



MEDREPORT
JANUARY 2024

Boarding and way out
Bajas y salida

Gate
Puerta

J44 J59 R S U

J42 J43

IBERIA



Llama y vuela

SERVIERIA

003 400 500

IBERIA



Great British Airways

INDEX

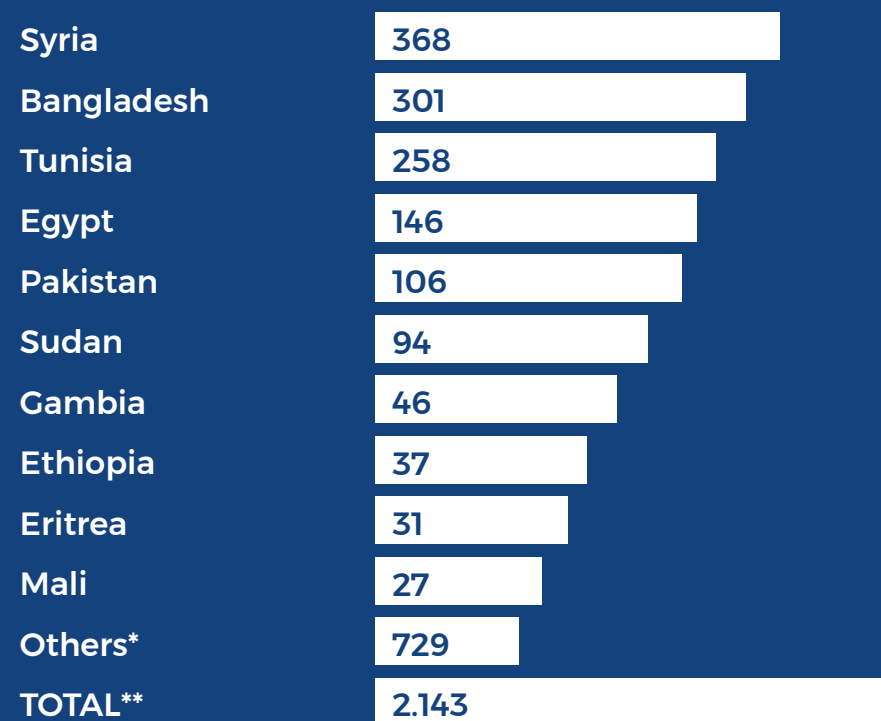
What the numbers tell us	3
Data for the months of January	
Chronicle of the facts of the Mediterranean	5
The most important events of the month of January	
Med Care for Ukraine	7
The Music & Resilience project	
Border Stories	9
The case of the Airport in Barajas	
MSH Monthly report on migrations	11
World and Europe	
Borderline Europe Report	15
News from Central Mediterranean	

WHAT DO THE NUMBERS TELL US

Since January 1st, an average of four people per day have lost their lives along the central Mediterranean route, which continues to be one of the busiest and most dangerous in the world, with more than 75 per cent of the documented fatalities in the Mediterranean Sea over the past decade. On the side of the authorities, unfortunately, we continue to witness attempts aimed solely at refusing to tackle the migration emergency.

In the first month of 2024, the number of people who found themselves forced to flee, to cross the Mediterranean and who managed to arrive in Italy was 2,143. Among them were 189 unaccompanied minors.

NATIONALITIES DECLARED AT THE TIME OF LANDING (UPDATED TO DECEMBER 31, 2023)



* The figure could include immigrants for whom they still are identification activities are in progress.

** The data refer to the landing events detected before 8:00 am of the reference day.

Source: Department of Public Security of the Ministry of the Interior of the Italian Republic.

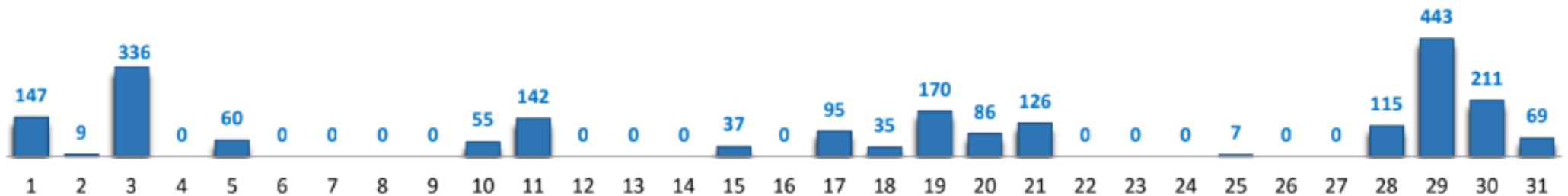
The data are subject to subsequent consolidation

Even in these first days of the year, dead and missing persons are added to the tragic total of victims in the Mediterranean. Since the first of January, an average of four people a day have lost their lives along the central Mediterranean route, which continues to be one of the most active and dangerous in the world, with more than 75 per cent of the documented victims in the Mediterranean Sea in the last decade. Chiara Cardoletti, UNHCR delegate for Italy, said that “It is urgent and crucial to restore enhanced and well-coordinated search and rescue operations at European level to support the valuable work of the Italian Coast Guard.


On the side of the authorities, however, we continue to witness attempts aimed solely at refusing to tackle the migration emergency.

In particular, the increasingly widespread opening of Centres of Permanence for Repatriation (CPR) and the promotion of repatriations for refugees who will not be granted asylum.

Also, collaboration with countries such as Albania for greater redistribution or with the Tunisian and Libyan authorities to stop departures.



These data are processed on the basis of information provided by the Department for Civil Liberties and Immigration of the Ministry of the Interior of the Italian Republic. The data refer to the landing events detected by 8.00 on the reference day.



**CHRONICLE
OF JANUARY
OF THE FACTS IN
MEDITERRANEAN**

DAY 4

In spite of severe weather conditions, the crew of the civil ship **Open Arms** manages to rescue 58 people in distress in the central Mediterranean.

DAY 18

In the early hours of the morning, the crew of the civil ship **Humanity 1** rescues 126 people from an overcrowded wooden boat following a report by **Alarm Phone**.

DAY 19

In the afternoon, the crew of the civil ship **Open Arms** rescued 57 people from three separate fibreglass boats in danger.

DAY 21

After the rescue of 57 people in distress in the central Mediterranean by the crew of **Open Arms**, the Italian authorities sanctioned them and placed the civilian ship under administrative block. They are accused of violating the **Piantedosi Decree** for having 'obstructed' a Libyan patrol boat.

DAY 25

In the afternoon, the MSF crew on board the civil ship **GeoBarents** rescued 68 people in distress, including five children and a pregnant woman, from three different boats in international waters off Libya.

DAY 26

In the early hours of the day, about 60 people landed in **Siculiana**, in the province of **Agrigento**, after their boat capsized. One person drowned while trying to reach the coast.

DAY 28

After an important warning from the crew of **SeaWatch's Seabird** aircraft, **SosHumanity** assists a boat in distress in the Mediterranean until the arrival of the **Italian Coast Guard**, which rescues and allows 42 people to disembark in **Lampedusa**.

DAY 29

The crew of **OceanViking** rescues 71 people after a report from the **Seabird** aircraft. Despite being more than 1000 km from the rescue site, the Italian authorities assigned the port of **Livorno** for disembarkation.

MED CARE FOR UKRAINE

THE MUSIC & RESILIENCE PROJECT

On 7 January, the thirteenth supply mission of the Med Care for Ukraine project, which reached Lviv on New Year's Day with six vans, seven tonnes of aid and nineteen activists, came to an end. This mission was a special one. Thanks to the collaboration with Music&Resilience, our activists used music to break down barriers and connect with people.

A LIFE THAT FORGETS HAPPINESS IS NOT A WORTHY LIFE

In January, the Med Care for Ukraine project resumed activities in view of its final phase. In fact, after being active from August 2022 in Lviv, it will come to an end in March. The thirteenth supply mission was organised by the Emilia Romagna crews. They brought six vans with humanitarian aid amounting to around 7 tonnes of first need goods, which were distributed to the 12 reception sites in which Mediterranea Saving Humans operates.

On the field, our activists found that the psychological situation is certainly very hard on the resident population and the war refugees

The periodic bombing of cities in the west, including Lviv, the failure of the Ukrainian counteroffensive in the occupied areas, and the decrease in services and support for refugees by the Ukrainian government had a very hard impact on the people.

The mission of the local group from Emilia Romagna was also the first that had to deal with the new Ukrainian law on humanitarian aid, which in addition to a much more complex and lengthy bureaucratic process to allow humanitarian aid to enter the country, makes distribution to multiple reception sites very difficult.

A wicked law that ends up penalising weakest groups, i.e. war refugees, and puts international organisations in front of enormous obstacles. An incomprehensible attitude on the side of the Ukrainian authorities at a time when the country's disastrous economic situation will lead to the reduction of reception centres and the lowering of services for refugees. In this difficult situation, Mediterranea Saving Humans has decided to bring a small hint of hope to those living far from their homes occupied by the Russian army.

Thanks to the collaboration with Music&Resilience, a project specialising in music therapy for the prevention of social hardship in refugee populations, our activists used music to break down barriers and connect with people.

Unprecedented social moments were created, singing and dancing together to the notes of 'Romagna mia' and 'Bella ciao'.

Moments of meeting, dancing, singing and sounds were organised in various refugee reception centres, giving a different day to those suffering the tragedy of war.

Medical missions have also resumed, with the activity of our mobile medical clinic, and will last until the end of February, when the Med Care for Ukraine project will come to an end and the new Mediterranea Saving Humans humanitarian aid programme for war refugees in Ukraine will begin.

BORDER STORIES

THE CASE OF THE AIRPORT IN BARAJAS

Barajas airport, the main airport in the Spanish capital, Madrid, has attracted international attention after hundreds of asylum seekers have been stranded there since the middle of last year. Recently, the Red Cross stopped its services within the airport. In the meantime, authorities increased surveillance and the presence of law enforcement. It seems that the only solution the Spanish government is able to find is to prevent any further departures and close the country's borders.

WEEKS ON THE PAVEMENT

Barajas airport, the main airport in Madrid, the Spanish capital, has attracted international attention after hundreds of asylum seekers were stranded there since the middle of last year when the number of people applying for international protection upon arrival in the country grew. At the end of January, 400 people were stranded at the airport, according to Reuters. The Spanish Commission for Assistance to Refugees, known as the CEAR, said it could not provide an exact number for the end of January.

The details of what is happening inside the airport are dreadful and unacceptable. There are reports from people on the move of having to sleep on the pavement for weeks. There are only three rooms at the airport for asylum seekers and a fourth should be open by the end of January.

Recently, the Red Cross stopped its services within the airport saying that it is not possible to “take care of these people as they deserve.” In addition to psychosocial assistance and offering guidance in procedures and transfer management, the international organization also provides the essential service of ensuring each asylum seeker will be able to make a single phone call upon arrival at the airport.

Appeals asking for a solution to the situation have come not only from refugee groups, but also from the United Nations, as well. As early as last November, the UNHCR called for the Spanish government to enact urgent measures following a visit to the airport by two of its officials. The demands are far from unattainable: replace broken beds and damaged mattresses, ensure basic services are provided, and supply hot water. To date, none of these requests have been acknowledged.

In order to enter Spain when arriving without a visa or without the necessary documents, one must wait to be granted or denied entry. The process can take up to 10 to 20 days and the shortage of available interpreters makes the wait time even longer. And, this is causing overcrowding.

Authorities have instead increased surveillance, the number of police and border agents deployed at the airport, and cleaning staff. The Ministry of Foreign Affairs has introduced mandatory transit visas for citizens of certain countries, including Kenya and Senegal, in order to be able to stop over at the airport in Madrid.

The people on the move who are stranded at Madrid’s airport mainly come from African countries, such as Senegal, Mali, Equatorial Guinea, and Morocco. However, there are also asylum seekers from Colombia and Venezuela. According to police unions, some people with Senegalese passports have requested international protection in Madrid during a stopover in Brazil.

In 2023, a record number of people applied for international protection in Spain. Due to a lack of authorized entry routes for people without a visa, most arrivals came by sea. Consequently, the Spanish Ministry of the Interior recently reached an agreement with Frontex to continue its operations to control Spanish external borders in the Mediterranean Sea and the Canary Islands.

Moreover, Spain has asked Morocco to prevent the departure of travelers leaving from Senegal with a stopover in Spain if they do not have a Schengen Visa until February 19th when the Ministry of Foreign Affairs’ transit visa will go into effect.

Rather than investing in ways to guarantee the rights of those who have arrived, policies and concrete actions to deter people on the move persist.

MSH MONTHLY REPORT ON MIGRATIONS



WORLD

MOROCCO, January 1st: Moroccan police arrest over 110 people on New Year's Eve who were attempting to enter Ceuta and Melilla, two Spanish autonomous cities in Africa.

TUNISIA, January 8th: The FTDES, the Tunisian Forum for Economic and Social Rights condemns the continuous violations of the rights of people on the move in Tunisia. Especially in the Sfax region, people are arbitrarily arrested and deported to desert areas on the border with Libya and Algeria or they are handed over to armed groups which run detention centers.

TUNISIA, January 15th: Although Italian and Tunisian authorities began the search after a shameful period of waiting, there is still no news for the families of 40 Tunisian citizens who were aboard a boat which went missing on January 11th as it sailed to Italy.

TUNISIA, January 23rd: While attempting to reach Europe, two Tunisian teenagers are found frozen in a refrigeration chamber in a truck. The other two young men survived the trip and are hospitalized.

MOROCCO, January 24th: According to Morocco's Interior Minister, Rabat's government diverted over 75,000 "irregular immigration" attempts in 2024, an increase of more than 44% when compared to 2023.

FRANCE, January 13th-18th: Attempting to reach Britain by crossing the English Channel, a boat capsized leaving 5 people

dead and 30 survivors. 5 days later, French police stop a group of about 100 people near Sangatte who were trying to make the crossing.

GERMANY, January 18th: The Bundestag approves new rules to make it easier for people to be rejected at the border and to deport people who have been denied asylum. However, German citizenship residency requirements will be reduced from 8 to 5 years for regular migrants.

FRANCE, January 25th: The French Constitutional Council rules certain measures contained in the government's disputed immigration reform are unconstitutional, especially the "principle of national priority" for accessing social benefits, the reduction in legal immigration quotas, and family reunification restrictions.

SPAIN, January 25th: The Spanish government announces that starting on February 19th, Senegalese citizens passing through Spanish airports will need a visa. This measure is intended to prevent Senegalese citizens from seeking asylum in Spain when they land at the country's airports.

ALBANIA, January 29th: In a 5 to 4 majority vote, the Albanian Constitutional Court rules in favor of the deal between Italy and Albania for the construction of Italian asylum centers on Albanian territory. The agreement passes to the Parliament of Tirana for approval.

SEA

CANARIES, January 2nd: 248 people are rescued in 4 separate rescue operations off the coast of the Canary Islands and are brought to various locations throughout the archipelago to disembark.

ZUWARA, January 3rd: 35 people die after a boat capsizes off the coast of Libya after departing from Zuwara.

CIVIL FLEET January 3rd: Open Arms rescues 60 people aboard a boat in distress and takes them to the Port of Salerno to disembark.

LESBO, January 5th: 30 people are intercepted off the coast of Lesbos and are forcibly returned to Turkey.

LESBO, January 10th: 3 people are killed after a boat crashes into rocks while attempting to reach the beach on Lesbos. 9 people are considered missing. There are 24 survivors.

LAMPEDUSA, January 11th: 102 people on board two boats sailing from Libya arrive autonomously on Lampedusa.

EL HIERRO, January 17th: Salvamento Marítimo rescues 58 people off the coast of the Canary Islands and takes them to the island of El Hierro to disembark.

LAMPEDUSA, January 17th: The Italian Coast Guard rescues a group of about 30 people off Lampedusa and takes them to the island to disembark.

CIVIL FLEET, January 18th: Open Arms rescues 57 people. They disembark at the Port of Crotona.

CIVIL FLEET, January 18th: Following Frontex's Osprey 1 and Alarm Phone's alerts, SOS Humanity's Humanity 1 rescues 126 people.

The people rescued at sea disembark in Ortona, three day's distance from the site of rescue.

RO, January 19th: The Greek Coast Guard forcibly pushes back a group of 15 people who landed on the island of Ro into Turkish waters. The Turkish Coast Guard will later bring the group back to Turkey.

TORRE SALSA, January 25th: A boat carrying 80 people capsized off the coast of Siculiana in Agrigentino causing one death. Later, the survivors will disembark and be transferred to Porto Empedocle.

CIVIL FLEET, January 25th: Doctors Without Borders' Geo Barents rescues 68 people aboard three boats. They later disembark at the distant Port of Genova.

CYPRUS, January 25th: A girl discovered unconscious on a boat adrift in the eastern Mediterranean died today. She had been rescued along with 59 other people, including two other children who were also hospitalized in Cyprus' Nicosia Hospital.

CIVIL FLEET, January 29th: With the support of Sea-Watch's aircraft, Seabird, Ocean Viking (SOS Méditerranée) rescues 71 people in several operations. Over 1,000 km from the site of rescue, the people rescued at sea will disembark in Livorno.

CIVIL FLEET, January 30th: Thanks to an alert by Seabird, Sea-Watch 5 (Sea-Watch) rescues 50 people. They later disembark in Civitavecchia.

ITALY

AGRIGENTO, January 11th: Three people are arrested for aiding and abetting illegal entry into the country after a boat carrying 124 people entered Italian territorial waters following its departure from Libya. One of the passengers died on December 29th during the crossing.

PALERMO, January 12th: Former Interior Minister Matteo Salvini took the stand during a court hearing in Palermo in a trial where he is charged with kidnapping and dereliction of duty for denying 147 people rescued at sea by Open Arms to disembark on Lampedusa in August 2019.

ROME, January 24th: The Italian House of Representatives approves an agreement between Italy and Albania for the construction of Italian reception centers for asylum seekers on Albanian territory with some of the changes including banning human rights organizations from accessing the centers and eliminating guarantees that would have prohibited vulnerable people from being brought to Albania. The draft now waits to pass the Italian Senate.

TRAPANI, January 25th: Following a fire at Trapani's Milo CPR (Detention and Repatriation Center), over 100 people are forced to live unsheltered out in the open. It takes 3 days to transfer them to other facilities for lodging.

BOLOGNA, January 26th: Refugees in Libya and the Alliance with Refugees Network hold a press conference at the town hall to present the "Evacuate Human Rights Defenders from Libya" campaign in order to evacuate 221 Refugees in Libya activists to a safe European country.

ROME, January 28th: The Italian government holds a summit with 35 African leaders, AU representatives, EU officials, and members of international monetary institutions in order to present the so-called "Mattei Plan" intended to build a broad collaborative relationship between the European Union and African countries. Yet again, the issue of migration is treated as a threat and as a phenomenon which must be stopped.

SETTIMO TORINESE, January 25th: After traveling for three days without food or water, 4 people, all of Afghan origin, are found inside a truck from Serbia carrying tires in Settimo Torinese. Later, at the Immigration Office in Turin, they will apply for asylum.

REPORT BORDERLINE EUROPE

NEWS FROM CENTRAL MEDITERRANEAN



ARRIVALS

According to *borderline-europe's* reports, 2,237 people arrived in Italy in January, a 42% decrease compared to December and a 40% decrease compared to the same month the previous year.

As usual, most people (69%) arrived in Sicily, mainly on the island of Lampedusa. However, five boats did arrive on the island of Pantelleria. The island of Sicily is located northwest of Lampedusa and is only 160 kilometers from the Tunisian coast. Despite continuous arrivals, even if much less numerous than in other places, Pantelleria is less known to the public than Lampedusa is.

Reaching Italian coastal waters (12 nautical miles from the coast) without being rescued, a few people (114 people, 5%) arrived in Italy autonomously. While civilian rescue ships rescued 684 people (30%), most arrivals (828 people, 37%) were rescued or stopped by Italian authorities: the Coast Guard, the Guardia di Finanza police, or harbor authorities.

DEAD AND MISSING

Once again, the deadly consequences of lacking legal entry routes was evident in January. According to *borderline-europe* accounts, at least 28 people died trying to cross the central Mediterranean, 24 people are considered missing and the fate of another 85 migrants is still unclear. The International Organization for Migration reported that almost 100 people died and were declared missing in January, over twice as many as in January of the previous year.

The first accident at sea of the year took place on January 3rd off the coast of Zuwara, Libya in which at least 11 people died and another 24 were declared missing. Other sources report 35 deaths. It appears there were 27 survivors. However, where they were taken after the rescue is unknown. It is also unknown whether they were forcibly returned to Libya.

A few days later, there was another dramatic incident between January 10th and 11th when a boat carrying 37 young Tunisians, all between the ages of 15 to 32, set sail from Sfax, Tunisia. The Tunisian Coast Guard was alerted once the families of the passengers lost touch with the passengers. The Tunisian Coast Guard reported the boat could not be found. How is it possible that 37 people can disappear in the Mediterranean? The family members who took to the streets in Sfax in the days following the disappearance of the boat are wondering the same question as they still wait for news about their loved ones.

Yet another boat disappeared a few days after the one off Sfax disappeared. However, this time 36 to 45 people had set sail from Libya for Lampedusa. On January 11th, Sea-Watch's *Sea-Bird* reported it had spotted a boat that was "severely overcrowded." Alarm Phone was also in contact with the people on that boat. However, by the morning of January 12th, contact with the passengers was lost. Since then, it is unclear what happened to them. Even an extensive search by Frontex and the Italian Coast Guard turned up nothing. It is unacceptable that migrants can "disappear" in the central Mediterranean despite the presence of the Italian Coast Guard and Frontex at sea and in the air. The only way to prevent these tragedies from happening in the future is to establish legal entry routes into the EU so that no one is forced to leave for the dangerous journey across the central Mediterranean.

PUSHBACKS

In January, there were yet again violent attempts to prevent people from reaching the EU. According to our data, at least 489 people were intercepted in the central Mediterranean by the so-called Libyan Coast Guard and forcibly returned to Libya. This figure marks a decrease of 76% compared to the previous month however the number of unreported cases is likely to be much higher. Civil sea rescue vessels help ensure that such violations of international law do not go unreported. For instance, on January 11th, the civilian crew of Sea-Watch's monitoring aircraft, Sea-Bird, spotted a boat carrying 85 people being intercepted by the so-called Libyan Coast Guard and forcibly returned to Libya. The fact that the so-called Libyan Coast Guard used a watercraft provided by Italy for this purpose demonstrates that EU member states actively support these illegal practices. "Human rights violations happening under the eyes of Frontex and sponsored by Europe," is how Sea-Watch has characterized the situation.

Even private merchant ships are frequently involved in forced pushbacks. One such occasion took place on January 28th when a boat carrying 48 people was in distress at sea. Six people had already fallen into the water and were rescued by the private merchant ship, Maridive. However, they were forcibly returned to Libya. The remaining 42 people, instead, were rescued by the Italian Coast Guard with the assistance of SOS Humanity's Humanity 1.

Currently, there are two people involved in a similar situation from 2021. On June 14th of that year, they had left Libya on a boat headed for Italy with another 170 people. When the passengers found themselves in distress at sea, the private merchant ship, Von Triton, was nearby. The MRCC (Maritime Rescue Coordination Center) in Rome instructed the ship to intervene and everyone was taken on board. According to international maritime law, ships have a duty to take people to the nearest port of safety. Even though the closest one would have been Lampedusa, the ship remained at the site of rescue for hours with the people rescued aboard the ship. That evening, a so-called Libyan Coast Guard motorboat reached Vos Triton, forced the people rescued aboard its motorboat, and forcibly returned them to Libya.

After being detained for over a year in Libya, Mosad, one of the people rescued at sea, was later expelled and abandoned in the desert between Egypt and Sudan. He has filed a lawsuit contesting the pushback together with Adam who was also refouled. The trial and court decision could have an important signaling effect for other cases, also.

Although we've not found any publicly available information regarding refoulements carried out by the Tunisian Coast Guard this month, this doesn't mean that we can be sure no one has been pushed back in Tunisia. What this actually shows us is that there is a lack of transparency regarding these serious human rights violations. Because the number of arrivals from Tunisia has decreased, we should assume that there has been an increase in the number of migrants being prevented from arriving in Europe.

PATHS TO EUROPE

However, as with every month, we not only track the number of people arriving in Italy, but we also track their point of departure and changing conditions in main transit countries, such as Tunisia and Libya. Compared to the previous month, we observed a change in departure points to Italy. While 543 people embarked on their dangerous journey from Tunisia in December, only 485 arrived in January. This figure is part of a tendency towards a decrease in departures from the coastal country which, according to the European Commissioner for Home Affairs Ylva Johansson, have fallen by 80-90% since the beginning of October 2023. And yet, we are seeing an increase in departures from Libya. In December, 37% of arrivals left from Libya while this month the figure is 57%.

But what does this mean for refugees on land? A decrease in arrivals from Tunisia does not mean that fewer people are trying to reach Europe. Instead, monitoring suggests that more and more people are being intercepted by the Tunisian Coast Guard as they try to reach Europe. (See the next section to learn more.) This means that migrants are stuck in Tunisia where the human rights situation for migrants remains very concerning, even for prolonged periods of time, and they risk being caught in raids and taken to the border with Algeria.

Recently, the Tunisian Forum for Economic and Social Rights (FTDES) condemned the Tunisian government for organizing a campaign of repression against migrants, thus submitting to Europe's will, in order to secure financial and logistical support from the EU. This demonstrates that Europe is partly responsible for migrants' rights violations in third countries. However, at the same time, these expulsions mean that refugees are forced to migrate through other transit countries, such as Libya, which are known systematic violators of migrants' human rights.

CIVIL RESISTANCE

The tireless efforts of civil search and rescue vessels in the central Mediterranean, whose efforts constantly remind us that rescue at sea is a duty, reveal just how unacceptable this situation is.

In January, 684 people (30%) were rescued by civil fleet vessels: Open Arms (Proactiva Open Arms) managed to rescue 127 people from five boats in two missions; Geo Barents (MSF) rescued 105 people from four boats; Humanity I (SOS Humanity) managed to rescue 126 people from their sinking boat and helped the Italian coast guard save 43 more; Sea Watch 5 (Sea-Watch), the latest addition to the civil fleet, encountered two boats in distress as it was taking 50 people to a port of safety and assisted the two boats until Italian authorities arrived.

As reported in preceding months, the Italian government repeatedly attempts to hinder civil fleet efforts. In January, ships were again assigned to take people rescued at sea to faraway ports: Crotone (Calabria), Taranto (Puglia), Salerno and Naples (Campania), passing Civitavecchia (Lazio) and sailing all the way up to Livorno (Tuscany) and Genoa (Liguria) in northern Italy. Not only does this practice keep ships away from the areas of intervention for a long period of time, it is also expensive for the organizations involved. For example, Ocean Viking (SOS Méditerranée) spent about 67 days traveling back and forth from a distant port in 2023, costing an additional 650,000 euros in fuel.

Another way of hindering civil rescue at sea is through the imposition of fines and detention periods for the fleet's ships. Ocean Viking was detained on January 1st for 20 days at the Port of Bari after 244 people rescued at sea safely disembarked. On January 21st, Open Arms (Proactiva Open Arms) also received a 20 day administrative detention after it rescued three boats following the instructions of the MRCC in Rome! Administrative detentions of civil rescue fleet vessels kept them from operating at sea for 300 days of the year.

Civil fleet activities could become even more difficult in the future, at least regarding rescue operations off the coast of Libya. Earlier this month Libya announced that it was claiming an additional 12 nautical miles as a so-called "contiguous zone," in addition to its 12 nautical miles of territorial waters. In this adjacent area, the coastal country could exercise state control and enforce its own laws, including against any vessels from other countries. What does this mean for rescue at sea? Should a civil rescue ship enter the adjacent area, it can be inspected by a Libyan patrol boat, and if anything seems to be questionable, the vessels can be confiscated and taken to Tripoli or Zawiya, cities where the so-called Coast Guard are based. Consequently, rescue at sea would become almost impossible in this area. The Greek government has already contested the Libyan declaration and addressed a letter to the Secretary-General of the United Nations Antonio Guterres stating that such a declaration of an "adjacent area" is contrary to international maritime law.

We will continue to monitor developments critically!



MEDREPORT
JANUARY 2024

Boarding and way out
Bajas y salida

Gate
Puerta

J44 J59 R S U

J42 J43

IBERIA



Llama y vuela

SERVICERÍA

003 400 500

IBERIA

