

**Rear Admiral Carlton “Bud” Jewett  
Presentation  
IFPA-Fletcher Conference**

**REAR ADMIRAL CARLTON JEWETT, USN:** Thank you, sir. And good morning. And, first of all, let me thank IFPA and the War College for the efforts in pulling together this fine event. I’m certainly learning a lot in the crowd, and it’s been a great opportunity to gain more knowledge. And, really, to develop partnerships. Which brings us to the topic we have today, developing global maritime partnerships.

There’s a vast array of topics that I could focus into, but I’ve chosen to talk a little bit about the mandate. Much of which already been laid down, but I think it’s useful to go into that, then into the global maritime partnership concept, which has again been talked about to some degree, but one of those pieces which is going to enable capabilities, as Admiral Keating said, across the range of military operations. Not just in the low end, but both ends. And then a piece of-- I’ll discuss a little bit on global fleet stations, which is really one of the enabling pieces of the global maritime partnership, and where we are on that. Primarily, applications and the shaping, and the phase zero efforts, which are going on supportive of the combatant commanders theater security cooperation plans. A little bit on MDA, and then wrap up with some challenges.

A little bit on the mandate. Why we’re developing GMPs, and why they’re really essential. There’s no doubt that nations are rushing headlong into that ever-increasing and independent world of globalization that we’ve all heard about. It’s more entwined than ever before in their interests, and especially key to their economic prosperity. This is really the mandate that links the common interest to improve stability and security in the maritime environments.

Most people have probably read Thomas Friedman’s book-- Articulated in his book, *The World is Flat*. Well, my colleague Admiral Harry Ulrich, over in NAVEUR suggested

this really is restated that the world is wet. World's oceans are, and will remain again, as we've heard, a principle conduit, ninety percent of the world's commerce and travels by sea.

The maritime security piece is really the foundation for the regional stability that enables and ensures that economic stability and continued economic prosperity that we all desire and require. Of course, this requires the free, open, and secure maritime lines of communication, a commodity that is far too often taken for granted by our public. I equate it to breathing. It's something that we take for granted, but let it go away for just a second and all of a sudden it becomes your most primary concern. So it's something that we certainly shouldn't take for granted.

But it's also clearly important for other reasons, where there are significant challenges to contain the other threats, for those who would use the sea for the illicit activities, such as proliferation of WMD, human smuggling, drug trafficking, or piracy, which we just heard about last night from Admiral Walsh, in a very good recollection of that. But these interests really link us together in a common bond. However, to effectively protect these interests, it's also clear that we must have awareness of activities in the maritime domain. MDA is really an essential enabler, and I really enjoyed General Renuart's comments, on the last panel, in terms of how we might go about, in the future, looking towards some of those things.

But sharing information to protect these interests is a challenge. But more on that a bit later. And, of course, the last point, which has been made so many times is that no nation can do this alone. Not only does the U. S. not have the capacity, the capability or the means to ensure the stability and security of the maritime environments, it has no interest or desire to go it alone. The many enduring common interests among the nations that must realize the conduct of the maritime security operations can only be successful through this cooperative approach, which we are clearly committed to.

Partners and allies, along with their common interest in that secure maritime environment, bring perspectives, unique capabilities, as well as an in-depth knowledge of their regions, which is absolutely essential to building success.

Additionally, broadening allied participation also brings along with it the clear legitimacy provided in a very broadly accepted participation and, thus, the emergence of Admiral Mullen's initiative for the GMP concept. And it is a concept. It's actually a written document and a concept within the U. S. navy. So what is it? It's the thousand-ship navy, which represents a new approach to cooperation among nations with a shared stake in international commerce, safe navigation, and security which clearly links it to economic prosperity, which is key to deterring conflict.

This new approach can assist in assuring freedom of the seas, facilitate freedom of navigation and commerce, advance prosperity and sovereignty, and protect the ocean's resources. It is, by design, a much broader approach than in the past, and rests on several principles, some of which are that maritime security requires international cooperation, requires transparency of the maritime domain to enhance security at sea, and the fact that partners will voluntarily seek opportunities to cooperate in capacity building and various other useful areas. But it also recognizes the national sovereignty of each nation. And it's broad participation: not just gray hulls flying the U. S. flag, but a network of international navies, coast guards, maritime forces, port operators, commercial shippers, and local law enforcement, all working together towards a common goal.

I was struck, yesterday, by Ambassador Joseph's comments as he was talking about the proliferation security initiative, and the global maritime partnership. And some of the commonalities of the criteria to participate in both of these. Both are driven by very strong common interests. In the case of PSI, it's contributing to deterring the spread of WMD, and in the GMP really to enhance security and awareness in the maritime environment. Participation in both is voluntary by nations, and nations participate up to their own desired levels. There's no central decision-making, no obligations to act, and

both have inherent deterrence value built into them. Both contribute to collective security through cooperation, one of the key themes.

The U. S. navy is committed to the GMP concept already created. It's already creating synergy within our own state department, because of the slightly different approach, aligned mission set, and the vision's softer side.

One of the elements bringing the GMP to fruition is global fleet stations. It's been mentioned a couple times before. The SOUTHCOM rep mentioned it to some degree, and I'll leverage off that a little bit, but it's really an established concept. Again, it is actually written and lays out generally the what and why of what a global fleet station is supposed to develop. We are now actually, within my command at the Naval Warfare Development Command actually writing a CONOPs as to how we're going to go about doing this as we continue to develop this thing called global fleet stations.

We're leveraging past and ongoing GFS work. GFS pilot program. Some of the things that you've already heard about, which have been ongoing throughout our combatant commanders AORs. They're really designed to support the geographic combatant commanders' theater security plans. They consist of adaptable force packages. They can be across the surfaces. They can include NGOs, can include other agencies' participation, that are really based on mission, not platform. So when we talk about the Swift, the Swift is a platform, and it's a means to be able to conduct the mission from, but that may not always be the best platforms. Gray hulls may not always be the best platform, depending on what effect you're trying to achieve in support of the theater security cooperation plan.

But it's all about developing enduring relationships and building partner capacities. Embedded into that is a strategic communications plan, which has gone out to better understand what kind of long-term enduring effects are we having through these shaping and phase zero operations, which we're leveraging for phase zero, but obviously could have broader implications, in the event that conflict does break out.

Some examples that are forming our thinking, as we're understanding this and understanding how we pull this together are deployments in the Pacific, which have happened twice. The Mercy has gone on missions, once from February to March of '04 and, again, from May to August of '06, to Bangladesh, East Timor, Indonesia and the Philippines. They provided a wide range of medical, dental, and civic actions to host nations' citizens.

Pacific Partnership, 2007, the Peleliu went into the southeast Asia region for humanitarian assistance operations, again in support of U. S. PACOM, saw thirty thousand patients, performed over three hundred surgeries. In Africa, a very focused effort from Admiral Ulrich in NAVEUR and EURCOM initiatives in the Gulf of Guinea, mentioned yesterday, the significance of that particular area. Working with the nations there, developing partnerships, and for them to develop their organic abilities to have maritime security, collective in that portion of the world.

And, of course, SOUTHCOM. Already talked about in the last panel, the Swift, and I'll cut through this pretty quickly because it was already talked about. The Swift is there now, on a six-month deployment, which was designated a GFS pilot to again go in and explore the benefits of being able to pull this together with military training teams, and we also talked about the Comfort, which is also there concurrently, but on more of a medical approach to developing relationships and partnerships as we move forward.

The next piece is MDA. Maritime Domain Awareness. Why it's essential. First a little information on the current status with partners, and some of the challenges. Admiral Roughead, my current boss at Fleet Forces Command, and soon to be my bigger boss as CNO, states that maritime domain awareness is where it all begins. We cannot conduct the operations that we must, if we don't have a good sense of what's out there, moving on, above, or under the seas. It really is the key enabler needed to ensure the freedom of navigation, flow of commerce, the knowledge of what's out there, and the ability to counter the threats that we might face. It's a key element that supports effective operational planning and execution within and across the AORs. It's going to be

embedded into each one of our maritime headquarters, with maritime operational capabilities, MHQ/MOC, which is under way, and in development across the navy. This requires dated information from a diverse set of players, including commercial and government entities, and other nations who have a tremendous amount of information to contribute to this effort. But it's not just technology. It's not just machines sharing information and sharing data streams. It's the application of those pieces which are most critical. And I thought Admiral Davenport yesterday, from Joint Forces Command, laid some of these challenges out very well, as they're looking into the MDA effort.

The first one is the mind-set. It's the mind-set of sharing information and protecting information from the beginning. We must be able to do that if we're ever going to have a chance to bring this together in an effective way. There are internal policy restrictions that we have to deal with within our nations to make this information accessible, and a technical and date inter-operability, so that we can rapidly share the information, through standards, to make the information effect, and just the immature processes that we must bring together to bring this to fruition. But the GMP relationships and GFS initiatives that will support the development of those information sharing protocols and lower the threshold and ensure that we continue to move forward in a positive way.

Some examples of MDA progress: there's efforts and initiatives world-wide to implement this under different names in different places. NATO participates. For political reasons, they don't like the term Maritime Domain Awareness. They prefer Maritime Situational Awareness, but essentially, it falls within the same category, and falls within the same challenges I just laid down.

PACOM is working through bilateral relationships, as we heard. To share that in-- SOUTHCAM is working that as well in their AOR for narcotic efforts, and supporting those efforts.

Some challenges ahead of us as we look forward, are inter-operability, as mentioned in the last panel. If we're going to bring this together, to be able to effectively operate not

only in the shaping operations, but at the higher end of conflict when required, and coalition efforts, we have to understand how to work and inter-operate effectively together. Common procedures and doctrine pieces, so that when we come together we can be effective in operating. The MDA piece, and then the training pieces. Training and exercising together is an essential element, where the combatant commanders are firmly engaged in those efforts for success.

In wrap-up, U. S. Naval Forces have always been forward-deployed to shape events and respond to crisis. We've always leveraged the opportunities to partner with other maritime nations, and it's more vital than ever that we increase our focus to develop this required maritime partnerships. Thank you.