Central Mediterranean Consistent Movements from Libya to Sicily

The numbers of sea-crossings in the Central Mediterranean are consistently high, similar to the numbers of 2015. There have been several ‘record days’, most recently in early October 2016, when in two nights over 10,000 people entered boats on Libya’s shores. This is the most dangerous sea-route in the world. And yet, it is the deadliest!

Until the end of October 2016, the UNHCR has officially counted 232,173 deaths in the Mediterranean, the vast majority losing their lives in the waters between North Africa and Italy. This makes it the deadliest border on our planet. Failure to render assistance resulting in the loss of thousands of lives would be a catastrophically formulated accusation directed toward the EU. In late May, the Alarm Phone became an (ear) witness of a mass tragedy, when the calculated outcome of the EU border and visa regime. The dying at sea not a natural catastrophe and also no accident. It is, in fact, the calculated outcome of the EU border and visa regime. The dying at sea is human-made and already tomorrow, if only there were legal and safe migration routes, the calculated ‘numbers of sea-crossings’ would be much lower. The dying at sea is human-made and already tomorrow, if only there were legal and safe migration routes, the calculated ‘numbers of sea-crossings’ would be much lower. The dying at sea is human-made and already tomorrow, if only there were legal and safe migration routes, the calculated ‘numbers of sea-crossings’ would be much lower. The dying at sea is human-made and already tomorrow, if only there were legal and safe migration routes, the calculated ‘numbers of sea-crossings’ would be much lower.

From Turkey via the Balkans up until Germany or Scandinavia, but also from South-Morocco via Spain to Calais or Malmé: everywhere new support structures have emerged of broad institutional. And in the end, these grow new support structures and with these afflicted and resisting, the most sustainable through everyday support structures, which continue to rapidly spread across Europe.

We understand the Alarm Phone as a concrete enactment of solidarity with those struggling, also in order to remember the mass tragedy of late May 2016). (Quote from our statement following the mass tragedy of late May 2016). We understand the Alarm Phone as a concrete enactment of solidarity with those struggling, also in order to remember the mass tragedy of late May 2016). (Quote from our statement following the mass tragedy of late May 2016). We understand the Alarm Phone as a concrete enactment of solidarity with those struggling, also in order to remember the mass tragedy of late May 2016). (Quote from our statement following the mass tragedy of late May 2016). (Quote from our statement following the mass tragedy of late May 2016).

We see ourselves as a transnational and multilingual node with varied connections to a growing network amongst those struggling for the freedom of movement.

THE ALARM PHONE is: INTERVENTION, DOCUMENTATION, NETWORKING

24/7 ALARMPHONE

www.alarmphone.org

Facebook: Watchthemed Alarmphone
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Our Alarm Phone requires donations urgently!

Small or large amounts, cash-based, via your bank, or through PayPal: they are all deductible. We need the funding to maintain and expand our project:

• To cover the costs of the self-organised call centre
• To charge satellite phones with credit
• For information and campaign materials
• For research trips
• For network-meetings

STANDING ORDER

With 5€, 20€ or 50€, you can support our continuous work with important regular donations. Arrange a standing order to the bank account listed below.

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Our Alarm Phone requires donations urgently!

Small or large amounts, cash-based, via your bank, or through PayPal: they are all deductible. The Alarm Phone is a non-profit organisation. Donations are tax-deductible.

For network-meetings

 creates everyday support structures!

INTERVENTION, DOCUMENTATION, NETWORKING

by WTM alarm-phone@antira.info

For donation receipts, please contact the following Email address: wtm-alarm-phone@antira.info
Since October 2014 we are running a 24/7 hotline for people in distress at sea. A short review of our project.

### 1750 Distress Calls

Up until October 2016, we received distress calls and rescued more than 400 people from partially sunken boats in the different regions of the Mediterranean Sea. Thus, our hotline came from the Aegean (from boats between Turkey and the Greek islands), from the Western Mediterranean (gondoliers from boats that had left from Libya), and about 191 from the Western Mediterranean (from boats that had embarked from Morocco, reaching Spain).

### 30 Teams Around-the-Clock

Our 30 teams are on alert every day around-the-clock, organised into three shifts. Our work follows collectively and politically intervention, and what needs to be asked when speaking to boat-people.

### Independent Observation

In general, we alert the European coastguards as well as the national police forces in the respective countries. This means that our work can be perceived as independent observation, and what needs to be asked when speaking to boat-people.

### Political Intervention

The central desire of our project is to directly and immediatly support people in distress at sea. At the same time, we connect our interventions in real-time with grassroots projects on both sides of the Mediterranean.

### Local Cooperation

To this effect, we engage in collaborations with local grassroots organisations on both sides of the Mediterranean: in countries of origin, along migratory routes, and in countries of destination.

### Western Mediterranean

Unnoticed but continuous - self-organised rescues from Morocco to Spain

**A PHONE CALL** reached the Alarm Phone on the 30th of July 2016 from Morocco. Extremely worried relatives informed us about the whereabouts of a boat with 20 people on board, amongst them 2 pregnant women. They had left from an ashore at sea for more than 6 hours already. The relatives passed on information about the time and place of the boat’s departure to our shift team, as well as a phone number of one of the travellers. After several attempts to reach the boat directly failed, we informed the Spanish search and rescue organisation Salvamento Marítima. Our team remained continuously in contact with the relatives and Salvamento, whose search was impeded by the dense fog at sea. Salvamento confirmed the existence of a rescued vessel and, eventually, the boat was found. The boat was brought safely to shore and the pregnant woman was flown to a hospital in the helicopter.

**JOYNEES ACROSS THE WESTERN MEDITERRANEAN**

Alamosa, Argentina, and Puerto Rico, from the Argentinean coast to Tortuguero, from *Salvamento Marítima* and *MPU* towards Tolosa, from Almeria, or from the Western Sahara to the Canary Islands – rescues hardly any number can account for. Often, the locations of the vessels in distress are repeatedly chosen by many West African migrants well as by those who had fled from extreme violence in the Democratic Republic of Congo. For the most part, these crossings are self-organised, and with little means. In addition, there is a steady increase in order to obtain a stable budget – often their health does not suffice to afford life jackets.

**ON A MISSION**, more than 80 Phone activists, self-organised transit migrants from Morocco, as well as activists from groups located in Morocco and Western Africa came together in Tangier in late September to exchange experiences and to develop collective strategies for sea-crossings safety. During this gathering, the focus was on how successful migrants were immensely important. They explained to us their shift teams the conditions of precarious crossings and pointed to ways to improve them. The exchange and discussions were central in turn, in one of our workshops, Phone activists with nautical skills were able to explain to the migrants how to use a life jacket and what to do in case of an emergency. For this reason, the boat引起的 sessions were planned to be used to obtain information concerning weather conditions and wave heights. This knowledge can prove vital to avoid capsizing in the treacherous Strait of Gibraltar.

**CLOSE COOPERATION** with networks and grassroots organisations in countries of origin, along migratory routes, and in countries of destination, as well as with those of the Western Mediterranean. After the gathering, a present campaign took place on a ferry from Tangier to Tarifa. Amongst the other part of the campaign, we detected a new route, curiously occurring along the Western Sahara, as Spanish activists refer to this route too. From our perspective, again, the next step of this campaign.

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Following the EU-Turkey Deal and the closure of the Balkan Route

On the 5th of August 2016, at 7:10am, our Alarm Phone team was receiving a distress call from a dinghy – often their budget does not suffice to afford life jackets.

**IN COMPARISON TO AUTUMN AND WINTER 2015**, the number of arrivals in Greece has decreased remarkably. Even if daily arrivals of individual boats have continued since the summer, the figures remain low in comparison to the previous years. This seems only partially the result of the aforementioned EU-Turkey deal. What does currently carry greater weight is the military near-closure of the Balkan Route.

**AFTER TWO MONTHS EARLIER**, on the 13th of June and at the same place, 53 clandestine passengers had a completely different experience (http://www.ktoatodos.org/medio ambiente/521). Already within Greek waters, they were ceremoniously transferred onto the Greek coastguard vessel *G. Makriyiannis*. Immediately, the boat was informed about the conditions that would have to be observed during its transit, including a stop at a coastguard vessel in order to be pushed back. Also present at the scene: A French passenger! One of the passengers was able to document this illegal ‘push back’ operation with his multi-phone and sent as photographic evidence. Related to the ‘refugee boats’, fewer than 147 people have been on record to have arrived in the Aegean Sea, even if there were sporadic incidents between 2015 and 2016. However, currently push back operations between Greek, Turkish and Fronton forces, as demonstrated in the 20th of March. Are these illegal practices sufficiently elucidated of the EU-Turkey deal? This has lead, since the 27th of March 2016, to increased controls and interceptions of boats on the Turkish side of the border. Nevertheless, those who are still able to make it to the Greek islands are prevented from moving on to mainland Greece. For us, the right to the freedom of movement is intimately tied to broader struggles for global social justice. For the most part, those who have had to do, since March 2016.