Merchant shipping lacks safety net as GPS disruptions intensify

Arrive: a bill to create such a system is currently making its way through the US legislative process. Both China and Russia still maintain such regional systems, and the US government has not yet provided details on what it plans to do. Whether they will step up is another question.

Governments have the ability to provide a further safety net, by creating land-based navigation systems that can be used as an alternative to GPS. They could also offer a combination of both, including an option to continue using GPS as a primary tool. Governments can also provide training and advice to improve crew safety.

Analogue methods and extensive back-up systems have been maintained by navies, and the US government could learn from these models. In addition, the US government could work with shipping companies to ensure that they have access to the latest technologies and up-to-date training.

Outside of military circles, experts say, there is little awareness that a GPS signal can be lost or misdirected. A GPS jamming or jamming attack in a congested shipping lane in poor weather could cause a vessel to veer off course or be misdirected.

What we have generally seen is that disruption is getting more frequent, and the disruption is getting more frequent, and the disruption is getting more frequent. Unless a big accident that can be traced to GPS spoofing or jamming is to occur, governments will have to provide back-up.

GPS in the East Mediterranean. The risks from GPS jamming and spoofing attacks in this region are particular because congestion and poor weather combine to lead to frequent accidents.

The largest risk, however, is the sheer scale of the disruptions to a system that is often taken for granted. The potential for misdirected vessels to collide in congested areas is high, and the risk of losing a connection is greater in these regions. If a GPS signal is lost, the consequences could be catastrophic.

The US government must take action to ensure that shipping is prepared for potential GPS disruptions. This could involve investing in new technologies and systems, providing training to crews, and working with shipping companies to ensure that they are prepared for any disruptions that may occur.