
Fra: Meier Petter

Sendt: 16. juni 2017 14.13

Til: katharine.hammond@cabinet-office.x.gsi.gov.uk

Kopi: GCSA.Walport@go-science.gsi.gov.uk; andrew.kaye@go-science.gsi.gov.uk; tom.sutton@cabinet-office.x.gsi.gov.uk; martin.bransby@glarrnav.org; andy.proctor@innovateuk.gov.uk; Pettersen Gunn <Gunn.Pettersen@jd.dep.no>; Kolbotn Roger <Roger.Kolbotn@jd.dep.no>; Kjellsen Martin <martin.kjellsen@jd.dep.no>; Knudsen Øistein <oistein.knudsen@jd.dep.no>; Sogstad Inger-Lise <Inger-Lise.Sogstad@sd.dep.no>; Kvaal Mari <Mari.Kvaal@sd.dep.no>; Ostnes Ottar <Ottar.Ostnes@sd.dep.no>; alexander.tymczuk@dsb.no; cecilie.daae@dsb.no; thomas.hansen@dsb.no; john.arne.gisnas@jd.dep.no

Emne: VS: E-post til britiske myndigheter ang eLoran

Dear Ms. Hammond,

We refer to the e-mail below, and to previous correspondence between the Norwegian Ministry of Transport and Communications and the Cabinet Office of the United Kingdom.

The Norwegian Ministry of Transport and Communications co-ordinates the Norwegian interests related to Loran-C, eLoran, and Position, Navigation and Timing policy.

The four Norwegian Loran-C stations at Jan Mayen, Bø in Vesterålen, Berlevåg and Værlandet closed down 1 January 2016, in line with a Government decision. The dismantling of the Norwegian Loran-C infrastructure was postponed in 2016, except for the Loran-C station in Berlevåg, which was dismantled in October 2016.

The Norwegian Ministry of Transport and Communications have assessed alternative uses of the Loran-C infrastructure, including commercial uses by private parties (e.g. provision of eLoran services). As part of this process, the Ministry has been in dialogue with British government representatives and business interests, including the British-American company Taviga. We held a meeting with the British Cabinet Office, Innovate UK, and General Lighthouse Authorities on May 4, 2016, and we attended a seminar on eLoran hosted by the Government Office for Science on October 26, 2016.

The Norwegian Ministry has, throughout this process, underlined that the Norwegian government will not invest in upgrading the Loran-C system to eLoran nor cover operating or maintenance costs. Moreover, a potential commercial operator will have to demonstrate ability to cover all costs and to deliver the services in question. British government representatives have similarly indicated that no government funding for eLoran is available from the British Government.

The dialogue with Taviga has shown that the proposed eLoran service will have very limited value to Norwegian users, if the Norwegian government does not invest heavily in additional reference stations and infrastructure to ensure sufficient coverage. Taviga has, despite numerous invitations, failed to provide a formal request regarding the use of Norwegian Loran-C infrastructure and Loran frequencies, and a detailed business plan including a financing plan.

The Norwegian Ministry has, on the basis of the dialogue, concluded that a commercial eLoran service, on the basis of the Loran-C station at Værlandet, is not viable. Taviga has clearly indicated

that they depend on government investment to be able to upgrade the station to eLoran. On the basis of the Ministry's assessment, the Government has decided to uphold its 2014 decision to dismantle the Norwegian Loran-C infrastructure.

Further postponing the dismantling of the infrastructure is out of the question, as the maintenance costs are substantial even after the Loran-C-signals have been terminated. The Ministry has tasked the Norwegian Cyber Defence with dismantling the infrastructure.

Best regards,

Petter Meier
Deputy Director General
Ministry of Transport and Communications

Fra: Katharine.Hammond@cabinet-office.x.gsi.gov.uk [<mailto:Katharine.Hammond@cabinet-office.x.gsi.gov.uk>]

Sendt: torsdag 15. juni 2017 11.10

Til: Øistein Knudsen, jr <oistein.knudsen@jd.dep.no>; Paul.McCloghrie@cabinet-office.x.gsi.gov.uk; cecilie.daae@dsb.no

Emne: Transmitters

Good morning Cecilie and Øistein

I hope you are both well?

I wondered if you might be able to help us with a report we have had this morning that the Norwegian Ministry of Transport has approved the demolition of the three remaining eLoran transmitters in Norway (Cecilie - these are the ones we discussed in the margins in Malta).

This would be a big blow to our hopes of ensuring a commercially viable proposition which would give us all some additional resilience. Is there any way you could confirm if the report is correct? If so, we would really welcome a conversation about the options.

Sorry to bother you with this

Best wishes

Katherine

Katharine Hammond
Director, Civil Contingencies Secretariat
0207 276 2923
07920505079

This email originates from public sector Flex. The public sector Flex computer systems may be

monitored and communications carried on them recorded, to secure the effective operation of the system and for other lawful purposes.

Denne e-posten er beregnet for den institusjon eller person den er rettet til og kan være belagt med lovbestemt taushetsplikt. Dersom e-posten er feilsendt, vennligst slett den og kontakt Justis- og beredskapsdepartementet.

This email is confidential and may also be privileged. If you are not the intended recipient, please notify the Ministry of Justice and Public Security, Norway, immediately.

Denne e-posten er beregnet for den institusjon eller person den er rettet til og kan være belagt med lovbestemt taushetsplikt. Dersom e-posten er feilsendt, vennligst slett den og kontakt Justis- og beredskapsdepartementet.

This email is confidential and may also be privileged. If you are not the intended recipient, please notify the Ministry of Justice and Public Security, Norway, immediately.