

JO Triton 2015

Tactical Focused Assessment

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Risk Analysis Unit**



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1. Introduction

The aim of this assessment is to provide analytical support to decision making at Frontex, in relation to the request of implementing a new Joint Operation in the central Mediterranean Sea that will include the operational areas of the former JO Hermes and JO Aeneas.

2. Migration Flow in the Central Mediterranean Sea

2.1. Background

In 2014, the central Mediterranean region was heavily affected by irregular migratory flows. More precisely, the operational area of the JO Triton (covering the sea areas of Italy and intercepting irregular migrants coming from Algeria, Tunisia, Libya, Egypt, Greece and Turkey) has been under continued pressure from seaborne irregular migration with irregular migrants using a variety of *modi operandi*.

Historically, after the massive influx generated by the Arab Spring in Tunisia and in Libya in early 2011, the number of seaborne irregular migrants declined in the second half of 2011 and a year of relatively low figures followed in 2012. During 2013, however, a drastic increase was again recorded, with a peak in September. It is worth noting that in October 2013, Italy began the **Operation Mare Nostrum**¹ with the aim of preventing loss of life at sea. This **Operation Mare Nostrum**, a search and rescue operation, was launched in response to the fatal incident, which occurred at the beginning of October 2013, in which more than 360 migrants drowned after their boat capsized off the Italian island of Lampedusa. The assets of the Italian Navy involved in Mare Nostrum had the capability of operating permanently at sea, in an operational area located to the south of the Maltese search and rescue area and in the north of the Libyan search and rescue area. This operation enabled the early detection and rescue of migrant boats in distress much closer to the Libyan coast and on the high seas than the assets deployed in the framework of the Joint Operations Hermes and Aeneas. Since November 2013, it became more and more evident that facilitation networks, mainly operating in Libya and to a lesser extent in Egypt and Turkey, had taken advantage of the areas of patrolling of Mare Nostrum assets, adapting their *modus operandi* in a way that increased the profitability of their illegal business.

In 2014, the central Mediterranean Sea was by far the main migratory route to the EU for thousands of irregular migrants departing from Libya, Egypt, Turkey, Greece and Algeria. The increasing trend in the central Mediterranean continued throughout 2014 with the number of detected irregular migrants reaching unprecedented levels and even surpassing the totals recorded during previous years already in April 2014.

The end of Operation Mare Nostrum on 31 December 2014 will have a direct impact on the JO Triton 2014. The fact that most interceptions and rescue missions will only take place inside the operational area could become a deterrence for facilitation networks and migrants that can only depart from, the Libyan or Egyptian coast with favourable weather conditions and taking into account that the boat must now navigate for several days before being rescued or intercepted.

¹ *Mare Nostrum* is a life-saving search and rescue operation implemented by the Italian authorities using naval assets close to Libyan territory.

Furthermore, in 2014, it became apparent that facilitation networks were exploiting the presence of civilian vessels in the central Mediterranean area because according to international maritime law, when a distress call is transmitted, the ship, being the nearest, is obliged to render assistance to those in distress at sea and to deliver them to a place of safety. In this regard, it is assumed that facilitation networks will continue to exploit the presence of civilian/merchant ships in the central Mediterranean during 2015 to reach Italy.

3. Analytical Findings

From 1 January to 31 December 2014, 1 054 incidents, involving the apprehension of 166 175 irregular migrants and the arrest of 395 facilitators, were reported in the framework of the JOs Hermes 2014 and Triton 2014. Approximately 95% of the incidents were reported as SAR, involving the rescue of 158 343 migrants. Moreover, 795 incidents (~75%) were reported outside the operational area. Moreover, four cases of prevention of departure from Libya were reported involving 451 migrants.

During 2014 compared to 2013, the central Mediterranean experienced an increase of ~338% in terms of the number of irregular migrants detected at the EU's borders.

In addition, four cases of smuggling of goods were reported involving the arrest of 34 smugglers and the seizure of more than 20 500 kilos of cannabis. Moreover, two cases related to illegal fishing were reported involving the arrest of 21 persons. Furthermore, one case of maritime pollution was reported.

From the start of the JO Triton 2014 on 1 November 2014 to 31 December 2014, 120 incidents were reported in the central Mediterranean Sea, involving the apprehension of 15 570 irregular migrants and the arrest of 53 facilitators. Some 103 SAR operations were reported involving the rescue of 15 506 migrants. Approximately 74% of the incidents were reported outside the operational area.

In addition, one case related to the smuggling of goods was reported and involved the arrest of nine smugglers and the seizure of 1 600 kilos of cannabis.

The main nationalities detected since the beginning of the JO Triton 2014 have slightly changed compared to the main nationalities detected during the JO Hermes 2014. Syrians continue to be the main nationality of detected irregular migrants followed by Gambians, Nigerians, Senegalese and Palestinians (see figure 2).

While the number of Syrians departing from Libya during November and December sharply decreased, the number of Syrians as well as Palestinians arriving mainly from Turkey sharply increased. Because of the lack or low number of Syrian and Palestinian migrants departing from Libya, criminal networks operating in the country have turned their attention to facilitating sub-Saharan migrants from Libya towards Italy.

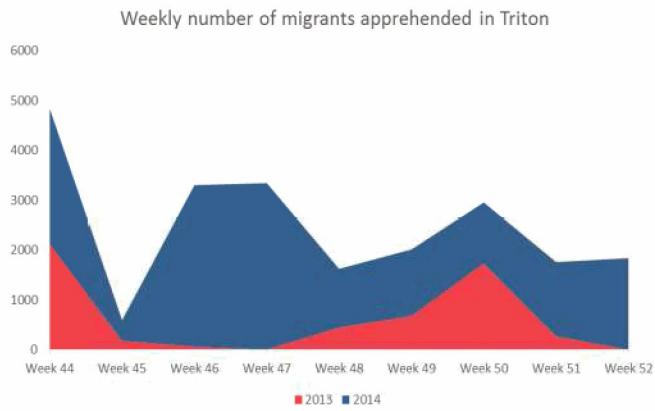
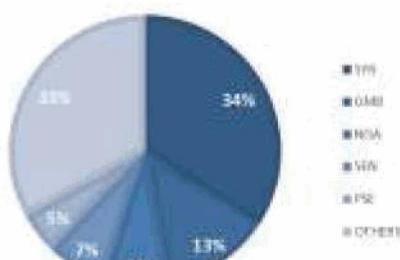


Figure 1: Weekly number of apprehended migrants in the central Mediterranean Sea during November and December, showing a sharp increase during 2014 compared to 2013.

Main Nationalities JO Triton 2014



Main Nationalities JO Hermes 2014

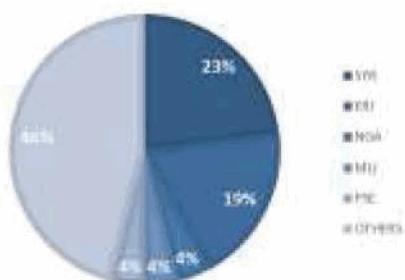


Figure 2: Comparison between main nationalities apprehended during the JO Triton 2014 and the JO Hermes 2014.

Since the implementation of the Joint Operation Triton 2014 in the central Mediterranean Sea, there has been a partial displacement of the irregular migration flow from Libya to Turkey, related mainly to the conflict in Libya. Syrians and Palestinians have found an alternative direct route from Turkey to Italy, rather than using the more dangerous one from Libya to Italy. Since September 2014, facilitation networks operating from Turkey have started to offer facilitation services to Italy aboard merchant ships. In addition to this, facilitation networks in Turkey also offer the possibility of travelling directly to Italy aboard sailing boats or aboard yachts as additional options to the journeys aboard fishing boats that were reported during the JO Hermes 2014.

During the last quarter of 2014, there was a seasonal decrease (~56%) in the irregular migration flow in the central Mediterranean compared to the previous quarter. Indeed, each year between November and March, detections tend to be lower than in any other period as winter conditions make it more difficult to cross the border and to travel over long distances in general at sea, especially in the Mediterranean sea. Nevertheless, the number of irregular migrants apprehended during November and December reached an unprecedented level for this time of the year with ~16 000 irregular migrants detected in the central Mediterranean Sea - and this can be directly related to the following:

- Mare Nostrum assets were operating in the sea area near Libya during this period. Facilitation networks continued to take advantage of this in order to embark thousands of migrants, mainly aboard inflatable dinghies and to a lesser extent aboard wooden boats, towards Italy.
- The sharp increase in Syrian nationals departing directly from Turkey to Italy or being transferred to other boats on the high seas south of Crete after departing from Turkey.

The arrival of most irregular migrants apprehended in the central Mediterranean continues to be motivated by humanitarian factors, as they are coming from conflict areas or being subject to persecution and other reasons sufficient to ground an application for asylum. For these reasons, many of them, such as Syrians, Eritreans, Afghans, Somalis and Iraqis among others, are not returned to their countries of origin. This aspect is known by facilitation networks and acts as a ‘push factor’ on the central Mediterranean route. In addition, many of these migrants only lodge their claim for asylum in the intended countries of final destination, such as Germany, Sweden, the Netherlands and Norway and not in Italy.

Because of the huge efforts of the Italian authorities involved in search and rescue operations, lives at sea have been saved. Figures made available to Frontex through JORA suggest that at least **164 confirmed fatalities** occurred during the crossing of the Mediterranean Sea during 2014². This represents a sharp decrease compared to the same period of 2013 when 388 confirmed fatalities were reported. Nevertheless, the number of migrants reported as missing during 2014 is much higher than during 2013. According to the IOM³, during 2014 more than **3 000** migrants died off Europe's shores. This number of estimated deaths shows an **increase of approximately 400%** when compared to 2013. This is in line with the latest information provided by UNHCR, according to which during 2014 approximately **3 419** irregular migrants lost their lives on the Mediterranean Sea⁴.

The sustained pressure of irregular migration in the central Mediterranean area has stretched the reception centre capacities of Italy. In addition, many migrants, who claim asylum, abscond from the reception and asylum centres and move on towards their preferred destination countries, namely Sweden, Germany, France, the Netherlands and the United Kingdom.

Migrants from the Horn of Africa and sub-Saharan regions of Africa continue to report mistreatment at different stages of their journey in Africa. They also face a significant risk of dying during the desert crossing or when making the sea crossing from North Africa to the EU. Their vulnerability during their migration from Africa to Europe is therefore considered very high.

There has been a high rate of women and minors from Syria and to a lesser extent, women and minors from the Horn of Africa and Egypt, on board of boats targeting Italy. In the case of Syrians, women and minors are travelling in family units, while in the case of women from the Horn of Africa and Egypt they usually travel alone.

In addition to the migratory flow from Libya, from the beginning of the JO Triton 2014 on 1 November to 31 December, there has been a growing trend of sea crossings directly from:

- Turkey, involving the arrival of 5 188 irregular migrants to Calabria and Sicily, showing a sharp increase compared to the same period of 2013.
- Greece to Calabria and Apulia showing a continuation of the trend from the west coast of Greece, but with a sharp increase (-156%) compared to the same period of 2013.
- Moreover, irregular migration was also reported in the central Mediterranean from Tunisia to the Pelagic Islands and Sicily and from Algeria to Sardinia, although to a much lesser extent.

From 1 November to 31 December 2014, the number of migrants crossing the central Mediterranean Sea towards Italy increased by approximately 215% compared to the same period of 2013.

²These are fatalities based on bodies, which were found and that were reported in the official reporting system for Frontex Joint Operations (JORA).

³<http://www.iom.int/cms/en/sites/iom/home/news-and-views/press-briefing-notes/pbn-2015/pbn-listing/iom-staff-in-italy-report-on-gho.html>

⁴ <http://www.unhcr.org/5486e6b56.html>

During the Joint Operations Hermes 2014 and Triton 2014 several incidents occurred involving boats and merchant ships left adrift after the rescue of migrants. These boats and ships, left adrift, clearly endangered the maritime traffic in the central Mediterranean Sea.

3.1. Trends and *Modi Operandi*

During October 2014, a decreasing trend was observed in the JO Hermes Extension compared to the previous two months. Since the beginning of the JO Triton 2014 this decreasing trend has continued also in November and December. This decrease is mainly to be attributed to a sharp decrease in the irregular migration flow coming from Libya and Egypt, mainly due to the following factors:

- Adverse weather conditions in the Mediterranean Sea, which make navigation dangerous for the migrants coming from Libya and Egypt aboard rubber boats and wooden boats.
- Continuous clashes between different factions in Libya. Because of these clashes, the Algerian, Egyptian and Malian authorities have enhanced their border controls at their borders with Libya with a possible direct impact on the activity of facilitation networks operating in these border areas. The improvement of weather conditions in late spring are expected to bring again high numbers of irregular migrants from Libya.
- A decrease in the number of Syrians and Palestinians departing from Libya, mainly linked to the worsening of the security situation in Libya and because they have found an alternative route directly to Italy from Turkey. Still Syrians continue to arrive from Libya in low numbers and are expected to continue to use this route.

Nevertheless, the flows from Turkey and to a lesser extent from Greece have grown over the last three months, mainly due to:

- the use of cargo vessels from Turkey that can navigate in bad weather conditions;
- the increased presence of irregular migrants on the west coast of Greece.

Since the beginning of the JO Triton 2014, the following *modi operandi* and trends have been identified:

3.1.1. From Libya:

Decrease in the number of irregular migrants during November and December, compared to the previous two months, mainly related to the worsened weather conditions and to a sharp reduction in the number of Syrian and Palestinian migrants departing from Libya. Nevertheless, Libya continues to be the main area of departure towards Italy.

- Syrians, Palestinians as well as migrants from other third countries are looking for alternative routes to enter the EU due to the continuous clashes among different militias in Libya.
- The number of migrants per boat has decreased over the past two months. The types of boats used were mainly inflatable dinghies and to a lesser extent wooden boats. It is worth mentioning that over the last two months the number of intercepted inflatable dinghies increased while the number of intercepted wooden boats sharply decreased.
- As bad weather conditions continue during wintertime, initially the number of irregular migrants is not expected to increase.

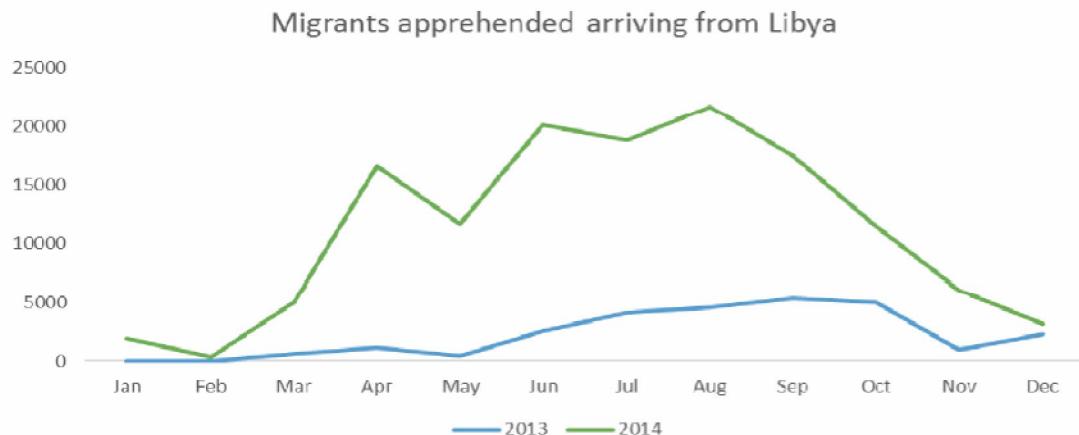
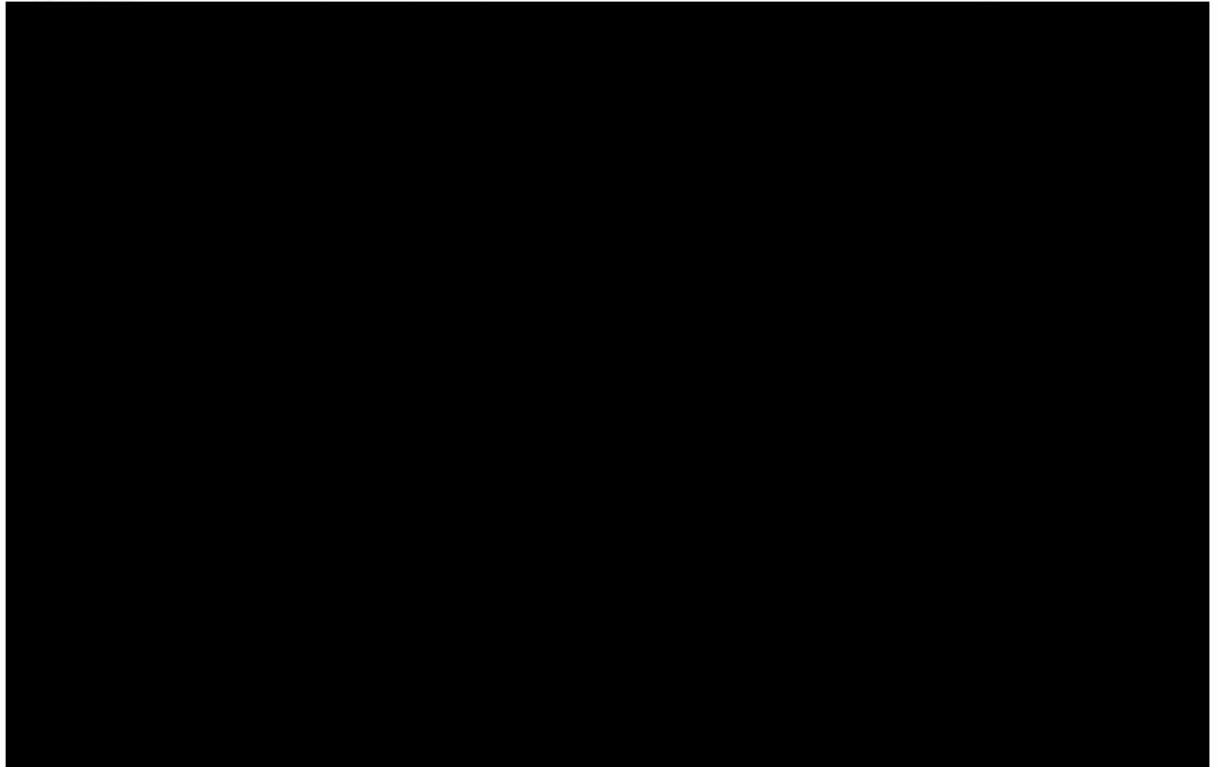


Figure 4: This chart shows the monthly apprehension of irregular migrants in the central Mediterranean Sea that arrived from Libya during 2013 and 2014. Since March 2014, the number of irregular migrants apprehended has remained high when compared to the previous year, peaking in August 2014 and starting to decrease since September. In December 2014, the flow decreased to a similar level as in the same period of 2013. The decreasing trend observed in the period September-December of 2014 is directly related to the decrease of Syrian and Palestinian irregular migrants arriving from Libya. These migrants have started to arrive in higher numbers from Turkey mainly on board of cargo ships.

- Facilitation networks, mainly operating in Libya, have been making use of boats that are unseaworthy. Moreover, boats mainly departing from Libya are usually dangerously overcrowded, which increases the risk of fatalities, and with not enough fuel to even reach the Italian shore, the risks migrants take are enormous. Furthermore, in many cases, the migrants are not provided with life jackets and if they are, there are very few of them available. In order to maximise capacity aboard the boats the migrants are segregated and some migrants are confined below deck in what is often the engine room, this exposes the migrants to fumes during the journey, which has led to migrants dying from asphyxiation aboard overcrowded boats. It is worth noting that children, pregnant women and elderly people are increasingly present in such overcrowded boats. This modus operandi used by facilitation networks relied on the intervention of the Italian navy near the Libyan coast, when migrants made a distress call for assistance after only a few hours of navigation. Now that Operation Mare Nostrum has ended, it is possible that this modus operandi might change.
- Most of the migrants that have arrived in the EU from Libya over the past two months are migrants that have been living in Libya for a period of time that varies from months to years. The main reason for leaving is lack of job opportunities and violence generated because of clashes between different armed factions.
- During November 2014, Libyan nationals started to arrive in Italy from Libya and Tunisia. According to these migrants, they left their country because of the ongoing conflict. If the

conflict in Libya continues, there is a risk of a flood of Libyan nationals departing from Tunisia rather than from Libya.

OPERATIONAL AREA



From Egypt:

- Following the trend of October 2014, during November and December the number of incidents reported directly from Egypt decreased. This decrease was mainly related to weather conditions and to the departure of Syrians and Palestinians from Turkey.
- During November and December, irregular migrants continued to be facilitated mainly from the port of Alexandria to the EU.
- Migrants arriving from Egypt stated that they had been transferred from one boat to another at least once before arriving in the EU.
- These transfers on the high seas involved not only migrants departing from Egypt, but also migrants that had initially departed from Turkey (Mersin) or from Syrian ports (Tartus or Latakia) aboard wooden fishing boats and who had been transferred to the same boats as the migrants from Egypt.

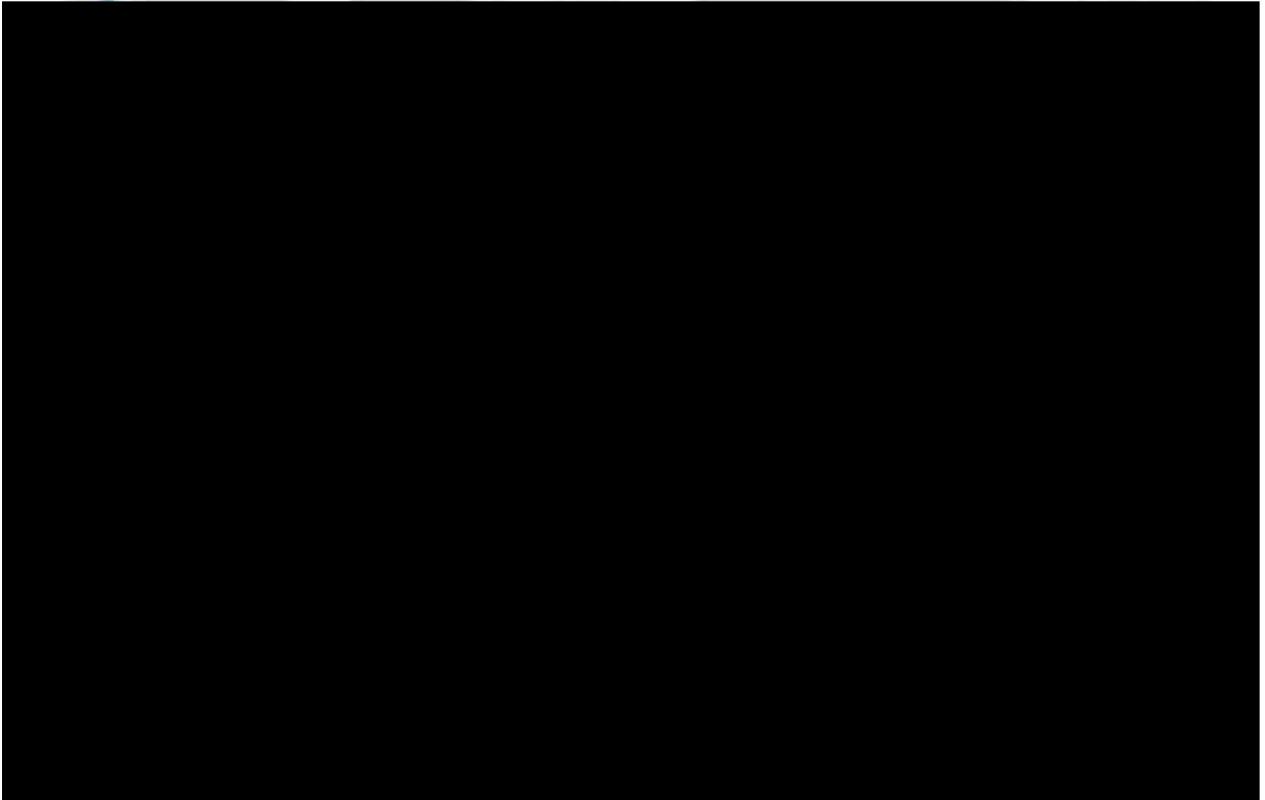
Migrants apprehended arriving from Egypt



Figure 6: This chart shows the number of irregular migrants apprehended at the central Mediterranean Sea during 2013 and 2014 that arrived from Egypt. An increase of the flow was observed during 2014 when compared to 2013, peaking in the third quarter of the year and decreasing during the fourth quarter, mainly due to weather conditions.

- This shows a great coordination and collaboration amongst different networks operating in Egypt, Turkey and Syria.

OPERATIONAL AREA



- As weather conditions improve, it is anticipated that an increase will occur in the number of vessels arriving from Egypt.

3.1.2. From Turkey:

- Turkey has become the alternative route mainly for Syrian migrants and to a much lesser extent, for Palestinian refugees from Syria and Iraq, in order to reach the EU.

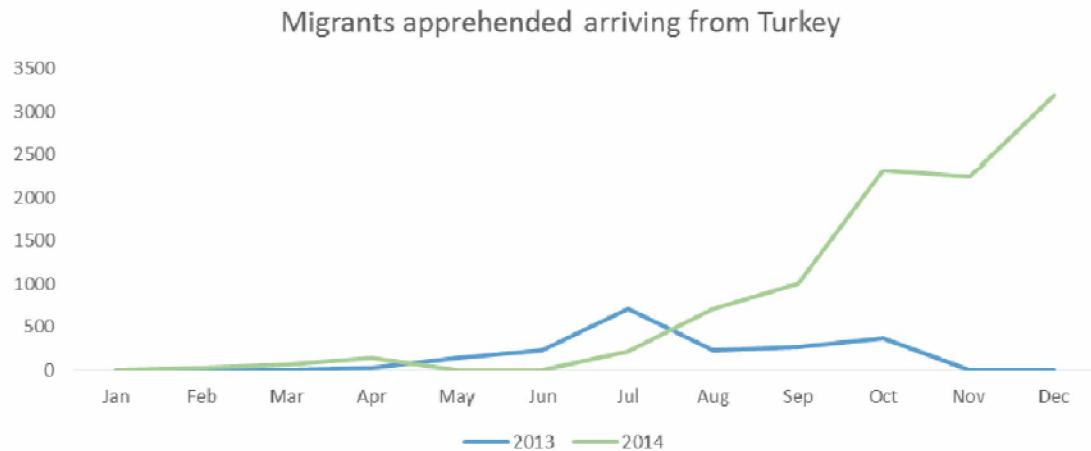


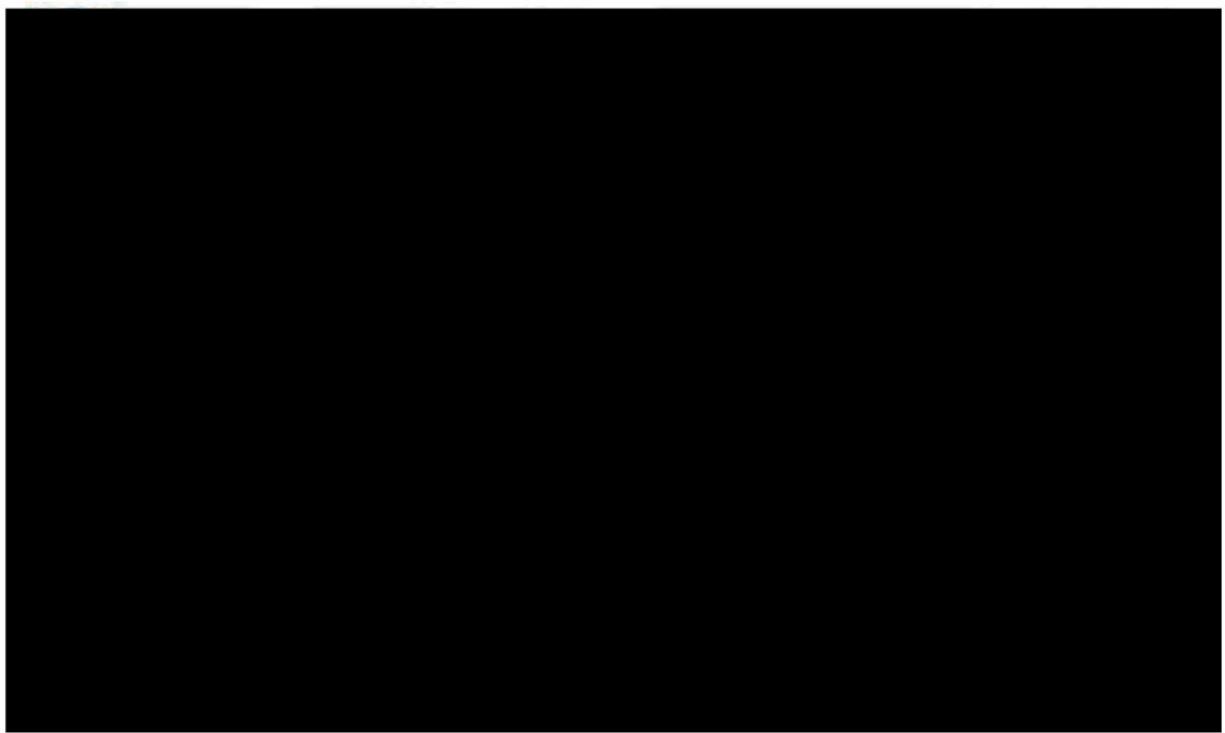
Figure 8: this chart shows the irregular migration flow of irregular migrants apprehended in the central Mediterranean Sea that arrived from Turkey during 2013 and 2014. Since August, the flow has increased on monthly basis, having an average of nine incidents. During the last quarter of 2014 an average of ~2 600 migrants arriving from Turkey was reported by the Italian authorities.

- Three main areas of departure: Mersin and to a lesser extent Izmir and Bodrum. Facilitation from Mersin involves sometimes further transfers on the high seas, while facilitation from Izmir or Bodrum is normally direct to Italy.
- The sharp decrease in the flow from Libya has been matched by an increase in the number of arrivals from Turkey to Greece (JO Poseidon Sea) and Italy. In particular, a large number of Syrians have arrived in Italy from Turkey by sea. This route has become faster and more secure for these migrants that in many cases travel with their families.
- In some cases, wooden fishing boats that initially departed from Mersin collected migrants from Syria (Latakia and Tartus) and then continued towards Italy.
- The types of boats used varies: wooden fishing boats, yachts, sailing boats and during the last few months of 2014, cargo vessels. As regards yachts and sailing boats, many of them were reported as stolen.
- In early 2014, the transport of irregular migrants to the southern maritime borders of Italy from Turkey had mainly been done using wooden fishing boats, yachts or sailing boats ranging between 10 and 20 metres in length. The place of last departure was mainly Izmir and to a lesser extent Bodrum.

- Since the beginning of the JO Triton, the main means of transport used by facilitation networks in order to facilitate irregular migrants from Turkey to Italy has been merchant ships. The first such incident involving this modus operandi was reported in late September, while eight more cases were reported during November and December. In all these cases, the type of vessel used was a steel cargo ship ranging between 50-100 metres in length. The vast majority departed from offshore Mersin with most migrants on board being Syrian and Palestinian. Over the past few months, over 5 400 irregular migrants have arrived aboard cargo vessels from Turkey to Italy.

MODUS OPERANDI

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From Tunisia:

- The number of arrivals from Tunisia decreased in November and December compared to September and October 2014. The number of migrants is still low compared to the number of migrants arriving from Libya, Turkey or Egypt.

Migrants apprehended arriving from Tunisia

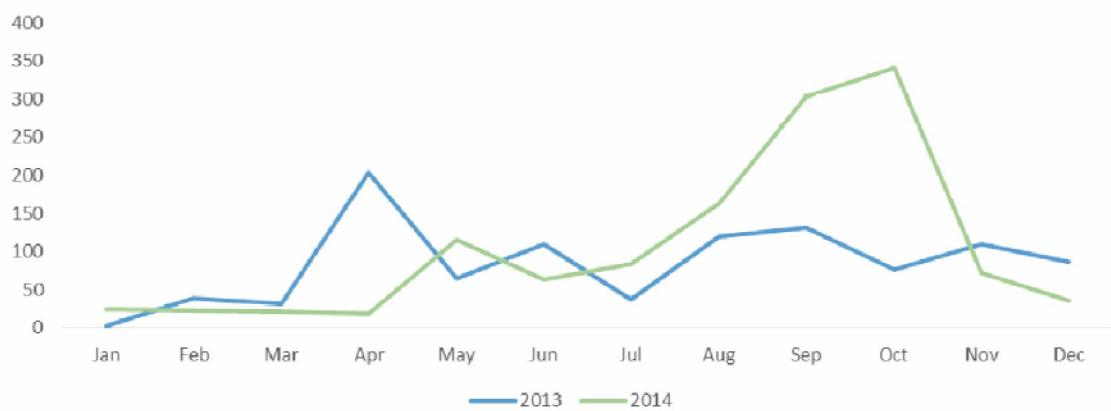
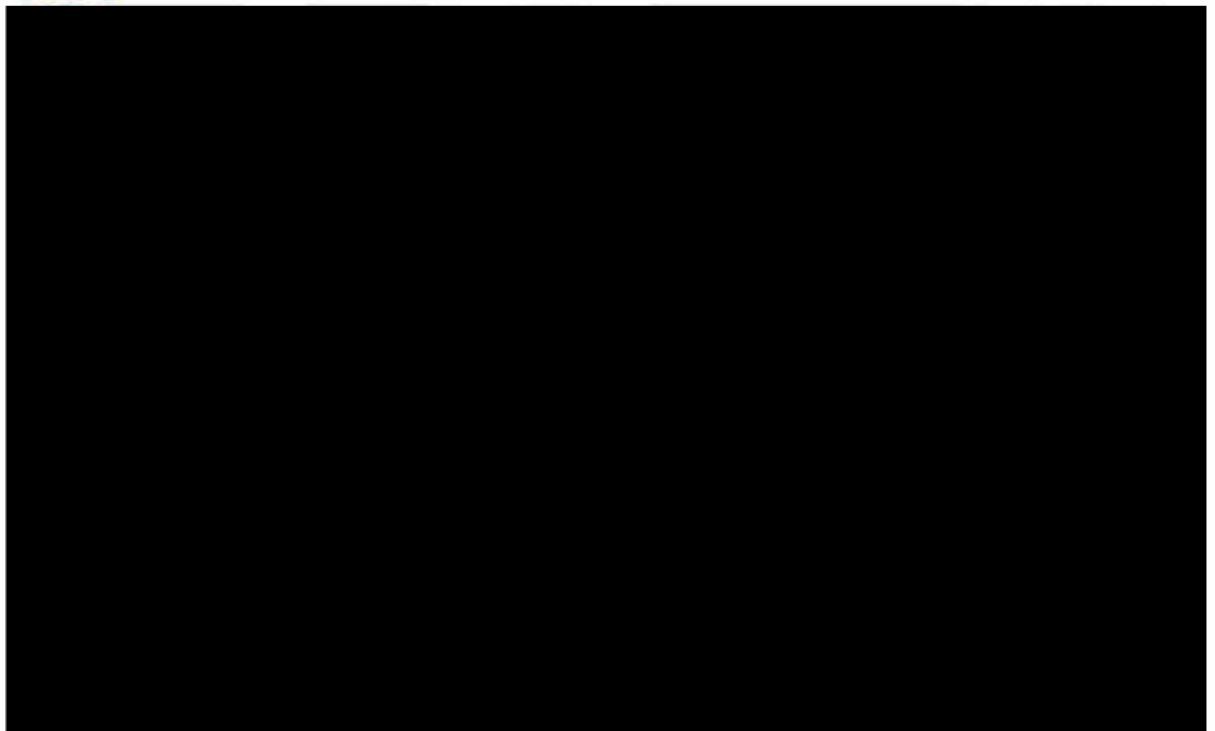


Figure 10: This chart shows the number of irregular migrants apprehended in the central Mediterranean Sea during 2013 and 2014. The number of irregular migrants apprehended slightly increased during 2014 when compared to the previous year, showing an increase of the flow during the third quarter of the year and a decrease on the last quarter, mainly related to weather conditions in the central Mediterranean Sea.

- Bad weather conditions in the central Mediterranean hindered the departure of irregular migrants towards Italy as from Tunisia, migrants are facilitated mainly aboard small wooden/composite boats or inflatable dinghies.
- Most migrants are Tunisian nationals and to a lesser extent Syrian or Libyan nationals who set sail from Tunisia aboard small wooden, composite or inflatable boats.
- The Syrians arriving from Tunisia to Italy previously travelled to Algeria (Syrians are not required to hold a visa to enter Tunisia) and then crossed into Tunisia illegally, from where they were offered trips to reach Italy.
- Syrian nationals were initially transiting Tunisia in order to arrive in Libya, but due to the conflict in Libya, they opted to depart from Tunisia instead. This route could become an alternative route for Syrian nationals as weather conditions improve.
- With regard to the Libyan nationals, they claimed to have entered Tunisia in order to escape from the Libyan conflict.
- The main targeted areas are the Pelagic Islands and the west coast of Sicily.



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3.1.3. From Greece:

- The same modus operandi of previous years was also reported in 2014 - speed boats and sailing boats departing from the west coast of Greece heading to Italy. Besides the use of sailing and speed boats, a large number of incidents continued to be reported in the Italian ferry ports with irregular migrants using ferry connections from Greece to Italy (clandestine migrants hidden in trucks/vehicles or using forged travel documents). Some districts of Athens continued to be reported as the main point of contact between irregular migrants and facilitators.

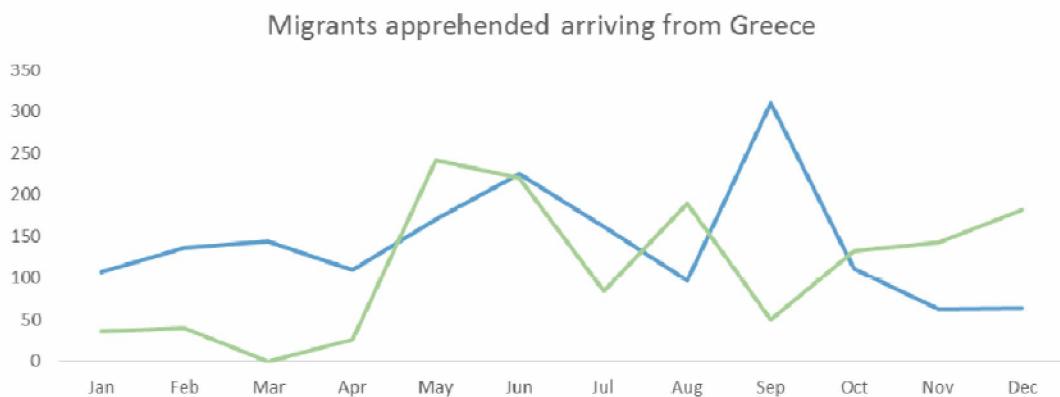
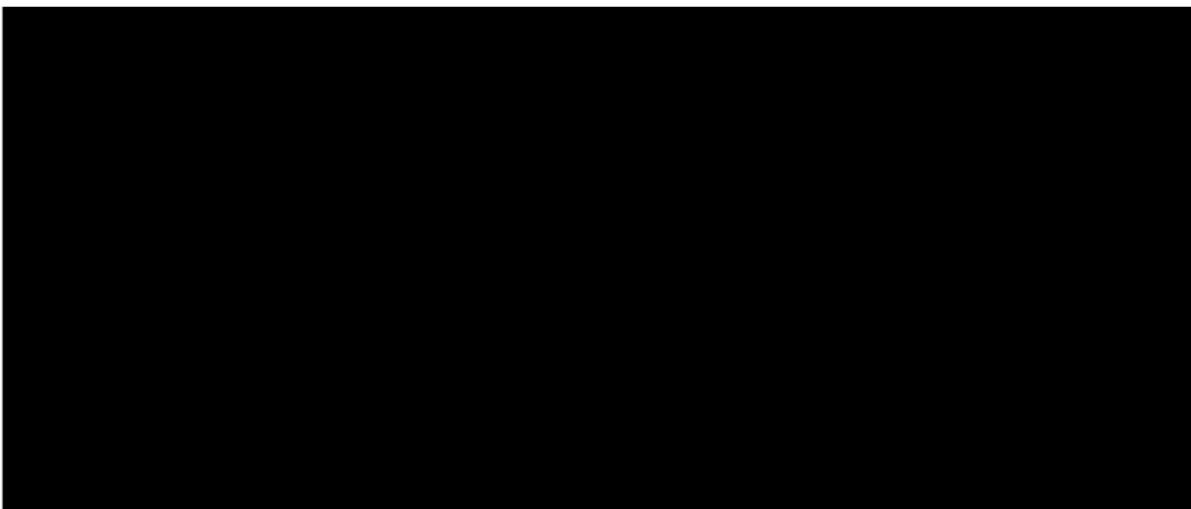


Figure 12: This chart shows the number of irregular migrants apprehended in Italy arriving from Greece. It is worth noticing that since October 2014 the number of migrants has increased on monthly basis because of the increasing presence of irregular migrants in the west Greek coast.

- Since the beginning of the JO Triton 2014, the number of incidents reported from Greece has increased compared to September and October 2014.

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3.1.4. Outlook

Due to the ongoing crisis in Syria, over the last three months, **irregular migrants from Syria** have ranked as the top nationality in every ongoing Joint Operation at sea and at the land borders except in the Western Mediterranean. As the crisis continues in Syria, the number of Syrian nationals aiming to reach EU member states in order to claim asylum is expected to remain high and to be the top nationality in the main Joint Operations implemented in the central and eastern Mediterranean.

The vast number of migrants in Libya and Turkey, in addition to others stranded in Egypt and Greece, waiting to cross the Mediterranean Sea towards Italy has resulted in facilitation networks **using different types of vessels**, such as fishing boats, yachts, sailing boats, rubber dinghies and cargo vessels, to transport hundreds of irregular migrants towards Europe.

The usage of different types of boats by facilitation networks operating in the mentioned countries show a good level of organization of these criminal groups as well as an effective capacity to adapt to circumstances such as the lack of availability of certain types of boats, being able to substitute them by another type and continue with their facilitation activities.

An increased number of vessels departing from **Egypt** towards Italy is expected as weather conditions become favourable for navigation. These vessels are expected either to use the *modus operandi* known as "mother-boat" or to sail directly from Egypt towards Italy.

With regard to **illegal migration flows from Afghanistan**, the unstable political situation and the fragile security in the country could worsen by the end of 2014 and beginning of 2015 with the withdrawal of international forces, which have been in the country for the past 12 years. This potential deterioration in stability may become an important 'push factor' in 2015.

The **current situation in Iraq** and the increasing number of claimed Iraqi nationals reported at the Greek-Turkish land border since the end of July has resulted in a growing number of Iraqis apprehended in the operational area of Apulia and Calabria. The flow of migrants travelling on the various routes from Iraq to Italy via Turkey-Greece (secondary movements) and from Turkey to Italy (directly from Turkey using sailing boats and fishing boats) could swell in the near future.

Secondary movements from Greece towards Apulia, mainly involving Asian nationals, **are expected to continue in 2015**. The secondary movements of irregular migrants from Greece to Italy are mainly linked to the number of migrants apprehended at the Greek-Turkish borders. The JO Poseidon Sea has reported an increase of around 156% in the number of irregular migrant apprehended in the Aegean Sea or on the Greek Eastern Aegean Islands. An increase in apprehensions has also been reported at the Greek-Turkish land border; in particular, an increasing trend of irregular Iraqi migrants has been recorded at this land border.

Although there was a decrease in the number of irregular migrants apprehended in the **regions of Apulia and Calabria** during 2014 compared to 2013, these regions will continue to be targeted destination points for criminal networks in 2015.

Because of the large number of migrants apprehended in the central Mediterranean in 2014, many migrants were transferred from Sicily to the CARA Centres all over Italy. Of particular note is that these **reception centres are overcrowded**.

The image consists of a grid of horizontal black bars on a white background. The bars are of different widths, creating a pattern that suggests a visual representation of data, such as a spectrogram or a signal waveform. The bars are arranged in a regular grid, with some horizontal gaps between groups of bars.

LAW ENFORCEMENT
MODUS OPERANDI

The continuation of the activities of Operation Mare Nostrum outside of the operational area during November and December 2014, close to the coast of Libya, contributed to the maintenance of a high number of incidents from Libya. Nevertheless, the cessation of Operation Mare Nostrum on 31 December should have an impact on the number of arrivals from Libya. An immediate consequence could be an increase in the number of arrivals on Lampedusa Island. Still, facilitation networks operating in Libya might try to take advantage of the presence of merchant ships navigating in the area in order to keep sending uneasiness or rickety boats full of migrants from Libya to Italy.

The southernmost coastal lines of Sicily, Calabria and the Pelagie Islands have been the main targeted areas by illegal migration thus far during the JO Triton 2014.

4. Operational Area and Deployment of Assets

Close cooperation with third countries, such as Turkey, is strongly recommended in order to prevent loss of life in the central Mediterranean Sea and to target facilitation networks operating in those third countries.

5. Conclusions and Recommendations

5.1. Conclusions

Since the beginning of Frontex coordinated operational activities in the central Mediterranean, the year 2014 recorded the highest number of apprehended irregular migrants.

The decreasing trend reported during October 2014 continued during November and December 2014. Nevertheless, the number of arrivals reported during these two months continued to be high in relation to normal seasonal trends, compared to the same period over the past three years.

Turkey has grown in importance as an alternative route mainly for migrants from the Middle East and Asian countries and to a lesser extent for migrants from African countries. Nevertheless, Libya remains the main country of departure followed by Turkey and Egypt.

The *modus operandi* of cargo ships departing from Turkey with irregular migrants continues to increase and it is expected to continue throughout the winter period. Moreover, facilitation networks also offer other means of transport in order to reach Italy directly by sea, namely fishing boats, sailing boats and yachts.

Since October 2014, incidents from Greece have increased, involving mainly the facilitation of irregular migrants that have previously entered the country across the Greek-Turkish land and sea borders.

As long as the conflicts in Syria, Libya, Iraq and Afghanistan continue, the high number of migrants aiming to enter the EU and request asylum will continue and the central Mediterranean will continue to be the main route used by criminal networks in order to facilitate these migrants to the EU.

Bearing in mind that the routes used to facilitate irregular migrants across the central Mediterranean Sea to the EU are still active, it can be expected that as weather conditions improve the number of incidents from Libya, Turkey, Egypt, Greece, Tunisia and Algeria will increase.

Long range FWA and OPVs have added value to the joint operation in terms of early detection and in the interception of boats/vessels with irregular migrants arriving mainly from Libya, Egypt, Turkey and Greece.

5.2. Recommendations

MODUS OPERANDI LAW ENFORCEMENT

- The image consists of a grid of black horizontal bars of varying lengths arranged in rows. The bars are set against a plain white background. There are approximately 15 rows of bars, with each row containing between 1 and 5 bars. The lengths of the bars vary significantly, from very short segments to long, nearly full-width lines. Some rows have single bars, while others have multiple bars side-by-side. The overall effect is a pattern of horizontal lines that suggests redacted text or a placeholder for content.

The image consists of a grid of horizontal black bars on a white background. There are approximately 18 rows of bars. The bars in each row vary in length, creating a pattern that suggests a signal or data being processed. Some rows have longer bars, while others have shorter ones. The overall effect is reminiscent of a spectrogram or a digital signal visualization.

6. ANNEXES

6.1. Libya

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Libya in 2013 and 2014.

| Libya | 2013 | | | 2014 | | |
|-------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 0 | 0 | 0 | 11 | 1918 | 3 |
| Feb | 0 | 0 | 0 | 27 | 337 | 10 |
| Mar | 7 | 604 | 0 | 33 | 5021 | 14 |
| Apr | 10 | 1104 | 0 | 90 | 16629 | 34 |
| May | 5 | 398 | 0 | 61 | 11692 | 38 |
| Jun | 22 | 2522 | 0 | 108 | 20173 | 36 |
| Jul | 44 | 4152 | 0 | 98 | 18801 | 31 |
| Aug | 39 | 4609 | 3 | 115 | 21739 | 32 |
| Sep | 38 | 5358 | 7 | 101 | 17526 | 32 |
| Oct | 38 | 5026 | 4 | 83 | 11500 | 20 |
| Nov | 9 | 992 | 1 | 47 | 6085 | 16 |
| Dec | 17 | 2277 | 0 | 31 | 3210 | 6 |
| | 229 | 27042 | 15 | 805 | 134631 | 272 |

6.2. Egypt

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Egypt in 2013 and 2014.

| Egypt | 2013 | | | 2014 | | |
|-------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 0 | 0 | 0 | 1 | 178 | 12 |
| Feb | 2 | 35 | 4 | 0 | 0 | 0 |
| Mar | 4 | 264 | 3 | 2 | 217 | 4 |
| Apr | 5 | 303 | 9 | 4 | 788 | 18 |
| May | 2 | 114 | 0 | 5 | 1330 | 12 |
| Jun | 6 | 420 | 12 | 7 | 2143 | 18 |
| Jul | 12 | 791 | 9 | 12 | 2880 | 18 |
| Aug | 20 | 2092 | 20 | 13 | 3563 | 20 |
| Sep | 15 | 2482 | 19 | 11 | 2858 | 15 |
| Oct | 14 | 2435 | 17 | 2 | 648 | 0 |
| Nov | 1 | 176 | 17 | 2 | 472 | 8 |
| Dec | 2 | 250 | 4 | 0 | 0 | 0 |
| | 83 | 9362 | 114 | 59 | 15077 | 125 |

6.3. Turkey

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Turkey in 2013 and 2014.

| Turkey | 2013 | | | 2014 | | |
|--------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb | 0 | 0 | 0 | 1 | 28 | 0 |
| Mar | 0 | 0 | 0 | 2 | 69 | 3 |
| Apr | 1 | 32 | 0 | 2 | 141 | 0 |
| May | 4 | 145 | 5 | 0 | 0 | 0 |
| Jun | 3 | 231 | 2 | 0 | 0 | 0 |
| Jul | 10 | 713 | 5 | 3 | 213 | 1 |
| Aug | 2 | 232 | 3 | 8 | 718 | 4 |
| Sep | 2 | 270 | 0 | 6 | 998 | 6 |
| Oct | 5 | 368 | 0 | 12 | 2321 | 39 |
| Nov | 0 | 0 | 0 | 11 | 2239 | 17 |
| Dec | 0 | 0 | 0 | 7 | 3190 | 6 |
| | 27 | 1991 | 15 | 52 | 9917 | 76 |

6.4. Greece

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Greece in 2013 and 2014.

| Greece | 2013 | | | 2014 | | |
|--------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 3 | 107 | 8 | 2 | 36 | 0 |
| Feb | 3 | 137 | 1 | 1 | 40 | 0 |
| Mar | 5 | 144 | 0 | 0 | 0 | 0 |
| Apr | 4 | 110 | 0 | 1 | 27 | 0 |
| May | 6 | 171 | 1 | 9 | 241 | 2 |
| Jun | 6 | 225 | 0 | 8 | 220 | 1 |
| Jul | 7 | 162 | 0 | 1 | 84 | 0 |
| Aug | 5 | 97 | 0 | 5 | 190 | 3 |
| Sep | 10 | 310 | 0 | 2 | 50 | 0 |
| Oct | 4 | 111 | 1 | 6 | 133 | 0 |
| Nov | 2 | 63 | 2 | 6 | 143 | 0 |
| Dec | 3 | 64 | 0 | 7 | 182 | 3 |
| | 58 | 1701 | 13 | 48 | 1346 | 9 |

6.5. Tunisia

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Tunisia in 2013 and 2014.

| Tunisia | 2013 | | | 2014 | | |
|---------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 1 | 2 | 0 | 3 | 24 | 0 |
| Feb | 3 | 39 | 0 | 2 | 23 | 0 |
| Mar | 2 | 31 | 3 | 2 | 22 | 0 |
| Apr | 6 | 203 | 0 | 3 | 19 | 0 |
| May | 5 | 65 | 0 | 6 | 116 | 0 |
| Jun | 8 | 110 | 0 | 5 | 64 | 5 |
| Jul | 3 | 38 | 0 | 8 | 83 | 0 |
| Aug | 13 | 120 | 0 | 20 | 163 | 2 |
| Sep | 9 | 131 | 0 | 19 | 304 | 0 |
| Oct | 7 | 76 | 0 | 23 | 341 | 2 |
| Nov | 4 | 110 | 1 | 5 | 72 | 0 |
| Dec | 6 | 86 | 0 | 3 | 36 | 0 |
| | 67 | 1011 | 4 | 99 | 1267 | 9 |

6.6. Algeria

The chart below shows the monthly stats regarding incidents, irregular migrants apprehended and facilitators arrested in the central in relation to vessels arriving from Tunisia in 2013 and 2014.

| Algeria | 2013 | | | 2014 | | |
|---------|-----------|----------|--------------|-----------|----------|--------------|
| | Incidents | Migrants | Facilitators | Incidents | Migrants | Facilitators |
| Jan | 0 | 0 | 0 | 0 | 0 | 0 |
| Feb | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar | 0 | 0 | 0 | 1 | 4 | 0 |
| Apr | 0 | 0 | 0 | 0 | 0 | 0 |
| May | 0 | 0 | 0 | 0 | 0 | 0 |
| Jun | 0 | 0 | 0 | 1 | 9 | 0 |
| Jul | 1 | 16 | 0 | 0 | 0 | 0 |
| Aug | 0 | 0 | 0 | 6 | 77 | 0 |
| Sep | 1 | 8 | 0 | 2 | 11 | 0 |
| Oct | 0 | 0 | 0 | 4 | 39 | 0 |
| Nov | 0 | 0 | 0 | 1 | 5 | 0 |
| Dec | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 | 24 | 0 | 15 | 145 | 0 |