EUROPEAN UNION NAVAL FORCE MEDITERRANEAN

SHARED AWARENESS AND DECONFLICTION IN THE MEDITERRANEAN

2-2017

CONFERENCE REPORT

The Shared Awareness and Deconfliction in the Mediterranean (SHADE MED) Conference 2-2017 was held in Rome on 23-24 November 2017. The conference was chaired by the Italian Navy and EU Naval Force Mediterranean (ENFM) provided the Secretariat.

The unifying theme for the conference was "Situational Awareness, Information Exchange and Capacity Building: Fundamental Pillars of Maritime Security in the Mediterranean Sea."

Over 200 guests attended, representing 94 organisations from 36 different nations. As such, this was the largest SHADE MED thus far.

Keynote speeches were given by:
  ➢ The International Centre of Migration Policy Development
  ➢ NATO MARCOM
  ➢ EUROJUST
  ➢ The Italian Direzione Nazionale Antimafia
  ➢ EUROPOL
  ➢ INTERPOL

Operational updates were provided by:
  ➢ ENFM Op SOPHIA
  ➢ Italian Navy Op MARE SICURO
  ➢ NATO MARCOM Op SEA GUARDIAN
  ➢ The Italian Coast Guard
  ➢ FRONTEX

Six Working Groups were held and covered a range of issues:
  ➢ Information Exchange in the Mediterranean – Key to the Comprehensive Approach
  ➢ Smuggling Business Model – Optimising Situational Awareness and Actions
  ➢ Communication Systems and Information Exchange
  ➢ Training the Libyan Coast Guard &Navy
  ➢ Migration, Search and Rescue, Healthcare and Avoiding Mutual Interferences
  ➢ Legal Aspects of Capacity Building

WORKING GROUP PROGRESS SINCE SHADE MED 1-2017 (Held in June 2017)

WG1: Information Exchange in the Mediterranean

- Enhancing cooperation and de-confliction:
- Increased information sharing, including through the use of SMART, to enhance unclassified information exchange, including with commercial shipping.
- The SMART CHAT service has become the main channel for exchanging information and reports between the Libyan Coast Guard and navy and ENFM OHQ.
- Improving Maritime Situational Awareness among complementary operations including OMS, SOPHIA, TRITON and OSG with monthly meetings and unclassified VTCs, focusing de-confliction in the central Mediterranean.
- Improvement in information sharing with the IT Navy.
- Improvement in information sharing with FRONTEX.
- A short trial has been set-up to test the simple and reliable channels of communication between the OHQ JOC and merchant vessels at sea.

WG2: Smuggling Business Model

- Enhancing common understanding of the efforts to put an end to human smuggling and prevent the loss of human lives at sea in both governmental and non-governmental agencies.
- Points of Contacts have been created between agencies.
- Improved use of the SMART system.

WG3 - Communication Systems & Information Exchange

- The credentials for SMART accounts have steadily improved. Accounts have been checked and unused profiles cleaned up to improve performance.
- Work is underway with the shipping owners and organisations with an expectation that the number of shipping companies the community will increase.
- SMART Training for LCG&N was conducted in August 2017 as part of Training Package 2, with plans underway for a future course.

WG4: Training the Libyan Coast Guard & Navy

- SMART training in Rome with 3 Libyan personnel trained.
- Training Package in Italy, with 59 Libyans trained on Sub-module A and 6 Libyans trained on Sub-module D.
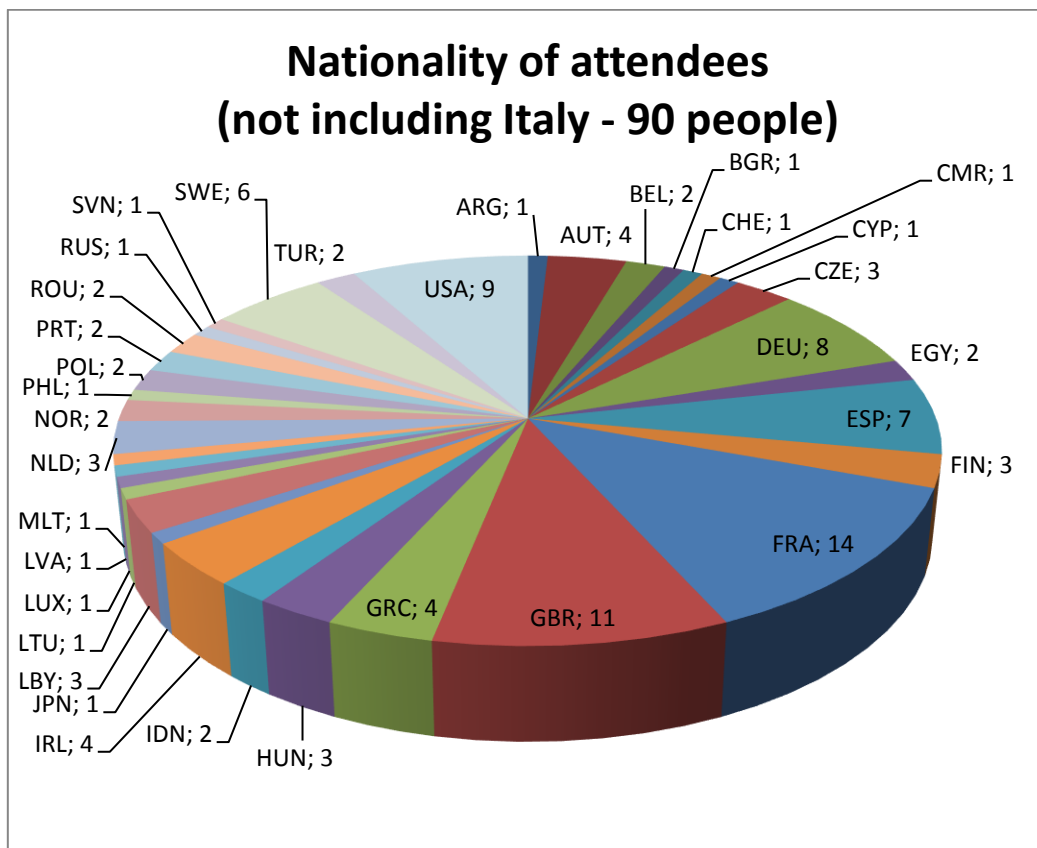
WG 5: Migration, SAR and Healthcare

➢ Raised awareness of the requirement for enhanced coordination between the Italian MRCC and ENFM in order to address security concerns raised by NGOs operating in the grey zone of 12/13 NM.

➢ SAR NGOs have agreed to continue exchanging information with ENFM with the aim to consolidate a common vision on procedures and common practices.

WG6: Legal Aspects of Capacity Building

➢ A "rubber-boat ban to Libya", has been established by the European Union (Council Regulation (EU) 2017/1325 of 17 July 2017.

➢ Cooperation between law enforcement agencies has improved.

➢ A Crime Information Cell is under development.

ATTENDANCE

Nationality of attendees
(not including Italy - 90 people)

WORKING GROUP OUTCOMES AND CONSIDERATIONS TO BE TAKEN FORWARD TO 1-2018

WG1	**Information Exchange in the Mediterranean** (ACTION: CJ3)
	o There is a need for greater sharing information and to have a reliable Maritime Situational Awareness in the Mediterranean Sea, in order to improve security at sea and counter illegal trafficking, to enable stakeholders to operate and to grant freedom of navigation to shipping industries. o The "Guidance on the voluntary exchange of information between EUNAVFORMED and ships operating in the Central Mediterranean Sea" is a starting point for identifying the information to share. The shipping industry has a fundamental role to play. o Having a common tool, such as SMART, to share information would be useful for cooperation among relevant military, governmental, NGOs, civilian and private stakeholders. o To implement such cooperation it would be useful to organize dedicated meetings involving international and regional shipping associations and other stakeholders. o A dedicated exercise for information sharing should be conducted, involving a range of actors, and be based on the procedures stated in the "Guidance".
WG2	**The Smuggling Business Model** (ACTION: CJ2)
	o Products relating to SBM should be passed to as many stakeholders as possible. o A short evolution of the SBM, its structure and functioning and likely developments should be developed, involving all stakeholders in order for them to prepare for SHADE MED 1-2018.

WG3	**Communication Systems and Information Exchange** (ACTION: CJ6)
	o Based on the outcomes of the last SHADE MED, a TOOLBOX issued from the SMART platform has been created. This will now be evaluated to find to what extent it has been used, how it can be improved and how it can be expanded. o It is necessary to divide the SMART platform into basic parts. This should make it easier for the users to adopt these applications (e.g. single use of MPR, chat function or download area) to their need and to use them on their existing communication channels application (e.g. Internet, Voice, Telephone). o Spread the document "Guidance on the voluntary exchange of information between EUNAVFORMED and ships operating in the Central Mediterranean Sea" to the WG discussions participants, enabling to add comments and returning it to ENFM CJ6 Branch.
WG4	**Training the LCG&N** (ACTION: CJ7)
	o English language training should be programmed into future Training Packages. o Make use of existing maritime exercises in training. o Consider the introduction of scenario-based "judgemental training" with the Libyan Coast Guard and Navy.
WG5	**Migration, Search and Rescue and Healthcare** (ACTION: CJ9)
	o Healthcare: The use of a common death certificate should be investigated, to be used by all ships involved in the mission and in compliance with Italian law (as the country most likely to receive the dead). o There is a need for clear messaging and information about Search and Rescue, in order to raise awareness among all stakeholders. o Sharing of information among all the actors involved in the same operational environment is good, but sharing best practices should be next. o SAR is focused on saving people, whatever their origin and status or the event generating an emergency rescue. Terminology is important when discussing people in distress at sea, and stakeholders should refer to "people", not "migrants" or "refugees" unless their legal status has been absolutely determined.

WG6	**Legal Aspects of Capacity Building** (ACTION: LEGAD)
	o It is necessary to define in a more accurate manner what kinds of inflatable boats are used by the smugglers for criminal purposes. o Support for the implementation of proposed measures will be enhanced if any possible risk of hampering the trade of inflatable boats used for legitimate purposes is avoided. o What are the main characteristics of inflatable boats use by the smugglers for criminal purposes? Is it possible, taking into account the analysis of available information on smugglers tactics, techniques and procedures, to define some characteristics (e.g. no longer than XX meters) of inflatable boats likely to be used for criminal purposes? o Brain storming about the possible actions to face identified lacks in the legislation about inflatable boats.