

CN KEYNOTE ADDRESS**COMBINED AND JOINT OPERATIONS FROM THE SEA****SEA POWER CONFERENCE 2010****27 JAN 10**

On behalf of the Royal Australian Navy, I am very pleased to welcome you all to Sea Power Conference, 2010. This marks the start of what I hope will be three days of topical, stimulating and highly relevant presentations.

It gives me very great pleasure to welcome in particular the many visitors from overseas, both Chiefs of Navies and the senior officers of Marine Corps, Coast Guards, Armies and Air Forces, but also the many speakers who have travelled a long distance to contribute to Sea Power 2010. Thank you for helping to make this event a success. I am also pleased to welcome the many members of the retired community to the conference. Finally, it is good to observe that many serving officers, sailors and civilians of the RAN are with us today.

The theme for the 2010 Sea Power Conference is *Combined and Joint Operations from the Sea*. This theme was selected well over twelve months ago, but the events of 2009 have confirmed the belief that we had that the theme would be timely and important to the future development of not only the Navy, but the Australian Defence Force as a whole.

At the time of the last conference in 2008 the Government had recently announced its decision to build the three *Hobart* class DDGs – the Air Warfare Destroyer in the parlance of the day – and the two *Canberra* class LHDs. My predecessor, Vice Admiral Shalders, noted in his welcome to the conference that the decision to acquire these ships marked a watershed in the RAN's history, and that the Navy faced an exciting future as it brought these ships into service.

Admiral Shalders also noted that we face an uncertain future – the rise of non-conventional threats such as terrorism and the proliferation of WMD had not replaced traditional state-based military threats but had added to them. We needed to be prepared to conduct a range of responses in the maritime domain across the spectrum of operations – from the benign to the use of lethal force. And we need to be prepared to face these challenges both independently, and in conjunction with others as the strategic circumstances dictate.

In 2008 the Government pledged to deliver a White Paper on Defence during its first term and, in keeping with this, the 2009 Defence White Paper, *Defending Australia in the Asia Pacific Century: Force 2030* was released by the Prime Minister in May of last year. From the navy's perspective, the White Paper lays out a clear path toward the development of a more capable and potent force, better able to conduct joint and combined operations in the maritime environment. The strategic directive that we have from government is very clear – our future development is directed towards our primary obligation of deterring and defeating attacks on Australia.

Some of the future capabilities detailed in the White Paper are inherently naval in nature. Of particular note, the decision to double the submarine force from the six *Collins*

class to twelve future submarines is a significant rebalancing of the Defence force structure. The new submarines will be planned to have greater range, endurance and capability than the *Collins* and in undertaking land attack, anti-submarine and anti-shipping operations, and the support of Special Forces, will contribute significantly to operations from the sea.

Maintaining a balanced, capable force structure is a challenge faced by all navies, especially those with submarines, and it is one to which the RAN devotes considerable attention. The White Paper's future submarine program, together with the *Hobart* class DDGs and the other programs in the DCP, represents the next generation in underwater warfare and addresses our own recent challenges in fleet sustainment.

The fundamental premise of the White Paper is consistent with the guiding principle of maritime doctrine - that maritime forces exist to establish sea control in order to conduct maritime power projection and to permit the use of the sea by military, commercial and private vessels.

Our Prime Minister made the point very clearly only last week, at the opening of the new ASC Shipyard in Osborne South Australia, when he reinforced the need for Australia to have the capability to articulate our maritime power. He went on to make it clear that a strong maritime force is the key element of our future force and committed to a larger, heavier and more potent maritime force for a range of roles to establish control of the seas and project force into the maritime environment including in support of our land forces.

The White Paper overtly recognises that this entails a fundamentally maritime strategy, for which Australia requires forces that can operate with decisive effect throughout the northern maritime and littoral approaches to Australia, more broadly contribute to military contingencies in the South Pacific and wider Asia-Pacific regions, and support global security as and where necessary. If Australian interests are deemed to be engaged, then the ADF needs the capability to continue to be involved in operations abroad.

In its introduction, the White Paper defined Force 2030 as a major new direction with a significant focus on enhancing our maritime capabilities. However, it would be wrong to conclude that this major new direction is only about enhancing the Navy – it is very much about the ADF as a whole. Our capacity to project force will be stronger, larger and more sustainable, we will do so when required as a joint expeditionary force and, because we live in a geostrategic environment dominated by the oceans, we will do so in a maritime environment. Put very simply, the ADF is going to be operating over, on, and from the sea.

Which brings me back to the theme of this conference – *Combined and Joint Operations from the Sea* is a theme that is not just relevant to Navy but must be focussed on power projection in the maritime domain. As a result I have asked the Chief of Army, Lieutenant General Gillespie, and the Chief of Air Force, Air Marshal Binskin, to join me in giving this keynote address. I have asked them to provide a view of what their services will bring to the joint force and what challenges they face to realise the vision of the Defence White Paper, and how they will address those challenges. But before handing over to them, I'd like to talk about those issues from a Navy perspective.

Firstly, I'd like to explore the maritime domain itself and look at what will change and what will remain important for Australia into the future.

Globalisation is the major trend that has shaped world affairs in the last one hundred years and its influence is unlikely to wane. Primarily a maritime phenomenon, the constant free flow of ideas, capital, goods, services, information and people across national borders will continue and, importantly, it will continue to provide a stabilising influence as strong inter-dependencies are created amongst nations. On the other hand it will also facilitate the spread of some ideologies opposed to our values and facilitate the means to turn this ideology to actions such as terrorism.

Australia will continue to remain critically reliant on sea transport for our trade – both exports and imports. Our economy is fundamentally dependant upon the global economy, particularly the increasingly important Asia-Pacific sector. The strategic straits to our north and the entry ways into the Indian Ocean – the Red Sea, the Strait of Hormuz and the Malacca Strait – will carry increasing amounts of Australian trade. We will also retain our strong cultural and historic links with Europe and the United States so events far from Australia will continue to have the potential to affect us.

Population will continue to rise. By 2030 the number of people on the planet is estimated to reach eight billion and this will place considerable pressure on the world's resources, and increase the humanitarian consequences of natural disasters. Climate change, the increasing demand for energy resources, and the challenge of a guaranteed water and food supply for many areas of the world will exacerbate the pressures placed on an increasingly urbanised and dense population.

The operational demands that disasters place upon the Australian Defence Force were keenly felt in 2009. This time last year the devastating bush fires in Victoria and the floods in Queensland resulted in large numbers of Defence personnel working with the civil authorities to provide relief. In March, Cyclone *Hamish* washed thirty one containers off the deck of the cargo ship *Pacific Adventurer* posing a considerable risk to other shipping in the area. Over a period of two weeks the mine hunters *Yarra* and *Norman* located and marked the position of all the containers.

Of course, humanitarian aid is often undertaken without the need for a disaster to act as a catalyst. In July the Landing Craft *Betano* and *Wewak*, in company with the United States Naval Ship *Richard E. Byrd*, participated in PACIFIC PARTNERSHIP 2009, delivering engineering, medical and dental aid to Samoa, Tonga, the Solomon Islands, Kiribati and the Marshall Islands. By August, the ADF was back in Tonga, this time to assist with the location and recovery of bodies from the sunken ferry *Princess Ashika*. The same month, assistance was rendered to the Papua New Guinean Authorities in the recovery of victims of the Kokoda air crash.

The Indonesian and Samoan earthquakes of October necessitated the largest overseas humanitarian operations of the year, Operations *Padang Assist* and *Samoa Assist*. In Indonesia alone, 1.3 million litres of water were produced, 1300 medical patients were treated and over 500 tonnes of aid delivered. A similar amount of aid was delivered to Samoa and Tonga in November last year.

We can only hope that 2010 is a safer one for all in our region – but this month's tragedy in Haiti reminds us again that wherever we live, we all remain at constant risk from natural disaster. We again find ourselves ready to provide assistance to people in need.

Just prior to the release of the White Paper, Australia was described, in a strategic think-tank report, as **potentially** a maritime superpower. The argument was that Australia's jurisdictional claim to twenty-seven million square kilometres, or four percent of the planet's ocean area, is an area rich in resources, an area that defines our borders with our closest neighbours, an area rich in biodiversity, rich in actual and potential energy resources, and an area that is increasingly under threat from climate change, maritime crime, illegal exploitation of our resources, and pollution.

However, the report went on to argue that despite the oceans being central to our future prosperity and security, Australia as a nation has not developed as a maritime power – historically we have not been a country that uses the sea to promote our national interests. I would contend that the Australian era of 'sea blindness' – the unwillingness or inability of the majority to acknowledge the importance of the oceans to the nation's prosperity and security – is drawing to a close. I believe the capability forecast in the White Paper, is a potent indicator of the importance of the seas.

So, given the challenges of the environment we will work in, and the capabilities we are acquiring, what other challenges face us? The key to all these capabilities remains, and will ever remain, people. Navy is particularly challenged in this regard as we need to recover from a current shortfall in the trained force and then grow to crew the enhanced force of the future. However, I am optimistic that there are some positive indications that this downward trend has reversed - recruitment is currently strong and separation rates are at a record low level.

Alongside this was the commitment of additional funds to target the changing needs of those who serve, including not only remuneration, but also family support, housing and health care. These commitments align with the New Generation Navy initiative that commenced early last year, to change the course of the Navy. NGN is founded upon the three pillars of culture, leadership and structure, and is the vehicle that Navy will use to implement the White Paper's Strategic Reform Program. The first wave of cultural reforms is progressing well as we embed key signature behaviours aligned with our enduring Navy values.

In addition to getting the right number of people trained and at sea, in order to be an effective force we need to have and comprehensively understand our doctrine. The five keys to having an expeditionary capability are:

- Forward – the ADF must be able to take its presence to where it is needed by the Government. The oceans provide a highway to enable this and we need to take full advantage of this freedom.
- Mobile – we will not have expeditionary capability if we don't exercise it. Air Force and Army elements will become more used to being at sea and deployed either on operations or as a contingency.
- Offensive – it is axiomatic to success in military operations that we take the initiative. We need to be able to quickly establish a forward presence from which we can react to Government direction as the strategic circumstances require.
- Self-reliant – it is one of the truisms of contemporary maritime operations that we work in coalitions, often with partners with whom we do not have historic links. But it is our ability to operate both independently and with others that

make us valuable to coalitions and the ability to be self-reliant is a key tenet of the White Paper.

- Adaptable – in our maritime doctrine the adaptability of maritime forces to match the strategic situation is one of the fundamental characteristics that define their utility. A force capable of expeditionary operations is able to respond to a humanitarian crisis just as readily as conducting military operations without changing its configuration.

The future ADF amphibious capability will be a truly joint capability. The LHD ship's company is testament to this with a significant number of soldiers permanently posted to the ship as well as members of our Air Force. To ensure that the amphibious capability continues to develop and maintain a high level of readiness the optimum balance for embarking landing force personnel is required. This has been recently discussed between the Chief of Army and me, and we share the aspiration to have landing force elements embarked whenever a LHD puts to sea.

The ADF has to develop a joint command and control organisation that is capable of coordinating the 'raise, train, sustain' functions of the future amphibious capability. This organisation should be able to readily transition to an amphibious staff in a joint task force headquarters, linking the Maritime, Land and Air Component Commanders. In addition, this staff must be sufficiently robust to be able to continue the 'raise, train, sustain' function while also planning or executing an operation.

These are uncharted waters for Australia, and we are also working to develop a joint system of evaluating and certifying operational readiness. Our 3 services have well established single service training regimes – before a force is assigned to the Chief of Joint Operations for deployment. There is however, currently no formal assessment process to determine the readiness and/or preparedness of our amphibious capability and there needs to be.

The ADF has been working towards a networked force for sometime and amphibious capability is providing an immediate focus for this work. The development of an Amphibious Warfare Command Support System and a Common Operating Picture which takes input from the various environmentally based operating systems will be a significant milestone to ensure the LHD's joint operations room will be able to support operations from the sea and sea basing.

An important element of developing a fully networked force is coordinating the integration of the future Army systems being introduced over the period the LHDs are entering service. These will ensure that full connectivity can be established between the landing force and the LCC afloat. No less important to the future networked force, particularly in the amphibious environment, is the ability to electronically track and manage the movement of logistics, and Joint Project 2077 is integral to this.

We also need to develop our rapid environmental assessment capabilities to ensure we understand the complexities of the littoral environment we are operating in, both at sea and ashore. Our mine countermeasures capabilities have to be able to employed where they are needed, as part of the advance force preparing the way for the landing force. We have a

successful history in achieving this from World War Two Pacific theatre and we need to maintain those skills.

The future role of intelligence in understanding in particular the expeditionary environment and giving the Commander as comprehensive a picture as possible on which to base his decisions is fundamental. I am particularly pleased to report that the Navy recently appointed its first cadre of officers to the new Intelligence Officer's branch. These officers will be extremely important to our ability to operate forward while being connected to strategic support back here in Australia.

At the 2008 Sea Power Conference at this same location, Professor Geoffrey Till explained his view of how navies might develop in the future – in particular he put forward two models of future navies which he called the “post-modern navy” and the “modern navy”. In very simple terms, the distinction between the two was that post-modern navies are about providing security to the global system that indirectly benefits a nation's prosperity, that essentially maritime phenomenon of globalisation, while modern navies reflect the more traditional necessity of providing security to the state rather than a global system.

One of the major differences between a modern navy and a post-modern navy that Professor Till talked about was the way that power could be projected from the sea. The modern navy was about land strike and amphibious warfare and the post-modern navy was about reassurance, humanitarian assistance and disaster relief operations, and regional and global confidence building measures.

The Defence White Paper has given us the means for all of these roles. The ADF of the future is both modern and post-modern. And the challenge is for us to be able to provide the full range of tasks at the Government's direction without compromising our capabilities in any of them. Ladies and Gentlemen, this conference is about the future Navy, and the future Defence Force, and how and what we need to change to respond to the challenges facing us.

That concludes my remarks for this morning and I thank you for your attention. Before I hand over to the Chief of Army, Lieutenant General Gillespie, let me once again welcome you to the Sea Power Conference and thank you for making the time available to attend. I hope that you find the next three days challenging, rewarding and, most importantly, enjoyable.

It now gives me great pleasure to introduce my colleague, the Chief of Army LTGEN Ken Gillespie. He enlisted in the Australian Army as an apprentice and has just celebrated 42 years in the Service. He graduated from the Officer Cadet School, Portsea in 1972 and was commissioned into the corps of the Royal Australian Engineers. As a junior officer, Lieutenant General Gillespie has held a range of regimental and staff appointments.

Promoted to Brigadier in January 1999, Lieutenant General Gillespie was the Chief of Staff Training Command – Army. He then commanded the United Nations Sector West multinational brigade in East Timor, and he was the National Commander of Australia's contribution to Operation Enduring Freedom. Lieutenant General Gillespie was appointed as Land Commander Australia in January 2004. He was promoted to Lieutenant General and appointed as Vice Chief of the Defence Force in July 2005. Lieutenant General Gillespie assumed his current appointment as Chief of Army on 4 July 2008.