EUNAVFOR MED operation SOPHIA
SHADE MED Working Group

1. OPERATIONAL WORKING GROUP (12th May 2016)

a. Executive Summary:
Under the chairmanship of CJ3 DACOS OPS EUNAVFOR MED, the assembled members of the Working Group (WG) were welcomed and thanked for their attendance. The aims of the WG were re-stated as follows:
- Identify potential procedures to share more information about smugglers' activities and migrants;
- Identify possible ways to develop a deeper collaboration between those involved in operations in the Mediterranean Sea;
- Gain an overall understanding on how different actors/operations act in the Mediterranean environment.

The WG provided an opportunity for participants to exchange views about information sharing, and the associated challenges related to migration phenomena among involved actors operating in the Central Mediterranean Sea. The overarching aim remained to de-conflict and coordinate nations and organizations Maritime Security Operations (MSO) by sharing awareness, assessment of the evolution of trends and identification of best practises. In achieving this, the discussion provided a mechanism to de-conflict and, where possible, coordinate military/civilian resources and military/civilian operations in order to achieve the maximum efficiency and effectiveness in managing MSO related to migration.

The assembled group were invited to introduce themselves and to state what each of them wished to achieve out of the WG. This highlighted a common desire for collaboration and an increased need for understanding of ongoing operations to counter the phenomenon of migration.

The ensuing discussion started from the definition of the phases of response to a SAR event, in order to have a baseline in the process of understanding procedures implemented in response to migration events. Conversation was soon redirected away from the actual SAR events and towards the capabilities and limitations of the military assets involved in the associated operations.

b. Detail:
- After the welcome address, the Chairman asked the representative of IMRCC to describe the sequence of events that leads to a SOLAS event being declared, as a basis for discussion.
- Lt QUATTROCCHI (IMRCC) explained how internationally the use of SAR Case instead of SOLAS Case is more appropriate. He explained the procedures that are in place in order to manage a SAR operation from the receiving of a "distress information" to the conclusion of the rescue. In particular, he explained that MRCC Rome receives this information in different ways: directly from the migrants (using a satellite phone) or by vessels or air assets engaged in various operations in the

Mediterranean. He also underlined how multiple SAR events are handled simultaneously, explaining the difficulties associated with the obtaining of the position of the boat in distress and the coordination of several naval and air assets.

− Lt PELLEGRINO (OP MARE SICURO (OMS)) stressed that a ship involved in SAR operations is unable to grant security to the NGOs that require it.

− Capt SOUTHORN (NATO JFC NAPLES) re-focused the WG towards Operation SOPHIA, and asked what the critical requirements for the Operation were and what capability enablers were required for the transition to subsequent phases.

− The Chairman underlined how fundamental an invitation from Government of National Accord (GNA) is in order to enter Libyan territorial waters (TTW). He stated that the current number of vessels allocated to the Operation was less than the required number in the CJSOR and that there were a number of other required assets listed for future phases.

− Cdr DE CASTRO (US SIXTH FLEET) asked how Op SOPHIA works to intercept migration flows and if UAVs are available.

− The Chairman explained how the migration flow from Libya is mainly concentrated within the 'Lampedusa Triangle' bounded by the cities of Zuwarah and Misurata with the island of Lampedusa. Whilst there are currently no UAVs available to Op SOPHIA, the OMS representative stated that there are UAV assets used by them, but only for particular situations.

− Vice Adm. SANFELICE DI MONTEFORTE (WISE PENS INT.) highlighted the great importance of sharing information, through the creation of unclassified database (e.g. SMART System). He stated that to share information does not necessarily mean violating the rules of "need to know" but simply sharing particular types of information can help in the contrast of migration flows. The case of the Sea Watch vessel boarded by the declared Libyan Coast Guard was cited as a clear example of the need for a shared and updated situational awareness across the WG.

− Mr GOUSSOT (EEAS-CMPD), speaking about phases of Op SOPHIA, emphasized how working in Libyan TTW would not be easy, and the aspect of developing a Legal Finish is not something that would be achieved in the near future. Furthermore he reiterated how necessary it is to have the invitation of a legitimate Government before a shift to Phase 2B. He also stated that it is fundamental to understand the linkages of the human traffickers' networks with the smuggling of commodities other than migrants. It was agreed that this was a key discussion topic and should be the starting point for the next Ops WG.

c. **Conclusion and way ahead:**
   − It was evident from the discussions that the sharing of information and common procedures is critical to the good cooperation of all organizations involved in the Mediterranean basin.
   − At the next WG, it is recommended that representatives of IMRCC Rome, FRONTEX and Op SOPHIA FHQ are invited in order to share more tactical aspects of their relevant experiences.

- It was reiterated in the closing remarks that the starting point for the next meeting of the WG should be the discussion surrounding the linkages between people smuggling and other commodities.
- In closing the WG, all attendees expressed their satisfaction and appreciation on the establishment of such initiatives to improve information sharing between different civilian and military organizations, and the Chairman thanked everyone for their valued participation.

d. Participants
- EUNAVFOR MED OHQ - OF4 FYFEGREEN IAN – Chairman;
- Belgian Army/EUNAVFOR MED OHQ SNR - OF4 VANDENDRIESSCHE Bruno;
- EUNAVFOR MED OHQ REP - OF4 MITTERBERGER Karl;
- France Embassy - OF4 BAILLY Sacha;
- Embassy of Spain - OF5 PALMA ARRABAL Carlos;
- Hellenic Defence General Staff/EUNAVFOR MED OHQ SNR - OF4 PANAGIOTOPOULOS Vasileios;
- Italian Maritime Rescue Coordination Center (IMRCC) - OF2 QUATTROCCHI Giuseppe;
- MARCOM - OF4 Jeffrey MCRAE;
- NATO JFC Naples - OF5 SOUTHORN Mark;
- MARE SICURO - OF2 PELLEGRINO Catia;
- Royal Navy Operations - OF4 FIRTH John;
- Turkish Navy - OF4 GOCMEN AHMET Cagri;
- WISE PENS International - OF8 ret. SANFELICE DI MONTEFORTE Ferdinando;
- US Embassy in Rome - OF4 APPEZZATO David;
- US Sixth Fleet - OF4 STOKES Jerry;
- US Sixth Fleet - OF4 SAMUEL DE Castro;
- Medecins Sans Frontieres (MSF) - MR PAGOTTO Jens;
- EUNAVFOR MED OHQ - OF2 DRAGOJEVIC Kristijan;
- EEAS-CMPD - MR GOUSSOT Christophe;
- EUNAVFOR MED OHQ - OF2 POTENA de MARTINO Giacomo.

2. COMMUNICATION AND INFORMATION SYSTEM WG (12 May 2016)

a. Executive Summary
Upon the chairman's direction and guidance, the second working session of the CIS Working Group has occurred with the aim to:
- Provide general information on the current state of play of the SMART system;
- Gain overall understanding on how the use of the collaboration platform can contribute to enhancement of Maritime Security and Maritime Situational Awareness within the JOA/ AAO;

- elaborate on the roadmap to a possible establishment of a Maritime Security Capacity within ENFM in order to allow fusion maritime domain issues of the Mediterranean Region;
- Identify potential means and procedures to allow the maritime community (Military and civilian), in particular ship owners to share information about smugglers' activities and migrants.

In general, the second Working Group session offered an appreciated opportunity to the attendees to address their perception of the migration phenomena and its associated challenges, to stress generic requirements regarding maritime security and exchange views about information exchange among involved actors operating in ENFM's Area of Interest.

The introduction of an improved SMART platform and the possibility to have access to this network had been acknowledged **again** as **an important cornerstone** in establishing and sharing maritime situational awareness.

It is noteworthy that the entity in charge of co-ordination of SAR events, namely the IMRCC highly welcomed the implementation of this collaboration platform. It is crucial for the deployed personnel in the operation area to have access to a common platform. This will allow de-confliction and co-ordination in a sound and proper manner in order to accelerate the time for intervention to any SAR events taking place in their Area of Responsibility.

The Working Group analysed several aspects related to the incorporation of voluntary exchanged information on the unclassified SMART network, considering technical and procedural pre-requisites facilitating the setting up of ENFM's collaborative information sharing platform. The common desired goal was to define minimum required standards for the establishment of a Maritime Security Capacity and possibilities for the commercial shipping community to contribute to enhancement of the maritime situational awareness. This initiative shall be considered as an enhancement of situational awareness capabilities with special focus on the ENFM's AOO, acknowledging the presence of an already established NATO Shipping Centre (NSC). In light of the established NSC and the Operation Active Endeavour, the incorporation of the improved SMART version will contribute to a Comprehensive approach with complementing measures.

With respect to the roadmap of establishing an ENFM MSC, the provision of mission tailored sets of tools and services to interested participants marks a paramount milestone by augmenting Maritime Security and Freedom of Navigation. By declaration of FOC of the SMART FENIX version and the completion of the first testing in close coordination with D'AMICO Navigation Society, which occurred already on board of the merchant vessel "Cielo di Virgin Gorda", the agreed goals for the third Working Group Session will be the further development of the Maritime Security Capacity Manual and SMART user guide as well as the draft report forms.

ENFM CJ6 branch is elaborating on the final draft of the aforementioned documentation. This draft version is scheduled to be disseminated amongst the respective actors in order to ensure that their feedbacks will be reflected in the final version. The dissemination will occur within the first week of June. Pursuant to this step the reviewing process shall be completed by the end of June 2016.

b. Discussion

Navy Captain ELIA (OHQ ACOS CJ6 presented the state of play to date of the evolved SMART FENIX System by providing a generic overview about the outcomes of the first working sessions in the areas of CIS and Shipping Community. The second portion aimed to present the SMART FENIX version, which has been already released and is currently part of a field test. This field test is carried out under the auspices of ENFM in close co-ordination with D'AMICO Navigation Society and the respective IT Personnel at MARITELE Roma premises. In general, the main focus during this test phase is laid on the basic functions of the SMART system application in order to already gain a better understanding of its user friendliness. This will provide ENFM with a first feedback in regards with issues, which might be addressed in the CHANGE Advisory Board in the third Working Group session.

This system, created to improve the cooperation between Member States, Organizations and the Navies of EU Countries in the Mediterranean Sea, has recently had technical improvements and now can replicate the same (and even more) functions and services of MERCURY such as **chat, common operational picture** (in real time, not a snapshot) and **document posting**.

Navy Captain ELIA emphasized the potential of the SMART FENIX system as a powerful tool and **common unclassified platform** for alerts, de-confliction and real time coordination, able to share information between a lot of military and civilian organizations operating in the Mediterranean basin on a voluntary basis.

The objective is to provide as much accurate real time information as possible for the benefit of all actors (military and civilian) and to enhance operational effectiveness in the tracking of vessels. Basically, through the SMART system, a Maritime Security Capacity in the operational area could be ensured.

Potential institutional subscribers could be NATO, Op. MARE SICURO, FRONTEX, International Maritime Rescue Coordination Center, NGOs and the merchant community.

Possible information to be mutually shared is related to:

- distress events (SAR);
- information related to smugglers and traffickers;
- terrorism alerts;
- illegal activity information;
- maritime situational awareness contribution;
- safety and security routes and navigation contribution;
- port security informative contribution.

The possibility of real time exchange of information and data at unclassified level is **the major innovation** of SMART system.

After that, the discussion moved to the technical improvement of the SMART System, supported by provision of a live demonstration in order to present the system's capabilities. Navy Captain ELIA stressed that the displayed demonstration is already to be considered as the final version, which is going to be fed with upgrades as per user request or recommendation. The opportunity is offered to the attendees for a quick feedback session, in particular on already identified rooms for improvement. These reported amendments will be made available in the next improved version of SMART. The system will require

"access credential" and, under specified procedures, will be joined by military and civilian Authorities, on a voluntary basis.

Pursuant to the first working session, the necessity to provide "crystal clear information" to the shipping community regarding specification on information in terms of type to be shared and procedures in exchanging such information has been acknowledged by ENFM and already resulted in provision of the first draft of the SMART User guide as well as first draft report forms. Increasing the administrative workload, whilst responding to a SOLAS in accordance with UNCLOS regulation, shall be avoided. The value of this system had been clearly identified, but the major challenge might be the difficulty in access. The tools to be developed shall result in one automated, integrated and harmonized single channel solution, which enables the crew to respond/deal with all the information, taking limited number of personnel on board of the vessels and different levels of equipment (in terms of CIS) into consideration.

The representatives of MARCOM as well as IMRCC Rome expressed their satisfaction and appreciation on the establishment of such initiatives, aiming at the improvement of Maritime Security and Maritime Situational Awareness, in particular by information sharing among different organizations. Whilst the MARCOM representative acknowledged the fact that this collaborative platform is to be considered in a complementary manner to the NSC already in place, the representative of IMRCC Rome focussed on the need of increasing the storage capacity of the system. In particular, he stressed the necessity to archive the entire chat protocols. This will allow us to check if procedures and regulations are followed in a proper way. In addition to that, it can be used to proof (Log-Sheet) that first responders have addressed a SOLAS or any other SAR event accordingly. The centre of gravity for MARCOM's Representative was to identify common denominators regarding the development of the reporting mechanism. The procedure as such as well as the report form scheduled to be introduced not later than the end of June have to be streamlined in conjunction with report forms already in use by MARCOM. Anyway, IT MRCC and MARCOM fully support our initiative.

c. **Conclusion and way ahead**
   – Pursuant to the live-demonstration of the SMART improved version (FENIX version), the participants requested further details about this application in regards with minimum technical requirements as well as clear procedures to be followed in terms of reporting.
   – The merchant vessel community seeks for **one automated, integrated and harmonized single channel solution** which enables them to respond/deal with all the information, taking limited number of personnel on board of the vessels and different levels of equipment (in terms of CIS) into consideration.
   – The inputs, gained from feedback of possible voluntary civilian users, will result in the upgraded SMART application as well as in the final draft version of the SMART User guide and the respective report forms. These inputs might be presented in the event of a third working group session.

- Enhancement of Situational Awareness to ensure maritime security was highly welcomed; updated port information, in particular details regarding harbour security and coordination has been noted as extremely useful.
- During several side talks with representatives of the commercial shipping community, positive signals clearly identifying benefits and added values were received. However, it has to be noted that mechanisms have to be installed enabling exchange/ transfer of information by using **one single reporting system**.
- The **SMART** system itself has **to be promoted amongst the civilian shipping community**.
- Technical documentation, user guidelines and procedures, essential for setting up MSC, will be produced by the end of May and shared amongst all stakeholders in order to start the use of SMART system before the end of June.

d. **Participants**
- ENFM ACOS CJ6 - OF5 Pier Paolo ELIA;
- ENFM DACOS CJ6 - OF4 Klaus HAID;
- ENFM CJ6- PLANS 1 - OF3 Carmelo ALBA;
- ENFM CJ35 MAR2 - OF4 Millan LEIRA NEIRA;
- ENFM FHQ ACOS CJ6 - OF2 Corrado MADDALUNO;
- Italian Navy General Staff - Cdr Luigi CIANI;
- C4I MARITELE - OF4 CAPORASO;
- MARCOM - OF4 Giovanni DE BENEDETTO;
- Italian Coastguard/Italian Maritime Rescue Coordination Center (IMRCC) - OF4 Marco Patrick MINCIO;
- ENFM SNR Cyprus/Cyprus M.O.D. - OF2 Neoklis PAPAGEORGIOU.

3. **SMUGGLERS' BUSINESS MODEL WORKING GROUP (12 May 2016)**

a. **Executive Summary**
The Smuggling Business Model Working Group has examined in detail:
- The Smuggling Business Model (SBM);
- Smuggling Business Model structure and technical and tactical procedures (TTPs);
- Connections between Smuggling Business Model and Libyan naval capabilities and possible capacity building programmes.

b. **Discussion**
The working group session focused on the Smuggling Business Model, considering all the different levels of its structure. The traffickers' network has been analysed to understand the country of departure, migration routes to Libya, facilities located close coastal areas, boats used, points of departures and smuggler' profiles.

In particularly, it was noted:
- IMRCC OF3 BATTAGLINI has confirmed new points of departure; Benghazi and Egypt.
- OF3 FIRTH (UK) has highlighted the Smugglers' nationality: smugglers are not only Libyans but they come from different African countries. It has been reported that facilitators and migrants often the same nationality.
- Various participants spoke about the fact that there is no confirmation about Da'esh being directly involved in the Human Smuggling business. EUNAVFOR Med representatives stated that there are unconfirmed reports indicating that Da'esh is only benefitting indirectly by collecting fees from migrants passing through their checkpoints.
- IMRCC OF3 BATTAGLINI has confirmed that rubber boats are used in 90 % of SOLAS events, while wooden boats are used less than the past. The Working Group has analysed the rubber boats supply chain, underlining the different steps of the production and the several police seizures occurred in Turkey in March 2016. Understanding the world connected process is necessary in order to disjoint the Smuggler Business Model.
- OF3 FIRTH (UK) has highlighted the link between Libyan naval assets and Smuggler Business Model. Libyan Coast Guard might turn a blind eye on Smuggler activities, but they are not part of the model.
- US NAVY OF5 SHAFLEY asked about Libyan Coast Guard capacity building program and pointed out some possible problems we could face in the future. It is possible that corruption and lack of experience could affect any joint program. He has also proposed to place "western" officers on Libyan Coast Guard boats/ vessel in order to be assured of how they operate.
- Finally the Working Group has looked into the smuggler's profile: information available is partially insufficient. Moreover, there is the potential risk to simplify the model and have an unrealistic profile. Working Group has understood that there is also an ideological reason and an economic reason behind the Smuggler Business Model.

c. **Conclusion and way ahead**

The working group has reached the following conclusion:
- People with an active role inside the smuggling network are not only Libyan, they come from other African countries.
- Regarding the possible link between the Libyan Coast Guard (LCG) and smuggling network, the group believe Libyan Coast Guard has some connection with the SBM, but it does not have an essential role inside of it. LCG might have turned a blind eye on Smuggling Business Model several times, but it is not part of the model.
- Considering the necessity to study further the Smuggler Business Model in order to get completely its structured organization, the group has highlighted the necessity to go deep into its financial structure and its financial significance for the Libyan economy. The first focus on the financial structure will require us to separate the Smuggling Business Model recruitment and logistic processes. Focusing on the Smuggling

Business Model role in the Libyan economy will satisfy completely the comprehensive approach technique that is considered the only possible solution for the migration issue.

d. Participants
- US Embassy in Rome - OF4 David APPEZZATO;
- Italian Maritime Rescue Coordination Center (IMRCC) - OF3 Alberto BATTAGLINI;
- Armed Forces of Malta - OF2 Sharon BELLIZZI;
- French Navy - OF3 Benoit BERNARD;
- MARE SICURO - OF3 Stefano CALUSTI;
- Algeria Embassy - Mr. Rachid DOUADI;
- EUNAVFOR MED - OF4 René EBERT;
- Medecins Sans Frontieres (MSF) - Mr. Tommaso FABBRI;
- United Kingdom Royal Navy - OF3 John FIRTH;
- EEAS/EUMS - OF4 Roberto GONELLA;
- Hungarian Defence Forces Joint Force Command - OF4 Artur GULYAS;
- Swedish Armed Forces MOD - Mrs. Nina HALME;
- U.S. Naval Forces Europe - Mr Jerry KALOGIANNIS;
- EUNAVFOR MED - OF3 Josef MIZZI;
- Medecins Sans Frontieres (MSF) - Mr. Jens PAGOTTO;
- MARE SICURO - OF2 Catia PELLEGRINO;
- EUNAVFOR MED - OF1 Edoardo PORZIO;
- US 6th Fleet - OF5 William SHAFLEY;
- EUNAVFOR MED - OF3 Gert SOOMSALU;
- NATO MARCOM - OR9 Gemma STOLLERY;
- EUROPOL - Mrs. Lotje VAN DER MADE;
- EUNAVFOR MED - OF5 Sakari WALLINMAA, (CJ2 ACOS- Chair).

4. SEARCH AND RESCUE WORKING GROUP (12 May 2016)

a. Executive Summary

The Working Group analysed many aspects related to the better management of SAR activities, the implementation of a safety protocol to improve civil military cooperation in case of emergency, and the possible solutions to reduce the magnitude of migration phenomena.

b. Discussion
- After the welcoming address to all participants, ENFM representative started the discussion on the basis of the issues raised by the NGO Sea Watch during the plenary session.
- Sea Watch delegate represented that, after the last incident occurred to their motor vessel, they are trying to implement an emergency safety protocol and improve Civil-

Military cooperation activities. In particular, the NGO is trying to establish a communication protocol to share real time information and alert military organizations in case of emergency.

- UNOCHA representative proposed to share and adapt the communication framework which has been successfully used in humanitarian coordination.
- ITA Coast Guard representative illustrated from the SAR point of view the problems concerning emergency management and communications with all different organizations involved in SAR activities, especially with those which have a main mission different than SAR and that have to deal with different mandates and related limits and rules. Other issues are the lack of availability of reliable means of communications with some NGO vessels at sea, and the lack of official and trusted points of contact within the Libyan Coast Guard authorities. There is a common and urgent need to identify and validate reliable LCG points of contact in order to improve collaboration during SAR activities, especially for rescue operations related to boats in distress inside the Libyan territorial waters and to prevent eventual security incidents.
- MSF and OHCHR representatives raised concern at the lack of an entity with a specific mandate to conduct SAR in the Mediterranean in order to improve the efficiency of SAR operations and address the dangerous sea migration as a structural issue, rather than as an emergency. MSF further informed that they will open an office in Tripoli in the coming months. In that regard, ITA Coast Guard suggested that possible solutions to improve SAR operations' efficiency consist in improving the number of rescuing assets and implementing an international mission for SAR lives at sea which should operate under an international mandate.
- University of Leiden representative stated that according to recent studies, SAR activities do not represent a pull factor for the migration phenomena. ITA Coast Guard confirmed that the law enforcement activities related to illegal human trafficking have always been performed along with SAR by ITA Coast Guard Assets and by other Government assets involved in SAR operations. The priority is the rescue of migrants in distress but law enforcement activity that follows the rescue operations is important especially to fight the exploitation of vulnerable people which is constantly increasing.
- Some participants suggested that information campaigns to raise awareness about the risks of the journey would be beneficial although it would not suffice. Emphasis should be put instead on the creation of safe and regular migration with measures as "relaxing restrictions on legal channels of entry into the EU", "immigration visa", including for labour migration at all skill levels, "humanitarian visas", "resettlement", "family reunification".
- OHCHR representatives stated that decisions to return migrants must entail an evaluation of each individual migrant on a case by case in order to avoid that people will suffer human rights violations upon their return in their countries of origin.
- Emphasizing the widespread and systematic human rights violations suffered by migrants and asylum-seekers in Libya, Amnesty International representative stated that any capacity-building and training of the Libyan coast guard should never result in the return to and disembarkation in Libya of people rescued at sea.

c. <u>**Conclusion and way ahead**</u>

- NGOs advised the need to develop an emergency safety protocol and improve civil military cooperation to such respect. NGOs are likely to share common practices and more information about their vessels in order to further enhance cooperation in case of emergency situations.

- According to recent studies, SAR activities do not represent a pull factor for the migration phenomena. The increased number of people undertaking irregular crossings is instead related to the situation in countries of origin and transit, and to the absence of safe and legal routes to Europe. Working group participants shared the view that if additional SAR assets in the central Mediterranean Route (CMR) are not made available, it is paramount to better interact and share relevant information on units at Sea as well as on possible interaction with the Libyan Coast Guard main actors. Interaction is to be coherent with the status of each organisation and must take into account specific roles, responsibilities and different mandates.

d. <u>**Participants**</u>

- United Nations Office for the Coordination of Humanitarian Affairs (UNOCHA) - Ms. Teresa ENCARNACAO;
- United Nations International Children's Emergency Fund (UNICEF) - Ms. Laura BALDASSARRE;
- United Nations Office of the High Commissioner for Human Rights (OHCHR) - Ms. Genevieve SAUBERLI ;
- Amnesty International - Mr. Matteo DE BELLIS;
- SOS Méditerranée - Mr. Udo Clement ENWEREUZOR;
- Médecins Sans Frontières (MSF) - Ms. Hassiba HADJ-SAHRAOUI and Ms. Caterina SPISSU;
- PROACTIVA Open Arms - Mr. Andreu RUL-CAN and Mr. Gerard CANALS
- SEA-EYE - Ms. Angela GRIMM;
- SEA-WATCH - Ms. Giorgia LINARDI;
- Ship owners Italian Confederation (CONFITARMA) - Mr. Laurence MARTIN;
- University of Leiden - Mr. Eugenio CUSUMANO;
- Hellenic Coast Guard - OF-4 Ioannis DELIS;
- Cyprus MOD/Joint Rescue Coordination Center (JRCC) - OF-4 Demetris KASINIS;
- MARCOM/NSC - OF-4 Vjekoslav PERISA;
- IT Coast Guard Maritime Rescue Coordination Center (IMRCC) - OF-4 Sirio FAÈ;
- Spanish representative - OF-5 Rafael FERNANDEZ SHAW;
- EUNAVFOR MED OHQ - CJ9, IT RCC SPS.

5. SHIPPING WORKING GROUP (13th May 2016)

a. Executive Summary:

Under the chairmanship of CJ3 DACOS OPS EUNAVFOR MED (ENFM), the assembled members of the Working Group (WG) were welcomed and thanked for their attendance. The aims of the WG were re-stated as follows:

− Gain an overall understanding on how commercial vessels can support the counter-smuggling efforts;

− Identify possible ways in which commercial shipping can be incentivised to support the efforts, if required;

− Identify potential means and procedures to allow ship owners to share information about smugglers' activities and migrants.

The Shipping WG provided an opportunity for participants to exchange views about information sharing and to stress generic requirements regarding maritime security and exchange views about information exchange between involved actors operating in EUNAVFOR MED's Area of interest.

The introduction of an improved SMART platform and the possibility to have access to this network still remain key objectives. The WG analysed several aspects related to the incorporation of voluntarily exchanged information on the unclassified SMART network. This initiative is considered as an enhancement of situation awareness capabilities, whilst also attempting to avoid concurrent measures with the NATO Shipping Centre (NSC) Operation ACTIVE ENDEAVOUR.

Comments highlighted the need for a common collaboration and an increased understanding of on-going military missions/operations. There was also a desire to further understand how merchant shipping could help ENFM to fight the smugglers business model.

b. Detail:

− After the welcome address, the Chairman outlined the discussion guidelines.

− MR TINSLEY (BIMCO) began the discussion by highlighting the importance of having updated situation awareness through the use of a specific format that could be the same for military and civilian actors, ie what is it that ENFM want to know?

− Lt Cdr HAID (ENFM OHQ) pointed out that the creation of a common format is in progress, this format will be shared through the SMART system.

− Lt PERISA (MARCOM) explained how the NSC works. On the NSC Maritime Security Charts for the AOO can be found and on the charts there are instructions and formats with which ships can give an initial situation report with basic information. These reports can be submitted through the website, by e-mail or by satellite telephone call, and via fax as well. NSC can contribute to SMART with NSC tools.

− The Chairman saw the merit in this system and said that where possible it would be better not to develop a new system that duplicated this. It was also suggested that this may be useful to use this type of format in SMART.

− Mr HINCHLIFFE (ICS) was asked to put a rough figure on the likely proportion of Merchant Vessels (MV) that may be able to use an internet-based system at sea. He

said that not all merchant ships had internet connectivity although the proportion would grow due to other regulatory requirements such as mandatory carriage of electronic charts. Mr HINCHLIFFE asked for clarification of what the goal of Op SOPHIA is; the Chairman explained the mission.

- Mr TINSLEY (BIMCO) requested that the Op SOPHIA Migrant Handling Handbook be released to share with merchant vessels. Mr HINCHLIFFE underlined how ICS provided a number of different booklets to NATO and to EU for counter piracy operations, and informed the WG that an ICS publication entitled "Guidance on Large Scale Rescues" is freely available on industry association websites. Mr HINCHLIFFE asked if it would be possible for OHQ staff to review the ICS guidance document and potentially endorse its contents. If this endorsement of the guidance were to happen, then the ENFM logo could be included on future editions. Mr HINCHLIFFE also underlined how the type of MVs would need to be targeted with regard to the gaining of information, with the long distance bulk carriers being of little benefit compared with a ferry for instance. A MV informing the IMRCC about the presence of a boat full of migrants does nothing to help combat the smugglers' business model, whereas the multitude of ferries may be able to report some suspicious, or out of the ordinary, activity during their crossings.
- Mr CANALS (PROACTIVA OPEN ARMS) underlined that SMART could potentially be a useful tool for the collaboration of information between the various NGOs and military vessels in the AOO and could also support the provision of some level of security to the NGOs as a communication tool.

c. **Conclusion and way ahead:**
- A creation of a standard report structure is highly recommended, so that merchant shipping can report exactly the detail that ENFM need. The Maritime Security Chart produced in cooperation with UK Hydrographic Office Q6110 with a standard format, Format A (Voluntary Reporting Scheme), can be downloaded from NSC website www.shipping.nato.int, that could be a useful starting point.
- NGOs could report suspicious activity through SMART.
- The MV community would prefer a single Integrated and harmonized solution which enables them to respond to ordeal with all of the information.
- The ICS representative requested ENFM to review their document "Guidance on Large Scale Rescues", available on its website (www.ics-shipping.org) and to provide any comments or suggestions to ICS in order to have a common procedure.
- To enhance and foster collaboration with contributors, it is very important to receive a response and feedback as a result of reports submitted on suspicious activity from a MV.
- Mr HINCHLIFFE suggested that at the next SHADE a Table Top Exercise be conducted as part of the plenary session before the attendees are split down in to the various WGs. This will undoubtedly feed the WGs with points for discussion and allow many of the actors to understand fully what their role to play is and how they can best assist the mission. It would be important for the actors to include administration policy makers, military personnel, and merchant vessel and NGO rescue organisations.

- In closing the WG, all attendees expressed their satisfaction and appreciation on the establishment of such initiatives to improve information sharing between different civilian and military organizations, and the Chairman thanked everyone for their valued participation.

d. Participants
- EUNAVFOR MED OHQ - OF4 FYFEGREEN Ian – Chairman;
- BIMCO, MARITIME SECURITY MANAGER - MR TINSLEY Phillip;
- EUNAVFOR MED OHQ REP - OF4 MITTERBERGER Karl;
- Hellenic Defence General Staff / EUNAVFOR MED OHQ SNR - OF4 PANAGIOTOPOULOS Vasileios;
- CIS - OF2 MADDALUNO Corrado;
- Italian Maritime Rescue Coordination Center (IMRCC) - OF4 PIRODDI Giulio;
- MARCOM - OF3 PERISA Vjekoslav;
- Turkish Navy - OF3 GOCMEN AHMET Cagri;
- EUNAVFOR MED OHQ - OF4 HAID Klaus;
- EUNAVFOR MED OHQ - OF3 ALBA Carmelo;
- EUNAVFOR MED OHQ - OF4 PARRACHA Manuel;
- EUNAVFOR MED OHQ - OF4 LEIRA NEIRA Millan;
- EUNAVFOR MED OHQ - OF2 DRAGOJEVIC Kristianj;
- EUNAVFOR MED OHQ - OF4 KLEMANN Martin;
- ICS Secretary General - MR HINCHLIFFE Peter;
- Proactiva Open Arms - MR CANALS Gerard;
- Kuehne Logistic University - MR ACCIARO Michele;
- EUNAVFOR MED OHQ - OF2 POTENA de MARTINO Giacomo – Secretary.

6. LEGAL WORKING GROUP (13 May 2016)

a. Executive Summary

The WG provided an opportunity to exchange views and best practices among participants on several legal aspects of EUNAVFOR MED Op. Sophia.

Specifically, it has been examined the problem of the legal finish to prosecute suspected smugglers or traffickers eventually apprehended at sea in Libyan sovereign waters by ENFM units in subsequent phases of the operation. Among the possible solutions, it has been also discussed the possibility to invoke the International Criminal Court jurisdiction for the traffickers of human beings as the "XXI century new slaveholders".

Respective experiences have been shared in the field of exchange of information in the context of CSDP operations. EUROJUST representative delivered a dedicated briefing on the matter.

A third topic concerned the possible means to tackle the sea-borne logistic supporting the smuggling networks.

Lastly, it has been discussed the application of the non-refoulement in the context of ENFM – Op Sophia.

b. **Discussion**

ENFM LEGAD opened the Working Group providing introductory the outcomes of the last working group organized in April. Some participants were interested in having a summarize of the so-called "legal matrix" implemented to collect the information regarding the use of force and caveats raised by some nations.

ENFM LEGAD provided a general overview of the legal issues for the operation ENFM-Sophia and then opened the discussion on the following topics.

1) Arrest and detention of suspected criminal apprehended at sea.
- ENFM LEGAD described the issue of the legal finish to prosecute suspected smugglers or traffickers apprehended at sea in Libyan sovereign waters.
- ITA CG representative provided his experience of Coast guard and the difficulty to manage the flow of migrants. He also stated that it was tricky to counter traffickers who are always adapting their tactics and that the issue is also to fight the phenomena through a global approach.
- The debate was then oriented on the way to facilitate the prosecution of the smugglers and to have a strong legal basis.
- ENFM LEGAD explained that another possible solution to be considered is the involvement of the International Criminal Court jurisdiction for the traffickers of human beings as the "XXI century new slaveholders". Indeed, ICC estimates that trafficking in certain circumstances might be considered enslavement. Then, the floor for a debate on the matter was opened.
- After a fruitful discussion on the matter, the participants noted that smuggling of migrants and trafficking of human beings are distinct crimes: this implies that ICC solution would not be applicable to smugglers.
- The representative of EUROJUST proposed to share for the next weeks some reports which had already been issued on this matter.
- It was also raised that ICC would be able to prosecute only when a single State cannot exercise it or is not capable to do so effectively. Thus, the involvement of ICC would not help the Libyan government to gain legitimacy and solve the problem by itself.

2) Legal basis for the exchange of information
- ENFM LEGAD recalled the various cooperation developed with European agencies (EUROPOL, EUROJUST, FRONTEX) and also the interest to collect and share information in the fight against the smuggling of migrants.
- The representative of EUROJUST provided an interesting briefing about the mission of EUROJUST and the organization of a dedicated structure to deal with this matter. She also encouraged enhancing quantity and quality of the exchange of information.
- All the presents agreed on the necessity to improve, as practicable, exchange of information and respective experiences.

3) Tackling the sea-borne logistics behind smuggling
- LEGAD ENFM presented the problem of the delivery of numerous rubber boats which are known to be used in Libya for or intended for migrant smuggling. The trade so far is legal even if the boats may be considered inherently unseaworthy for the high seas.
- The goal would be to disrupt the delivery of such rubber boats to Libya.
- Amnesty international representative noted that the problem was not really to disrupt the means of transport for migrant but to open the doors in order to allow people to reach Europe in legal ways.
- LEGAD ENFM explained that this way was another course of action, he reminded that the mission of Op Sophia is to disrupt the business model of the smugglers and that ENFM units have to intervene to save lives at sea.
- It has been discussed the theoretical solution to include specific dinghies intended for smuggling as "embargoed items" in a future dedicated UNSCR. The WG recognized that it would be politically challenging and also those smugglers would easily adapt, using alternatives means of transportation other than the "embargoed ones". The WG concluded that a possible legal solution to tackle the sea-borne logistics behind migrant smuggling on the high seas could be further investigated with relevant stakeholders (such as IMO and UN).

4) Non refoulement principle
- LEGAD ENFM recalled the PSC - EEAS decision to follow for Op Sophia the acting procedure of TRITON Operation from FRONTEX. All migrants rescued cannot be disembarked in Third Countries. The Op Sophia complies with the full respect of human rights and non-refoulement principle.
- The discussion continued around the conditions for Libya to become a safe country where people could not be subject to any persecution.
- After fruitful comments of the NGO participating to the working group, every participant concluded that the conditions in Libya were very far from the standard of a safe country.

c. <u>**Conclusion and way ahead**</u>
- **"Smugglers and Traffickers as the XXI century slaveholders"**: In order to solve the problem of legal finish of S/T apprehended in Libyan TTW for the next phases of the operation, the initial idea was to assess the possibility to involve the International Criminal Court (ICC) in view to prosecution. The ICC, under its Statute, can exercise jurisdiction only for crimes against humanity and in case a State is not able (or not willing to) exercise its own jurisdiction. The WG concluded that the involvement of the ICC is an interesting option but that may not be considered as a relevant solution to help for the development of the Libyan government legitimacy.
- **Tackling the sea-borne logistics behind smuggling**. Proposing a definition of rubber boats as "embargoed items" in a dedicated UNSCR could be a theoretical solution to disrupt the delivery of such unseaworthy boats to Libya. However, the WG recognized that smugglers will adapt and start using alternatives means of transportation other than

the "embargoed ones". The WG concluded that a possible legal solution to tackle the sea-borne logistics behind migrant smuggling on the high seas could be further investigated with relevant stakeholders (such as IMO and UN).

— **Exchange of information**: EUROJUST representative delivered a dedicated briefing to the WG and called for a more effective and fluid exchange of information with ENFM. All the participants agreed on enhancing the data flow as practicable.

— **Non refoulement principle:** Regarding the current situation in Libya and the time necessary for the future government to build a new legitimate State, the strict application by ENFM-Sophia of the non-*refoulement* principle has to be continued.

d. Participants
— EUROJUST - Mrs Camelio;
— Sea-Eye - Mrs Grimm;
— Médecins sans frontières (MSF) - Mrs Hadj-Sahraoui;
— Amnesty International - Mrs Santiemma;
— Sea-Watch - Mrs Linardi;
— Spanish Embassy in Rome - Col Palma;
— Italian Coast Guard - Capt-N Gallinelli;
— Swedish armed forces - Cdr Drangel;
— French Navy CECMED - CF Bailly;
— Italian Navy - Lt Cdr Castellammare;
— ENFM LEGAD - Lt Cdr Philippe;
— ENFM LEGAD - Lt-N Iannantuono.

7. EFFECTS ON COUNTERING SMUGGLERS' BUSINESS MODEL WG (13 May 2016)

a. Executive Summary
This WG followed on from the Smugglers' Business Model WG the previous day, which was chaired by the EUNAVFOR MED ACOS CJ2.

The WG was structured around the way ahead proposed from the previous WG in early April and focussed on two main discussion areas. The first concerned how to communicate the dangers of the migrant journey back to the countries of origin. The second part considered the real effects of preventing migrants from Libya through either an effective Libyan Coast Guard operation or EU action to stem the supply of rubber boats.

The debate was, wide ranging and brought contributions from all participants.

b. Discussion
The first working group session opened with a discussion about the whole migrant route, from country of origin to European destination. While there may be some merit in the proposal to establish migrant handling centres in North Africa and then transport those with a legitimate claim for asylum to the EU using a proper ferry solution, this was seen as

likely to take considerable time to achieve. Providing a 'safe and legal' route for migrants was widely agreed upon as something which would reduce the effectiveness of the smugglers' business model.

The discussion moved on to the provision of information to the potential migrants in their country of origin. This was proposed as a genuine attempt to inform migrants about the likely journey they would face, to allow them to make an informed decision, especially with regards to the risks.

It was pointed out that:

− The message gets back to the country of origin if a route works.
− Potential migrants need to trust the source of their information, which often comes from family members, giving it veracity.
− The smugglers employ an effective propaganda process which needs to be countered.

In creating a message to promulgate to the countries of origin the WG concluded the following:

− The communication must tell the whole story, from origin to final destination, and not just focus on the Mediterranean crossing element.
− The message must be coordinated between all the agencies and actors involved so that it is factually correct, coherent and deconflicted.
− The strap-line 'Europe does not want migrants' is not appropriate and should not be sued.
− The communication could include advice to potential migrants on the safe and legal methods and routes available to them.
− One message would not work for all; migrants and refuges have a variety of different needs and desires and start from different situations.

Other important issue was about the sharing information concept and unitary tackling on the smuggling business model; that tackling would have to be holistic on various economic, social, preventive and legal way but also military and police aspect with intel and judicial background.

It was also identified that a good information position is key to identifying the actors involved in migrant smuggling. The various partners should work together in sharing information to ensure an effective and efficient approach to tackling the smuggling business model. Disrupting the business model warrants for a holistic approach, focussing on various factors such as a prevention campaign, as well as advertising the safe and legal ways of migration. Dealing with the smugglers themselves is important, employing intelligence, police and judicial processes and their means; financial flows, vessels used, social media etc.

At the end of this first discussion period the debate widened and the Algerian and Spanish representatives provided some interesting information to the WG on how their countries have approached the migration issue.

The second working group session opened with consideration of a question: *If either EUNAVFORMED and others, or the Libyan Coast Guard were to be fully effective in preventing migrants from leaving Libya, what might the effect be?*

The following observations were made:

− The Libyan Coast Guard would return migrants to Libya, which might put them in further danger given the security situation in the country. There was concern that this would in effect breach the principle of non-refoulement.

− Many migrants attempt the Central Mediterranean Route through Libya because it is known to be open and the chances of making it to Europe are perceived as good. To close the route might have the following effects:

  • A large number of migrants would become trapped in Libya, with potentially very serious humanitarian consequences.

  • Closing the route would eventually reduce the flow northwards from sub-Saharan Africa to Libya. In the meantime however, migrants would still come for a while and this could generate a further humanitarian crisis.

  • There was the possibility that closing the Libyan route would force migrants to find another route. This was not seen as a complete transfer from one route to another though, since with the Libyan route closed some potential migrants may choose not to move north.

− The question was raised of how to deal with migrants that had already been in Libya for an extended period.

− Some participants considered that naval operations off Libya contributed to the 'pull factor'. The EUNAVFORMED representative responded that even if this were the case, there were other units also contributing SAR and SOLAS support, and that the Naval force had no option but to rescue migrants also.

− It was considered appropriate to target the smugglers and traffickers themselves though the appropriate law enforcement agencies and processes, and especially those making significant amounts of money from the situation.

− Smugglers needed to return to gainful and legitimate employment and this should be encouraged by some means.

− Security sector reform in Libya was identified as an important part of the solution.

c. **Conclusion and way ahead**

− The main conclusion was that whatever analysis was made, and subsequent plan enacted, it needed to consider the whole migrant picture and especially the unintended consequences, particularly the humanitarian angle.

− It would be useful to identify, share and coordinate ways to counter the smugglers' activities through the provision of accurate information about the risks of the migrant journey to those in the countries of origin. The EU could lead and coordinate this work.

− Consider how to address the welfare of migrants stranded in Libya should the sea route from there be closed.

d. **Participants**

− US Embassy in Rome - OF4 APPEZZATO David;

− Italian Maritime Rescue Coordination Center (IMRCC) - OF3 BATTAGLINI Alberto;

- Armed Forces of Malta - OF2 BELLIZZI Sharon;
- French Navy - OF3 BERNARD Benoit;
- EUNAVFORMED OHQ - OF2 BETTINOTTI Alberto;
- MareSicuro - OF3 CALUSTI Stefano;
- EUNAVFORMED OHQ - OR9 COSTAGLIOLA Rosario;
- Algeria Defence Ministry - Mr. DOUADI Rachid;
- EUNAVFORMED OHQ - OF4 EBERT René;
- Medecins Sans Frontieres (MSF) - Mr. FABBRITommaso;
- Medecins Sans Frontieres (MSF) - Mr. PAGOTTO Jens;
- SPANISH JOINT OPERATIONAL HQ - OF5 FERNANDEZ SHAW Rafael;
- Royal Navy - OF3 FIRTH John;
- EEAS/EUMS - OF4 GONELLA Roberto;
- Hungarian Defence Forces Joint Force Command - OF4 GULYAS Artur;
- Swedish Armed Forces MOD - Mrs. HALME Nina;
- EUNAVFORMED OHQ - OF5 HUTCHINSON Oliver (Co-Chair);
- U.S. Naval Forces Europe - Mr. KALOGIANNIS Jerry;
- EUNAVFORMED OHQ - OF3 MIZZI Josif;
- MARE SICURO -OF2 PELLEGRINO Catia;
- US 6th Fleet - OF5 SHAFLEY William;
- Estonia Flotilla HQ - OF3 SOOMSALU Gert;
- Office of the High Commissioner for Human Rights (OHCHR) - Mrs. STAMBERLI Geneviève;
- MARCOM - OR9 STOLLERY Gemma;
- EUROPOL - Mrs. VAN DER MADE Lotje;
- EUNAVFORMED OHQ - OF5 WALLINMAA Sakari (Co-Chair).

8. <u>**MIGRATION WORKING GROUP**</u> (13 May 2016)

a. <u>Executive Summary</u>

The WG session provided an opportunity to exchange views on migration trends in the Mediterranean. All representatives acknowledged that new and comprehensive strategies are to be envisaged to face upcoming challenges and it is paramount to get a better situational overview on the migration phenomena.

b. <u>Discussion</u>

- ENFM representative opened the Migration Working Group starting from the outcomes of the previous session that, due to a technical problem, it does not contain the comments from EASO delegate. In that regard, an extract of the overall contribution read to the attendees: "Efforts of different involved stakeholders are key to promote coherent information in the countries of origin and countries of embarkation to prevent refugees from taking the risk of unsafe journeys and to explain other possible ways to

travel legally to the EU, including resettlement, the role of the different actors in the field of international protection, principles to apply for international protection etc..".

− Spanish Embassy delegate pointed out the situation of the vulnerable categories that embrace the journey in the central Mediterranean route (CMR). She remarked the high number of Asylum application requests underlining that providing timely responses is becoming more and more difficult. Poor conditions of life in countries of origin and socio-political instability are actually the factors that push migration. International Community needs to take actions to assess and contribute to stabilization of the situation in Libya.

− SOS Mediterranée member observed that additional flows in the CMR as a consequence of the EU-Turkey agreement cannot be excluded. Smugglers do not make any distinctions between categories of migrants; rather, they are driven by the prospects of higher profits from transporting more people. Obviously, migrant economies are of high interest, he observed, and there are solutions to face the issue in a legal framework. It is pragmatic the case of a research of prof. C. Cummings, published by the Overseas Development Institute, named "Why people move: understanding the drivers and trends of migration to Europe" that address in a holistic way the phenomenon. It is also of high interest the work of prof. A. Betts, named "Refugee Economies" with regards to settled refugees. Solution must anyhow encompass legal opportunities to move and entry channels for migrants.

− Amnesty Int. representative concurred and made clear that irregular mixed flows of asylum-seekers and migrants − which endanger those travelling, enrich smuggling organizations, and make search and rescue operations necessary − are caused by the absence of safe and legal routes to Europe for both groups. Displacement is pushed by conflict, human rights violations and poverty in countries of origin, as well as by abuses against foreigners in transit countries such as Libya. Any action to reduce displacement needs to address these factors, and not just tackle the criminal activities of smuggling organizations.

− MSF responsible stated that envisaging such solution is not an impossible task. He quoted that short term measures can bring migration to a manageable standpoint, as i.e. the humanitarian visa. He cited also that international actors' action must take into account the difficulties relations with states where rule of law (ROL) is not effective and human rights are not enforced.

− The UNICEF- Italy delegate pointed out the need to focus on granting Human Rights (HR) approach in all procedures regarding migrants, the child best interest should be a paramount principle. She stressed the necessity to ensure training to the units that are operating in such environment.

− IT MFA representative outlined the importance of training that must match expectation and background of counterparts. There is a great experience collected by COESPU, based on case history and on operations that can be of high value when the environment will consent to support the Libyan designated authorities.

− Amnesty Int. representative noted that any capacity-building of Libyan Navy and Coast Guard shall not have the aim or effect of returning migrants and asylum-seekers to Libya, where they would be exposed to ill-treatment and other grave human rights

violations and would not enjoy international protection. Training on human rights would not be sufficient to tackle this gap, what is needed is action to establish a system that effectively ensures the protection of human rights in Libya. He also expressed concern at bilateral agreements and negotiations with countries of origin and transit, due to the lack of transparency and the human rights violations that are committed against migrants in those countries. Linked to this, he criticized the increasing use of the concept of "safe country", and warned that under international law protection needs are to be assessed on the basis of individual circumstances, and not of nationality or country of origin or transit.

− OCHA counterpart was highlighting how information sharing and management is essential and can be established based on current best practices and mechanisms. There is plenty of ways that interaction can benefit from available information management platforms, such as humanitarianresponse.info, that contain documents, timely available information, POCs and reports.

− Leiden University delegate pointed out the academic prospective of the current situation where data availability is quite scattered among different portals and not on one single source. Other participants also called for more coordinated information sharing of data regarding assets patrolling the central Med, areas of patrolling, rescue operations realized, number of survivors and victims, etc.

− EUNAVFOR ATALANTA'S representative gave a presentation of his mission and the achievement in the field of countering piracy. He also described common practices that were implemented to get a better situational awareness.

− It generated interest the SMART network system set up by Italian Navy. This tool consists of an internet web portal that allows sharing a common operating picture on the Med Sea and exchanging text information in real time.

c. **Conclusion and way ahead**
   − Migrants suffer Human Rights violations in the perilous journey to Europe. Among them, vulnerable categories are specifically targeted by smugglers. Actions at sea may only produce significant results if implemented as part of a wider, more comprehensive strategy, tackling root causes of displacement and including the opening of safe and legal routes.

   − The working group further explored the proposal to improve information sharing by taking in consideration different web portals (such as reliefweb.int, humanitarian.id, data.humdata.org, emalsys.net, SMART network system) that are made available by international organizations on the internet. In particular, all the participants agreed to provide a feedback on the proposed solutions in order to assess the best option to share information and improve situational awareness about SAR activities in the Mediterranean Sea.

   − All the attendees expressed their full satisfaction and appreciation for the work done under the SHADE MED initiative.

d. Participants

– United Nations Office for the Coordination of Humanitarian Affairs (UNOCHA) - Ms. Teresa ENCARNACAO;
– Italian National Committee for UNICEF (United Nations International Children's Emergency Fund) - Ms. Laura BALDASSARRE;
– Amnesty International - Dr. Matteo DE BELLIS;
– Médecins Sans Frontières (MSF) - Mr. Marco BERTOTTO;
– SOS Méditerranée - Mr. Udo Clement ENWEREUZOR;
– University of Leiden: Mr. Eugenio CUSUMANO;
– Spanish Embassy - OF-4 Pilar VILLANUEVA;
– Turkish Embassy - OF-4 Zafer Bora MANGA;
– Hellenic Coast Guard - OF-4 Ioannis DELIS;
– IT MFA - OF-4 Paolo UNALI;
– Italian Maritime Rescue Coordination Center (MRCC) - OF-5 Sergio LIARDO;
– IT Guardia di Finanza - OF-2 Filippo CIARAMELLETTI ;
– EUNAVFOR ATALANTA - OF-4 Radisa DEDIC;
– EUNAVFOR MED OHQ - CJ9.