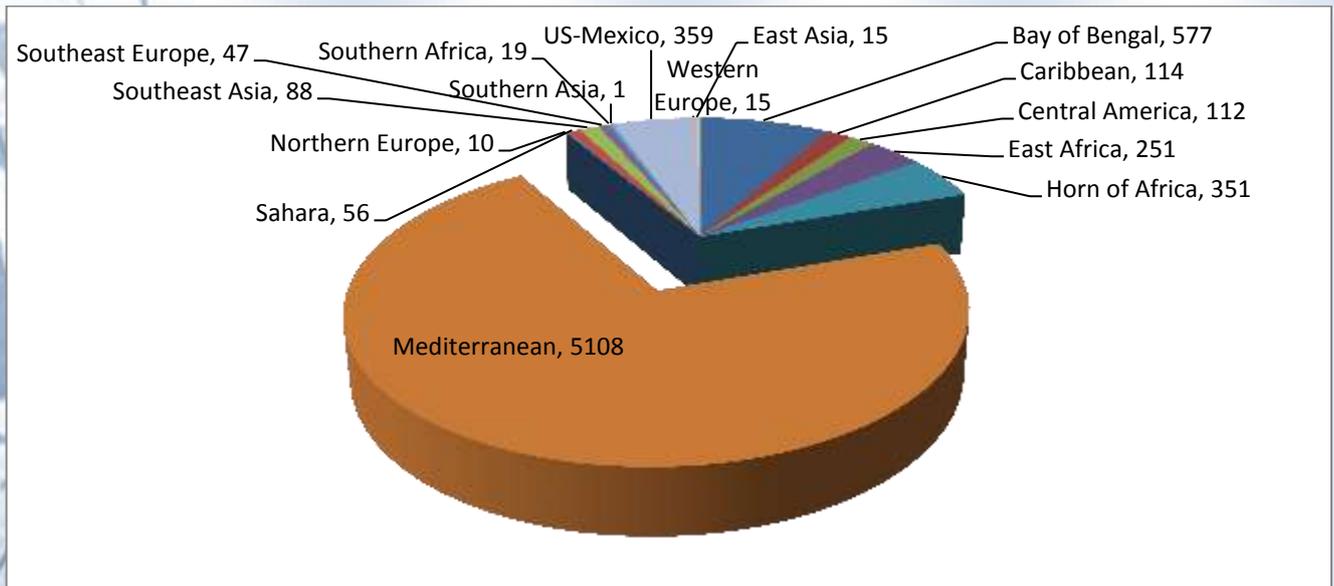## Advisory: 048 (Large Scale Irregular Migration)

Advisory Type: Large Scale Irregular Migration	Date: 15/05/2015 Information Source: Allmode

1.   Worldwide Situation

Chart 1: 2014-15 Worldwide Migrant Deaths[12]

Southeast Europe, 47 — Southern Africa, 19 — US-Mexico, 359 — East Asia, 15 — Bay of Bengal, 577 — Caribbean, 114 — Central America, 112 — East Africa, 251 — Horn of Africa, 351 — Southeast Asia, 88 — Southern Asia, 1 — Western Europe, 15 — Northern Europe, 10 — Sahara, 56 — Mediterranean, 5108

Map 1: 2014 Worldwide Migrant Deaths Vs Successful Crossings*[3]

US/Mexico
Deaths: 359
Crossings: 21,500

Caribbean
Deaths: 114
Crossings: 7000

Mediterranean
Deaths: 5108
Crossings: 305,000

Bay Of Bengal
Deaths: 577
Crossings: 35,000

Sahara
Deaths: 56
Crossings: Unknown

Central America
Deaths: 112
Crossings: 7000

Horn of Africa/Yemen
Deaths: 351
Crossings: 21,000

East Africa
Deaths: 251
Crossings: 21,000

Maritime Crossing

Land Crossing

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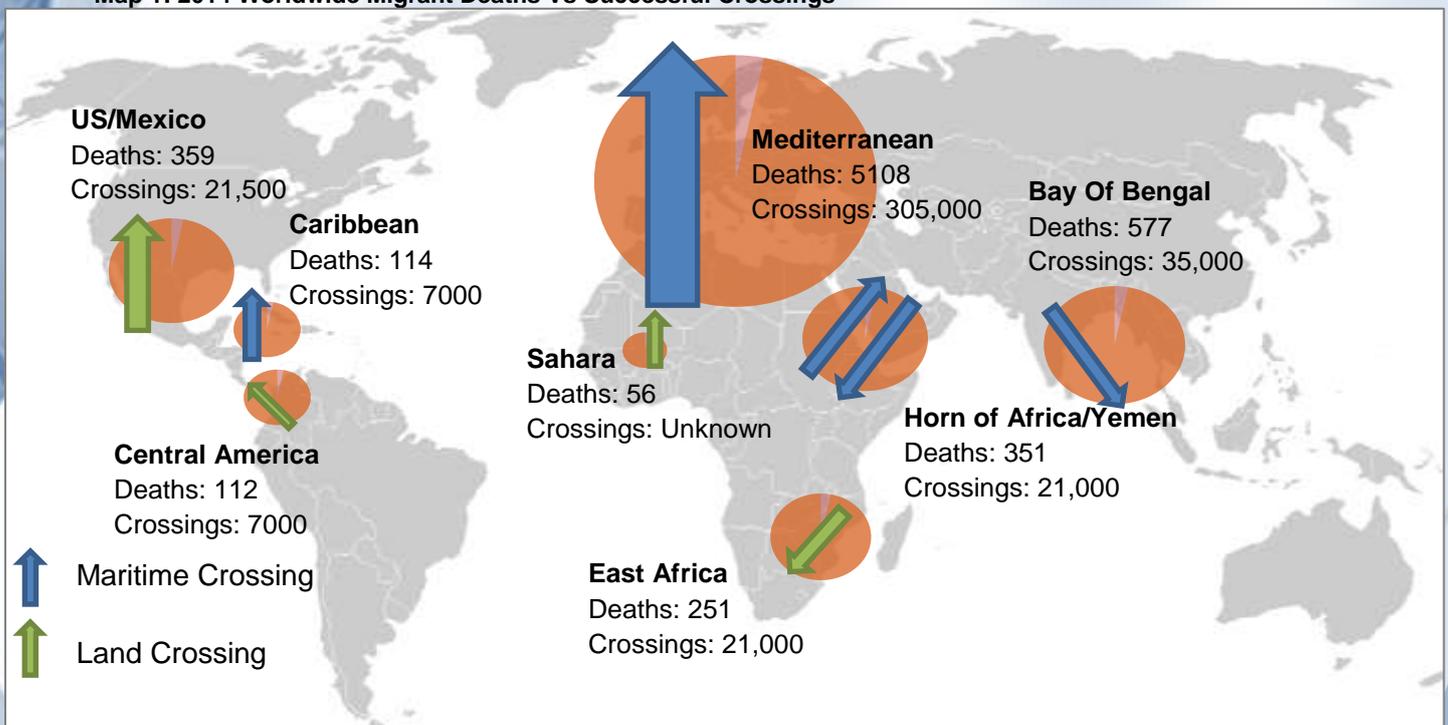
[1] International Organisation for Migration, "Migrant Deaths on World Borders" (2015)
[2] International Organisation for Migration, "Missing Migrant Project", (April 2015)
[3] International Organisation for Migration, "Missing Migrant Project", (April 2015) *("Crossings" based on 1/60 death rate experienced in Mediterranean" – *due to the difficulty in determining true figures this can only be seen as an estimate)*

2. Mediterranean Situation

Chart 2: "Irregular Arrivals to Europe by Sea (Via Mediterranean) [45]
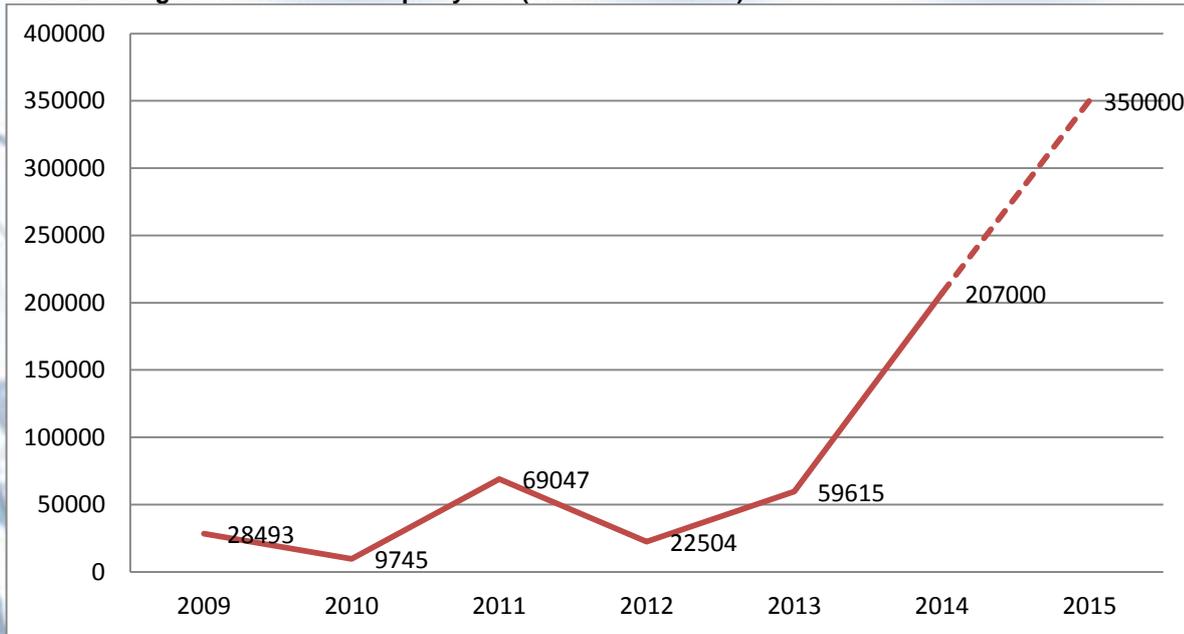
It can be seen that the number of migrants is rising exponentially. The two recent peaks allude to the driving factor behind migration into Europe via the Mediterranean: unrest in the Middle East and North Africa. The peak in 2011 occurred at the height of the "Arab Spring" in North Africa and the conflict in Syria (with the background of the ongoing violence in Iraq). However, the 2014 peak has, by far outstripped this historical peak. The descent of Libya into chaos, the ongoing, multi-faceted conflict in Syria/Iraq/Kurdistan and the activities of ISIS (Annex G) have all been contributory factors to driving people from their homes ("Push").

A significant "pull" factor has been the success of previous migrants having already made the crossing, encouraging others to follow suit. Furthermore, the increasing capability of the people smugglers, now increasingly employing "economies of scale" with bigger ships and more convenient routes, mirrored by the decreasing capacity of (inter)national bodies and military forces to deter/disrupt internal migration, has increased both the motive-for and means-to migrate, while seeing a decrease in the ability to mitigate and mange it.

Chart 3: "Number of Migrant Deaths [6]
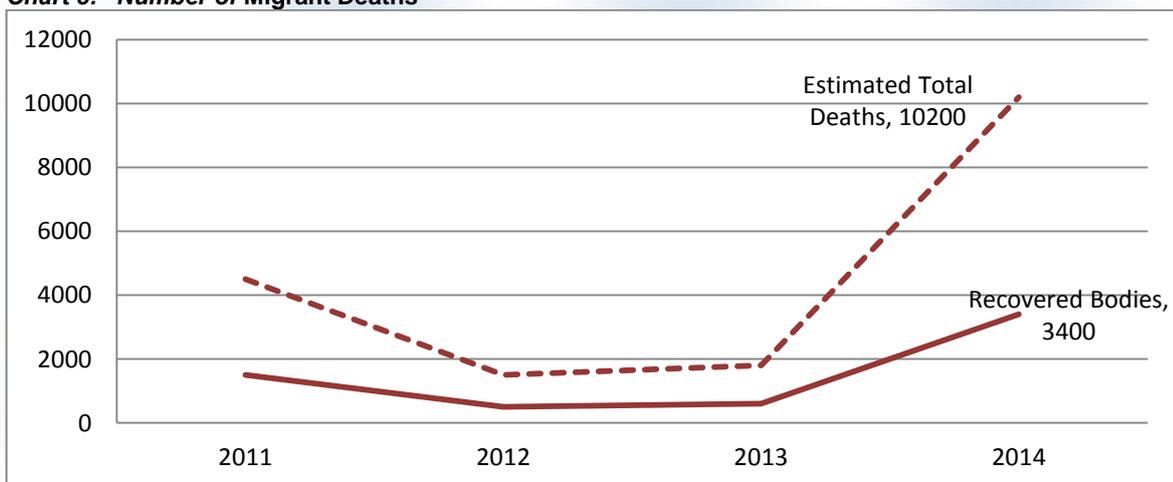
Migration continues to come at a high human cost. It is estimated that for every 1 body recovered there are another two who are never found or accounted for – the real cost will never be known but can be estimated at 1 in every 20 migrants (2014)[7]
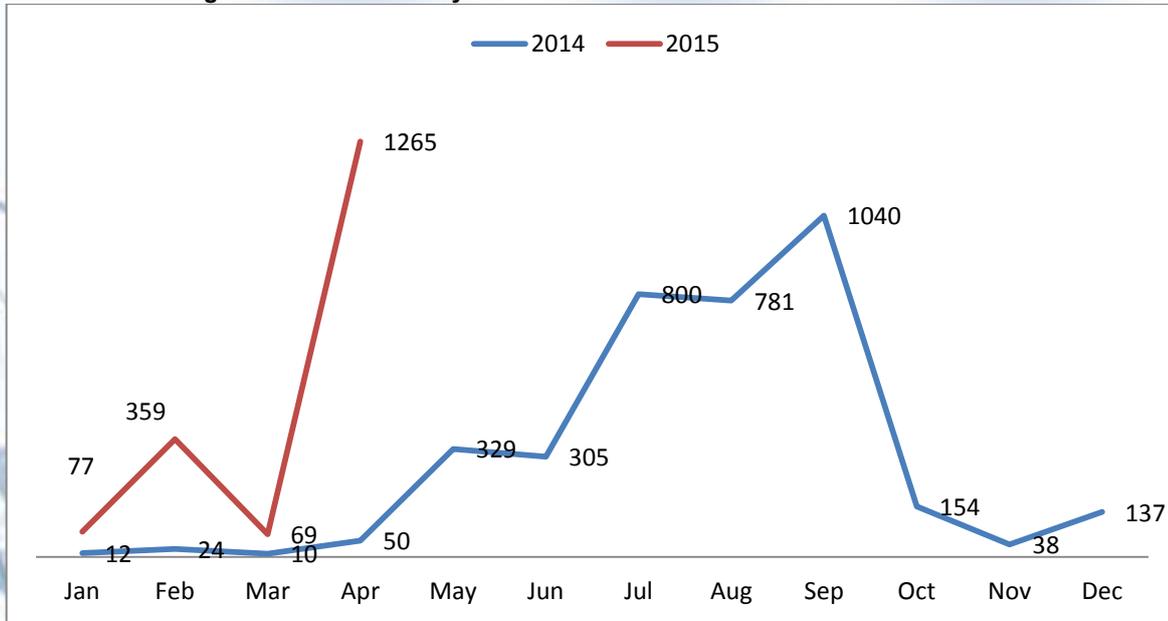
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[4] UN Refugee Agency (2014)
[5] International Organisation for Migration "Missing Migrants Project" (2015)
[6] UN Refugee Agency (2014)
[4] Weber and Pickering, *Globalisation & Borders: Death at The Global Frontier,* (2011)

Chart 4: "2014 Migrant Deaths Month by Month & 2015 So Far…[589]**"**

2015 promises to be even worse, with many dozens of times the number of deaths compared to February 2014. Assuming that these (recorded) deaths represent $1/60^{th}$ of the total number of migrants trafficking the area, 2015 is set to become a busy year for migration, and the associated Large Scale Rescue operations that will inevitably result from it.

*Map 2: "*Routes and Migrant Heat-map[10111213]*"*

From
Eritrea

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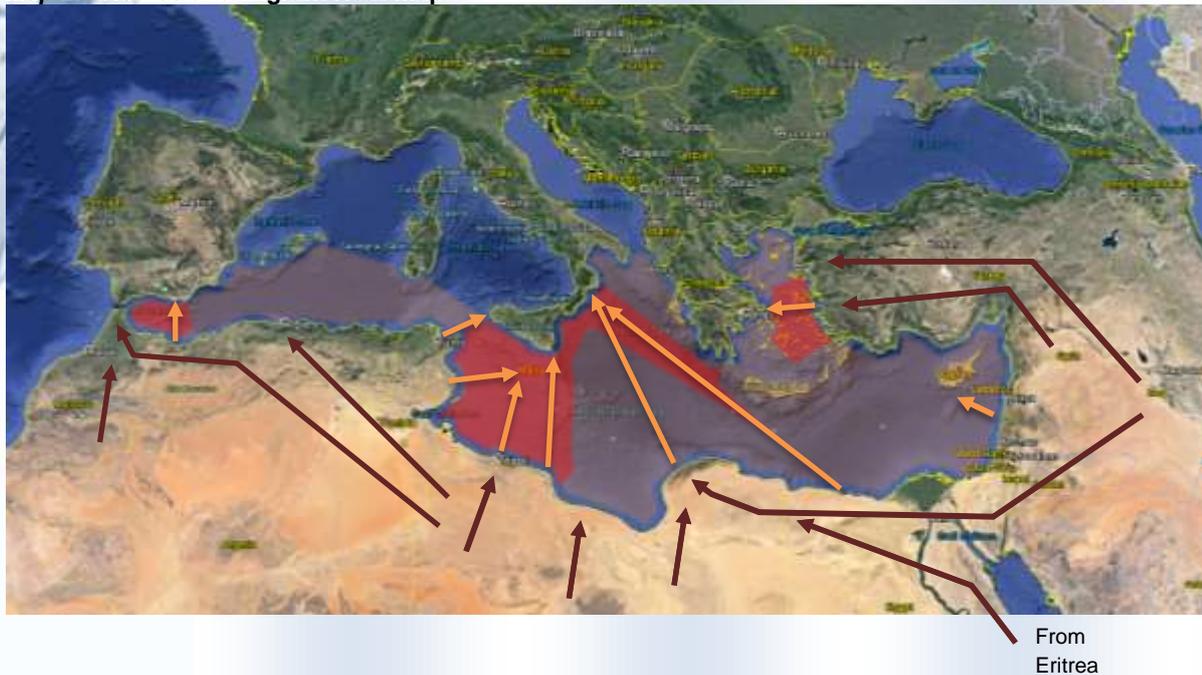
[5] International Organisation for Migration, "Migrant Deaths on World Borders" (2015)
[8] International Organisation for Migration "Missing Migrants Project" (2015)
[9] BBC, "The Mediterranean's deadly migrant routes", (April 2015)
[10] WatchTheMed.net, "Pictogram"
[11] International Organisation for Migration "Missing Migrants Project" (2015)
[12] Frontex, Operations Division, Joint Operation Unit, "Concept of reinforced joint operation tackling the migratory flows towards Italy: JO EPN-Triton", (2014)
[13] UN Dispatch, "Map Of The Day: Mapping Migrant Deaths at Europe's Borders", (April 2015)

Chart 5: Arrivals to Italy by Sea, 2014[14]
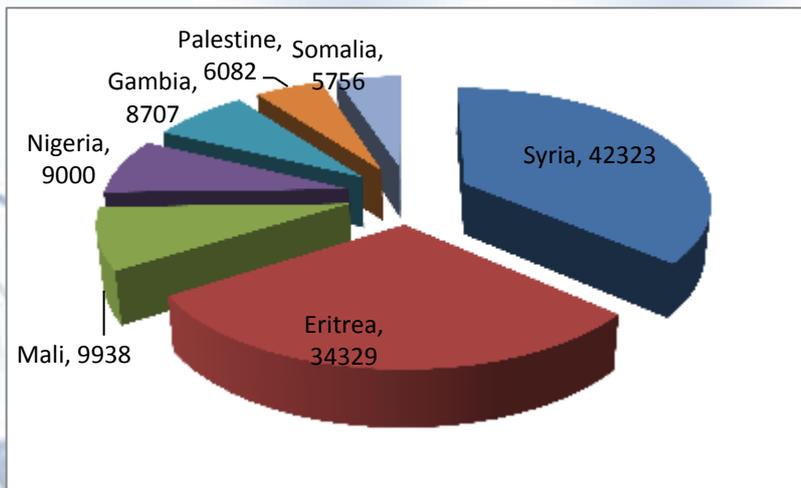
The points of departure for migrants are of no surprise, representing the fallout from the wider unrest connected with Middle-Eastern and North African warfare (whether inter-state, civil- or religious warfare). It should be noted that, while the migrants have come from different areas of the region, they may well end up on the same migrant boat (and thus become involved in the same rescue). They will be from vastly different cultures, ethnic groups and practice different religions. This poses a potentially hazardous security situation, as inter-migrant violence and hostility may break out, causing injury or death to the migrants, crew and damage to the vessel. Indeed, in only one recent example, it is alleged that some North African Muslim migrants attacked and threw-overboard Christian N Africans who were, themselves, also migrants on the same vessel[15].

Careful thought and prior planning should be given to physically separating different, potentially conflicting groups from each other once rescued.

Table 1: Refugees, Asylum Seekers, Migrants: What is the difference?

Term	Simple Explanation[16]	Definition
Refugee	A person who has fled his or her country and cannot return because of a well-founded fear of persecution due to their race, religion, nationality, or membership of a particular social group. Refugee status is assessed by the United Nations High Commission for Refugees or a sympathetic state	"owing to a well-founded fear of being persecuted for reasons of race, religion, nationality, membership of a particular social group, or political opinion, is outside the country of his [or her]nationality , and is unable to or, owing to such fear, is unwilling to avail himself [or herself] of the protection of that country[17]".
Asylum Seeker	Someone who says he or she is a refugee and is seeking asylum in another country, but whose claim has not yet been definitively evaluated.	An individual who is seeking international protection and whose claim has not yet been finally decided on by the country in which he or she has submitted it. Not every asylum-seeker will ultimately be recognized as a refugee, but every refugee is initially an asylum-seeker[18].
Migrant	Someone who chooses to move in order to improve the future prospects of themselves and their families	The term 'migrant' … should be understood as covering all cases where the decision to migrate is taken freely by the individual concerned, for reasons of 'personal convenience' and without intervention of an external compelling factor[19].

While to differentiate between these categories is not the concern of the ship's crew, master or management company (this being a consideration for the State bodies involved) it is useful to have an understanding, as it may affect where and who-to the rescued-persons are handed over.

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[14] BBC, "The Mediterranean's deadly migrant routes", (April 2015)

[15] *The Guardian*, "Italian police arrest migrants alleged to have thrown Christians overboard, (April 2015)
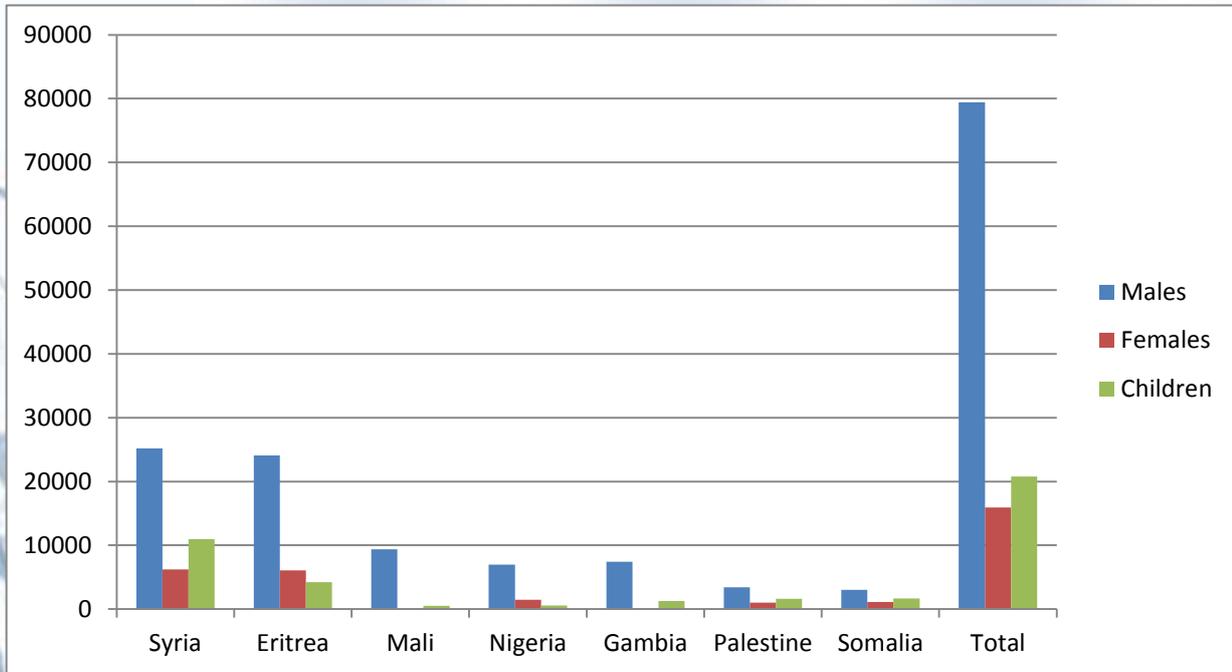
[16] Médecins Sans Frontières, "Migrant search and rescue in the Mediterranean Sea", (2015)

[17] UN, *Convention Relating to the Status of Refugees*, (1951). Article 1A(2)

[18] IMO, ICS, UNHCR, *Rescue At Sea – A Guide …As Applied to Migrants And Refugees*, (2015)

[19] UN, *Convention On The Rights Of Migrants,* (1990). 1.1(a)

Chart 6: Arrivals to Italy by Sea, 2014 [20]

The relative proportions of Male/Female/Child *may* (as a "rule-of-thumb") be indicative of the numbers of "Migrants" vs. "Asylum Seekers" being involved. As shown, the vast majority are unaccompanied males – indicting a higher proportion of voluntary economic migrants than families directly displaced by violence and fleeing for their lives.

On a more practical note, this proportion of M/F/C should be considered an important planning yardstick when considering the accommodation of, and facilities for, rescued persons aboard a ship. Separating the unaccompanied males from the family units (including the women and children) should be considered for safety and security reasons.

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[20] BBC, "The Mediterranean's deadly migrant routes", (April 2015)

3. Horn Of Africa

Yemen is undergoing a period of civil war. With a multi-faceted conflict involving the US/Saudi backed former government of President Hadi and his still loyal security forces, and the Iranian backed al-Houthi rebels. This conflict is overlaid by a secondary conflict between al Qaeda in the Arabian Peninsula (AQAP), and The Islamic State in Iraq and al Sham (ISIS) who are fighting each other, the al-Houthis AND the former government/loyalist security forces concurrently.

The arrival of ISIS in Yemen could help fuel a broader sectarian war. They carried out five suicide bombings in Yemen on the 20th March (these being the first by ISIS in Yemen) killing at least 126 people. The targeting of Zaydi Shia mosques will fundamentally change political and security dynamics.[21]

The security situation in Yemen has escalated, with airstrikes from the Saudi Arabian airforce hitting key locations within Yemen, such as the main airport and the nearby Al-Dulaimi military base, which is occupied by the Houthis rebels, in an attempt to halt the progress that the Houthis rebels are making.
As a result of this action and the possible repercussions it may have, All major Sea Ports within the country have been shut down[22].
The US Coast Guard has determined that the Ash Shihr Terminal and Port of Hodeidah in Yemen are no longer maintaining effective anti-terrorism measures[23][24].

The UN refugee agency said on Friday it is preparing to receive as many as 130,000 refugees who could flee by boat to Africa to escape the conflict in Yemen, even as it works to help hundreds of thousands of other refugees and Yemenis under threat inside the country[25][26][27][28][29][30][31]. Due to the dire security situation on both sides of the Bab a-Mendeb, the migrant situation is likely to resemble "out of the frying pan, into the fire" whereby 238,000 migrants are also expected to cross from Somalia to Yemen[32].

Map 3: "Horn Of Africa Migration - 2015"

HOA to Arabian Peninsula
Crossings: 238,000

Arabian Peninsula to HOA
Crossings: 130,000
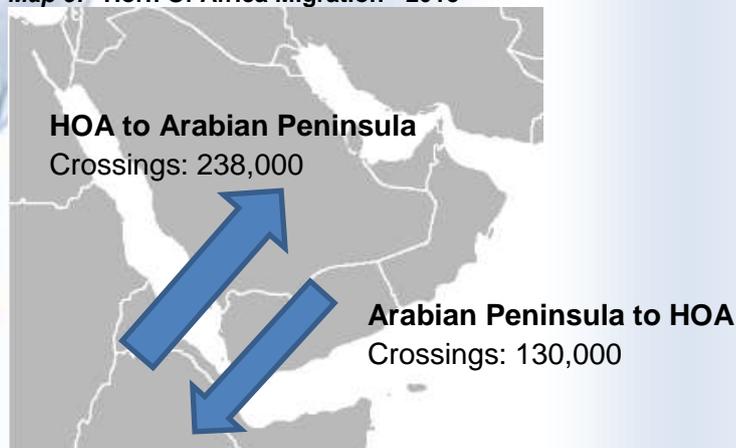
[21] Allmode, "Advisory 036 - Yemen", (March 2015)
[22] Allmode, "Advisory 037 - Yemen Update, (March 2015)
[23] US dept. of homeland security, US Coast Guard, "Port Security Advisory (1-15)", (25 Mar 2015)
[24] Allmode, "Advisory - 039 - USA/Yemen", (March 2015)
[25] UNCHR, "UNHCR braces for refugees fleeing Yemen by boat to Africa", (April 2015)
[26] The Guardian, "Yemen conflict leaves nearby countries … stretched as thousands flee", (April 2015)
[27] CNN, "Journey to Yemen: Escaping Aden with a boatload of refugees", (April 2015)
[28] IRIN, "Few escape routes for refugees and migrants trapped in Yemen", (April 2015)
[29] Horseed Media, "Somalia: Sharp increase in number of refugees arriving from Yemen", (April 2015)
[30] Al Jazeera, "Over 250,000 East African refugees trapped in Yemen", (April 2015)
[31] *Washington Post*, "Yemen's refugees pose a threat to Somalia", (April 2015)
[32] UNHCR, "2015 UNHCR country operations profile - Yemen"

4. Straits Of Malacca

(*As at 11 May 2015*) nearly 600 people believed to be Bangladeshis and Rohingya Muslims from Myanmar have been rescued from boats drifting in Indonesian waters.
At least two overcrowded boats - with many women and children on board - were towed by local fishermen to the shores of Aceh province.
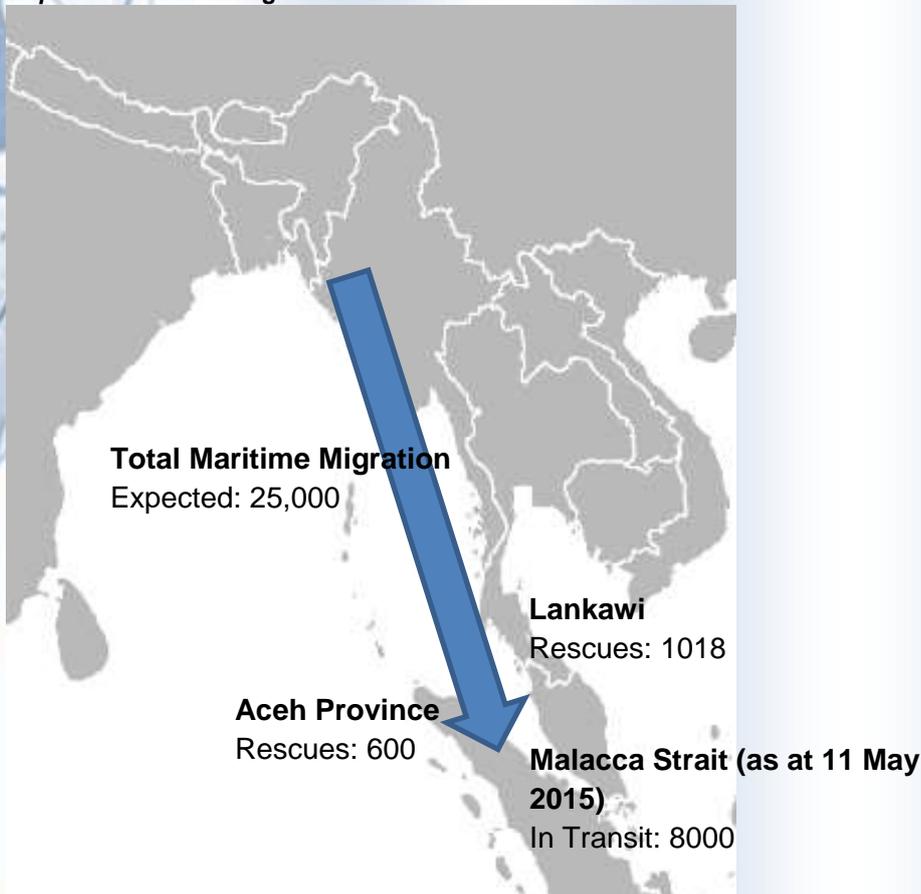Hundreds of thousands have fled persecution in recent years, often through Thailand but also by sea[33].

With Thailand's recent crackdown on land-based cross border migration, migrants have been increasingly forced to the sea to attempt a crossing to Malaysia or Indonesia.

Last week, the UN's refugee agency said in a statement that an estimated 25,000 Rohingyas and Bangladeshis boarded people smugglers' boats in the first three months of 2015, twice as many in the same months of 2014[34].

(*As at 14th May 2015*) In excess of seven boats (each with around 400 people on-board) remain in the area in a state of humanitarian distress – as they have been refused port entry by any SE Asian Port-State[35]

Map 4: "South Asia Migration - 2015"

Total Maritime Migration
Expected: 25,000

Lankawi
Rescues: 1018

Aceh Province
Rescues: 600

Malacca Strait (as at 11 May 2015)
In Transit: 8000

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[33] BBC, "Rohingya migrants' boat rescued off Indonesia", (May 2015)
[34] Al Jazeera, "Malaysia detains hundreds of migrants arriving on boats", (May 2015)
[35] HumanRightsAtSea.org, "SE Asia migrant slow deaths at sea reported off Thailand", (May 2015)

5. Examples of Tankers involved in Rescues:

With more than 800 vessels involved in assisting with search and rescue operations, the list could be endless. However, below are a few examples that are open source. Many shipping companies do not publish the details of any rescues that they carry out, especially the cost involved.

- The Dutch Tanker – Torm Lotte (oil and chemical) rescued 564 irregular migrants.
  - 40 bodies were discovered below deck on the migrant boat. (mainly Yemeni, Syrian Libyans and Ethiopians)
  - They had a crew of 20 left to manage 564 extra personnel
  - It took 2 days to reach the next safe port.

- Another Dutch cargo ship, Erasmusgracht, while on route from Turkey to Poland, was forced to divert into the Ionian Sea – a distance of 200 miles.
  - They rescued 393 migrants, whom they took to Sicily.
  - They returned to their schedule two days later.

- Bourbon Argos, a merchant vessel rescued 173 people off the coast of Libya.
  - The refugees were taken to Italy.

In 2014, 800 ships had to go to the rescue of migrants at sea. (30% of the shipping community)
It is estimated that every intervention can cost companies a minimum of 50,000 euros, which is not refunded by the government or international organisations.
The Malta based charity operation Migrant Offshore Aid Station (MOAS) using MY Phoenix as a rescue craft, has monthly operating costs of approximately €400,000. This demonstrates the operational cost of an effective alternative.

6. Terrorism & Organised Crime
(See Annex G for Situation regarding ISIS and their impact on the Mediterranean)
Terrorist groups operate throughout Europe and have threatened to disrupt this important waterway in the past. However, the most recent and imminent threat comes from the groups associated with the al-Qaeda network, which covers a whole host of Islamic radicalist groups, not just ISIS. However, it is ISIS who is holding the world's attention, by carrying out the barbaric acts broadcast through social media outlets, which are worrying the shipping community. ISIS acts are stirring up trouble in the Middle East, most recently with Jordan, by the burning of the captured pilot and Egypt, with the beheading of the Coptic Christians in Libya.

Other Islamic groups who will have a shared ideology with ISIS include al Qaeda in the Arabian Peninsula, Algerian Groupe Islamique Armee, Qaeda in Iraq(AQI), al Qaeda in the Islamic Maghreb, Ansar al Sharia, Jabhat al Nusra, Ansar al Din and Ansar al Sharia. This is continually changing as groups develop to follow new leaders, but what they all have in common, are an underlying common purpose and common experiences. As foreign policies are imposed and conflicts of interest evolve, there will always be groups to which a risk is likely to come from.

Further to the terrorist threat, it should be remembered that migrants are facilitated by unscrupulous, and often violent, criminal gangs. Huge sums of money are at stake – any vessel becoming embroiled in this situation should remain vigilant to the risk of financially, as well as politically, motivated violence[36][37][38][39][40].

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[36] *The Guardian*, "Traffickers turn to teenagers to drive migrant boats across Mediterranean" (Nov 2014)
[37] *The Guardian*, "Migrant boat was 'deliberately sunk' in Mediterranean sea, killing 500", (Sept 2014)
[38] *Press TV*, "Who Are The Real Human Traffickers", (Jan 2015)
[39] *The Telegraph*, "The shocking abuse refugees ... at the hands of people smugglers in Libya", (March 2015)
[40] *Toronto Star*, "Dodging Death On The Mediterranean", (2015)

7. Diminishing Capability and Problems

Chart 5: "Decline in European Defence Spending As % of GDP[41]"
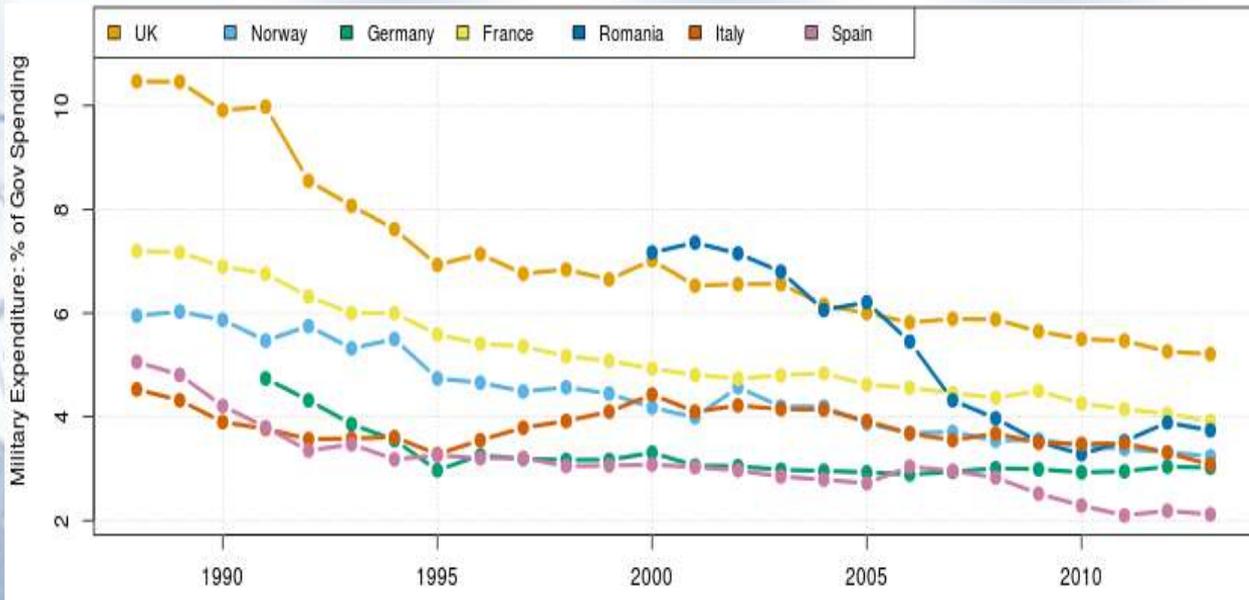
7.1. Frontex Operation Triton[42]

Frontex finalised all preparations for the launch of Joint Operation Triton on November 1st 2014. The operational area of Triton will cover the territorial waters of Italy (within 30 miles of the Italian coast) as well as parts of the search and rescue (SAR) zones of the both countries. Frontex will operate under the command of the Italian Ministry of Interior, in cooperation with Guardia di Finanza, as well as the Italian Coast Guard.

How have the details of the operation been defined?

The details of Triton, including the operational area and the necessary assets, have been agreed between Frontex and Italy as the host state on the basis of the requests for assistance made by the Italian authorities. The final setting of the operation fully matches the requests made by the Italian authorities. Triton will rely on human and technical resources made available by the participating Member States.

How many Member States have made available technical and human resources and what?

Today 21 Member States have indicated their willingness to participate with human (65 guest officers in total) and technical resources (12 technical assets) at the start of the joint operation Triton; others might follow in the coming months. Technical equipment: 4 Fixed Wing Aircrafts, 1 Helicopter, 4 Open Shore vessels, 1 coastal Patrol Vessel, 2 Coastal patrol boats. Human Resources: 65 men/months in total.

Will Triton also be participating in search and rescue activities?

The role of Frontex is to support Member States towards effective border control in the Mediterranean region, and at the same time to provide assistance to persons or vessels in distress during these operations. Frontex is entrusted with **assisting** Member States in circumstances requiring increased technical assistance at the external borders, taking into account that some situations may involve humanitarian emergencies and rescue at sea.

Although Frontex is neither a search and rescue body nor does it take up the functions of a Rescue Coordination Centre, it assists Member States to fulfil their obligation under international maritime law to render assistance to persons in distress.

Operation Triton will also replace the two previous Frontex coordinated joint operations Hermes and Aeneas. As can be seen from the below, the limitations are obvious[43].

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[41] Stockholm International Peace Research Institute, "Military Expenditure Database" (2013)

[42] EU Business, "Frontex Operation Triton" (Oct 2014)

[43] Amnesty International, "Latest Mediterranean tragedy … EU's failure on rescue operations", (March 2014)

Map 5: *"Geographical Extent and Capabilities of Operation Triton Vs. Mare Nostrum*[444546]*"*

Asset		Op Mare Nostrum	Op Triton (as Supplemented)	
€	Budget	€150million	€120million	
Mission		Proactive search and rescue. Covered 70,000 km² of sea.	Border control only. Operates within 30 miles of Italy's coast.	
People Rescued		12,568 per month	6,060 per month	
	Helicopter Carrier	0	1	🇬🇧
	Submarines	2	0	
	Surface Vessels	5	3	🇩🇪🇮🇪
	Patrol Boats	0	10	🇩🇪🇮🇪
			2	🇬🇧
			1	🇫🇷
	Aircraft	2	2	🇫🇷
	Helicopters	2	3	🇬🇧

[44] *Bundeszentrale Für Politische Bildung*, "Flucht nach Europa: Das Mittelmeer ist der gefährlichste Grenzübergang der Welt", (2014)
[45] *The Guardian*, "Migrant deaths: EU leaders to triple funding of rescue operations", (April 2015)
[46] Frontex, Operations Division, Joint Operation Unit, "Concept of reinforced joint operation tackling the migratory flows towards Italy: JO EPN-Triton", (2014)

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Please email: info@allmode.org

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Allmode Limited

20 Parliament Street

Ramsey

Isle of Man

IM8 1AP

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INTERNATIONAL SECURITY SERVICES

General Enquiries: Tel +44 (0) 845 004 8000
E-mail: info@allmode.org
Intelligence Enquiries:
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