

MARITIME OPERATIONS

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References:

A EXTAC 1000
B EXTAC 1005
C EXTAC 1007
D ATP 8(A)

1 General

Maritime operations are to be conducted as ordered in this Annex and as outlined in Appendix 2 to Annex D. Before the LIVEX alternative plans concerning naval exercise areas will be worked out in case of bad weather conditions.

2 Concept of operations

- The maritime part of the UNMIB mission will be divided into seven phases as detailed in Annex D Appendix 2.
- After the training period at SWEDINT in Södertälje, the Maritime Component Commander (MCC) will be responsible for preparing and employment of assignation forces in support of the UNMIB mission. The serialised harbour and sea programme will be issued by MCC in the beginning of the training period by separate orders.
- The MCC will publish a detailed serialised programme to conduct component specific and joint training in order to meet the aim and objectives of the exercise. The MCC will co-ordinate with the other Component Commanders (CC) in order to conduct joint training serials and briefs during the exercise. An outlined joint training serial programme, Appendix 1 and 2 in this Annex, will serve as the basis for further detailed planning by the MCC.

Extract from action roster, Maritime Component in Betaland

Time	Units/org	Actions	Remarks
Friday 2 Oct	Part of Maritime component, Coast guard, aircrafts and ships	Secure Sea line of Communication. (SLOC)	
Saturday 3 Oct	Maritime component	Ferry load /departing Nynäshamn, mineclearing, secure Wisetown harbour, landing of ferry	
Sunday 4 Oct	AMPHCOY, helicopters and Coast guard	Secure Cliff Harbour	
Monday 5 Oct	AMPHCOY, Coast guard, Helicopter and hum organisations	Collision with ships.	
Tuesday 6 Oct	AMPHCOY, Police and hum organisations	Hostages on ships	
Wednesday 7 Oct	All units and organisations	Transportation of people by ships. Maritime show of force.	

Programme exercise**Week 1**

Unit	Period	Monday 28 Sep	Tuesday 29 Sep	Wednesday 30 Sep	Thursday 1 Oct	Friday 2 Oct	Saturday 3 Oct
MC staff	1	Arrival	Briefing UNMIB PSO	Staff work	COM CHECKS	Staff exercise	Crossing to exercise area
	2	Opening ceremony	Staff work	Staff work	Preparations	Staff exercise	MCC operation
	3	MCC Time	Social events	Maritime exhibition	Staff work	Preparation crossing to Betaland	
AMPH COY	1	Arrival	SWEDINT	SWEDINT	SWEDINT	Preparing crossing to Betaland	Operations and crossing to exercise area
	2	Opening ceremony	SWEDINT	SWEDINT	Fast rope, COM CHECKS	Preparing crossing to Betaland	MCM operations Wisetown
	3	CTU Time	Social events	Maritime exhibition	CTU time	Preparing crossing to Betaland	
MCM and STC	1	Arrival	SWEDINT COMEX	SWEDINT	COM CHECKS	Preparing crossing to Betaland	Operations and crossing to exercise area
	2	Opening ceremoni	SWEDINT OPEN SHIP	SWEDINT OPEN SHIP	BOARDEX SAR, HELO	Preparing crossing to Betaland	Secure Wisetown harbour
	3	CTU Time	Social events	Maritime exhibition	CTU Time	Preparing crossing to Betaland	
RE-MARKS		Arrival	Officers will have a lecture on international law	Social events in Södertälje harbour	Pre exercise for naval units	Preparing exercise for naval units	Operations and crossing to exercise area

Period 1 0600-1200
 2 1200-1800
 3 1800-2400

Week 2

Period	Sunday 4 Oct	Monday 5 Oct	Tuesday 6 Oct	Wednesday 7 Oct	Thursday 8 Oct	Friday 9 Oct
1	LIVEX starts 0800 hours Sunday 4 October	LIVEX	LIVEX	LIVEX	SOE	ENDEX
2	LIVEX	LIVEX	LIVEX	Maritime exhibition Wisetown harbour Re-deployment	SOE	Transport
3	LIVEX	LIVEX	LIVEX	SOE	SOE	
REM	Day and Night exercise	Day and Night exercise	Day and Night exercise	End of LIVEX at 1500		

Period 1 0600-1200

2 1200-1800

3 1800-0600

MARITIME INTERDICTION OPERATIONS

1 Definitions

- *Search.* The search phase is the phase in which the maritime recognised picture is established and the search for potential embargo breakers is being conducted. Special attention should be drawn to ships who maintain a course and speed which is either leading it to a destination which it is denied because of imposed sanctions, or itself is suspicious. Furthermore special attention should be drawn to ships, which do not have arrivals/departures according to article II in the CFL-agreement.
- *Investigation.* The investigation phase is the phase in which investigation of a potential embargo breaker is being conducted.

2 Procedures for investigation and boarding a suspected possible sanction breaker

- When a vessel is going to be investigated, it is called on the frequency stated in the Serial Order. Questions addressed should be:
 - (1) Name of the vessel
 - (2) International callsign
 - (3) Nationality
 - (4) Cargo
 - (5) ETD last port and name of last port
 - (6) ETA next port and name of next port
 - (7) Number of crew and passengers
- The information (1-7) is going to be verified. This verification, which is done through the MCC, might take some time during which the questioned vessel have to stop, normally in the special control areas. When an investigation starts outside the control area it is important to note the time and position and the course and speed of the vessel being investigated. The position, course and speed should be recorded along with the time of the contact.
- While the MCC is verifying the information, the remainder of the required information for the Initial Contact Report (ICR) can be obtained. The ICR should be passed on to the MCC.
- *Boarding.* After the information is verified, the MCC might decide either to let the vessel in question continue on its voyage, or to let the vessel be subject to a boarding. In case a boarding is decided to take place, the suspect vessel is told to prepare for a boarding. During the boarding events in this exercise, national rules as to boarding team composition, procedures for getting on board etc apply.

3 Reports to the MCC

- Tab A to this Appendix contain the rules governing the use of simulated force by ships enforcing the embargo and the standard communications which should be used for warning merchant vessels about boarding operations.
- Ships Commanding Officers should report to the MCC when issuing warnings from Tab A or carrying out the actions from ROE's.

(1) Example:

"MCC THIS IS CAR".

"I HAVE ISSUED WARNING 3 TO CONTACT OVER.

"CAR THIS IS MCC ROGER, OUT."

Or

"MCC THIS IS CAR" I REQUEST RULE 105 FOR CONTACT 1101, OVER".

"CAR THIS IS MCC PERMISSION GRANTED TO USE RULE 105 WITH CONTACT 1101 OVER".

"MCC THIS IS CAR ROGER, OUT".

Or using EXTAC 1000

"MCC THIS IS CAR BRAVO HOTEL TACK TANGO ALFA ONE ONE ZERO TACK RULE ONE ZERO FIVE DESIG CONTACT ONE ONE ZERO ONE, OVER".

"CAR THIS IS MCC TANGO ALFA ONE ONE ZERO TACK RULE ONE ZERO FIVE DESIG CONTACT ONE ONE ZERO, OVER."

"MCC THIS IS CAR, ROGER OUT".

- An ICR should be sent from the boarding unit to the MCC via assigned HF frequency.

FM:	individual unit
TO:	MCC
A.	Vessels name
B.	International Radio Callsign (IRCS)
C.	Position
D.	Course
E.	Speed
F.	Time
G.	Flag
H.	Port of registry

- I. Owner
- J. Vessel type
- K. Cargo
- L. Last port of call
- M. ETC
- N. Destination
- O. ETA
- P. Challenging unit
- Q. Remarks

- *Boarding/diversion summary.* On completion of a boarding a boarding/diversion summary should be sent i.a.w. the following format:

FM: Boarding unit
TO: FC UNMIB
INFO: MCC
SIC: AGB/LA..

EXER/NP 98/

SUBJ/boarding/diversion summary/name boarding unit

- A. Vessels name
- B. International registered callsign
- C. Flag
- D. Registry number
- E. Port of registry
- F. Last port of call/ETD
- G. Next port of call/ETA
- H. Description of cargo
- I. Owner and address
- J. Operator/charterer
- K. Intercept/boarding position
- L. Course/speed
- M. Challenge time
- N. Boarding embarkation time
- O. Boarding disembarkation time
- P. Released/diverting time
- Q. Masters name/nationality
- R. Number of crew/nationality (repeat if more than one nationality)
- S. Detailed reason for diversion
- T. Narrative behaviour of master and crew-list of inspected documents-list of searched cargo, number of containers etc.
- U. Any other info not reported earlier.

WARNINGS FOR BOARDING OPERATIONS

The following warnings can be used during the boarding operations.

Warning 1

As a member of the UNMIB forces enforcing sanctions on Betaland, I have been ordered to ascertain your cargo details. I request your co-operation.

Warning 2

You are suspected of attempting to evade sanctions. I am directed by my commander to board you to ascertain your cargo details. I request your co-operation in this matter.

Warning 3

You are suspected of attempting to evade sanctions. I am directed by my commander to board you. I insist you obey my instructions.

Warning 4

Stand by to receive my boarding party.

Warning 5

As a member of the UNMIB forces enforcing sanctions on Betaland I am authorised by my commander to use appropriate measures, including the use of my weapons, to insist on your co-operation.

Warning 6

I am prepared to demonstrate my willingness to use my weapons by firing ahead of you.

Warning 7

I am about to fire across your bow.

Warning 8

I am about to fire across your bow. If you do not respond to this warning shot I will reduce the distance ahead of you.

Warning 9

I am prepared to use stronger measures against you which may cause damage to your ship and inflict casualties if you do not obey my instructions. Once again I order you to receive my boarding party.

Warning 10

I am about to detonate an underwater explosive device near you which may cause damage and inflict casualties.

Warning 11

I am prepared to use even more extreme measures against you which may cause damage to your ship and inflict casualties if you do not obey my instructions. Once again I order you to receive my boarding party.

Warning 12

I will fire one round from my gun through your funnel with non explosive shells in about 5 minutes time. You should evacuate the area.

Warning 13

I am prepared to use high explosive ammunition which will damage your ship if you do not obey my instructions. I order you to receive my boarding party.

Warning 14

I will fire one round from my gun through your funnel with high explosive shell in about 5 minutes time.

Warning 15

I am about to fire one round from my gun through your funnel.

Warning 16

I am about to fire a burst from my gun through your funnel.

MINE COUNTER MEASURES OPERATIONS

References.

A EXTAC 1000-series

1 Situations**a) General**

The general situation is outlined in Annex B and is amplified by orders/instructions in this Annex. MCM operations are planned in support of both own forces and commercial shipping.

b) MCM forces

The MCM forces are listed in Appendix 2 to Annex A

c) Command and Control

Operational Command of the MCM forces will be retained by the Maritime Component Commander (MCC). Tactical command will be delegated to an appropriate Commander Task Unit (CTU) to accomplish the specific task assigned.

d) Mine threat

- There will be no exercise mines laid during the training and work-up period outside Södertälje.
- During the LIVEX exercise mines will simulate "left over-mines" from the conflict. These mines are anticipated to be deployed in the approaches to harbours.
- Ground mines are not expected to constitute a threat in waters deeper than 60 meters. In most places the water depth will allow the deployment of conventional moored mines.

e) Simulated mine threat

The mine threat in the area of operation will be simulated as below:

- There will be no simulated mine threat in the approaches to Wisetown
- In the approaches to Cliff Harbour there will be four(4) exercise mines laid. These will be two(2) Swedish exercise mines F22 and two(2) Swedish exercise mines F63.

f) Exercise areas

There are two ordinary exercise areas and one in reserve depending on weather conditions

- Outside Wisetown
- Outside Cliff Harbour
- In the area of Sheeptown (bad weather)

During the training week MCM operations will be exercised in the bay of Södertälje.

2 Mission

- Build on efficient MCM force before the LIVEX starts.
- Carry out MCM operations in the waters surrounding Betaland in order to ensure freedom of employment and movement for friendly forces.

Be prepared to carry out SAR operations in the area outside of Betaland.

3 Execution

- General. The operation will be aimed at exercising integration of MCM into LIVEX.
- Conduct of operations.

a) MCM operations will be conducted in accordance with the schedule of the extract of the action roster in Appendix 1 to Annex E and in accordance with the appropriate MCM concepts, taking into account the following:

(1) Exercise routes and special control areas are in Appendix 7 to this Annex.

(2) Initial MCM operations will generally concentrate on exploratory operations. If mines are located, the task will be to define the extent of mines along allocated routes and then to reduce the risk.

b) Recovery of mines during the exercise is the responsibility of the MCM commander.

Mine Clearing Operations

If it is indicated that mines may have been laid in areas where friendly shipping is required, MCM vessels will be sent to conduct mine clearance operations.

4 Co-ordinating instructions

- Exercise mines. Exercise mines will be laid by Gotland Military Command (MKG). LTCR M Wikström (tel 08-50263220) will inform MKG about the estimated positions for the mines.
- Recovery of exercise mines. All exercise mines shall be recovered after identification and transferred to HSWMS BELOS before the exercise is over.

Exercise mines that not have been recovered during the LIVEX shall be restored by MKG.

5 Service support

Procedures for logistic support as stated in Annex N.

6 Signal

- General. As detailed in Annex S.
- Specific. As ordered in the MCM CO-ORDINATION message and in MCM OPDIR.

AMPHIBIOUS OPERATIONS

1 Concept of operations

- The amphibious company is organised as follows:
 - CO with HQ and two command elements (one seagoing and one on land),
 - one reconnaissance platoon (two diving teams),
 - one commando company (one HQ platoon and two coast-ranger platoons) and
 - one maintenance team
- The Maritime Component Commander (MCC) will exercise Operational Control of the amphibious company during the LIVEX. During landmissions the Land Component Commander (LCC) will exercise Tactical Control over the amphibious company. The MCC will co-ordinate the exercise with naval units.

2 Area of operation (AOO)

- The amphibious company will operate within a defined land and sea AOO. During the period 28 Sept-2 Oct the amphibious company will conduct in the area of SWEDINT at Almnäs. During preparations before the LIVEX the amphibious company will exercise in the vicinity of Södertälje harbour. During the period 2 Oct-3 Oct the amphibious company will land in Betaland with the purpose to secure the Wisetown harbour. The LIVEX will be executed during the period 4 Oct-7 Oct in the water surrounding Betaland and on land in the western part of the ZOS. The Maritime Restricted Area (MRA) will reach out twelve nautical miles on the westcoast of Betaland (Appendix 7 to this Annex).
- The MRA is established as a Surveillance and Reporting zone.

3 Main task

The amphibious company main purpose is to establish secure landings at Wisetown and Cliff Harbour for the UNMIB in co-ordination with other units from the Maritime Component. The amphibious company will also protect naval vessels inside the MRA and survey the MRA.

In the land AOO the amphibious company will support the LCC.

4 Tactical picture

Inside the MRA the Maritime Component Commander will provide the tactical picture to the maritime units on the west side of Betaland.

SIMULATION AND RECOGNITION

References:

- A. EXTAC 1000
- B. EXTAC 1005

1 General

- Rules laid down in this appendix are applicable for the LIVEX. During the training and transit phase the Maritime Component Commander may amend the rules in specific areas or for specific purposes/forces to enhance play.

2 Recognition

- Ships/boats in a "role-player"-role (playing an opponent) will, during daylight hours, be flying a white, orange or yellow flag.
- During dark hours the unit will be flying a illuminated white, orange or yellow flag.

3 Simulation

- Simulation of Harassment

ROE permitting, ships simulating harassment are not to close within 0,2 m of the unit being harassed. Simulated harassment and responses to harassment are to be indicated as follows:

(a) Aggressive sailing other than causing physical damage is demonstrated by sailing parallel course and hoisting FLAG A during daylight. During dark hours this is supplemented by FLASHING ALFA with a coloured morselamp.

NOTE: To be used for simulation harassment, riding off units engaged in harassment, acting as necessary to cause ships to heave to, acting as necessary against non-military units to implement directions etc. Ships accepting to comply will break off or heave to i.a.w. the situation. Ships not accepting to comply will continue and hoist FLAG ALFA, thus demonstrating aggressive sailing as well.

(b) Causing fysical damage other than firing warning shots is demonstrated by sailing parallel course and hoisting FLAG DELTA during daylight. During dark hours supplemented by FLASHING DELTA with a coloured morselamp.

NOTE: Ships accepting to comply will break off or heave to i a w situation. Ships not accepting to comply will continue and hoist FLAG DELTA, thus responding in the same way as challenged.

(c) Firing warning shots is indicated by hoisting FLAG SIERRA while training weapon systems.

4 Overview

	Day time	Night time
Ships/boats North Betaland	Orange flag	Illuminated
Ships/boats South Betaland	Yellow flag	Illuminated
Ships/boats Ruretania	White flag with black R	Illuminated
Ships/boats other countries	White flag	Illuminated
Out of action status	Flag Quebec	Flashing Zulu
Aggressive sailing	Flag Alfa	Flashing Alfa
Causing physical damage	Flag Delta	Flashing Delta
Warning shots	Flag Sierra	Flashing Sierra

CHARTS, NAVIGATION AND EXERCISE AREAS

1 General

- Charts issued by Swedish authorities may provide greater detail and more current information than charts issued by other hydrographic agencies.
- Charts of Swedish waters, printed by other hydrographic agencies, will usually be based on the same data as those used in Swedish charts. Nevertheless, it may be expected that new editions or reprints of Swedish charts may provide more accurate information.

2 List of charts of interest

A list of charts is to be found Appendix 6 to Annex N

3 Maritime restricted area

Outside the main harbours of Betaland, Cliff Harbour and Wisetown, a restricted area has been proclaimed so that the maintaining of the embargo can be supervised. The restricted area is limited by Betaland's coastline -lat N 57° 10' - the territorial border - lat N 57° 50'. Entrance to the restricted area is allowed only for ships through special corridors and routes to and between the harbours. Outside the harbours there are special control areas, where the ships have to wait until they have been controlled and are permitted to continue. Maps showing the corridors, routes and control areas are enclosed to this appendix. Ships and vessels have to report their arrival/departure to the MCC their arrival/departure when passing the territorial border/leaving the harbour. Only vessels with a maximum length of 20 meters may use the near-coastal route between Cliff Harbour and Wisetown. Larger ships/vessels must use the corridors and the open sea.