

DRAFT

Opening Remarks

John Beukers, President

It is with a great deal of appreciation and gratitude that I have the pleasure of welcoming you to the International Loran Association's 30th Convention and Technical Symposium. It is also with understanding that I accept the apologies of those who decided not to be with us on this occasion due to the extenuating circumstances of the hijackings and appalling terrorist attacks on New York and Washington on September 11th. We are sure that you will understand if some of us have to do double duty by making presentations for others unable to make it on this occasion.

The ILA 30th Convention takes place with a backdrop of unprecedented events will surely have a direct impact on the future of services to provide positioning, navigation and precise time.

On May 15th the Steering Committee of the Northwest Europe Loran-C System (NELS) issued a statement indicating that the signatories to the intergovernmental treaty would be unlikely to renew the agreement when it expires in 2004 making it necessary to find an alternative administration or face the demise of the service

After almost two years of being withheld the report of the study to define the vulnerabilities of GPS conducted by the Volpe National Transportation Systems Center was released to the public on September 10th.

Within hours following the release of the GPS Vulnerability Report and without warning the worst and unimaginable incident of terrorist activity took place before our very eyes in New York City, Washington, DC and Pennsylvania. Four meticulously planned and executed suicidal hijackings of civilian aircraft took place converting them into lethal weapons that killed thousands of innocent unsuspecting civilians and creating extraordinary destruction.

Putting aside the enormity of the human tragedy, property damage and economic disruption we now have three inextricably linked events that will permeate this conference. They are relevant to many of the presentations to be made during the next three days and discussions about them that are sure to take place. Some have been critical of my linkage between the vulnerability study findings and the subsequent terrorist attack. That

DRAFT

heinous act taught us that the perpetrators will stop at nothing; the Volpe study finds that GPS will become an increasingly tempting target as its civil uses proliferate. That is the linkage and the wake up call.

Added to the concern is the fact that GPS has become the main source for precise time that controls the communications infrastructure. The Volpe study clearly identifies this threat stating that an interruption of the GPS service cannot be ruled out recommending a reassessment of the role of Loran-C services in the United States. This threat now needs to be addressed in Europe.

Let me focus on the NELS Steering Committee Statement issued earlier this year. Due to prior commitments Dr. Ulrich Klinge, Chairman of the Committee sends his apologies for being unable to attend the Convention but asked me to provide some background for the decision of the signatories to the current treaty not to renew the agreement. I will be brief because Terje Jørgensen, Chief of the NELS Coordinating Office will be providing the historic details that led to the Treaty, the current status of NELS and what he sees as the future for Loran-C in Europe.

Following the transfer of Loran-C assets from the United States to host nations in 1994, the marine agencies of the NELS nations, at considerable expense, have upgraded the assets and for the last 7 years have worked diligently to bring Loran-C to operational status. Within the last year Loran-C data communications, known in Europe as Eurofix has been added to four of the seven transmitters in the network. European Loran-C/Eurofix is now operational. In spite of this accomplishment, the marine agencies of the six participating nations have concluded that a marine requirement for Loran-C no longer exists based on the availability of GPS and several years hence GNSS that will incorporate the European Galileo satellite constellation. So it is important to recognize that the NELS decision to discontinue support of Loran-C has been made on the basis of predominately marine use.

The question arises as to what to do with the Loran-C operational asset. At a meeting earlier this year called by the European Commission to present the results of a study on the need for Loran-C it was evident that the Commission had little or no interest in the system leaving as the only suggested alternative to be a Public Private Partnership (PPP). A few weeks ago this proposal, essentially for land use, might have had some merit but

DRAFT

today, recalling the horrifying events of September 11, private interest in what has now become a critical European asset is seen to be inappropriate. Encryption to assure revenue generation or any other means of cost recovery is inconsistent with a critical national resource.

Another alternative is needed. I would suggest to you that if the NELS organization does not recognize the need for an alternative system in the event of the loss of GPS (or in the future Galileo) for marine use then an alternative entity should be sought at the earliest possible moment to take over the Loran-C infrastructure critical to European security. One possibility would be NATO that includes Russia as a Partner Country providing the opportunity to link Chayka with the current NELS system.

During the Technical Symposium you will hear from both sides of the Atlantic how Loran-C can be employed to transmit data. In Europe, Eurofix is operational on four of the seven NELS transmitters and in the Far East on one transmitter. In the United States an alternative method of modulating the loran transmissions is being tested that supports a higher data rate sufficient to transmit the WAAS message. It is natural that the different methods have their supporters and detractors but it is hoped that the merits of both schemes receive a fair hearing and debate during this Technical Symposium.

Our 30th Convention and Technical Symposium takes place at the convergence of major technical, administrative and political issues. It is my steadfast belief that members of the International Loran Association are well qualified and have the will to ensure that national administrations are properly informed so as to make decisions that will not expose the public to inconvenience and loss of life.

In an unusual move, I am posting a draft of a Resolution that we will adopt at the end of this Convention. The purpose of putting the “Cart before the horse” is to provide a living document that can be amended by suggestion during the course of the Technical Sessions with the aim to simplify its adoption.

It is great pleasure that I now introduce our Keynote Speaker, Torsten Kruuse, Secretary General of the International Association of Lighthouse Authorities, a position that he has held since 1994.

DRAFT

He joined IALA in 1993 after a long career in the Royal Danish Navy, as Head and marine superintendent of the Danish State Railways Ferries and Director General of the Royal Danish Administration of Navigation and Hydrography. In the latter administration he was in charge of all aids to navigation including the radionavigation systems, for Denmark, Greenland and Faeroes Islands. His responsibilities also included the Danish lifeboat service, pilotage and, as Hydrographer, the Hydrographic Service.

Mr. Kruuse holds a Master's Certificate from the Navy and is a certified auditor in quality assurance assessment under the ISO 9000 standard.

We are indebted to Mr. Kruuse for providing the IALA administrative staff to help arrange this Conference and assist me with my totally inadequate grasp of the French language.

Mr Kruuse.....