CLAIMS:

1. A computerized method of positioning a vehicle, the method configured to be performed by a computerized positioning system comprising a processing circuitry, the method comprising performing the following by the processing circuitry:

a. receive first information indicative of at least one transmission,

wherein the transmission is associated with at least one object,

wherein the first information comprises at least one item of object first position information associated with the at least one object,

wherein the at least one item of object first position information is indicative of an absolute position of the at least one object;

b. receive second position information of the at least one object, the second position information being indicative of a second relative position of the at least one object with respect to the vehicle;

wherein the receiving of the second position information comprises receiving second position information indicative of a second relative position of at least one second object with respect to the vehicle; and

c. determine a derived position of the vehicle, based at least on the first information and on the second position information;

wherein the determining of the derived position of the vehicle comprises determining a derived absolute position of the vehicle,

wherein the determining of the derived absolute position of the vehicle comprises:

i. performing a first matching of an object second relative position, of at least one second object, with the at least one item of object first position information, comprised in the first information, associated with the at least one first object,

thereby deriving absolute position information of the at least one second object;

ii. setting each matched second object of the at least one second object to constitute a corresponding object of the at least one object; and

iii. determining the derived absolute position of the vehicle based at least on absolute position information of the corresponding object and on the at least one object second relative position,

wherein the derived position of the vehicle is capable of being utilized to facilitate a correction in a reported position of the vehicle,

wherein the reported position of the vehicle is based on at least one Global Navigation Satellite Systems (GNSS) signal received by at least one GNSS receiver associated with the vehicle.

2. The computerized method of claim 1, wherein the method further comprising:

d. determining a deviation between the derived position and the reported position of the vehicle.

3. The computerized method of claim 2, wherein the method further comprising at least one of the following:

e. sending an alert indicative of the determined deviation; and

f. sending a correction instruction to correct the reported position of the vehicle, thereby deriving a corrected reported position of the vehicle.

4. The computerized method of claim 3, wherein the alert is sent to at least one of: a user interface associated with a human operator; an autonomous navigation system; and an external system,

wherein the instruction is sent to at least one of: a user interface associated with a human operator; an autonomous navigation system; an external system.

5. The computerized method of any one of claims 3 to 4, wherein the method further comprising at least one of the following:

g. navigating the vehicle based on the corrected reported position of the vehicle; and

h. performing at least one repetition of the method,

the repetition thereby enabling a tracking of the corrected reported position.

6. The computerized method of any one of claims 1 to 5, wherein at least one of the following is true:

(A) the first information comprises at least one item of object identification information of the at least one object;

(B) the derived position is capable of being utilized in a case of a disruption associated with the at least one GNSS signal;

(C) the at least one received GNSS signal and the at least one GNSS receiver are associated with at least one of the following technologies: Global Positioning System (GPS), Global Navigation Satellite System (GLONASS) and Galileo;

(D) the transmission is received from at least one of a transmitter and a transponder that are associated with the at least one object;

(E) the vehicle is associated with a receiver configured for receiving the transmission;

(F) the object first position information associated with the at least one object comprises GNSS position information of the at least one object;

(G) the object first position information associated with the at least one object;

(H) the receiving of the first information comprises receiving an internet feed indicative of the first information,

wherein the determining of the derived position of the vehicle is based at least on the internet feed; and

(I) the vehicle is associated with at least one sensor,

wherein the second position information is based on sensor data obtained from the at least one sensor,

wherein the second relative position comprises a range of the at least one object and at least one relative angle of the at least one object.

7. The computerized method of claim 6, wherein at least one of the following is true:

(i) the disruption comprises least one: of jamming, interference or spoofing of the at least one GNSS signal, GNSS receiver failure, GNSS antenna failure;

(ii) the transponder is an Automatic Identification system (AIS) transponder;

(iii) the object identification information of the at least one object comprises at least one of: a MMSI (Maritime Mobile Service Identity); a name of the at least one object; and a call sign of the at least one object;

(iv) the internet feed comprises an internet update of AIS information;

(v) the internet feed is received from at least one satellite;

(vi) the at least one sensor comprises at least one of: a Radio Detection and Ranging (RADAR) system; an Identification Friend or Foe (IFF) system; and Automatic Dependent Surveillance–Broadcast (ADS-B) system; and

(vii) the at least one sensor comprising a range finder and at least one imaging sensor.

8. The computerized positioning method of claim 7, wherein at least one of the following is true:

(I) the first matching is based on the at least one item of object first position information, and the object relative second position, being indicative of a same position, within a defined tolerance;

(II) the at least one object comprises a plurality of objects,

wherein said step (c)(iii) comprises determining the derived absolute position of the vehicle based at least on absolute position information of a plurality of corresponding objects and on object second relative positions of the plurality of corresponding objects;

(III) the first matching comprises comparing a first map and a second map,

the first map being indicative of the at least one item of object first position information,

the second map being indicative of the at least one object second relative position.

(IV) the setting each matched second object comprises: performing a second matching of the at least one object, with the at least one second object, based on the first matching.

9. The computerized method of claim 8, wherein the setting each matched second object further comprising:

associating the object identification information of the each matched second object with the corresponding object of the at least one object.

10. The computerized method of any one of claims 7 to 9, wherein the at least imaging sensor comprising at least one camera.

11. The computerized method of any one of claims 1 to 10,

wherein the at least one object comprises a plurality of objects,

wherein the determining of the derived position of the vehicle is based on an intersection of second relative positions of objects of the plurality of objects.

12. The computerized method of any one of claims 6 to 11,

wherein the at least one object comprises a plurality of objects,

wherein the determining of the derived position of the vehicle in said step (c) further comprises:

i. for each object of the plurality of objects, determining a quality metric associated with a corresponding item of object identification information; and

ii. performing at least one of the following:

(1) select objects of the plurality of objects, to be utilized in the determining of the derived position, based on the quality metric of the each object; and

(2) assigning an object weight of the each object, based on the quality metric, and determining the derived position at least based on the object weight.

13. The computerized method of claim 12, wherein the quality metric of the each object is based at least on a level of geographic reasonableness associated with a corresponding item of object first position information of the each object.

14. The computerized method of any one of claims 12 to 13,

wherein the determining of the derived position in said step (c) further comprises the following:

iii. defining a plurality of unique sub-sets of objects of the plurality of objects;

iv. performing an interim position determination, based on a sub-set of the plurality of unique sub-sets,

v. thereby obtaining an interim value of the derived position of the vehicle

vi. determining a position weight associated with the interim value;

vii. repeating said steps vi to viii for each sub-set of the plurality of unique sub-sets,

thereby deriving a plurality of interim values associated with corresponding position weights; and

viii. weight the plurality of interim values, based at least on the corresponding position weights,

thereby deriving a final value of the derived position of the vehicle, the final value constituting the derived position of the vehicle.

15. The computerized method of claim 14, wherein at least one of the following is true:

(a) the defining of the plurality of unique sub-sets is based at least on the selecting of the objects to be utilized; and

(b) the determining of the position weight is based at least on a corresponding object weight of each object in the sub-set.

16. The computerized method of any one of claims 1 to 15, wherein at least one of the following is true:

(i) the determining of the derived position of the vehicle utilizes a geo-registration process;

(ii) the method further comprising, in a case where the second position information is indicative of an insufficient number of the at least one object, sending an instruction to the vehicle to increase the altitude; and

(iii) the method further comprising, in a case where the second position information is indicative of an insufficient number of the at least one object, sending an instruction to the vehicle to move to a geographical area comprising a larger number of objects.

17. The computerized method of any one of claims 1 to 16, wherein at least one of the following is true:

[1] the at least one object is one object;

[2] the vehicle is an airborne vehicle;

[3] the airborne vehicle is a patrol aircraft

[4] the airborne vehicle is an Unmanned Aerial Vehicle (UAV);

[5] the at least one object comprises at least one water-borne vehicle;

[6] the at least one water-borne vehicle comprises at least one ship; and

[7] the at least one object comprises at least one fixed-position object.

18. A computerized positioning system associated with a vehicle, the computerized positioning system comprising a processing circuitry, the processing circuitry configured to perform the method of any one of claims 1 to 17.

19. A non-transitory computer readable storage medium tangibly embodying a program of instructions that, when executed by a computerized positioning system, cause the computer to perform the method of any one of claims 1 to 17.