



DEFENCE WEEK

SUBSCRIBER EDITION NEWS | INTELLIGENCE | BUSINESS OPPORTUNITIES | EVENTS

IN THIS ISSUE

NATIONAL NEWS

And then there were three... ..	1
Wedgetail support now mainly in local hands	2
Different IOCs for USN and RAAF Poseidons	3
LM teams up for oneSKY Australia.....	4
Progress on AWD project	4
Cirrus' ACO-TS contract extended	5
Aussie tankers train with USMC counterparts	5
German container modules feature of Tarin Kot base	7
Northrop Grumman assists Australian school to enhance knowledge of UAVs	8
New Submarine Training School contract signed	9
HSV 2 Swift returns to Hobart	9
DCP calendar	10
ADM Online: Weekly Summary	10

INTERNATIONAL NEWS

Call for new LCS cost estimate	10
LCS-1 loses power in Singapore	11

FORTHCOMING EVENTS

DEFENCE BUSINESS OPPORTUNITIES... See separate PDF

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And then there were three...

Tom Muir

Three industry consortia have been selected to progress to the second stage of the tender process for the Domestic Munitions Manufacturing Arrangements (DMMA) Project which will establish successor arrangements to those currently in place under the Strategic Agreement for Munitions Supply and the Mulwala Agreement. These measures expire in June 2015.

The project intends to deliver a commercial-based arrangement for the production of munitions, propellant and high explosives, including the incorporation of operations at the Australian facilities into an established global supply chain. Included in the tender offer are the Benalla munitions facility and Mulwala explosives and propellants facility.

The following shortlisted consortia will be invited to enter the second stage of the tender process, including the planned release of a Request for Tender in early 2014:

- **Alliant Techsystems Inc (ATK)**, teaming with **NOIA Nominees Pty Limited**, **American Ordnance LLC**, and **Day & Zimmerman Inc**;
- **BAE Systems Australia Limited**, teaming with **Expal Systems SA** (supported by **BAE UK** and **BAE USA**); and
- **Thales Australia Limited**, teaming with **General Dynamics-OTS**, **NAMMO**, and **Winchester Australia**.

A decision on the successful tenderer is expected in the third quarter of 2014.

No doubt disappointed at not making the cut, was **Rheinmetall Waffe Munitions** of Germany, teaming with **Nitrochemie** of Germany and **Ruag Ammotec** of Switzerland. Previously the Raytheon-led team of South Korea's Poonsang Corp and



Chemring Australia withdrew amid reports that Poonsang was unhappy with the risk demonstrated by the Commonwealth's abrupt decision last May not to proceed with the purchase of 155mm self-propelled howitzers from a **Raytheon/Samsung Techwin** team.



Wedgetail support now mainly in local hands

Tom Muir

Boeing Defence Australia (BDA) has taken over prime responsibility for supporting the RAAF E-7A Wedgetail (AEW&C) fleet from its US parent which the company says ensures a continued high level of readiness for the command and control aircraft fleet.

Through a contract modification BDA will now execute the E-7A Wedgetail In-Service Support Performance-Based Logistics contract, with other Boeing organisations acting as subcontractor.

"This change effectively combines Boeing's knowledge as



the OEM with a talented Australian team dedicated to providing the RAAF with low-risk, cost-efficient support for the E-7A Wedgetail," **Shelley Lavender**, vice president and general manager of Boeing Integrated Logistics said.

"This is a significant step in the maturing of local industry to support this important strategic capability," AVM **Colin Thorne**, Head DMO's Aerospace Systems Division said.

Based on the B737-700, the E-7A Wedgetail AEW&C provides airborne battle management capability with an advanced multirole electronically scanned radar and the ability to track airborne and maritime targets simultaneously. The crew can direct offensive and defensive forces while maintaining continuous surveillance of the operational area.

The A\$3.2 billion Wedgetail program was added to the Projects of Concern list in January 2008 because of schedule delays and system performance issues. A remediation plan was agreed with Boeing in 2011, resetting IOC for 2012. The project was removed from the PoC list following delivery of all six aircraft and achievement in November 2012 of initial operational capability (IOC).





Different IOCs for USN and RAAF Poseidons

Tom Muir

The Navy's P-8A Poseidon maritime surveillance aircraft is ready to be introduced into the fleet and is slated for its first operational squadron deployment in December

2013, initial operational capability in the first quarter of 2014 and eventually a fourth low-rate initial production (LRIP) award, according to a service spokeswoman.

According to the US Navy's budget justification documents, 16 P-8A Poseidon aircraft are scheduled to be procured in fiscal year 2014. The service would not confirm whether those 16 aircraft are part of the fourth LRIP award, nor when it would be awarded.

However the IOC for the eight RAAF P-8A Poseidon aircraft, which are planned to replace the **AP-3C Orion** by 2017-18 (the Orion will reach its 'life of type' around 2019, by when it will have been in service with the Air Force for over 50 years) is scheduled for the period FY17-18 through FY19-20. And these are no mean aircraft: an internal fuel capacity of almost 34 tonnes gives the P-8A an unrefuelled range of over 4000 nautical miles (7,500km) or the ability to remain on station conducting low level Anti-Submarine Warfare (ASW) missions for over four hours at a range of more than 1,200 nautical miles (2,200 km) from base.

The P-8A is also air-to-air refuelable from the boom of tanker aircraft such as the **KC-30A**, pushing its endurance out to over 20 hours – making it possible to patrol Australia's isolated Southern Ocean territories. It has 11 weapon hard points and can carry over 22,000 pounds (10,000kg) of weapons. All the hard points have digital weapon interfaces. The aircraft has an extensive communications suite of over 10 separate radios and data links across the VHF, UHF, HF and SATCOM spectrums.

Like the Orion, the P-8A has advanced sensors and mission systems. These include an advanced multi-mode radar, a high definition electro-optic camera, an acoustic system (that has four times the processing capacity of the current AP-3C Orion's system) and an advanced electronic support system that is a derivative of the system fitted to the **EA-18G Growler**. Roll-on 2017-18! -*TM/Inside Defense*

2nd annual ADM Defence Support Services Summit

Date: 19 September 2013, Hyatt Hotel, Canberra

Enquiries: Jamie Burrage, Tel: +61(2) 9080 4321;
Email: Jamie.burrage@informa.com.au



LM teams up for oneSKY Australia

Lockheed Martin will team with four leading air traffic management (ATM) technology providers to offer its Skyline Enterprise solution for the Airservices Australia and Australian Department of Defence oneSKY Australia procurement.

The teammates joining Lockheed Martin Australia on its oneSKY Australia solution include Australian-based partners **Adacel Technologies Limited**; **Daronmont Technologies**; and **Frequentis Australasia**. In addition, **Airbus ProSky** with subsidiary, **Metron Aviation**, will join the team.

Skyline Enterprise, one of the world's most advanced ATM solutions, will feature capabilities that include Adacel Technologies' flight path conflict detection tool and Frequentis Australasia's voice communications and integrated tower products. Daronmont Technologies, a small-medium enterprise will provide extensive experience in engineering and deployment of complex systems to the Department of Defence. Metron Aviation is the current provider of Australia's advanced air traffic flow management (ATFM) system, and their knowledge and skills will ensure the solution optimises airspace and airport resources.



Progress on AWD project

Another three blocks have been added to the first ship structure in the past month on the AWD project.

Blocks 401, 701 and 113 were joined to the ship structure bringing the total number of blocks added to the ship to 19. Block 113 was also the final keel block to be joined for the first destroyer Hobart.

Last week a heavy lift ship left Navantia in Spain, en route to Adelaide with plenty of AWD cargo – including the five keel blocks for Ship 02.

In addition to the five keel blocks, the ship contains Block 603 for Ship 02, two reduction gears, propulsion diesel generators and other pieces of equipment.

It is expected that the journey to Australia will take just over a month.



Also, the RAN has announced the appointment of senior crew positions for the future destroyer **Hobart**.

LEUT **Peter Shirley** was previously appointed as the Deputy Weapons Electrical Engineer Officer.

In addition the following positions have been announced:

- Commanding Officer (CO): CAPT Chris Smith
- Executive Officer (XO): LCDR Dave Murphy
- Weapons Electrical Engineering Officer (WEEO): CMDR Tony Miskelly
- Marine Engineering Officer (MEO): CMDR Brad Smith
- Maritime Logistics Officer (MLO): LCDR Ben Macdonald



Cirrus' ACO-TS contract extended

DMO Training Aircraft Systems Program Office (TASPO) has exercised an option to extend by three years the supply by Cirrus of support to the Air Combat Officer Training System (ACO-TS).

ACO-TS is housed at the RAAF School of Air Warfare (SAW, East Sale) and provides simulation based training of Air Combat Officers in the management of own ship's mission using moving map displays, the collation of track feeds from on and off-board sensors, the compilation and management of the tactical picture, and the operation of radar, Electro-Optic and other sensors.

The Cirrus ACO-TS is based on Cirrus' Simulation Training Network and Sensor Simulation Engine (STN & SSE) technologies.



Aussie tankers train with USMC counterparts

Tom Muir

A contingent of 80 men from 1 Armd Regt has returned from the month-long first phase of a reciprocal exchange program with their US Marine Corps



equivalents. Exercise Gold Eagle was designed to enhance the cooperation between 1 Armd Regt and 1st Tank Bn, USMC, by focusing on combined arms training, developments in technology and integration of capabilities.

Contingent Commander and OC B Sqn, 1 Armd Regt, Maj **Tim Tiller**, said familiarisation with an amphibious capability was invaluable. "Not only can the USMC's amphibious capability operate in a variety of sea states but it also has the capacity to contribute to a far broader scale of operations than we're likely to see in the Australian context," Maj Tiller said.

"The opportunity to deploy on a training exercise alongside USMC elements with similar requirements and challenges was unique and instructive, yet not totally unfamiliar. Working first-hand with our USMC counterparts had a number of interesting facets, the most prominent being that regardless of the unit or country, tank soldiering was just that."

In California, the contingent spent five days at the Marine Corps Air Ground Combat Centre, five days at Camp Pendleton, and 21 days back at MCAGCC. They conducted mounted operations in an urban environment and breaching operations culminating in a combat team live fire breach.

Maj Tiller said the next phase was crucial as the Australian Army no longer retained the capability to conduct an in-stride breach. This will be conducted from September 1-29, with USMC's A Coy, 1st Tank Bn deploying to Darwin to partner with B Sqn, 1 Armd Regt.

"The objectives of this component of the exercise are to build on the relationship developed during the US experience," Maj Tiller said. "It will also expose the USMC tankers to Australian training methods and systems and provide them with an opportunity to operate beside their Australian counterparts in terrain not available to them in US training areas."

Amphibious capability: this year **Talisman Sabre** will see further practice and progression of Defence's emerging amphibious capability. The exercise will be the third block of training for the 2nd Battalion, the RAR's Amphibious Ready Element Landing Force. In a recent issue of *DWP* we noted comments by **Allison Casey**, writing in the *Australian Army Journal*, to the effect that while 2 RAR had been designated to take the initial lead in developing amphibious capability. In turn, these skills are to be spread throughout and beyond 3 Brigade, within which 2 RAR sits. Here, she said, Army's interoperability within itself, as well as the other services, was going to be crucial.

In response to Army Chief LTGEN **Morrison's** then comments that 'we're going to learn that as we go' she saw an opportunity for the Army to learn from experts given that US Marines Corps personnel—specialists in conducting amphibious operations—were now deployed in northern Australia. It would appear that amphibious operations were always going to be an important aspect of ADF training with their USMC counterparts - both in Gold Eagle and Talisman Sabre.

ADM Northern Australia Defence Summit

Date: 29-30 October 2013, Darwin Convention Centre

Enquiries: Jamie Burrage, Tel: +61(2) 9080 4321;
Email: Jamie.burrage@informa.com.au





German container modules feature of Tarin Kot base

Tom Muir

Despite recent indications to the contrary, it seems that plans to draw down troops and equipment from Tarin Kot have been well underway for some time.

From early February the Force Extraction Unit (FEU) has been undertaking tasks to remove infrastructure, including Drehtainer armoured accommodation modules, as Australia prepares for the end of its mission in Uruzgan. Of about 1300 modules owned by Australia at Multinational Base Tarin Kot, almost 430 have been recovered over the past five months.

Nearly 170 of the modules were transferred for use at the Afghan National Army Officer Academy near Kabul and planning is under way for a large number to be gifted in situ to the ANA 4th Bde, 205th Corps. The remaining accommodation modules have been transported to Kandahar Airfield, where some will be available for use by Australian trainers and advisers into 2014 and beyond.

CO FEU LTCOL **Paul Wright** said it was a detailed process to prepare nearly 30 14-tonne modules a week for transport. A civilian transport contract was arranged by the Joint Movement Extraction to move the modules to Kandahar.

"We have had contractors from Drehtainer on site for the past six months who have assisted with deconstruction of the modules and the internal fittings," he said. "Once the roof is removed, the modules are separated and the force protection barriers come down, they are then cleaned and repaired if necessary before being moved to the overflow yard and prepared for shipping."

So who and what is Drehtainer? This German company has delivered more than 3,500 containers to the Bundeswehr in the Balkans and over 2,500 protected containers to the armed forces of Germany, Australia, Canada and the Netherlands while complying with the high standards of STANAG 2280.

Protection is either integrated into the containers or may be incorporated adaptively. This makes it possible to provide a higher protection level to non-protected or only slightly protected buildings. The company's modular camp concept enables the construction of buildings of varying sizes that may provide diverse functionalities such as accommodations, dining rooms, command posts or medical facilities.

Drehtainer has implemented numerous projects in the development of containers for command post solutions, not only meeting the special requirements of anti-ballistic or blast impact protection but also the technical specifications for HF attenuation of shielding, antenna technology, integration of server systems and the required matching air conditioning technology-Army/Dehtainer



Northrop Grumman assists Australian school to enhance knowledge of UAVs



Northrop Grumman Corporation has committed to sponsoring a team of high school students from Dickson College who are competing in the Unmanned Aerial Vehicle (UAV) Outback Challenge 2013, aimed at promoting UAVs and demonstrating their utility in civilian applications.

As part of the UAV Challenge the students will develop their own UAV. They are required to design, build and fly a UAV capable of delivering life-saving supplies to a lost or injured individual, known as **Outback Joe**. The team must locate Outback Joe using clues and waypoints, and deliver the payload within a two square metre area. "The UAV Challenge requires students to apply their combined skills and knowledge of robotics, computing and mathematics as they attempt to develop an unmanned airborne delivery system," **Dr Mike Kelly**, Minister for Defence Materiel said.

"These are real-life professional skills which are being developed and honed and I am very pleased to see industry playing a leading role in supporting these types of initiatives."

Northrop Grumman participates in a number of educational programs in countries around the world that are aimed at promoting science, technology, engineering and mathematics (STEM) education. The partnership with Dickson College is the first long-term commitment made by the company to foster STEM efforts in Australia.

"This is a great opportunity to mentor tomorrow's leaders in aerospace and other technical career fields and to help create a future generation of aerospace professionals with a focus on UAVs," **Ian Irving**, chief executive, Australia for Northrop Grumman said.

"Forging this partnership with Dickson College provides students with tangible ways to explore and develop their field of interest - whether that is engineering, mathematics, science or project management."

In addition to providing the funding for the Dickson College team to begin development of their UAV, Northrop Grumman executives and employees will also meet with the students to provide key insights about their progress.



New Submarine Training School contract signed

At the end of June, ASC signed a new contract with the Submarine Training School, based at Western Australia.

Chief executive officer, **Steve Ludlam** and Commander **Matt Hoffman**, representing Commodore **Mike Noonan** (COMTRAIN) signed the new Submarine Training Services contract.

This new contract secures ASC's role in providing platform and operational submarine training, and support services to the Navy for a further five years, and provides ASC with an opportunity to build on a long history of cooperation and teamwork developed between ASC and the Training Authority – Submarines.

The new contract includes the ongoing support and development of the **Collins Class Submarine Virtual Walkthrough Project**, now named 'Boat 7'. Boat 7 is a fully interactive virtual environment developed by ASC and Challenger staff, integrated with the training team, utilising 3D CAD data which is rapidly gaining acclaim for its ability to provide a wide range of enhanced training options and support capabilities. - ASC



HSV 2 Swift returns to Hobart

HSV 2 Swift, the high speed vessel which has been in service with the US Navy - Military Sealift Command, over the past decade, returns to Hobart.

HSV 2 Swift was first chartered to the US Navy-Military Sealift in 2003 for five years, with a five-year extension granted in October 2008 at a cost of about \$US93 million.

The 98m vessel, which is owned by US firm **Bollinger/Incat**, has travelled to many global troublespots over the past 10 years including Lebanon, the Persian Gulf and East Africa.

The Swift will be refitted in Hobart for sale or charter.

ADM Defence Supply Chains Conference

Date: 4-5 December 2013, Adelaide

Enquiries: Keith Barks, Tel: +61(2) 9080 4342;
Email: Keith.barks@informa.com.au

DCP Calendar

The Defence Capability Plan. There are no comparable documents like it in government when it comes to dollars, timelines and industry guidance. ADM provides some context for this vast resource.

Project name and Phase number	Title	Scope Overview
Air 6000 Phase 2A/2B	New Air Combat Capability – 3 squadrons	Air 6000 Phase 2A/2B is the first acquisition phase for the New Air Combat Capability (NACC) project and will comprise three operational squadrons, a training squadron, associated support and enabling capabilities. Initially the O&E will be complemented by a squadron of F/A-18F Super Hornets, and together they will fulfil the functions of air dominance and strike provided by Air Force's F/A-18A/B aircraft.
Air 6000 Phase 2C	New Air Combat Capability – 4th squadron	Air 6000 will deliver a New Air Combat Capability (NACC) comprising around 100 Conventional Take Off & Landing (CTOL) F-35A, Joint Strike Fighters (JSF) and all necessary support, infrastructure and integration to form four operational squadrons and a training squadron. Phase 2C is the first acquisition phase for the Air 6000 project and will comprise a fourth operational squadron of F-35A aircraft, associated support and enabling capabilities, and attrition aircraft to support the planned fleet life. The decision to acquire the fourth operational JSF squadron will be considered in conjunction with a decision on the withdrawal of the F/A-18F Super Hornet in the FY 2015-16 to FY 2017-18 timeframe.
Air 7000 Phase 2C	Maritime Patrol Aircraft Replacement – P-8 Increment 3	This phase will deliver the P-8A Increment 3 capabilities as an upgrade to the Increment 2 P-8A fleet, intended to be acquired under Air 7000 Phase 2B. The scope of this phase includes procurement and installation of the increment 3 retrofit to the P-8A fleet, their training devices and support systems; acquisition of associated weapons and modification to supporting Fundamental Inputs to Capability (FIC) as required to support the Increment 3 capabilities.

THE Public Defence Capability Plan (DCP) 2012 provides a four year account of proposed major capital equipment acquisitions that are scheduled for Government consideration (either First or Second Pass approval) in the period to FY 2015-16. The Public DCP does not include a small number of classified or sensitive proposals. This four year DCP contains 111 projects, or phases of projects, worth approximately \$153.2b in total capital costs when adjusted for projected inflation rates, according to opening comments of the document. The DCP has been around in its various iterations for quite some time. As time goes by, the detail in many ways has increased. In others, it has decreased. The most

DCP calendar

The Defence Capability Plan (DCP) sets out the ADF's long term capital programs. DCPs have been regularly produced since 2000.

There are no comparable documents like it in government when it comes to dollars, timelines and industry guidance. ADM provides some context for this vast resource in their DCP calendar which can be downloaded [here](#).



operated its full-scale prototype **long-range air surveillance radar** during a recent capability demonstration to the US Air Force.

And, Quickstep announced the first commercial sale of its patented '**Quickstep Process**' system.

International



Call for new LCS cost estimate

The Pentagon's top acquisition executive, Frank Kendall, is calling for a new, independent cost estimate of the Navy's \$40 billion Littoral Combat Ship program and will ask the Joint Staff and the Navy to conduct a requirements



assessment study to revalidate the original LCS capabilities document.

The moves come in response to a Government Accountability Office report released last week that called into question the program's ability to meet minimum performance requirements and stay on cost and schedule.

Though US Navy officials showed steadfast support for their program throughout last week, Kendall wrote that in addition to the new LCS cost estimate, the next block buy of ships in fiscal year 2016 would also be informed by actual cost data from the first eight ships to deliver and some data from another 16 that would be under contract but not yet delivered.

Kendall stopped short of concurring with the GAO's recommendation that the Navy should slow procurement of LCS ships under the current block buy until all these new cost and performance analyses were completed. Kendall wrote that "unnecessarily reducing production . . . would only cause the price to the government to increase with no value added to the program." Instead, the oversight will support the FY-16 contract.

In addition to recommendations for the Navy, the GAO report suggested that Congress "consider restricting future funding to the program for construction of additional seaframes until the Navy: completes the ongoing LCS technical and design studies; determines the impact of making any changes resulting from these studies on the cost and designs of future LCS seaframes; and reports to Congress on cost-benefit analyses of changes to the seaframes to change requirements and/or capabilities and to improve commonality of systems, and the Navy's plan moving forward to improve commonality." -TM//Inside Defense



LCS-1 loses power in Singapore

Ship service diesel generators on the Freedom (LCS-1) are only operating at about half their required reliability level, and as a result the ship lost power on July 21 while in Singapore and was forced to dock for maintenance instead of

participating in a Cooperation Afloat Readiness and Training exercise.

Against this backdrop the Government Accountability Office believes the biggest risk in the Littoral Combat Ship program is not the acquisition of the ship's hardware but rather the development - or lack thereof - of its concept of operations, an official said last week while testifying to Congress on a recently released report.

Nevertheless US Navy officials are standing by their Littoral Combat Ship mission module development strategy - putting available technologies out to sea now and concurrently developing better technologies to add later - despite criticisms from the Government Accountability Office that this strategy doesn't meet minimum performance requirements until several years down the road and does not lend itself to the Navy being held accountable to any sort of milestones along the way-TM//Inside Defense

FORTHCOMING EVENTS.....page 12



FORTHCOMING EVENTS

For a full list of defence and industry events, head to **ADM's** online events page at www.australiandefence.com.au

DSEI

DATE: 10-13 September, 2013, ExCel, London

ENQUIRIES: Web: www.dsei.co.uk

DSEI is the largest fully integrated defence and security show in the world, featuring Air, Naval, Land and Security show content. Based in ExCel, London every two years, the event provides unrivalled access to key markets across the globe.



SimTecT

DATE: 16 - 19 September, 2013, Brisbane Convention and Exhibition Centre, Queensland

ENQUIRIES: Web: www.simtect.com.au

SimTecT is the annual Simulation Technology and Training Conference held by Simulation Australia.



2nd annual ADM Defence Support Services Summit

DATE: 19 September, 2013, Hyatt Hotel, Canberra

ENQUIRIES: ADM Events - Jamie Burrage, Ph: 02 9080 4321;

Email: Jamie.burrage@informa.com.au

Web: www.admevents.com.au

A must-attend for any organisation currently doing business with Defence, or for those wanting to gain a foothold in the service delivery of defence support.



Pacific 2013 - International Maritime Exposition

DATE: 07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Penny Haines, Ph: 03 5282 0500, Email: phaines@amda.com.au;

Bob Wouda, Email: bwouda@amda.com.au

Web: www.pacific2013imc.com

Since its inception in 2000, the biennial Pacific International Maritime Exposition has continued to expand. The number of commercial maritime and naval defence industry participants from around the world has grown substantially.



As the only comprehensive international exhibition of its kind in the Asia Pacific region, PACIFIC2013 will again provide the ideal showcase for commercial maritime and naval defence industries to promote their capabilities to decision makers from around the world.

PACIFIC2013 will be held in conjunction with the 'International Fleet Review' which will be commemorating the centenary of the first entry of the Royal Australian Navy Fleet into Sydney.

RAN Seapower Conference 2013

DATE: 07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Sea Power Conference Team

Email: seapower.conference@defence.gov.au

Web: www.seapowerconference2013.com.au

The Sea Power Conference will be an integral part of the International Fleet Review 2013, Pacific Maritime Congress and Pacific 2013 International Maritime Exposition. This year will mark the eighth conference in the series.

The Sea Power Conference will explore the broad theme of Naval Diplomacy and Maritime Power Projection: The Utility of Navies in the Maritime Century, which is designed to capitalise on the presence of many foreign navies in Sydney for the International Fleet Review.

ADM will
be in
attendance

Pacific 2013 - International Maritime Conference

DATE: 07 - 09 October, 2013, Sydney Convention & Exhibition Centre, Darling Harbour

ENQUIRIES: Pacific 2013 IMC Conference Managers

Ph: 02 9265 0700

Email: pacific2013imc@arinex.com.au

Web: www.pacific2013imc.com

The Pacific 2013 International Maritime Conference will be held in association with the Pacific 2013 International Maritime Exposition and the Royal Australian Navy's Sea Power Conference.

Normally held every two years, the Pacific International Maritime Exposition and the associated conferences have been brought forward to October 2013 to coincide with the Royal Australian Navy's centenary celebrations of the first arrival of the RAN's fleet unit in Sydney on 4 October 1913.

Pacific 2013 IMC provides a unique opportunity for people involved in maritime and naval affairs around the world to discuss the latest maritime developments in design, naval architecture, engineering, science and technology.



2013 Maritime Environment Working Group Conference

DATE: 10 October, 2013, Sydney

ENQUIRIES: Web: www.govdex.gov.au

This meeting will provide another opportunity for defence and industry representatives to discuss the latest updates with regard to DCP projects. RSVP no later than 30 September 2013 on the MEWG Govdex site.

SIA 2nd Submarine science, technology and engineering conference

DATE: 15 - 17 October, 2013, Adelaide

ENQUIRIES: Web: www.submarineinstitute.com/sia-conferences/

The peak event in Australia for engineering of what is one of the most complex Defence assets - conventional submarines. In addition the conference covers the full range of underwater technologies, many of which are relevant and in use for under-sea resources exploration and exploitation.

ADM will
be in
attendance

Safeskies

DATE: 16 - 17 October, 2013, Hotel Realm Canberra

ENQUIRIES: Web: www.safeskiesaustralia.org

Safeskies Conferences is an Australian based not-for-profit organisation which holds a biennial aviation safety conference in Canberra. The 2013 conference has as its theme 'People and Technology', and speakers will probe some of the issues surrounding this theme.

ADM Northern Australia Defence Summit

DATE: 29 Oct - 30 October, 2013, Darwin Convention Centre

ENQUIRIES: ADM Events - Jamie Burrage, Ph: 02 9080 4321;

Email: Jamie.burrage@informa.com.au

Web: www.admevents.com.au

Bringing together key figures from the NT Government, senior military figures, and senior industry representatives, this conference is all about the continuing development and support of Defence in the Top End. Hear about the current and new initiatives offered by Government and what industry can bring to support Defence's strategic objectives.

ADM will
be in
attendance



ADM Defence Supply Chains Conference

DATE: 4 - 5 December, 2013, Hotel Grand Chancellor, Adelaide

ENQUIRIES: ADM Events - Keith Barks, Ph: 02 9080 4342;

Email: keith.barks@informa.com

Web: www.admevents.com.au

ADM will
be in
attendance

It is recognised that it can be difficult for SMEs to find the right entry portal to an entity as large and diverse as defence primes. SMEs are a vital element in major defence acquisition contracts through the supply of sub-systems and components, as well as the establishment and sustainment of Australia's defence capability. SMEs are the links in the supply chains supporting the operation and maintenance of these capabilities. SMEs can also be the birthplace of many of the innovative technologies that contribute to Australia's defence capability edge.

Defence projects and initiatives can facilitate access to opportunities for Australian industry to access supply chains of major sub-suppliers, there are also barriers that sometimes prevent SMEs from accessing lucrative supply chains. The effective utilisation of Defence supply chains helps make Australian industry globally competitive.

By attending the ADM Defence Supply Chains Summit, you will hear about supply chain perspectives from Defence primes, leaders within the DMO, case studies from SMEs, risk and cost mitigation strategies, preparation strategies, and network with an array of Defence stakeholders.

