

MEDITERRANEAN MIGRATION CRISIS : Realities & Challenges

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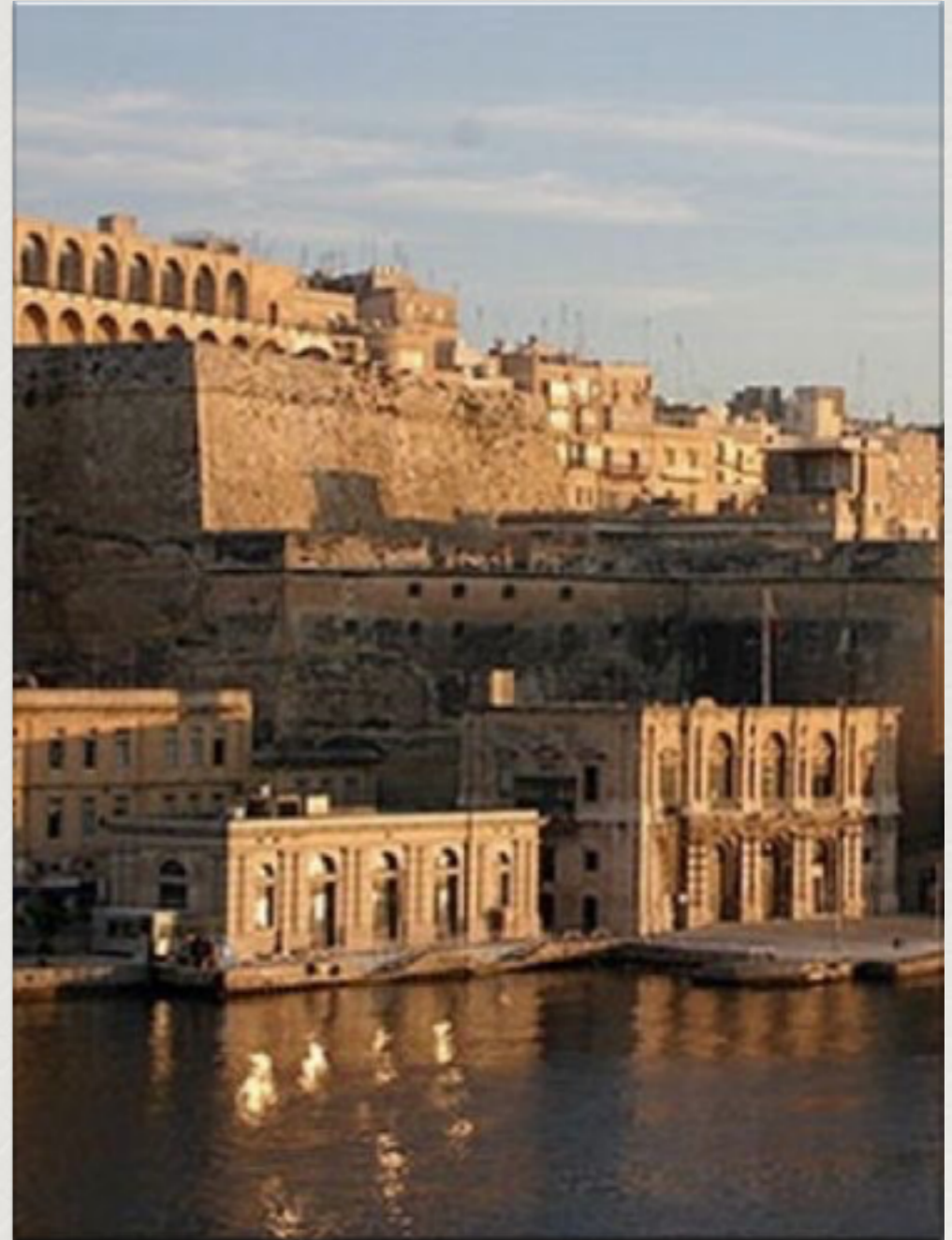
Paris, France



Valetta Summit November 11-12

Objectives :

- 1) addressing the root causes*
- 2) organise legal migration*
- 3) tackle trafficking of migrants*
- 4) Improve return & readmission*



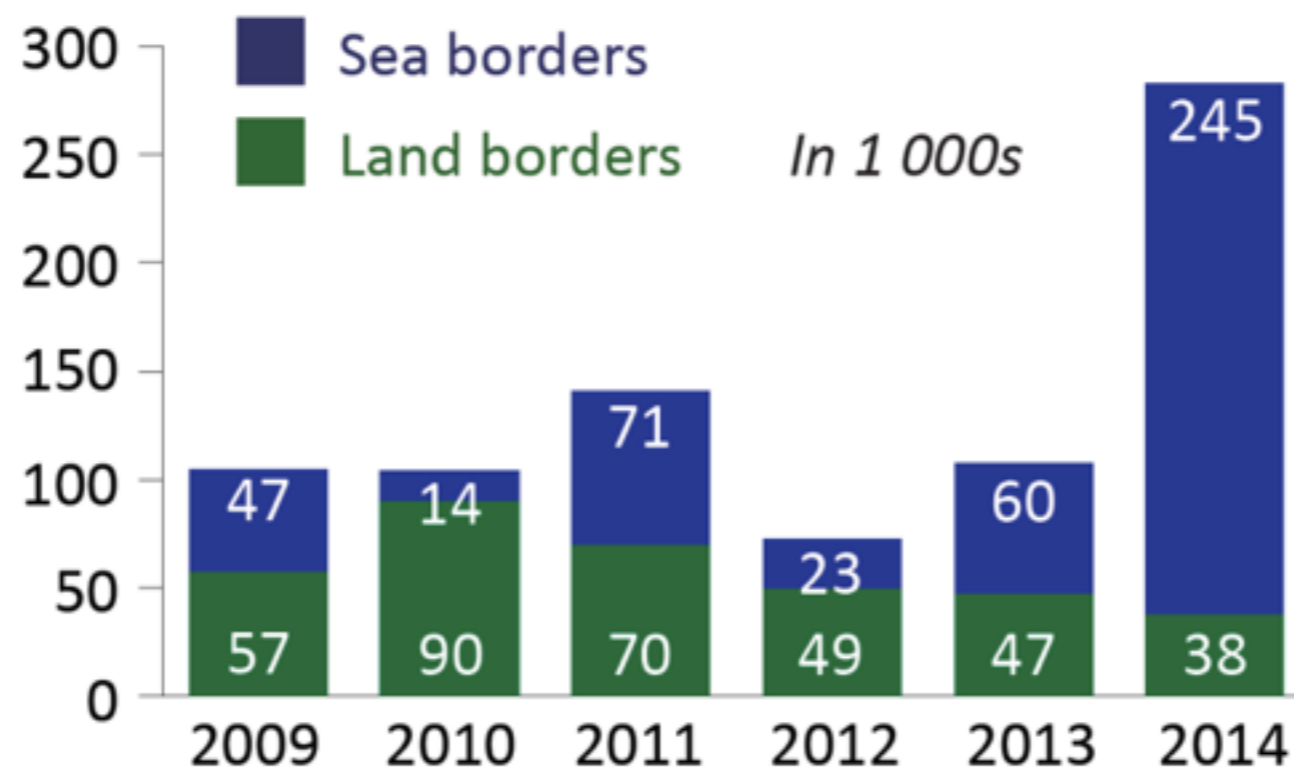
7 threats to Maritime Security

- ✦ *Oceans and Law of the Sea, UN SG, 2008*
- ✦ *Seven threats : piracy and armed robbery at sea; terrorists acts involving shipping; offshore installations and other maritime interests; illicit trafficking of arms and WMD; illicit trafficking of narcotics and substances; **smuggling and trafficking of persons by sea**; illegal, unreported fishing*

Dramatic increase in sea migrants in 2014

Illegal Border Crossings By Third-Country Citizens Via Sea Or Land Routes

Published On April 27, 2015 In Irregular Immigration In The EU: Facts And Figures - Full Size Is 1071 x 633 Pixels - Leave A Comment



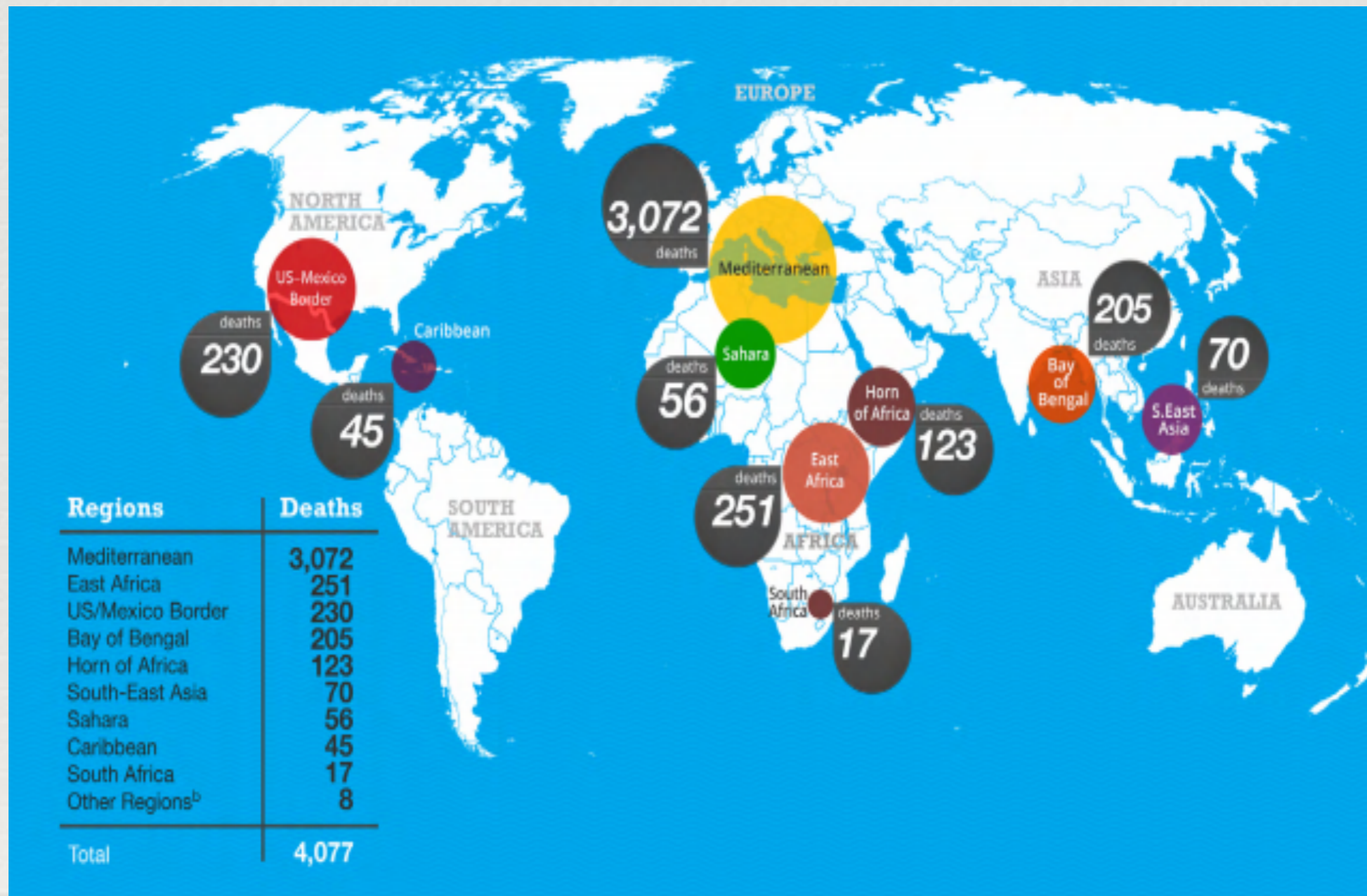
Illegal border crossings by third-country citizens via sea or land routes

The bar chart shows the illegal border crossings by third-country citizens via sea or land routes. In 2014 there was an increase almost three fold, in comparison with 2013, due to a large increase in border crossings by citizens of Syria, Afghanistan and Eritrea.

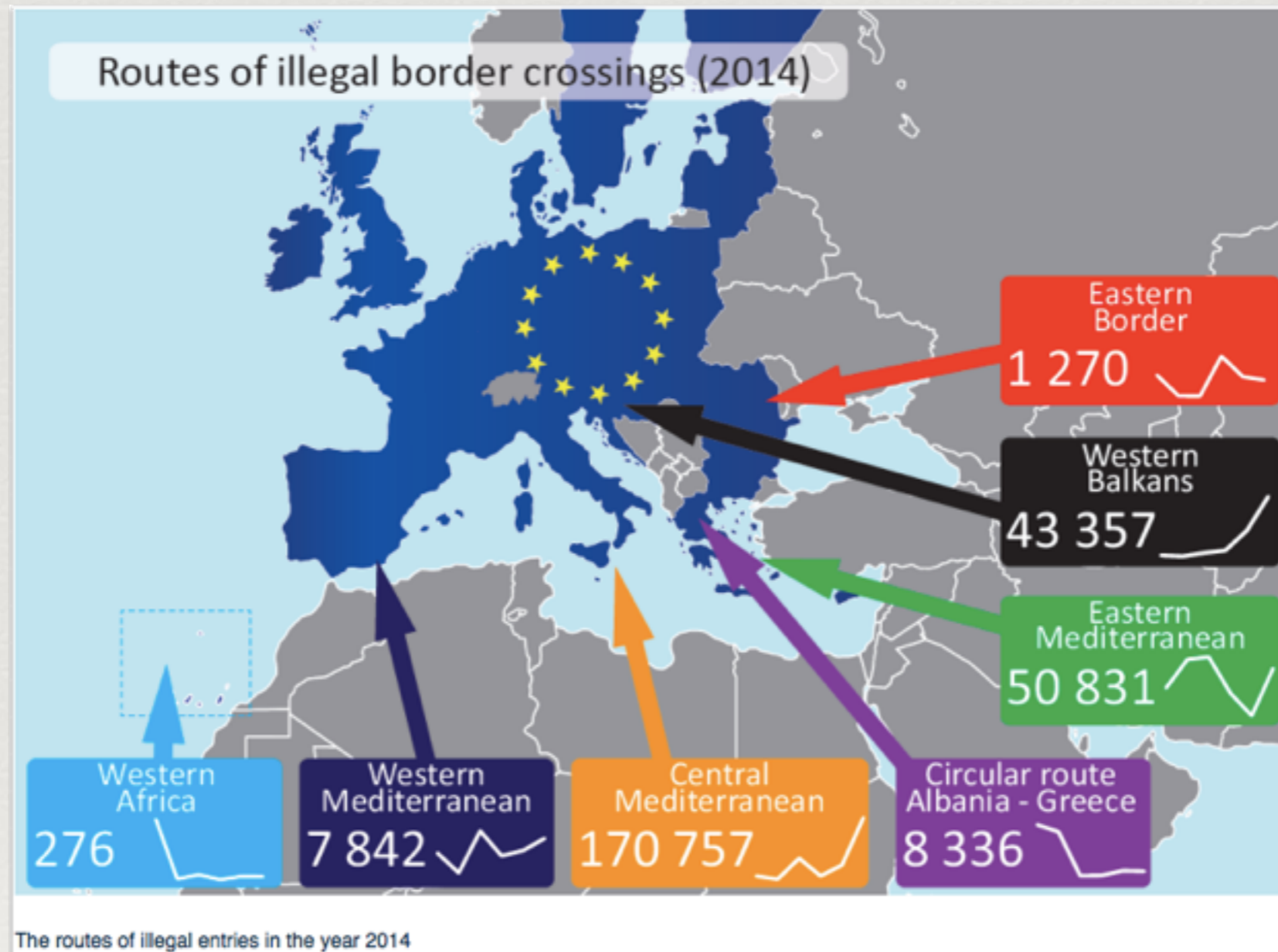


Part I : Illegal migrant flows in the
Mediterranean Sea
REALITIES

Global migration deaths (January-June 2014) : the Mediterranean Sea is most deadly



Migration flows in 2014 : the Mediterranean Sea crossing most popular



The increasing numbers of migrants dying in the Mediterranean Sea

1995 : 200 morts
1998 : 400
2000 : 600
2002 : 800
2003 : 1300
2006 : 2000
2010 : 200 (accord italo-Libyen)
2011 : 2000
2012 : 500
2013 : 600 (octobre : naufrage de 300 migrants au large de Lampedusa. Décliv)
2014 : 3702 (sur plus de 207.000 embarqués)
2015 : 1770 (de janvier à fin mai: 1100 morts en avril)

FRONTEX Operations

Schengen and EU spaces

Mare Nostrum 2013-14

Triton 2014-15

Poseidon Sea & Land 2014-15





































Assets Mare Nostrum vs. Triton

<https://pbs.twimg.com/media/CDMWIW4WMAAcfc2.jpg>

- Triton's budget has been tripled to €120 million for 2015/2016, after 1,727 perished in April 2014.
- 26 countries are contributing.

Table comparing assets available under Mare Nostrum and Triton operations

	Assets routinely in operation on average day Mare Nostrum (2013/14)	Assets routinely in operation on average day Triton (currently)
AMPHIBIOUS VESSELS	1 	0 
FRIGATES	1 OR 2  	0 
OFF-SHORE PATROL VESSELS	2 (+2 coast guard)  	1 
COASTAL PATROL VESSELS	0 (+6 coast guard)   	6   
FIXED WING AIRCRAFTS	3   	2  
HELICOPTERS	6      	1 
BUDGET	€9.5M     	€1.5–2.9M   

EU Triton assets 2015/2016

- 21 navires
- 4 avions
- 1 hélicoptère
- 65 officiers détachés
- Budget mensuel de 2,9 millions d'euros, mais que les autorités européennes ont récemment décidé de passer à 5,8 millions (comparer avec les 9 millions d'euros par mois de *Mare Nostrum*)
- Des équipes pour enregistrer les migrants à leur arrivée en Italie
- Zone géographique : le sud de la Sicile et de la Calabre + l'archipel des Pélages

MARITIME ASSET INFOGRAPHIC

There is currently the biggest search and rescue operation the Mediterranean has ever seen, and the effort is reflecting itself in the statistics. From the beginning of June there has been one confirmed death in the Mediterranean, Migrant Report mapped out who is out there doing what.

GOVERNMENT

MARE NOSTRUM

Operational since: 18/10/2013 - 31/10/2014

- Objective: Search And Rescue
- Area of operation: Central Mediterranean
- 1 amphibious assault carrier
- 2 frigates
- 3 patrol vessels or corvettes
- 1 MH-60R aircraft
- 2 maritime patrol aircraft

Migrants rescued: 140,000 (#1/day)
Total cost: EUR 9 million / month

TRITON (Before Expansion)

Operational since: 01/11/2014 - 26/05/2015

- Objective: Border Control
- Area of operation: The territorial waters of Italy, parts of the SAR zones of Italy and Malta
- 2 offshore patrol vessels (OPV)
- 4 patrol boats
- 2 aircraft
- 1 helicopter
- 3 debriefing teams, 3 screening teams

Migrants rescued: Unconfirmed
Total cost: EUR 1.5 million / month

TRITON (Expanded)

Operational since: 26/05/2015 - present

- Objective: Border Control
- Area of operation: 156 miles from the Italian coast
- 6 offshore patrol vessels (OPV)
- 12 patrol boats
- 4 aircraft
- 2 helicopter
- 9 debriefing teams, 6 screening teams

Migrants rescued: 10600
Total cost: EUR 23 million / month

MARE SICURO

- Objective: Security
- Area of operation: Unconfirmed
- 3 warships
- 1 aircraft carrier

Migrants rescued: Unconfirmed
Total cost: Unconfirmed

PRIVATE

MOAS

Operational since: 2014 - 60 days, 2015 - 4 months

- Objective: SAR and post-rescue medical care provided by MSF
- Area of operation: 50-40 miles off the Libyan coast
- 1 boat - MY PHOENIX
- 2 Sikorski Seahawk 1000 drones

Migrants rescued: 6,921
Total cost: EUR 500,000 / month

MSF

Operational since: since 9th May

- Objective: SAR and post-rescue medical care
- Area of operation: Mediterranean
- 1 boat - BOURBON MORGES

Migrants rescued: 477 (2015)
Total cost: To be confirmed

MSF Barcelona

Operational since: since 18th June

- Objective: SAR and post-rescue medical care
- Area of operation: To be confirmed
- 1 boat - DIGNITY

Migrants rescued: To be confirmed
Total cost: To be confirmed

RS Norwegian Society for S&R

Operational since: 17th June 2015

- Objective: Search And Rescue
- Area of operation: To be confirmed
- 1 boat

Migrants rescued: To be confirmed
Total cost: To be confirmed

SeaWatch

Not operational until 17th June

- Objective: Search And Rescue
- Area of operation: in front of the Libyan coast
- 1 boat - Go-46, re-named Sea-Watch

Migrants rescued: Unconfirmed
Total cost: Unconfirmed

Maritime Assets,
Public & Private
(source :<http://migrantreport.org/wp-content/uploads/infographics.jpg>)

MOAS : Migrant Off-shore Aid Station has rescued 11,675 in 2015

“No one deserves to die at sea”



Christopher and Regina Catrambone purchased the 40-metre (130-foot) Canadian fishing boat M.Y. *Phoenix* and converted it into a search-and-rescue vessel with a trained search-and-rescue crew, a pair of six-metre (20-foot) Rigid Hull Inflatable Boats, and two Schiebel Camcopter S-100s. In August 2014 MOAS became the first private rescue ship in the central Mediterranean when it began a 60-day operation off the coast of Libya. MOAS is a Malta registered charity. Source : moas.eu



Part II : The Mediterranean Migrant Crisis :
Key considerations of the UN Security Council
CHALLENGES

UN Security Council

- ✦ *At least 25 Security Council resolutions since 1966 have authorised the enforcement of embargoes, cargo verification and boarding foreign flagged vessels on the high seas. The Oceans represent an essential component of international trade which is likened to national security interests.*

4 Areas of maritime focused UNSCR

- ✦ *Authorisation to enter the territorial sea of a coastal state*
- ✦ *On the high seas, Flag state consent not required*
- ✦ *On the high seas, Flag state consent to be sought, but not required*
- ✦ *On the high seas, Flag state consent required*

International instruments

- ✦ *UN Law of the Sea convention (UNCLOS)*
- ✦ *Search and Rescue Convention*
- ✦ *UN Convention against transnational crime*
- ✦ *Palermo Protocol (2000)*
- ✦ *Human rights treaties*

UN Security Resolutions

- ✦ UNSCR 665 (1990) : *Kuwait*
- ✦ UNSCR 1816 (2006) : *Somalia*
- ✦ UNSCR 1874 (2008) : *N.Korea*
- ✦ UNSCR 1929 (2009) : *Iran*
- ✦ UNSCR 2146 (2014) : *Libya*
- ✦ UNSCR 2182 (2014) : *Somalia*
- ✦ UNSCR 2216 (2015) : *Yemen*
- ✦ UNSCR 2240 *Med Migration Crisis*



