



**MEDREPORT**  
**JULY 2022**

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# WHAT DO THE NUMBERS TELL US

In July, the number of people who were forced to flee and cross the Mediterranean Sea and managed to arrive in Italy was 13,746. Among them were 1,341 unaccompanied minors.

In Lampedusa, crowded with tourists, the hotspot structure in the area is once again on its knees: over two thousand men, women, and children crammed in waiting for transfers. Something that has already happened in previous months, in previous years, but which, even this time, continues to take on the guise of something new.

## NATIONALITIES DECLARED AT THE TIME OF LANDING (UPDATED TO JULY 31, 2022)

Tunisia	7.427
Egypt	6.636
Bangladesh	5.996
Afghanistan	3.306
Syria	2.365
Ivory Coast	1.390
Eritrea	989
Guinea	978
Iran	762
Pakistan	713
Others*	10.608
<b>TOTAL**</b>	<b>41.170</b>

\* 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.

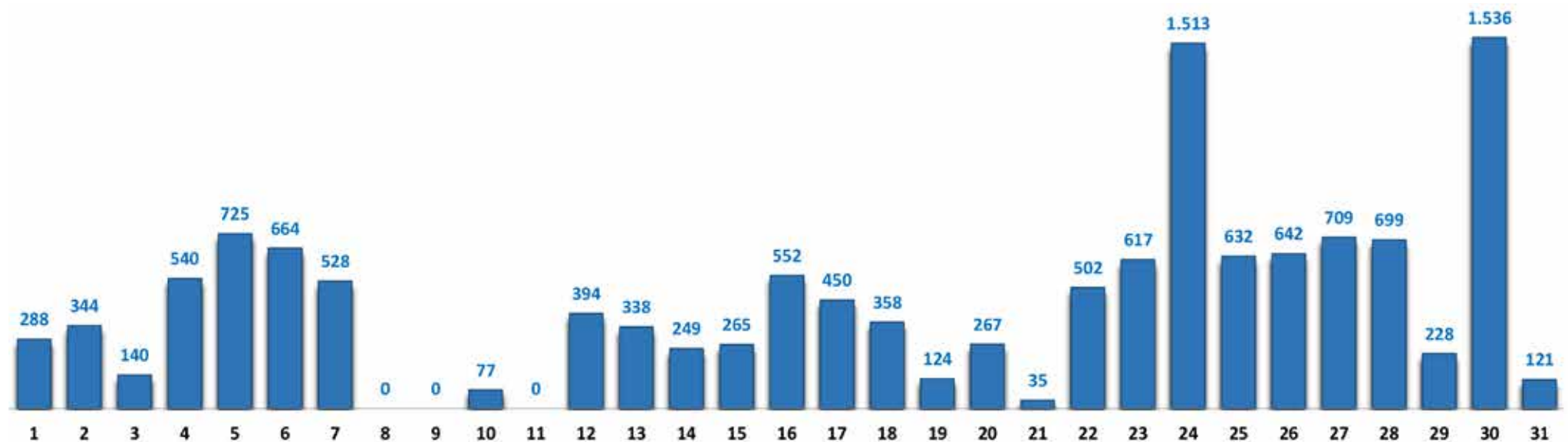
Source: Department of Public Security of the Ministry of the Interior of the Italian Republic.

The data are subject to subsequent consolidation

As reported by journalists who give voice to the present horror, there is no longer any division between men and women, thousands of people forced to rest on filthy old mattresses, amidst dust and rubbish that invades the entire center.

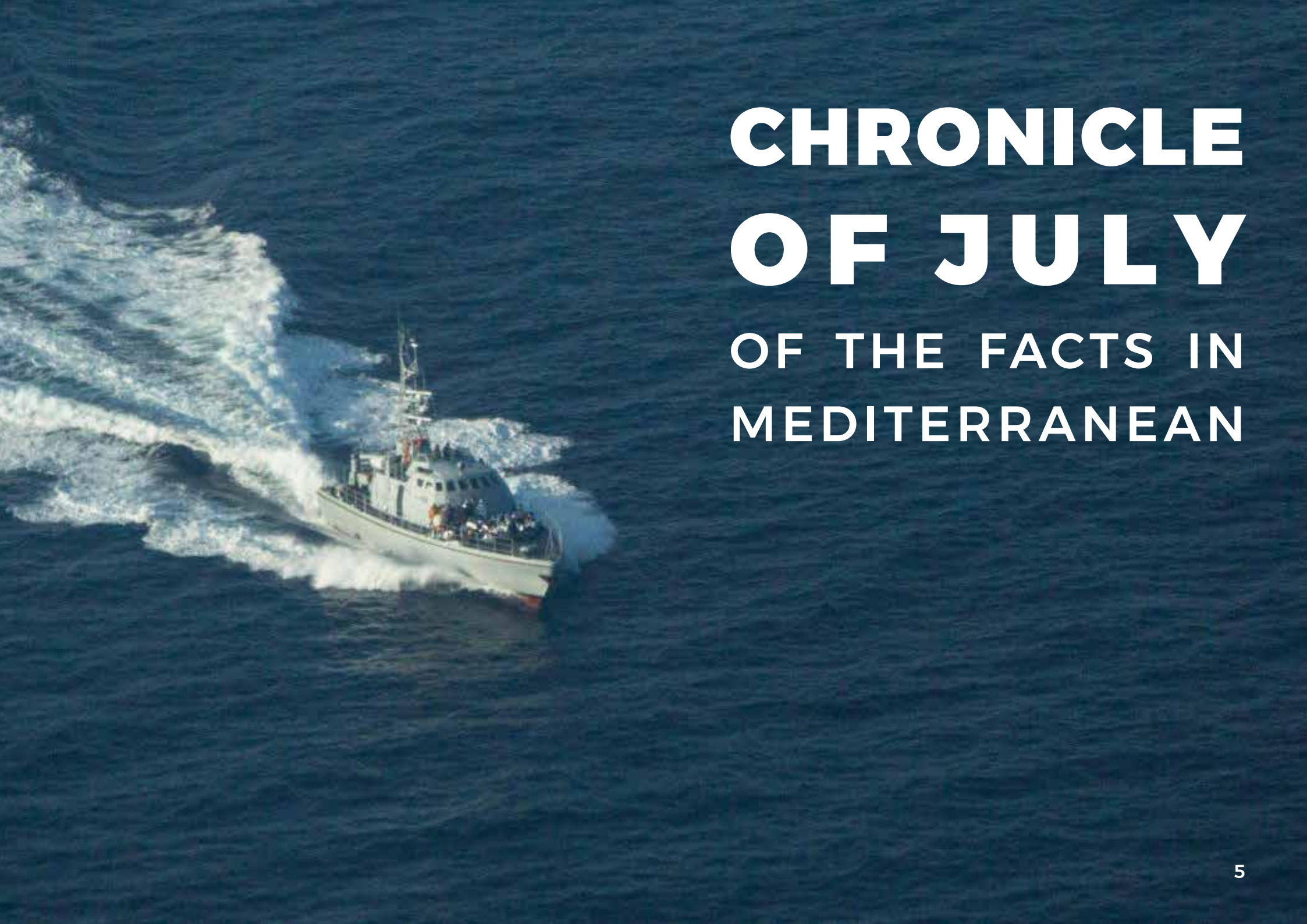
Predictably enough, the beginning of the election campaign in Italy - which has never actually ended - takes the opportunity to bring the important yet fragile issue of migration back to the center of the debate.

A tragic example of this is the case of the Gamar, the boat that saved 47 people on 3 October 2013. Today, however, it becomes a space for those who proclaim the need to strengthen ties - even more - with the ferocious Libyan Coast Guard, which, as can be seen in the following pages, continues its rejections on a daily basis.



Questi dati sono elaborati sulla base delle informazioni fornite dal Dipartimento per le libertà civili e l'immigrazione del Ministero dell'Interno. I dati si riferiscono agli eventi di sbarco rilevati entro le ore 8.00 del giorno di riferimento.





# **CHRONICLE OF JULY**

**OF THE FACTS IN  
MEDITERRANEAN**

## DAY 1

The Sos Méditerranée crew on board the Ocean Viking rescued eight people. They were in difficulty on board a fragile fibreglass boat.

The Italian authorities assigned the port of Taranto for the safe disembarkation of the 65 survivors on board the MSF humanitarian ship.

The patrol boat Zawiya of the so-called Libyan Coast Guard intercepted, north of the city of Zuwara, a boat with 61 people on board. Among them were many women and children. All were taken to the port of the city of Zawiya.

## DAY 2

The Libyan Red Crescent recovers a lifeless body off the city of Derna.

## DAY 3

In the evening, the crew of Ocean Viking rescued 63 people from an overloaded wooden boat in the Maltese Sar area. This is the seventh rescue in less than ten days.

Off the town of Sabratha, fishermen save six people, including a woman and children, from drowning. Reached by the so-called Libyan Coast Guard, the shipwrecked people were taken to the town of Zawiya.

A few hours after the previous discovery, the Libyan Red Crescent recovered another lifeless body on the beach in the Tripolitanian town of Sorman.

## DAY 4

A few hours after the previous rescue, the crew of Sos Méditerranée rescued 15 people who had been adrift for more than two days aboard a fragile dinghy in the central Mediterranean.

The Libyan Red Crescent still recovers six lifeless bodies off the Al-Naqazah area.

## DAY 5

Libyan armed forces recover two lifeless bodies on the beach in the town of Al-Khums.

## DAY 6

In the morning, the safe disembarkation of the 306 survivors on board the humanitarian ship Ocean Viking began at the port of Pozzallo.

The so-called Libyan Coast Guard, in two separate operations, intercepted and turned back 114 people attempting to flee the Libyan coast.

The Libyan Red Crescent recovers three lifeless bodies off the Celine area.

## DAY 7

MSF crew on board GeoBarents rescues 41 people from the risk of drowning. These were on board two fragile boats in distress in the Maltese Sar area. A few hours later, another major rescue brought a total of 315 people on board. Among them were 73 minors.

The Libyan armed forces intercepted and pushed back 47 people who, on board a boat, were desperately trying to cross the central Mediterranean Sea.

The Libyan Red Crescent recovers 2 lifeless bodies in the area between Qasr Al-Akhyar and Suq al-Khamis.

## DAY 8

The Libyan Red Crescent recovers three lifeless bodies on the beach in the town of Sabratha.

## DAY 11

The Italian authorities assigned the port of Taranto for the safe disembarkation of the 314 survivors on board GeoBarents, the humanitarian ship with the MSF crew on board.

## DAY 14

The Libyan Red Crescent recovers a lifeless body near Al Khums.

## DAY 15

The Libyan armed forces intercepted and pushed back a boat with 163 people on board. The rejection took place off the city of Derna.

## DAY 16

The so-called Libyan Coast Guard intercepted and turned back 85 people on board a boat who were attempting to cross the central Mediterranean Sea fleeing Libya. All were taken to the port of Tripoli.

## DAY 17

Over the weekend, almost 750 people reached the shores of Lampedusa.

## DAY 18

The Libyan Red Crescent recovers a lifeless body off the Al Fanar area, near Qarabolli.

## DAY 20

The so-called Libyan Coast Guard intercepted and turned back 50 people attempting to flee the Libyan coast.

## DAY 21

The patrol boat Zuwara of the so-called Libyan Coast Guard intercepted a boat with 102 people on board north of Al-Khums. After being turned back, all were taken to the port of Tripoli.

## DAY 22

The patrol boat Zawiya of the so-called Libyan Coast Guard, in three separate operations, intercepted and turned back around 145 people attempting to flee the Libyan coast.

## DAY 23

The Sea Watch crew on board SeaWatch3, having just reached the operational search and rescue area in the central Mediterranean Sea, enabled the rescue of 101 people. These were in distress on board a fragile wooden boat. A few hours later, two more major rescues allowed more people to be taken on board, making a total of 428 survivors.

Libyan armed forces intercepted and repelled a boat carrying 80 people attempting to cross the central Mediterranean Sea.

## DAY 24

In the morning, the crew of Ocean Viking spotted an overloaded dinghy in international waters off Libya. On board are 87 people, including 57 unaccompanied minors. The crew reports that no one was wearing a life jacket: the risk of drowning was very high.

A few hours later, a second rescue resulted in 108 people being rescued. These were crammed into a homemade dinghy. In the evening, a third rescue enabled 73 people, including a one-year-old child, to be rescued from an almost deflated dinghy 37 miles off the Libyan coast.

## DAY 25

A major rescue by the MSF crew on board the GeoBarents saved 52 people. These were in distress on board a fragile wooden boat.

After three rescues the previous day, the crew of Ocean Viking rescues 39 people from a fragile fiberglass boat. A new rescue a few hours later resulted in the safe return of 80 people in distress 40 nautical miles off the Libyan coast.

The Libyan Armed Forces, in two separate operations, intercepted and pushed back around 150 people who, on board boats, were attempting to flee the Libyan coast. The push back took place off the coast of Sabratha.



## DAY 26

A few hours after the previous rescue, the MSF crew rescued two boats with 89 people on board. A few hours later, a fourth rescue allowed another 48 people who were in difficulty on board a fragile boat to board. Also on board the latter were 15 unaccompanied minors.

## DAY 27

An eighth major rescue by the GeoBarents crew saved 100 people, including 44 minors. Aboard the humanitarian ship, therefore, 364 people were saved from the risk of drowning.

## DAY 28

The Italian authorities have indicated the port of Taranto for the safe disembarkation of the survivors on board the Sea Watch 3 humanitarian ship. Great relief and, at the same time, dismay due to the knowledge of having to endure two more days of travel and further suffering inflicted on those who have already endured enough.

The patrol boat Ras Jadar of the so-called Libyan Coast Guard, in four separate operations, intercepted and turned back around 130 people. All were brought to the port of Tripoli.

## DAY 29

The patrol boat Ras Jadar of the so-called Libyan Coast Guard intercepted and turned back 110 people, including two women and three children.

## DAY 31

The patrol boat Ubari of the so-called Libyan Coast Guard intercepts a boat with 35 people on board north of Misurata.



# THE STORY OF IBRAHIMA E FLORINDA

MBACKÉ/BARI

&

PESCARA/DAKAR

Born in Mbacké in September 2000, Ibraima Lo - known to his friends as Ibra - is not even 22 years old but has already experienced at first hand the drama faced by the many, too many, who attempt the crossing to Europe.

Mbacké, Kaolak, Agadez, then straight across the Sahara desert to Bahkia, Sebha and then Sabrata, the last land stop before the sea crossing. Cities unknown to most, outside any tourist or cultural destination but actually part of a constellation of junctions on the human trafficking map.

Ibra ran away from a Senegal that could not offer him opportunities, a country that has become increasingly destabilised in recent years, where the colonial past is increasingly cumbersome and new opportunities are scarce (according to estimates, in Senegal less than 3% of the population receives a salary each month, while the rest live on 'informal earnings').

If Ibra fled Senegal, Florinda settled there for a year, to see at first hand a country undergoing political and human change, and to participate in cooperation projects.

Two stories so different and yet so similar, which led Ibra to write Bread and Water, and Florinda to become a witness to a new generation of young people becoming protagonists of the change they want to see realised. Ibrahima and Florinda, two young people.

# STORY OF IBRAHIMA

MBACKÉ/BARI

IBRAHIMA LO

author of the book

*Bread and water*

*From Senegal to Italy*

*via Libya*

**Hi Ibra! What led you to write your book *Pane e Acqua*? Could you tell us about your start to writing in a few words?**

What led me to write this book is that, when I arrived in Italy, I saw so many people writing articles about us and writing our stories in a wrong way so I started thinking, why can't we tell our story? We, who have lived everything above our skin. After reading an Afghan boy's book, 'My Afghanistan', I started to write and tell my story.

**What were the challenges you faced once you arrived in Italy?**

Once I arrived in Italy, the first thing was when I came out of the community and I had a job where I was paid 300€ a month and worked 10-11 hours a day. It was a heavy job and they did not treat me well, and I had to hold on because I did not want to lose my way. That is why I had to suffer and fight to make it. It was very heavy work and one of the things I will never forget about life here in Italy.

**Apart from the people who helped you when you were in trouble as soon as you turned 18 (as you tell in the book), how did you find the Italian authorities? Did you find support or abandonment?**

I found no support. In the sense that when one is 18 years old, alone, and doesn't even have a job that allows him to survive, in my opinion the state must help these people and not

leave them in the middle of the street. Because someone like me could have done anything and also become a dangerous person. You cannot leave a person who has just turned 18 on the street with nothing, with empty hands and a backpack. That can create so many problems. That's why there are so many kids on the street who don't know where to go or what to do, who don't have a chance to find a job or a home. Because without a job you cannot find a home, and then we end up becoming street people. Yes, that's why I found neglect on the part of the state.

### **With reference to this: would you also like to tell those who don't know about your relationship with Mediterranea Saving Humans?**

My relationship with Mediterranea is easy to tell because I am one of the people they rescued at sea. When I arrived in Italy I looked for an NGO to collaborate, to save other people like them who saved me. But it is not about saving others, it is about saving myself. Because saving another human being is an asset, it's about saving yourself. Eventually I got to know Mediterranea's Venice node and we established a very good relationship, now I am also part of the shore crew. I fight to go and rescue because if one is at sea you must not deny him rescue, you must offer him a safe haven where he can have his freedom. Because at sea there is no freedom. Because the Libyans take people who are at sea and lock them up in prisons, in lagers. I have experienced all this and I know what it means, so until there is a change I will always remain an activist.

### **Are you still in Italy now? How has your impression of the country changed from when you arrived to now that you live there?**

Yes I still live in Italy but I would like to discover other places in the world. I travelled to Italy but I would like to travel more because travelling is a richness that opens your eyes and makes you see further. However, I can say that what I thought I would find in Italy I didn't find at all, because the welcome is there but there isn't so much of it. I managed to continue my studies at least, but for me there is too much closure. Before I left I thought there would be openness towards people, but there isn't, there really isn't. There is a need for change because today's world cannot be closed. We have to open our hearts, we should build bridges that people can cross, otherwise no one will ever be able to get across. This means being open.

### **What relationship have you maintained with Senegal and the people close to you who still live there? Would you like to quickly explain the current situation in the country?**

My relationship with Senegal is beautiful and I can't wait to return to bring change to my land. I am very grateful to Europe but I don't want to stay forever because I have to go back to Africa to save Africa, and like me many other young people. If we all stay here it will never change. We need projects for change and more young people. I have a very good relationship with my loved ones in Senegal and this year I returned for the first time. Coming back I relived there



and realised even more that we need a change. One of my dreams is that one day all Africans who flee to Europe will no longer leave and those who leave will be able to take a plane, with a legal visa and without the problems we had, because everyone should have the freedom to travel.

### **Is there any particular episode from your book that you would like to tell us about?**

I would like to tell you how beautiful it was when I arrived in Italy and met Antonella. I call her Mami because she took me in like a son. With her we not only lived together but we had a cultural exchange. She never told me you have to leave your culture and adapt to mine, but we shared both cultures. I am Muslim and she is Christian, and this cultural exchange has brought richness to us. That is why I always say that you have to be open to getting to know people and their stories. She looked at me one day and said 'thank you for giving me so much'.

### **And, instead, a particularly intense episode concerning your experience since you arrived in Italy?**

Unfortunately, I could not finish my studies because of work. I am not as young as before and now I also have to work, and this year I had to work to survive. In the coming years, however, I want to move forward.

### **What has changed since you wrote the book? Have you managed to continue studying and pursuing your dreams?**

This book I wrote was born because I wanted to be a journalist, to give a voice to the voiceless, and so many people heard me because my book managed to go where I did not. So I feel I have realised my dream, to give voice not only to my story but to that of so many children, boys and men who are experiencing what I experienced. Now I have started writing another book about what we are doing in Africa and Europe but also about the exploitation of children and what is being done to the environment. I am an environmentalist and I fight for climate change and exploitation. If we look in Congo, but also in Senegal and Guinea Conakry there are children who are dying from exploitation every day. I do this because we young people are the future for change and for this planet.

# STORY OF FLORINDA

PESCARA/DAKAR

## What is your role at Mediterranea?

I am a member of the Pescara Land Crew and live in Teramo, even if I am often abroad.

## What brought you to Senegal?

I went to Senegal with the universal civil service, an experience I really recommend. With my civil service I spent a year in Senegal on the outskirts of Dakar, in Pikine, and I worked in different development and cooperation projects, both in education and immigration. I chose Senegal mainly for two reasons: the first is because I wanted to visit a West African country and discover a new culture since I had never been to Africa; and the second is because I really liked the project I was going to work for.

## What can you tell us about the current situation in Senegal (political, humanitarian, etc.)? Do you think it has changed in recent years? And if so, how?

Before leaving for Senegal I knew little about the political situation in the country. During university I took a course in EU immigration law, during which we dealt with the migrant routes from sub-Saharan Africa to Europe. To prepare for the trip I also read books on Senegal including Bilal by Fabrizio Gatti, in which he, a journalist, arrives in Dakar and crosses the Sahara desert on trucks until he is arrested in Italy as an irregular migrant. Before I left, however, I had read that Senegal was one of the most stable liberal democracies in Africa, so I did not think the political situation was so critical.

Things changed when, shortly before my departure in March 2021, there were mass protests because opposition leader Ousmane Sonko had been arrested on his way to a hearing in which he was defending himself against charges of sexual assault - charges he has always denied and described as politically motivated, with the aim of not allowing him to run in the 2024 presidential elections. During these protests, there were 13 deaths and the echo was strong throughout the country. Despite the clashes and the strong opposition, the current president has been in office since 2012 and it seems he will run again in 2024. Above all, I have heard young people complaining about this government, which is the result of dissatisfaction and a lack of opportunities that is increasingly felt.

**During your experience in Senegal did you meet anyone who was about to embark on the journey to Europe or did you know anyone who did? What is the general feeling in Senegal about the journey to Europe?**

Senegal is a young country. The total average age is 18 and life expectancy is around 66, with a very high unemployment rate. Most of the young people I met in Pékín, on the outskirts of Dakar, want to make the journey to Europe because they think they can live better in Europe. I would like to focus on something different, however, namely the associations I met on the ground committed to fighting illegal emigration. In Yeumbeul, I got to know a local volunteer association, ABC

Academie Banlieue Culture, which works in the suburbs to raise awareness against departures. The volunteers all have relatives or former partners who have attempted the journey and died before making it to Europe, so they try to create job or training opportunities through culture and music. Besides this association, I got to know another one called GRACE (an acronym for Generation for Meeting, Gathering, Conviviality and Emergency). They focus on young people and students, offering them training and encouraging them to study and educate themselves, and then guiding them in their search for employment, to give an alternative to many young people who believe there is no other option than the clandestine journey to Europe.

**Do you want to continue working in the humanitarian field? If yes, how?**

I am now in Uganda with the European Aid Volunteer Programme and will stay here until November. For after that, I don't know yet. But Senegal has taught me to live life day by day, so we'll see!

# REPORT BORDERLINE EUROPE

NEWS FROM  
CENTRAL  
MEDITERRANEAN



# ARRIVALS

According to [borderline-europe](#), a total of 12,866 people reached the Italian Mediterranean coast in July. The Italian Ministry of the Interior estimates the number of migrants who arrived at 13,803, while the UNHCR reports that 13,197 people seeking protection arrived in Italy after fleeing across the central Mediterranean.

As in the previous month, a significant amount of new arrivals were concentrated on Lampedusa. In the second half of July, we registered 195 arrived boats – 143 from Tunisia, 46 from Libya – with a total of 6,261 people. According to the information available to us, at least 1,851 of these people reached Italian territorial waters on a total of 53 boats or even the island on their own. It is figures like these that clearly refute the thesis repeatedly spread by populist sources that people on the move are being “picked up” by NGOs in the Central Mediterranean. Also, the alleged “pull factor theory” was recently once more declared arbitrary by the Italian Institute for International Political Studies.

For the third month in a row, the high number of arrivals led to a massive occupancy of the hotspot “Contrada Imbriacola”. In the meantime, just as a few days ago, more than 2,000 people were accommodated in the reception centre under extreme conditions, involving unbearably high temperatures and the absence of adequate hygienic facilities. According to official sources, the reception centre, however, has only 350 places available. After several attempts to evacuate the many newcomers, the Italian Ministry of the Interior decided

to charter a ferry, running three times a week between Lampedusa and the Sicilian mainland, to relieve the hotspot. Once arrived on the mainland, a large number of people, whose countries of origin are considered so-called “safe countries”, will not be granted a safe live in Europe, they are rather imprisoned and immediately deported to their home country.

As was to be expected, the right-wing populist politicians Matteo Salvini (Lega) and Giorgia Meloni (Fratelli d'Italia) did not leave out the opportunity to exploit the high number of arrivals for their election campaign. But the reasons for the continuing problems are not to be found in refugees, but are of structural nature, as Pietro Bartolo, MEP and former director of the Lampedusa Polyclinic, makes clear. Nor is it an “invasion”, as propagated by the right, Bartolo continues. What is needed instead is a fundamental change of narrative and paradigm. The real crisis would be the inhumane treatment and poorly organized accommodation of refugees by the Italian and other European states. Migration is a complex phenomenon that affects us all and can only be solved by creating legal escape routes. Instead of improving the situation, there has been a delay in the renewal of contracts for linguistic-cultural mediators within Italian immigration authorities. As a consequence the hotspot remained without cultural mediators for weeks.

Infobox: The term “territorial waters” refers to the sovereign waters of a State which, according to Article 3 of the United Nations Convention on the Law of the Sea, extend to a maximum of 12 nautical miles (22.22 km) from the coastline of the coastal State, as also in the case of Lampedusa.



# PULLBACKS

In July, the so-called Libyan coast guard violently forced a total of 3,434 people back into Libya, that continues to be fought over by radical militias. The Tunisian coast guard illegally prevented at least 278 people from leaving the country and brought them back to Tunisia.

International media have reported that, yet again, military clashes inside Libya with numerous civilian casualties flared up. In addition, mass graves have been discovered not far from the capital Tripoli, presumably as a result of the ongoing enforced disappearances of people inside Libya. Reports of arbitrary detention, torture, ill-treatment and the inhumane conditions that refugees in Libya endure on a daily basis also continue. However, instead of listening to appeals calling for the evacuation of people in need of protection from Libya, the German government decided to pursue its cooperation with the Libyan government. As research has repeatedly shown, the European Union, in addition to Germany and Italy, is also involved in equipping and financing the so-called Libyan coast guard as part of its externalisation and isolationist policies.

Not least, in recent weeks it has again become clear in various examples that the so-called Libyan coast guard much rather endangers human lives instead of rescuing them. This was also the case with a rubber dinghy that was carrying 83 refugees and got in distress within Libyan territorial waters. Only after nine days the coast guard intervened and transported 58 people to one of the numerous detention centres in the country.

Three of the survivors, who were taken to a hospital due to dehydration and hypothermia, told IOM that at least 22 passengers had not survived the long time at sea.

The following day, two children and a man were killed in a shipwreck off the coast of Sabratha, again due to the lack of intervention by the so-called Libyan coast guard. 18 survivors were eventually brought back to shore by a Libyan fishing boat. A similar situation occurred again a few weeks later in Libyan territory. After Alarm Phone was alerted by a group of about 22 people who had already been in Libyan waters for three days, the organisation forwarded the maritime emergency to the Libyan authorities. For inexplicable reasons, the Libyan authorities ignored the alert and the group was rescued after another day at sea by a Libyan fishing boat coming to help.

A short time later, the merchant vessel Vos Triton, in cooperation with the Libyan authorities, also participated in the illegal repatriation of 100 asylum seekers to Libya. As Sea-Watch 3 was able to witness through radio conversations between the merchant ship and the so-called Libyan coast guard, at least four people had died. A few days ago, a court in Naples sentenced the captain of an Italian supply ship, Asso Ventotto, to one year in prison in a similar case. In July 2018, following a radio message from the so-called Libyan coast guard, he arranged for the 101 refugees stranded on an oil platform to be brought back to Libya.

# PATHS TO EUROPE

Even though many merchant ships, as in the case described above, seem to be unaware of the fatal consequences of cooperating with the so-called Libyan coast guard, the merchant ships Vittoria and Celio di Ulsan brought 203 people seeking protection to a safe harbour in July.

In the case of the rescue of 674 people on a motorboat in distress that departed from Tobruk in Libya, as many as three merchant ships took part in a large-scale operation coordinated by the Italian coast guard within the Italian SAR zone. Unfortunately, during the rescue, it turned out that five people fell victim to the untenable conditions on their cramped boat during the days-long crossing.

On the evening of 28 July, Alarm Phone was contacted by a group of about 45 people in distress at the border of the Greek and Maltese SAR zones. What was to happen in the following days showed in the most despicable way how European states once again tried to deny any responsibility for human lives. While the Maltese and Greek coast guards were busy assigning each other the responsibility for the rescue of the people, two merchant ships passed the unseaworthy boat within three days. For some inexplicable reason, however, they did not report an emergency at sea. The boat, which in the meantime had become unnavigable due to a fire on board, was now drifting again in the Greek maritime distress zone. After continued efforts by Alarm Phone, the Greek coast

guard could no longer ignore its responsibility and delegated a merchant ship to the scene of the incident. Although this ship provided the refugees with water and food, the merchant ship Heranger also decided not to take them on board. Finally, they were told that the Greek coast guard was already on its way to rescue the shipwrecked people. What looked like the end of a life-threatening odyssey instead became another sad example of European indifference. The Greek coast guard left the people, who had been at sea for six days, to their fate. Only after countless hours of suffering and uncertainty were the asylum seekers rescued by the Maltese coast guard. It is a scandal that the Maltese armed forces, which continue to consistently ignore distress calls within their own search and rescue zone, only felt compelled to rescue the people due to great public pressure, said Ruben Neugebauer, co-founder of Sea-Watch, in a statement.

# DEAD AND MISSING

The numbers of dead and missing in the central Mediterranean Sea continued to rise massively in July, despite continuous surveillance by the EU border protection agency Frontex. In 40 confirmed cases, the European border regime has cost the lives of 79 people, 152 are missing. For reasons we still do not entirely comprehend, the figures from UNHCR (70) and IOM (130) for the same period again obviously deviate from our counts.

# CIVIL RESISTANCE

2,054 people were rescued by NGO ships in July. 1,966 people seeking protection have already been able to go ashore, albeit with long delays. The Geo Barents and the 659 survivors on board, including more than 150 minors (MSF), were denied a port of safety for nine days by both the Italian and Maltese authorities. As in early July, when the Geo Barents was able to bring 314 people to Taranto, this time too the Apulian city was assigned as the port of destination.

After exhausting months in the shipyard, the Rise Above (Mission Lifeline) was also back in action, rescuing 63 people from an overcrowded wooden boat. After a medical evacuation and a technical defect on board, the NGO ship was able to arrive in Augusta just a few hours after the rescue. The crew of the Ocean Viking (SOS Méditerranée), in its recently completed mission, took 387 refugees from five overcrowded rubber dinghies on board in just over 24 hours and was able to bring them safely ashore in Salerno after seven long days of waiting. A few weeks earlier, the Ocean Viking was able to disembark another 306 survivors in Pozzallo. The Sea-Watch 3 (Sea-Watch) also rescued 444 people in just two days and has since arrived in the port of Taranto. Here too the question should be asked why the Italian authorities assigned a port that was a two-day travel away from the Sea-Watch 3, who was carrying untold numbers of traumatized people in need of protection, exhausted by their flight and the persistent heat. As Médecins Sans Frontières wrote on Twitter, the continuing trend of prolonged stand-offs would permanently

undermine not only the integrity and capacity of civilian sea rescue, but also the ability to save lives. This month, for example, about 1,200 people had to wait for the allocation of a safe haven at some point. Shortly after the start of its new mission, the Sea-Eye 4 (Sea-Eye) evacuated 88 people from a wooden boat. Finally, the monitoring sailing vessels Nadir (RESQSHIP) and Imara (R42) once again demonstrated the importance of their presence in the central Mediterranean Sea, having provided first aid to refugees in numerous sea emergencies.

After Airborne (Sea-Watch) had its permission to observe operations within the Libyan SAR zone revoked by Maltese authorities in 2018, an expert opinion by the German Parliament's Scientific Service concluded that the airspace over international waters is not subject to the sovereignty of individual states. Sea-Watch has already announced that it will continue to take legal action against possible flight bans in its area of operation.



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