



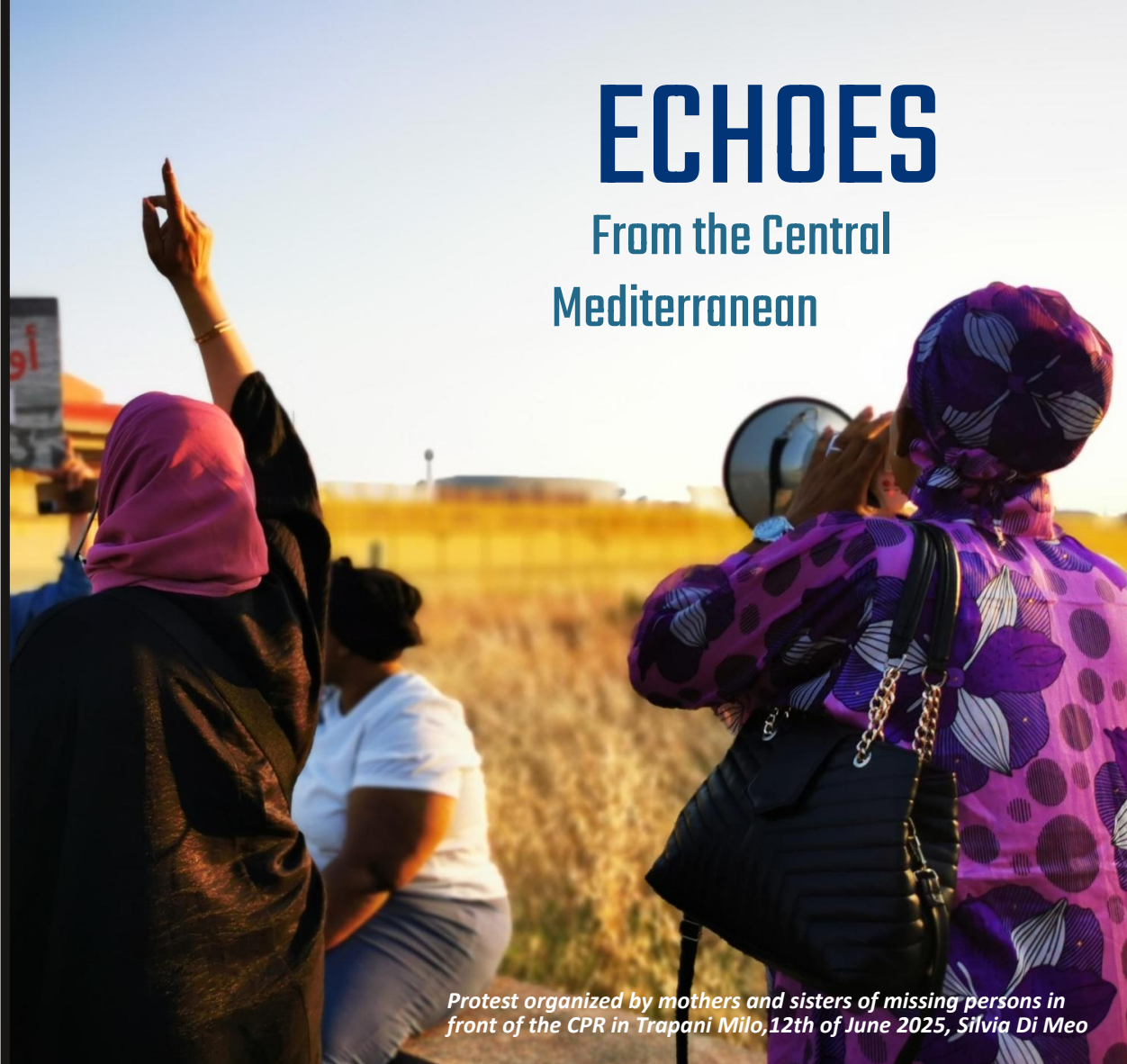
Civil MRCC

Coordination and
documentation
platform for people in
distress in the Central
Mediterranean

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N°18

August 2025



Protest organized by mothers and sisters of missing persons in front of the CPR in Trapani Milo, 12th of June 2025, Silvia Di Meo

P.2 - Join the chain of action !

10 years Summer of Migration

P.6 - Political dvpts

Mare Jonio / Maersk Etienne case

P.8 - Diary of cooperation

Report by SOS Med and AlarmPhone

P.12 - Forced to Disappear

P.16 - Legal Fragment

A missed opportunity to end border violence at sea

P.19 - Criminalisation

The obstruction of search and rescue vessels causes hundreds of deaths at sea

P.22 - Amplifying Voices

Refugees in Libya, Tunisia Protests

P.24 - Report

Malta Migration Archive:
Countermapping Border Violence

LET'S ACT TRANSNATIONALLY!

The beginning of September the transnational chain of actions will start in remembrance of the 2015 Summer of Migration and to connect this anniversary not only with our fundamental critique of the deadly European border regime but also with our continued struggle for freedom of movement. Today, we live together in a society of the many. That is a legacy of 2015 on which we want to build.

Freedom of movement is a possibility. We saw it ten years ago and we see it every day in the cracks of Europe's borders. Solidarity still exists and can be the basis for a beautiful society in which all can live, freely and equally! Join the transnational chain of action for Free movement!

Since the beginning of 2025 :

- **32 557** people arrived to Italy and Malta by sea, many of whom **arrived autonomously** (UNHCR figures up to July 13).
- **7 633** people were **rescued** by the Civil fleet from 139 boats in distress (CMRCC figure up to July 14).
- **12 338** people were **pushed back** to Libya after they were intercepted by the EU-supported so-called Libyan Coast Guard (IOM figure up to July 12).
- **603** people have been **reported dead or missing** on the Central Mediterranean Route (IOM figure up to July 12).

JOIN THE TRANSNATIONAL CHAIN OF ACTION FOR FREE MOVEMENT

The Transnational Chain of Actions will start in the beginning of September 2025. We want to remember 2015's summer of migration and connect this anniversary not only with our fundamental critique of the deadly European border regime but also with our

On the 3rd of September, it will have been exactly 10 years ago that refugees and migrants started the March of Hope in Budapest. Thousands of people who were blocked at the Keleti train station in Budapest by the Hungarian authorities decided to enact their right to move by walking to the highway toward Austria.

On the 4th of September, their successful mobilisation meant that they could even travel by bus to the Austrian border and from there with trains onward, throughout Europe. For several months, corridors from Greece to Sweden were opened, allowing for free movement and even a choice of where to settle. At that time, the Dublin system collapsed, and with it, the need for smuggling. It was a period of time when the lowest death rate at EU borders was recorded.

The summer of the unexpected...

Nobody had anticipated the Summer of Migration. Neither politicians, border guards, and the so-called risk analyses of Frontex, nor solidarity movements expected the scale and dynamism of movements. Later, we would understand some of the factors that had come together, aiding the Summer of Migration: the longer-term consequences of the Syrian war, which had led to mass displacements in the region, the often inhumane conditions in camps in Lebanon, Jordan and Turkey, coupled with the hopelessness of returning to Syria. Changes in government in Greece, where the new Syriza government decreased restrictions and eventually allowed migrant movements through the country. There were many more factors, but what was decisive, first and foremost, was the determination of the people on the move.

Between May and August 2015, they opened the borders to Macedonia by sheer force of numbers and travelled further to Serbia and Hungary, receiving solidarity from local NGOs and civil society groups along the way. After several attempts by different state authorities to divert the people on the move and keep them detained in camps, the self-organised March of Hope created its own dynamic. The borders were literally overrun in the following weeks and months of autumn 2015. Governments in the Balkans desperately created improvised border crossings and strange corridors in order



to not lose complete control. At the same time, welcoming groups formed, mainly local supporters but also international supporters, and joined along the routes building amazing solidarity structures, offering food, clothes, and information to people on the move.

The backlash and the brutalization of borders

Both the militarization of the fence at the Greek-Macedonian border, with thousands of refugees and migrants blocked in the fields of the Greek village of Idomeni, and the EU-Turkey deal of March 2016 marked the beginning of the backlash. In the following years, and continuing up until today, conditions along all migration routes would gradually worsen, characterized by a brutalization of the border regime.

Non-assistance and death at sea, illegal and violent push- and pullbacks on land and at sea borders are daily realities which have become "normalised" practices of human rights violations by border guards and Frontex throughout EU. More and more agreements and "memorandums of understanding" between the EU and North African governments have been concluded, which include funding and training border guards and the transfer of surveillance technologies. Detention, forced labour, chain deportations, torture, rape, slavery, and

FOR FREE MOVEMENT!

pogroms are the consequences. Deterrence, no matter the human cost, is the motto of EU migration policy and the externalisation of borders to North Africa and beyond.

The tenacity of struggles for the right to move

Still, despite this backlash, struggles for the right to move, for protection, and for a better life continue everywhere along the different migration routes to cities in Europe. People on the move change or invent new routes to undermine or circumvent blocked ones. The risk of death is a permanent companion. Suffering, violence, and trauma are the price of these daily struggles and confrontations.

From such contested spaces, manifold solidarity projects have evolved, not only to document and protest human rights violations, but also to build and to extend infrastructure for freedom of movement like the provision of food and shelter, support with information guides or hotlines, or legal interventions and civil rescue ships.

The Chain of Actions

In light of all this, we call for a transnational Chain of Actions in September and October 2025. A transnational online press conference will take place on the 4th of September, the day of the historic breakthrough of the 'March of Hope' in Budapest in 2015. We will connect different locations and mobilizations in a common chain of events. We invite everyone to join and mobilize for these actions and also call for further, small- and large-scale initiatives and events during these weeks in September and October.

Together, we live today in a society of the many. This is a legacy of 2015 on which we want to build. Freedom of movement is a possibility. We saw it ten years ago and we see it every day in the cracks of Europe's borders! Solidarity still exists and can be the basis for a beautiful society in which all can live, freely and equally!

Coalition for Free Movement

Contact: chain-of-action@tsc25.net

Reflect - Resist - Reclaim the Future

4th to 7th of September 2025 in Biesenthal near Berlin

A camp for people organized in Search and Rescue, flight, no-borders, decolonization & migration, as well as everyone connected to these struggles.

We invite people with experiences of displacement, activists, and allies to share experiences, reflect on our political strategies, learn from each other, and shape the next chapter in this movement.

For ten years, we've been fighting for civilian sea rescue, freedom of movement, and fundamental rights for all.

This anniversary is rooted in the broader struggle that emerged powerfully during the Summer of Migration – standing in solidarity with people on the move, resisting the deadly fortress Europe, and fighting for a future without borders, but with justice and solidarity...

Website : <https://sar-camp.wtf/>



f.LOTTA - A massive occupation of the



central Med

Between 10th and 20th of September around Lampedusa

f.LOTTA has two main objectives. The first one, linked to the space it occupies, the central Mediterranean Sea, aims for immediate change. The other is to project a radical political horizon, to push the realm of possibilities and alternatives.

In the central Mediterranean Sea, Fortress Europe has successfully managed to discipline rescue associations into a tight operational framework and to normalize the presence of preventable deaths. Day in and day out, rescue associations live under the constant scrutiny of an authority that, instead of supporting their rescue efforts, blackmails them with faraway ports of disembarkation, fines, detentions, and more. The efforts of Fortress

Europe to remove from the central Med witnesses and rescue assets have been coupled with filling the sea with Libyan militias chasing people on the move. f.LOTTA occupies this space, re-politicising the central Med and – through its own presence – contends the narrative and practices of Fortress Europe...

Website : <https://flotta.noblogs.org/>

UNHCR = UNFAIR! IOM = NASTY!

**Join the protests at the headquarters
of the institutions of human rights
violations**

12th and 13th of September 2025 in Geneva

UNHCR = UNFAIR

On Friday, the 12th of September 2025, Refugees in Libya will hold a press conference in front of the headquarters of UNHCR, presenting the "Book of Shame". It includes dozens of complaints and accusations from refugees and migrants in Libya, Tunisia, and Niger. They all experienced non-assistance and ignorance, negligence, and rejection from an institution that pretends humanity is central to its cause. Instead of fulfilling its mandate to protect refugees, asylum seekers, and people on the move, the UNHCR is protecting European borders and has become an instrument of European externalisation policies. Within the last 18 months, through a new hotline project, Refugees in Libya and the supporting alliance have collected hundreds of testimonies from those who have witnessed continuous human rights violations. UNHCR did not care about it and was unreachable for these people.

IOM = NASTY

In Libya we have known their concept of blackmailing for many years. People are detained and kept in unbearable situations, while the

"International Organisation for Migration" (IOM) presents them with only one option: to return to their country of origin. In Tunisia, we recently experienced this system of blackmail again: in parallel to brutal attacks, raids, and evictions of makeshift settlements, IOM staff appear to desperate people on the move to advertise "voluntary return". All over the world, IOM executes its "migration management" with so-called voluntary return programs as an integral part of inhuman border regimes.

On the 13th of September 2025, we will demonstrate in front of the IOM and UNHCR headquarters to denounce their respective abusive practices. We will confront their humanitarian facade with the realities and the truth by numerous voices of testimonies, by recordings and direct speeches by refugee activists, who reached Europe and are not willing to forget neither their hurt nor their comrades, who still suffer and struggle in Libya, Tunisia and Niger.

This event will be the occasion to denounce the continuity of European and national migration policies. Indeed, a large camp for asylum seekers has just opened in Geneva. In semi-prison conditions, people are now being held for several months between the airport tarmac and a highway.

Website : <https://www.refugeesinlibya.org/from-tripoli-to-geneva-2>

We'll Come United Caravan & Parade

20th to 27th of September from Thuringia to Berlin

We will organize a caravan in September from Thuringia through Saxony and Brandenburg to Berlin. A week of protest, camping, swarming, empowerment, creative actions, demonstrations – ending in a united parade on 27 September in Berlin.

Ten years after the March of Hope and the so-called Summer of Migration, the situation for people on



the move has worsened dramatically. Racist border regimes are being expanded, rights are being rolled back, and far-right forces are gaining strength across Europe. But we will not be silent.

We come together from different cities and struggles – as people affected by racist structures, as allies and activists, as local initiatives, housing networks, climate justice groups, feminist movements, care alliances, and anti-deportation campaigns. We are part of a transnational movement for freedom of movement and equal rights for all. This caravan is our response – loud, collective, and unstoppable...

Website : <https://www.welcome-united.org/en/>

We migrate to live, not to die!

10 Years of Rest House Baobab, 20 years of ARCOM

3rd to 5th October 2025 in Rabat

We organize a conference in Rabat, marking the 20th anniversary of the “Association of Refugees and Migrant Communities in Morocco” (ARCOM), an organisation founded by migrants to defend their fundamental rights in Morocco. In addition, the BAOBAB women's shelter, a safe haven for migrant women and their children on their often life-threatening journey founded by ARCOM, is celebrating its tenth anniversary.

The conference aims to raise awareness of the long-standing struggles of ARCOM and the BAOBAB shelter against the European border regime.

Under the motto ‘Nous émignons pour vivre et non pour mourir’ (We migrate to live, not to die), the situation of women, children, and unaccompanied minors on the escape routes will be highlighted.

Together, we want to analyse the political tightening of restrictions due to pressure from the EU and discuss the daily solidarity work of organisations in the Maghreb states.

The voices of

migrants themselves will be at the centre of the conference...

Website :

https://afrique-europe-interact.net/2218-0-Konferenz-ARCOM-2025.html?article_id=2218&clang=0

Stop the "Memorandum of Understanding" between Italy and Libya

Middle of October 2025 in Rome

In February 2017 a Memorandum of Understanding on "fighting illegal migration" was signed by Italian and Libyan governments. Refugees in Libya, on the International Refugee Day, June 20, 2025 called for an immediate stop to all agreements with Libya on illegal pushback and detention of migrants, actions which often lead to more violence, torture, and rapes.

We have denounced, as witness, the Italian government's release of the criminal Osama Almasri. Our communications are surveilled by Italian secret services on behalf of the governments, as it has been ascertained in the Paragon case. We, the victims, are strictly controlled, while the criminals are free to continue their acts.

We are not alone. A large part of civil society, churches, journalists, humanitarian and rescue NGOs are supporting this campaign. Join our mobilization for action days in Rome in the middle of October 2025!

Website :

<https://www.refugeesinlibya.org/post/stop-the-memorandum-italy-libya>



POLITICAL DEVELOPMENTS

MARE JONIO/ MAERSK ETIENNE CASE GOES ON TRIAL: WHO SHOULD BE THE REAL DEFENDANTS ?

It was July 2004 when the Cap Anamur case exploded. The German humanitarian ship, while returning from delivering aid to Africa, had rescued 37 people from a sinking rubber dinghy. They were kept offshore for several days. Then, when the ship was finally authorised to dock at Porto Empedocle in Sicily, the 37 survivors were detained in a “CPT”, a detention and deportation center (and most of them were later deported), while three crew members – including Captain Schmidt - were arrested and then tried for “aiding and abetting illegal immigration”.

With the endless delays of the Italian “justice” system, it was only in October 2009, after a long trial, that they were acquitted of all charges by the Court of Agrigento. That ruling affirmed two principles that are still very important today: those who carry out sea rescues do not commit any crime, and the captain is the only person who can identify a “place of safety” even from a legal point of view, for disembarkation.

We remember this case today for a specific reason: not only because it was the first failed attempt to criminalise solidarity at sea in Italy, but above all because, in twenty years, it has been the only trial held against an NGO for rescue at sea. So far, there have been numerous investigations. But all for nothing: none of them – the most sensational case being that of Trapani against Iuventa Crew, MSF and Save the Children – has ever made it past the preliminary hearing stage. Until now.

On the 28th of May the Ragusa Public Prosecutor's Office obtained the indictment of six activists and seafarers from Mediterranea Saving Humans, who will stand trial starting next 21st October on charges of “aggravated aiding and abetting illegal immigration”.

The story is well known: at the beginning of August 2020, after an Alarm Phone and Frontex plane notice, the oil tanker Maersk Etienne rescued 27 people sinking in the Maltese SAR zone. Although the Maltese authorities coordinated the rescue operation, they never assigned a “Place of Safety” and the 27 migrants were forced to spend 37 days on a ship floating in the Central Mediterranean without medical facilities and proper accommodation.

It was probably the longest stand-off in the history of the Mediterranean sea. The 27 people were already in critical condition due to their



arduous journey, including prolonged detention, torture, and rape suffered in Libya. The Mare Jonio answered a request of assistance from the captain of the Maersk Etienne and the medical staff of Mediterranea went on board, immediately realizing the unbearable conditions of the survivors. On the 11th of September a transhipment was organized, and the Mare Jonio immediately set sail toward Sicily, where the migrants were eventually authorized to disembark by the Italian authorities in Pozzallo.

Secretly, and probably connected to the spying that started against Mediterranea in 2019 (as the Italian government recently admitted), a special police investigation was launched right away. It included phone tapping, tailing, house searches, and seizures, and went on until February 2023.

More than three months after the landing, the shipping company Maersk Tankers made a legal and transparent donation to support humanitarian activities at sea. For the prosecutor, this would be the infamous aggravating circumstance of having “acted for profit” on the basis of a “commercial agreement”. This circumstance is completely refuted by the evidence gathered in the reconstruction of the facts.

Meanwhile the privacy of those under investigation was violated on several occasions, with personal chats leaked to the far-right press to fuel scandalous campaigns, culminating in the preliminary hearing in Ragusa, which lasted from December 2023 to May 2025.

But the referral to trial coincidentally comes at a particularly difficult political moment for the Italian government, which for months has been unable to resolve either the Almasri case or the Paragon case. In the former, Prime Minister Meloni, Ministers Nordio, and Piantedosi and Undersecretary Mantovano are under investigation by the special “Tribunale dei Ministri” (Ministers' Court) for releasing (and returning to Libya on a State executive flight) the dangerous criminal responsible for human

trafficking and all kinds of violence against migrants detained in Mitiga prison and elsewhere. In recent days, in particular, it has emerged that Justice Minister Nordio allegedly lied to parliament to conceal the circumstances surrounding the political decision to take away Almasri from the International Criminal Court.

In the second case, while the government has officially admitted to spying on two co-founders of Mediterranea and the president of Refugees in Libya using powerful and sophisticated spyware called “Graphite” developed by Paragon Solutions, the names of many other journalists and activists who were also under surveillance are emerging, raising serious concerns about respect for constitutional rights and freedoms in a sort of “Spaghetti Watergate” case.

Finally, along with the two cases mentioned above, the recent push-back by the Cyrenaica government of Interior Minister Piantedosi, while he was at Benghazi airport with a delegation composed of EU Commissioner for Migration Brenner and the ministers of Malta and Greece, precisely to negotiate further detention and deportation of migrants at the European border, demonstrates once again that Libya is the real “black hole” of Italian and European politics.

The stubbornness to stop people on the move in that country at all costs not only causes the immense suffering and deaths we are familiar with, but also a chain of political and diplomatic failures, which demonstrate that EU border management policies are not only cruel and inhumane, but also completely irrational and unrealistic in their implementation.

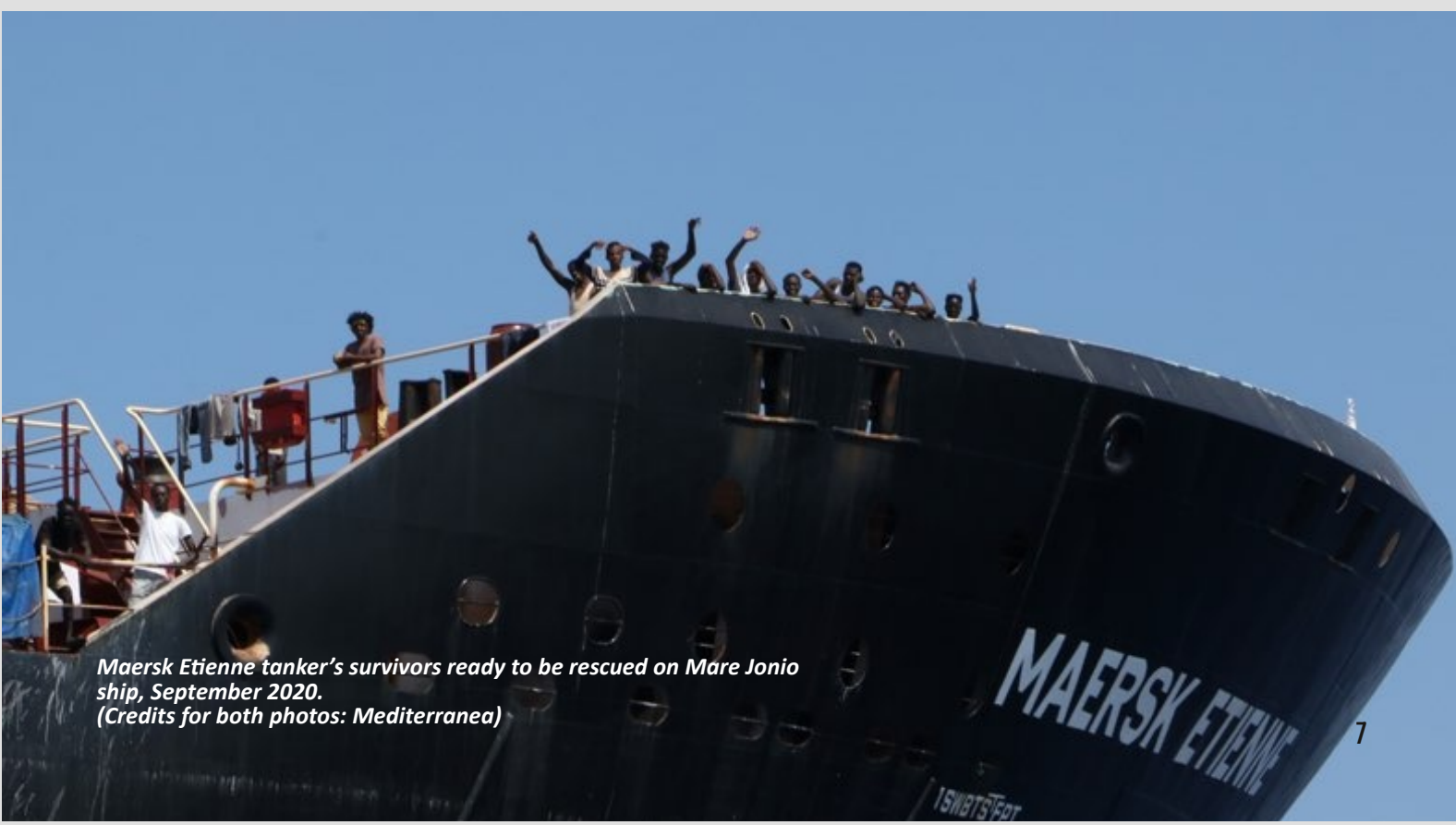
This is the scenario in which, next October, the opening of the trial against Mediterranea in Ragusa will coincide with the parliamentary debate in Rome on the renewal of the deadly Italy/Libya Memorandum. Not only have they prepared their revenge against the Mare Jonio and Mediterranea, but they also want to try to criminalise all solidarity in order to hide their tragic failures too.

They will not find us unprepared: on the one hand, we will face the trial with great serenity, confident that we will be able to dismantle the castle of accusations piece by piece. And, starting with the personalities we will call as witnesses, we will transform the trial against solidarity into a trial against the omissions committed by the European authorities, in the Maersk Etienne case, as in all these years.

On the other hand, we are relaunching and strengthening our rescue and solidarity efforts, both at sea and on land: thanks to cooperation within the Civil Fleet, we have acquired a new and larger ship, the former Sea-Eye 4, part of the United4Rescue alliance, which will soon set sail on her first mission at sea under the name Mediterranea.

And, all together, in the campaign for the trial and against the renewal of the infamous Memorandum, we will be able to point out who should be in the dock for all the violations of fundamental human rights and crimes against humanity committed in recent years in the Mediterranean Sea. We will do so with a smile on our lips, but also determined to ensure that “never again” becomes a reality.

Mediterranea Saving Humans (Italy)



*Maersk Etienne tanker's survivors ready to be rescued on Mare Jonio ship, September 2020.
(Credits for both photos: Mediterranea)*

IT MAKES A DIFFERENCE !

A DIARY OF RESCUE COORDINATION BY CIVIL ACTORS IN THE CENTRAL MEDITERRANEAN SEA

The following section provides an overview of the level and impact of rescue coordination by civil actors in the Central Mediterranean Sea, using brief reports and social media extracts.

MAY 2025

May 3

Aurora rescues 71 people from an unseaworthy rubber boat with the assistance of **Seabird 3** and safely disembarks them in Lampedusa.

May 5

The crew of **Ocean Viking** rescues 2 separate boats in the Libyan SAR zone. 108 people including an 11 month old are safely brought onboard.

May 8

Sea Watch 5 rescues 2 separate boats, one of which had reached out to the **AlarmPhone**, with a total of 190 people. The distant port of Marina di Carrara is assigned as Port Of Safety (POS), adding 130 nautical miles of navigation.

May 9

The crew of the rescue ship **Humanity1** rescues 125 people in international waters. Ravenna is assigned as POS by Italian authorities, which is 1500km away.
With the assistance of **Seabird 3**, **Sea Punks 1** is able to locate and rescue a wooden boat with 83 people in Tunisian SAR, all of whom are safely disembarked in Lampedusa. (1)

May 10

Nadir's crew assists 62 people on a drifting rubber boat south of Lampedusa following a Frontex mayday relay. When **Nadir** arrives on scene, two toddlers have already died. Another person is declared dead on **Nadir** despite all resuscitation efforts. (2)

May 12

69 people aboard an unseaworthy vessel are rescued in the Maltese SAR zone by **Nadir**.
With aerial assistance by **Seabird 1**, **Solidaire** rescues 62 people aboard an overcrowded rubber boat in Libyan SAR. The distant port of Genoa is assigned, prolonging the survivors' time at sea. Over the coming hours, **Solidaire** finds an additional 4 boats, bringing the total number of people rescued to 279.

May 16

Following distress calls from **AlarmPhone** and **Seabird 1**, **Nadir** discovers an iron boat with 54 people in the Maltese SAR zone. The people were disembarked safely in Lampedusa.

May 17

Following alerts from **AlarmPhone**, the **Ocean Viking** finds a boat with 77 people, already assessed by **Aurora**. They are brought safely onboard. Two more vessels are rescued later, bringing the total number of survivors to 276.
The plane **Seabird 1** spots 6 boats in distress over the course of the day on May 17. Seabird 1 alerts authorities - no response. Once again, civil rescue ships stepped in. Together with **Sea Punks**, **Ocean Viking** and **Aurora**, 200 people are brought to safety. (3)

May 18

In the morning, **Humanity1** rescues 100 people from two unseaworthy boats. Bari is assigned as POS. In the afternoon, **Nadir** encounters a distress boat with 34 people, who are brought to Lampedusa by the Italian Coast Guard.

May 19

Nadir finds an overcrowded double-decker wooden boat in distress. **Nadir** partially embarks the people before the Italian Coast Guard boards the 120 survivors safely.

May 22

After two alerts by **AlarmPhone**, **Solidaire** rescues a total of 252 people and is eventually allowed to disembark in Salerno. Following an **AlarmPhone** alert, **Aurora** rescues 50 people from a distress boat. **Astral** finds and rescues 80 people about 14 nautical miles from Lampedusa. All people are safely brought to Lampedusa.

May 26

At night, a merchant vessel rescues 35 people but can't complete the rescue due to bad weather and darkness. Despite the Captain's concerns for the legal implications, the merchant vessel was ordered to disembark the survivors in Libya against international law. A supply vessel rescues 26 people from the same group but couldn't recover the rest due again to worsening sea conditions. They were assigned Lampedusa as place of safety by Italian authorities.
Ocean Viking arrives shortly after and evacuates the 53 remaining people. Survivors tell the crew that at least 3 people fell overboard during their dramatic journey. **Ocean Viking** was assigned Livorno, over 1150km away, as place of safety.

May 28

Aurora rescues a drifting boat with over 50 people, also alerted by AlarmPhone.

May 31

Seabird crew carries out several flights over the Mediterranean. During one flight, a distress case with 29 people aboard an unseaworthy wooden boat is alerted and **Astral** responds, safely embarking everyone who are later transferred to Italian authorities.

SOS Humanity (international)
@soshumanity_en

1

● Breaking: In a difficult rescue in international waters, the crew of our rescue ship **#Humanity1** rescued 125 people yesterday evening. Italian authorities have assigned the over 1,500 km away distant port of **#Ravenna**, denying the survivors an immediate disembarkation. 1/3

RESQSHIP
@resqship.bsky.social

2

[1/5] Yesterday, our crew assisted 62 people on a drifting rubber boat south of Lampedusa following a mayday relay issued by Frontex airplane EAGLE2. When Nadir arrived on scene, two toddlers had already died. Another person was declared dead on Nadir despite all resuscitation efforts.



Sea-Watch International
@seawatch_intl

3

Yesterday, our monitoring plane Seabird spotted 6 boats in distress. We alerted authorities - no response. Once again, civil rescue ships stepped in. Our ship Aurora reached 2 boats with ~200 people last night. Together with **@sea_punks** & **@SOSMedIntl**, they were brought to safety.

JUNE 2025

- June 1** 14 people safely on board **Louise Michel** after crew spots a fiberglass boat. On approach, people suddenly start jumping into the water. Crew is able to rescue all 14 people from the water. (1)
- June 4** **Aurora** rescues 91 people who had reached out to AlarmPhone from being illegally pulled back to Libya, many suffering fuel burns. The Italian coastguard takes all women and children ashore to Lampedusa; the remaining people are only allowed to disembark in Pozzallo next morning. (see photo)
- June 5** In the middle of the night, the **Nadir** finds and rescues 115 people on a double-decker wooden boat. All are safely disembarked in Lampedusa in the morning. The **Nadir** is later **detained** by the Italian authorities.
- June 6** The **Sea Eye 5** with support from **Seabird** and **AlarmPhone** rescues 50 people from an unseaworthy dinghy. The Italian authorities assign the distant port of Vibo Valentia as Port Of Safety.
- June 7** **AlarmPhone** alerts authorities to a group who escaped from Libya and were stuck on a yet unidentified oil platform. With aerial assistance by **Seabird 3**, **Astral** responds and rescues all 54 people, including a woman who gave birth while stranded on the platform. The survivors are disembarked in Lampedusa.
- Following an additional alert by **AlarmPhone**, **Astral** encounters another distress vessel with 109 people, including 4 found floating in the water, also in the Libyan SAR zone. **Astral** distributes life vests and after the arrival of NGO vessel **Louise Michel**, survivors could be safely embarked.
- June 9** **Solidaire** performs two rescues, the first of a fiberglass vessel with 28 people in the Maltese SAR zone, approximately 37 nautical miles southeast of Malta. Later in the night, **Solidaire** encounters another overcrowded fiberglass boat with 48 people, whom they rescue.
- June 13** At 5:15 am, in the Libyan SRR, **Ocean Viking** spots an overcrowded fiberglass boat. 70 people are rescued, including 2 unaccompanied minors. Cold, sea-sick, weak and exhausted, they are safely brought on board **OV**. The distant port of Marina di Carrara is assigned, requiring an additional 3 days at sea for survivors.
- After coming across an empty boat in search of a distress case alerted by the **AlarmPhone**, crew of **Sea Watch 5** locates a distress vessel with 53 people. They are brought aboard **SW5** and authorities assign the distant port of Brindisi.
- June 14** Rescue ship **Sea-Eye 5** is detained by Italian authorities in the port of Pozzallo on Monday, June 16, 2025. The detention follows a rescue operation on Saturday, June 14, during which the crew of **Sea-Eye 5** saves a total of 65 people from an overcrowded rubber boat in acute distress in Libyan SAR, with aerial reconnaissance provided by **Seabird 1**.
- Overnight, the crew of **Louise Michel** performs three separate rescue operations of a total of 188 people. During the first rescue, Libyan authorities approach the wooden vessel causing panic and people to jump into the water. All are recuperated from the water. A second and third boat are found as the **LM** heads north.
- June 19** At 19:15, following an alert by **AlarmPhone**, **Ocean Viking** rescues a boat carrying 73 people in distress in the Maltese SRR. Italian authorities order all 73 survivors to be disembarked in Savona - over 1,130 km from where the rescue took place.
- June 20** After alerts by **AlarmPhone**, **Sea Watch 5** was able to find and rescue 70 people. One woman was in critical condition and had to be evacuated to Malta. The port of Naples was assigned POS.
- June 21** In the morning, **Colibri**, a civilian aerial asset, alerts a distress case. **Solidaire** responds and rescues 49 people from the unseaworthy wooden boat. The distant port of Livorno is assigned POS.
- June 26** **Colibri** alerts a distress case in Libyan SAR. During rescue operations by **Sea Watch 5**, Libyan authorities attempt to intimidate the crew. Nevertheless, all 30 people are safely brought onto the **SW5**. after which authorities assign the distant port of Marina di Carrara.



Deadly Failure Of Rescue Coordination in the Central Mediterranean

Report by SOS Mediterranee and Alarm Phone, 27th of June, 2025

On the morning of Saturday, May 24, civil network Alarm Phone alerted authorities to two overcrowded wooden boats in distress in the Libyan Search and Rescue Region (SRR). Both had departed from Sabratha two nights earlier and were each carrying more than 100 people in urgent need of assistance. Only one boat received a coordinated response: the 128 survivors were rescued by the Italian Coast Guard and disembarked in Lampedusa on Sunday, May 25.

For the second boat, no rescue was launched, despite repeated alerts, worsening weather conditions, and the clear situation of distress. At the time of the alert, the Ocean Viking, a humanitarian rescue ship run by SOS MEDITERRANEE, was more than 36 hours from the distress case. A merchant vessel, MV Bobic, flying the Marshall Islands flag, found the second boat on Saturday evening after being alerted by Alarm Phone.

Lacking adequate rescue equipment and without guidance from maritime authorities – despite desperate calls for assistance – the ship's Captain attempted to rescue the shipwrecked persons. Multiple people fell into the sea, one disappeared; 35 survivors were taken onboard before contact with the distress boat was lost. MV Bobic issued a Mayday Relay, and the Captain and his crew spent hours seeking support and instructions from the responsible authorities to no avail.

Despite the Flag State's and Captain's expressed concerns that disembarking survivors in Libya would violate international law, the Captain's wish to disembark people in Lampedusa, and a first instruction from the Libyan Rescue Coordination Center that survivors should be transshipped to the Ocean Viking, the 35 rescued individuals were ultimately disembarked and sent to detention in Libya under an unclear chain of command – marking a grave breach of maritime obligations.

Meanwhile, civil society organizations Alarm Phone and SOS MEDITERRANEE spent the night trying to offer remote support to the Captain of MV Bobic and his crew, while attempting to initiate a search for the missing boat.

Alarm Phone finally reestablished contact with 79 remaining survivors early Sunday morning. Merchant vessel MV Eco One rescued 26 people Sunday evening, and, according to survivor testimonies, two people went missing during this second rescue attempt.

Ocean Viking completed the rescue of the remaining 53 survivors. MV Eco One disembarked in Lampedusa, the Ocean Viking was ordered to Livorno, further separating the shipwrecked people between different ports and unnecessarily prolonging their time at sea.

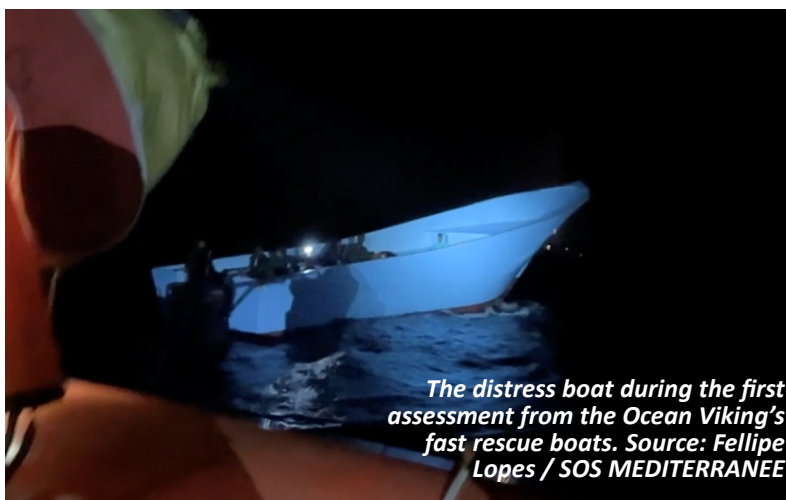
Five survivors were medically evacuated from the Ocean Viking to Lampedusa on Monday, and

Palermo's Juvenile Court ordered the disembarkation of minors in a closer port. 33 children and two adult family members disembarked in Sicily on Tuesday, May 27. Despite their medical conditions, which were reported to the authorities, 13 survivors were forced to endure two and a half additional days of sailing to Livorno.

What the individuals in distress endured is not an isolated incident, but a stark illustration of the arbitrariness and systemic neglect that defines maritime coordination in the Central Mediterranean today. This manufactured state of chaos is a direct consequence of EU migration policies that prioritize deterrence over the legal and moral imperative to save lives...

Full report, subsequent demands and a timeline here:

https://alarmphone.org/en/2025/06/27/deadly-failure-of-rescue-coordination-in-the-central-mediterranean/?post_type_release_type=post



FORCED TO DISAPPEAR

Memory as Resistance:

A week of actions in Palermo

Mem.Med – Memoria Mediterranea is a grassroots initiative, a project born to recover the memory of the missing, support grieving families, and challenge the violence of European border policies. The project aims to accompany relatives through the process of searching and identifying missing loved ones, providing legal and procedural guidance, and offering psychological support to families.

From June 10 to 15, 2025, Mem.Med organized a powerful week of actions, meetings, and commemorative events in Palermo. The gatherings brought together mothers, sisters, and relatives of the missing from Tunisia, Guinea, Guinea-Bissau, Senegal, Cameroon, Ivory Coast, Afghanistan, and Bangladesh. The families came not just to grieve—but to organize, to speak out, and to resist, and to demand truth and justice.

On June 11, 2025, a strong demonstration was organized outside of the Tunisian consulate in Palermo, led by Tunisian migrants, family members, and local activists, to condemn the brutal EU-Tunisia migration deal. The protesters standing against the

EU violence demanded accountability for the thousands of disappeared and detained migrants, denouncing deportations and exposing the complicity of both European and Tunisian authorities in perpetuating a system of oppression.

On June 14, 2025, exactly two years after the Pylos massacre, together with other local and transnational activist groups, Mem.Med organized an action of commemoration. While carrying photographs of the missing and banners denouncing the murderous border regime, families and activists marched together in the city center of Palermo. The action started with a reading of poems and chants from the mothers of missing persons. During the march, silence was broken, calling for an end to the pushback regime, detention, and the normalization of death and disappearance at EU external(ized) borders.

By centering the testimonies of those who are most affected, this week of actions was a reminder that memory is a way of resisting. Throughout the week amidst public actions and internal meetings, we worked together towards a dismantling of the narrative of death and disappearance normalization, to keep the memory of loved ones alive and to demand justice in their name.

Alarm Phone Tunis



Commemoraction!

Families of missing from Senegal and Tunisia went to Cameroon in April 2025

Feric lost his brother in the massacre of Tarajal 2014. Together with other family members he founded an association in Douala, Cameroon where many of the victims had been born. In a meeting at the 10th anniversary of the Alarm Phone last Autumn in Dakar, Senegal, he raised the question how to continue after 10 years of fighting for justice that has not come, while victims' families get more and more exhausted.

Because it gives him strength, the idea was simple: let them feel the network of solidarity more closely. Mohamed and Latifa from Tunisia and Aminata and Ndeye from Senegal, who all have experienced the loss of family members to the border regime, immediately expressed their willingness to join.

Pascaline and Babacar, who have years of experience in the Alarm Phone offered to join, along with activists from Cameroon and Senegal living in Morocco who are often confronted with the question of disappearances. As Feric explains:

"Given its geographical location, Cameroon, a country on the border between the countries of Central Africa and West Africa, constitutes a platform and a buffer territory for migrants from the region. Cameroon is also a country of departure for its young people, most of whom migrate because of the precariousness. As a result, although the figures are still poorly known and sometimes underestimated, Cameroon sees thousands of migrants pass through its territory every year, either in transit or leaving Cameroon with Europe as a common final destination.

For a long time, Cameroonian authorities, in particular, and African authorities in general, marginalized the tragedies involving migrants, as they take place far from the national borders, in the Mediterranean Sea or the middle of the desert.

The key event that highlighted the situation in Cameroon through its level of media coverage, and which moved both national and international opinion, was the tragedy of the 6th of February 2014 off the coast of Tarajal, where dozens of young Cameroonians and other African nationals lost their lives trying to swim to the Spanish coast. This tragedy was all the more shocking because survivors testified that the Spanish Guardia Civil had used rubber bullets and tear gas on migrants who were swimming.

The tragedy left several Cameroonian families in mourning, and they subsequently formed a legal association to demand justice, truth, and reparation for the death of their children. Since then, borders have continued to plunge families into mourning, and remain one of the scourges that most decimate Africa's youth. The families of the victims are united in their daily demand for truth, justice, and reparation, and they continue and will continue to demonstrate tirelessly to obtain

answers to their demands."

The connections and the trust which has been growing in the more and more developed Commemoraction network made this journey possible. Already in April, they visited together the families of Tarajal's victims, as well as many other families of the missing in Edea, not far from Douala in Cameroon. Supported by the platform missingattheborders.org, they conducted many interviews and videos. In autumn Missing at the Borders will publish them in a designated section on the website for Cameroon, with the aim to give voice to the families and tell their stories. During the week they interviewed dozens of family members, they shared their feelings of loss, they held and empowered each other, and, at the end, commemorated together.

"Our visit to Cameroon has come to an end. It was interesting and intense despite the difficulties and the pain. Each family of the disappeared has a story that is difficult to get out of their mouths. [...] Their stories, the loss of their children, and their miserable situation made us cry."

Mohamed from Tunisia
(his son disappeared in September 2012) 13



"The meeting allowed us to know that we are not alone in this situation. When you listen to their stories, you forget your story, and you open a path that allows the fight to continue."

Aminata from Senegal
(her son disappeared in 2020).

"From the moment we arrived, we felt like a family, surrounded by kindness, smiles and generosity. Every moment shared with the others was precious and will remain engraved in our memories."

Ndeye from Senegal
(her brother disappeared last year).

"The families of the missing who came from Senegal and Tunisia to support the families here in Cameroon did a colossal job of meeting, travelling, exchanging and interviewing. The families we have visited were desperate, because they had never known that there were people fighting to give them support and comfort."

They feel responsible for the fact that their children or family members had died or disappeared on the migratory route. It is good for them to see other families from elsewhere organised and accompanied

by a network fighting for freedom of movement.

We, as a network, should and will accompany them in leading the fight for justice, organising other big events to get the families out of their isolation so that they can stand up in front of the public with dignity and reclaim their rights. Because migration is not a crime but a right and many families don't know this. In this journey I have really found the reasons that push people to leave: poverty, precariousness and vulnerability.

It's caused by bad government policies and the complicity of the European Union, so it's our duty as activists to fight and continue to fight for a world with equal rights. During the trip we saw the commitment and determination of the whole group to succeed. Let's hope we can meet again in another country, in a different place, to continue the fight."

Babacar
(Alarm Phone member based in Laayoune).

Family Testimonies: missingattheborders.org/testimonials

Mali section of the website :
missingattheborders.org/mali

AlarmPhone CommemorAction Group



Disappeared at sea

Italy's complicity in the 11th July Tunisian Interception (12/07/2025)

On the evening of the **11th of July, 27 people arrived at the Favaloro pier in Lampedusa**. The 27 survivors told us about their journey towards Europe. We tried to reconstruct what happened to them, amplifying their testimonies to **accuse the violence of the European border regime, which once again led**

to the death or disappearance of people who tried to defy it.

On Tuesday, the 8th of July, a boat departed from Sfax, Tunisia, **with a total of 63 people** on board. After two and a half days at sea, the boat ran out of fuel and remained adrift in international waters for around one day. This is where Frontex asset Sparrow2 spotted the group, on the 11th of July at 12:17 am CEST, and **orbited around them for around one hour.**

Frontex not only alerted European authorities but

also informed the Tunisian coast guard, even though Tunisia can not be considered a port of safety. Numerous testimonies documented the violent treatment of Tunisian authorities towards people on the move, both during and after interceptions, including deportation into the desert.

We can assume that the Frontex alert led to the arrival of the Tunisian Coast Guard on scene. At the same time, the Italian Coast Guard arrived.

The necessity to avoid interception to Tunisia, as to escape its violent reality, led some people to jump into the water and swim towards the Italian Coast Guard ship. All women and children remained on the boat.

The Tunisian Coast Guard tried to prevent the people in the water from reaching the Italian Coast Guard vessel, with extremely dangerous manoeuvres.

According to testimonies, three young men drowned in the sea because of these manoeuvres. Other sources report that two more people remain missing.

According to these reports, the 33 people who remained on the boat were intercepted and deported to the Algerian desert. Only 27 people managed to reach the Italian Coast Guard vessel by swimming, who were later disembarked in Lampedusa.

Five people are now dead or missing. This is not an unintentional tragedy as it could have been prevented! Italy provides financial and material support to the Tunisian Coast Guard and the European agency Frontex cooperates with Tunisian (and Libyan) authorities.

These deaths, as all other deaths at the border, are the direct result of the violent border regimes that Europe has intentionally created and supported. On the 11th of July, the Italian Coast Guard was not a bystander to a violent pullback, which killed at least three people, but was directly responsible for that violence.

Italian and European border policies directly and indirectly kill people who cross borders every day, at sea and on land routes, inside deportation camps,

and in European streets.

By attempting to repress freedom of movement, externalising and outsourcing border control to Libyan and Tunisian authorities, Europe kills and disappears people every single day.

In this specific event, Italian authorities were on site and could have at least prevented this violent pullback from happening.

In Tunisia, as much as in Europe, people on the move face terrible conditions, structural racism, criminalisation, and no access to any form of protection or a public healthcare system. In Tunisia in particular, many people are forced

to live in makeshift camps under olive trees, which are regularly raided and destroyed by local police.

Solidarity structures try to resist and build their own hospitals within the camps, but just a few weeks ago, several self-organised hospitals were burnt down.

Some of the young men from Guinea and Mali, who arrived in Lampedusa, spent two years in Tunisia. **They told us how dangerous the situation in Tunisia was for them.** When we met them at the transfers

the day after their arrival, the people who made it to Italy were still in a state of shock from what they had gone through.

They told us that they wished they had space and time to rest and recover after this terrible journey. Instead, they were kept in an overcrowded

hotspot and transferred less

than 24 hours after their arrival on the island, with no chance to rest, nor to receive much-needed support after this experience.

We stand against these Europe-made borders, which cause death and violence daily.

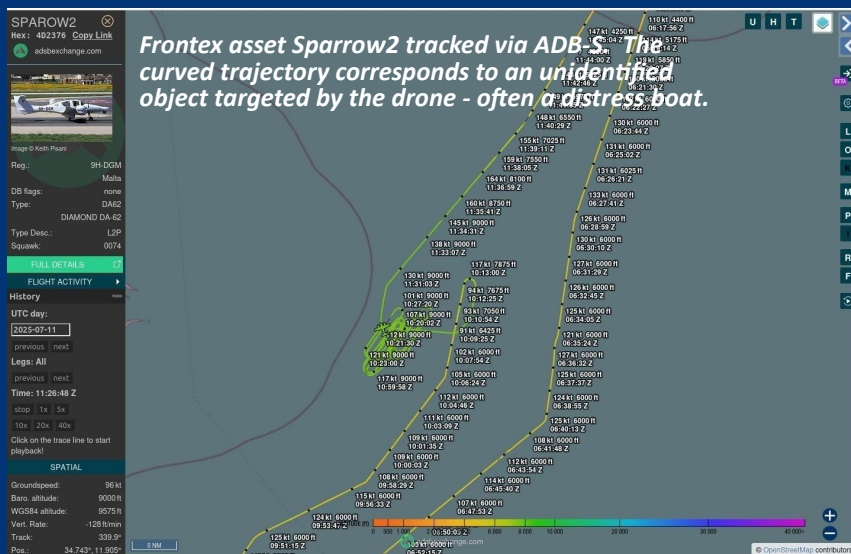
We condemn the (neo)colonial and racist border regime!

We demand freedom of movement for all!

Maldusa

Website - maldusa.org

Tunisia is not a port of safety!



LEGAL FRAGMENT

S.S. and Others vs Italy: a missed opportunity to end border violence at sea

In 2012, the European Court of Human Rights (the Court) condemned Italy for rescuing persons in distress and transshipping them to the so-called Libyan Coast Guard, whereas Libya cannot be defined as a place of safety (*Hirsi Jamaa and others v Italy*).

Therefore, the European Union and states had to adapt and engage in deals such as the 2017 Memorandum of Understanding between Libya and Italy, in order to further outsource their duties to Libya and in short, ensure that persons do not cross the central Mediterranean.

On 6 November 2017, persons in distress at sea reached out to the Italian authorities, who coordinated their “rescue”, meaning their subsequent violent interception by the so-called Libyan Coast Guard, with a ship recently gifted by Italy within the MoU.

The Italian authorities even intervened with a helicopter when the so-called Libyan Coast Guard started using violence against the people on the move. The NGO ship Sea-Watch 3, which was on-scene as well, was able to rescue 59 persons, while 47 persons were forcibly pulled back to Libya. At least 20 persons died.

Consequently, in 2018, the Court had to position itself once again: does it violate the European Convention on Human Rights (the Convention) to indirectly coordinate an interception, and even intervene on-scene with a helicopter? Overall, does it violate the European Convention on Human Rights to ensure that interceptions to Libya take place with financial, material support and trainings – with the knowledge that since 2012, Libya is not a place of safety? This time, in its decision on 12th June 2025, the Court responded that it could not rule on the question whether Italy violated the Convention, because of missing “jurisdiction”.

In the first section of the article, we will analyze the Court’s ruling in relation to the missing “jurisdiction” and explain why it is detached from the reality witnessed by people on the move and NGOs at sea on a daily basis. In the second section, we’ll look into the legal loophole perpetuated by the Court and its potential reason. Finally, we’ll briefly discuss the aftermath of this decision, as civil fleet.

A technical decision detached from the reality

The Court was asked to reply on accounts of violations of right to life, prohibition of torture, non-refoulement, right to an effective remedy. However, the judges stopped at the mere analysis of procedural requirements: the application of

In other words, the Court cannot rule if the convention cannot be applied. And the convention can only be applied if the state (in this case, Italy) had “jurisdiction”. The answer would be quite obvious, would the case occur on the Italian physical territory. However, since the case took place on the high seas – an area which does not belong to anyone according to the UN Convention on the Law of the Sea - the Court applied only narrow conditions required under international law.

Specifically, that there needs to be a control “*ratione loci*” (control of the territory), or “*ratione personae*” (“state agent authority; control over the applicants”). The Court applied these requirements in a very strict manner towards ultimately deciding that no, Italy had no “jurisdiction” and therefore, that the Court was not entitled to rule at all.

However - this decision is detached from reality. For every person active in the central Mediterranean sea, it is clear that without the continuous financial, material, but also operational support coming from Italy, Malta and the European Union (among others), the so-called Libyan Coast Guard would not be able to conduct interceptions to Libya.

In its ruling, the Court insisted that the so-called Libyan Coast Guard acted “autonomously” (§102) and even refused to “respond” to the Italian helicopter which was on-scene. Which, according to the Court, is proof that the Italian authorities did not have “control” over them and hence that Italy’s responsibility could not be engaged.

That the so-called Libyan Coast Guard ignored calls on the radio is a fact likely showing once again their militia-esque *modus operandi*. But how could the judges ignore other irrefutable facts, forcing the UN Fact Finding Mission on Libya to publicly state that “the European Union has aided and abetted” rights violations against people on the move? Doesn’t this lead to any kind of “control”?

Even more astonishing is that according to the Court, coordinating a rescue operation cannot systematically lead to any kind of jurisdiction. An interpretation of this kind would lead to a “chilling effect” on states, and “dissuade” them from rescuing persons in distress (§106).

This reasoning is wrong. States are bound to human rights law and international maritime law. The Court could have defended human rights and applied high standards towards protecting persons in distress in the Mediterranean. Instead, the Court imagined that states may be reluctant to engage in SAR because of their responsibilities related to human rights law.

Firstly, European states are not engaging in SAR not because of “potential human rights responsibilities”, but because it means disembarking persons in a place of safety, which can only be Europe in this context. And secondly, persons have to be rescued in any case, and it is therefore the duty of states and their responsibility to comply with the law. As well as to be held accountable if they are involved in violations of the law, such as systematic interceptions to Libya. A reasoning like the Court’s pushes Italy to send out more inmarsat messages “on behalf of the (so-called) Libyan Coast Guard”, instead of actually engaging in search and rescue operations, with complete impunity.

Therefore, the Court omitted to consider the reality. The Court chose a very narrow formal perspective or reading of the law, which in the end, contradicts the reality as well as pure facts. Hence, the judges dismissed the case because of a lack of fulfillment of a procedural requirement: “jurisdiction”.

Pressures on the Court: judges closed their eyes to abuses

Beyond the mere requirement of “jurisdiction”, the judges adopted a very strict approach throughout the entire decision. In *SS and others v Italy*, the Court ignored compelling “Third-Party interventions” by the UNHCR, the Council of Europe Commissioner for Human Rights or prestigious organisations such as Amnesty International and Human Rights Watch, ECRE, AIRE Centre, ICJ, Dutch Refugee Council.

The Court even refused to declare whether there was or was not a Libyan SAR zone at the time, in November 2017 (§89) - although it was a disputed fact between the applicants and Italy. Indeed, the judges considered this point to be outside of their scope, which is to rule on the European Convention of Human Rights only. On the other hand, matters related to the SAR zones are ruled by the Search and Rescue (SAR) Convention.

To better understand this ruling, I recommend a reading of the §§ 109 to 113, especially the following excerpts:

“(The Court) does not lose sight of the fact that they were faced with a tragic situation in which a number of people lost their lives, including the children of two among them, and that they also ran the risk of being sent back to Libya, a country they accuse of systematically failing to respect human rights.

*As to the latter point, the Court can only note that all the reports in its possession from international bodies and NGOs demonstrate that, at the material time, asylum-seekers, refugees and migrants in Libya were at risk of torture, slavery and discrimination, such that the situation in that country was no more favourable than it was found to have been in the *Hirsi Jamaa and Others* case [cited above].”*

“the Court notes that the applicants’ allegations to the effect that the practice of entering into bilateral agreements on migration with third states has the effect of placing extremely vulnerable individuals at

serious risk of infringements of their fundamental rights.”

“the Court has previously emphasised, notwithstanding the right of states to establish their own immigration policies, that problems with managing migratory flows cannot justify having recourse to practices which are incompatible with their obligations under the Convention(...). Furthermore, the special nature of the maritime environment cannot justify an area outside the law where individuals are covered by no legal system capable of affording them enjoyment of the rights and guarantees protected by the Convention which the states have undertaken to secure to everyone within their jurisdiction “

“ The Court reiterates, however, that the scope of its authority is limited to ensuring compliance with the Convention. (...) (The Court) therefore does not have the authority to ensure compliance with other international treaties or with international obligations deriving from sources other than the Convention.”

In summary, the Court acknowledges that it perpetrates a “legal loophole” for people in distress in the central Mediterranean sea, with Italy, Malta, and the European Union ensuring that the so-called Libyan Coast Guard intercepts people and brings them back to Libya – where they face what may amount to crimes against humanity.

The Court issued a reminder that it is limited to the interpretation and application of the European Convention of Human Rights and therefore, suggests that other bodies may be better suited to rule on the matter.

But which ones? The central Mediterranean sea necessitates an overlapping structure with human rights law considerations (European and international conventions and their related interpretations by international courts or UN Committees), international maritime law (UNCLOS, SAR and SOLAS conventions), but simultaneously: that the high seas belong to no-one, belong to all. Only in situations of SAR related activities though, the SAR Convention foresees exemptions. With the creation of SAR zonestates have to engage and coordinate rescue operations. And therefore, must intervene on the high seas.

So, yes, the Court is right, there are necessarily multiple international conventions in question, that may or may not be violated. Nevertheless, by refusing to rule on such matters – and apply a procedural requirement in a strict manner, the Court shies away from its own duties. Should all international courts and UN committees (such as the Human Rights Committee, the Committee against Torture) react in a similar manner, then over 20 deaths may happen and no one would feel responsible.

Such an interpretation of the law and reluctance to rule on a highly politicized topic has to be understood in a wider political context. Like

Italian domestic courts, the European Court of Human Rights is highly scrutinized and was recently attacked to by several states under the lead of Italy and Denmark.

These parties accused the Court of going “too far” in interpreting the law in relation to migration and “border management”. Therefore, the Court’s decision to apply narrowed conditions of jurisdiction – even disregarding obvious facts - or to remind throughout its ruling that it is bound to the interpretation and application of the Convention only, may not come as a complete surprise.

The aftermath for the central Mediterranean sea

In a context with so many pending cases at domestic and international levels related to migration, S.S. and others is surely “one ruling” among others. But it was the proceeding that activists, NGOs and academics working on the central Mediterranean sea context had been waiting for.

The Court was called upon to clarify whether European states, supported by the European Union, had finally found a legal loophole, a way to escape any accountability. Still, in a context of increased border externalization and MoUs with Libya, Tunisia and Egypt, despite over 32 000 deaths since 2014, and with questionable arguments, the Court acknowledged that it was the case.

And here we are, the civil fleet, with a ruling confirming what we have always been fearing.

However, as disastrous as this decision may be, it has to be put into perspective: the Court could have put an end to the current European border regime.

But it would have been temporary only: European Member states, the European Union will always adapt to scandals and rulings to further escape their duties. Furthermore, even if many questions remain open – especially on the impact of this decision on pending or potential future proceedings, all may not be lost.

At domestic level for instance, an Italian court held Italy responsible for a pushback and ordered the release of a humanitarian visa. Moreover, Italian civil courts contradicted the Italian authorities in proceedings related to the detention of NGO ships: despite Italy’s attempts to legitimize them, they recalled that the so-called Libyan Coast Guard is not a legitimate rescue actor at sea.

The S.S. and others v Italy ruling will certainly be (mis)used and misquoted. However, it is our duty to underline that, in the end, even if the Court illustrated a legal vacuum for people on the move, it did not clarify whether Italy committed human rights violations or not.

And the European Court of Human Rights made it quite clear that it does not want to be the court to rule on this matter in the future.

Bérénice Gaudin, Sea-Watch

Italian Constitutional Court reinforces maritime law

Press release, 9th of July 2025

On the 8th of July 2025, the Italian Constitutional Court dismissed the legal challenge to the Piantedosi Decree, but in doing so, it reaffirmed a vital principle: national measures must comply with international maritime law and explicit recognition of the punitive and criminal nature of administrative detentions.

While the ruling allows continued administrative detention of rescue ships under the decree, the Court also made clear:

- that the orders should be compliant with international laws and regulations;
- any order conflicting with the fundamental duty to save lives is not legally binding, and refusing to comply cannot be punished.

This challenges past detentions based on unreliable claims by the Libyan Coast Guard, and affirms that humanitarian vessels not only have the right, but the duty, to disregard unlawful orders. Italian courts must now respect that duty.

Every day at sea, we witness how these legal principles are ignored. Orders we receive contradict international laws and regulations, conflicting with the fundamental duty to save lives.

provides firmer legal ground for civil organisations like ours to continue challenging the unlawful detention of humanitarian ships – efforts that SOS MEDITERRANEE has consistently pursued. However, challenging these unlawful detentions takes time, money, and most importantly, prevents us from being at sea to save lives.

SOS MEDITERRANEE is facing eight legal proceedings over unlawful detentions and fines. These cases reflect ongoing obstruction. Even while at sea, our operations are under constant legal threat. Justice moves slowly but rescue cannot. While proceedings are being handled at the judicial level, arbitrary detention is ongoing, and the ship cannot leave port, resulting in a gap in NGO presence at sea, putting the lives of people at greater risk and undermining the duty to rescue.

We now just hope that this ruling decision will lead public administration and national judges to apply the Piantedosi Decree properly in accordance with maritime law, as clearly stated by the Constitutional Court for the first time in history, and that the obstruction of humanitarian rescue operations will finally come to an end.

SOS Méditerranée

Website: sosmediterranee.org

CRIMINALISATION

The obstruction of search and rescue vessels causes hundreds of deaths at sea

32 organisations demand the immediate ending of the systematic obstruction of non-governmental search and rescue (SAR) efforts by the Italian state. In the past month alone, NGO vessels have been detained three times due to legal restrictions based on allegations under the “Piantedosi decree” – one of them, the monitoring vessel Nadir operated by RESQSHIP, got detained twice in a row. Deliberately keeping non-governmental search and rescue organisations away from the Central Mediterranean causes countless more deaths at sea on one of the deadliest flight routes worldwide.

Despite numerous alerts raised by SAR organisations, NGO vessels continue to be arbitrarily detained since the adoption of the “Piantedosi decree” in January 2023, aggravated by the conversion into law of the “Flussi decree” in December 2024. In the last month, Nadir and Sea-Eye 5, two of the smaller vessels operated by RESQSHIP and Sea-Eye, were detained on accusations of not complying with authorities’ instructions. Both crews were assigned very distant ports and asked for partial transshipments of people based on vulnerability criteria, despite the fact that a proper vulnerability assessment needs a safe environment and can not be conducted aboard a ship and directly after a rescue.

Implementing legal and administrative obstructions serves an obvious goal: to keep SAR vessels away from their operational areas, drastically restricting their active presence at sea. Without the presence of NGO assets and aircrafts, more people will drown while fleeing across the Central Mediterranean, and human rights violations as well as shipwrecks will occur unnoticed. Smaller vessels play a crucial role: they monitor the route, provide first aid to people on boats in distress and, when necessary, embark the people until the arrival of better-equipped vessels.

Since February 2023, NGO ships have been subjected to 29 detentions, amounting to a total of 700 days in harbours instead of rescuing lives at sea. They spent an additional 822 days at sea navigating to reach assigned ports at unjustifiable distances, amounting to 330,000 kilometres of navigation. What initially only affected non-governmental SAR vessels has now been extended also to smaller monitoring ships. In addition, NGOs spend a huge amount of time and financial resources appealing Italy’s restrictive legislation and the administrative detentions arbitrarily imposed on them.

In previous months, national courts – in Catanzaro, Reggio Calabria, Crotone, Vibo Valentia, and Ancona – issued decisions recognising the detention of NGO

SV Nadir detained at Molo Commerciale, Lampedusa. Image: Paula Gaess / Resqship



rescue ships at port to be unlawful and, as a consequence, they annulled the related fines. In October 2024, the Brindisi Tribunal asked the Italian Constitutional Court to assess the compatibility of the “Piantedosi decree”, converted into law in February 2023, with the Italian Constitution. On the 8th of July 2025, the Constitutional Court re-established that the Law of the Sea cannot be circumvented by punitive and discriminatory norms and any order contrary to it is to be considered illegal and illegitimate.

Non-assistance is a crime!

Under international maritime law, every shipmaster has the obligation to assist persons in distress at sea. Likewise, any state operating a Rescue Coordination Centre is legally bound to facilitate and ensure timely rescue operations. Yet today, what we are witnessing is not a state failure, but a pattern of deliberate violations: withholding information about distress cases, coordinating with the so-called Libyan coast guards for illegal pullbacks – even within Maltese waters – and allowing Frontex aircraft to observe shipwrecks and violent interception without intervening.

These practices are a blatant violation of the SOLAS Convention, the SAR Convention, UNCLOS, and the principle of non-refoulement. When states obstruct rescue activities instead of enabling them, they are not enforcing the law, they are breaking it.

Background

In December 2024, the “Flussi decree” (converted by Law 145/2024) concerning migration and asylum legislation passed by the Italian government came into force. It tightens the already restrictive provisions of the “Piantedosi decree”, ranging from fines to the detention and permanent confiscation of search and rescue vessels. The new provisions facilitate the confiscation of vessels by holding shipowners liable for repeated violations regardless of the captain, and hence represent a further escalation in the targeted obstruction of the work of SAR NGOs in

the Central Mediterranean.

Ten years ago, search and rescue NGOs started filling the lethal gap left by the EU and its Member States in the Central Mediterranean. While the EU increasingly focuses on border control and border externalisation to prevent any arrivals of people on the move to European coasts, more than 175,500 people have been rescued by NGO ships since then. Nevertheless, since 2017, SAR actors have been increasingly exposed to criminalisation and systematic obstruction due to restrictive laws and policies, which contradict international maritime law and human rights.

We demand:

- The immediate repeal of the Piantedosi and Flussi decrees, putting an end to inhumane requests for rescue ships to perform partial disembarkation and stopping the assignment of distant ports. As requested by international maritime law, those who have just been rescued should be disembarked without delay at the closest place of safety; they should not be made to endure long journeys due to political calculations.
- The immediate release of the monitoring sailing vessel Nadir and the end to the obstruction and criminalization of non-governmental SAR activities.
- That EU member states fulfil their duty to rescue people at sea and comply with international law. The authorities should provide all NGO ships with the necessary support in the coordination of rescues in order to take their responsibility to assist people in distress.
- The establishment of an EU-financed and coordinated search and rescue programme.
- Safe and legal pathways to Europe to prevent people from being forced onto unseaworthy boats and embarking on difficult and sometimes deadly journeys.

List of signatories: <https://alarmphone.org/en/2025/07/17/the-obstruction-of-search-and-rescue-vessels-causes-hundreds-of-deaths-at-sea/>

Kinsa case - EU's top court rules

Anti-smuggling laws must be made compatible with fundamental rights

The European Union's highest court has set out important restraints to States' anti-smuggling laws, which wrongly criminalize people on the move and those in solidarity with them. On 3 June 2025, the Court of Justice of the European Union (CJEU) ruled in the Kinsa case that caregivers who support minors to enter the EU irregularly should not be criminalized. The Court was assessing the case of a Congolese national, O.B., who had assisted

minors in her care to enter Italy. The judges clarified that support of that nature does not constitute “facilitation of unauthorised entry” under EU law when it protects minors and ensures family unity. “Such a parent merely exercises his or her responsibility in respect of the child,” the Court explained.

O.B. had arrived in Italy in August 2019 with her 8-year-old daughter and 13-year-old niece, using false

passports to travel to Bologna and seek international protection. On arrival, O.B. was arrested and separated from the two children and subsequently faced charges of facilitating their unauthorized entry, which carry up to five years imprisonment in Italy. The Bologna Court referred the criminal proceedings to the CJEU asking the judges to assess the scope and compatibility of the EU facilitators package – as well as the related Italian immigration Act, Article 12 – with broader EU law and particularly with the Charter of Fundamental Rights.

Crucially, the judges ruled that facilitation or so-called anti-smuggling laws must not override the EU Charter and that individuals must not be criminalized for exercising their fundamental rights, in particular the best interests of the child (Article 24), the right to family life (Article 7) and the right to asylum (Article 18). Otherwise, States would violate the principle of proportionality under Article 52(1) of the Charter. The Italian Court in Bologna has since dropped all charges against the Congolese national.

“This is a very important day for those seeking justice at the borders of Europe,” said Francesca Cancellaro, O.B.’s defense counsel. “The judgment shows that every national and European law can be challenged under the lens of the EU Charter of Fundamental Rights. This could be the beginning of the reconsideration of the entire anti-smuggling legislation, leaving no space for the criminalization of migration and solidarity.”

The CJEU judgment is, however, tightly confined to cases involving caregivers and minors. The Court protected these specific constellations of assistance from criminal liability and concluded that where

necessary courts must disapply national provisions incompatible with the Charter. However, it did not declare the Facilitators Package unlawful as a whole leaving the wider criminalization of humanitarian assistance untouched. Future litigation now needs to challenge the broader misuse of smuggling laws against human rights defenders, solidarity actors, and people on the move themselves.

The ruling has come at a critical time, as EU institutions renegotiate the Facilitators Package, the set of so-called anti-smuggling laws that have led to the prosecution and mass incarceration of people on the move. This judgment strengthens the case for explicitly enshrining humanitarian exceptions in EU law, to prevent its misuse against those who act out of care, solidarity or necessity. The revised Directive must include clear and binding exemptions for those who cross borders without authorisation in order to guarantee their fundamental rights, whether they are migrants or asylum seekers, as well as those who act in solidarity, such as family members or humanitarian actors.

In recent years, thousands of people on the move have been sentenced to lengthy prison terms under anti-smuggling laws simply for steering a boat or car during their own journey, or for taking on other tasks onboard —such as using a GPS. These laws also criminalize solidarity acts, such as search and rescue operations or the provision of shelter, water, food or clothing. In 2024 alone, at least 142 individuals were facing criminal or administrative proceedings for acts of solidarity in the EU.

The Kinsa Campaign

Website - <https://www.kinsa-case.eu/>



AMPLIFYING VOICES

Manifesto by Refugees in Libya and Alliance with Refugees in Libya

In February 2017, a Memorandum of Understanding (MoU) was signed by the Italian and Libyan governments on “fighting illegal migration”. This agreement, with the support of European Union funding and coordination by Frontex, has trained, financed, and equipped Libyan forces who have systematically abducted, arbitrarily detained, tortured, enslaved, killed, and raped migrants, and we, Refugees in Libya, are among its victims. Through this agreement, Italy and the EU are currently aiding and abetting the perpetration of crimes against humanity in Libya. We hold them directly accountable for purposefully creating a racist, torturing environment in Libya as a xenophobic attempt to deter migration.

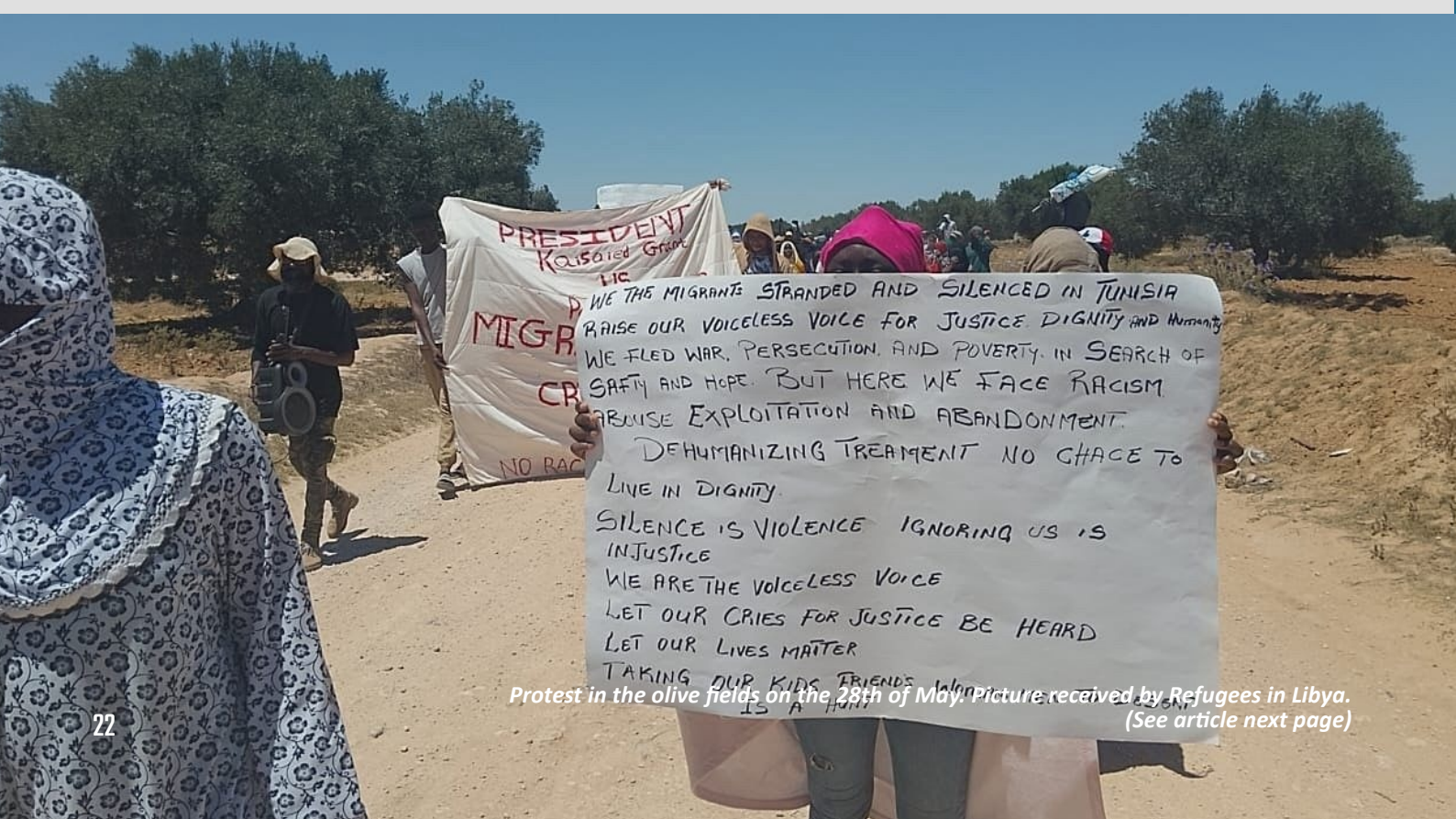
Even in Italy, this immoral agreement has led to a deterioration of the rule of law, with the Italian government ignoring an International Criminal Court arrest warrant and instead illegally spying on human rights defenders. We, Refugees in Libya, have denounced, as witnesses and victims, the Italian state obstruction of justice when they released our torturer Osama Almasri. Our communications have been spied on by Italian secret services, as it has been ascertained in the Paragon case. We, the victims, are strictly controlled by the Italian state, while the criminals are free to continue their acts.

The MoU has been violating our rights as refugees for eight years. But we believe that most Italian people do not agree with that. We believe that most Italians don't want their taxes to be used to train and equip war criminals. We believe most Italians don't want to force human beings into torture camps. That is why we call all those Italian citizens and politicians to support us. If nothing is done by November 2nd, 2025, the criminal MoU will be automatically renewed for three more years. We shall not let this happen.

But our demands go beyond just stopping harm. We ask for justice and reparations for all of us who were victims of Italian and EU policies in Libya. We want evacuation, protection, and dignity. That is why we demand:

1- STOP supporting our torturers. The training, equipping, financing, and coordination of Libyan actors involved in crimes against refugees and migrants by Italy and the EU must end:

- Cancel the renewal of the 2017 Italy-Libya Memorandum of Understanding
- Suspend all EU-funded projects supporting Libyan criminal militias
- Stop Frontex from sending coordinates of refugee boats to Libyan criminal militias



Protest in the olive fields on the 28th of May. Picture received by Refugees in Libya. (See article next page)

2- End Impunity! Victims and survivors of the abuses resulting from the MoU deserve justice and reparation. To achieve that, Italy must:

- Issue humanitarian visas to Italy to all those refugees and migrants who have suffered abuses under MoU-supported Libyan criminals
- Financially compensate all those refugees and migrants who have suffered abuses under MoU-supported Libyan criminals
- Officially apologize for the harm caused

3- Give alternatives to the refugees still in Libya to escape the dangerous environment you created. Instead of funding criminals, we demand that Italy and the EU:

- Relaunch state-led search and rescue in the Mediterranean

- Promote and expand humanitarian corridors and other legal ways to evacuate refugees to places of safety

- Fund Libyan civil society organizations supporting migrant and refugee communities

We, Refugees in Libya, are not in our country of origin. But that does not make us less human. And the first step in recognizing our humanity is to stop supporting our torturers.

Refugees in Libya

Website : <https://www.refugeesinlibya.org/>

*Eviction of the camps in the North of Sfax in May.
Picture received by Refugees in Libya*



LET OUR LIVES MATTER

Tunisia: Destruction and self-organised Protests-Marches

In Echoes No. 17 we wrote: "Tunisia is opening a new chapter in the EU's war against Black African migrants. The makeshift Camps in the olive fields are being demolished with bulldozers and fire. 30.000 persons are losing their last resources..."

The eviction of camps continued in May 2025. The camps located on private land were the first to be affected by the destruction. Up to 3,000 people were displaced because the landowners demanded that their land be cleared. Rumours of new camps being

managed by the IOM or guarded by the military have not yet been confirmed.

Despite the desperate situation, on 12 May, 400 women with their children and 100 men demonstrated in El-Amara against the eviction and the abuse. On 28 May, another powerful protest march was organized at km 35.

More information is available on the Migration-Control.info website:

<https://migration-control.info/de/blog/tunesien-alarmstufe-rot/#header-update-280525>

Migrationcontrol.info

REPORT

Malta Migration Archive: Countermapping Border Violence

In June, we launched the Malta Migration Archive. The Archive sheds light on border violence in Malta by systematically documenting the many ways that the Maltese state obstructs mobility and settlement. The Archive documents state practices of non-assistance and pushbacks to Libya, while also collecting testimonies of people who are newly arrived in Malta.

We started this project wanting to do two things: one was to counter the lack of information about migration at sea, countering the veil of secrecy that has surrounded Malta's actions when people are in distress in our waters. The second was to connect what is happening at sea – the violence and racism of leaving people in distress at sea or pushing them back to Libya – to the violence and racism people face on our islands, from being locked up in detention to being denied the rights and opportunities that allow for a decent life.

Our interactive map holds details of over 1,800 cases of distress in Malta's search and rescue zone between 2020 and 2024. These represent almost 80,000 people in distress. In this zone, Malta holds responsibility to coordinate rescue and ensure that people are disembarked in a safe place. Yet, Malta only rescued between 2 and 3 percent of distress cases during this time period. Avoiding and delaying rescue

has become normal practice for the Maltese authorities. They have also refused to coordinate rescue with NGO and merchant vessels. These refusals are deadly: more people suffer and die at sea because of the Maltese

government's actions and inactions. Last year, more than 1,700 people died in the Central Mediterranean.

As Malta has steadily refused to rescue people in distress, they have also increasingly allowed Libyan militias into our search and rescue zone to illegally return people to Libya, despite the evidence of systematic and widespread human rights abuses there. Our database shows that between 2020 and 2024, over 5,000 people were illegally

returned to Libya from within Malta's search and rescue zone.

The Archive is a collective effort, made possible by a mosaic of people and organisations. In Malta, we have been privileged to work with Aditus, the Association for Justice, Equality and Peace, the Coalition for the El Hiblu 3, Moviment Graffiti, SAR Malta Network, and Spark 15, among others. Beyond Malta, we are indebted to the Civil Fleet: the organisations that are at sea documenting border violence and carrying out vital rescue work. We have worked closely with Alarmphone and Sea-Watch and in particular with the Civil MRCC SARchive, which has provided the data for the interactive map.

In our work, we recognise the limits of 'data': the always incomplete nature of the information we hold, as well as the political exploitation of data that exists, especially the ways in which quantitative data feeds constructed migration 'crises'. We therefore supplement quantitative data with more in-depth case studies and testimonies from people on the move. We also believe the Archive is part of a critical collective effort to expose border violence and hidden state practices.

This archive is thus conceived of as a counter-archive, countering erasure and forgetting. In our work, we document the actions of states and other

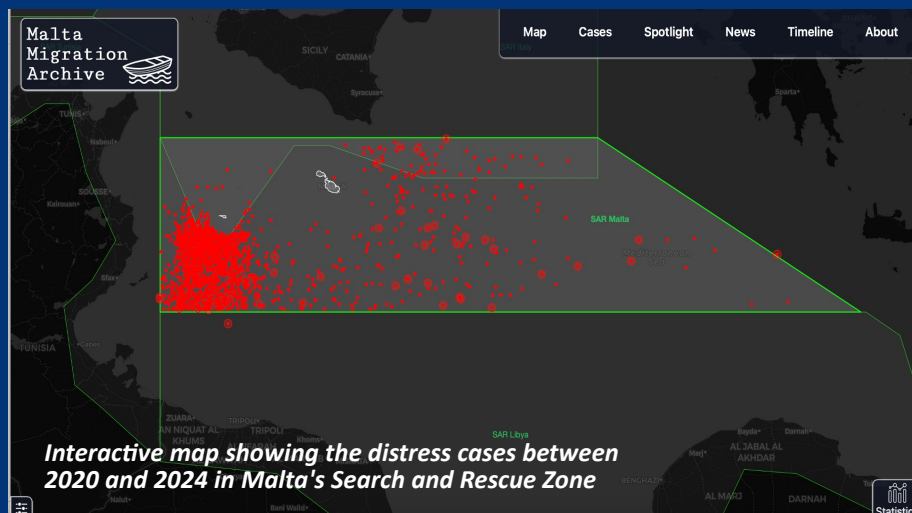
actors that cause so much harm and death, while also reflecting the tenacity of the human spirit, our fundamental relationship to mobility and migration as humans, and the ways that people create spaces of solidarity in Malta, the

Mediterranean, and beyond.

The Malta Migration Archive is also envisioned as a collaborative resource: it is a living, evolving space that we can all use, share, and contribute to. In this spirit, we invite you to collaborate with us, to document the work you are doing in these spaces, to add new insights, new areas, and testimonies.

Malta Migration Archive, 14th of July 2025

Website - maltamigrationarchive.org



MOBILISATION

In the face of the ongoing genocide in Gaza and following the drone attack, we stand together in solidarity with the Freedom Flotilla! Statement initiated by SAR actors after the attack on the ship Conscience, 9th of May 2025

"On 2nd May in the early morning, we witnessed yet another violation of international humanitarian law: the ship Conscience, part of the Freedom Flotilla, bound for Gaza to deliver humanitarian aid and medicines, was attacked by two drones.

Hours before the attack, Israeli Airforce C-130 Hercules flew towards Malta and flight tracking shows it was flying at a low altitude over eastern Malta. Although the Israeli military has declined to comment, the Freedom Flotilla strongly suspects that it was Israeli drones that fired shots at the unarmed vessel, causing a fire and risking the lives of the crew and the volunteers onboard (the evidence has been collected here). Following the Mayday call launched by the crew, a Cypriot cargo ship arrived on the scene and proceeded to extinguish the fire. The crew refused to abandon the vessel, as this would have meant leaving the ship unattended and probably caused the loss of the humanitarian aid it was carrying.

Palestine has been occupied by Israel since 1948, when 700,000 Palestinians were expelled from their homes and land. Since then, we have witnessed the proliferation of Israeli settlements considered illegal under international law, and Israel has imposed an apartheid regime on the Palestinian people.

While violence has been structural to this regime, following the Hamas-led attack across the Gaza fence on 7 October 2023, in which over 800 civilians were killed, we have witnessed an unprecedented escalation in which the state of Israel has been carrying out systematic genocidal operations aimed at eliminating the Palestinian population residing in the Gaza Strip.

Since then, there have been over 52,000 deaths, including more than 17,400 children, but there are many others who remain missing, thus the real death toll could be even higher. Journalists,

humanitarian workers, doctors, as well as ambulances and hospitals have been systematically targeted by Israeli attacks, in clear violation of international humanitarian law.

The Israeli siege, which has resulted in the almost complete prevention of access to basic necessities, including food and medicine, as well as medical equipment for the treatment of the sick and injured, and the destruction of the country's health infrastructure, has been an essential tool in Israel's genocidal plan.

*The ship Conscience after the drone attack.
Photo: Freedom Flotilla Coalition*



Faced with the starvation imposed on the population of Gaza and the severe shortage of medicines, the Freedom Flotilla set out to break the siege by bringing essential goods into the country.

We strongly condemn the deliberate attack on a civilian vessel carrying essential goods and medical aid.

We condemn the silence and inaction of Western and Arab states in defence of the people of Gaza and in the face of yet another explicit crime committed by Israel, confirming its full and complete impunity.

We stand in solidarity with those who continue to resist in Gaza in the face of relentless attempts at extermination by Israeli forces, as well as with those who, like the crew of the Freedom Flotilla, continue to stand alongside them, denounce these acts and take action to stop the genocide."

Full statement and list of signatories:

<https://alarmphone.org/en/2025/05/09/statement-of-solidarity-with-the-freedom-flotilla/>

TRANSBORDER SUMMER CAMP III

The "village" of practical solidarity

In August 2025, when the new Echoes No. 18 is just published, another Transborder Summer Camp (TSC) will take place near Nantes in France. After TSC I in 2019 and TSC II in 2022 it is now the 3rd time that several hundred activists from a very diverse background and active in countless cities all over Europe and in North- and West-Africa meet for four days of exchanges.

In August 2025, when the new Echoes No. 18 will have just been published, another Transborder Summer Camp (TSC) will take place near Nantes in France. After TSC I in 2019 and TSC II in 2022, it is now the third time that several hundred activists from diverse backgrounds and active in countless cities all over Europe and in North- and West Africa will meet for four days of exchange.

"Building and extending infrastructures for freedom of movement" was a key slogan in the first camp, and is again a guideline for many workshops and discussions on solidarity projects along the routes of flight and migration. Relatives of the missing will be present again to evaluate commemorations, while a permanent commemoration space will be built in the center of the camp. Anti-detention and anti-deportation, criminalisation and regularization are additional main topics in the program, against the current context of the surge of the far right in many countries.

"At a time when fascism is propagated in glaring speeches in institutions as well as in public spaces and repressive, xenophobic, and murderous laws against immigration are on the rise, we must build a solid and united resistance together. For this reason, this year's TSC is organized under the topic 'interconnecting struggles'. We want to emphasize the need to establish links between the various groups involved in struggles for social justice, between the first concerned, between migrants and autonomous groups. We will meet to exchange ideas

about our struggles, to learn from each other, to share our tools, and together form a transcontinental network of solidarity." (Extract from the invitation to TSC III)

Accordingly, the program includes not only workshops on anti-fascism, but also on housing and migrant labour, on feminism and climate justice, on militarization, neocolonial histories, and situations in countries of origin. Particular attention will be given to struggles against police violence, inviting members from truth and justice committees to join and to connect the fights against racism at the borders with the ones against racism in the inner cities.

As we learned in many earlier camps and conferences, the workshops are not the only important spaces for discussion, but informal talks during breaks and in the evenings will also play a crucial role in creating contacts and trust. Thus, the TSC III will once again begin with what was previously called the "noborder fair", now renamed "solidarity village". Several hours will be dedicated to direct exchange around info tables, maps, or exhibitions and thus will lay the ground for the most important goal of the camp: practical cooperation and commitment to struggle for a world without borders and racism.

No One is Illegal, Hanau



Sea occupations against the border regime

The Central Med wasteland

The central Mediterranean Sea is the world's deadliest migration route, where the racist border policies of the European Union are more evident: more than 25,000 lives have been lost since 2014. Instead of sea rescue, the European Union decides to spend its money on border control, detention centers in North Africa, and to obstruct the efforts of NGO ships. The strategy is paying off: the state has expanded its control over this border area, constraining solidarity under a tight operational framework that almost always ends up with either detention or the assignment of a faraway port for disembarkation. Worse even: this is the new norm, and state violence is becoming invisible.

F.Lotta

f.Lotta is a scream of protest from civil society, a call to reject this situation and the world that has normalized it. f.Lotta will stage a sea protest south of Lampedusa, bringing together as many boats as possible, to recontest what is now an open graveyard, occupy it with our collective solidarity and resistance, and reclaim it from the state border regime.

Ships from many ports in Italy and Europe will converge towards Lampedusa through logistical-political pit-stops in different ports, to spread f.Lotta ideas and cross-pollinate with local realities and solidarity networks.

The sea protest south of Lampedusa will take place over 3 days between the 10th and 20th of September. It will start with an initial concentration close to the island, then a first day of sailing south. During the second day, the ships will assume watchkeeping positions, forming a chain of solidarity and moving along coordinated patrol patterns. On the last day, the flotilla will sail back for a last concentration and commemorations.

OCOB: One Campaign One Boat

f.Lotta is a campaign of campaigns. The overarching political horizon of f.Lotta is freedom of movement. Here, each boat is the standard bearer, the witness of a specific, connected political campaign. These are developed by already existing political groups and collectives based on land, that join f.Lotta and accept

to shape its political platform, enriching it. If f.Lotta was a manifesto, each boat would be a demand to change a specific aspect of the system. Discover them on the f.Lotta website:

<https://flotta.noblogs.org/campaigns>

F.Lottine and land F.Lotta

f.Lotta wants to counter the expanding hegemony of the far right: it does not end with the sea protest south of Lampedusa. f.Lottine and land f.Lotta are further articulations of the initiative, parallel protest actions connecting the central Med space with other cities across Europe and other border areas. They facilitate the participation of faraway boats or groups, create connections with already existing realities and struggles, increase the reach of f.Lotta ideas.

A f.Lottina is a maritime or river occupation other than the one south of Lampedusa, while a land f.Lotta action can take many shapes: a land occupation, a march, a sit-in in front of your local deportation center. Since Europe decided to become a fortress, it accepted the risk of a collective siege against it.

About us

f.Lotta is not an institutionalized organization, but it federates a colorful and diverse group of people

united by the belief that a different political horizon is possible.

The sea protest opens the central Med to forms of solidarity and resistance other than professionalized sea rescue, gathering collectives, individuals, groups with or without boats. It calls civil society to reject the border regime everywhere, to its core pillars: colonialism, capitalism, patriarchy.

If you have a boat, and also if you don't

Join us! This is our call to action, with different ways to support f.Lotta:

<https://flotta.noblogs.org/call-to-action/>

And in case you were wondering: we don't know how to pronounce the "." in "f.Lotta", it's up to each of us!



THREE YEARS ECHOES!

"It makes a difference!"

Under this headline, the first issue of Echoes was published online and in print, distributed at the second Transborder Summer Camp, in July 2022. One of the main goals that the editorial team had defined was to make visible the impressive cooperation existing between organizations and networks present in the Mediterranean, carried out by NGO ships, aerial monitoring flights with civil aircraft, as well as through the Alarm Phone hotline. As we wrote in the first issue, "Civil Maritime Rescue Coordination Center (CMRCC): this is not a future idea or a long-term vision. No, it is already a daily practice!"

In the meantime, 18 issues of Echoes have been published every two to three monthswith a diary of

rescues, emphasizing the cooperation among civil fleet actors. It is a critical review between 20 and 30 pages long, with regular articles and interviews on political developments, criminalization, commemorations, and mobilizations. Addressing all actors of solidarity at sea as well as any person interested in border struggles, in Echoes we reflect on significant aspects of search and rescue in the Central Mediterranean, discuss current topics, present analysis and research, and highlight the self-organized struggles of refugees and migrants.

Previous issues of Echoes:

<https://civilmrcc.eu/echoes-from-the-central-mediterranean/>



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