

*As prepared for delivery.*

**Transatlantic Cooperation After the Re-Election of President Obama  
Die Transatlantische Zusammenarbeit nach der Wiederwahl von Präsident Obama  
Parliamentary Breakfast hosted by the Deutsche Maritime Akademie & AmCham  
Berlin, April 25, 2013  
Ambassador Philip D. Murphy**

Herr Heid,

Herr Haase,

James Monroe,

vielen Dank für die Einladung, gemeinsam mit Ihnen und Mitgliedern des Bundestags und der Bundesregierung über die transatlantische Partnerschaft zu sprechen.

Kurz nach der zweiten Amtseinführung von Präsident Barack Obama reiste Vizepräsident Biden nach Europa. Er besuchte Deutschland, Frankreich und Großbritannien. Auch die erste Reise von Außenminister John Kerry führte ihn nach Europa. Sowohl Vizepräsident Biden als auch unser neuer Außenminister hatten eine deutliche Botschaft: die Bedeutung der transatlantischen Zusammenarbeit.

Während seiner Europareise besuchte Vizepräsident Biden zunächst das Bundeskanzleramt, um sich mit Bundeskanzlerin Merkel zu treffen. Nach ihrem Gespräch betonte er, dass Deutschland ein unerlässlicher und entscheidender Partner für die Vereinigten Staaten sei und das transatlantische Bündnis die Grundlage für die weltweiten Beziehungen der Vereinigten Staaten bilde. Von Berlin reiste der Vizepräsident nach München. Bei der Sicherheitskonferenz führte er dieses Thema noch weiter aus. Er sagte: „Europa ist der Eckpfeiler unseres internationalen Engagements und der Motor für unsere globale Zusammenarbeit. So einfach ist das. Nichts hat sich geändert.“

*Mr. Heid (chair of the Deutsche Maritime Akademie / German Maritime Academy)*

*Mr. Haase (member of board of the Deutsche Maritime Akademie)*

*James Monroe (chair, AmCham Transatlantic Aerospace & Defence Cooperation)*

*Thank you for inviting me to join with you and members of the German Parliament and the German government to discuss the status of the transatlantic partnership.*

*Very shortly after the second inauguration of President Barack Obama, Vice President Biden travelled to Europe. He visited Germany, France and the United Kingdom. Secretary of State John Kerry's first overseas trip was also to Europe. Both the Vice President and our new Secretary of State had a very clear message – and that was the importance of transatlantic cooperation.*

*Vice President Biden's first stop on his European visit was at the State Chancellery here in Berlin for a meeting with Chancellor Merkel. As he emphasized at the top of their discussion, Germany is an absolutely essential, critical partner for America; and more broadly speaking, the transatlantic alliance is the basis of America's relationship with the world. From Berlin, the Vice President continued on to Munich. At the Security Conference, he elaborated on that same theme. He said, "Europe is the cornerstone of our engagement with the rest of the world and is the catalyst for our global cooperation. It's that basic. Nothing has changed."*

Now the Vice President is an old hand when it comes to the Munich Security Conference. He attended the conference many times as a Senator. Four years ago, as Vice President of the United States of America, he attended the conference on behalf of America's new President and an administration that was determined to set a new tone in America's relations around the world. President Obama is as determined now as he was then to meet the broad common challenges we face – challenges such as the spread of weapons of mass destruction, the global contagion of dangerous diseases, the growing gap between rich and poor, ethnic animosity in failed states, and a rapidly warming planet and uncertain supplies of energy, food, and water. But President Obama is also convinced that if we want to find real solutions to these challenges, there is no room for zero sum mentalities and rigid ideologies. We need to listen to and learn from one another. That's what working together for a common prosperity and security means.

Returning in February of this year, at the start of the second Obama term, Vice President Biden reported on the progress that has been made – in Iraq and Afghanistan; in Iran; in fighting terrorism; in the relationship between the United States and Russia; and in managing the crisis of the global economy. On all of those issues, as well as a number of new issues that have been added to our common agenda, real progress has been made. However, there is more, much more, to be done – both for the well-being of our citizens and also for our ability as partners to meet our strategic obligations to the rest of the world.

Our vision for future transatlantic cooperation needs to be based on a recognition of our many potential areas of shared opportunity. Working together we can realize these opportunities to the benefit of our own peoples; and at the same time, build the better world that we all want.

In the years between the end of World War II and 1990, America's relationship with Europe was largely one of military necessity. Its focal point was Europe's security. With the end of the Cold War, German reunification, and the emergence of the democracies of Central and Eastern Europe, the dynamic has changed. The transatlantic partnership is now focused equally on economic issues and it has an increasingly multilateral dimension. We have learned that our physical security and our economic security are indivisible. Our relationship now focuses on what Europe and the United States can achieve as partners as we address a range of both national and global challenges.

Da einer unserer Gastgeber heute Morgen die Deutsche Maritime Akademie ist, möchte ich noch eines hinzufügen: Ich weiß, dass sich die Beziehungen – und insbesondere die Wirtschafts- und Handelsbeziehungen – zwischen Europa und der Neuen Welt bis weit vor die Mitte des 20. Jahrhunderts zurückverfolgen lassen. Vor Jahrhunderten bauten Seefahrer die Haupthandelsnetzwerke aus, die es bis heute gibt.

*Since one of our hosts this morning is the German Maritime Academy, let me add that I realize that relations – and in particular economic and trade relations – between Europe and the New World date back long before the mid-twentieth century. Centuries ago, maritime explorers established the principal trade networks that exist to this day.*

Pepper and cinnamon, and cloves and nutmeg were such hot commodities five hundred years ago that they drove nations to sail across vast oceans searching for new routes to the spice-rich Orient. In searching for a quicker route to India, Christopher Columbus bumped into the Americas. Spices did not just reveal entire continents to Europeans; they also helped to establish vast empires; and in so doing, often tipped the balance of world power. Spain and Portugal spent much of the 16th century fighting over cloves, while England and the Dutch dueled over nutmeg. A tiny island called Run became the world's most valuable real estate for a time in the 1600s because of its many nutmeg trees. In exchange for Run, now a part of Indonesia, the Netherlands swapped a couple of colonies in faraway America – including the island of Manhattan. Some historians argue that if the modern age has a definitive beginning, it was sparked by the spice trade. The sea-going explorers and traders helped to shape today's economic world and almost every aspect of world commerce – in all of its complexity. And in many ways, the special bonds between Europe and the United States were shaped by these chapters of world history. I am thinking now not only of trade and exploration, but also of immigration. Our relationship has evolved with the times and it has stood the test of time. But fast forward from the spice traders of centuries gone by to today.

Taken as a bloc, the EU is America's largest trading partner. Some \$1.5 trillion in annual trade flows across the Atlantic – to a large extent, by the way, in container ships. It is the largest bilateral trade relationship in the world, accounting for nearly a third of world trade and about half of all global economic output.

Dennoch erregt die sogenannte Neuausrichtung der US-Außenpolitik nach Asien eine Menge Aufmerksamkeit. Meine Antwort auf diese Bedenken lautet, dass diese Ausrichtung nach Asien eine Hommage an die transatlantische Partnerschaft ist. Gleichzeitig möchte ich betonen, dass dieses Interesse an Asien nicht auf Kosten der Beziehungen zu Europa geht. Denken Sie an Christoph Kolumbus, denken Sie an die Insel Run. Wir nehmen die Bedeutung und den Wert unserer transatlantischen Wirtschaftsbeziehungen sehr ernst. Es gibt zwei wichtige Plattformen für Diskussionen und Dialog sowie die weiteren Fortschritte, die sie mit sich bringen.

*Nevertheless, the rebalancing or so-called pivot of U.S. foreign policy to Asia continues to receive a lot of attention. My answer to those kinds of concerns is that the pivot to Asia is an homage to the transatlantic partnership. But I also emphasize that a focus on Asia cannot and will not come at the expense of relations with Europe. Think of Christopher Columbus; think of the island of Run. We take the importance and value of our transatlantic economic relationship very seriously. We have two key platforms for discussion and dialogue – and the continued progress that they signify.*

The Transatlantic Economic Council (or TEC) was inspired by Chancellor Merkel and enthusiastically supported by leaders on both sides of the Atlantic. The High Level Working Group on Jobs and Growth enjoys similarly strong support. The goal of the TEC is to eliminate

barriers and reduce costs from transatlantic trade. By bringing together our respective governments and businesses through such fora, we can leverage the size and importance of the U.S. and EU markets to help shape global standards for commerce. For example, Ford and Volkswagen's subsidiary Audi have been the TEC business-leads in organizing a joint approach to electric vehicles and smart grids. In parallel, within the High Level Working Group on Jobs and Growth, we have come a long way to clarifying the synergies and gaps in our approaches to trade and investment.

As you all know, in the State of the Union speech in February, President Obama highlighted the critical role that a smart, fair, balanced trade policy can have in aiding our economic recovery and job creation.

Für die Schifffahrt bedeuten mehr Handel, Investitionen und Wirtschaftswachstum natürlich mehr Geschäfte. Wie ich bereits sagte, leben wir in einer zunehmend komplexen Zeit, was offensichtlich auch für den Seehandel und andere maritime Fragen gilt. Schließlich besteht unser Planet zu 70 Prozent aus Wasser. Soweit ich weiß, zitiert die Deutsche Maritime Akademie gerne Arthur C. Clarke, der einst schrieb: „Wie unpassend, diesen Planeten Erde zu nennen, wenn er doch ganz klar ein Ozean ist.“ Erlauben Sie mir also, nur einige Themen auf der maritimen Agenda anzusprechen.

*And of course, for those in the shipping industry, increased trade and investment and economic growth means more business. As I said earlier, we live in an era of increased complexity – and that obviously goes for maritime trade and maritime issues too. After all, seventy percent of the planet's surface is sea. I know the Deutsche Maritime Akademie likes to quote Arthur C. Clarke who once wrote, “How inappropriate to call this planet earth when it is quite clearly Ocean.” (Wie unpassend diesen Planeten Erde zu nennen, wenn er doch ganz klar ein Ozean ist.)*

*So allow me to mention just a few issues on the maritime agenda.*

The global recession resulted in historic losses for the world trade community. Ocean container carriers suffered a reported \$15 billion in losses in 2009. The industry is currently navigating a path toward a destination that is bringing it close to pre-recession levels of volume. In the US, the industry is focusing on President Obama's signature National Export Initiative, which is facilitating more export from national ports, thereby helping carriers achieve more of an import-export balance.

Investment is often just as important as trade for ports and the shipping industry. Mobile, Alabama will be the final Assembly Line plant for the Airbus A320. This will yield approximately 1000 jobs. As parts will be supplied globally, Mobile's port was an important factor in the decision to locate a plant there.

In addition to the National Export Initiative, President Obama has also directed a broad-based interagency review and reform of the U.S. export control system. This is important, for example, if you are building airplanes as EADS plans to do in Mobile. The current export control system is complicated, contains too many redundancies, and, in trying to protect too much, diminishes the ability to focus efforts on the most critical national security priorities. The review was completed and last month, President Obama signed an Executive Order to revise

delegated presidential authorities over the administration of certain export and import controls that have not been updated in 36 years. The filing lays out new categories defining carefully restricted items used for aircraft and turbines. This is the first in a series of actions that will allow the US government to better utilize export licensing and enforcement resources to focus on items, destinations, and end-uses of greatest concern. Perhaps of special relevance for this group, these reform initiatives will significantly improve interoperability and also strengthen the national security of the United States and our Allies and partners.

In that context, I would like to mention a number of examples of how we are indeed working together to keep our countries safe. The FGS HAMBURG is currently deployed with the US Carrier Strike Group Eisenhower. As you know, Germany contributed funding for the Dutch SM-3 BMD feasibility study for the 124 class Frigates.

Last month, the MOU for the Rolling Air Frame Missile (RAM Block II) was signed. This is a continuation of a 30-year success story of a transatlantic maritime defense program between German and US industry.

And last September in conjunction with ILA, EUCOM hosted a maritime ballistic missile defense conference in Berlin.

These are just a few examples of how we are working together as partners. Tailoring export controls will facilitate that kind of cooperation. Export reform initiatives will also provide a more conducive environment for innovation and for implementing new technologies.

In terms of innovation, the next big thing on the horizon in shipping is literally enormous. One of the biggest construction projects in the world, the remaking of the Panama Canal, will let bigger boats sail into deeper harbors. Many ports in the US are spending billions dredging channels, blasting tunnels and buying cranes the size of 14-story buildings to accommodate super-sized cargo. These new "post-Panamax" ships are the length of aircraft carriers. From the waterline, they're 190 feet tall, or nearly twice the height of the Lincoln Memorial. The ships can carry as many as 12,000 containers, or about a million flat-screen TVs. The crew? A dozen sailors.

And by the way, a new generation of green vessels is also on the horizon.

Here's another development that is hot these days – the Arctic. That is what Gustaf Lind, Sweden's Arctic Ambassador and the current chair of the Arctic Council, says. The other members of the Council are the US, Canada, Denmark, Finland, Iceland, Norway and Russia, plus six non-voting representatives of indigenous Arctic peoples. The top of the world is warming roughly twice as fast as the rest of it. Most scientists expect the Arctic Ocean to begin to be largely ice-free in summer sometime between 2020 and 2050. New commercial trans-Arctic shipping routes will sharply cut the distance between Europe and Asia. However, the passage through the Arctic Ocean will also require significant investment. Could the opening of the long sought after Northwest Passage to commercial traffic one day pose an alternative to the Panama Canal?

You are all probably better able to predict the future of the shipping and maritime industry than I possibly could. However, since you have chosen a quotation from science fiction writer Arthur C. Clarke as your motto, let me conclude with another : “If we have learned one thing from the

history of invention and discovery, it is that, in the long run – and often in the short one – the most daring prophecies seem laughably conservative.”

Well, I believe, speaking for the transatlantic partnership, we need a daring vision of what we can accomplish together. During the era of post-World War II reconstruction, we took a daring and a comprehensive approach to reform. That included well thought-out economic governance programs and institutions – like the UN, the IMF and World Bank, and the Marshall Plan which promoted growth, security, and freedom for millions of people around the world.

Today’s united Europe is a powerful tribute to the vision and determination of European visionaries such as Jean Monet, Robert Schumann, and Paul-Henri Spaak, as well as American leaders such as President Harry Truman, George Marshall, and Dean Acheson. These men understood the value of closer economic ties as a politically unifying force – and as a force for peace. The wisdom and validity of this view was captured this year when the Nobel Committee awarded the 2012 Peace Prize to the European Union. Generations of Americans and Europeans who grew up during the Cold War recognized the vital importance of transatlantic relations. We need to ensure that coming generations on both sides of the Atlantic recognize not only the important legacies we share but also the values and principles that underpin our societies, our systems of government, and our view of the world.

Die Vereinigten Staaten und Europa haben eine gemeinsame Vergangenheit. Lassen Sie uns im Hinblick auf eine gemeinsame Zukunft weiter zusammenarbeiten.

Präsident Franklin D. Roosevelt sprach regelmäßig bei den sogenannten *fireside chats* übers Radio zu den Amerikanern. Am 14. April 1938, vor fast genau 75 Jahren, sprach er über die wirtschaftliche und gesellschaftliche Erholung, aber auch über die politische Situation in anderen Teilen der Welt. Er warnte: „Unser Ziel eines größeren, stabileren und toleranteren Amerika aufzugeben, hieße, die Flut zu verpassen und den Hafen vielleicht nicht zu erreichen. Um einen Hafen zu erreichen, müssen wir segeln - segeln, nicht Anker werfen - segeln, nicht treiben.“

Lassen Sie uns gemeinsam die Segel setzen.

*The United States and Europe share a common past. Let’s continue to work together to shape a common future.*

*President Franklin D. Roosevelt regularly addressed the American people via radio fireside chats. On April 14, 1938, almost exactly 75 years ago, he spoke about economic and social recovery and also the political situation in other parts of the world. He warned that “To abandon our purpose of building a greater, a more stable and a more tolerant America, would be to miss the tide and perhaps to miss the port. To reach a port, we must sail – sail, not tie at anchor – sail, not drift.”*

*Let’s hoist our sails together.*

Vielen Dank für Ihre Aufmerksamkeit.