

Re: Canadian military: capacity to send equipment to UNAMID, noncombat attaches, logistical support, helicopters, etc

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From: Torrey Swan

Canada does have limited capacity to enhance non-combative support in Sudan, in the form of military advisors, loan of vehicles, and financial contributions. However, Canada is not in a position to provide the necessary helicopters until 2010. The current presence of Canadian Forces Personnel (CFP) in Sudan, the loan of armoured personnel carriers and strong financial contributions places Canada in an ideal situation to increase the scale of its tactical and logistical support.

Canada currently has 44 CFP in Sudan organized under two operations, SAFARI and AUGURAL. SAFARI is Canada's contribution to the United Nations Mission in Sudan (UNMIS), which is mandated to support the implementation Comprehensive Peace Agreement (CPA). Signed January 9, 2005, by the Government of Sudan (GOS) and the Sudan People's Liberation Movement/Army (SPLM/A), CPA brought and end to the north/south civil war. 25 CFP are serving as Military Observers in southern Sudan and eight are at the UN Headquarters in Khartoum and El Obeid.¹

AUGURAL is Canada's contribution to the African Union Mission in Sudan (AMIS), now African Union/United Nations hybrid Operation in Darfur (UNAMID), and includes 11 CFP: 5, including the Commanding Officer of Operation *AUGURAL*, are in Addis Ababa, Ethiopia; four are in the Darfur region; and two are in Khartoum, Canada has ample capacity to expand such personnel, however not such request of expression of need has been forthcoming. In addition to the CFP serving as military advisor and expert planners, Canada also has loaned 105 Armoured Vehicles General-Purpose (AVGPs) to three AU troop-contributing countries (Senegal, Rwanda, and Nigeria), 100 Grizzly and 5 Husky AVGPs.² Canada has a total of 274 Grizzly AVGPs and 27 Husky AVGPs and because they are no longer the primary vehicles of Land Forces Command, a larger loan is possible. Furthermore, considering the precedent and success of the equipment loan, it is possible that some of Canada's 2,769 MLVW medium logistic vehicles (½ ton cargo truck which can carry 5000 pounds cross country or 10,000 over roads) that are un- deployed could be made

¹ Canadian Forces, Current Operations, *SAFARI*,
http://www.forces.gc.ca/site/operations/Safari/index_e.asp.

² Canadian Forces, Current Operations, *AUGURAL*,
http://www.forces.gc.ca/site/operations/augural/index_e.asp.

available to UNAMID.³

Canada has also contributed \$286 million to AMIS since 2004, some of which has helped finance the UN lease of two helicopters type SA 330 J (PUMA) from the HELOG-Global (the Government claims to be providing funds for "25 helicopters and two fixed-wing aircraft," but no collaborative information could be found to support this).⁴ The PUMAs in the Sudan were fitted with authorized instrumental flight and night-flight systems, sand filters over the engine and medical equipment (see paragraph below which specifically deals with helicopters).⁵

Canada does not currently have the necessary equipment to provide any of the 24 necessary helicopters for UNAMID, but it could finance the leasing of such helicopters. Neither the 85 Bell Helicopter Textron CH-146 Griffon, a tactical transport/search and rescue helicopters, nor the 14 Agusta/Westland CH-149 Cormorant maritime/search and rescue helicopters which Canadian Air Command has are available or appropriate for the desert transport nor gunship needs of UNAMID.⁶ This is because: 1) CH-149 are at full capacity in their function within coastal paroles and would need to be fitted with sand filters (which do not exist for this product), amour and weaponry and thus a major overhaul; 2) the CH-146 even with the same overhaul does not have the range or lift capacity require by UNAMID.⁷ While the 28 Sikorsky CH-148 Cyclones are primarily anti-submarine warfare, surveillance, and search and rescue helicopters, they can also be designated for tactical transport for national and international security efforts.⁸ However, the first CH-148, replacing the obsolete

³ Army, "Grizzly AVGP (Armoured Vehicle General Purpose)," http://www.army.forces.gc.ca/lf/English/2_display.asp?product=71&more=71 & Army, "Medium Logistic Vehicle Wheeled (MLVW)," http://www.army.forces.gc.ca/lf/English/2_display.asp?product=85&more=85.

⁴ Mr. Deepak Obhrai (Parliamentary Secretary to the Minister of Foreign Affairs, CPC), "39th PARLIAMENT, 1st SESSION, May 1, 2006," <http://www2.parl.gc.ca/HousePublications/Publication.aspx?Language=E&Mode=1&Parl=39&Ses=1&DocId=2171281#T1825>.

⁵ Sudan + Ivory Coast, Helog-Global, http://www.helog-global.com/en/menu_main/sudan2.

⁶ Canada's Air Force, "Ch-146 Griffon," http://www.airforce.forces.gc.ca/site/equip/ch146/default_e.asp & Canada's Air Force, "Ch-124 Sea King," http://www.airforce.forces.gc.ca/site/equip/ch124/default_e.asp.

⁷ Sudan + Ivory Coast, Helog-Global, http://www.helog-global.com/en/menu_main/sudan2.
& Canada's Air Force, "Ch-146 Griffon," http://www.airforce.forces.gc.ca/site/equip/ch146/default_e.asp & Areoflight, "AgustaWestland EH 101," <http://www.aeroflight.co.uk/types/international/agwest/EH101/EH101.htm>.

⁸ Canada's Air Force, CH-148 Cyclone,

Sikorsky CH-124 Sea King, is not scheduled for delivery until January 2009. Canada is current leasing the Mil Moscow Helicopter Plant Mi-17 through Skylink Aviation (a Canadian company) for transporting troops and equipment in the Balkans and Afghanistan.⁹ While this points to our lack of necessary equipment it also demonstrates that when the government is seeking equip it can secure it and consequently could do so for UNAMID. As mention above, it is already doing this with the PUMA, however, HELOG-Global does not supply the necessary armoured transport helicopters required by UNAMID.

Another point of interest is potential questions about the lack of efficiency of AMIS (still currently 77% of UNAMID force). It has been reported by a CFP member stationed at the Department of National Defence, who wished to remain anonymous, that Western governments believe that there are sufficient resources to ameliorate, if not solve, the problems, but that the operation is too inefficient. The impression he conveyed is that many of the AU officers have been in the Sudan for too long, and that their comfort with steady pay-cheques is resulting in them working harder to keep their jobs than solve any of the problems on the ground. This source reports that the British government feels that by cleaning house the UNAMID will become significantly more efficient and thus be a more reliable custodian of loaned equipment and they are holding out for this result. Finally, this source reports that as a consequence, the UN force is currently focusing on getting rid of some of the AU leadership.¹⁰

http://www.airforce.forces.gc.ca/site/equip/ch148/default_e.asp.

⁹ "World Military Aircraft Inventory", Aerospace Source Book 2007, *Aviation Week & Space Technology*, January 15, 2007.

¹⁰ Discussion with anonymous CFP stationed at the Department of National Defense, November 19, 2007.