

**Chief of Naval Operations (CNO)
Adm. Gary Roughead speaks at
Active in the Arctic Seminar
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Thanks. I'm really enjoying where I am, normally this table is reversed and I'm looking the other way and there are a lot of folks up there asking some really hard questions. So this is great. I appreciate the opportunity to come and talk a bit about something that I think is extraordinarily important for our Navy, for our military and for our nation. I would not be here if I didn't believe that. And I have long believed it. And that is how we must view the future.

When we talk about the Arctic, and I am going to talk about the Arctic, but I'm really going to spend most of my time talking about Law of The Sea. When we talk about the Arctic, it is an area that is going to become hugely important to us as a nation. And as we address people who are wondering why the Navy has such an interest in it, and then as you talk about Law of the Sea, people will say, "What has really changed?"

Well in my mind, there is a phenomenal event taking place on the planet today, and that is what I call the opening of the Fifth Ocean; that's the Arctic Ocean. We haven't had an ocean open on this planet since the end of the Ice Age. So if this is not a significant change that requires new, and I would submit, brave thinking on the topic, I don't know what other sort of physical event could produce that.

We in the Navy a couple of years ago began to look at how we as a Navy serve the nation. And one of the things that I have to do, as my responsibility, my obligation, is to provide a Navy that can meet the needs of the nation to be a global Navy, to be forward, to be able to look out after our security interests, our safety interests, and enable the prosperity of the country because that's what navies do. We exist not necessarily to fight these great cataclysmic sea battles; obviously from time to time we are called upon to do that. But the fact of the matter is navies exist to grease the intercourse of commerce globally. That's what we do. So as we began to look at the planet, we realized that there were significant changes taking place; opening of the Fifth Ocean; physical changes; changes in population as they compressed into the littoral areas.

And so we established, I established something that I call Task Force Climate Change. Primarily focused on the Arctic because of the massive changes that are taking place up there, but it also takes into account what is happening on the rest of the planet and where we as a Navy think we have to be in the future. And then from that Task Force Climate Change, we developed what we call the Arctic road map. How do we see the Arctic? What do we see as the role of the Navy? What do we have to be thinking about today/tomorrow to make sure we are prepared to meet the needs of the nation?

The way we see things taking place is the first of moves, which will largely be in the area of resources. Fishing stocks will move with the water temperature, they will start to drift farther

north, that will take fishing fleets farther north and there is a set of responsibilities that we have with other nations on making sure that that activity is taking place lawfully.

Then we believe the next step will be the extraction of resources. So what do we have to be prepared to do as a Navy, as a military particularly aligned closely with the Coast Guard on this.

And then in about 20 years time, 25 years time, the Arctic becomes a profitable sea route from Asia to Europe over the top of the planet. If you look at some of the estimates from shippers, some may actually be here. That is about a million dollars a trip someone saves. That is not insignificant. And so it will become a busy place as transportation starts to take place. That is how we envision the changes that are taking place, how we are looking at them, and the road map that we put in place is based on the best science as we know today. And we are committed to providing the resources the nation needs from the naval perspective to meet our needs.

To touch on Law of the Sea, every one of my living predecessors has endorsed becoming a part of the Law of the Sea Treaty. Folks will say, "Why is that?" We continue to operate in accordance with provisions that are there. But we really do believe that to be a party of the treaty allows us to be more involved in the changes that might take place, to be involved in some of the policies that will come from common practices as it goes on.

Many critics will say, "You enjoy all the privileges associated with Law of the Sea, and so you don't have to accede to it." But a lot of what happens in the maritime domain and in maritime law is really a result of customary law and consider, fast forward 15-20 years from now. How might the laws change? And how will those laws be influenced? Where will we be? We will be on the outside. We will not be on the inside.

Right now there are several countries, last count I had was about 35, who are trying to impose within their exclusive economic zones the same protocols and requirements that apply to the territorial waters which is not a good thing for us. We can be part of that discussion, part of that argument, but I would rather be at the table, I would rather be in the room being able to influence them.

It's remarkable to me, how many times we in the Navy have not been included in activities, particularly when I commanded out in the Pacific because we were not party to the treaty.

Many of my colleagues and foreign navies, and my counterparts, will come to me and say, "we need your leadership at the table," because there are other countries that are using the challenges, particularly as it applies in the EEZ's, to drive a change in that customary law and I believe that we as a nation are at a significant disadvantage if we are not there.

On the area of resources, something that we look at from the stand point of, how do we as a Navy provide the safe guards that law-abiding nations expect to have as they go about resource extraction. I think that there is concern or belief that we can get everything that we want through

bilateral treaties. That is great if the only country you are worried about is the one you have in the negotiation. And so I think that being a party to the Law of the Sea, by being part of that construct, it really puts us at an advantageous position.

A question was asked, "Well what about industry?" I think there are huge financial implications to not being a part of this treaty. That is not my lane, but I will tell you that I think from a national perspective it will put us at a huge disadvantage. I'll stop there so the other speakers can pick up. I look forward to any questions you might have.