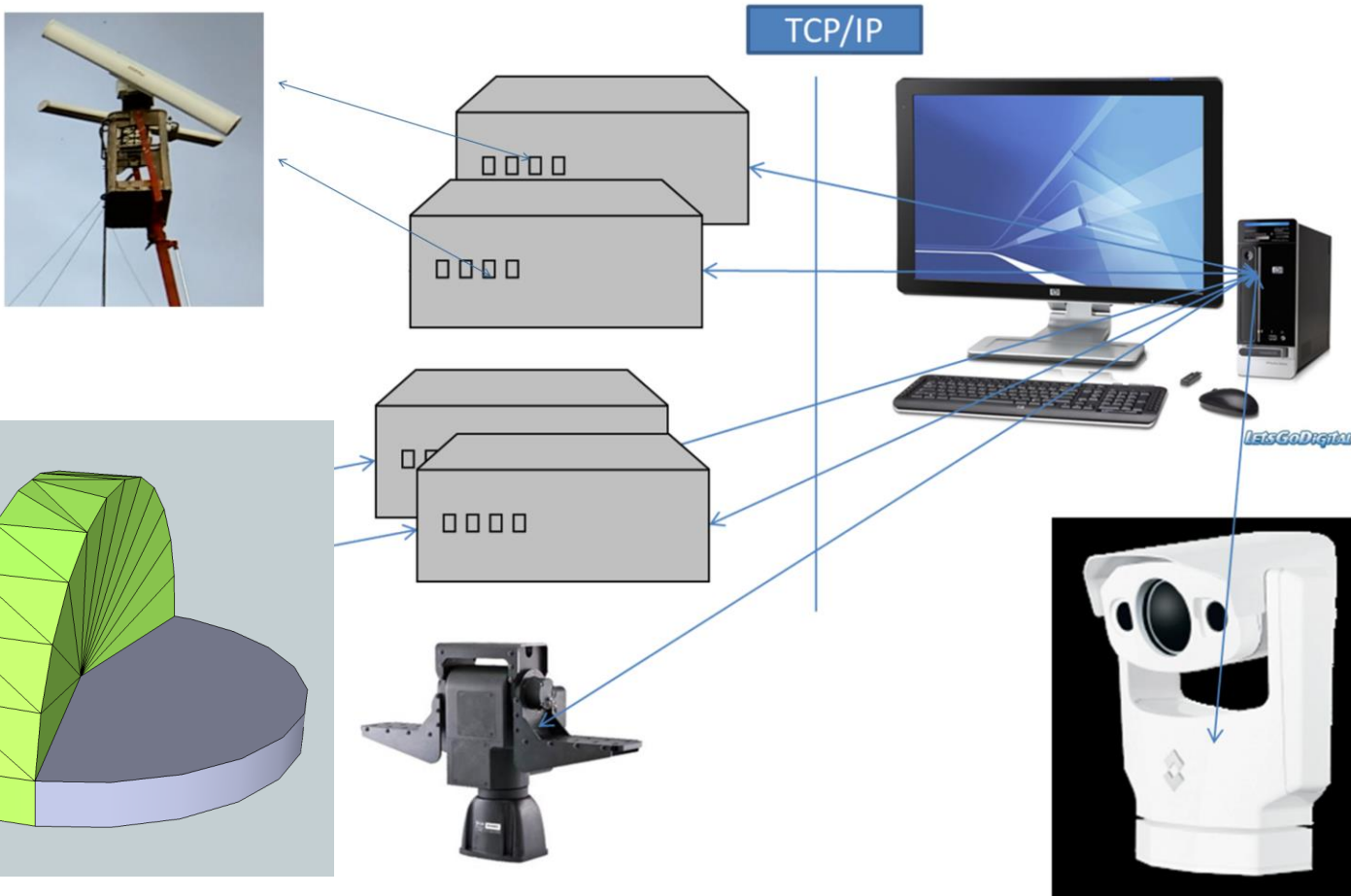
# TVADS species detection and identification



	Thermal
Great Cormorant	600m
Grey Heron	600m
Swans	600m
Seaducks	450m
Oystercatcher	350m
Common/Arctic Tern	300m
Small gulls	400m
Large gulls	500m
Passerines	100m

	Visual
Great Cormorant	800m
Grey Heron	800m
Mute Swan	800m
Common Eider	700m
Oystercatcher	600m
Common/Arctic Tern	500m
Black-headed Gull	600m
Common Gull	600m
Herring Gull	700m
Great Black-backed Gull	700m
Skylark	300m
Barn Swallow	300m

## Horizontal and vertical coverage





Thank you !

