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**Coast Guard - Cyber Maritime Risk Management:** The Coast Guard recently began publishing a new maritime cyber bulletin to facilitate a greater understanding of the threats and hazards that impact the marine transportation system. Coast Guard cyber maritime bulletin 004-16 is now available on Coast Guard Homeport. The bulletin provides information on open source reporting, highlights cyber vulnerabilities associated with certain model(s) of Voyage Data Recorders and provides mitigation and remediation information. For details, Google "Coast Guard Homeport," then click on "CG Maritime Cyber Bulletin 004-16: Shipboard VDR Vulnerabilities" for more details.

While this is mostly about commercial vessels, it could/will overflow into the recreational boating community as the technology for both categories is advancing.

**Legislative Advocacy Successes in 2015:** As reported by NMMA, "As we usher in a new year, let's take a moment to reflect on the advocacy successes of 2015. Together through grassroots work, lobbying and strengthening our relationships on Capitol Hill, we've made major strides to ensure a robust future for recreational boating." While the items listed below are not all of the boating successes reported, they do represent significant accomplishment in 2015.

1. Congressional Staff meetings, member testimony and thousands of public comments led to the introduction of 9 pieces of new legislation calling for a reform to the **Renewable Fuel Standard**, a letter from 184 elected officials urging EPA to take action, and a final EPA ruling that set renewable volume obligations to levels lower than the legal mandates—preventing a massive flood of E15 into the marketplace.
2. Reauthorized \$600 million for the **Sport Fish Restoration and Boating Trust** fund as part of the Highway Transportation bill for 5 years.
3. Reauthorized **Ex-Import Banks** until 2019.
4. Enabled recreational **vessel travel to Cuba**.
5. Passed legislation in the House and Senate to **fix boat model year definition**.
6. Passed legislation in the House and Senate to **update engine weight regulations** in the Coast Guard Reauthorization.
7. Introduced legislation in the House to prohibit implementation of a marine reserve at **Biscayne National Park**, which would have prohibited boating and fishing in certain areas of the park.
8. Finalized **General Management Plan for Everglades National Park** that reduced pole and troll zones and increased corridors for better visitor access.
9. Secured Engine Manufacturers Division **endorsement of isobutanol for recreational marine engines**.
10. Merged with MRAA to form **stronger Boat Political Action Committee**.
11. Added 21 new members to the **Congressional Boating Caucus**.

While the list above shows significant accomplishments, there's still more to be done in 2016. Some of these issues, and new items that come up, will be discussed at the **American Boating Congress**, to be held at the Renaissance Hotel in Washington, D.C. on May 9-11, 2016.

**Status of eLoran System as a Backup for and Complement to GPS:** Since this was last reported on, there has been considerable progress in providing a new Enhanced LORAN system, called eLoran. The new eLoran will provide high powered and nearly unjammable signals as an excellent backup to GPS and not

subject to the vagaries of space warfare or asteroids. If something happened to GPS, eLoran could provide, relatively inexpensively, the positioning information needed for navigation and the timing data crucial to the power grid, cell phones, financial networks and the internet.

Jamming is certainly the GPS problem, as has been apparent since 2010, when North Korea started jamming South Korea's GPS system. In 2012, it was reported that during North Korean jamming, 1,016 airplanes and 254 ships were affected. So South Korea, realizing the importance of a complementary navigation and timing system has implemented eLoran to cover all of Southeast Asia. Also, with the cooperation of China and Russia, South Korea hopes to expand coverage to all of Northeast Asia. The Initial Operational Capability (IOC) is expected in 2016. The U.K., easily the most active of the eLoran countries, has been broadcasting eLoran signals, 24/7 for nearly three years. Also, Saudi Arabia announced plans some time ago to upgrade its Loran C system to eLoran.

In the U.S., some progress is being made, a few bills have been introduced which should cause further progress. On December 8, 2015, Rep. Duncan Hunter introduced H.R. 4188, the Coast Guard Authorization Act of 2015. Section 612 of the bill provides new guidance and authority concerning "Disposition of Infrastructure Related to E-LORAN." Rep. Duncan has scheduled a hearing February 4, headlined "Finding Your Way: The Future of Federal Aids to Navigation, which may include eLoran as one of the topics to be discussed. Also Rep. John Caramendi introduced H.R. 1678, the National Positioning, Navigation, and Timing Resilience and Security Act of 2015. The bill proposes that, "The Secretary of Defense, in consultation with the Commandant of the Coast Guard and the Secretary of Transportation, shall provide for the establishment, sustainment and operation of a reliable land-based positioning, navigation, and timing system to provide a complement to and backup for GPS, to ensure the availability of uncorrupted or non-degraded positioning, navigation, and timing signals for military and civilian users if GPS signals are corrupted, degraded, unreliable or otherwise unavailable."

With these two bills and the scheduled hearing, we are hopeful a backup system is developed for GPS, to help ensure our safety and security.