

**Chief of Naval Operations
Adm. Jonathan Greenert**

Sea Air Space- Service Chiefs Panel

8 April 2013

Admiral Greenert: Thank you. Thank you, Mr. Secretary. What an honor and privilege to be on the stage with the venerable Secretary John Lehman.

You know, back when I was a little puppy, a junior officer, you were the Secretary and here's what I remember. The aviators got flight jackets and we, the submariners, got poop suits. I know you were ecumenical; at least that was the jargon. But anyhow, we're all the better for us because you did get us a lot of submarines. So that's really all that matters.

I'm very proud also to be up here with Jim Amos and John Currier, basically my shipmates and my battle buddy. We're here together because collectively we execute the Maritime Strategy -- the cooperative strategy for the 21st Century, our current maritime strategy is a great signatory document of the three sea services, and we are currently revising that very document based upon the strategy that was published just about a year ago. More on that later as we bring that out.

I want to thank also Phil Dunmire and the Navy League for what you're doing. This is a terrific venue. I'm completely behind it. I know my colleagues here are behind it. It's an opportunity for conversation with industry. We discuss shared challenges, shared opportunities, but to me what's most important is we can get solutions out of this period.

We about a year ago got solutions out of things like mine warfare, counter fast attack craft, and also improved missiles with ranges by going around here and having a good conversation about payloads with some of our industry, and not just worrying about the big stuff.

I also like the theme, it's a good theme, Maritime Crossroads -- Strategies for Action. What I'd like to talk to you briefly today is where we are today and what is the Navy going to look like tomorrow say in the near term, and talk to you a little bit about partnerships.

So today, well, we've been rigged for reduced visibility for a while in the Navy. What I mean by that is this budget situation has been to me kind of like being in a fog bank. When things are hard, you can't see ahead. You've got to slow down and go to a very slow, deliberate pace. It's an all-hands evolution. And it's very difficult to plan ahead. Everybody, all hands on deck, to be sure that you can properly navigate through this difficult time. That's what it's been like with our budget as it is today.

But things are clearing a little bit. As you know, we got a bill and for us in our operations account it's about \$4.5 billion worth of almost \$9 billion, so we've still got a different challenge. We still have sequestration. It's in effect. So we have a \$4 billion challenge remaining to go in operations and maintenance, and about a \$6 billion challenge in our investment account.

Our priority as we look to the remainder of this year will be to make sure we've got our reimbursables fund. Those are the must-pay bills. We're going to reconcile our FY13 global force management distribution, and we're working with the combatant commanders and the Joint Staff to do that right.

We need to prepare to meet the FY14 deployments, the global force management plan. Get our priorities right there. Get the maintenance done. Get the training done so we're ready to meet our requirements there.

We need to restore critical support, base operation support, and our fleet sustainment, our restoration and modernization projects. We won't be able to do it all but we've got to do the ones that are right with the money that we have.

Now manpower's been exempted in this issue so manning will be able to continue. Actually we're growing in manpower in the Navy as we build to bring in more ships and take care of gaps that we have at sea. That will continue.

We've got a lot of ships under contract. They're under contract, they're under construction. We just brought in the Arlington LPD here last Saturday. Jim Amos was gracious enough to be the keynote speaker, and thank you for that, Jim. So our ships that are already under contract are coming along apace. We'll have about 13 to 16 more by the end of this decade.

My way forward will remain looking through these lenses. Warfighting first, we need to operate forward, and we need to be ready. Our mandate in the Navy is to be at these crossroads, and you can see them up on the screen. They're the things that look like valves. They're the things that channel and control the trade of the world, the life blood of the world, the energy of the world, the produce of the world, and the products of the world. We need to be there at those crossroads and we need to have access. We need to be where it matters and we need to be ready when it matters.

I want you to note up there on the screen, look over in Asia. That's where we are predominant and where we have been predominantly deployed. You look at the non-rotational, 42 non-rotational ships. That's an important distinction. If you are out and you are non-rotation, you're not cycling back to the continental U.S.. You are there in theater reassuring allies, deterring potential adversaries, responding quickly, and it's happening today in the Northeast Pacific. In Asia, I should say. Northeast Asia. Today with the issue with North Korea.

I call to your attention the squares, the black squares. Those are places. Those are where our allies and friends allow us to rest, relax, resupply, repair as appropriate. In some cases to bring our ships and to homeport our ships.

If you go from left to right, the important places in this world are Rota, Naples, Sigonella, Souda Bay, Djibouti down by the Red Sea, by the Gulf of Aden, Bahrain incredibly important, Singapore which is emerging for us, Darwin where our partners in the Marine Corps will operate today and we will continue growing toward the end of this decade. The Republic of Korea,

Pusan, Chinbei, Pyongtek, Japan, Yokosuka, Sasabo, Atsugi, Iwakuni, Misawa, and of course Diego Garcia and yes, Guantanamo Bay. Very important for Southern Command operations. These are places around the world where strategically, and when I look at my mandate today, those are the places we operate in and around, near the crossroads, the maritime crossroads of the world.

If you look ahead to tomorrow, our current strategy emphasizes ten key mission areas. When I walk my way through those mission areas, thread through them, it comes out to tell me you have got to be present, our Navy has got to be present, as I said, where it matters, and be ready when it matters with relevant capability. That's what we built our budget on, that's what we do day in and day out, that's what your folks are getting done out there. Regardless of the budget, the size may vary but that is the main strategy, that is the main focus out there.

Next slide, please.

If you look ahead through '13 and out into '20 where we are today and where we'll be at the end of this decade, our presence grows around the world. And it's not just ships. It's ships forward. What have you got in place where it matters so that you're able to react when it matters?

As we rebalance to the Asia Pacific, our pace, that will continue. Our pace will be dictated by the budget, but it will continue. We have finite resources and it will require an efficient generation of presence. What I'm taking about are things, as you see we go from '13 to '20, from 47 to 52 non-rotational forces, and overall from 54 to 62. It's a requisite increase around the world as we bring forward Destroyers into Rota; as we bring Littoral Combat Ships to Bahrain; as we bring Littoral Combat Ships into Singapore where Freedom is on her way today, leaving the Philippines here in just a day or so to head down there.

The 283 ships we have today serve as the global force management allocation plan and a lot of that is the forward deployed naval forces and forward stationing ships around the world.

If we didn't have these schemes, these means to use what we have most efficiently, I would need 376 ships to do the presence of today if all we did was do rotational deployments. That's how many ships we'd need. To keep one ship forward, rotationally deploying for the continental United States, takes four total. One's there, one's on its way back, one's getting ready to go over, is on its way over, and one is in deep maintenance. That's a notional number but it works pretty well as you look through the different ship types that we have in our Navy.

Capabilities matter in a huge way. This is representative as we look at unmanned systems, as we look at our aircraft, as we look at the capabilities, the payloads that we bring on our ships. Putting the most suitable ships with the right payload in the area of responsibility is what matters as we rebalance and we move forward. The Littoral Combat Ship, as I mentioned before, is going to Singapore and she will really bring through the concept of operations for what we need, how we will use that ship, and what its potential capabilities are.

The P8s that we have, the new maritime patrol aircraft, the Poseidon. Its first squadron is established; the second one will soon be established. She will deploy to the Western Pacific this year.

The Joint High Speed Vessel has been delivered. One has been delivered. It's in Little Creek. She'll help doing the shakedown operations. I think we'll probably do a piece of that down in SOUTHCOM to see what we can do, just as we did with Freedom. The second Joint High Speed Vessel is in trials.

Our Maritime Landing Platform, the first one, will be delivered later this spring and the second one is over half done.

These are important ships that have a resonating capability that we will put forward in the future. It will enable us to move to put those kinds of ships in AFRICOM, in SOUTHCOM, and then move the destroyers that we have there today. Move the amphibious ships that we have there today towards perhaps a more relevant location in the world, while still accomplishing the missions that we need today and in the future.

We'll be increasing our cooperation with nations in the Asia Pacific. We're doing it today. I'll see my Australian counterpart here later this week. I'll be traveling to the Asia Pacific next week for the International Maritime Expo and where I'll see all of my counterparts out there, my fellows in the Asia Pacific, on to Japan, on to Korea. And then RIMPAC in 2014, we're on track, and the Chinese have agreed to join us. The Russians were there last year, I expect they'll be there again this year.

So we're growing out there in an intellectual capacity -- out there being in the Asia Pacific.

Next slide.

There are new challenges, and what you see depends on where you're looking from. If you're from Canada, if you're from a north NATO country you say what about the Arctic? The Arctic is a challenge. It's a future challenge. I call it a year two, year three challenge for us.

I need to develop an approach like I just showed you on the other chart where you can see a maritime crossroads, it's probably the Bering Strait. The Northwest Passage area. Of course the passages up north of Russia as the Polar Ice Cap shrinks and the inevitable occurs where there's passage out there which means commerce, which means we need governance, which means we need security.

Next I'd like to talk just a minute about partnerships. We have a great partnership with my colleagues up here and their respective services. Our Coast Guard partnership is growing apace and I just showed you the area of the world where we need to operate closely with our requisite partners there.

But where we have a unique qualification, the Marine Corps and the Navy, we share a naval heritage. We operate forward together. We enable immediate responses to crises. Our current

situation and the one we have in the near term gives us an opportunity, as I mentioned these new ships, our Littoral Combat Ship, our Mobile Landing Platform, our Afloat Forward Staging Base we're bringing in, our high speed vessels. The integration and the opportunities as we tailor capabilities with our Marine Corps brothers and sisters will be an important piece of our future. We'll need to plan, train and deploy together. We need to find common concepts, equipment and procedures, and we have a means to do that as we meet with our naval board and our headquarters, as Fleet Forces Command meets with Marine forces down in Norfolk. Putting together exercises like Bold Alligator. We got a tremendous amount out of Bold Alligator last year. It's been ten years since we actually had a fleet exercise out there with our Marine Corps brothers and sisters, and it went well.

Bold Alligator '13 will be a synthetic exercise where we'll improve our core competencies, roll it into Bold Alligator '14. Again, another live exercise here on the East Coast.

On the West Coast it's about Dawn Blitz. Same philosophy. Bringing together our capabilities and looking toward our future.

I just mentioned that we brought in another LPG-17 class which is a quantum leap over its predecessor. And if you ask me what's the number one thing I need in the future to -- not in the future. Today. To be brought into the fleet, it's amphibious ships. We need to move them into the fleet. We need them badly. We need America quickly and we need to get Somerset going, we need to get Anchorage, which will be coming soon, later this year.

We need to increase our command and control with our naval operations. Satellite phones, Link 16, lithium phones. And we need -- iridium, excuse me. Iridium phones as we look to the future here in the near term.

We're investing in new ship-to-shore connectors. Our landing craft utility replacement is on track and we're continuing our landing craft air cushion SLEP as we look to the future.

So our partnership with the Marine Corps remains really the cornerstone of who we are and how we're going to move ahead operating forward in the future.

So today it's clearing a little bit. It's time to move ahead, set the pattern, look to the budget challenge, keep the main thing the main thing, make warfighting first, operate forward efficiently and effectively with what we have, and solidify our partnerships as we look to the future.

Thank you very much. I'll look forward to your questions.

###