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Sayı  
Our Reference: 265Konu  
Subject : **Denizde Mülteci Kurtarma Operasyonlarına İlişkin Gelişmeler ve Uluslararası Deniz Ticaret Odası (ICS)'nın Konu ile ilgili Çalışmaları Hk.**

Sirküler No: 56/ 2015

**İlgi:** Uluslararası Deniz Ticaret Odası'nın ( ICS) Denizde Mülteci Kurtarma Operasyonlarına İlişkin Gelişmeler ve Uluslararası Deniz Ticaret Odası'nın Konu ile ilgili Çalışmaları Hk. 13 Ocak 2016 tarihli MC(16)05 sayılı sirküleri.

Uluslararası Deniz Ticaret Odası Kurulu, Mülteci Krizinin Ticari gemilere etkisindeki önceliğini koruduğunu belirtmekte olup, ICS Sekreterliğinin konu ile ilgili **2015 yılındaki çalışmalarını** ile **2016 yılında beklenen gelişmelere ilişkin özet raporu** ekte sunulmuştur. Ayrıca Yasadışı mülteci faaliyetleri ile ilgili olarak kurtarma operasyonlarına katılmak amacıyla rotalarından ayrılmış ya da bizzat kurtarma operasyonuna katılmış gemi sahiplerinin;

Kurtarılan kişi sayısı,  
Kurtarılan mültecilerin yetkililere teslim edildiği süreye kadar olan gemide kalış süreleri,  
Kurtarma Operasyonunun yeri,  
Kurtarılan mültecilerin teslim edildiği Liman ya da bölge,  
Kurtarma Operasyonu ve sonrasında yaşanan güçlükler ile ilgili detaylar,  
Kurtarma Operasyonuna iştirak etmek maksadıyla geminin asıl rotasından sapmasıyla kaybettiği toplam saat ve Arama Kurtarma Koordinasyon Merkezi (Rescue Coordination Center – RCC) ile kurulan iletişim tecrübelerinin Uluslararası Deniz Ticaret Odasının Mülteciler ile ilgili toplantısında gündeme getirilecek istatistiklerde ele alınması maksadıyla tarafımızca ICS'e bildirilmek üzere **en geç 26 Şubat 2016 tarihine kadar serkan.inal@denizticaretodasi.org.tr adresine bildirilmesi** hususunda;

Bilgilerinizi arz / rica ederiz.

Saygılarımızla,

  
Murat TUNCER  
Genel Sekreter
**EKLER:**

EK-1: Mülteci Krizi ile ilgili gerçekleştirilmiş çalışmalar , eylem planı ve gelişmelere ilişkin rapor ( 12 sayfa)

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13 January 2016

To: MARINE COMMITTEE

MC(16)05

Copy: MARITIME LAW COMMITTEE  
ALL FULL AND ASSOCIATE MEMBERS (for information)

### MIGRANT RESCUE AT SEA – DEVELOPMENTS AND ICS ENGAGEMENT

***Action required: Members are invited to note and comment regarding the current extent of ICS engagement on issues relating to migrant rescue at sea.***

The ICS Board, recognising the continued consequences for commercial ships, agreed that addressing the migrant crisis should continue to be a priority item for ICS (BOARD(15)24). The Secretariat provides a summary of developments in 2015 including ICS engagement, and anticipated developments in 2016.

#### Trends

2015 saw a substantial increase of migrant arrivals in Europe as total figures increased by 4.5 times to over 1 million people.<sup>1</sup> However, the number of commercial ships involved in rescues in 2015 (438 diverted with 133 rescuing migrants – in first 9 months), was significantly fewer than in 2014 (882 diverted with 254 rescuing migrants).<sup>2</sup> This change appears to reflect:

1. A positive effect on rescues following the expansion of Frontex operations Triton and Poseidon Sea;
2. The growing contribution of non-State sponsored SAR assets including those from charities and other organisations; and
3. A change in migration patterns in the Mediterranean. The balance of flows has shifted east from the central Mediterranean route from Libya to Italy (2014) to routes through Turkey, Greece and the Balkan Peninsula (2015).

Notwithstanding these developments, the number of commercial ships engaged in rescuing migrants in the Mediterranean remains well above historical norms with some shipping continuing to carry a disproportionate share of the overall burden.

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<sup>1</sup> UNHCR

<sup>2</sup> Italian Coast Guard



Initial indications for 2016, using information from UNHCR, are that flows remain focused on the Eastern Mediterranean routes. In the first part of January the number of migrants attempting to reach Europe was over 10,000 - double the figure for this time last year. It is anticipated that any further changes in flow patterns may be determined by political interventions, particularly by the European Union to preserve the Schengen Area, which may change or restrict the flow of migrants via Turkey, Greece and the Balkan Peninsula.

#### **International Developments (Other than IMO)**

- **UN Security Council Resolution 2240 (October 2015).** The UN Security Council authorised Member States, acting nationally or through regional organizations, to intercept vessels off the Libyan coast suspected of migrant smuggling or human trafficking in full compliance with international human rights law.

#### **European Developments**

- **Joint Foreign and Home Affairs Council: Ten point action plan on migration (April 2015).** Joint agreement on an action plan, which included the reinforcement of Frontex operations Triton and Poseidon Sea with additional financial resources, was reached. A summary of the 10 point action plan is at **Annex A**.
- **EUNAVFOR Med (June 2015).** The European Council authorised EU naval forces to disrupt human smuggling and trafficking in the Mediterranean by identifying, capturing and disposing of vessels and enabling assets used or suspected of being used by migrants smugglers or traffickers. A factsheet summarising the *Operation Sophia* is at **Annex B**.
- **European Border and Coast Guard (December 2015).** In response to wider concerns of migration, but with potential consequences for migrant rescue at sea, the European Commission will further consider establishing a European Border and Coast Guard. ICS will continue to monitor developments in this regard, in particular any changes to the resourcing and scope of operations which have an impact on search and rescue (SAR) in the Mediterranean.

#### **Developments at IMO**

During 2015 the Secretariat participated in a series of high-level meetings concerning the migrant crisis in addition to discussions taking place within IMO Committees and Sub-Committees:

- **Inter-Agency Meeting on Illegal Migration (March 2015).** ICS delivered a presentation on the challenges and concerns of the shipping industry in relation to the crisis in the Mediterranean. The outcome of the meeting was widespread agreement that the causes of the current situation are complex and that a coherent multi-agency approach to dealing with the situation is required.
- **Informal Discussion on Mixed Migration (September 2015).** ICS attended an informal discussion, chaired by Italy, to discuss matters relating to the adequacy of provisions in IMO instruments relating to search and rescue (SAR) and guidance to commercial shipping in light of the crisis in the Mediterranean. The outcome of

the meeting was that there was no compelling need to amend IMO instruments in response to the current crisis, and in particular, there was no compelling need to establish a definition of distress.

- **Letter to IMO Secretary General, UNHCR and IOM.** ICS sent a letter outlining a proposal for a UN led humanitarian assistance area in the central Mediterranean to relieve pressure on commercial shipping and address the concurrent challenges of the situation. This letter was sent in response to concerns emanating from the *Informal Discussion on Mixed Migration*, and expressed by ICS, that the focus should be on practical steps to address the crisis rather than amendments to IMO (or other) instruments. The letter is included at **Annex C**.
- **ICS, Secretary General meeting with UN Secretary General's special representative on migrants, Mr Peter Sutherland.** Mr Sutherland noted the ICS letter and agreed to promote its contents in his own messaging.

In addition, the IMO Maritime Safety Committee at its 95<sup>th</sup> session in June 2015, agreed to add Unsafe mixed migration by sea, to the biennial agenda of both the Committee and the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).

### **Wider ICS Engagement**

During 2015 the Secretariat participated in the following conferences or workshops relating to migrant rescue at sea:

- **European Shipping Week *Mass Rescue at Sea Workshop (March 2015)*.** ICS presented its perspective on developments in the Mediterranean in 2015 and the contents of the 1<sup>st</sup> Edition of the Guidelines on Large Scale Rescues at Sea. The workshop was co-hosted by ECSA and Intermanager.
- **ICS International Shipping Conference (September 2015).** The ICS Conference included a valuable presentation from Rear Admiral Cristiano Aliperta of the Italian Coast Guard, highlighting the challenges of migrant rescue in the Mediterranean and providing information on the involvement of commercial ships in rescues in 2014 and 2015.
- **Southampton Institute of Maritime Law (October 2015).** ICS presented its perspective on the legal aspects of developments in the Mediterranean in 2015.
- **Confitarma (October 2015).** ICS attended a Confitarma hosted meeting, which included diplomatic representation from Denmark, France, Greece, Holland, Malta, Norway, Spain and Switzerland, in Rome. The Conference discussed particular aspects of the migrant situation:
  - EU Response at Sea: Frontex (Operations Triton/Poseidon Sea) and EUNAVFOR Med (Operation Sophia);
  - The Italian position relating to migrant rescue and disembarkation; and
  - Operational and legal challenges of rescues at sea.



- **SHADE MED Working Group (November 2015).** Based on the successful Shared Awareness and Deconfliction (SHADE) meetings established by EUNAVFOR Operation Atlanta in the Indian Ocean the Operational Commander for Operation Sophia has established a parallel structure to address migration issues in the Mediterranean. ICS participated in the inaugural meeting and anticipates further meetings in 2016.

### **Anticipated ICS Engagement in 2016**

ICS anticipates participation in the following 2016 conferences or workshops relating to migrant rescue particularly in the Mediterranean:

- **International Institute of Humanitarian Law (IIHL) workshop on *Rescue of refugees and migrants in the Mediterranean sea: practitioners' perspectives (March 2016)*.** The workshop aims to examine the evolving practices concerning SAR and subsequent delivery to a place of safety of refugees and migrants crossing the Mediterranean. The workshop will consider particular challenges and achievements relating to:
  - Current search, rescue and disembarkation practices;
  - Monitoring, cooperation and coordination during rescue;
  - On-board post-rescue arrangements (including large-scale rescues);
  - Non-refoulement and human rights protection at sea; and
  - Disembarkation and first-reception arrangements.
- **SHADE MED Working Group.** (TBA 2016)
- **IMO and UNHCR.** Attendance at such meetings as may be called.

### **Practical Guidance to International Shipping**

In 2015 the ICS Secretariat revised its publication *Large Scale Rescue Operations at Sea Guidance on Ensuring the Safety and Security of Seafarers and Rescued Persons*. This review drew on the experiences of shipping companies and Members in implementing the first edition of the Guideline. Following completion of the review, ICS invited industry support for the 2<sup>nd</sup> edition of the Guidelines.

Since publication of the 2<sup>nd</sup> edition, feedback indicates that the Guidelines are a useful reference document for Companies and that the annexes, in particular, are useful practical tools for Masters and seafarers. Currently there are no plans to further review the Guidance, however the document remains live and will be updated should experience of Companies indicate a need.

Following discussion at MSC 95 in June, the Guidelines have been submitted to IMO (NCSR 3) and it is expected that the document will be forwarded to MSC 96 as some Administrations hope to use their content to help in developing relevant IMO measures.

ICS will carefully monitor any proposals to adopt the ICS text into any IMO instrument and will highlight the importance of the Guidelines remaining under the control of industry, rather than IMO.



# European Union Naval Force – Mediterranean Operation Sophia

Update: 15 December 2015

## Mission

On 23 April 2015, the European Council stressed that the Union will mobilize all efforts to prevent further loss of life at sea, tackle the root causes of the human emergency in the Mediterranean - in cooperation with the countries of origin and transit - and fight human smugglers and traffickers. On 18 May 2015, the Council approved the Crisis Management Concept for a military CSDP operation to disrupt the business model of human smuggling and trafficking networks in the Southern Central Mediterranean (Council Decision 2015/778 dated 18 May 2015).

As a result, and as part of the European Union's Comprehensive Approach, on 22 June 2015 the EU launched a European Union military operation in the Southern Central Mediterranean (EUNAVFOR MED). The aim of this military operation is to undertake systematic efforts to identify, capture and dispose of vessels as well as enabling assets used or suspected of being used by migrant smugglers or traffickers.

Countering the smuggling and trafficking of migrants is one dimension of ending the human tragedy that we see in the Mediterranean sea. It is also an important contribution to fighting instability in the region that will increase the security of people in the area as well as EU citizens.

Since 7 October, as agreed by the EU Ambassadors within the Security Committee on 28 September, the EUNAVFOR MED mission moved to phase 2 International Waters.

During the phase 2 the EUNAVFOR MED assets will conduct boarding, search, seizure and diversion, on the high seas, of vessels suspected of being used for human smuggling or trafficking.

## Mandate

EUNAVFOR Med will operate in accordance with the political, strategic and politico-military objectives set out in order to:

- *contribute to disrupt the business model of human smuggling and trafficking networks in the Mediterranean;*
- *contribute to reducing the further loss of lives at sea.*

In accordance with the Council Decision dated 18 May 2015 the operation shall end no later than 12 months after having reached Full Operational Capability (FOC).

EUNAVFOR Med will be conducted in sequential phases and in full compliance with international law, including humanitarian, refugee, and Human rights.

- The first phase focuses on surveillance and assessment of human smuggling and trafficking networks in the Southern Central Mediterranean.
- The second phase of the operation provides for the search and, if necessary, diversion of suspicious vessels.
- The third phase would allow the disposal of vessels and related assets, preferably before use, and to apprehend traffickers and smugglers.



The Council shall assess whether the conditions for transition beyond the first phase have been met, taking into account any applicable UN Security Council Resolution and consent by the Coastal States concerned.

## MISSION FACTS AND FIGURES



**Area of Operation:** Central part of Southern Mediterranean Sea

**Headquarters:** Rome, Italy

**Headquarters:** Rome, Italy

**Starting date:** 22 June 2015

**Operation Commander:** Rear Admiral Enrico Credendino (IT Navy)

**Force Strength:** the composition of EUNAVFOR Med will vary dependent on the frequent rotation and composition of the various warships and other assets assigned to the operation.

The flagship is the Italian Light Aircraft carrier GARIBALDI and the force Commander on board is Rear Admiral Andrea Gueglio (IT Navy). In addition to the Aircraft carrier GARIBALDI, for the second phase of the operation 6 surface naval units and 7 Air Assets will be deployed. For currently deployed units, please see the website:

[http://eeas.europa.eu/csdp/missions-and-operations/eunavfor-med/index\\_en.htm](http://eeas.europa.eu/csdp/missions-and-operations/eunavfor-med/index_en.htm)

**Contributing States:** Currently 22 Member States (BEL, BGR, CYP, CZE, ESP, EST, FIN, FRA, GER, GBR, GRC, HUN, ITA, LAT, LIT, LUX, MAL, NED, POL, ROM, SLO, SWE)

**Operation Budget:** military assets and personnel are provided by the contributing states with the running costs and personnel costs being met on a national basis. In addition, there is a common budget of EURO 11.82 million for a 12 months period, after the Full Operational Capability has been reached, agreed and monitored by the Athena Committee of Member States.

## The EU COMPREHENSIVE APPROACH

EU NAVFOR MED is part of the EU's comprehensive approach to migration, tackling both current symptoms and the root causes such as conflict, poverty, climate change, persecution. EUNAVFOR MED will help drive a wedge in the smuggling networks that are responsible for the loss of life at sea in the frame of an overall approach, which includes the use of other tools and actions.

Other actions of the EU include:

- increased partnership with the African Union and African regional organizations, countries of origin and transit of the mixed migratory flows, IOM, UNHCR and other partners;
- increased EU presence in the Mediterranean, notably through the FRONTEX operations in the Mediterranean, Triton and Poseidon;
- increased support to border management in the region, including through the CSDP missions, in particular reinforcing EUCAP SAHEL Niger
- improvement of the security/humanitarian/human rights situations and socio-economic conditions in countries of origin – so that people build a future in their country;
- EU efforts and support underpinning regional cooperation frameworks and in particular the Rabat and Khartoum processes;
- cooperation with transit countries in controlling the flows and combat smugglers more effectively;
- building capacities in countries of origin and transit to enable local authorities to tackle the issue more effectively.

**EU Naval Force Med**  
**operation SOPHIA**  
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Mr Koji Sekimizu  
Secretary-General  
International Maritime Organization  
4 Albert Embankment  
London  
SE1 7SR

25 September 2015

Dear Secretary-General,

### **A PROPOSAL FOR A UNITED NATIONS HUMANITARIAN ASSISTANCE OPERATION IN THE MEDITERRANEAN SEA**

The shipping industry is making a significant contribution to the rescue of migrants risking their lives crossing the Mediterranean Sea in unsuitable and unseaworthy craft. This contribution is founded on the long established maritime tradition of helping those in danger at sea and demonstrates compliance with obligations in the United Nations Convention on Law of the Sea (UNCLOS) and the International Convention on Maritime Search and Rescue (SAR Convention).

All of the evidence suggests that the surge in mixed migrants is set to continue for decades and the shipping industry, which is at the forefront of the rescue effort, is deeply concerned with the lack of a strategic policy to protect these people from exploitation and the lethal dangers of sea crossings in inadequate craft. Although 2015 has seen changes in the flow of migrants in the Central Mediterranean Sea and the Balkan Peninsula, the situation for those undertaking the perilous sea journey remains unchanged.

The International Chamber of Shipping (ICS) urges the appropriate UN and inter-governmental agencies to bring our concerns, along with their own, to the direct attention of the United Nations (UN) Secretary General. It is our belief that a response methodology that transcends national and regional boundary concerns and parented by the UN itself is the only way to mitigate the appalling hardships and loss of life that are in danger of becoming institutionalised. The aim should be to deliver and coordinate the orderly, dignified and humane management of migration and, in parallel, provide humanitarian assistance to refugees and migrants attempting unsafe journeys by sea.

Merchant shipping will never shirk its responsibility to rescue persons in distress at sea but it is only too evident that the situation in the Mediterranean Sea exceeds the capacity of search and rescue (SAR) services. The consequent pressure on commercial shipping is now considered to be unsustainable and the stress on seafarers conducting large scale rescues has to be seen to be appreciated. SAR services and commercial ships should not be considered to be the vehicles for humanitarian assistance on a vast and increasing scale. The UN, its agencies and other specialist humanitarian organisations have considerable experience from land based operations on which to draw in order to establish a humanitarian assistance operation at sea, backed up with UN enclaves ashore to receive and to process mixed migrants. The shipping industry is willing and able to work with the IMO and other appropriate agencies to develop a humanitarian assistance operation tailored for the maritime domain.



Such an operation should aim to regularise migration flows in the Mediterranean without relying on the obligations of coastal States and commercial ships under UNCLOS and the SAR Convention. Whilst these instruments have a place in the response mechanism they were not ratified with a humanitarian crisis in mind.

The Annex to this letter provides an outline for a humanitarian assistance operation designed to mitigate the threat to the lives of refugees and migrants at sea; regularise migration routes; and to destroy the business model of illegal people smuggling. The establishment of such an operation should be considered as a means to alleviate the current crisis whilst long-term measures are taken to address the underlying causes. ICS believes that the proposal is compatible with the acknowledged need for a comprehensive and integrated approach as expressed by IMO, UNHCR and IOM at recent inter-agency meetings.

On behalf of the shipping industry, we would like to repeat that the obligation on commercial ships to render SAR assistance remains, but the crisis in the Mediterranean is becoming unsustainable. Notwithstanding the potential challenges and difficulties involved, a humanitarian assistance operation led by the UN is now essential. It is requested that this request, with your endorsement, be passed to the UN Secretary General for his urgent consideration.

Yours sincerely,



P B Hinchliffe  
Secretary General

**Copied for action to:**

Mr António Guterres, United Nations High Commissioner for Refugees (UNHCR)  
Ambassador William Swing, Director General of the International Organization for Migration (IOM)

## OUTLINE CONCEPT FOR A UN MARITIME HUMANITARIAN RESPONSE OPERATION

1. **Humanitarian Assistance Operation.** Establish a United Nations humanitarian assistance operation to:
  - a. Mitigate the threat to life posed by the use of unsafe craft at sea;
  - b. Regularise migration routes and reduce demand for unsafe routes; and
  - c. Respond to the criminal act of people smuggling by challenging the illegal business model and supporting international investigation and prosecution of smugglers.
2. The geographical extent of the humanitarian assistance operation should be defined by a "humanitarian assistance area". The designated area should not be constrained by existing constructs of search and rescue (SAR) responsibility and may include areas of sea and land. The determination of the appropriate area should reflect existing migration routes where the humanitarian need is concentrated.
3. Control of the humanitarian assistance operation should be vested in a UN authority, based on land, with a robust and comprehensive humanitarian assistance/aid remit. This authority should be separate from the existing SAR infrastructure but necessarily will work in partnership with SAR coordination centres.
4. **Designated Processing and Embarkation Ports.** Processing and embarkation ports should be designated within the humanitarian assistance area with suitable immigration and asylum processing capabilities. These centres should be designated as UN enclaves with the resources to protect and to treat migrants and refugees with dignity whilst immigration and asylum processing takes place.
5. Processing and embarkation ports should be considered a place of safety and be capable of receiving those rescued by UN designated ships and aircraft operating in the humanitarian assistance operation. It is intended that this measure will terminally damage the business model of people smugglers.
6. **Regularised Migration by Sea.** Regularised migration by sea should be facilitated by UN designated ships (ferries or other appropriate ships taken into UN service) used to transport refugees and migrants to designated disembarkation and reception ports in Europe or elsewhere.
7. **Humanitarian Assistance at Sea.** Deploy UN designated ships and aircraft to monitor the humanitarian assistance area. Such ships should be specifically designated for this purpose and should be materially prepared to accommodate and sustain embarked refugees and migrants and deliver them to safety in a designated processing centre as described above. Tasking for these craft should include:
  - a. Delivery of humanitarian assistance to migrants and refugees found in unsafe craft at sea, including their onward transit to a processing and embarkation port (see paragraph 5); and



- b. Provision of surveillance of craft believed to be carrying migrants and refugees in order to prevent illegal people smuggling.

8. **Communication through UN Agencies.** To support the effectiveness of the humanitarian assistance area, its purpose and the location of designated embarkation ports, as well as the safe nature of the regularised routes, should be communicated to potential migrants and refugees in the source countries via the extensive communications networks of the UN, its specialised humanitarian agencies and relevant intergovernmental organizations.

9. **Role of Commercial Ships.** The task of humanitarian response should primarily be provided by ships and aircraft designated by the UN for the purpose (see paragraph 7). However, all commercial ships transiting the humanitarian assistance area would remain obliged to render assistance to any person found in distress or as requested and coordinated by a Maritime Rescue Co-ordination Centre. The shipping industry is not seeking to avoid its legal and moral responsibility to assist all people in distress at sea.

## MC(16)05 - Annex A

### Joint Foreign and Home Affairs Council: Ten point action plan on migration

At a joint meeting of Foreign and Interior Ministers, chaired by High Representative / Vice-President Federica Mogherini and held in Luxembourg, Migration, Home Affairs and Citizenship Commissioner Avramopoulos presented a 10 point plan of the immediate actions to be taken in response to the crisis situation in the Mediterranean. The plan received the full backing of Foreign and Interior Ministers.

#### Ten points

- Reinforce the Joint Operations in the Mediterranean, namely Triton and Poseidon, by increasing the financial resources and the number of assets. We will also extend their operational area, allowing us to intervene further, within the mandate of Frontex.
- A systematic effort to capture and destroy vessels used by the smugglers. The positive results obtained with the Atalanta operation should inspire us to similar operations against smugglers in the Mediterranean.
- EUROPOL, FRONTEX, EASO and EUROJUST will meet regularly and work closely to gather information on smugglers modus operandi, to trace their funds and to assist in their investigation.
- EASO to deploy teams in Italy and Greece for joint processing of asylum applications;
- Member States to ensure fingerprinting of all migrants.
- Consider options for an emergency relocation mechanism.
- A EU wide voluntary pilot project on resettlement, offering a number of places to persons in need of protection.
- Establish a new return programme for rapid return of irregular migrants coordinated by Frontex from frontline Member States.
- Engagement with countries surrounding Libya through a joined effort between the Commission and the EEAS; initiatives in Niger have to be stepped up.
- Deploy Immigration Liaison Officers (ILO) in key third countries, to gather intelligence on migratory flows and strengthen the role of the EU Delegations.



## **Rescue at sea by International Shipping**

Recalling the priority attached by the ICS Board to the issue of migrant rescue at sea, it is extremely important that ICS has access to up to date information regarding the current role of international shipping in the rescue of migrants particularly in the Mediterranean.

Members are therefore requested to advise the undersigned regarding the number of rescue events carried out by the ships of their Member companies in December 2015 and January 2016. All of the following information may not always be available however information is requested regarding ships participating in rescue at sea:

- Number of ships diverted to assist;
- Number of ships carrying out rescue;
- Number of rescued people on individual rescues;
- Time in hours on board before disembarkation;
- Location of rescue;
- Port of disembarkation;
- Details regarding any on board difficulties or incidents with embarked migrants;
- Total hours from diversion to resumption of original voyage;
- Communications with RCC.

In addition, the Secretariat invites other general reports of particular SAR and/or large scale rescue experiences from Companies to provide up to date information on the practical challenges facing commercial ships engaged in rescuing migrants at sea.

Information provided by Members regarding the current level of rescue activity in the Mediterranean will inform ICS input to relevant meetings and will also contribute to setting work priorities for the Secretariat.

**Members are requested to forward the above information to the undersigned before 1 March 2016 in order to provide due time for preparation of ICS input to scheduled meetings concerning migrant rescue at sea.**

John Murray  
Marine Director