

COMMODORE VINCENZO.E.B. DI PIETRO, RAN: May I please take this opportunity to thank the IFPA for what's been a really terrific conference. I am enjoying it very much indeed and the range of thoughts and perspectives has been marvelous. I come with the greetings and apologies of the Royal Australian Navy's Chief, Vice Admiral Russ Shalders, who as you can understand is unable to be here himself today, but I'm delighted that he has directed me to speak on his behalf on this podium.

So let's talk about Australia. We are quite different to most countries and we have to look things accordingly. Put simply we have more coastline than most – about 36,000 kilometres. We have 22 million people to draw from help protect it and our navy has only 14,000 people in uniform but of course is supported very much by a large civilian infrastructure.

So today's presentation will include a look at the RAN & International Engagement, how we support the New Maritime Strategy, some future initiatives and hopefully, but unlikely some time for questions and discussion.

The RAN conducts its international engagement at three levels: strategic, operational and tactical. Strategic level engagement involves dialogue and reciprocal visits between the respective Chiefs of Navy, and formal Navy to Navy talks. The key to naval cooperation is trust and understanding between navies. At a highest level, CN counterpart visits provide the opportunity for the Chiefs of Navy to meet and discuss issues in a 1-on-1 basis and to build personal relationships

At a more formal level, we conduct Navy-to-Navy talks with the US, the United Kingdom (UK), NZ, Japan, Singapore, Indonesia, Malaysia, Korea, Thailand and India. These are held at the Deputy Chief of Navy (2 Star) or Director-General (1 Star) level and discuss issues common to each Navy or areas of interest where the RAN's knowledge is limited. Two specific fora that I would like to expand upon are the International Seapower Symposium and the WPNS

The RAN is a regular attendee at the International Seapower Symposium which is held at Newport every two years, as you would all no doubt be aware. First held in 1969, the symposium has grown to be arguably the world's major gathering of senior navy leaders. For example in the last symposium in 2005, 148 delegates from 75 countries attended, including 49 Chief of Navy – including ours.

The Western Pacific Naval Symposium, as many of you know, is a regional forum initiated at the International Seapower Symposium in the late 80s and is one in which Australia has played a central role. WPNS works at two levels: a *biennial* symposium hosted by alternating countries and attended by member Chiefs of Navy, and an *annual* workshop with participants at the Captain level who do much of the legwork for the symposium. The aim of the WPNS is to promote maritime understanding and naval cooperation in the Western Pacific region.

Members use the forum to discuss issues of mutual concern and how they may best be tackled cooperatively, to develop Navy to Navy relations to better facilitate the flow of information and to discuss and progress professional areas of mutual cooperation. While

progress was understandably slow initially, confidence in the forum has grown over time and it is now a very effective body engaging nations at the most senior level as well as at the working level. WPNS members include:

Australia, Brunei, Cambodia, China, Fiji, France, Indonesia, Japan, Korea, Malaysia, NZ, the Philippines, PNG, Russia, Singapore, Thailand, Tonga, the US and Vietnam. Observer countries are Bangladesh, Canada, Chile, Peru, Mexico and India.

The WPNS model has been very successful and there is now talk of a similar regionally based forum being established for the Indian Ocean region. At the operational level, it involves visits by the RAN Fleet Commander (2 Star) to his regional counterparts as well as RAN participation in multilateral and bilateral operations and exercises, and at the tactical level, engagement consists of ship visits (both ways), Passage Exercises, individual training and personnel exchanges.

So what outcomes do we seek? Interoperability, Regional capacity building, Integration, Continued engagement with allies and regional navies, Technology, Continued Dialogue and Access to the region.

I'll now turn to the RAN's perspective on some recent initiatives that support your initiative to develop the new Maritime Strategy. One outstanding example of Australia's capacity building efforts in the maritime domain is the Pacific Patrol Boat program.

The development of the Law Of the Sea Convention throughout the 1970 and 80s gave coastal states a greatly increased area of maritime responsibility; something that was of concern to many Pacific nations, who suddenly had much greater areas of maritime jurisdiction but no real means of protecting their interests at sea. This led, in 1984, to a Defence Cooperation Program initiative for Australia to provide Pacific Patrol Boats, together with training, advice and personnel, to Pacific nations to help improve their maritime surveillance capabilities.

The first boat was delivered in 1987, and from an original plan of providing 10 boats to 8 countries, the program grew to finally delivering 22 boats to 12 Pacific nations. The RAN continues to provide a LCDR Maritime Surveillance Advisor and 1-2 technical Senior Sailors in each country to provide advice and guidance on the operation of the boats. This has been an extremely successful program and I expect that it will continue into the future.

The International Ship and Port Facility Security Code is an amendment to SOLAS, initiated by the US Coast Guard in response to the perceived threats to ships and port facilities in the wake of the 9/11 attacks in the United States.

The code applies to all vessels over 500 tons, and is a comprehensive set of measures to enhance the security of ships and port facilities, developed

The main objectives of the ISPS Code are:

- To detect security threats and implement security measures
- To establish roles and responsibilities concerning maritime security for governments, local administrations, ship and port industries at national and international level
- To collate and promulgate security-related information
- To provide a methodology for security assessments so as to have in place plans and procedures to react to changing security levels

The Proliferation Security Initiative (PSI) is a practical response to the growing challenge posed by the worldwide spread of weapons of mass destruction (WMD), and their delivery systems and related materials. PSI aims to impede illicit WMD related trade to and from states of proliferation concern and terrorist groups. The initiative was launched by President Bush in May 2003. It has grown rapidly since then and now has support from over 80 countries.

Australia has been a key driver of the initiative since its inception and has actively participated in all PSI meetings. We hosted and chaired the second plenary meeting in Brisbane in July 2003, and also hosted a meeting of legal and operational experts in Sydney in December 2004, where agreement was reached to begin exploring the steps involved in air interdiction exercises and operations, and to expand cooperation between government and key industry sectors. Australia has led two successful PSI exercises – ‘Pacific Protector’, in the Coral Sea in September 2003, and the air/ground interdiction ‘Pacific Protector 06’ in Darwin in April 2006. We were represented at a senior level at the PSI High Level Political Meeting held in Warsaw in June 2006.

One major initiative that has the potential for a global impact is the Global Maritime Partnership or “1000 Ship Navy” (1TSN) concept proposed by Adm Mullen. Having been involved in high level strategic Navy-Navy talks with the USN, the RAN leadership is fully supportive of the 1000 ship navy concept. The necessity to pursue such a global security network is agreed. The challenge now for the RAN and all other willing participants (and regional partners) is to realise the concept and make it operational.

As the Chief of the RAN, VADM Shalders, stated in the *Proceedings* of Mar 06 “the concept acknowledges the ...diverse agencies involved in maritime security”... “the greatest challenge in globalising the effort to secure the sea will be to generate the necessary mindset, trust and transparency” He then expanded on the Australian initiative of the establishment of a collaborative Defence-Customs organisation, the Border Protection Command (BPC) which is led by a Navy admiral. Admiral Shalders’ reason for highlighting the existence of the BPC was to show the link between it and the 1000 ship navy concept. Any global (or regional) maritime security network could be likened to the Australian BPC on a larger and more complex scale with the obvious difference that the various agencies will be from different nations. Additionally unlike a national organisation this global maritime security network will not have a commander or a headquarters.

The pursuit of a maritime security network is particularly pertinent in the South East Asian region where several strategically important Sea Lines of Communication (SLOC) are flanked by two or more nations and where every nation’s economic success is inextricably linked to the security of these SLOCs. The area is well known for the abundance of maritime crime that takes place on its waterways and it is thought that the movement of terrorists by water occurs largely unimpeded. The concept is seen as a method of potentially bringing together many like-minded nations, defence forces and navies in an attempt to achieve a common aim – the eventual security of the regional maritime environment.

Thankfully the Western Pacific Naval Symposium could and should be the regional vehicle through which the 1TSN concept could become realised in the Asia/ Pacific given the enormous trust and transparency has been established over two decades.

The varying level of capability across regional navies provides the rationale for cooperation and assistance, but is also a hindrance if this assistance impacts upon national sensitivities. Scalability of capability packages and support is a pre-requisite as is consideration of the manner in which assistance is offered.

The opportunity to participate in regional exercises, either on a multilateral or bilateral basis with other navies provides an opportunity to learn new skills, enhance existing skills, and understand how to conduct combined operations. So, what form should this cooperation take?

Maritime Domain Awareness is vital to identify if, when and where an attack might occur; and is also critical for tracking the movement of terrorists moving between countries. This will involve the fusing of intelligence and surveillance information and its transmission to those who need access to it. Third, joint and/or combined operations centres which fuse the intelligence and surveillance picture, but also plan and conduct exercises, planning and operational activities. Importantly, the common threat assessment must be high enough to justify this level of cooperation.

Training, exercises and exchanges remain critical, initially to improve individual skill sets, then collectively across a vessel and then between vessels. In general, the current RAN regional exercise program focuses on basic sea keeping and limited warfighting skills, at a bilateral level. Involvement in multilateral exercises increases the benefits gained by participating navies.

The key to maritime cooperation between navies is trust and understanding. Collaboration through multilateral activities provides an understanding of how each navy thinks, operates and what capabilities it possesses. It also provides an opportunity for personnel to interact, exchange ideas and professional expertise and gain an understanding of each other. Competency building through specific activities allows navies to train together to further enhance their skills. Cooperation and capacity building allow more experienced navies to pass on knowledge and expertise to other members. Importantly 'experience' is not limited to larger navies; rather it is based on specific skill sets across a range of navies.