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| From: | European External Action Service (EEAS) |
| To: | Political and Security Committee (PSC) European Union Military Committee (EUMC) |
| Subject: | EUNAVFOR MED Op Sophia - Monitoring of Libyan Coast Guard and Navy Report October 2017 - January 2018 |

Delegations will find attached document EEAS(2018)244.

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EUNAVFOR MED Operation SOPHIA

*Via di Centocelle, 301
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Rome, 27 February 2018

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Annex: I

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Subject: EUNAVFOR MED Operation SOPHIA - Monitoring of Libya Coast Guard and Navy Report October 2017 – January 2018

512,

Please find enclosed the first Monitoring Report related to Libyan Coast Guard and Navy in the period October 2017 – January 2018. I kindly ask to send to the PSC and distribute to the Member States.

Sm. cred. 7/2/18

Enrico CREDENDINO
Rear Admiral, Italian Navy
EUNAVFOR MED operation SOPHIA
Operation Commander



**EUNAVFOR MED Operation SOPHIA
EUROPEAN OPERATIONAL HEADQUARTERS
ROME**

**MONITORING MECHANISM
LIBYAN COAST GUARD AND NAVY**

MONITORING REPORT
October 2017 – January 2018

Rome, February 2018

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| 4. | ASSESSMENTS | Assessments on the capacity, effectiveness, efficiency and professional behaviour of the LCG&N. |
| 5. | EFFECTIVENESS OF THE MONITORING MECHANISM | Assessment on the effectiveness of the three pillars of the monitoring mechanism during the reporting period, including recommendations for improvement: 1. Information Collection 2. Remote Monitoring 3. Periodic Meetings |
| 6. | NEXT ACTIONS | Recommendations resulting from the analysis of the LCG&N and the monitoring mechanism. |
| 7. | CONCLUSION | Conclusion, including future key dates and the date of the next report. |
| 8. | ACRONYMS | Table detailing the acronyms used in the report. |

ANNEXES

| | |
|---------|---|
| ANNEX A | The Annex provides a list of Libyan Coast Guard and Navy naval assets and their efficiency status. |
| ANNEX B | The Annex provides the list of place of employment and assignment of the LCG&N personnel trained by EUNAVFOR MED. It includes also a summary of training packages and modules done and planned. |
| ANNEX C | The Annex provides a description of specific relevant events concerning LCG&N activity which might have strategic or operational implications. |
| ANNEX D | The Annex includes the requirements list of the Libyan Coast Guard submitted to DG HOME on 22 February 2017. |

1. INTRODUCTION

- a. **General.** Monitoring of the Libyan Coast Guard and Navy (LCG&N) is an essential component of the Libyan maritime capacity building programme, whose relevance has been recognised by all the stakeholders during the ENFM outreach activities (MS, UN, AU, EU, international and national organizations and representatives). The monitoring, which is carried out with the fundamental participation of Libyan Coast Guard and Navy personnel, helps to shape the future training programme, define future training requirements, and helps the LCG&N to define its equipment (including assets) shortfalls and requirements. Monitoring and training the LCG&N, along with a structured equipment plan that includes supply and maintenance, is a key component of the EU comprehensive approach, where it is essential to coordinate, synchronise and de-conflict efforts, resources and activities to maximise benefits and eliminate duplication. Therefore, to ensure effectiveness, complementarity of efforts will be sought with other existing EU and bilateral initiatives, in particular MS bilateral initiatives, EUTF project and EUBAM Libya whose envisaged activities are of specific relevance for the building of Libyan CG capacities.

- b. **Monitoring mechanism.** The monitoring task was assigned to ENFM by the Council Decision of July 2017¹. Its procedures are described in the Op. SOPHIA OPLAN 5.0 (dated 9 October 2017), in accordance with the Annex to the Memorandum of Understanding (MOU) signed on 21 August 2017², and a concept note distributed to Member States (MS) dated 17 October 2017.³ The monitoring mechanism is based on three fundamental pillars:
 - **Information Collection.** This is reporting performed by the LCG&N Operations Room which includes pre-sailing and post-mission reports sent to ENFM OHQ. This data is used as a baseline for an assessment of cooperation. The LCG&N Operations Room is regularly engaged by the OHQ Joint Operations Centre (JOC) in order to provide a steady flow of the required information. The main tool used by LCG&N Operations Room to exchange information is the SMART⁴ system.

¹ Council Decision (CFSP) 2017/1385

² MOU Annex F signed on 21 August 2017

³ OPCDR letter to the CEUMC prot. nr. IT EU OHQ/2226/2017/CG dated 17 Oct. 2017

⁴ The Service-oriented infrastructure for Maritime Traffic (SMART) system is a civilian maritime activities tracking tool developed by the Italian Navy. The tool's embedded chat is used by LCG Operations Room for external communication exchange.

- **Remote Monitoring.** Remote monitoring by ENFM assets, including ships, submarines, aircraft and Remotely Piloted Aerial Systems (RPAS), contributes to the verification of the overall effectiveness of LCG&N operational activity at sea. The procedure compares information provided by the LCG&N Ops Room to provide cueing, with – when detected independently – reports by ENFM assets about the position, course, speed and activity of LCG&N patrols they detect. Remote monitoring also includes the use of two “Go-Pro camera” kits provided by ENFM to the LCG at the end of the 2017 to equip the LCG Patrol Boats. These cameras will take imagery of LCG operations, which will then be uploaded to a cloud-based system for analysis for ENFM staff.
- **Periodic Meetings.** Periodic meetings between ENFM and LCG&N take place in Tripoli, Tunis and Rome (OHQ). The frequency of periodic meetings is conditional on a number of factors. In particular the meetings in Tripoli are possible only when EUDEL and EUBAM Libya are able to provide the necessary logistic and security support. Meetings in Tunis are affected by the availability of commercial flights from Tripoli. Nonetheless, on average meetings are scheduled and attended once or twice per month. Daily meetings represent today the only opportunity to carry out a direct assessment on the achieved level of capacity and capabilities (in terms of professional behaviour, efficiency and effectiveness).

2. EXECUTIVE SUMMARY

- a. **Reporting Period.** This report covers the period 1 October 2017 – 31 January 2018.
- b. **Report Coverage and Content.** This is the first report regarding the monitoring mechanism on the Libyan Coast Guard and Navy (LCG&N). The report is comprised of statistics and analysis from three different sources of information: Information Collection from the LCG&N; Remote Monitoring by ENFM assets, cooperation on exchange of information with the Italian Navy and the Italian Coast Guard Maritime Rescue Co-ordination Centre in Rome (MRCC); Periodic Meetings between ENFM staff and the LCG&N.
- c. **Operational Information.** Throughout the period, LCG&N activity has been limited to the “Western” sector, “Tripoli” sector and the “Central” Sector (western part of the “Gulf of Sirte” as showed in figure 1). In all cases the LCG&N patrol vessels operated within 50 nm of the coast. There have been, on average, four or five sorties per week. The overall number of sorties has been affected by weather conditions and sea state. LCG&N reporting activity has been irregular, with a limited number of reports provided, but the quality of the information received has improved over time. An essential role is played by the use of the SMART system in reporting, but this is adversely affected by a known lack of permanent electricity supply and intermittent internet connection in the Libyan Operation Rooms in Tripoli.

During this reporting period approximately 75% of LCG&N missions operated with “Bigliani class” patrol boats. These patrols tend to sail in darkness and to return to base in daylight. Responses to SOLAS events have been consistent and grew in number after the training of LCG crews by ENFM. A total of 4447 people picked up at sea by the LCG&N during the reported period (against a backdrop of approximately 20,000 migrants rescued by the LCG&N in 2017 as a whole).

- d. **Assessments.** The shortest known sorties were approximately 3 hours long and were assessed to be for sea trials and training. The maximum sortie length was approximately 36 hours. In the latter part of the reporting period, when professional competence and operating experience had grown, the LCG&N tended to sail at night in order to be ready for possible intervention in SOLAS events by first light. Among the LCG assets (see Annex A) there are four “Bigliani” Class patrol boats: one, named “Sabratha”, is used to a greater extent than the others. In the framework of an effective bilateral effort, the Italian Navy is assisting with maintenance work LCG&N ships in Tripoli, contributing

to restore the full efficiency of 8 ships/patrol boats (see **Annex A**). Action by the LCG&N during the reporting period has been assessed as routine and safe. LCG capacity and professionalism is increasing slowly but continuously due to the training provided by ENFM. Command and control is basic, but there is a clear ability to operate at any time of day and night, in coordination with other vessels, and in a life-saving capacity.

- e. **Effectiveness of the Monitoring Mechanism.** The monitoring mechanism is starting to show satisfactory results with a growing understanding of the capabilities of the LCG&N and the effectiveness of ENFM training. Information Collection from the LCG&N has been sporadic at times, with a noticeable increase in self-reporting from the Libyan Ops Room immediately following periodic meetings. However, there remains room for improvement.

To date, monitoring has focused on Tripoli-based activity and LCG&N patrols in the surrounding areas. The monitoring will be extended to the LCG&N stations in Zawiyah and Misratah during the next period.

Bad weather conditions have not allowed so far an effective use of UAV assets for remote monitoring purposes. The next monitoring report will include results on their effectiveness.

Go-Pro cameras were provided to the LCG&N at the end of 2017 in order to record activity in real time and allow for remote assessment by OHQ specialists. The first videos were uploaded on 8 February 2018 and are currently undergoing analysis. Monitoring ashore has been conducted during a series of one-day visits in close cooperation with EUBAM Libya (each lasting a maximum of 4 hours due to travel constraints). The visits have so far been limited to the Joint Operation Room located in the city centre of Tripoli, while it has not been possible to visit the Libyan Coast Guard Operation Room in Tajoura (located 15 km out of Tripoli)

As a consequence of the limited number of visits and insufficient time spent in the Libyan Operation Room, the ability to make a clear and accurate assessment about the capacity of the LCG&N to coordinate SAR operations is currently limited. The current framework for the meetings needs to be improved to guarantee an adequate degree of direct understanding to allow for a proper assessment on the capacity, effectiveness, efficiency and professional behaviour of the LCG&N. It is therefore necessary to increase the frequency and length of the periodic meetings.

- f. **Next Actions.** It is recommended to increase the number and duration of meeting opportunities with LCG&N in the Operation Rooms. In order to increase the length of

visits to Tripoli for monitoring ashore, it may be possible to make use of the facilities provided by other agencies operating in Tripoli, such as EUDEL, EUBAM and MSs already present in Libya. To aid future discussion, a possible arrangement covering personnel's legal status and security aspects will be presented to the PSC through the Chairman of the EUMC in due course. Further attention will be given to the English language course in the next training modules. In the upcoming weeks the monitoring of LCG&N will also be extended to the stations in Zawiyah and Misratah. Moreover, the exchange of information between the EU OHQ and the Joint Operation Room in Tripoli will be complemented by the exchange of information with the “central” sector Operation Room. In broader term the monitoring task shall be implemented seeking synergies and complementarity of efforts with other existing EU and bilateral initiatives, in particular with EUBAM Libya, the EUTF project and Italian bilateral activities, contributing with monitoring the LCG&N

- g. Next Report.** The second report on monitoring will refer to the period February – May 2018 and will be issued in June 2018.

3. OPERATIONAL INFORMATION

- a. **Operating Areas.** The LCG&N aim to ensure the integrity of internationally recognised Libyan territorial waters and monitor maritime activity to the full extent of the Libyan Exclusive Economic Zone.

The LCG organization in Western Libya is divided into three operational sectors (the “Western” Sector, “Tripoli” Sector and the “Central” Sector, which covers the western part of the Gulf of Sirte; shown in figure 1), each with an HQ. The “Western” Sector HQ is located in Zawiyah, the “Tripoli” Sector HQ is located in Tripoli and the “Central” Sector HQ is located in Misratah. The HQs have been described by the LCG representatives as facilities with limited room and communication capabilities. Today only Misratah’s HQ is relatively equipped to communicate with naval assets at sea in its sector. The LCG is looking for more consistent facility solutions for the sector’s HQ in Tripoli (in the Abu Sitta Naval Base) and in Zawiyah (in the Oil Terminal harbour). The three sector’s HQ should be coordinated by the LCG Operation Room (co-located in Tajura with the LCG HQ). In the meantime the LCG Operation Room compensates for the temporary lack of sector’s HQ in Tripoli. Finally, as regards SOLAS/SAR events, the LCG has its own representatives in a Joint Operation Room (located in Tripoli centre) together with representatives of different national departments (LCG, Border Police, Fishery, Port Authority, Environment, Coastal Police).

The LCG operates from three bases in the West of Libya: Tripoli, Zawiyah and Misratah. However, their operating patterns are not evenly distributed. During the monitoring period nearly all patrols departed from and returned to Tripoli. Of 70 known sorties from October to the end of January, 56 were from Tripoli (6 in October, 13 in November, 16 in December and 21 in January). This is shown in the diagrams below. It is assessed that the reason for this is that greater oversight and Libyan inward investment in the LCG is available in the capital. In the majority of sorties the LCG patrol vessels operated within 50 nm off the coastline.

In addition, on 10 July 2017, Libyan authorities sent a letter to the International Maritime Organisation (IMO) declaring a Libyan search and rescue (SAR) region. This declaration was subsequently withdrawn on 6 December 2017 and replaced with a new communication to the IMO dated 14 December 2017 whereby Libyan authorities informed that the Libyan Government has considered the Tripoli flight information region (FIR) as the Libyan SAR region, which was communicated to and approved by the International Civil Aviation Organization (ICAO).

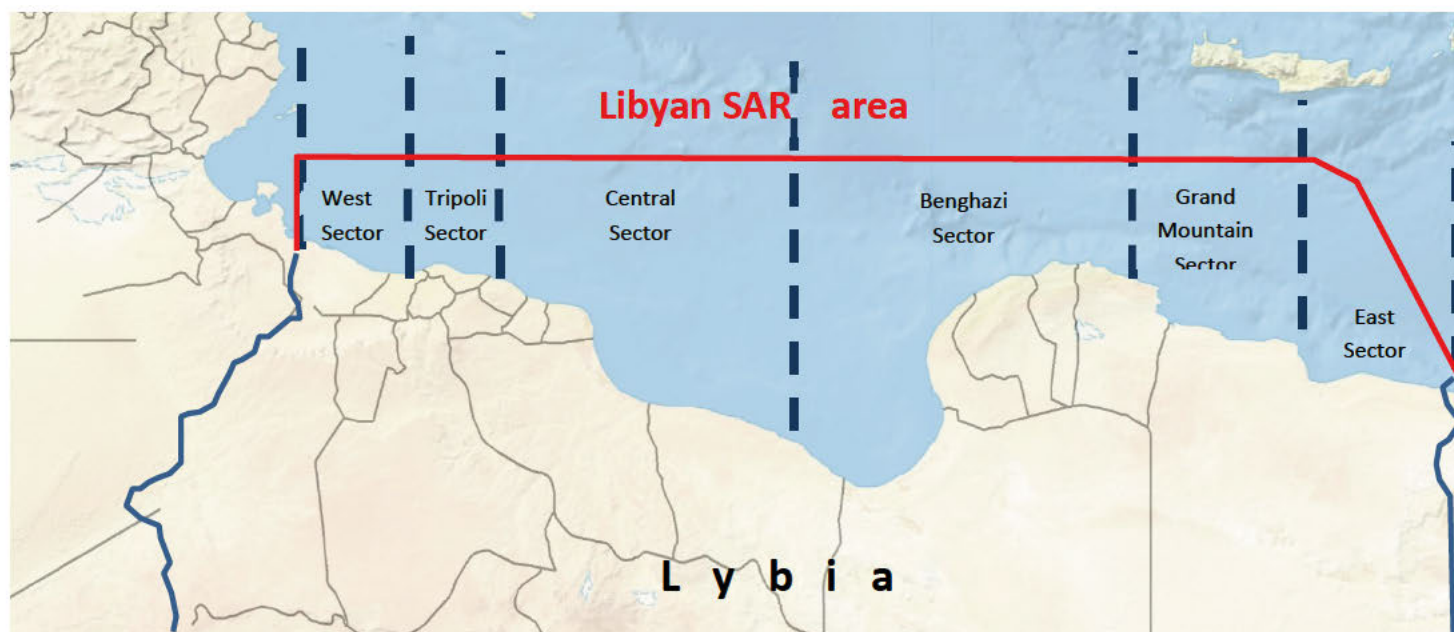


Figure 1 Organisation of LCG operating areas

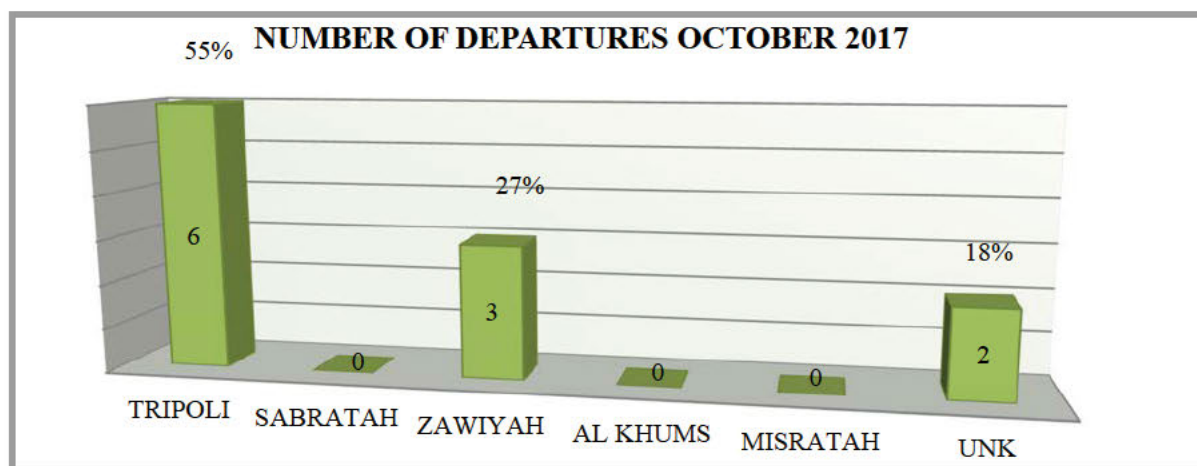


Figure 2 Number of Departures in October 2017

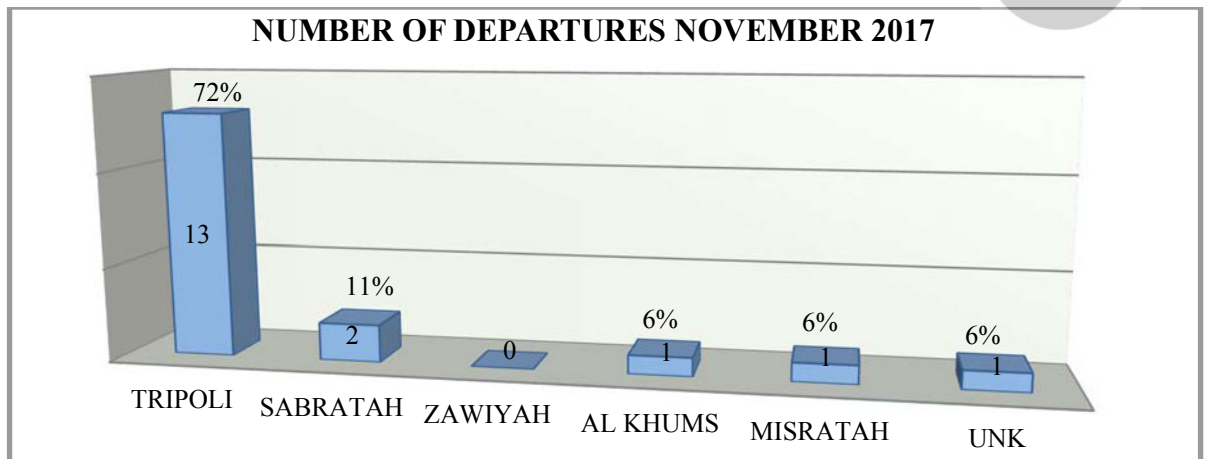


Figure 3 *Number of Departures in November 2017*

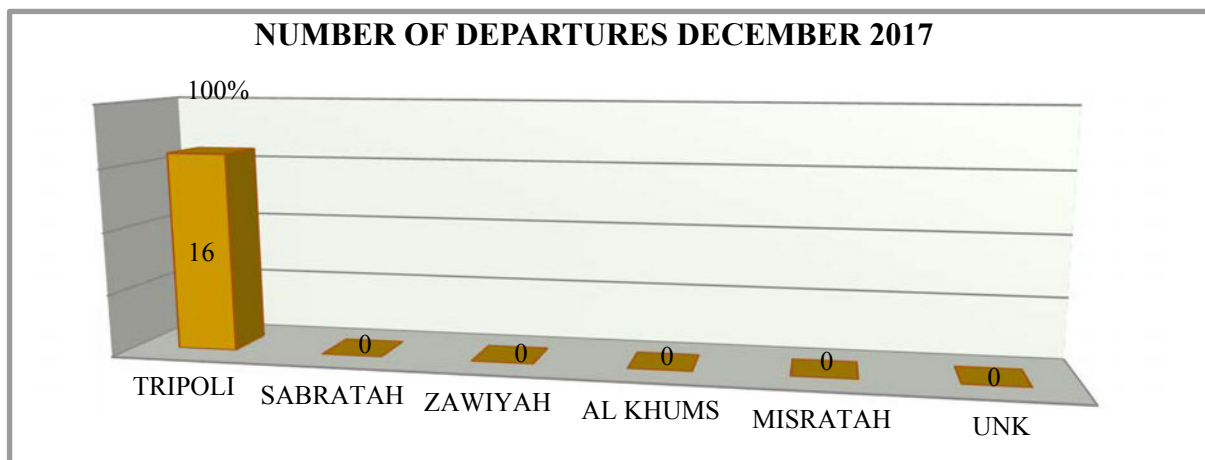


Figure 4 Number of Departures in December 2017

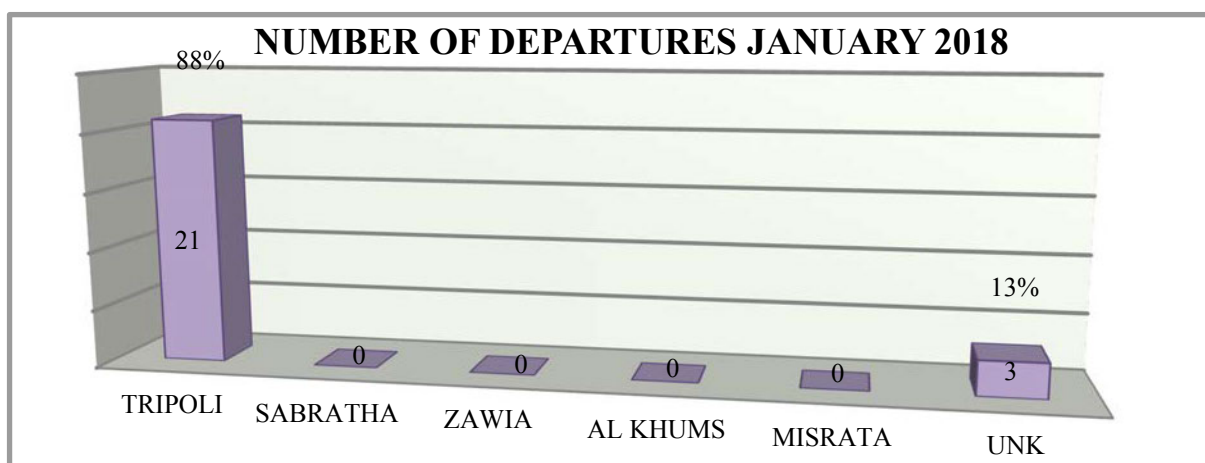


Figure 5 Number of Departures in January 2018

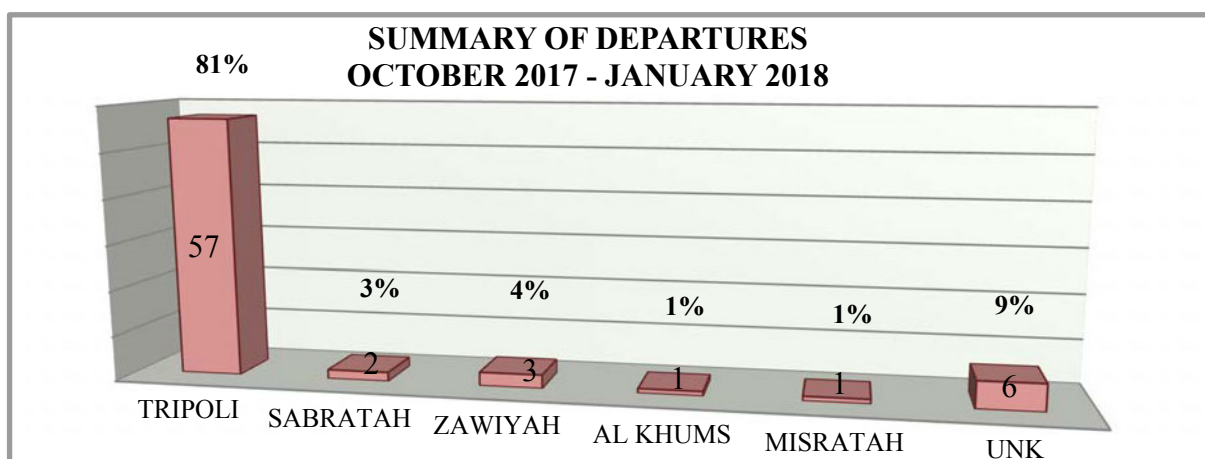


Figure 6 Number of Departures throughout the Reporting Period

- b. Operating Times.** The monitored LCG&N sorties were unevenly distributed throughout the period. In the first two months of the monitored period the majority of sorties were single day, daylight-only missions. The shortest known sorties were approximately 3 hours long, assessed to be for sea trials and training. The maximum sortie length lasted approximately 36 hours. In the latter part of the reporting period, when professional competence and operating experience had grown, the LCG&N tended to sail at night (the usual time of departure from port was between 0200Z and 0300Z) in order to be at the limit of territorial waters by first light.

From the information received through Information Collection and Remote Monitoring it has been calculated that the average patrolling time of the LCG units was 10 hours. This allowed them to sail in darkness, respond to SOLAS events at first light if necessary, and then return to harbour in daylight to disembark rescued migrants. This is assessed to be an efficient operating model for the LCG at this stage of their development. In comparison, the Libyan Navy (LN) units, such as “Ibn Ouf”, have been observed at sea for several days in a different operating pattern, confirming that a different command and control architecture is in place.

Weather conditions have a significant impact on the conduct of patrols, with the LCG tending to remain in port when sea states are 3 or higher. The diagram below shows the days in which active patrols were conducted at sea. It can be seen that sorties are concentrated into certain days which correspond with favourable weather conditions, with sea states 3 or below. Nevertheless this operating pattern does not affect their capacity to tackle the possible SAR events related to the migration flow, due to the fact that smugglers limit their activity to similar (and even lower) sea state conditions.

The diagrams also show the number of patrols carried out per day by the LCG. Although sorties are usually single ship events, in some cases they involved 2 or 3 vessels. This indicates a growing capacity to conduct coordinated activity at sea, rather than simple, single patrols. These coordinated operations are not limited to Coast Guard vessels but have been seen between Coast Guard and Navy ships, particularly LN “Ibn Ouf”. Given the different command and control architecture and organisational structure of the Coast Guard and Navy, this cooperation demonstrates a degree of sophistication. This will be monitored in future to determine if an upward trend develops as experience grows.

There are times when patrols have been theoretically possible due to permissive weather conditions and sea state, but no activity has been observed. For instance, on 24

December the sea state was 2 (and therefore favourable) but the LCG&N did not proceed to sea. This is assessed to be because that date was a national holiday to celebrate Libyan Independence Day. The adherence to national holidays should give some indication of likely activity in future.

Finally, the diagrams below also show the presence and the number of Non-Governmental Organisations' (NGOs) ships deployed in the area of operations during the reporting period. It can be seen that NGO vessels are equally affected by weather conditions, although slightly less than the LCG&N patrol boats, probably due to the higher displacement of the NGOs vessels. There is a strong correlation between NGO presence, migrant launches from Libya and LCG&N activity; however, this correlation does not necessarily mean causation.

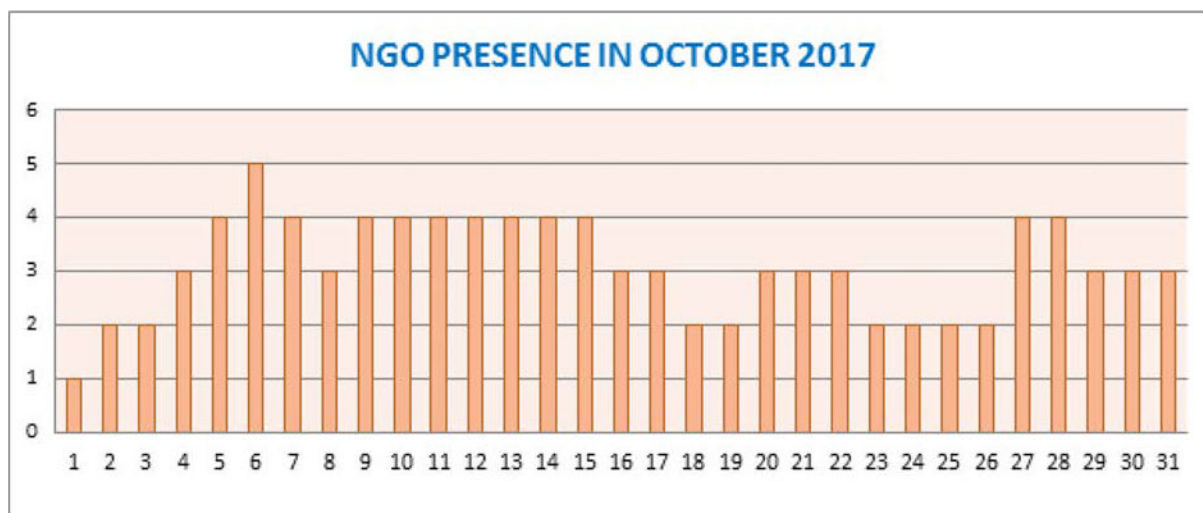
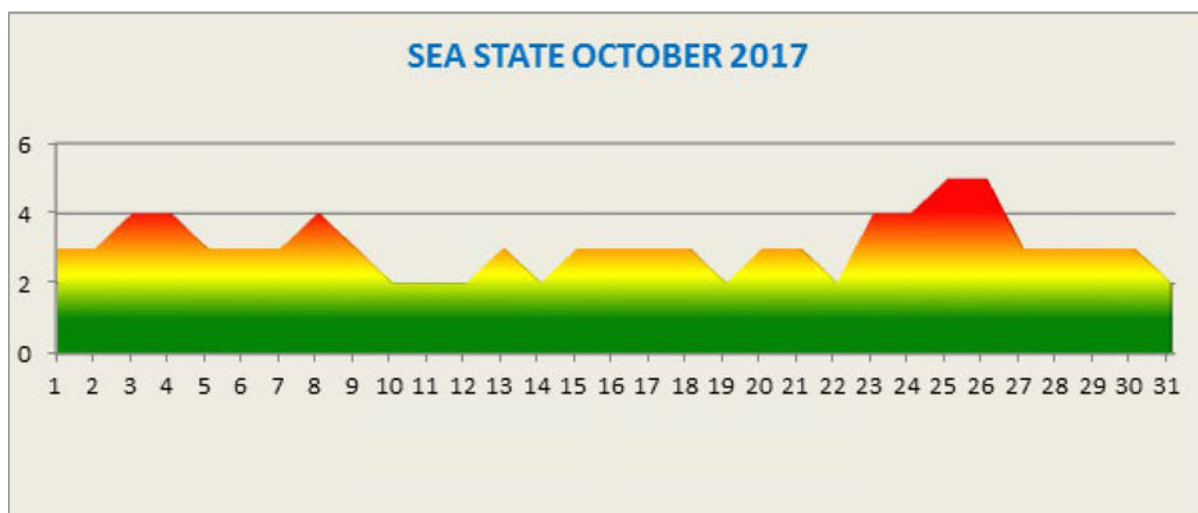
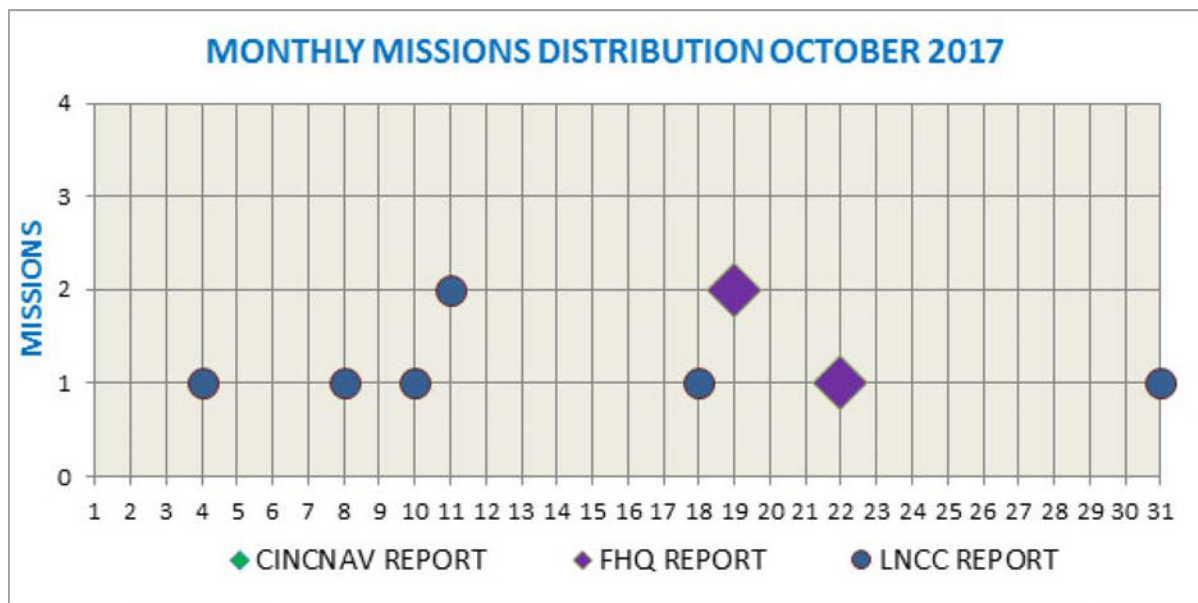
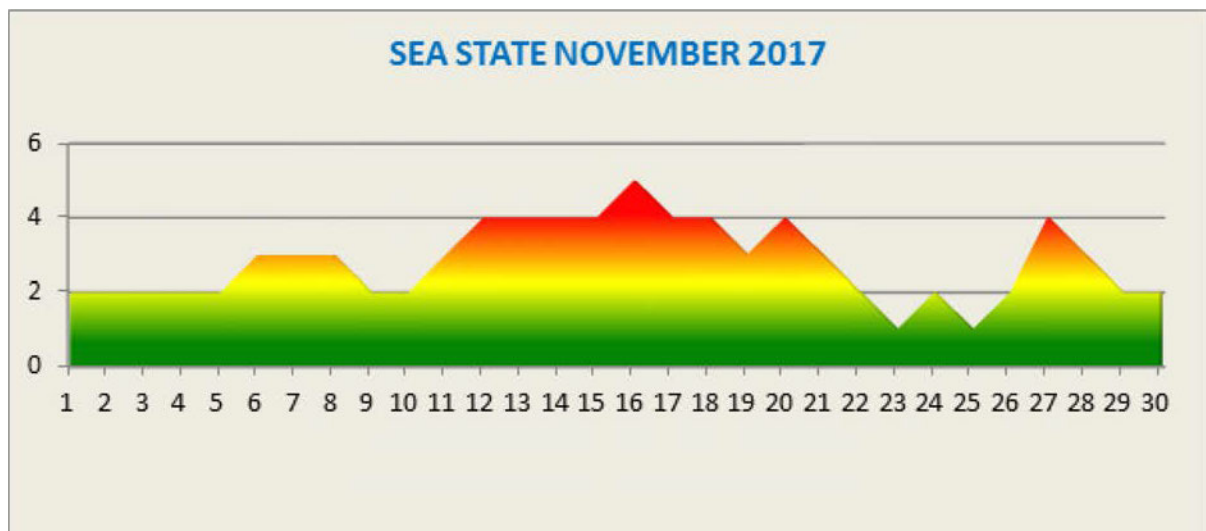
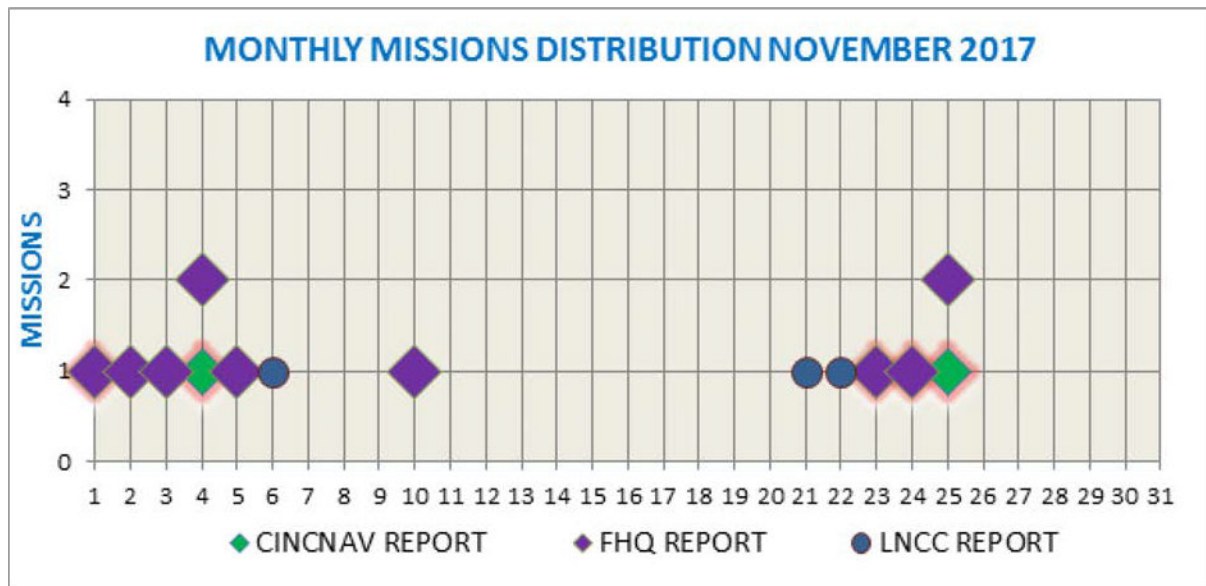


Figure 7 Missions, Sea State and NGO Presence in October 2017



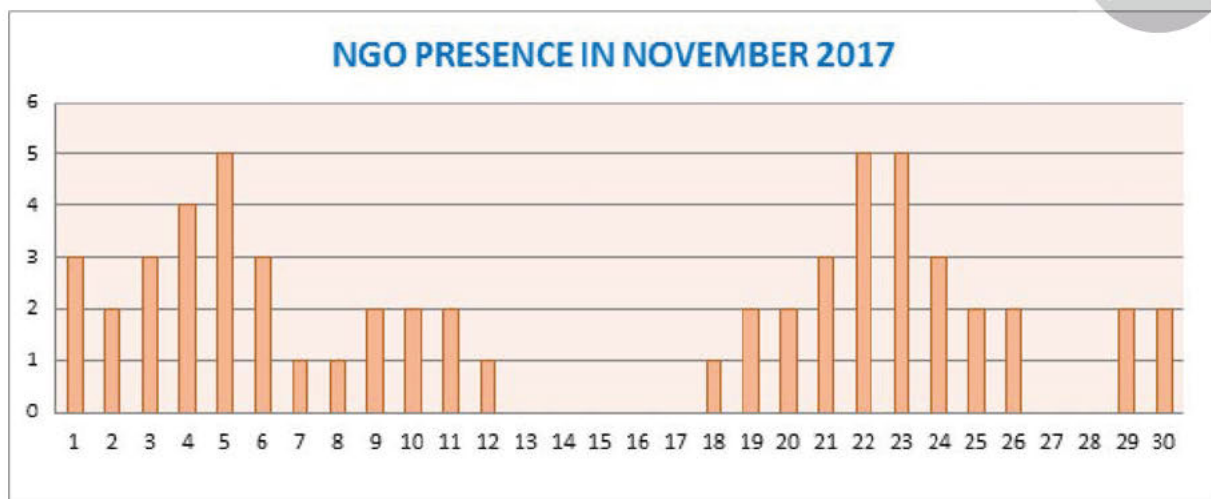
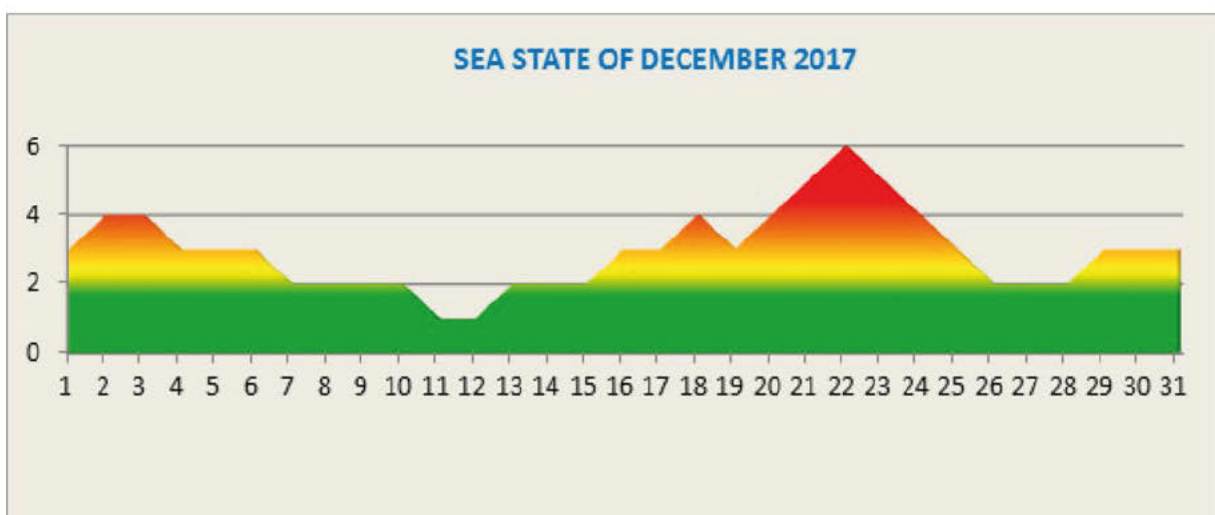
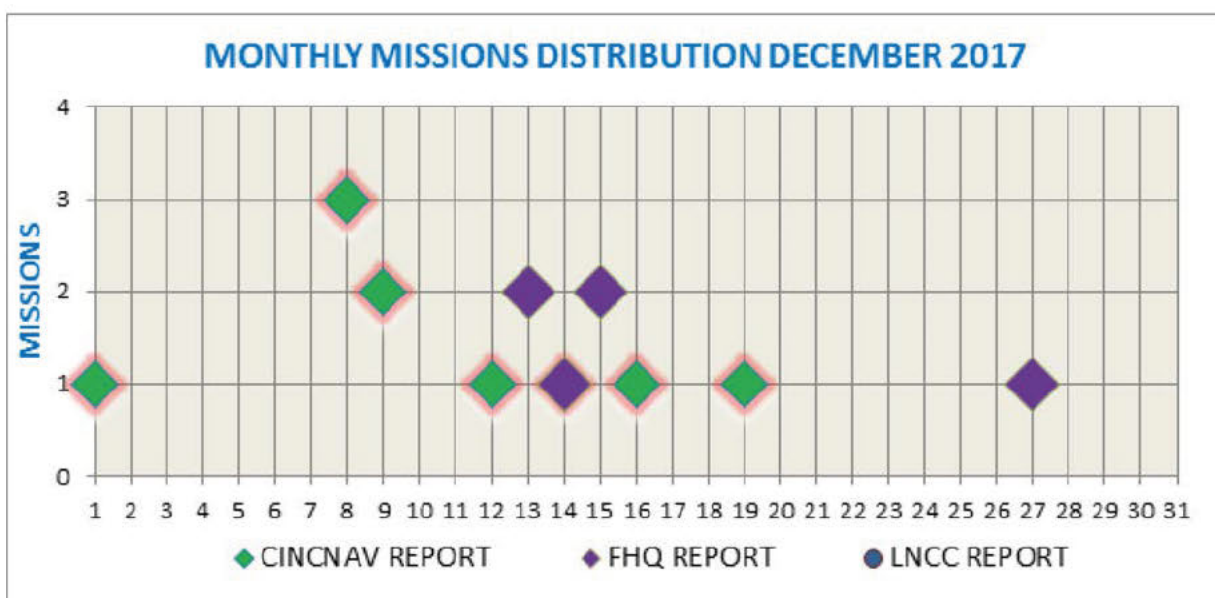


Figure 8 Missions, Sea State and NGO Presence in November 2017



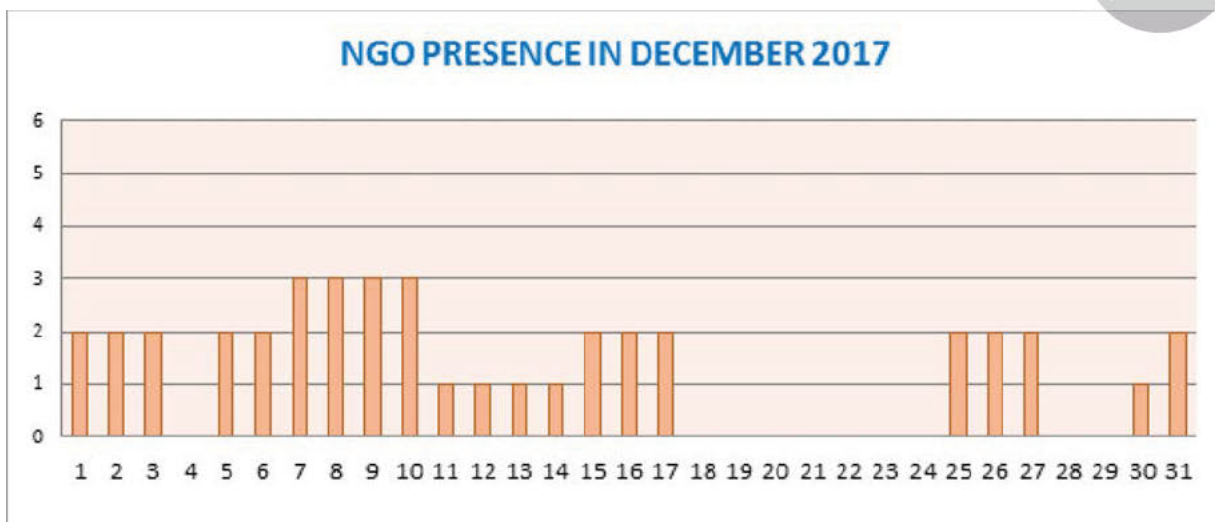
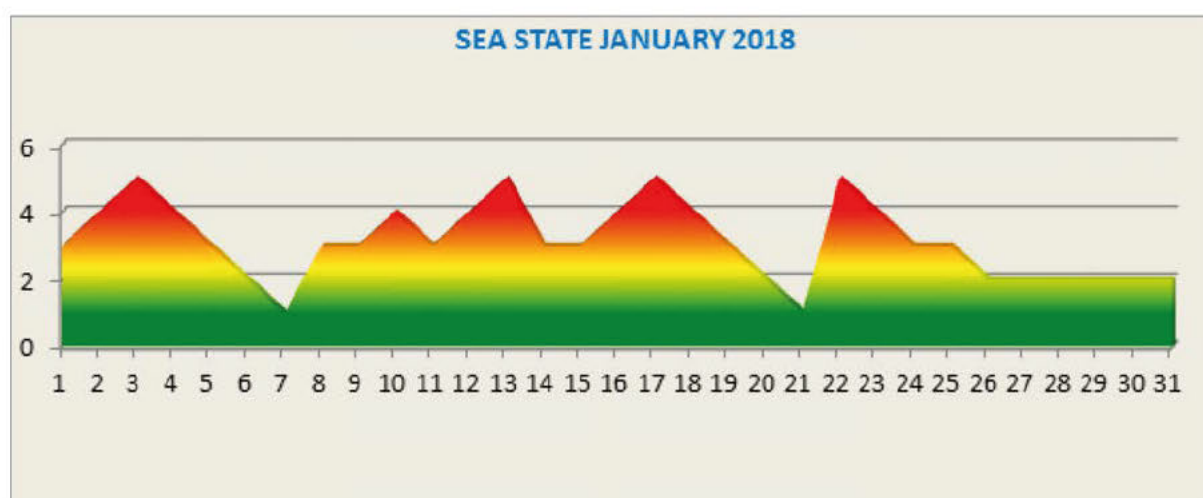
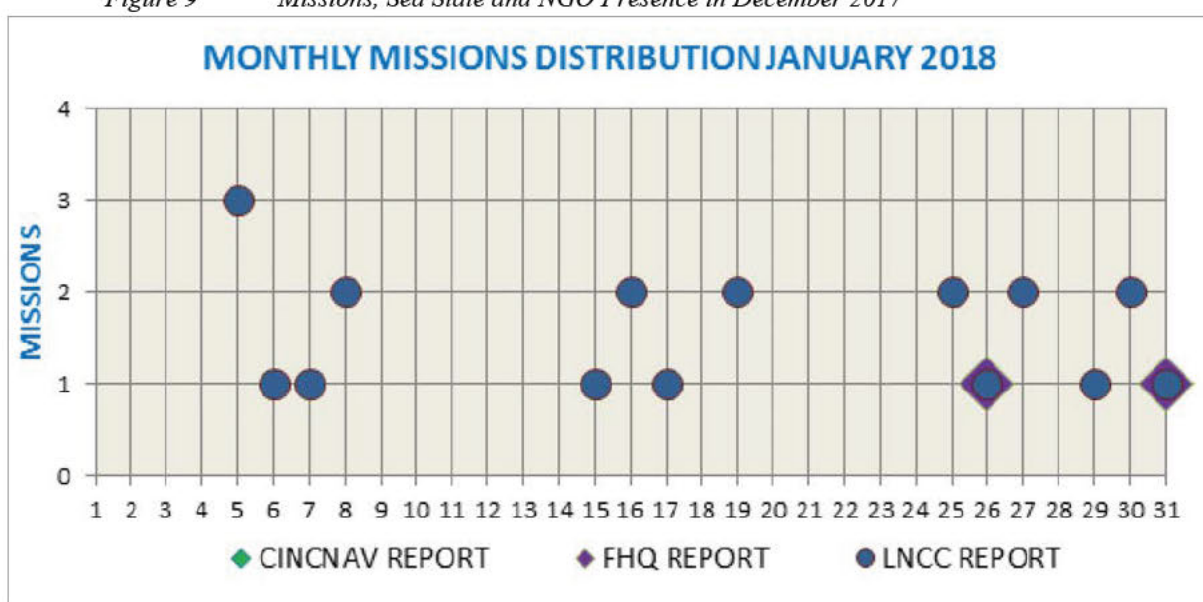


Figure 9 Missions, Sea State and NGO Presence in December 2017



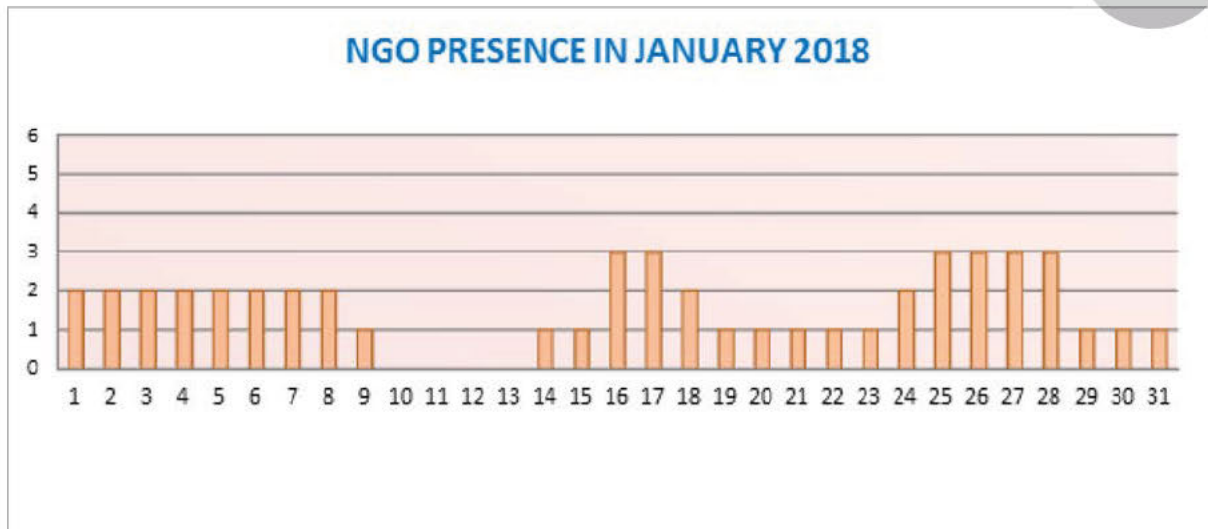


Figure 10 Missions, Sea State and NGO Presence in January 2018

- c. **Naval assets and serviceability.** During the reporting period there were three operational “Bigliani” Class patrol boats in the LCG inventory. These are part of the flotilla of four boats refurbished by Italy after the Arab Spring and returned to Libya in May 2017. In addition, the LCG operates three “Damen Stan” and one “Hamlin” Class patrol boat. The Italian Navy is continuing a programme of maintenance assistance with the Libyan authorities. A list of LCG&N assets is in **Annex A**.

The diagram below shows the number of sorties carried out by each vessel during the reporting period. It can be seen that approximately half of all sorties during the first three months of monitoring have been conducted by the Bigliani Class “Ras Al Jadar” (o “Ras Gder”) and “Sabratha”, leading to the conclusion that they were the most effective and reliable ships at that time. In late December and January, “Sabratha” alone was used. The LCG are rotating their assets through a “maintenance and leave” schedule in order to sustain consistent capability. They appear able to sustain one to two vessels active at sea at any particular time. From early November 2017 onwards the Libyan Navy “Ibn Ouf” (an amphibious ship) was observed operating at sea, usually once per week. The only other LN vessel observed is the “Al Sadad”, which was at sea for approximately 7 hours on 25 November 2017.

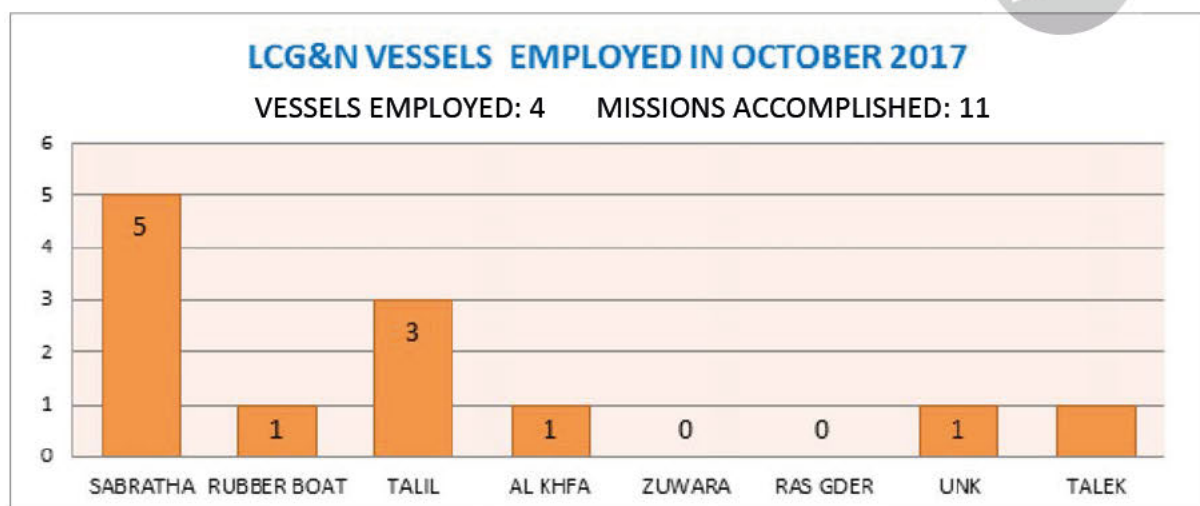


Figure 11 LCG&N Vessels Employed in October 2017

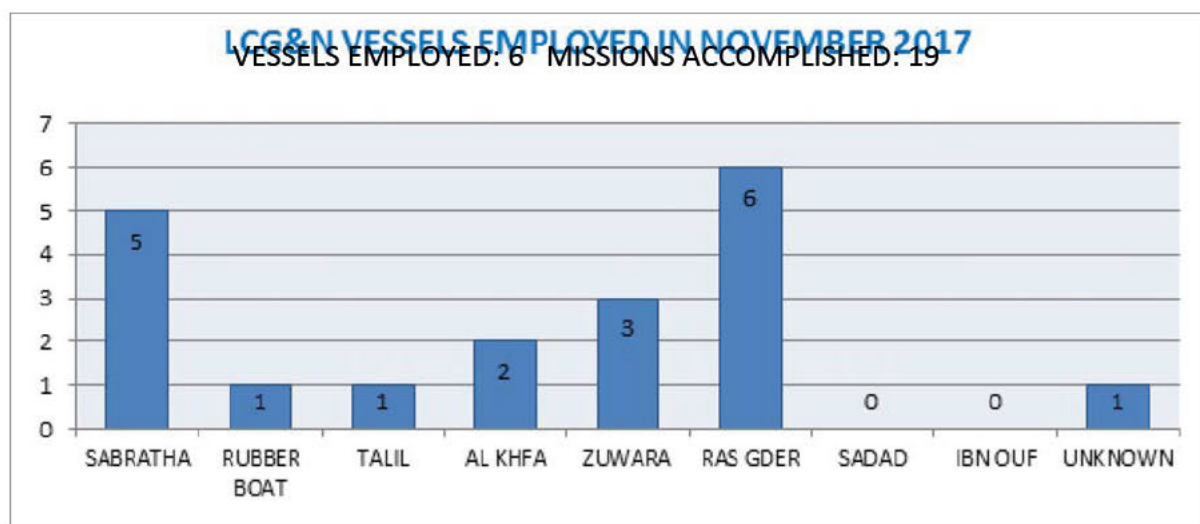


Figure 12 LCG&N Vessels Employed in November 2017

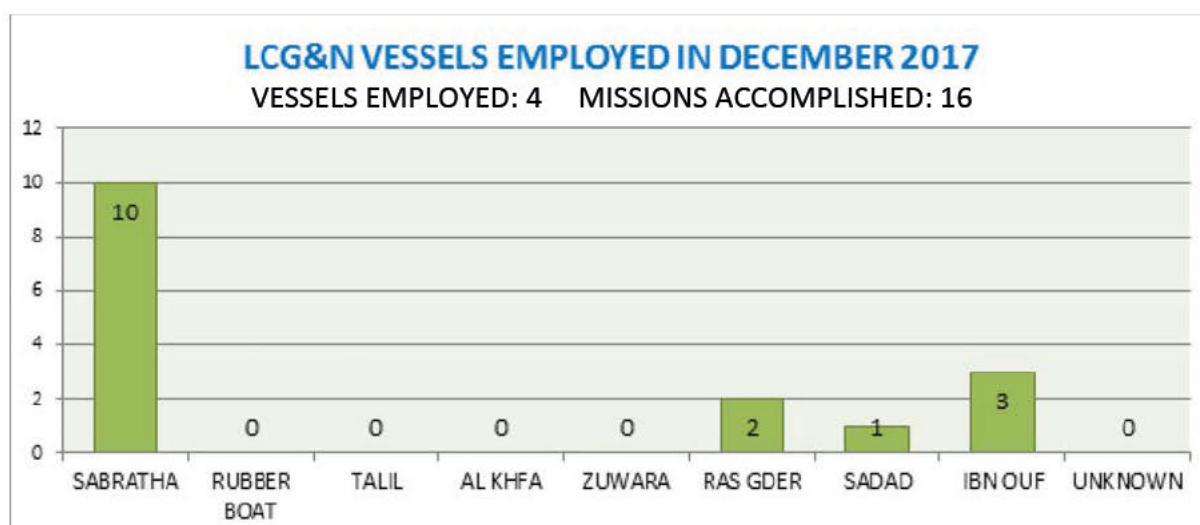


Figure 13 LCG&N Vessels Employed in December 2017

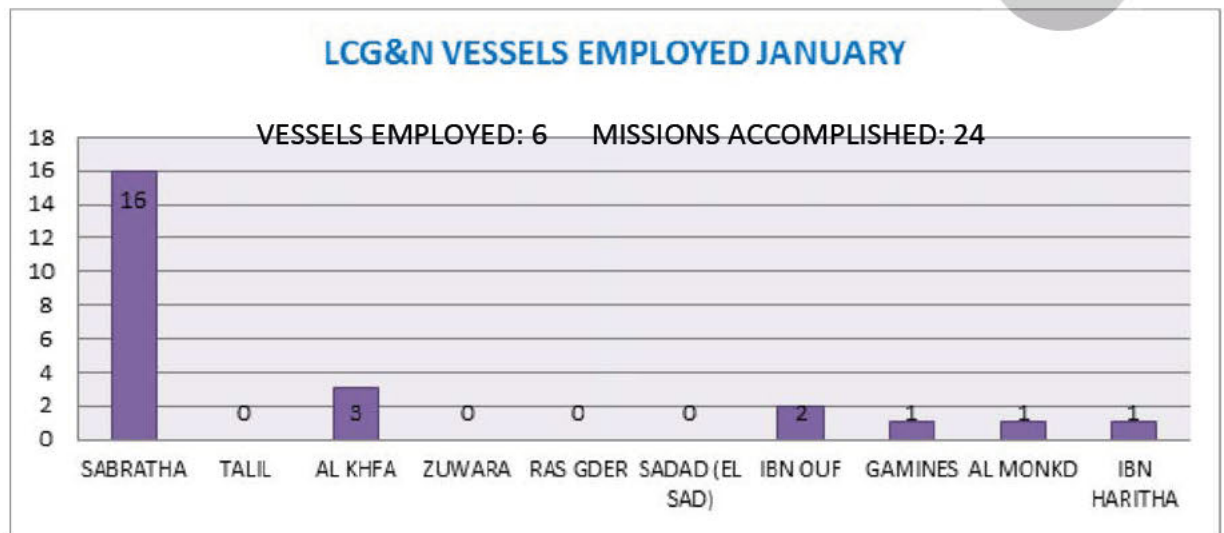


Figure 14 LCG&N Vessels Employed in January 2018

- d. **LCG&N personnel trained by EUNAVFOR MED.** To date, 188 LCG&N personnel have been trained by ENFM (201 certificates of attendance have been issued, with some individuals attending more than one course), and of those approximately 80% are employed in the Tripoli area, mainly as patrol boat crews. EUNAVFOR MED retains a record of trained personnel, their location and the nature of their assignment. According to the information received from the LCG&N, backed up by discussions during periodic visits, it is assessed that approximately 70% of the crews of the active Bigliani class patrol boats, and 30% of other units, have been trained by ENFM. The list of the LCG personnel trained up to 31 January by ENFM, their working positions and a summary of courses provided is in **Annex B**.

The table below shows the average number of ENFM-trained people present on board the LCG patrol boats during the reporting period.

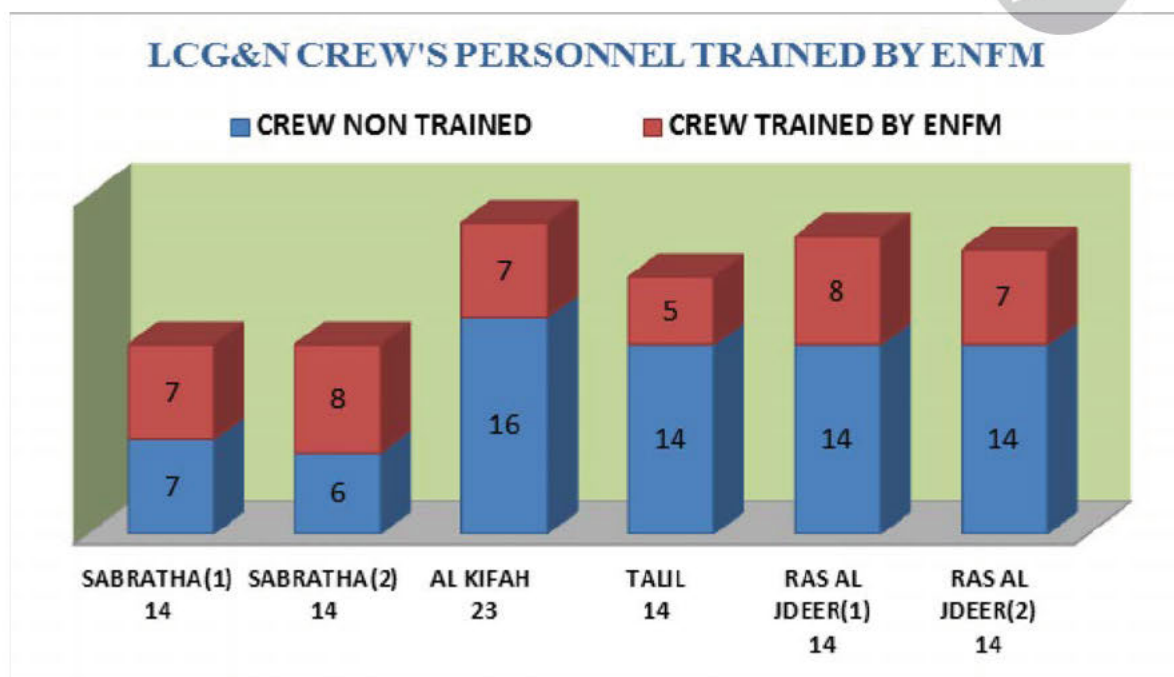


Figure 15 LCG&N Crew Trained by ENFM

- e. **Periodic Meetings.** By the start of the monitoring a total of seven meetings had taken place with the Libyan Coast Guard and Navy: six in Tripoli⁵ and one in Tunis⁶. The meetings were all chaired by OHQ ACOS CJ7 who was accompanied to all but one meeting by EUDEL member. During the initial 6 meetings in Tripoli ACOS CJ7 met 37 former ENFM trainees out of 188 trained, employed across a range of departments including Libyan Coast Guard (LCG) Patrol Boats, Libyan Navy Training Depot, Operations Rooms in Abu Sitta, Tripoli and Tajura, Libyan Navy and Libyan Coast Guard Legal Offices and the Tripoli migrants' debarkation point.

The visits at the Joint Operation Room confirmed a critical infrastructural situation (limited communication systems, power supply, telephones and personal computers). The situation is further adversely conditioned by a limited presence of personnel with insufficient language (English) skills and limited software tools (SMART) knowledge.

During the visits, the Patrol Boat's commanding officers and crew highlighted a chronic shortfall in the maintenance of their equipment, which was being compounded by the non-availability of spare parts.

⁵ 29 Sep 2017, 2 Nov 2017, 6 Nov 2017, 13 Nov 2017, 11 Dec 2017 and 14 Dec 2017.

⁶ 20 Dec 2017.

Overall the feedback on all the training packages was very good, and former trainees identified a positive development amongst their personnel, not only in terms of technical knowledge, but also in the military and the moral sense.

The meeting on 20 December 2017 in Tunis saw members of ENFM (including the Liaison Officer to USMIL in Tunis), EUDEL, EUBAM, UNSMIL as well as four senior members of the LCG&N, meet to discuss the monitoring mechanism. Information Collection was identified as the greatest challenge, as the Libyan Coast Guard have not been sending all the period updates which have been required of them. This could partly be explained by technical difficulties, exacerbated by a lack of trained personnel, but the LCG&N representatives were invited to overcome these issues by whatever means possible.

4. ASSESSMENTS

- a. **General.** Based on initial results of the monitoring mechanism, the LCG has showed a gradual improvements of professional behaviour. At this stage in its development, it appears that the “Bigliani” Class patrol boats are appropriate platforms for the duties of the LCG. Much progress has been made since the cessation of operations after the 2011 revolution, and the command and control mechanism is starting to work (even if they have to deal with major limitations in terms of equipment – including naval assets – and infrastructure). There is growing evidence of cooperation between Libyan agencies (particularly the Coast Guard and the Navy) and thousands of lives have been saved at sea by their efforts. The training provided by ENFM to Libyans sailors has been considered overall effective and tailored to the scope. Positive feedback has been received from LCG authorities. Moreover, during the last meeting with the Op Cdr held in Tunis on 6 February 2018, the LCG’s Commander confirmed that a kind of basic “lessons learnt” process had been established: relevant events at sea were being discussed with the Patrol Boat Commanders and mistakes were properly addressed in order to avoid similar behaviour in future. Of note, the LCG’s Commander also confirmed that in one specific case disciplinary measures had been taken against one Patrol Boat Commander.
- b. **Operations.** The LCG&N are now able to operate in day and night conditions, as single units or in multi-ship patrols, and in sea states up to 3. Their professional competence and operating experience has grown but is not yet at a self-sustaining level; training and monitoring is still required. Though not the only way, one method of assessing the effectiveness of the LCG&N is to analyse their migrant rescue efforts. In at least two cases there has been effective collaboration with the Libyan Navy and, in total during the reporting period, 4447 people have been rescued at sea.⁷ This represents approximately 20% of the overall total number of people rescued at sea during the reporting period. In none of these events has ENFM uncovered evidence of ill-treatment. This is assessed as positive. However, Libyan crews do not routinely destroy the inflatable migrant boats on completion of SOLAS events and this can be dangerous for international navigation. This will be raised at the next meetings in Tunis/Tripoli and addressed in future training. The lack of a permanent presence in the Libyan Operation Room prevents proper and instant dialogue to verify the current situation at sea.

⁷ Numbers provided by the Italian MRCC.

Finally, the evidence gathered during the reporting period demonstrates that LCG&N presence at sea has increased over time. As Figures 11 to 14 show, the number of missions accomplished each month grew from 11 in October 2017 to 24 by January 2018. Not only does this indicate that a sustainable operating model has been adopted, it also shows the proactive and positive approach by the LCG Command to make effective use of their resources and guarantee a more continuous presence at sea.

Relationships between NGOs and LCG are difficult to assess. The present report clearly states that ENFM is not in the position today to provide a complete and clear picture on the activity carried out at sea by the LCG Patrol Boats. The events occurred at sea are almost exclusively based on NGO's media reports, generally blaming for the allegedly incorrect LCG actions at sea. Nevertheless it is evident that interactions between LCG Patrol Boats and NGO vessels, in particular during SOLAS events, can be problematic (further details are available in Annex C). A more effective monitoring (through ISR assets, "Go-Pro" kits of cameras, and a more continuous presence on ENFM personnel in the Libyan operation rooms) will allow a better situation assessment on the LCG professional behaviour. In any case, the gradual improvement of LCG's operational capacity to operate at sea should hopefully lead to an improvement in the relationship with the NGOs.

- c. **Training.** Trainees are confident and appreciative of the information received. To further improve training achievements, future training packages will gradually be more practical oriented (incorporating practical "hands-on" training wherever possible) and long enough for subjects to be fully mastered. It is advisable to continue specific training for operators in the Ops Room, including the use of the SMART system. Information collection and remote monitoring showed an urgent need for improvement in English language: it is therefore recommended to provide dedicated English language courses in the future. In the short term, as a further mitigation measure, it will be explored the possibility of having Arabic speaker personnel in Operation Sophia or Arabic-English interpreters with Operation Sophia or LCG personnel.
- d. **Equipment.** Equipment shortfalls are a significant limitation for the Libyan Coast Guard in the performance of their duties, both at sea and ashore. The LCG Commander confirmed, during the last meeting with the Op Cdr (Tunis, 6 February 2018) an urgent need to address a lack of adequate assets, such as Patrol Boats, RHIBs and related equipment and spare parts. It is apparent that the "Bigliani" class require a consistent amount of fuel on board for the daily activity, and that the limited tonnage and overall length of the vessels make the coordination and conduct of SOLAS events more difficult. The lack of fuel in Tripoli harbour apparently affects the operational activity not only of the LCG but also of the LN.

It is also reported that some basic items, such as life-saving and lifting equipment, are not always available. This will be discussed with the LCG at future meetings with a view to update a comprehensive list of requirements (in **Annex D** the last available list of LCG requirements submitted to the EU Commission). The updated list of LCG requirements will then be checked with the relevant EU stakeholders and submitted to the attention of MS with the next monitoring report. In this regard EULPC could support ENFM in checking periodically the LCG's list of requirements.

In the Operations Rooms ashore, the lack of effective and reliable communication systems hampers Libyan capacity for the minimum level of execution of command and control, including that necessary to coordinate SAR/SOLAS events. Furthermore, a lack of infrastructure services (e.g. personal computers, power supply and internet connection) represent a known limitation for operations.

5. EFFECTIVENESS OF THE MONITORING AND ADVISING MECHANISM

The monitoring mechanism starting to show satisfactory results with a growing understanding of the capabilities of the LCG&N and the effectiveness of ENFM training. However, at present, the Operation is relying primarily on sporadic self-reporting by the LCG and on remote monitoring by ENFM assets when in range. With the support of EUDEL Libya and EUBAM Libya, ENFM visits to the LCG&N are limited to a maximum of 4 hours per day, and to one or two days per month. In this way, it is not possible to make an exhaustive direct assessment on the level of effectiveness and professionalism achieved by the LCG&N. A more detailed assessment of each of the three pillars of monitoring is given below.

- a. Information Collection.** The connectivity and exchange of information between the Joint Operation Room (see para 3.a.) and the ENFM OHQ has remained limited and, generally, of low quality. The reporting by LCG, initially sporadic and poor has seen improvements⁸ over time, but it is not yet at a consistently acceptable standard. This is assessed to be due to a lack of English speaking staff and limited training in the use of SMART chat. The lack of feedback provided by the Joint Operation Room continues to be an issue, especially the Annexes giving mission reports, which are essential for a complete view of the activities of the LCG&N crews. However, despite this, there have been some small improvements in the reporting of naval activities, rather than via third parties (e.g. Italian CINCPAC and the Naval Liaison Communication Centre located on board of the Italian warship moored in Tripoli).

⁸ It is often missing or late, and it is invariably incomplete, with critical information such as dates and timing missing.

Go-Pro cameras were provided to the LCG&N at the end of 2017 in order to record activity in real time. Some videos have been recorded by the LCG and shared with ENFM and the system has been proven to be technically viable. A proper assessment of the material provided is ongoing. Further instruction will be provided to the LCG in order to make better use of the recording equipment.

- b. Remote Monitoring.** Of the 65 known sorties during the reporting period, only 13 were directly observed by ENFM assets, and the majority of those were by surface ships (11). This suggests a lack of suitable airborne ISR, which could be improved by more persistent presence. In the near term there is an ongoing trial of UAVs supplied by the Italian Air Force; this could become a key capability which will be assessed over the next monitoring period⁹. Italian CINCPAC ships have been particularly useful reporting the departure of LCG&N sorties from Tripoli. However, that monitoring is from a distance and is not able to report the behaviour of the LCG&N crews when at sea. ENFM OHQ requires, wherever possible, more detailed information on the conduct of Libyan activities such as times of events, number and composition of crews, crews clothing, conditions of boats and equipment, in order to facilitate and progress the monitoring process and make a value-added assessment (in this regard a more continuous presence in the Libyan Operation Room / LNCC should help to fill the numerous information gaps).

- c. Periodic Meetings.** By the start of the monitoring a total of seven periodic meetings had taken place with the Libyan Coast Guard and Navy; six in Tripoli and one in Tunis. Meetings are a key component for the effectiveness of the mechanism, because they represent the only way to make a direct assessment of the LCG operational behaviour, capacity and capabilities to carry out their institutional mandate ashore and at sea. Moreover it will offer the possibility to discuss and understand the real needs and difficulties of the LCG&N and to try to remedy these. Despite the outstanding support provided by EUDEL Libya and EUBAM Libya the number of daily meetings in the reporting period were not adequate to make a robust assessment. Considering that relevant decisions are taken in the Operation Rooms ashore, it is evident that without a more continuous presence ashore it will not be possible to achieve consistent results. A more continuous presence of ENFM staff in the Libyan Operation Rooms would therefore be beneficial to the monitoring mechanism. To aid future discussion, a proposal covering legal and security aspects is ongoing and will be presented to the PSC through the Chairman of the EUMC in due course. Visas for travel to Libya are now held by a number of ENFM personnel and this will increase participation in periodic meetings in future.

⁹ Bad weather conditions have not allowed so far an effective use of UAV assets for remote monitoring purposes.

6. NEXT ACTIONS

The following actions will be carried out:

- a.** The LCG&N Ops Room will be regularly contacted by the OHQ Joint Operations Centre to improve reporting.
- b.** English language and SMART training will be given priority during future Training Packages. In the short term, as a further mitigation measure, it will be explored the possibility of having Arabic speaker personnel in Operation Sophia or Arabic-English interpreters with Operation Sophia or LCG personnel.
- c.** Videos collected by the Go-Pro camera equipment installed on board LCG Patrol Boats will be properly evaluated by OHQ specialists
- d.** Equipment requirements will be discussed with the LCG in future periodic meetings.
- e.** As soon as there is evidence of LCG&N activity in other coastal areas, monitoring of LCG&N will be expanded to other stations (e.g. Zawiyah and Misratah).
- f.** A proposal (addressing costs, logistic, legal and security aspects) will be soon addressed to the PSC, through the Chairman of the EUMC, in order to consider a more continuous presence in the LCG Operation Rooms.
- g.** The utility of RPAS for monitoring purposes during the UAV trial period will be assessed.
- h.** To seek synergies and complementarity of efforts with other existing EU and bilateral initiatives, in particular with EUBAM Libya, the EUTF project and Italian bilateral activities, contributing with monitoring the LCG&N.

7. CONCLUSION

The first four months of LCG&N monitoring has confirmed the appropriate employment of ENFM-trained Libyan personnel, an increased amount of activity at sea, and a rising capability. It has also highlighted areas for future improvement which are being factored into future planning. The Libyan Coast Guard, along with the Libyan Navy, has increased its patrolling activity and is able to sustain operations more consistently. It should be acknowledged that this positive results have been possible thanks to the technical support provided by the Italian Navy's maintenance assistance, framed in the overarching bilateral Italian effort. Along with the maintenance of vessels, it is clear that there is a need to provide good, basic equipment and training to the LCG&N, including communications equipment, rubber boats, life jackets, life buoys and recording equipment.

The Libyan capacity to work at sea is being demonstrated daily and is shown in the number of migrants recovered and lives saved at sea. However, it could be further improved through a synergic combination of training and equipment. In this regard the EU Trust Fund activities, complemented by the CSDP mission and operation activities should require in the upcoming months articulation of efforts and identification of synergies. Moreover Member States should complement the EU effort providing the necessary equipment that the EU Commission will not be able to supply. Indeed there could not be a sufficient operational capability without complementing training with equipment. Furthermore in the supplying process it is necessary not to forget the Libyan Navy that, in its constabulary role, is starting to deliver effect at sea contributing with the Libyan Coast Guard to saving lives at sea.

It is clear that the capacity and capability of the LCG&N is building slowly. There is no doubt that further progress will be made through the training activities. The goodwill of LCG leadership and the LCG personnel trained by ENFM should be recognised. There is willingness to be proactive in fighting all types of illicit activities. In this endeavour and effort, hampered on daily basis by numerous difficulties and sometimes by mistakes, LCG needs to be fully and clearly supported.

The respect of human rights is clear to the LCG leadership and is taken by them in due account and priority. In this regard, continued participation of UN and EU agencies in the ENFM training is of high importance. Activity at sea of LCG will be better monitored with the use of portable cameras and also on this point the LCG Commander has fully understood and agreed on the relevance of recording videos. It is worthwhile to underline that during SOLAS events the LCG is responsible for the action carried out at sea during the operation, while the responsibility of rescued migrants is transferred to the authorities ashore when the migrants are disembarked.

Relationships between NGOs and LCG are difficult to assess. A more effective monitoring will allow a better situation assessment of the LCG's professional behaviour. In any case, the gradual improvement of LCG's operational capacity to operate at sea should hopefully lead to an improvement in the relationship with the NGOs.

Finally, the situation ashore is complex in terms of the dynamics that is necessary to understand.

For the reasons expressed above the monitoring mechanism needs to be properly balanced with a more continuous presence in the Libyan Operation Rooms ashore. In this regard a detailed proposal will be soon addressed to the PSC, through the Chairman of EUMC.

The present report has been drafted by the ENFM with the support of the LCG, Italian CINCNAV, EUDEL Libya, EUBAM Libya and EULPC. The informal discussions with many other stakeholders, such as EU, UN, NATO, national and international agencies have been equally important.

The next report will cover the period February – May 2018 and will be issued in **June 2018**.

8. LIST OF ACRONYMS USED IN THIS REPORT

| Abbreviation | Meaning |
|--------------|--|
| CINCNAV | Commander in Chief of Naval force |
| ENFM | EU Naval Force Mediterranean |
| EUBAM | EU Border Management Agency |
| EUDEL | EU Delegation to Libya |
| FHQ | Force Headquarters |
| KTS | Knots (nautical miles per hour) |
| LCG | Libyan Coast Guard |
| LN | Libyan Navy |
| LCG&N | Libyan Coast Guard and Navy |
| LST | Landing Ship Tank |
| MPA/MPRA | Maritime Patrol Aircraft / Maritime Patrol Reconnaissance Aircraft |
| MRCC | Maritime Rescue Co-ordination Centre |
| NLCC | Naval Liaison Communication Centre |
| NGO | Non-Governmental Organization |
| OHQ | Operation Headquarters |
| OPLAN | Operation Plan |
| OSC | On Scene Coordinator |
| RHIB | Rigid Hull Inflatable Boat |
| RPAS | Remote Piloted Air System |
| UAV | Unmanned Aerial Vehicle |

LIBYAN COAST GUARD AND NAVY ASSETS

Libyan Coast Guard Assets:



Name: SABRATHA
Class Name: **Bigliani**
Type: PB 654
Service: 4
Displ.(Tons.): 95
Length (mt): 27
Width: 7
Speed (Kts): 42
Delivered at Libyan navy on 04 may 2017.
Arrived at Tripoli from Gaeta (Ita).



Name: AL KIFAH
Class Name: **Hamlin**
Type: PB 206
Service: 1
Displ.(Tons.): 120
Length (mt): 37
Width: 6
Speed (Kts): 27
GUNS: 2X27 mm at bow (twin)
2 prob. DSHK at stern (1 for side).



Name: GAMINES
Class Name: **Damen Stan Patrol FCS 1605**
Type: PB 287
Service: 3
Displ.(Tons.): 24
Length (mt): 16
Width: //
Speed (Kts): 40

Libyan Navy assets:



Name: IBN OUF
Class Name: **PS 700 BATRAL**
Type: LSTH 132
Service: 2
Displ.(Tons.): 2800
Length (mt): 100
Width: 16
Speed (Kts): 15
Radars: Air search: Thomson – CSF Triton D-Band. Surface search: Decca 1226 I-band.



Name: IBN HARITHA
Class Name: **PS 700 BATRAL**
Type: LSTH 134
Service: 2
Displ.(Tons.): 2800
Length (mt): 100
Width: 16
Speed (Kts): 15
Radars: Air search: Thomson – CSF Triton D-Band. Surface search: Decca 1226 I-band.



Name: AL MONKD
Class Name: **SPASILAC (TRP)**
Type: ASR - 722
Displ.(Tons.): 1600
Length (mt): 55
Width: 12
Speed (Kts): 13
Maximum draught: 3,8 mt
Construction: Yugoslav.

**LIST OF LCG&N PERSONNEL TRAINED BY EUNAVFORMED
PLACE OF EMPLOYMENT AND ASSIGNMENT**

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
|----|------|---------------------|------------------------------|
| 1 | | Al Hamidiya | Assigned on LCG patrol boat |
| 2 | | Al Hamidiya | Assigned on LCG patrol boat |
| 3 | | Abou Kammash | Assigned on LCG patrol boat |
| 4 | | Abou Kammash | Assigned on LCG patrol boat |
| 5 | | Abou kammash | Assigned on LCG patrol boat |
| 6 | | Gasr Garabulli | LCG Central Sector |
| 7 | | Misratah | LCG Misratah Sector |
| 8 | | Misratah | LCG Misratah Sector |
| 9 | | Misratah | Assigned on LCG patrol boat |
| 10 | | Misratah | Assigned on LCG patrol boat |
| 11 | | Misratah | Assigned on LCG patrol boat |
| 12 | | Misratah | Assigned on LCG patrol boat |
| 13 | | Misratah | Assigned on LCG patrol boat |
| 14 | | Misratah | Assigned on LCG patrol boat |
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| 16 | | Misratah | Assigned on LCG patrol boat |
| 17 | | Misratah | Assigned on LCG patrol boat |
| 18 | | Misratah | Assigned on LCG patrol boat |
| 19 | | Misratah | Assigned on LCG patrol boat |
| 20 | | Misratah | Assigned on LCG patrol boat |
| 21 | | Misratah | Assigned on LCG patrol boat |
| 22 | | Misratah | Assigned on LCG patrol boat |
| 23 | | Misratah | Assigned on LCG patrol boat |
| 24 | | Sabratha | LCG Western Sector |
| 25 | | Sabratha | LCG patrol boat |
| 26 | | Sabratha | LCG patrol boat |
| 27 | | Sabratha | LCG patrol boat |
| 28 | | Sabratha | LCG patrol boat |
| 29 | | Sabratha | LCG patrol boat |
| 30 | | Zawiyah | LCG Western Sector operation |
| 31 | | Zawiyah | LCG Western Sector operation |
| 32 | | Zawiyah | LCG Western Sector operation |

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
|----|------|---------------------|--|
| 33 | | Zawiyah | LCG Western Sector operation |
| 34 | | Zawiyah | LCG Western Sector operation |
| 35 | | Zawiyah | Assigned on LCG patrol boat |
| 36 | | Tripoli | Coast Guard HQ/CG Tripoli Sector |
| 37 | | Tripoli | Coast Guard HQ/CG Tripoli Sector |
| 38 | | Tripoli | LCG Tripoli Sector |
| 39 | | Tripoli | LCG HQ legal department |
| 40 | | Tripoli | Legal advisor |
| 41 | | Tripoli | Legal advisor |
| 42 | | Tripoli | Legal advisor |
| 43 | | Tripoli | Officer at Zeliten station |
| 44 | | Tripoli | Head of Zwara station |
| 45 | | Tripoli | Weapons department naval base |
| 46 | | Tripoli | Communication department naval base |
| 47 | | Tripoli | Abu Sitta base maintenance department |
| 48 | | Tripoli | LCG HQ administrative department |
| 49 | | Tripoli | Administration department Abu Sitta naval base |
| 50 | | Tripoli | Administrative officer of LCG ships detachment |
| 51 | | Tripoli | Administrative officer of LCG ships detachment |
| 52 | | Tripoli | Administrative officer of LCG ships detachment |
| 53 | | Tripoli | Head of communication department |
| 54 | | Tripoli | LCG HQ communication department |
| 55 | | Tripoli | LCG HQ technical/maintenance department |
| 56 | | Tripoli | LCG HQ Logistic Department |
| 57 | | Tripoli | LCG HQ Logistic Department |
| 58 | | Tripoli | Training and operation Officer |
| 59 | | Tripoli | LCG HQ training department |
| 60 | | Tripoli | LCG HQ training department |
| 61 | | Tripoli | Training officer at training department |
| 62 | | Tripoli | Training officer at training branch |
| 63 | | Tripoli | LCG operation department |
| 64 | | Tripoli | LCG operation department |
| 65 | | Tripoli | LCG operation department |
| 66 | | Tripoli | LCG operation department |

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
|-----|------|---------------------|--------------------------|
| 67 | | Tripoli | LCG operation department |
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| 89 | | Tripoli | LCG operation department |
| 90 | | Tripoli | LCG operation department |
| 91 | | Tripoli | LCG patrol boat |
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| 100 | | Tripoli | LCG patrol boat |
| 101 | | Tripoli | LCG patrol boat |

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
|-----|------|---------------------|-----------------|
| 102 | | Tripoli | LCG patrol boat |
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| 135 | | Tripoli | LCG patrol boat |
| 136 | | Tripoli | LCG patrol boat |

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
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| 137 | | Tripoli | LCG patrol boat |
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| 150 | | Tripoli | LCG patrol boat |
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| 171 | | Tripoli | LCG patrol boat |

| N. | NAME | PLACE OF EMPLOYMENT | ASSIGNEMENT |
|-----|------|---------------------|-----------------|
| 172 | | Tripoli | LCG patrol boat |
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| 188 | | Tripoli | LCG patrol boat |

| TRAINING ACTIVITY | |
|---|--|
| ACTIVITIES DONE | FUTURE ACTIVITIES |
| <p>TP1: 93 pax from LCG&N trained on board of ENFM units (ITS S. Giorgio and HNMS Rotterdam), from 26th Oct 2016 to 13rd Feb 2017.</p> <p>Topics: CG roles and functions.</p> | <p>TP2 Italian module. LCoE expressed interest in providing candidates for the following submodules: 25 pax (Officers and Petty Officers) for Maintainers Training submodule; 25 pax (Officers and Petty Officers) for Operation Room training submodule; ca 30 pax (Officers and Petty Officers) for the Deck Officers/Petty Officers training submodule. Candidates mostly belong to the Libyan Navy; possibly some elements from the LCG. A meeting was held at the IT Navy OHQ on 17th Nov 2017 to update IT counterparts about the aforementioned Libyan interest and to update on details about the 3 aforementioned submodules already discussed last March. Further definition of details of course will be accomplished when LCoE will provide names of candidates.</p> |
| <p>TP2: Greek module (2 weeks) for Senior Officers conducted at the Training Centre in Crete, from 30th Jan to 09th Feb 2017, 20 pax trained (+ 1 tutor). Topics: Maritime Law Enforcement.</p> | <p>TP2 second SMART course. Premises for the course will be of the IT CINCFLEET OHQ; the organization of the training is ENFM responsibility. Vetting Phase 2 for 3 candidates has been concluded on 15 February 2018.</p> |
| <p>TP2: Maltese module for Senior Officers, conducted at the Maritime Safety and Security Training Centre in Malta, from 06th Mar to 07th Apr 2017, 20 pax trained (+ 1 tutor). 2 courses (each 2 weeks long): Operational Maritime Law and On Scene Coordinator.</p> | <p>TP2 Spanish module. Two courses, International Maritime Law and VBSS (18 pax each from of the Libyan Navy - Officers and Petty Officers), are planned to take place in June /July. A draft for the Technical Agreement is under evaluation. A meeting at the Training Center facilities to understand didactic and logistic details for the training is planned by ACOS CJ7 for 20/21 February 2018.</p> |

| ACTIVITIES DONE | FUTURE ACTIVITIES |
|---|--|
| TP2: SMART course, for 3 Libyan Coast Guard pax (Officers and Petty Officers). Rome 3-7 July 2017. Topics: Service-oriented infrastructure for Maritime Traffic tracking (SMART) system | TP2 Greek module. Vetting Phase 2 has been concluded on 15 Feb 2018. Start of training is planned for 26 March 2018, preceded by Vetting Phase 3 spanning 4 days. End of training is envisaged for 9 May 2018. Training in Naval Communication is 7 weeks for 30 participants. A meeting with the LCoE was done in Tunis for 05-07 February 2018 IOT discuss further details on upcoming trainings. |
| TP2: Italian module. Two submodules conducted: Trainer's Training (3 weeks - from 19 September till 6 Oct 2017) for 6 pax and Patrol Boat Crew Training for 59 pax + 3 tutors (8 weeks - from 25 September till 17 November 2017), delivered at the ITA Navy School in Taranto. | |

RELEVANT EVENTS

- 1. Relevant Event n.1.** On 7 October, a Comoros flagged tanker “MV Algoeast” was allegedly shot at by the LCG&N whilst underway near Abu Kammash, west of Zuwarah. The LCG&N claimed that it had ignored repeated hails and calls to stop and be boarded.

The LCG&N reported that they had been monitoring the vessel whilst it was anchored in the vicinity of Abu Kammash and had taken on-board a cargo of fuel. The vessel was suspected of illegal activity, most likely oil smuggling.

The vessel’s fuel tanks and its engine room were damaged during the engagement but no oil leaked into the sea. There was no known environmental impact. Following the incident, the LCG&N patrol boat returned to Tripoli. “MV Algoeast” was next seen heading away from Libya towards Hurd’s Bank, east of Malta.



Figure C1 Algoeast event

The event highlights the increasing proactive role of the LCG in fighting illicit activities, including oil smuggling

2. Relevant Event n.2. On 6 November the ships and assets present on the scene of action were the following:

- Libyan Coast Guard / RAS AL JADR / Hull Number 648 / Tripoli (one of the four patrol boats, BIGLIANI class, returned to Libya by Italy in May 2017).
- French Warship / PREMIER-MAITRE L'HER / EUNAVFOR MED
- Portuguese Military Patrol Aircraft / MPA P3C "WOLF" / EUNAVFOR MED
- NGO Vessel / Sea Watch 3 / NGO
- Italian Navy Helicopter / SH90 / ITALIAN NAVY OPS MARE SICURO.

The Portuguese Aircraft, at the end of his duty on station, was the first ENFM asset to detect the migrants' rubber boat before leaving the area due to fuel shortage. In accordance with the tactical procedures, the aircraft launched SAR kits at sea as a precautionary measure.

The LCG patrol boat RAJ was the first ship to arrive on the scene of action, while the NGO Vessel SW3 arrived thereafter. RAJ was then observed increasing its distance from the scene of action before returning on the scene while SW3 and LHR were approaching the scene.

Based on the information provided by the LCG Point of Contact (POC), the Libyan Patrol Boat was tasked by the Libyan Operation Room as "On Scene Coordinator".

The SW3 started rescue operations despite RAJ inviting her to stay away from the scene in order to not destabilise the scene of action. Indeed, after the NGO vessel intervened in the scene of action, some migrants voluntarily jumped into the water from the LCG&N Patrol Boat and from the migrants' rubber boat, attempting to reach SW3's rubber boat (it is well known that when LCG&N Patrol Boats and NGO vessels are both on the scene of action, migrants don't want to be rescued by the Libya Coast Guard because they obviously don't want to go back in Libya).

LHR intervened on the scene of action to rescue some migrants already in the water and a number of dead bodies.

Almost at the end of the rescue operation, RAJ suddenly started sailing toward Tripoli. The decision was taken due to the relative high number of migrants rescued (around 50) and the contingent chaotic situation on board of the LCG&N patrol boat that was not easy to manage and keep under control with only a few crew members. Indeed some migrants already rescued on board of the LCG Patrol Boat, having seen the NGO vessel, had become nervous not following crew's instructions and jumped in the water.

At the end of the event, LHR rescued 3 migrants and recovered 4 dead bodies. SW3 rescued 54 migrants and a child (unable to revive, becoming the fifth known fatality from the event). The LCG&N reported to have rescued 47 migrants.

8 out of 13 RAJ crew members have been trained by EUNAVFOR MED, while the Commanding Officer has not been trained by the operation.

The OPCDR, Rear Admiral Credendino, immediately discussed the event with the Libyan Coast Guard Commander, Commodore Toumia, during a dedicated meeting on 15 November in Tunis. The meeting had already been called by the OPCDR – in the framework of the monitoring mechanism - immediately after an event on 1 November where one LNCG Patrol Boat and the German frigate MECKLENBURG-VORPOMMERN were involved (see written report sent by the OPCDR to the CEUMC on 15 November 2017 letter n. IT-EU OHQ/2388/2017/CG).

During the meeting, Commodore Toumia underlined the enormous difficulties faced by the LNCG Patrol Boats when they intervene in the rescue operations and have to act as “On Scene Coordinator” in the presence of NGO vessels: as the 6 November event demonstrated, the situation on board of the LCG&N Patrol Boats in such cases can change quickly and the safety of the crew and rescued migrants could be put at risk. He nevertheless recognised that in some cases the professional behaviour of his commanding officers is not adequate and that there is a strong need to continue the training.

Furthermore he underlined that their capacities ashore in the LCG&N Operation Rooms does not allow properly carrying out the institutional tasks as MRCC. The LCG Commander emphasised the importance of the training as the most effective tool to increase the skill and professional knowledge of the LCG&N personnel as well as the need to have efficient and well equipped patrol boats.

The OPCDR invited Commodore Toumia to urgently call a meeting with all his Patrol Boats’ commanding officers to share with them the lessons learned from the last events at sea. Moreover, the OPCDR requested to take – if and when necessary – the required disciplinary action in order to demonstrate that misconduct is not tolerated. At the end of the meeting, Commodore Toumia assured that he would very soon call for a meeting with all the Patrol Boats’ commanding officers to discuss the events that had occurred at sea. As a result of the OPCDR intervention, during the last meeting held in Tunis on 6 February 2018, the LCG Commander confirmed that a basic “lessons learnt” process had been established: relevant events at sea were being discussed with the Patrol Boat Commanders and mistakes were properly addressed in order to avoid similar behaviour in future. Of note, the LCG’s Commander also confirmed that in one specific case disciplinary measures had been taken against one Patrol Boat Commander.

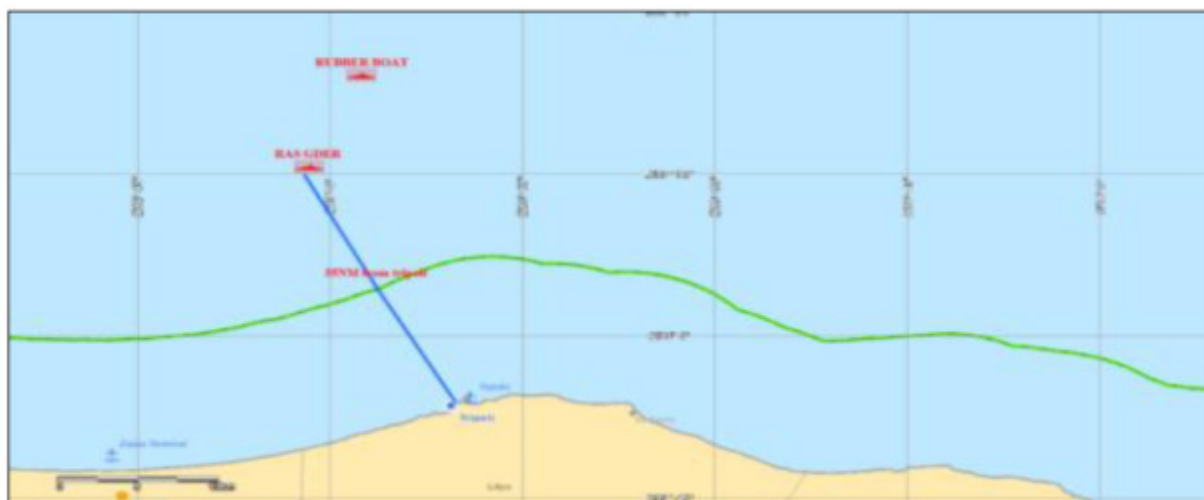


Figure C2 Sea Watch 3 event

The event demonstrates how complex rescue operations can be when a Libyan Patrol Boat and an NGO vessel interact on the scene of action where a Libyan Patrol Boat has already been appointed as “On Scene Coordinator”. The lack of equipment, procedures and the use of English language in a complex and demanding emergency scenario have resulted in a lack of reliable communications between the Libyan operation Room and the LCG Patrol Boat acting as “On Scene Coordinator” and between the latter and all the actors on the scene of action, thereby influencing the coordination of the event.

The behaviour of the LCG&N Commanding Officer (not trained by ENFM) demonstrates the need to continue with the training of the Libyan Navy and Coast Guard so that in the future similar events should not happen anymore.

3. **Relevant Event n3.** On 27 January 2018, there were a series of SOLAS events involving the LCG, the Italian Guardia di Finanza and an NGO vessel. During the first event (EV63) LCG “Al Kifah” and NGO “Aquarius” both arrived at the scene and VHF comms were established. “Al Kifah” arrived on scene at 05.40Z, assumed the OSC role and ordered NGO “Aquarius” to leave the area. LCG PB “Al Kifah” then conducted SAR and rescued 87 people; it completed the action by 0600Z and turned to head towards Tripoli.

Meanwhile, “Aquarius” proceeded to another SOLAS event (EV 64, related to EV 66). The ENFM MPRA Seagull monitored Aquarius from 0838Z to 0938Z, noting that it picked people out of the sea, that there was no further VHF communication between it and the Libyan Navy, and that “Al Kifah” was at least 15 nm away. LCG “Al Kifah” was

observed by Seagull in position 3318N- 01205E at 0614Z with rescued people on board. Later, while on its way back to Tripoli, “Al Kifah” diverted towards another SOLAS event (EV 68). It declared responsibility for the event as OSC and notified an ETA of 1005Z at the scene of action. However, the Italian GdF Monte Cimone had already arrived at the scene of EV 68 and commenced SAR operations. “AlKifah” turned back towards Tripoli and took no further part in the event. It arrived in harbour at 1625Z.

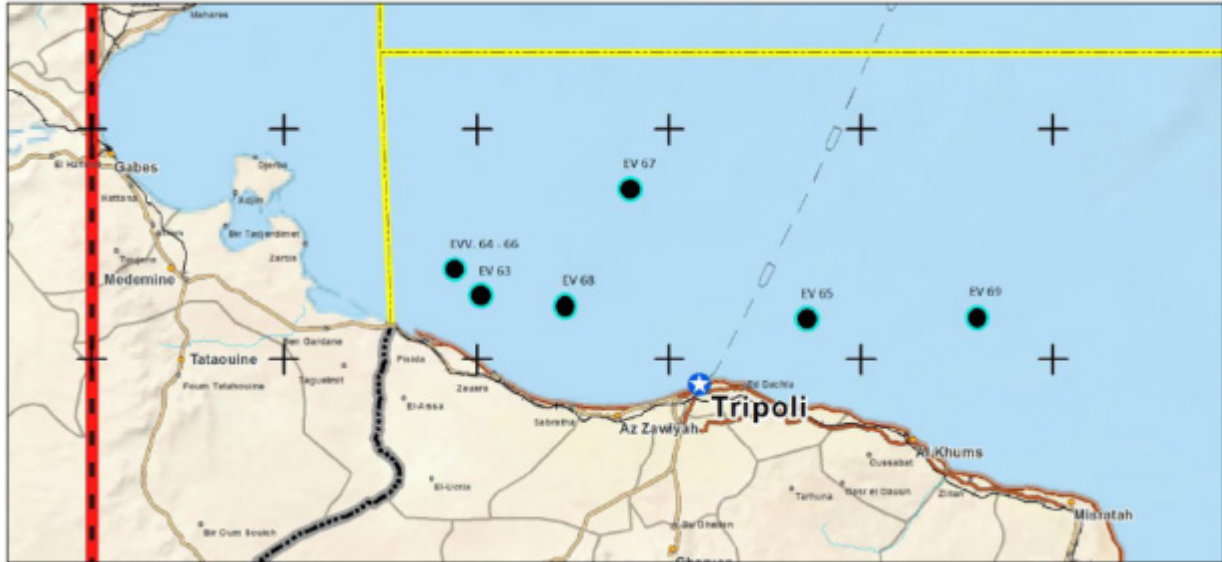


Figure C3 Aquarius event

To summarize, EV 64 (related to EV 66) was conducted by NGO “Aquarius” in vicinity of 3320N - 01157E and was declared closed at 09.50Z. During this event there was no known VHF communication between ships involved. Taking into account the mentioned positions related to LCG “Al Kifah”, the position where EV 64/66 took place and the observation of Seagull (from 08.38Z to 09.38Z), there is no evidence of Libyan presence at EV 64/66.

The only known VHF communications between the Al Kifah and the NGO Aquarius are those relating to EV 63. Other communications intercepted by Seagull are assessed to be between NGO “Sea Watch” and LCG “Sabratha” to the East of Tripoli and related to a different SOLAS event (EV 65).

Verifying the events happened on 27 January 2018, the involvement has been the following: EV 63 LCG Al Kifah, EV 64/66 NGO Aquarius, EV 68 Italian GdF Monte Cimone.

The event was resumed by the media that reported partially what happened at sea. This is a typical example of communication that, instead of clarity, risks being counterproductive, increasing frictions between the parties. Briefly the communication on

the VHF occurred but was not referred to the event where the NGO vessel was involved in rescue operations.

4. **Other events.** The two events below were reported in separate reports by FGS Mecklenburg. Although they are not key events as defined above, they have been included as supporting evidence of LCG&N behaviour and methods.

On 13 December 2017 at 15:31LT, Mecklenburg reported to the FHQ an unknown contact identified as an LCG vessel, probably a “Bigliani” class patrol boat, which was 6nm far from his position and proceeding inbound at 18 KTS. A warning was issued on VHF Ch16 asking the Libyan patrol boat to keep 5NM distance. At 15:35 the distance of the LCG&N vessel was 5.5nm and so another warning was issued. The LCG&N vessel reduced speed to 5.5 KTS (probably because the warning was translated into Arabic by a nearby merchant ship). At 15:44 the LCG&N vessel turned away and proceeded outbound at approximately 20 KTS. This event shows clearly that language barrier remains one of the main issues that can negatively affect communication and cooperation between the LCG&N and other actors at sea.



Figure C4 Mecklenburg event 1.

On 14 Dec 17 at 10:51LT the FHQ reported to the OHQ JOC that LCG&N Sabratha and LN Ibn Ouf were sighted attending a SOLAS event approximately 50nm North-East of Tripoli (in positions 3311N-01422E and 3309N-01416E respectively). Later, at 12:08LT

Mecklenburg reported to the FHQ the visual identification of both ships. The FHQ instructed Mecklenburg to keep a distance of 8NM from them and to monitor their activity. At 12:53LT Mecklenburg reported to the FHQ that LCG&N Sabratha was leaving the scene of action and heading towards Tripoli at 17kt, while LN Ibn Ouf was still conducting SOLAS. At 13.13LT Mecklenburg reported to the FHQ that LN Ibn Ouf, according to the procedure, used its RHIB in order to take on board all migrants from a fishing vessel which had previously rescued them. At 20:40LT a report from the MRCC confirmed that LN Ibn Ouf had embarked 113 people. This case highlights the LCG&N vessels' improving *modus operandi*; they took advantage of the training provided by ENFM and assumed full responsibility for the event and the rescued migrants.



Figure C5 Mecklenburg event 2.

REQUIREMENTS OF THE LIBYAN COAST GUARD
 (Submitted to DG HOME on 22 February 2017)

| | Type | Specifications | Number |
|----------|---|----------------------------|---------------------|
| | Vessels / Boats | | |
| 1 | Offshore patrol vessel | 80-100 m | 5 |
| 2 | Large Patrol Craft PC | 50-60 m | 5 (urgent 3) |
| 3 | Patrol Craft PCF | 30-50 m | 10 (urgent 5) |
| 4 | Boston Wheler RIB | 10-15 m | 30 (urgent 10) |
| 5 | Harbour Craft (RIBS) Rigid Inflatable boats | 7-8m | 40 (urgent 10) |
| 6 | Harbour Craft (RIBS) Rigid Inflatable Boats | 10-15m | 40 (urgent 10) |
| 7 | Equipment I | | |
| 7.1 | Radio | No specifications provided | No numbers provided |
| 7.2 | Siren | | |
| 7.3 | Loud speaker with microphone+ horn | | |
| 7.4 | Magnetic compass | | |
| 7.5 | First Aid Kit | | |
| 7.6 | Manual Bidge Pump | | |
| 7.7 | Machine gun mount | | |
| 7.8 | Repair kit (damage control) | | |
| 7.9 | Radar | | |
| 7.10 | Self-righting system | | |
| 7.11 | Trailer | | |
| 7.12 | Spare propeller – boat trailer | | |
| 7.13 | Search light | | |
| 7.14 | Life Jacket | | |
| 7.15 | Life ring and marker | | |
| 7.16 | Fire extinguisher | | |
| 7.17 | Smoke / Flare / Distress signals | | |
| 7.18 | Sea Anchor & anchor | | |
| 7.19 | Night-vision binocular | | |
| 7.20 | Marine Hand-held binocular | | |
| 7.21 | Canavas cover | | |
| 7.22 | Fog Horn | | |
| 7.23 | Helmet | | |
| 7.24 | Torch | | |

| | | | |
|------|----------------------------|-------------------------------|-----|
| 7.25 | Gloves | | |
| 7.26 | Goggles for the face | | |
| 7.27 | Slip-shoes | | |
| 7.28 | Reflective mirror | | |
| 7.29 | Night vision goggles | | |
| 7.30 | Mask and fins | | |
| 7.31 | Strobe light | | |
| 7.32 | Fuel transfer pump | | |
| 8 | Vehicles | | |
| 8.1 | Vehicle repair workshop | No specifications provided | 4 |
| 8.2 | Ambulance | | 4 |
| 8.3 | Radar Vehicle | | 4 |
| 9 | Communications | | |
| 9.1 | Walkie Talkie | No specifications provided | 100 |
| 9.2 | VHF | | 20 |
| 9.3 | HF | | 15 |
| 9.4 | Generators | | 4 |
| 10 | Equipment II | | |
| 10.1 | Fixed day-vision binocular | No specifications provided | 10 |
| 10.2 | Day-vision binocular | | 30 |
| 10.3 | Full diving suit | | 20 |
| 10.4 | Bulletproof vest | | 200 |
| 10.5 | Night vision equipment | | 20 |