Піратство в Сомалі і Африканському розі: політика, реалії та проблеми

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У цьому дослідженні я спробую розглянути тему морського тероризму і морських піратів, як протистояти їм і як позбавитись цих протизаконних дій в морях і океанах. Важливість цього дослідження пов'язана з важливістю теми морського тероризму, оскільки морський тероризм став загрозливою примарою, на протистояння якій всі країни витрачатимуть мільйони.

Я буду досліджувати тему протидії тероризму і морським піратам, адже за прогнозами експертів, очікується збільшення кількості терактів у морі як на відкритій арені, через які терористичні групи можуть виконувати свої завдання, такі як захоплення кораблів і напади на них з зброєю важкого калібру, а також контрабанда людей, вибухових речовин та біологічної зброї.

У цьому дослідженні я встановлю ефективну стратегію для боротьби зі сомалійськими піратами, оскільки ці атаки тягнуть за собою швидке втручання міжнародних органів для того, щоб покласти край цим морським атакам біля Сомалійського узбережжя.

Piracy in Somalia and the Horn of Africa: politics and reality and challenges

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Abstract – In this research I will concentrate on the problem of marine piracy and marine terrorism, as the experts predicted the increase of marine attacks terroristic. The sea is the open arena where terroristic groups can execute their objectives via pirates who are hijacking ships and smuggling of persons, explosives and chemical and biological weapons.

The importance of this study stems form the importance of marine terrorism as this phenomenon becomes the future danger that all countries will have to face it and confront all illegal actions related to it such as illegal trade and illegal immigration.

Marine piracy is considered one of the greatest crimes through borders and it has dangerous effect on the interests of all countries as it causes damages to public and private properties and threats the world trade the matter which entails the cooperation of the international society to face it.

Keywords: Maritime security, maritime piracy, maritime terrorism, counter-terrorism.

I. Introduction

Maritime piracy was considered an international crime that had decreased greatly in the late twentieth century. After a period of decline the world thought that it was just a past legend that would not come back. However, it has increased greatly in recent times. The reoccurrence of piracy has meant that the whole of the international community faces a great challenge.

The challenge of maritime piracy is one of the most critical problems threatening maritime security and repressing movement of international trade. International fears about peace and security have developed all over the world due to the increase of piracy attacks and armed robbery against ships. The act of maritime piracy has become the second most significant crime internationally and finding a procedure to tackle it is a desire of all.

This study will discuss the threat of terrorism and maritime piracy to maritime security, particularly Arab Maritime Security. The study is divided into two main parts. The first part discusses the issue of maritime security with regards to piracy and terrorism, the second part focuses on the reality and challenges of Somali piracy. The researcher chose Somali piracy as a case study as it is currently a main concern of the international community.

II. Maritme security with regards to piracy and terrorism

Piracy and terrorism are the two most dangerous international crimes that affect the whole international community. Criminals consider the sea to be an open place for committing maritime crimes, as it is easy to

commit theft and piracy or acts of terrorism and not be reprimanded. These two crimes affect maritime security and decrease its strength. Thus, criminals can easily commit crime at sea without arrest or prosecution.

Maritime terrorism is the act of committing violence at sea against persons or ships. It is any attempt to threaten, destroy, dominate or cause damage to a ship or its load, to wound or murder any person on board, or to expose it to any form of danger(Natalino 1990).

Piracy, on the other hand, is the act of kidnapping and asking for a ransom to release the victims, or the invading of ships in order to rob them of their wealth. Piracy is a term used to describe acts of armed robbery, kidnapping and similar criminal acts committed against ships. It is defined by the International Maritime Bureau (IBM) as:

"the act of boarding any vessel with an intent to commit theft or any other crime, and with an intent or capacity to use force in furtherance of that act".

The word 'pirode' originates from the Latin 'pirata', which is the Greece 'peirrates' taken from the root 'peiran' meaning (attempting) to get wealth at sea (Albert 1998).

Armed robbery against ships has been defined in the investigation record of piracy crimes and armed robbery as follows(RAPARAS, 2009) :

"Armed robbery against ships means any unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of "piracy", directed against a ship or against persons or property on board such ship, within a state's jurisdiction over such offences".

Factors leading to maritime piracy

Various factors have led to the spread of maritime piracy over recent years. These factors have resulted in the phenomenon increasing in different countries and regions. The most prominent of these factors are as follows:

- Economical factors: economics play a fundamental role in the spread of the phenomenon of maritime piracy. The difficult economic circumstances of some countries, particularly those in South East Asia and some African countries such as Somalia, have resulted in their inhabitants shifting from being professional fisherman to maritime pirates for the sake of earning money fast.

- Political factors: political circumstances and civil wars in some countries are considered factors that help the spread of weapons and crime, in turn leading to pirates obtaining the arms they need to commit piracy.

- Legal factors: one factor which has led to the spread of the phenomenon is the non-existence of legislation specifically aimed at fighting the crime of maritime piracy. This is in addition to the weak procedures and sanctions that criminals involved in piracy face if reprimanded.

- Safety factors: such as the inadequacy of safety procedures at some harbours and on board some ships.

- General factors: these factors include the boom of maritime transport activity, the great technical advancement of ships that can be used by pirates, the tremendous amount of illegal migration, and the military force in the possession of pirates. Additionally, the success of pirates in obtaining ransoms has led to them repeating their crime.

III. Piracy in Somalia and the Horn of Africa: reality and challenges

The Gulf of Aden and the waters off the Somali coastline are of great importance as about 16,000 ships pass through the Red Sea and the Gulf of Aden every year. Since 2003 the phenomenon of piracy has appeared along the Somali coast and in the Gulf of Aden, and many trade and fishing ships have been exposed to piracy attacks. This illegal activity has raised anxiety among countries whose trade ships have been exposed to piracy. An unprecedented number of piracy acts have now occurred in the Gulf of Aden and along the Somali coastline.

Hereunder we will discuss piracy in Somalia in detail in order to make recommendations to help fight piracy crimes in the Gulf of Aden and along the Somali coastline.

The country of Somalia

Somalia is one of the poorest countries in the world. It is an Arabic Islamic country with an area of 637,66 KM located in the in the Horn of Africa. Somalia suffers from poor economical circumstances as well as major political problems. The country's internal security has been in a bad state since the mid 1990s. The country is rife with rebellion against the ruling system; a situation that has resulted in continual civil war inside Somalia. Various attacks from different groups have taken place, with most of them coming from Alhawaya and Aldevroud (Meredith, 2005).

An international contribution with the aid of the United Nations tried to partially contain the conflict but this effort was in vain. In 2005 the Red Cross and the United Nations' committee withdrew from Somalia due to security concerns. The conflict continued and civil war remained from the year 1995 to 2005. The situation is critical because all tribes are involved in the conflict (Menkhaus, 2003).

The Islamic Court Union seized power in June 2006 in Mogadishu. It succeeded to enhance its power and strengthen its internal relations, but in December 2006 the Islamic Court Union was brought down by the Transitional Federal Government and allied forces. In 2007 a separate group composed of moderate Muslims from the Islamic Court Union formed an alliance called the 'alliance for librating the opposed Somalia' (UNSCR, 2008). In recent times peace talks have taken place between the Transitional Federal Government and the alliance for librating Somalia, sponsored by the African Union and the Intergovernmental Authority on Development (IGAD). In 2007 the African Union decided to send a support mission to enhance safety in Somalia, but unfortunately the committee faced various difficulties (Hull, 2088).

Factors that have helped to the spread piracy in Somalia

The bad state of security inside Somalia has been reflected in the state of its coastline and regional waters. Somali coasts suffer greatly from insecurity, a matter that has resulted in an increase in piracy and armed robbery against rogue ships, and consequently a state of collapse in Somalia since the 1990s. Warlords and their men have seized different parts of Somalia and this has created a suitable environment for rogue fishing ships to invade Somali beaches and rob fortunes that lay along its coastline. Somalia's coastline is the longest in Africa, at a length of 3300 km; thus it contains a huge maritime fortune(Scott, 2010).

Various disputations have arisen between local inhabitants and rogue fishing ships, a situation that has urged local inhabitants to defend themselves against attack by the rogue fishing ships (vessels). Consequently, various parties have tried to get licenses from warlords giving them the right to fish along the Somali coastline. They have paid millions of dollars because each region is ruled by a warlord and his men work as coastguards, protecting fisherman from rogue ships (Abdulkadir, 2005).

After fishing ships come under the protection of a warlord and his men, local inhabitants direct them to trade ships. Using fast boats they approach these ships to commit robbery and demand ransoms. Due to the fast and easy money that can be earned, those working for warlords have become pirates, turning to robbing trade ships and ask for ransoms(Abdulkadir, 2005).

Acts of piracy in Somalia have increased continuously since the first attempt of piracy took place in March 1995, when warlords discharged mortar bombs on a British yacht in the Gulf of Aden in an attempt to seize it.

Beside political factors, there are other factors that have led to the spread of piracy in Somalia. These factors include a decline in economic life and the poor financial state of the country; Somalia's total national income does not exceed $2,509 billion and it has a very low increase of about 2.6%. An individual's average income is $600 annually, which means less than $2 a day. This matter has attracted Somali workers, who number about 3.6 million citizens, towards piracy as the average income of a pirate is between $10 and $12 daily.

Somali pirates and their terrorist acts

Somali pirates belong to three main groups, as follows(Chris, 2008):
- Groups that work with warlords and form military forces.
- Local fishermen who have the required experience at sea.
- Groups of professional technicians who deal with advanced systems.

These three groups account for the majority of Somali pirates and their terrorist operations are executed through the use of fast boats. They can use three boats in a single attack and each boat carries between 6 and 10 men armed with AK47 assault rifles, and sometimes even rocket bombs(House, 2000).

Attacks by Somali pirates are increasing day after day. According to the International Maritime Bureau (IBM), 100 executed and attempted piracy acts took place in East African waters from 2000 to 2004. Although the amount of piracy decreased slightly during this period, it has started to increase again since 2005(Wayne, 2005).

The risk of piracy on Arab maritime security

Acts of maritime piracy in Somalia threaten Arab maritime security as piracy in Somalia can affect all countries operating in the Red Sea. It may affect the security of Yemen, Egypt, Saudi Arabia and all Gulf countries; particularly as the Red Sea area is a watercourse that connects various countries. It links Africa, Asia, and the Arab world. The area connects the Mediterranean Sea with the Indian Ocean via the Suez Canal, and connects East Africa with the Mediterranean Sea and its European side, helping to keep time, space, and money.

The risks of piracy to the Red Sea and its canals can be summarized as follows(Samir, 2008):
- Maritime transport and international trade may avoid passing through it; a matter that would decrease the economical income of neighbouring countries.
- The Red Sea and its canals may become internationalized and this action will make Arab countries lose their control over it and prevent them from obtaining the wealth it contains.

Thus, piracy in Somalia affects Arab maritime security and all countries neighbouring the Red Sea.

The difficulty of the situation

In spite of international efforts to fight piracy in Somalia and the Gulf of Aden, and despite the increased international interest in dealing with the problem, acts of piracy are still practiced daily and international forces cannot protect trade ships or prevent attacks against them. There are a number of reasons for this situation, as follows:
- The impossibility of watching the water off the Somali coastline, the Gulf of Aden, and the Indian Ocean with a limited number of military ships.
- The difficulty of moving around Somalia at present time.
- The fact that pirates are now a real force and possess a great deal of money and weapons. The formation of strong organized gangs that practice acts of maritime piracy has led to a spread of the phenomenon (Tim, 1999).
- The non-existence of coordination between international forces and territorial forces in the region.
- The non-existence of a strategic plan to fight piracy in Somalia.

What can be done?

In order to deal with the dangers that threaten the economies of Arab countries, western countries and large

companies can work towards confronting the phenomenon of maritime piracy and fighting off the daily attacks against ships. In order to fight this international crime, the following recommendations should be considered:

- Setting up an international security strategy to ensure trade ships are protected against the dangers of piracy and armed robbery against ships.

- Setting up an Arab security strategy to ensure the Red Sea region is protected, allowing ships to navigate through it safely.

- Holding an international conference under the sponsorship of the United Nations to deal with the problem of maritime piracy and develop appropriate solutions.

- Forming an Arab maritime force for countries dominating the Red Sea that works in accordance with international law under the leadership of the Arab League.

- Solving the conflict inside Somalia and reaching permanent peace.

- Coordination of Arab forces within the Red Sea area and the Gulf of Aden and the provision of soldiers and weapons.

- Exchanging information among countries.

- Cooperation among countries for fighting maritime piracy.

- Enhancing the economic cooperation between Arab and African countries.

- Adopting a system of investigation planes rather than boats to scan the area and raise the alarm about cases of piracy, in addition to the protection of trade ships by warplanes,

- Establishing an Arabic centre for observation concerned with peacekeeping in the Red Sea.

IV. Conclusion

It is clear at the end of this study that maritime piracy is an international crime that restricts commerce and development. Thus, it is necessary to develop methods that can fight maritime piracy with cooperation among countries all over the world under the leadership of the United Nations. It is also important to prepare international forces to protect regions that are rife with piracy, such as waters off Somalia, the Gulf of Aden, and the seas around China. The two most important points that should be taken into consideration are as follows:

- Helping Somalia and other poor countries get out of their cycle of poverty and enter into a stage of growth and development.

- The establishment of peace in regions affected by disputes and civil wars.

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