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MARITIME TRAINING SERBIAN AUTONOMOUS VESSEL PROTECTION DETACHMENT

ABSTRACT

The crisis in Somalia has caused appearance of piracy at sea in the Gulf of Aden and the Western Indian Ocean. Somali pirates have become a threat to economic security of the world because almost 30 percent of world oil and 20 percent of global trade passes through the Gulf of Aden. Solving the problem of piracy in this part of the world have included international organizations, institutions, military alliances and the states, acting in accordance with international law and UN Security Council resolutions. The European Union will demonstrate the application of a comprehensive approach to solving the problem of piracy at sea and the crisis in Somalia conducting naval operation — EU NAVFOR Atalanta and operation EUTM under the Common Security and Defense Policy. The paper discusses approaches to solving the problem of piracy in the Gulf of Aden and the crisis in Somalia. Also, the paper points to the complexity of the crisis in Somalia and dilemmas correctness principles that are applied to solve the problem piracy at sea. One of goals is protections of vessels of the World Food Programme (WFP) delivering food aid to displaced persons in Somalia. Republic of Serbia joined in this mission and trained and sent one a autonomous team in this military operation for protection WFP. This paper consist the problem of modern piracy, particularly in the area of the Horn of Africa became a real threat for the safety of maritime ships and educational process of Serbian Autonomous vessel protection detachment. Serbian Military Academy adopted and developed educational a training program against piracy applying all the provisions and recommendations of the IMO conventions and IMO model courses for Serbian Autonomous vessel protection detachment.

Keywords:

piracy, EU NAVFOR, WFP, training, Serbian Autonomous vessel protection detachment.

INTRODUCTION

The crisis in Somalia has caused the emergence of piracy at sea in the Gulf of Aden and the Western Indian Ocean. Somali pirates have become a threat to economic

security of the world because almost 30 percent of world oil and 20 percent of global trade passes through the Gulf of Aden, an important maritime passage that connects the west to east across the Red Sea and Suez Canal.

According to the Convention on the Law of the Sea, piracy means any unlawful act of violence, detention or robbery for gain by a person who on the high seas, against the ship or persons or property on it, or in a place that does not fall under the authority of any state.

Most pirate attacks occur in the territorial sea or in inland waters, beyond the reach of the Convention on the Law of the Sea adopted the 1982nd year. Therefore requires a broader conceptualization that is not limited only to attacks that take place in the open sea, as pirate attacks are most common in the territorial waters of developing countries with dispersed and long coastline. Combating piracy in that country may request the assistance of foreign warships, coastal guards or foreign countries based on bilateral agreements. In solving the problem of piracy in this part of the world because they involve international organizations, institutions, military alliances and the state, acting in accordance with international law and UN Security Council resolutions. In this area, therefore the presence of international naval forces that contribute to combating pirate attacks, but not solving the problem. The number of pirate attacks is growing and expanding area of their activity.

INTERNATIONAL MEASURES AGAINST PIRACY

The UN Security Council has remained active in this matter and has been approving mandates adapting the legislation to changing circumstances, supporting and urging the implication of willing states, with the goal of putting an end to the scourge of piracy in the Gulf of Aden and the Western Indian Ocean. Its resolutions represent an important legal base for the states that have been establishing new mechanisms or have been upgrading their presence in the region. So far African Union, NATO and the EU have been the most active actors to limit or suppress piracy in this region.

The European Union has demonstrated the application of a comprehensive approach to solving the problem of piracy at sea and the crisis in Somalia conducting naval operation — EU NAVFOR operation Atalanta and EUTM under the Common Security and Defence Policy. The European Union is the organization of naval operation against piracy at sea has shown that it can make a major contribution to the preservation of freedom of navigation and several thousand miles away from Europe. Implementation of maritime operations — EU NAVFOR Atalanta have been made and the first positive effects of so much reduced number of attacks on merchant ships, and the mere presence of military forces gave a deterrent effect on piracy. However,

it remains to be seen whether and how the European Union deal with problems of internal organization of Somalia in which lie the real causes of instability and piracy as a form of criminal activity of the population. The situation in Somalia, however, must deal with more active and comprehensive approach that would involve complete disarmament klan-divided population, the establishment of a democratically elected government, strong security institutions, respect for all human and minority rights and cultural and economic progress of the country. The resulting crisis and the cause of piracy can be solved only by orientation of Somali society and its cultural and economic development, not on its own economy, excessive fishing and the dumping of waste near the Somali coast [Radojević S. M., 2012α].

One of the primary tasks of the EU Naval Force Somalia Operation Atalanta is the protection of World Food Programme (WFP) ships and other vulnerable shipping in the Gulf of Aden and Western Indian Ocean. Before 2012, all WFP ships carrying aid to Somalia were escorted by EU Naval Force warships. Since mid of 2012 some WFP vessels have been protected by an Autonomous Vessel Protection Detachment (AVPD), with the EU Naval Force providing an armed security team on board, instead of providing a warship as an escort.

As a result of the successful cooperation between the EU Naval Force and WFP, not one WFP ship has been attacked by pirates, so all the aid, 880,000 t. has been successfully delivered to the Somali people. Currently most of the WFP deliveries are conducted by the time chartered vessel, MV Caroline Scan and since 2011 MV Caroline Scan has delivered over 127,000 t. of aid. MV Caroline Scan is currently being protected by a Serbian Forces AVPD.

According to the World Food Programme, in 2011 over four million people experienced extreme food insecurity, with famine blighting many regions of the south.

SERBIAN PARTICIPATION IN EUNAVFOR

Serbia has demonstrated a willingness to actively participate in the EU naval operation Atalanta. During the 2010th The Ministry of Defence has got job offers France and Greece to take part in the EU NAVFOR operation by sending naval officer on ships of these countries. However, this kind of participation would be treated as a bilateral arrangement would not be registered as the official participation of the Republic of Serbia to the EU operation. Serbia officially participates in CSDP operations conducted after the conclusion of the agreement with the EU. Agreements have been signed 2011th On the exchange of classified information and the participation of Serbia in the civilian and military EU operations, enabled the development of this kind of engagement in European operations. The first Serbian two naval officers (lieutenant

commander) were sent in October 2011th on the French warship in Operation Atalanta, by agreement with the EU and the Agreement on Defense Cooperation with France.

The House of Representatives has agreed to the contribution of an Autonomous Vessel Protection Detachment (AVPD) to Operation Atalanta, the EU mission concerned with protecting food transports to Somalia. The advantage of AVPDs is that the military personnel can be stationed directly on the ship in need of protection, so that no naval escort is necessary.

EU countries is already contributing to the operation with naval vessels, and it also stations Vessel Protection Detachments (VPD) on vulnerable merchant ships. With the help of AVPDs the Serbia will protect food transports and preventing hostage-taking. The deployment of AVPDs also frees up naval vessels, which can then be used to protect merchant ships. In this way war ships also stand to benefit from this new system. It is, briefly put, a smart use of scarce resources.

Members of the Special Brigade of the Serbian Army shall protect the ship early December UN Food Program from possible attacks by Somali pirates. Serbia has more than 200 people in UN peacekeeping missions, which makes Serbia one of the most engaged European countries in preserving peace in the world. Members of the Special Brigade of the Serbian Army will be from 6 December board the ship of the UN to protect the next eight months , as part of the EU operation Atalanta in the fight against Somali pirates. Somalia is a breeding ground for pirates, because the government of that country has no real power over areas of the country. Pirate bases are mostly located in the territories recognized by the central government, but they do not have a major military power that would pirates and other criminals managed to suppress. Also, the Somali army and police are still forming and lacking in military equipment.

In the operation Atalanta Serbian Army currently has three officers in command of the mission in Northwood an officer on ship in the Indian Ocean and Autonomous Vessel Protection Detachment team onboard MV Caroline Scan.



Fig. 1. Member of Serbian AVPD team onboard MV Caroline Scan

TRAINING SERBIAN AUTONOMOUS VESSEL PROTECTION DETACHMENT (AVPD)

After informal evaluations, during training in France and Greece formal evaluation 'Pirate 01' has confirmed this elite group's readiness of the Special Brigade to join partner forces onboard the vessel WFP.



Fig. 2. Training AVPD team onboard Serbian river patrol ship

Our team are preparing themselves in a simulation of real situation they will face in the Aden Bay in the waters of the Indian Ocean. Training is then continued at the Military Academy of the programs STCW and IMO conventions and especially STCW Manila requirements for new security training. Autonomous Vessel Protection Detachment team at Military Academy was first trained for basic safety on board and emergency procedures on board according to the STCW Convention.

In order to enhance crews' awareness of this issue the STCW Convention will require all crew members to participate in security related training from the 1st January 2014. The STCW Manila Amendments introduced a new qualification for each crew member on board, regardless of their position, but linked to their duties. Chapter A-VI/6 differentiates between personnel on board with designated security duties and personnel in any other capacity. Seafarers must be able to perform designated on board security duties, including anti-piracy and anti-armed-robbery-related activities. This includes the recognition of security risks and threats, regular ship inspections, proper usage of security equipment and maintaining the conditions as set out in the ship security plan [Radojević S. M., 2012β].

Training at the Military Academy based on of the programs STCW and IMO conventions and the procedures of the ship's crew in regular and emergency situations. Education programs at Military academy based on the IMO recommendations and best management practices, and the development and evaluation of options pirate attacks.



Fig. 3. STCW Training AVPD team at Military Academy

Being appropriately prepared for an attack by pirates requires an approach that is based on sound judgment and analysis. The approach put forward in this program is intended to meet that security goal and other elements of the International Ship and Port Facility Security (ISPS) Code [Guide, 2012]. This approach is further supported by security doctrine that has undergone a peer review to ensure its soundness and consistency with security doctrine and practices.

The goal is for the Autonomous Vessel Protection Detachment team and vessel crew to be able to be adequately protect against reasonably foreseeable threats, to be able to detect and respond to threats effectively, carry out security operations of the vessel, deter the attacker, be able to deny access to personnel, potential hostages, or critical aspects of the ship, and be able to detain or destroy a potential attacker. Also, the goal is to take steps to minimize the potential impacts of an attack as part of the long-term corporate activities. The goal ensures that the ship, its crew and the assets on board are protected so that normal operations can resume expeditiously [Actions, 2011].

The training is aimed at members of the team are trained to perform a valid survey of a vessel. These elements are the following: understanding of the threat, including its knowledge, skills, abilities and traditional resources; understanding of the vessel from an engineering perspective; understanding of the operations of the vessel, particularly its navigation and how it deals with security events; understanding of the crew and its ability to respond [Best Management, 2011].

Maritime training designed to assist understanding of the ISM Code, how to implement the ISPS Code Regulations, effective safety and security system ship operation.

A basic understanding of the ISM (SOLAS) and ISPS Code, maritime transport or off-shore facility security arrangements would be helpful [Radojević S. M., 2012β].

Course Objectives and Topics: understand Maritime Security Threats, conduct Ship Security Assessments, implement Ship Security Plan measures onboard, undertake regular Security Inspections, develop submissions for approval, implementation and maintenance of Ship Security Plans, enhance security awareness and vigilance, report on all security incidents, ensure security equipment is properly operated, ensure adequate training, security drills and exercises, identify threats and understand and carry out Risk Assessment.

CONCLUSIONS

As long as Somalia does not bring peace, stability and rule of law, piracy will continue to be topical international problems with far-reaching consequences. In order to build a stable maritime environment, it is necessary to engage the entire international community, because only so can destroy the aspirations of various criminal organizations. Piracy is a complex problem and its solution must absolutely be international, with an international stamp on each undertaken action. One of goals is protections of vessels of the World Food Programme (WFP) delivering food aid to displaced persons in Somalia. Republic of Serbia joined in this mission and trained and sent one a autonomous team in this military operation for protection WFP. For an effective response to this threat is necessary to know the causes of threats, especially its sources, and recognize the need for its continuous research and understanding. Our team are preparing themselves in a simulation of real situation they will face in the Aden Bay in the waters of the Indian Ocean.

Training will be continue at the Military Academy of the programs STCW and IMO conventions based on the procedures of the ship's crew in regular and emergency situations and Military academy will continue with education programs for the training of seafarers. Education programs at Military academy based on the IMO recommendations and best management practices, and the development and evaluation of options pirate attacks.

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STRESZCZENIE

Kryzys w Somalii spowodował wzrost zagrożenia ze strony piractwa morskiego w Zatoce Adeńskiej i zachodniej części Oceanu Indyjskiego. Somalijscy piraci stali się groźbą dla bezpieczeństwa ekonomicznego świata, ponieważ prawie trzydzieści procent światowych przewozów ropy naftowej i dwadzieścia procent globalnego handlu przechodzi przez ten akwen. Potrzeba rozwiązania problemu piractwa w tej części świata wymagała włączenia organizacji i instytucji międzynarodowych, sojuszy wojskowych i państw działających zgodnie z prawem międzynarodowym i postanowieniami Rady Bezpieczeństwa ONZ. Unia Europejska zdecydowała zademonstrować wspólne podejście do rozwiązywania problemu piractwa i kryzysu w Somalii, prowadząc morską operację UE NAVFOR Atalanta oraz operację EUTM jako efekt wspólnej polityki obronnej.

W artykule rozważane są różne podejścia do rozwiązywania problemu piractwa w Zatoce Adeńskiej i kryzysu w Somalii. Ponadto zwraca on uwagę na złożoność kryzysu w Somalii i dylematy adekwatności działań, które zastosowano do rozwiązania problemu piractwa morskiego. Jednym z celów jest ochrona statków zaangażowanych w Światowy Program Żywnościowy (WFP) dostarczający pomocy żywnościowej ludności wysiedlonej z Somalii. Republika Serbii włączyła się do tej misji i przygotowała, a następnie wysłała samodzielny zespół działający dla ochrony programu WFP. Niniejszy artykuł zawiera rozważania o problemie współczesnego piractwa, szczególnie w obszarze Rogu Afryki, który stał się rzeczywistym zagrożeniem dla bezpieczeństwa statków morskich, a także szczegóły procesu wyszkolenia serbskiego samodzielnego pododdziału ochrony statków. W tym celu Serbska Akademia Wojskowa przyjęła i rozwinęła program szkolenia przeciw piractwu, stosując wszystkie warunki i zalecenia konwencji IMO oraz kursy modelowe IMO.