

Speech by VADM Ray Griggs

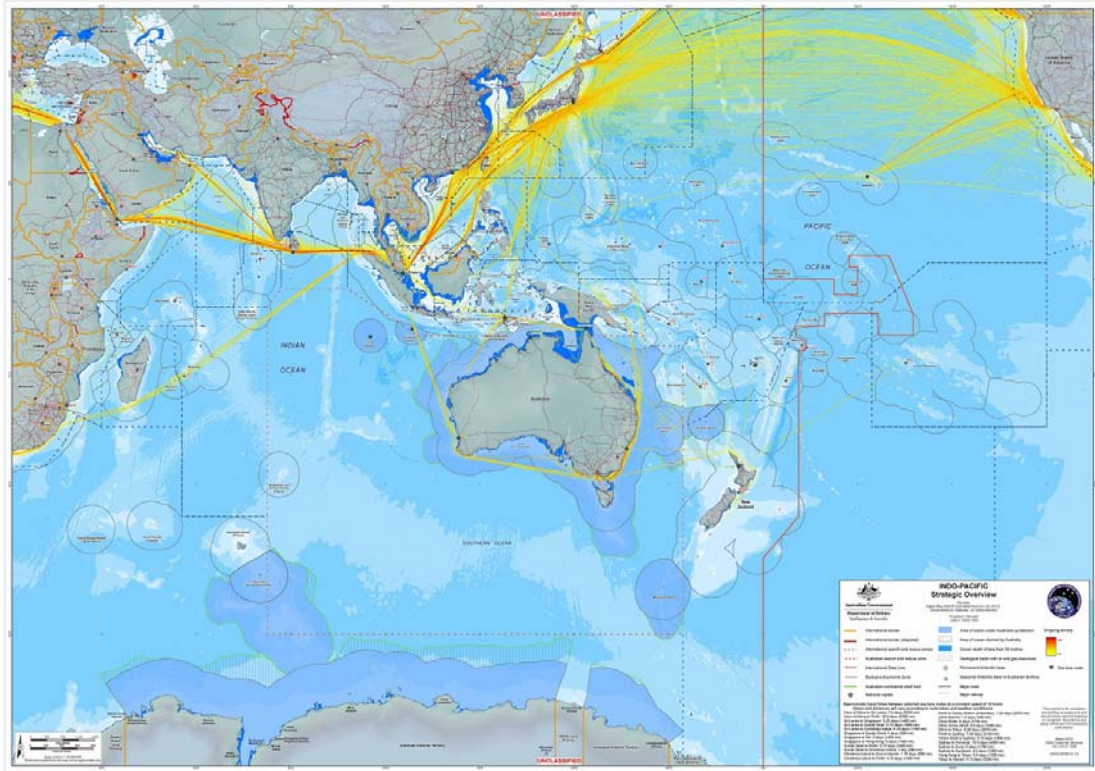
Chief of Navy Australia

International Maritime Security Conference 2013

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- Chief of Navy Singapore, RADM Ng Chee Peng, Ambassador Barry Desker, fellow Chiefs of Navy, Directors-General, Heads of Delegations, distinguished guests, ladies and gentlemen.
- It is an honour to be able to address you all and I am grateful to our hosts, Rear Admiral Ng Chee Peng and Ambassador Desker, for the opportunity. They have asked that I give the Australian Navy's perspective on strategic maritime cooperative efforts, their value and how we might use such engagements in the Asia Pacific region.
- The first thing I will do, in the best of naval traditions, is of course modify the rules of engagement - I would like to change Asia Pacific to Indo-Pacific for the purposes of this discussion.
- The Indo-Pacific as a strategic construct is emerging in Government policy documents and in academia. Sometimes discussed as the Indo-Asia-Pacific, I prefer the shortened form, the Indo-Pacific because for me it puts the focus squarely on the two oceans that are

so critical to all of us here in one way or another. This map with the various shipping lanes I think shows in a very compelling way why the Indo-Pacific matters.



- The other concept that I want to articulate is the global maritime trading system. We here at this conference have an intuitive understanding of its meaning, but for many in our societies, getting a general understanding of the pervasiveness and importance of maritime trade proves somewhat of a struggle, even for an island continent where 99% of trade by volume is by sea.

- I think the best way to make the point is to consistently return to the linkage between navies, the global maritime trading system and the prosperity of all of our citizenry. Take away everything in someone's lounge room that relied on the sea to get there and I would suggest people really start to think about its importance.
- In a globally connected, just-in-time world, we must be able to assure the openness and free operation of that trading system. Our way of life depends on it. Of course no single Navy can provide that assurance which is why maritime cooperative efforts are so critical. Despite our different perspectives, priorities and challenges we share a remarkably common set of maritime interests.
- Energy security is one of the key strategic needs we all seek. A recent study in Australia on liquid fuel security, commissioned by a motoring organisation, made some excellent points regarding the vulnerability we all face to varying extents. In Australia, as an island continent, the issue is perhaps more extreme than for most, but in general terms, without the free passage of fuel tankers our collective prosperity is challenged.

- Now, I know the issue of dependence on the maritime transport of liquid fuels is not news to anyone here. But I do think the security of liquid fuel supply is one of the most stark examples of a shared strategic maritime interest.
- So with the need established, or at least a case for it put on the table, the next step is understanding what the key elements are of this cooperation.
- It is critical to focus on those elements that make the most difference to us, those things that make the biggest strategic impact. When you list these issues they sound deceptively simple and not that profound, particularly when you observe the advances we have been making. Notwithstanding this, it is still very important to re-state the fundamentals so that they become fully embedded. The key elements in my view are:
 - Transparency,
 - A disposition to share,
 - A mechanism to share and, not least,
 - A willingness to act together.

- Transparency underpins any strategic cooperation regarding shared objectives. We of course come from a diverse range of cultural perspectives on transparency. I differentiate between transparency and the disposition to share. Transparency to me is more about strategic intent than exchanging information. From a clear view of that strategic intent can come trust and confidence building if behaviours match the stated intent.
- A disposition to share is also vital in making any meaningful cooperation viable. Much of this is again cultural; we are all shaped by our basic societal outlook and rightly by the experiences we have all had in our own national security domains.
- The need to know principle remains dominant and deeply rooted. The need to share is evolving but deep down, is not as well established. Technology is of course setting the pace here and in some cases dragging us into uncomfortable territory. The important thing is that we are honest with ourselves about what our own disposition to share is – what is critically important to protect and what is critically important to share – but equally that we understand each others natural disposition. To do that we need to continue to

build relationships because, without that understanding, we cannot move forward.

- The next logical step is a mechanism to share; again technology lies at the heart of this issue. We have certainly come along way with a range of commercial systems that allow us to exchange data and information. In the purely military information domain, a domain that is shrinking in relation to the broader maritime security information domain, we still suffer from what I would call the 'eyes only' syndrome.
- We are still locked in, to a certain extent, to rigidly defined security classification structures which drive the architecture of our information exchange systems. Whether it is a 5, 27 or 74 eyes community, it is an inherently limiting construct in an era where we need to form sometimes fleeting coalitions and groupings to deal with particular situations. Without a highly adaptable mechanism to share we are constraining ourselves. I am not saying we should not protect our vital information, that will always need to occur, but I would venture to say that we all tend to put far too much into that category.

- That said we should not ignore the non technical mechanisms that support our ability to share; these are as important and in some ways more so than the technical solutions. Relationships, as I have mentioned is one; the need for collaboratively developed doctrinal approaches, mechanisms to avoid confusion and misinterpretation are others if we really want strong cooperation.
- But ultimately we need a collective willingness to act, borne out of a shared understanding of the common challenges that we face. We of course see many such examples of that willingness to act off the Horn of Africa, in the Combined Maritime Force, in NATO, the EU, in ReCAAP, in the Malacca Straits Patrols and of course right here with the Information Fusion Centre (IFC).
- The IFC is a fine example of maritime cooperation supporting strategic outcomes. The multi-national, multi-agency approach is fundamental to its success in both day-to-day operations and, as many of us saw yesterday, it has a significant role to play in capacity and confidence building outcomes throughout the region.
- We must however be careful not to seek a silver bullet solution to the maritime security challenges that we face. There is, in a global

system, no single solution, but there are number of good models to draw on, expand and develop.

- The Indo-Pacific is fundamentally different to the Atlantic in relation to the number of strategic political and economic groupings with well established security architectures. Notwithstanding, there are a number of examples of strategic cooperation, such as those outlined by Minister Chan this morning. The series of Expert Working Groups that have grown out of the ASEAN Defence Ministers Meetings Plus structure, as Minister Ng outlined yesterday, are gaining real traction and are another example. The Maritime Security EWG is relevant to us and is currently co chaired by Malaysia and Australia. It was established in April 2011 and what appeals to me is not only the expert discussions, but how these have rapidly progressed to a table top exercise hosted by Malaysia in 2012 and soon a field training exercise to take place off the NSW coast in late September this year. This combination of activities is ideally suited to genuine learning and cooperation.
- A more mature mechanism in the Pacific context is the Western Pacific Naval Symposium (WPNS) which itself emerged from the germ of an idea at the International Seapower Symposium at Rhode Island.

The cooperation in WPNS is excellent be it in HADR or MCM but it is still not without challenges; without it though there would be no way to progress in a collaborative way as I am sure we will in China next year.

- The Indian Ocean though is a different story; a critical waterway for all of us but one without any solid form of maritime security architecture. The Indian Ocean Naval Symposium (IONS) remains a nascent construct when compared with WPNS. It is however making solid progress under the chairmanship of Admiral Midumu. I look forward to hosting the next symposium early next year. I do think there is much that IONS can take from WPNS to accelerate its development which would be of value to all.
- IONS is a different grouping to WPNS, with a much larger percentage of para-military or civil coastguard type 'navies' among its members. This does change the dynamic but brings a new and broader maritime security dimension directly into IONS considerations.
- Like changing culture, moving to sustained strategic cooperation is a slow and steady process. I think we have the disposition, the

mechanisms and the will to achieve it and in so doing, ensure our collective prosperity. Thank you for listening.