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It is truly an honor to speak with you tonight at the close of what has been a very engaging first day of this conference.

When I think about maritime security challenges in the Indo-Asia-Pacific, I'm struck by what, at first glance, is a contradiction in terms. Many of the challenges we face today, which I view broadly as a rising arc of regional angst and diminished transparency, have land-based origins that manifest as frictions at sea. Piracy is just one example that stems from land-based instability. States and the naval forces under their control are also key players and therefore integral to both the imposition and management of those frictions at sea.

Our most pressing maritime security challenge today is to prevent those land-based frictions from flashing seaward, and in turn, to prevent sea-based frictions from spiraling landward. Unfortunately, once at sea, these land based frictions are often forgotten, and when manifest at sea, suffer from the same sea blindness that obscures the threat and the risk of a gathering storm at sea from those ashore who often are most at risk from its effects. This is reflected in the comments of some at this conference today about the general lack of urgency with respect to these issues that are characterized as maritime issues.

These frictions are driven by those who challenge the widely held view, and now perhaps a false assumption, that the international rules-based system and the principled, inclusive security network supporting it, will continue to pave the way for regional economic prosperity. On land and at sea, that prosperity, rightfully belonging to all nations regardless of size, strength or wealth, is being challenged. Both the rules-based system and the security network that supports it were established in the wake of World War II. At its inception there was a clear understanding and acceptance that seapower would play an integral role and remain part of our shared heritage as Pacific nations. Reaffirming this are the countless wrecks of warships across the Pacific that serve as constant reminders of an era in which "might makes right" prevailed with devastating consequences.

There is no better example of the consequences of self-isolation and overreliance on might makes right than North Korea. Satellite imagery underscores the contrast between a darkened North Korea and the bright lights of its prosperous neighbors. Combined U.S. Navy and Republic of Korea Navy responses to recent North Korean provocations demonstrate the power of alliances and partnerships to deter aggression. On the other side of the world, a resurgent Russia is challenging the international community in ways that undermine the security and prosperity of all. The potential return of ISIL fighters to Southwest Asia is another concern – will they take their brand of terrorism from land to sea in the same way that many are concerned could happen in such critical passages as the Straits of Hormuz and the Bab El Mandeb?

Upholding the rules-based system and inclusive security network requires constant reaffirmation by Indo-Asia-Pacific nations and their naval forces. As a rule, when nations apply seapower professionally and responsibly, it broadens national and regional prosperity alike. When seapower is applied provocatively and opportunistically, friction results with great potential for spiraling instability.

I believe seapowers will continue to play a key role in the Indo-Asia-Pacific throughout the 21<sup>st</sup> Century. Maritime economies are increasingly intertwined globally, especially in the Pacific, and Cold War economic bifurcation is almost impossible to imagine today. Regional navies are at their best when they come together at inclusive, multilateral venues like WPNS, IONS, RIMPAC, and here at MSC 16. That is where we can deepen dialogue and practice cooperation as fellow mariners in ways that reduce today's friction at sea, thereby reducing the likelihood of tomorrow's conflicts.

While I am not an economist, and I fully recognize my position as an apolitical servant of my nation, the significance of economic realities that drive national decisions is not lost on me. Indo-Asia-Pacific nations are no different. From a national security perspective, we cannot underestimate the economic undercurrent that shapes so much of the uncertainty and the angst currently in the region. As its name suggests, the Trans-Pacific Partnership, or TPP, is a free trade agreement between the United States and 11 other economies – all linked together by the historic sea lanes that traverse the Pacific Ocean.

These sea lanes were established by generations of seafarers who have gone before us, charting the course of inclusive trade that has bound us together through periods of prosperity as well as strife. And while I remain confident regional navies will continue to be the primary guarantors of lawful, unimpeded commerce between these nations, many in the region have expressed their concerns to me, not for the passage of TPP, but of the regional security implications if it does not pass. This serves as a reminder that focus on the Indo-Asia-Pacific must be a broad, whole-of-government effort.

On that note, despite rising sea-based prosperity, there is a lot of “back to the future” talk lately about the resurgence of great power rivalries and looming Thucydides traps. Though the regional angst I mentioned before is real, invocations of inevitable, tragic conflict ignore political responsibilities as well as the obligation of naval forces to manage frictions at sea even when the sources of those frictions come from irresolution of disputes on land. The problem isn't capacity – even if the entire U.S. Navy was homeported in the Pacific, my regional friends would still be asking if I could provide more forces. It's about applying seapower in an inclusive, principled way, leveraging the rules-based system and security network of like-minded partners, not for the benefit of one, but for the prosperity of all. It's about being thoughtful, rather than rash; it's about being **consistent**, rather than erratic; it's about being **firm**...rather than rigid; and it's about being **patient**...rather than reactionary.

Like Rear Admiral McDonald, my vision for the future is formed from the vantage point of optimism. You only have to attend an event like MSC 16 to realize maritime nations such as those represented here have much more in common than they do in conflict. Moreover, for those areas where such conflict results in friction we have a tried, tested and validated rules-based system to guide inclusive, multi-tiered efforts to resolve those frictions through discourse and dialogue.

This discourse and dialogue is best enabled by professional exchanges that are grounded in personal relationships. It is this reality, my detailed and expansive personal relationships with many throughout the region with both common and competing perspectives that generate and inform my overarching view of the optimism of our collective maritime future.

Again, thank you for the opportunity to speak with you tonight and I look forward to being enriched by your comments and questions.