

confiscating laundered money and criminal assets: every year, the authorities seize tens of millions of euros and luxury goods such as boats and cars from criminals;

creating more capacity for financial investigations by the Fiscal Information and Investigation Service-Economic Investigation Service (FIOD-ECD);

paying more attention to financial investigations in basic police training.

Conclusion

The fight against crime aims to prevent the impact on social values. This preventive approach must be based on the principle of legality and should be carried out on the basis of pre-established procedures. At present, criminality has a diverse typology that implies not only a permanent adaptation and diversification of procedures, but also a rigorous definition that must reflect as accurately as possible the hypothesis, disposition and sanction for each type of crime. From a criminological perspective, a series of concepts such as high crime, organized crime, terrorism, drug trafficking, or trafficking in human beings can easily highlight defective definitions. However, there are a number of concepts and philosophies surrounding these types of crime. And Government with Police can find a way to further develop the fight against crime.

Used websites

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3. <https://www.government.nl/>
4. <https://www.welcomeurope.com/>

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GENERAL PROBLEMS OF MODERN PIRACY

According to the International Maritime Bureau (IMB), the piracy can be defined as “the act of boarding any vessel with intent to commit theft or any other crime, and with an intent or capacity to use force in furtherance of that act”. In simple words piracy is an act of robbery or criminal violence at sea through illegal use of force by non-state agents, popularly known as “Pirates”. In recent years, the problem of piracy has emerged as a major threat to sea transportation in some parts of the world. According to some estimates, pirate attacks have increased by a whopping 75% in the last decade alone. IMB publishes monthly, quarterly and annual piracy reports

with details about names of ships attacked, position and time of attack, consequences to the crew, ship or cargo, and actions taken by the crew and coastal authorities.

Hot Spots of Modern Piracy The hot spots of piracy today are the Indian Ocean, East Africa and the Far East including the South China Sea, South America, and the Caribbean. In recent times, pirates have been found to be very active in the waters between the Red Sea (particularly in Gulf of Aden) and Indian Ocean, off the Somali coast, and in the Strait of Malacca. There are also reports of pirate attacks on the Serbian and Romanian stretches of the international Danube River since 2011. According to some estimates, worldwide losses due to piracy can be as high as 13-16 billion US dollars per year.

Trouble spots and typical round-the-world sailing routes In recent times, there have been several incidences of brutal hijacking of ships off the Somali coast by Somali pirates, which grabbed the global media headlines. As a result, the US has started a multi-national effort to patrol the waters near the Horn of Africa to prevent future attacks on ships. The Strait of Malacca remains another hot spot for piracy today, but in recent years the area has seen a dramatic downturn in piracy due to coordinated patrolling by Indonesia, Malaysia, and Singapore navy forces, and increased level of onboard security on ships. Other major piracy prone areas are the Caribbean and Bay of Bengal in the Indian Ocean. According to reports, piracy in the Indian Ocean is getting more lucrative and more violent, despite an anti-piracy EU naval force patrolling the area.

Modern Pirates Like legendary pirates, modern pirates are still involved in looting and hijacking ships for ransom, but their ways of operations has dramatically changed over time. Today, pirates armed with automatic weapons, such as assault rifles, and machine guns, grenades and rocket propelled grenades use small motorboats to attack and board ships, a tactic that takes advantage of the small number of crew members on modern cargo vessels and transport ships. Modern pirates now don night-vision goggles; carry AK-47s, heavy machine guns, and rocket launchers; navigate with GPS devices; and use sophisticated speedboats mounted with heavy mortars to target ships. They also use larger vessels, known as "mother ships", to supply the smaller motorboats. The international community is facing many challenges in bringing modern pirates to justice, as these attacks often occur in international waters. Some nations have used their naval forces to protect private ships from pirate attacks and to pursue pirates, and some private vessels use armed security guards, high-pressure water cannons, or sound cannons to repel boarders, and use radar to avoid potential threats. According to reports, Somali pirates were found attacking

ships with Russian made 82mm mortars that can target a ship as far as 5 kilometers from shore. Modern pirates today are part of organized crime gangs that target big and small cargo vessels, and even cruise ships and private yachts.

Modern definitions of piracy include the following acts:

- Boarding without permission.
- Extortion
- Hostage taking
- Kidnapping of people for ransom
- Murder
- Cargo theft
- Robbery and seizure of items or the ship
- Sabotage resulting in the ship subsequently sinking
- Shipwrecking done intentionally to a ship

Anti-piracy measures Under a principle of international law known as the "universality principle", a government may "exercise jurisdiction over conduct outside its territory if that conduct is universally dangerous to states and their nationals." The rationale behind the universality principle is that states will punish certain acts "wherever they may occur as a means of protecting the global community as a whole, even absent a link between the state and the parties or the acts in question." Under this principle, the concept of "universal jurisdiction" applies to the crime of piracy. For example, the United States has a statute (section 1651 of title 18 of the United States Code) imposing a sentence of life in prison for piracy "as defined by the law of nations" committed anywhere on the high seas, regardless of the nationality of the pirates or the victims.

The goal of maritime security operations is "actively to deter, disrupt and suppress piracy in order to protect global maritime security and secure freedom of navigation for the benefit of all nations", and pirates are often detained, interrogated, disarmed, and released. With millions of dollars at stake, pirates have little incentive to stop. In Finland, one case involved pirates who had been captured and whose boat was sunk. As the pirates attacked a vessel of Singapore, not Finland, and are not themselves EU or Finnish citizens, they were not prosecuted. A further complication in many cases, including this one, is that many countries do not allow extradition of people to jurisdictions where they may be sentenced to death or torture.

The Dutch are using a 17th-century law against sea robbery to prosecute. Warships that capture pirates have no jurisdiction to try them, and NATO does not have a detention policy in place. Prosecutors have a hard time assembling witnesses and finding translators, and countries are

reluctant to imprison pirates because the countries would be saddled with the pirates upon their release.

George Mason University professor Peter Leeson has suggested that the international community appropriate Somali territorial waters and sell them, together with the international portion of the Gulf of Aden, to a private company which would then provide security from piracy in exchange for charging tolls to world shipping through the Gulf.

Список використаних джерел

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**EUROPEAN EXPERIENCE FOR PREVENTING SERIOUS
CRIMES**

Ukraine has declared its desire to join the European Union, which has high standards of human security, well-being and standard of living, as well as the priority of human rights, the rule of law, ensuring the inevitability of punishment for those who have committed crime. In Ukraine, there has long been an urgent need to develop an effective strategy in the field of organized crime prevention, taking into account the positive foreign experience and European policy on combating organized crime.

Identifying and overcoming risk of crime is a task that involves systematically and thoroughly examining the external risks of crime that threaten a particular object: a structure, product, service, business model, or other entity that may be related in some way with crime. First of all, it analyzes the probability of committing a crime and the possible harm that will be caused to certain objects [5].

To summarize the views expressed by Western criminologists, ingeneral, two main approaches are used to counter organized crime: repressive and preventive or traditional and unconventional. Regarding the preventive approach, nowadays, more and more different countries are beginning to develop and implement non-traditional measures to prevent or ganized crime. Mainstreaming is prevention, which covers various programs designed to influence communities (for example, providing citizens with information on the various losses and risks posed by organized crime, the introduction of hotlines; participation in the work of various civil