



DEADLY CROSSINGS

and the militarisation
of Britain's borders

INSTITUTE OF
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RELATIONS



gisti,



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This report is dedicated to the memory of all those who died or disappeared in Calais and at other borders as they tried to exercise freedom of movement. Thoughts also go to their family, loved ones and fellow travellers.

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Introduction

Frances Webber

A couple of months ago, as British politicians and media were whipping up hysteria over the people crossing the Channel in small boats, we were approached by French activists who told us about the work done by Maël Galisson for GISTI,¹ counting and accounting for deaths at the British borders with France and Belgium. Maël Galisson has built a database documenting over 290 deaths at these borders from 1999 on. His work had been published in French; would we be interested in helping it reach an English-speaking audience?


The importance of counting and accounting for deaths at the border was recognised by Leanne Weber and Sharon Pickering, who in their 2011 book *Globalisation and borders: death at the global frontier* insisted on the importance of first, finding out as much as possible about the lives of those who died seeking safety, security, family or a better life, to re-humanise the people behind the statistics; and second, showing that the deaths are not 'natural' or 'tragic accidents' but man-made, created by policies which do not merely close borders but also erect ever more obstacles to safe travel for the most vulnerable. The work of Maël Galisson is in this tradition.

It is also in the tradition of Dutch anti-racist network [United](#), which has recorded over 40,500 reported deaths of refugees and migrants since 1993 at Europe's borders, caused by policies of restriction and exclusion. As United points out, these are only the officially reported deaths: many more will never be investigated, and the victims remain unidentified and unburied, forever missing.

This work has always resonated strongly with the IRR, which in 2015 published [Unwanted, unnoticed: an audit of 160 immigration-related deaths in Europe](#), and looked at the fatal effects of the turn from search-and-rescue to militarisation in the Mediterranean in its 2017 and 2019 reports [Humanitarianism: the unacceptable face of solidarity](#) and [When witnesses won't be silenced](#). The issue has also been of vital importance to the Permanent Peoples Tribunal, which, as part of its series of hearings on violations of the rights of migrant and refugee peoples, held a session in [Palermo](#) in 2018 on the 'necropolitics' of European states and the EU in the Mediterranean.

Deaths at the UK borders have received far less attention than those in the Mediterranean. Most people recall the '[Essex 39](#)' – the 39 Vietnamese migrants whose bodies were found in a container in Essex a year ago; and some remember the 'Dover 58', Chinese migrants found dead in a lorry at Dover in June 2000. But few are aware that, in addition to these headline cases, nearly 200 people have died trying to reach the UK since 1999 – a hidden toll averaging out at one death every forty days.

1 Groupe d'Information et de soutien aux immigré-e-s (<https://www.gisti.org/spip.php?page=sommaire>)



These lesser-known dead were mostly (although not exclusively) young people. In some cases, there is no more than the bare fact of a death: no name, no details. In most cases, we know fragments of a person's story – their name, their age, their nationality, how they died – but nothing about how they lived, or what made them try to beat the odds to get here. Sometimes we know of a relative here, to make sense of their journey. The most poignant entries are those accompanied by an image, which makes a person real in a way little else can.

The material in the database has been fed into two different online graphics: a [timeline](#) which shows the deaths chronologically; and an [interactive map](#), devised by Nicolas Lambert, showing them geographically by location.

Just reading the entries is heartbreaking. As you read, you visualise the dead – hit by cars as they try to dash over the motorway or jump down from trucks; crushed by lorries as they try to climb in or under them; suffocating slowly inside trucks; electrocuted or hit by trains in the Eurotunnel; drowned in the port of Calais or out at sea. Each of these deaths is its own tragedy, and devastating to the person's loved ones. But together, they stand as an indictment of the deadly policies devised to 'protect' the UK from migrants and refugees, from denial of visas and carrier sanctions, barring access to travel facilities, to physical fortifications, the focus of this report.

As Maël Galisson observes: 'Crossing strategies evolve according to the level of securitisation of the border. The more a crossing point is securitised, and thus inaccessible, the higher the risks and the need for border-crossers to have recourse to a "third party", a smuggler.' The death toll in the Eurotunnel rose after access to the motorway was made more difficult. In 2020, the dramatic drop in lorry and air traffic because of Covid-19 has led to a corresponding increase in attempted sea crossings in small boats, organised by commercial smugglers who charge up to £3,000 for the passage and then force passengers to steer the boats. Dozens of those forced to pilot boats have been [arrested](#) as people smugglers and ten people have died in 2020 trying to cross the Channel in small boats – or even by swimming.

The response of the Home Office to the Channel crossers has grown to monstrous proportions – with RAF patrols of the Channel, monitoring by naval drones, the appointment of a 'clandestine Channel threat commander' with responsibility to make the Channel route '[unviable](#)', the trialling of a physical [blockade](#), consideration of a floating wall, or [netting](#) to trap boats, consideration of [offshore](#) asylum processing centres on Ascension Island, Papua New Guinea, Morocco or Moldova, or using disused ferries as floating asylum centres off the coast, and promised [legislation](#) to 'deny asylum' to those using 'illegal routes' to enter the UK.

From the experience of the Mediterranean, we know that these actions will not stop people trying to reach Britain, but will instead force them to try even more dangerous methods – crossing at night, or longer, less-travelled routes. In relation to military patrols to stop people smugglers in the Mediterranean, the House of Lords

EU Committee concluded, in its 2017 report *Operation Sophia: A failed mission*²: 'Operation Sophia has not in any meaningful way deterred the flow of migrants, disrupted the smugglers' networks, or impeded the business of people smuggling on the central Mediterranean route.'

Military-style solutions don't solve humanitarian problems. They simply create more profit for the smugglers, and more suffering for the migrants. The history of the securitisation of the English Channel is a history of death. So why do we allow the government to keep on along the same path? Perhaps it is time to demand a radical new approach, which does not depend on criminalisation and securitisation.

2 2nd report of session 2017-19, 12 July 2017, HL 5.



Julien Saison



Deadly crossings and the militarisation of Britain's borders

Maël Galisson, activist and former coordinator of Plate-forme de Services aux Migrants (PSM)

On 19 August 2020, Abdulfatah Hamdallah, a Sudanese refugee from western Kordofan, was found dead on a beach in Sangatte, in Pas-de-Calais, after trying to cross the strait that separates the United Kingdom from France aboard a makeshift boat.

One more death

Abdulfatah Hamdallah is not the first person who has died trying to reach England. In Calais and along this border, as at the other borders of the Schengen area, men, women and children are dying trying to cross this dividing line in the hope of finding a better life elsewhere.

A version of the article below, which describes how the border between the UK and France has become a deadly zone for people in exile, was published in June 2016. Since then, obstacles to crossing this border have only multiplied, forcing exiles to take greater risks by attempting to cross by boat or by transiting through Belgian territory, and the list of victims of migration policies has continued to grow. Today, local activists estimate that since 1999 at least 296 people have died in this cross-border area. The article has been amended to take account of the deaths since 2016 and the further militarisation of the border. It should be read together with the chronology of deaths and the [interactive timeline](#), which set out each recorded death from January 1999 onwards, month by month, and give whatever details are known of the person who died and the circumstances of their death, with links to media coverage. In addition, the [interactive map](#) shows where each person's death took place.

* * *

Although, in recent years, activists and researchers have started counting deaths on migratory routes, they tend to focus on the Mediterranean area and overlook the Franco-British border. But European agreements, bilateral treaties and their implications in terms of militarisation have turned Calais into a murderous border zone. Migrants are left with no choice but to take ever more risks to cross it, often paying with their lives.

Nawall Al Jende was 26 years old. She was originally from Nawa, a town about 30 kilometres from Deraa, in southern Syria. She had fled the war in Syria and left behind her husband and two of her children. With her third child, Mohamed, aged nine, and her husband's brother, Osama, she embarked on a journey that took them

through nine countries before reaching Calais. Her sister Sawsan had completed a similar journey two months earlier, and was waiting for her across the Channel. Nawall died on 15 October 2015 after being hit by a taxi on the A16 motorway following an unsuccessful attempt to board a truck to cross the Franco-British border. In Calais and the surrounding area, as on other migration routes, migrants like Nawall are dying. Between 1999 and the end of October 2020, it is estimated that at least 294³ people have died attempting to cross the border area connecting France to England.

Why pay attention to people who die at the Franco-British border? There is no official data on these deaths, so collecting this information is an important part of documenting the history of migration in the region. In the space of a few years, the issue of migrant border deaths has risen in prominence in the public debate. Activists were the first to address the issue, as illustrated by the work of United for Intercultural Action, Fortress Europe and Watch the Med.⁴ Then, independent journalists (The Migrants Files)⁵ and researchers (Deaths at the Borders Database)⁶ also became involved. More recently, official institutions, such as the International Organization for Migration (IOM), started examining the issue of migrants' deaths.⁷ However, with some important exceptions such as the work of Calais Migrant Solidarity,⁸ the situation at the Franco-British border tends to be under-studied in these various accounts, which focus on deaths at the 'gates' of Europe, across the areas spanning from the Canary Islands to the Aegean Sea, via the Strait of Gibraltar and the Sicily Channel. Collecting information on people who die in and around Calais addresses this gap and makes visible a little-known reality.

Giving a name to the dead

This investigative work aims to go beyond merely accounting or providing reports of these deaths. It seeks, when possible, to give an identity and a history to these 'nameless bodies' and 'names without history'. Trying to reconstruct life stories and to render the personal dimension of each death is a way to avoid their dilution in what is commonly called, in a generic fashion, the 'tragedies of migration'. It is also about challenging the idea that this massacre is the result of misfortune. Reducing these tragedies to accidents (road accidents, drowning, etc) or framing them in terms of violence occurring between migrants, as is often done in the media, is a way of concealing the responsibility of public authorities for a situation that has lasted for

3 The total of 296 deaths (to 31 October 2020) includes a French man who dived into a canal to try to rescue a migrant who had fallen in, and a Polish driver killed trying to avoid a migrant-constructed road-block on the motorway near Calais. They are included as their deaths were caused by the militarisation of the border, but they themselves were not attempting to cross the border.


4 <http://unitedagainstrefugeedeaths.eu/> ; <http://fortresseurope.blogspot.fr/> ; <http://www.watchthemed.net/>

5 <http://fortresseurope.blogspot.fr/> ; <http://www.themigrantsfiles.com/>

6 <http://www.borderdeaths.org/>

7 <http://missingmigrants.iom.int/>

8 <https://calaismigrantsolidarity.wordpress.com/deaths-at-the-calais-border/>



more than twenty years in the north of France. In fact, it is European agreements and bilateral treaties between France and Great Britain aiming to prevent the arrival of unwanted migrants on British territory that has turned this region into a murderous border zone. Likewise, those arguing that the only forms of violence targeting migrants emerge from 'smuggling networks' are overlooking the violence caused by people's living conditions, the lack of suitable reception infrastructure, police harassment and ever-expanding border security devices.⁹

An inventory of migrant deaths in the region shows that most occur during attempts to cross the border, either on the spot or as a result of injuries. Along the Franco-British border, exiles mainly die after being struck by a train on the Eurotunnel site, run over – sometimes deliberately – on a road not far from a crossing point or crushed under the axle of a heavy vehicle. Deaths stemming from migrants 'settling scores' or 'inter or intra-community' violence are, in reality, marginal.

Until recently, most attempted border crossings involved migrants hiding inside or underneath a truck trailer. This crossing strategy has proved extremely dangerous, and the risks of dying crushed by the truck's load, by suffocation or due to a fall from the truck (especially once in UK territory) are high. One thinks in particular of the 58 migrants of Chinese nationality hidden in a refrigerated truck and discovered dead by asphyxiation in Dover in June 2000. This event found dreadful echoes in the tragedy that occurred 15 years later, in Austria in August 2015, when 71 Syrian exiles hidden in a truck were abandoned on the side of a highway by the driver, and died of suffocation, and in the deaths of 39 Vietnamese migrants in a truck found abandoned in Essex in October 2019.


Although deaths at sea represent a minority of cases, they do also occur. Several desperate attempts at crossing the Strait of Pas-de-Calais, by boat or by swimming, have proved fatal. On 12 June 2002, a Russian exile drowned while attempting to cross the Channel in a canoe. His body was never found and the friend accompanying him hung to the drifting canoe for five hours before being rescued. The invaluable investigative work of Norwegian journalist Anders Fjellberg¹⁰ has helped trace the journey of two Syrian exiles, Mouaz Al Balkhi and Shadi Omar Kataf. After several weeks spent between the Calais Jungle and Grande-Synthe, and a dozen failed 'classic' passage attempts, the two compatriots, weary, opted for another strategy. On 7 October 2014, Mouaz Al Balkhi and Shadi Omar Kataf bought diving wetsuits at the Décathlon store in Calais. Their bodies were found a few weeks later, one on a beach in Norway and the other on a beach in the Netherlands.

Arrangements between neighbours

Crossing strategies evolve according to the level of securitisation of the border. The more a crossing point is securitised, and thus inaccessible, the higher the risks

9 <https://calaismigrantsolidarity.wordpress.com/videos-and-articles-2/this-border-kills-our-dossier-of-violence/>

10 Anders Fjellberg, «The Wetsuitman», Dagblade



and the need for border-crossers to have recourse to a 'third party', a smuggler. In September 2014, French interior minister Bernard Cazeneuve signed, with his British counterpart Theresa May, a bilateral agreement '*including a British contribution of 5 million euros per year for three years*', whose main objective was to '*strengthen security, both around the port and in the port area*'.¹¹ This agreement aimed to prevent, on the one hand, collective attempts to break into the port site and, on the other, incursions on the ring road leading to the port, where migrants were trying to take advantage of traffic jams to get access to the trailers of trucks.

The implementation of the 'securitisation' component of this agreement was entrusted to ZAUN, a British firm,¹² and took place in several stages. Initially, from October 2014, the barriers were doubled inside the port site. Then, in the spring of 2015, a double fence was erected over a distance of two kilometres along the ring road leading to the port area: the first fence reached four metres high and the other a little under three metres. The shorter fence was surmounted by a curved access ramp in order to prevent people from hanging onto it, and was topped with barbed wire. Between the two fences was an infrared detection space.

The establishment of this security arsenal around the port area forced migrants to find other passageways, which, especially in the case of attempted crossings through the Eurotunnel, proved more perilous. This change in crossing strategies is shown in the causes and locations of migrants' deaths. The consequences were not long in coming: while none of the 21 deaths recorded in 2014 had occurred in the Eurotunnel, 12 of the 28 recorded in 2015 took place on the site.

It is difficult to assert definitively that the more we close the Franco-British border, the more deadly it becomes. The significant increase in the number of deaths between 2014 and 2015 can also be explained by the increase in the number of exiles present in the region of Calais, which local activists estimate went from 1,500 to around 5,000 in one year. What is certain, however, is that, on top of the multiplication of barriers and security devices around the port, exiles also faced disastrous living conditions characterised by extreme precariousness, growing overcrowding and police violence. This made for an explosive combination that pushed more and more people into taking risks in the hope of crossing the border. By mid-2015, hundreds of migrants were breaching the tunnel nightly, trying to jump on trains, or just walk through to Kent.

In August 2015, a new Franco-British agreement was signed in which the two ministers recognised that '*since the end of June, due to the securitisation of the port, migrants have changed their strategy, and have been seeking to enter into the*

11 Joint statement by Theresa May and Bernard Cazeneuve, UK and French home affairs ministers, 20 September 2014.

12 Presenting itself as a 'company specialising in fences and gates', the firm Zaun offers a range of products, ranging from 'security or electric fencing' to video surveillance devices, including anti-intrusion barriers. In England, it is one of the Home Office's privileged partners as regards securing English prisons. It has also exported its skills to France in order to secure the Longuenesse prison in Pas-de-Calais.

Channel Tunnel often risking their own life to do so’. What did they then propose to address this worrying observation? They recommended that ‘*France strengthen the current security system and the action of its police and gendarmes, through the deployment of additional mobile units*’ and that the United Kingdom allocate additional resources to ‘*secure the perimeter of the entrance to the Tunnel, thanks to a system of fencing, video surveillance, infrared detection technology and luminous projectors*’ and that it ‘*helps the Eurotunnel company to significantly increase its staff in charge of site safety and protection*’.¹³ This resulted in the installation of 29 kilometres (18 miles) of new barriers and the ‘reinforcement’ of the existing 10 kilometres, along with 570 static and mobile cameras and over 300 security patrols, and a €3 million new security control ‘centre’. The landscape of the Eurotunnel site was radically altered; 100 hectares were razed to facilitate surveillance, and an area was deliberately flooded ‘*to create natural obstacles which prevent access to fences*’.¹⁴ In January 2017, Eurotunnel claimed that these measures stopped 20,000 migrants from gaining access to the tunnel in 2016.¹⁵ This led to a diminution in the number of attempted crossings, and thus deaths, in the Eurotunnel. But this did not mean that migrants stopped dying at the border: the discovery of 39 bodies in a container recently arrived from Zeebrugge in October 2019 served as a shocking reminder that migrants still needed to cross the Channel and were still prepared to risk their lives to do so.

The strengthening of the border was again addressed by the Sandhurst Treaty, signed in January 2018 by president Macron and Theresa May, then British prime minister. Its provisions included an additional €50 million contribution from the UK for fencing, CCTV and detection technology in Calais and other ports, and the setting up of a joint information and coordination centre for police in Calais.¹⁶ Following the fortification of the port areas, attempted crossings shifted from trucks and tunnel to the sea, with 4,000 crossing in 2019 and 5,000 attempted crossings in the first eight months of 2020. Yet despite evidence of its failure, the securitisation strategy continued; in July 2020 British home secretary Priti Patel signed an intelligence-sharing agreement with her French counterpart Gérard Darmanin, to tackle the ‘people smugglers’ behind the surge in boat crossings.¹⁷

13 Coping with migratory pressure in Calais: joint declaration by the French and British interior ministers on cooperation between France and the United Kingdom, 20 August 2015.

14 Olivier Pecqueux, *Migrants de Calais : pour empêcher les intrusions*, Eurotunnel inonde ses terrains, *La Voix du Nord*, 14/01/2016. Available : <http://www.lavoixdunord.fr/region/migrants-de-calais-pour-empêcher-les-intrusions-ia33b48583n3267338>

15 BBC News, 20 January 2017.

16 ‘Sandhurst Treaty: Britain and France agree new deal on border security’, *France 24*, 18 January 2018, <https://www.france24.com/en/20180118-france-uk-migrants-calais-sandhurst-treaty-britain-france-agree-new-deal-border-security>. For the full text and other documents agreed at the Franco-British summit see Statewatch, <https://www.statewatch.org/news/2018/january/uk-france-sandhurst-treaty-on-border-control-cooperation-full-text-plus-other-documents-agreed-at-uk-france-summit/>

17 The agreement provides for an intelligence unit at Coquelles staffed by six British and six French police. See ‘Britain, France agree joint unit to fight migrant traffickers’, *IB Times*, 12 July 2020.

Fortifying the border

These developments were only the latest steps in the long history of securitising and militarising the Franco-British border, which was brought about through a succession of bilateral agreements signed since the early 1990s. While the Sangatte Protocol (1991) initiated the implementation of parallel French and British controls on both sides of the border, the Additional Protocol (2000) extended these controls to the main railway stations in the north of France and southern England.

At the turn of the 2000s, border fortification took on another dimension. Regarding the port, *'in 2000, a first program of 6 million euros was initiated to enclose part of the port, install a video surveillance network as well as a specific building for the security department'*. Until then, the port area was only very lightly fenced. Then, *'as of 2005, a second investment programme worth 7 million euros was initiated (...) [in order] to finalise the following year a network of 48 fixed and mobile video surveillance cameras'*.¹⁸ Eurotunnel, for its part, stepped up surveillance of its site in the spring 2001. In February 2002, the British army lent the company a PMMW radar (thermal detection system). The signing of the Treaty of Le Touquet (2003) extended the provisions relating to parallel controls to all the ports of the Channel and the North Sea, while the Franco-British 'arrangement' of 2009 expanded the use of detection devices and created a joint coordination centre *'responsible for collecting and sharing all the information necessary for the control of goods and persons moving between France and the United Kingdom'*.¹⁹ The Franco-British agreements of 2014, 2015, 2018 and 2020 are additions to an already extensive list.

Accurately mapping the securitisation process and its expanding control mechanisms around the Franco-British border is not an easy task. Access to information is relatively restricted, particularly because of the multiplicity of actors involved (State services, managers of port and Tunnel sites, private security providers, etc.) and the associated lack of transparency.²⁰ In their statements, the Eurotunnel spokesperson indicates that *'since the appearance of illegal immigrants [sic] in Calais, Eurotunnel has, beyond its contractual obligations, invested heavily in physical means (fences, lighting, cameras, infrared barriers) and human protection at the Coquelles terminal: more than 160 million euros, including 13 million euros in the first half of 2015'*.²¹ It is difficult to accurately assess the cost of this security frenzy. The issue is also at the heart of a battle which has pitted the state against Eurotunnel, which in 2003 took a claim for £30 million against the French and British governments, arguing that it was their failure to provide proper levels of security around the tunnel that had led to frequent incursions by migrants between 1999 and 2002, thereby causing delays and

18 Emmanuel Berson, *Un mur sur le détroit du Pas de Calais*, Recueil Alexandries, Collections Esquisses, 2011.

19 Franco-British administrative arrangement to strengthen the fight against immigration, 6 July 2009.

20 See Corporate Watch / Calais research network on 'mapping the deals and decision-makers' in Calais: <https://calaisresearch.noblogs.org/>

21 Alexandre Boudet, 'Migrants à Calais: qui fait quoi (et devrait faire plus) pour empêcher des drames humains', Huffington Post, 29 July 2015.

disruptions which harmed Eurotunnel's business. In January 2007, it won the case.²² In 2016, the company began another case against both countries, claiming lost revenue of £23 million in 2015 and seeking a £4.6 million contribution to upgrading security.²³

Unsurprisingly, these disputes make no mention of the human cost. In addition to the deaths that have been recorded, we must add those that could not be – because of the lack of information, because *'there is enough work with the living'*,²⁴ or simply because they were undetected or forgotten. There are also the wounded: *'young people with their hands and legs torn by the barbed wire that surrounds the Eurotunnel site [...] these fences [which] shred skin in an anarchic manner'*.²⁵ Mutilated or injured, these people are not included in any count. Writing in the local newspaper *La Voix du Nord* on 21 October 2001, journalist Sophie Leroy headlined an article with a slogan from a demonstration organised in Calais by the collective C'Sur²⁶: *'Enough death at the borders'*.²⁷ Yet, nearly twenty years later, the list of the dead keeps growing.

22 See 'Eurotunnel: landmark arbitration', Practical Law, 26 March 2007.

23 'Eurotunnel to bring compensation claims against government', BLM Law, 18 February 2016.

24 Comments by a volunteer from Calais interviewed on the subject of exiles who died at the border.

25 Laurence Thibert, Hannane Mouhim, Mady Denantes, Pascal Teulade, Dans la « jungle » de Calais : « Médicalement, ce que nous avons vu est inacceptable », *Le Monde*, 07/10/2015. Available at: http://www.lemonde.fr/immigration-et-diversite/article/2015/10/07/dans-la-jungle-de-calais-medicalement-ce-que-nous-avons-vu-est-inacceptable_4784404_1654200.html (last accessed: 06/04/2016)

26 Collectif de soutien d'urgence aux réfugiés (C'Sur).

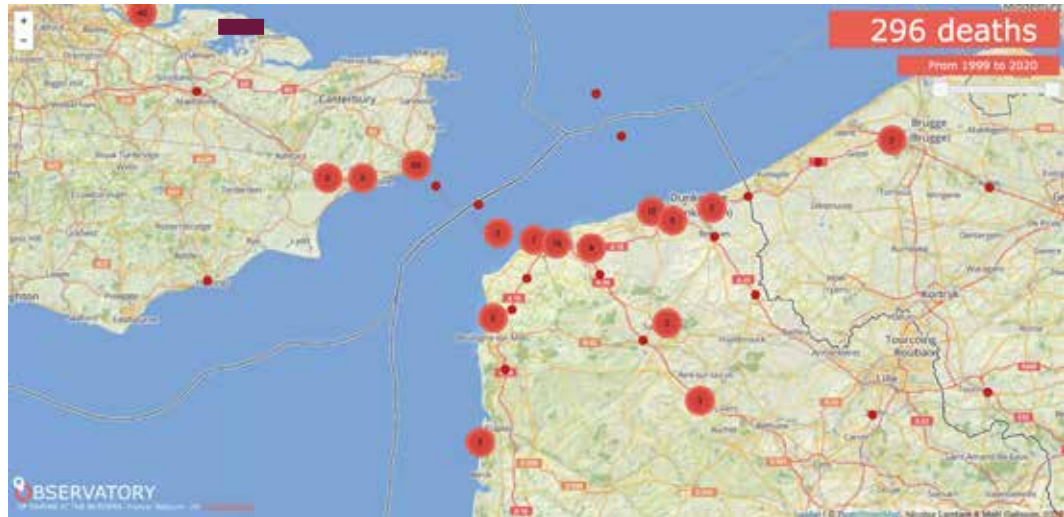
27 Sophie Leroy, « Assez de morts aux frontières », *La Voix du Nord*, 21/10/2001.



Chronology



Click image to go to the interactive timeline (Compiled by Maël Galisson)



Click image to go to the interactive map (Compiled by Nicolas Lambert)

1999

11 JANUARY

An Iraqi man was found dead, crushed under a truck under which he was hiding, at Dover. (*IRR News*, 2010)

3 MARCH

Dauty Artant, a 25-year-old Kosovan, died in Calais in undetermined circumstances. (personal communication)

AUGUST

An Iraqi man was found dead in Dover, crushed under a truck under which he had hidden. ([United](#), 2020)

2000

9 APRIL

A woman died in hospital after falling under the wheels of a truck in St Leonard's, Hastings. The other four people hidden in the truck were arrested. ([IRR News](#), 2010)

18 JUNE

54 Chinese men – Yang Jiao Hua, Li Yong, Lin Zhao Hang, Lin Chen Xing, Sun Dao Xian, Cheng Kam Kwon, Lin Li Guang, Kuo Chien Ming, Xue You Jie, Cai Fang Quing, Ni Yan Hua, Lin Yi Hua, Gao Jun Wei, Zheng Bo Ying, Lin Guo Liang, Cao Xiang Ping, Chen Xing Zhong, He Chang Ming, Xue Di Di, Cao Xian Xin, Jiang Jan Ming, Lin Ming Gui, Jiang Bin, Lin De Bin, Chen Yi Hua, Li Zheng Guang, Lin Ming Kun, He Yu Yuan, Lin Tong Hui, Lin Tong Yong, Ke Yong Min, Ye Qi Ban, Dong Ti Di, Li Xiao Xiang, Lin Bin, Weng Rui Ping, Lin Fa Ming, Lin Bing, Lin Ming Hui, Lin Bin Jian, He Hua Shun, Yang Xin Xian, Lin Feng Di, Yao Zhong Ai, He Ming Qiang, Lin Xian Long, Chen Jin Tian, Lin Xin Chai, Shi Wen Jie, Ding Xiang You, You Long Zhong, Lin Xue Luan, Li Zhen Quan, Guo Ting Xing, and 4 Chinese women – Lin Rul Zhen, Gao Yue Ru, Lin Guang, Ke Mei Zhu, died of suffocation in a truck coming from Zeebrugge (Belgium). Their corpses were discovered by customs officials in Dover. Two survivors were found unconscious in the truck and taken to hospital, in shock and suffering from dehydration. ([Guardian](#), 11 September 2000; [Guardian](#), 5 April 2001; [IRR News](#), 2010)

17 NOVEMBER

An unnamed man in his twenties, of unknown nationality, was found dead in Dover docks, possibly run over by the truck he was hiding under. ([United](#), 2020; [IRR News](#), 2010; [Chicago Tribune](#), 30 August 2001)

2001

1 FEBRUARY



An Iraqi man in his thirties was struck by a shuttle bus at the Channel Tunnel terminal. According to the newspaper Nord Littoral, he was the first migrant to have died on the site of the Channel Tunnel. He was buried in the communal area of the cemetery of Coquelles. On a wooden plaque, we read a name, partly illegible, 'H ... Abdulaye Ib ...' and the date of his death: '1 February 2001'. ([IRR News](#), 2010) (photo Marion Osmont)

12 APRIL



A man, probably Afghan, died of electrocution at the Channel Tunnel terminal in Coquelles. In the communal area of the Coquelles cemetery, we can still read the date of his death on a wooden board, but his first name is no longer readable. We can decipher his surname: Houdin. (*Libération*, 14 April 2001, *United*, 2020) (photo Marion Osmont)

8 JUNE

25-year-old Ahmadi Ahmad, of Afghan nationality, died in undetermined circumstances in Calais. He was buried in the Coubertin cemetery in Calais. (personal communication)

20 AUGUST

An unnamed Kosovan migrant was traveling irregularly on a ferry crossing the Channel from Ostend to Dover. He was arrested and then immediately embarked on a return trip to Ostend. He managed to evade the police vigilance and jumped off the ferry. He drowned. (*WSWS*, August 2001; *IRR News*, 2010)

6 SEPTEMBER

Sabir Mohamad, a 19-year-old Iraqi man, died after being hit by a vehicle on the departmental road near the Sangatte camp. (*Libération*, 6 September 2001)

18 OCTOBER



Omid Jamil Ali, a 21-year-old Iraqi Kurdish man, died after falling from the roof of a freight train in the Channel Tunnel. Three years after his death, on 29 October 2004, his body was repatriated to his village of Sharbaza, in northern Iraq, thanks to a fundraising campaign organised by IRR. Jamal and Galawza Ali Said, his parents, forwarded photographs of his funeral to IRR. (*IRR News*, 8 September 2004, *IRR News*, November 2004)

30 OCTOBER

An unnamed man died after falling off a truck he was hiding under on the Calais-bound carriageway of the A16 motorway.



8 DECEMBER

Thirteen people (11 Turkish, 1 Algerian and 1 Albanian) trying to reach Dover following directions from a smuggler hid in a container at the port of Zeebrugge (Belgium). This container was unfortunately not destined for Dover, but for the south of Ireland. They remained locked in this grave-like container for 4 days. When they were discovered in Wexford, 8 of them – Mustafa Demir (23), Yuksel Ucaroglu (26), Hasan Kalendragil, Kalender Kalendragil (15), Zeliha Kalendragil (10), Samiye Guler (28), Imam Guler (9) and Berkam Guler (4) – were dead. The survivors were all in a critical condition, dehydrated and in a semi-coma. (*Observer*, 9 December 2001; *Guardian*, 20 December 2001; *Irish Times*, 30 November 2013)

2002

2002



Mohamed Shabir, 26, of unknown nationality, died in 2002, the date and circumstances of his death are now forgotten. He was buried in the communal area of the cemetery of Coquelles. On a marble slab placed on the floor, his name and surname are written in Arabic, followed by the dates '1976-2002'. (photo Marion Osmont)

2002



Hussein Jenziki, 35, of unknown nationality, died in 2002, the date and circumstances of his death are now forgotten. He was buried in the communal area of the cemetery of Coquelles. On a marble slab placed on the floor, his name and surname are written in Arabic, followed by the dates '1967-2002'. (photo Marion Osmont)

18 JANUARY

A 20-year-old man of unknown nationality was electrocuted on the roof of a freight train at the entrance to the Channel Tunnel in Coquelles. (*Libération*, 21 January 2002)

17-18 FEBRUARY

A man was discovered dead in the Channel Tunnel in the night, by a maintenance crew. His age and nationality could not be determined. (*Libération*, 19 February 2002)

20 FEBRUARY

A man of unknown nationality died, crushed by a wagon jack while trying to board a freight shuttle with four other men at the entrance to the Channel Tunnel in Coquelles. He was buried in the communal area of the cemetery of Coquelles. On a wooden board, we can still decipher the date of death, 20 February 2002, but his name and surname are illegible. (*Libération*, 21 February 2002)

28 MARCH



A man of unknown nationality died in circumstances now forgotten. He was buried in the communal area of the cemetery of Coquelles. On the wooden epitaph, we can no longer distinguish his surname or first name, but we can see the date: 28 March 2002. (photo Marion Osmont)

15 APRIL

Mohamad Abdal Rahman Abdullah, aka Ali Sharif, a 25-year-old Kurdish Iraqi man, died of stab wounds in the compound of the Sangatte Red Cross centre. He was buried in the communal area of the Sangatte cemetery. (*Libération*, 16 April 2002)

5 JUNE

Hawkar Hussein, a 25-year-old Iraqi Kurdish man, died after being shot in the head under the bridge of the A16 motorway leading to the Calais ferry terminal. (*United*, 2020)

12 JUNE

A Russian man drowned while attempting to cross the Channel in a canoe. His body has not been found. Another man clung to the drifting canoe for five hours before being rescued and taken to Calais hospital, suffering from hypothermia. (*IRR News*, 2005; *Le Figaro*, 12 August 2012; *United*, 2020)

4 OCTOBER

Mehdizadeh Naderi Mehrdad, 31 years old and of Iranian nationality, died in undetermined circumstances. (personal communication)

16 DECEMBER

An unnamed young Iraqi man was found dead under a truck during a traffic check at the Saint-Omer toll booth, on the A26 motorway, not far from Calais. (*Nouvel Observateur*, 16 December 2002)

2003

24 FEBRUARY

Sarkawat Hussein, an 18-year-old Iraqi man, was crushed to death under the axles of a truck at the Calais ferry terminal. (*United*, 2020)

18 JUNE

The body of an unnamed Ivorian man, about 25 years old, was recovered from the sea, not far from Eastbourne. The man was a stowaway aboard the Patricia Delmas freighter and jumped into the sea after being discovered. (*United*, 2020)

JULY

Two unidentified men who tried to cross the Channel to reach Britain were found drowned by a rescue team. (*IRR News*, 2005; *United*, 2020)

12 JULY



Elmas Ozmico, a 40-year-old Kurdish woman, died of sepsis. She had developed an abscess on her way from Turkey to join her husband, hiding in a truck with her two children, aged 8 and 7, and her nephew, aged 19. Upon their arrival in Dover on 8 July, her nephew Emurallah Sanci asked for her to be examined by a doctor, but his request was ignored. She was transferred to hospital the next day, after losing consciousness, nineteen hours after arriving and requesting assistance. At the inquest, medical experts said Elmas Ozmico could have survived if she had received prompt medical care. ([Guardian](#), 4 May 2005; [BBC News](#), 17 May 2005; [IRR News](#), 2005)

17 AUGUST

Hekmat Karim Salih, a 29-year-old Iraqi Kurdish man, died in a truck coming from Le Havre, crushed by the transported goods. His body was found in Poole and identified by his cousin who lived in Leeds. Two other men in their twenties, hidden in the same truck, were arrested by police. ([IRR News](#), 2005; [United](#), 2020)

2004

26 OCTOBER

An Iraqi migrant died when hit by a heavy truck on the A16 motorway near Marck, crushed by the truck's coupling hook. (personal communication)

29 OCTOBER

Mohamed Al-Mahi, a 38-year-old Somali or Sudanese man, died after being stabbed at the edge of a railway line in the Dunes industrial zone of Calais. ([Migrerrance](#), March 2010)

22 NOVEMBER

Kazem Mustafa Amar, 26, of Iraqi nationality, died in Calais in undetermined circumstances. (personal communication)

2005

5 OCTOBER

Do Van Ky, a 37-year-old Vietnamese man, died after he jumped or fell from the truck he was hiding in at the Haddon gas station, near Peterborough. ([Guardian](#), 27 May 2006)

23 DECEMBER

The crushed body of an unidentified Iraqi man was found in the rest area of Ghyvelde, France. He presumably slipped under the wheels of the truck he was trying to hide in. ([Migrerrance](#), March 2010)

2006

5 JANUARY

14-year-old Jaffar Haimen, of Iraqi nationality, died in undetermined circumstances. His body was repatriated to Iraq. (personal communication)

23 APRIL

An unidentified Asian man between 24 and 45 died after falling from the truck he was hiding under on the A14 motorway in Cambridgeshire. ([IRR News](#), 2010)

11 MAY



Asif Azmad, a 17-year-old Afghani, died as he fell off the truck he was hiding under, on the A3 motorway near Clanfield. The truck had entered Britain through Portsmouth from France. Asif wanted to join his brother Ahmad, a student in London. His body was identified by police eight months after his death. ([Monde Diplo](#) blog, 9 May 2013)

16 JUNE

Three unidentified Pakistani men were discovered in a heavy truck trailer in Witham, Essex. One of them, about 25, had died of dehydration. A second was critically dehydrated and died in hospital on 22 June. ([BBC News](#), 21 August 2006; [IRR News](#), 2010)

1 SEPTEMBER

An unidentified man was killed in a fight in the Dunes industrial zone area in Calais. He was buried in the communal area of the southern cemetery of Calais. On a wooden epitaph, the word 'unknown' and the date of death appear. ([L'Express](#), 1 September 2006)

8 OCTOBER

Two unidentified Iraqi men, both in their twenties, were found on the A20 motorway in Sellindge, Kent. One of them was dead, hit by the truck they were hiding under, the other was seriously injured. The truck came from Denmark, and entered Britain through Dover. ([IRR News](#), 2010)

NOVEMBER

An unidentified 40-year-old Afghan man was crushed by the truck he was hiding under in Harlow, Essex. ([IRR News](#), 2010)

2007

7 JULY



Louam Beyene Hdru, a 19-year-old Eritrean woman, died after being hit by a car while she was running across the A16 motorway in Calais to escape the police. Her body was repatriated to Eritrea. ([Libération](#), 24 July 2007; [Libération](#) contre-journal, 22 September 2008)

17 DECEMBER

Ali Briar, an Iraqi Kurdish man, died after being hit on the A16 motorway. Seeing a police vehicle, he took fright and crossed the Dunkerque motorway, near Marck, where he was hit by a minibus. ([Migrerrance](#), March 2010)

2008

14-15 JULY

An unnamed Iraqi man died, hit by a heavy truck during the night on an access flyover for the A16 motorway, not far from Calais. ([Libération](#), 15 July 2008)

23 JULY

Mansour Habib Hamidey, a 23-year-old Eritrean man, was stabbed to death in the Saint-Hilaire-Cottes area, on the A26 motorway. He was buried in the cemetery of Lens. A few months earlier, the occupants of the Norrent-Fontes camp, supported by volunteers from the Terre d'Errance association, had freed themselves from the Sudanese smugglers who controlled the Saint-Hilaire-Cottes area. Threatened with reprisals by these smugglers, they had filed a complaint. Seven Sudanese men were taken into custody in relation to the stabbing, and four of them jailed. The main culprit, who carried out the stabbing, was sentenced to ten years' imprisonment and a ten-year ban from French territory for manslaughter. Another man was sentenced to four years in prison. ([CFDA](#), September 2008; [Migrerrance](#), March 2010)

SEPTEMBER

Baj Singh, an Indian man from the Punjab, aged 33, was crushed by the truck he was hiding under, in Trent Vale. His fingerprints revealed that he had been arrested and returned to France twice by the immigration services while traveling from Calais to Dover. It was during one of these arrests, on 18 April 2008, that he had given his name as Baj Singh. ([IRR News](#), 2010)

12 OCTOBER

Ramadan, an Eritrean man, drowned in the Saint-Omer canal, while trying to get into a truck parked near the canal. Jean-Pierre Everaere, a French man aged 47, also drowned while trying to rescue him. ([Libération](#), 12 October 2008, [La Voix du Nord](#), 14 October 2008)

2 DECEMBER

Duy Nguyen, a 25-year-old Vietnamese man, was found dead in Winchester, Hampshire, in a truck coming from Calais. The autopsy indicated death from hypothermia. ([IRR News](#), 2010)

2009

7 JANUARY

Maroufkel Kherullah, a 30-year-old Afghan man died, stabbed during a brawl in the 'Jungle' in Calais. ([Le Parisien](#), 8 January 2009)

17 FEBRUARY

An Iraqi Kurdish woman who lived in the camp set up in the Grande-Synthe area, on the A16 motorway, near Dunkerque, gave birth prematurely. The child, named Glara, did not survive. A funeral fundraiser was organised by the Movement Against Racism and for Friendship between Peoples (MRAP) of Dunkerque. Glara is buried in the Muslim burial area of the Grande-Synthe cemetery. (*Nord Littoral*, 25 February 2009, cited in *Millebabord*, 28 February 2009)

5 APRIL

An unidentified man was found dead in the Channel Tunnel by a maintenance team. (*Le Quotidien*, 7 July 2015; *IRR News*, 2010)

19 MAY

Ngayen Van Mac, a Vietnamese man in his twenties, was found dead in the Tétéghem area, on the A16 motorway, not far from Dunkerque, at 5am. Another man was taken to hospital, unconscious and badly injured. Investigators said the two fell from a moving truck. (*Dunkerque maville*, 20 May 2009)

13 JUNE



Aman Fisahaye Welderufael, an Eritrean man of 20 or 35, drowned when he tried to wash himself in a canal in front of the Africa House squat in Calais, because there were no showers. Aman was traveling with his brother. (*Libelille, Educations sans Frontières*, June 2009)

30 OCTOBER

An Indian man, Gursharan Singh, about 25 years old, was discovered dead in the trailer of a heavy goods vehicle at Calais ferry terminal, following a positive CO2 sensor test. Two other men were alive in the trailer. The autopsy indicated death from asphyxiation. (*Libération*, 30 October 2009)

15 DECEMBER

Maïouad, a 15-year-old migrant from Afghanistan, died when he was hit by a car at night, on the A16 motorway not far from Boulogne-sur-Mer. (*Fortress Europe* blog, 15 December 2009)

2010

11 APRIL

Ramadhin, a 16-year-old migrant from Afghanistan, died in the night, crushed under the axle of a truck at the Loon-Plage ferry terminal, near Dunkerque. He was due to join his cousin who had reached Britain at the beginning of April. (*Terre d'Errance*, 21 April 2010)

2011

- 19 MAY** Mahde Adam Ali, 28, of Sudanese nationality, died in Calais in undetermined circumstances. He was buried in the southern cemetery of Calais. (personal communication)
- 1 FEBRUARY** At 3am, Dalir Zarifi, a 24-year-old Afghan man, drowned when, pursued by the border police, he jumped into the canal de la Citadelle in Calais. The pathologist concluded that he died of hypothermia. ([Jura Libertaire](#), 24 February 2011)
- 7 FEBRUARY** Canstantine, a 51-year-old Romanian man, died of a heart attack outside the Calais city train station. ([Calais Migrant Solidarity](#), n.d.)
- 10 MAY** In the early hours of the morning, an unidentified 23-year-old Iranian man died following a fall from a truck in the Grande-Synthe area, on the A16 motorway, between Calais and Dunkerque. ([Association Salam](#), 18 May 2011)
- 7 SEPTEMBER** In the early hours of the morning, Youcif, a 28-year-old Sudanese man, fell from a moving truck in the Steenvoorde area, on the A25 motorway. His body was repatriated thanks to donations collected by the association Terre d'Errance. As the donations exceeded the cost of repatriating the body, Youcif's mother had a well dug in a village without a water point close to where she lived. ([TESteenvoorde](#), 9 September 2011)
- 17 NOVEMBER** At 1 am, two unidentified Egyptian men died on the A16 motorway, near Grande-Synthe. In a collision with a heavy vehicle, they were thrown out from the boot of the car in which they were hidden with six other men. The driver of the car fled when the police arrived. In September 2013, the driver was sentenced to 3 years in prison for manslaughter and assistance in illegal stay. ([La Voix du Nord](#), 18 November 2011; [La Voix du Nord](#), 30 September 2013)
- 8 DECEMBER** An unidentified Iranian man in his twenties died when he was hit by a tourist bus on the D916 departmental road, between Wormhout and Socx, near Dunkerque. A man accompanying him was seriously injured and was hospitalised for a few days before returning to the 'jungle'. ([Le Phare Dunkerquois](#), 14 December 2011; [Calais Migrant Solidarity](#))

22 DECEMBER

Asgodom Yonathan, a 26-year-old Ethiopian man, was found dead below the George V bridge, in Calais city centre, at 4am. The Boulogne-sur-Mer prosecutor's office closed the case, pronouncing it a suicide without proceeding to an autopsy. On 25 December, fifty people gathered at the place where Asgodom's body was found, refusing to believe in the suicide of their friend and demanding an investigation. Asgodom Yonathan was buried in the communal area of the southern cemetery of Calais. ([Sinemensuel](#), February 2012)

2012

9 APRIL

Zeneben, whose real name was Yonatan Abram, a 27-year-old Ethiopian man, was found dead in the Paradise squat on rue Auber, Calais, with serious wounds to his face. He was buried in the communal area of the southern cemetery of Calais. ([Association Salam](#), 10 April 2012)

16 MAY

An unidentified Iraqi man in his twenties was stabbed to death in Ouistreham, while trying to board a semi-trailer that was embarking for Portsmouth. Three Albanian men were arrested in Dunkerque on 27 May, and were sentenced to between 2 and 7 years in prison in February 2014. ([La Manche Libre](#), 18 May 2012; [Tendance Ouest](#), 8 February 2014)

7 JULY



Noureddin Mohamed, a 28-year-old Sudanese man from North Darfur, drowned in a canal in downtown Calais at around 3 am after an altercation with the police. ([Vibrations Migratoires](#), 2 August 2012)

12 AUGUST

An unidentified Vietnamese woman of about 35 was found dead on the beach of Wimereux, in a diving suit. It seems she wanted to swim across the Channel. ([Le Figaro](#), 13 August 2012)

13 AUGUST

An unidentified man died when he was struck by a tourist bus at about 2am on the A16 motorway, near Coudekerque-Branche, not far from Dunkerque. ([Association Salam](#), 13 August 2012)

13 DECEMBER

Ali Laminou, a 42-year-old Nigerian man, died in Calais in undetermined circumstances. (personal communication)

2013

6 AUGUST

Commanden, an Afghani aged 38, was stabbed to death during a retaliation brawl initiated by smugglers in a squat on the rue Caillette in Calais. ([La Voix du Nord](#), 6 August 2013; [Calais Migrant Solidarity](#), 6 August 2013)

4 NOVEMBER



The body of Robiel Habton, a 25-year-old Eritrean man, was found in the port of Calais. Robiel had disappeared on 9 October, following an attempt at crossing the port in order to reach departing ferries. The friend he tried crossing with was found suffering from severe hypothermia. ([East Afro](#), 14 November 2013; [La Voix du Nord](#), 20 November 2013)

9 DECEMBER

Yemen Yemani Gebrenegous Eokbo, a 22-year-old Eritrean man with a heart disease for which he had previously had surgery and which required long-term treatment, died on a street in Calais as he attempted to reach England. He had spent two months on the streets of Calais, and although he went to a drop-in health centre and to the hospital emergency room, he was unable to get his treatment renewed. ([Vibrations Migratoires](#), 18 December 2013)

2014

30-31 JANUARY

A 17-year-old Iranian migrant died while trying to cross to England in the night, with others. The driver of the truck they were in saw them and told them to get out, but he started driving again before they could. Two of the youths landed on their feet, but the third hit his head on the ground and lost consciousness. The two youngsters tried to stop traffic but their friend was hit by a passing truck. ([RTL](#), 31 January 2014; [Vibrations Migratoires](#), 31 January 2014)

2 FEBRUARY

An unidentified Iranian migrant in his thirties was killed when he was shot in the chest in the Marcel Doret industrial zone of Calais. ([La Voix du Nord](#), 3 February 2014)

9 MARCH

A 26-year-old Albanian man was stabbed to death during a fight at the Epitre rest stop on the A16 near Beuvrequen. ([La Voix du Nord](#), 10 March 2014)

13 MARCH

Mesfin Germa, an Ethiopian migrant, died in a hit and run on the A26 motorway near the Rely rest stop. ([France 3](#), 13 March 2014; [Passeurs d'Hospitalité](#), 14 March 2014)

14 MARCH



Senay Berhay, a 25-year-old from Ethiopia, was found drowned in the Batellerie basin. He was living in the camp on its borders. ([Association Salam](#), 18 March 2014; [Passeurs d'Hospitalité](#), 14 March 2014)

14-15 MARCH

Abdullah was one of three Ethiopians who hid in a lorry at night in an attempt to reach the UK. When they discovered that they were heading in the wrong direction they made a noise, so the driver would stop. He braked suddenly and Abdullah hit his head and died. The other two men fled, and returned to Calais on foot. ([Association Salam](#), 15 March 2014; [France 3](#), 16 March 2014)

7 MAY



Mengs Medahne, a 16-year-old from Eritrea, died when he was hit by two vehicles on the A16 motorway near Condette, after he left the lorry he was hiding in, when he discovered it was not heading to England. ([La Voix du Nord](#), 13 May 2014; [Passeurs d'Hospitalité](#), 7 May 2014)

23 MAY

Youssef Haroun, a 24-year-old from Sudan, was crushed to death in Calais by the bus he was hiding under to reach England. ([La Voix du Nord](#), 23 May 2014; [Passeurs d'Hospitalité](#), 23 May 2014)

23 JULY

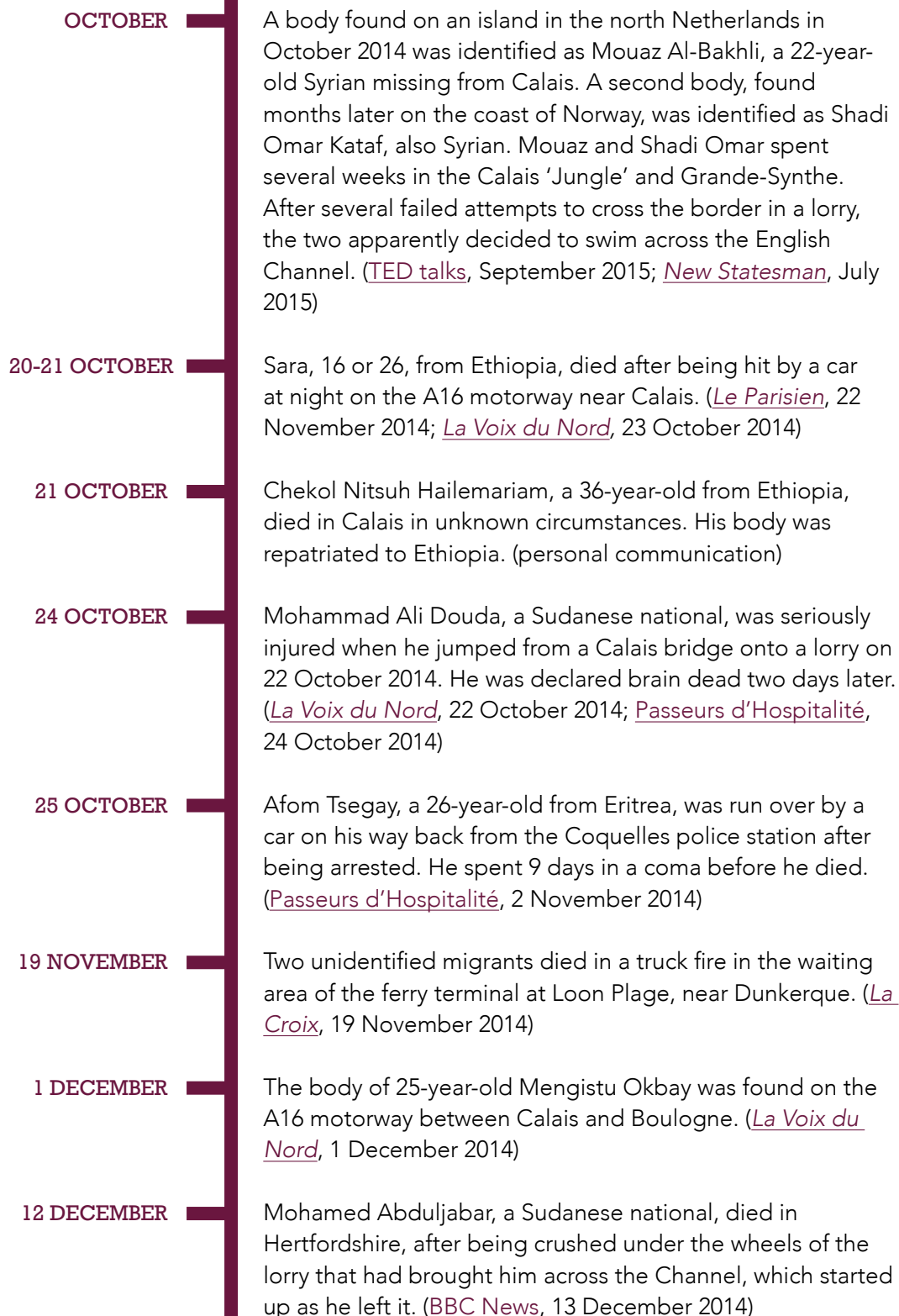
Ahmed Osman Abdallah, a 16-year-old from Sudan, was crushed to death by the bus he had hidden under from Boulogne to England as he tried to leave his hiding place in Dover. His brother Jamal was waiting for him in London. ([La Voix du Nord](#), 13 August 2014; [La Semaine dans le Boulonnais](#), 25 September 2014)

16 AUGUST

An unidentified man was found dead in Tilbury Docks, in a container which he hid in along with 34 others, all believed to be Sikhs from Afghanistan, on a ferry travelling from Zeebrugge. ([Guardian](#), 17 August 2014)

26 SEPTEMBER

Baharelnour Yahia Moussa, a 27-year-old Sudanese national, drowned in the canal allegedly after a fight with other Sudanese migrants. ([Passeurs d'Hospitalité](#), 27 September 2014)

- 
- OCTOBER** — A body found on an island in the north Netherlands in October 2014 was identified as Mouaz Al-Bakhli, a 22-year-old Syrian missing from Calais. A second body, found months later on the coast of Norway, was identified as Shadi Omar Kataf, also Syrian. Mouaz and Shadi Omar spent several weeks in the Calais 'Jungle' and Grande-Synthe. After several failed attempts to cross the border in a lorry, the two apparently decided to swim across the English Channel. ([TED talks](#), September 2015; [New Statesman](#), July 2015)
- 20-21 OCTOBER** — Sara, 16 or 26, from Ethiopia, died after being hit by a car at night on the A16 motorway near Calais. ([Le Parisien](#), 22 November 2014; [La Voix du Nord](#), 23 October 2014)
- 21 OCTOBER** — Chekol Nitsuh Hailemariam, a 36-year-old from Ethiopia, died in Calais in unknown circumstances. His body was repatriated to Ethiopia. (personal communication)
- 24 OCTOBER** — Mohammad Ali Douada, a Sudanese national, was seriously injured when he jumped from a Calais bridge onto a lorry on 22 October 2014. He was declared brain dead two days later. ([La Voix du Nord](#), 22 October 2014; [Passeurs d'Hospitalité](#), 24 October 2014)
- 25 OCTOBER** — Afom Tsegay, a 26-year-old from Eritrea, was run over by a car on his way back from the Coquelles police station after being arrested. He spent 9 days in a coma before he died. ([Passeurs d'Hospitalité](#), 2 November 2014)
- 19 NOVEMBER** — Two unidentified migrants died in a truck fire in the waiting area of the ferry terminal at Loon Plage, near Dunkerque. ([La Croix](#), 19 November 2014)
- 1 DECEMBER** — The body of 25-year-old Mengistu Okbay was found on the A16 motorway between Calais and Boulogne. ([La Voix du Nord](#), 1 December 2014)
- 12 DECEMBER** — Mohamed Abduljabar, a Sudanese national, died in Hertfordshire, after being crushed under the wheels of the lorry that had brought him across the Channel, which started up as he left it. ([BBC News](#), 13 December 2014)

2015

14 FEBRUARY

Wubeshet Tesfaye, a 30-year-old from Ethiopia, was found dead in his tent in the Dunes industrial zone of Calais. The cause of his death is unknown. ([La Voix du Nord](#), 15 February 2015; [Passeurs d'Hospitalité](#), 15 February 2015)

1 JUNE

Mohamed, a 23-year-old from Ethiopia, was run over and died on the A16 motorway at 4 am. ([Libération](#), 21 July 2015)

25-26 JUNE

Getenet Legésé Yacob, a 32-year-old from Ethiopia, died trying to climb onto a Channel Tunnel shuttle during the night. ([La Voix du Nord](#), 26 June 2015)

29 JUNE

The body of 23-year-old Eritrean Zebiba Ali Saïd was found on the A16 motorway between Calais and Marck after being hit by a vehicle. She was travelling with two friends trying to reach England. ([La Voix du Nord](#), 3 July 2015)

4 JULY

Samir Khedija, a baby born to an Eritrean mother, died one hour after birth. His 20-year-old mother fell from a lorry, triggering early labour at 22 weeks. ([Libération](#), 21 July 2015)

7 JULY

Abd El Majed Mohammed Ibrahim, a Sudanese national, was found dead during an inspection of a Channel Tunnel freight shuttle. He was 45 years old and a father of two. ([La Voix du Nord](#), 7 July 2015)

17 JULY

Mohamad Achrat, a 23-year-old from Pakistan, died from burns after being electrocuted in the Channel Tunnel on the night of 13-14 July 2015. ([La Voix du Nord](#), 20 July 2015)

19 JULY

Houmed Moussa, a 17-year-old from Eritrea, drowned at the Eurotunnel site. ([Le Monde](#), 6 August 2015)

23 JULY



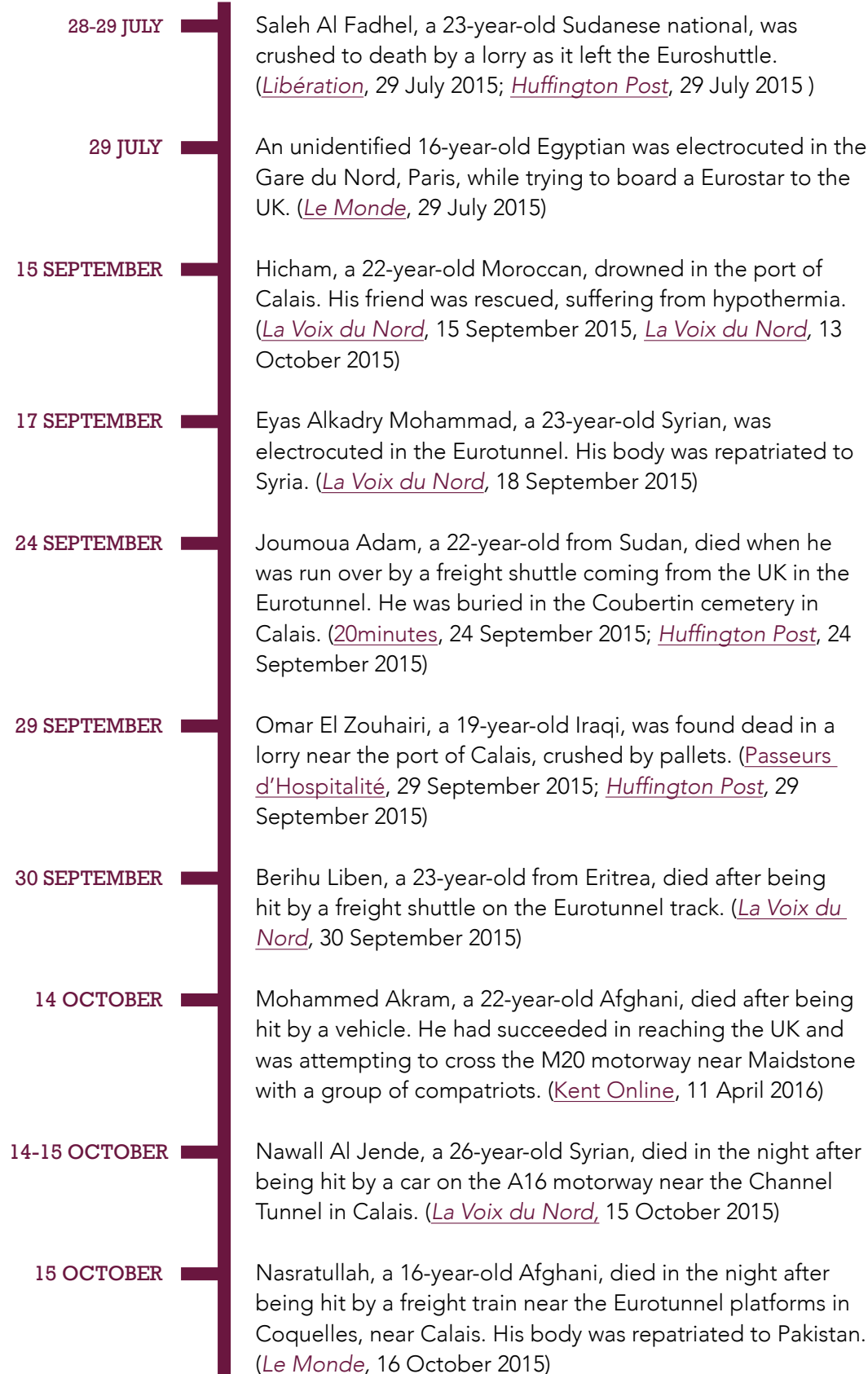
Husham Osman Alzubair, a 22-year-old from Sudan, was found dead with severe head injuries on a rear wagon of a freight train on its arrival in Folkestone. The body of Husham spent several weeks in the morgue before a family member living in Birmingham, Husam Alzubair, was able to identify him. ([Guardian](#), 2 December 2015)

24 JULY

Ghebretnsae Ganet, a 23-year-old Eritrean woman, died after being hit by a car on the A16 motorway at Calais, near the Eurotunnel. ([Passeurs d'Hospitalité](#), 24 July 2015)

27-28 JULY

Sadik Hussein, a 28-year-old from Pakistan, died in an accident in the Eurotunnel. ([L'Express](#), 5 September 2015)

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- 28-29 JULY** Saleh Al Fadhel, a 23-year-old Sudanese national, was crushed to death by a lorry as it left the Euroshuttle. ([Libération](#), 29 July 2015; [Huffington Post](#), 29 July 2015)
- 29 JULY** An unidentified 16-year-old Egyptian was electrocuted in the Gare du Nord, Paris, while trying to board a Eurostar to the UK. ([Le Monde](#), 29 July 2015)
- 15 SEPTEMBER** Hicham, a 22-year-old Moroccan, drowned in the port of Calais. His friend was rescued, suffering from hypothermia. ([La Voix du Nord](#), 15 September 2015, [La Voix du Nord](#), 13 October 2015)
- 17 SEPTEMBER** Eyas Alkadry Mohammad, a 23-year-old Syrian, was electrocuted in the Eurotunnel. His body was repatriated to Syria. ([La Voix du Nord](#), 18 September 2015)
- 24 SEPTEMBER** Joumoua Adam, a 22-year-old from Sudan, died when he was run over by a freight shuttle coming from the UK in the Eurotunnel. He was buried in the Coubertin cemetery in Calais. ([20minutes](#), 24 September 2015; [Huffington Post](#), 24 September 2015)
- 29 SEPTEMBER** Omar El Zouhairi, a 19-year-old Iraqi, was found dead in a lorry near the port of Calais, crushed by pallets. ([Passeurs d'Hospitalité](#), 29 September 2015; [Huffington Post](#), 29 September 2015)
- 30 SEPTEMBER** Berihi Liben, a 23-year-old from Eritrea, died after being hit by a freight shuttle on the Eurotunnel track. ([La Voix du Nord](#), 30 September 2015)
- 14 OCTOBER** Mohammed Akram, a 22-year-old Afghani, died after being hit by a vehicle. He had succeeded in reaching the UK and was attempting to cross the M20 motorway near Maidstone with a group of compatriots. ([Kent Online](#), 11 April 2016)
- 14-15 OCTOBER** Nawall Al Jende, a 26-year-old Syrian, died in the night after being hit by a car on the A16 motorway near the Channel Tunnel in Calais. ([La Voix du Nord](#), 15 October 2015)
- 15 OCTOBER** Nasratullah, a 16-year-old Afghani, died in the night after being hit by a freight train near the Eurotunnel platforms in Coquelles, near Calais. His body was repatriated to Pakistan. ([Le Monde](#), 16 October 2015)

26-27 OCTOBER

Around midnight, 4 migrants (2 Syrian, a Palestinian and an Egyptian) were hit by a car which did not stop, on the Saint-Omer road in Calais. The accident left three injured and the Egyptian, Ali, 31 years old, dead from the effects of shock. ([La Voix du Nord](#), 27 October 2015; [La Voix du Nord](#), 29 October 2015)

18 NOVEMBER

Khalid Sorki, 16 or 17, and Mostafa Khaziravi, 27, from Afghanistan and Ahvaz (South Iran) were found dead inside wooden crates in a container when it was unloaded at a warehouse in Burton-on-Trent. The container left northern Italy on Monday 5 October and entered the UK at Dover by ferry from Dunkerque three days later. Police were treating the deaths as suspicious. ([BBC News](#), 18 November 2015; [BBC News](#), 22 January 2016; [BBC News](#), 5 February 2016)

20 NOVEMBER

An unidentified male migrant aged between 25 and 30 died after being hit by a car near Grande-Synthe in the early hours of the morning. ([France3](#), 20 November 2015)

3 DECEMBER

Youssef, a 16-year-old from Sudan, was hit by a van on the A16 motorway, direction Calais-Boulogne between the Jardiland and EuroTunnel junctions, whilst trying to reach England. ([La Voix du Nord](#), 3 December 2015)

7-8 DECEMBER

Zakaria Abdel Banat Fered, a 25-year-old Sudanese migrant, was stabbed to death in the 'state shanty town' in the night. He was buried in the Coubertin cemetery in Calais. ([La Voix du Nord](#), 8 December 2015)

28 DECEMBER

An Iranian migrant died on the A16 motorway near Grande-Synthe. He was hiding in the back of a lorry and when he stuck his head out of the tarpaulin it smashed against a bridge pillar. ([La Voix du Nord](#), 28 December 2015)

2016

3 JANUARY

Masud Naveed, a 15-year-old from Afghanistan, died from suffocation in the back of a lorry that he travelled in to join his family in Britain. ([Guardian](#), 24 January 2016)

30 JANUARY



Mohamed Islam, a 36-year-old Afghani, husband and father of 3 children, who ran a grocery in the 'Jungle', 'left by bike to do some shopping', according to a volunteer from L'Auberge des Migrants, and was not seen again until his body was found drowned in the port of Calais on 10 February. His body was repatriated to Afghanistan. ([La Voix du Nord](#), 10 February 2016; [Passeurs d'Hospitalité](#), 17 February 2016)

2 MARCH

Maken Gomma, a 53-year-old Sudanese national, died in the 'Jungle' shanty town. He was diabetic and was found dead in his tent one morning, possibly from a cardiac arrest. He is buried in the Coubertin cemetery. ([Passeurs d'Hospitalité](#), 8 March 2016)

31 MARCH

Mansarkhel Ali, a 22-year-old from Afghanistan, died after being hit by a lorry on the A16 motorway on the outskirts of Calais. The young man, who lived in the 'Jungle' and was one of a group of migrants, was found around 6am in cardiac arrest but could not be resuscitated by the SMUR agents present. The driver was arrested on suspicion of involuntary manslaughter. ([La Voix du Nord](#), 1 April 2016)

1 APRIL



Mohamed Hussain, an 18-year-old Iraqi Kurd, was killed when the lorry he was hiding under was involved in an accident in Oxfordshire. Mohamed was trying to join family members in Manchester. ([Guardian](#), 2 April 2016)

9 MAY

Hussain Initzar, a 24-year-old Pakistani, died after being hit by a car on the Calais port ring road. ([La Voix du Nord](#), 9 May 2016)

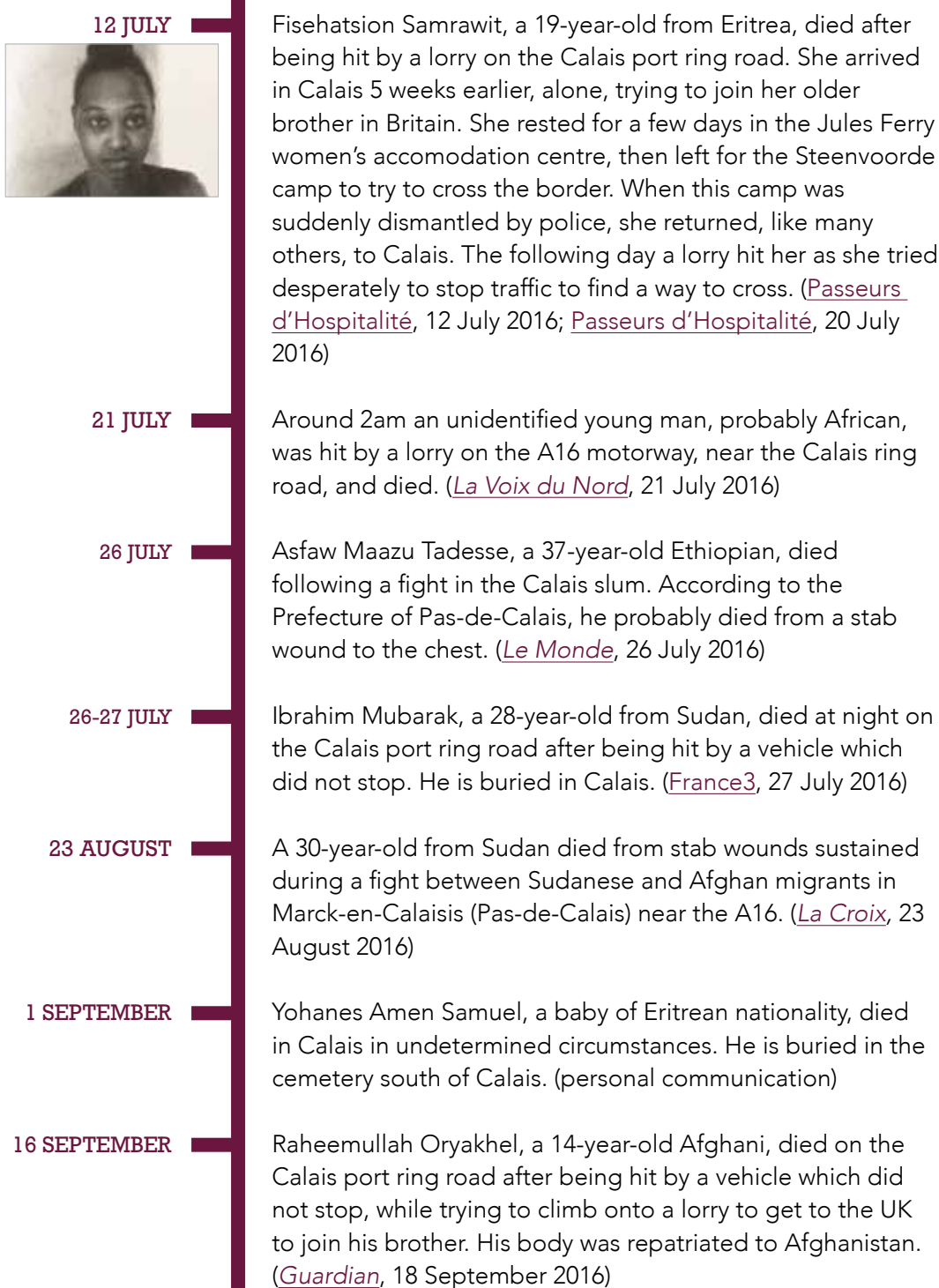

28 MAY

Ahmadzaï Zamat, a 25-year-old Afghani, died after being hit by a lorry on the A16 motorway, not far from the junction with the Calais port ring road. ([La Voix du Nord](#), 28 May 2016)

4 JULY



Dembélé Mokontafé, a 16-year-old from Mali, died in a hit-and-run accident on the Calais port ring road near the 'Jungle'. ([La Voix du Nord](#), 4 July 2016)

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- 12 JULY**  Fisehatsion Samrawit, a 19-year-old from Eritrea, died after being hit by a lorry on the Calais port ring road. She arrived in Calais 5 weeks earlier, alone, trying to join her older brother in Britain. She rested for a few days in the Jules Ferry women's accomodation centre, then left for the Steenvoorde camp to try to cross the border. When this camp was suddenly dismantled by police, she returned, like many others, to Calais. The following day a lorry hit her as she tried desperately to stop traffic to find a way to cross. ([Passeurs d'Hospitalité](#), 12 July 2016; [Passeurs d'Hospitalité](#), 20 July 2016)
- 21 JULY** Around 2am an unidentified young man, probably African, was hit by a lorry on the A16 motorway, near the Calais ring road, and died. ([La Voix du Nord](#), 21 July 2016)
- 26 JULY** Asfaw Maazu Tadesse, a 37-year-old Ethiopian, died following a fight in the Calais slum. According to the Prefecture of Pas-de-Calais, he probably died from a stab wound to the chest. ([Le Monde](#), 26 July 2016)
- 26-27 JULY** Ibrahim Mubarak, a 28-year-old from Sudan, died at night on the Calais port ring road after being hit by a vehicle which did not stop. He is buried in Calais. ([France3](#), 27 July 2016)
- 23 AUGUST** A 30-year-old from Sudan died from stab wounds sustained during a fight between Sudanese and Afghan migrants in Marck-en-Calais (Pas-de-Calais) near the A16. ([La Croix](#), 23 August 2016)
- 1 SEPTEMBER** Yohanes Amen Samuel, a baby of Eritrean nationality, died in Calais in undetermined circumstances. He is buried in the cemetery south of Calais. (personal communication)
- 16 SEPTEMBER** Raheemullah Oryakhel, a 14-year-old Afghani, died on the Calais port ring road after being hit by a vehicle which did not stop, while trying to climb onto a lorry to get to the UK to join his brother. His body was repatriated to Afghanistan. ([Guardian](#), 18 September 2016)

24 SEPTEMBER

Abdallah Alghonie Abdullah, a 27-year-old from Sudan, was hit by a freight train on the Calais-Dunkerque line near Beau-Marais at 7:50pm. Abdullah, originally from Darfur, was married with two children. His father still lives in Sudan (in the town of Nyala). His older brother lives in Britain. Abdullah left Sudan on 1 June 2016, and arrived in France on 1 August, having travelled through Libya and Italy. He spent less than two months in the Calais 'Jungle' before he died. He is buried in the Pierre de Coubertin cemetery in Calais. He left a manuscript with a friend, which told his epic story, and a handwritten prayer. ([20 minutes](#), 25 September 2016; [Passeurs d'Hospitalité](#), 26 September 2016)

9 OCTOBER

Gebrinsae Hailé, a 37-year-old Eritrean, was one of two men hit on the A16 motorway in the direction of Dunkerque – Boulogne-sur-Mer, just before 9pm, by a motorist seeking to avoid a road block by about 50 migrants, who had put obstacles on the road to force the traffic to slow or stop so they could board lorries to get to the UK. Police, firefighters and SAMU intervened to care for the two victims, who were both taken to the Calais hospital. Hailé died from his injuries at around 11:30 pm. The other man was not seriously injured. ([Nord Littoral](#), 9 October 2016; [Huffington Post](#), 10 October 2016)

14 OCTOBER

13-year-old Obaid Mohebullah, originally from Afghanistan, was one of three migrants hit by a freight train travelling at 60km/hr near the ferry terminal at Loon-Plage, on the Calais line. The driver saw three people on the track waving to him but could not stop the train in time. Obaid was hit directly in the head and died instantly. The second man was taken to Dunkerque hospital with multiple fractures. The third was slightly injured. ([La Voix du Nord](#), 14 October 2016)

17-18 OCTOBER

El Sarag Mohammad (Omar), a 26-year-old Sudanese national who lived in the 'Jungle' of Norrent-Fontes and had many altercations with smugglers, was beaten to death as a punishment for his insubordination. His body was resting at Beuvry for the time being. ([Le Monde](#), 18 October 2016)

18 OCTOBER

An unidentified man in his thirties, possibly Eritrean, was found dead in the back of a lorry at Ashford, Kent, apparently suffocated after being crushed by the contents of the lorry. ([Guardian](#), 5 January 2017)

24 DECEMBER

Police found an unnamed Congolese 17-year-old near the Dunkerque ferry terminal at 12:30 pm, with injuries to his leg and stomach. He was taken to Dunkerque hospital, where he died. The grease found on his hands suggested that he had fallen from a lorry heading to England. ([Le Phare Dunkerquois](#), 26 December 2016)

2017

21 JANUARY

Siraj Jemal Sani, a 30-year-old Ethiopian, died after being hit by a lorry. It is believed he jumped from the lorry he was hiding in and was hit by an oncoming vehicle. ([La Voix du Nord](#), 21 January 2017)




11 MARCH

Around 6 am, emergency services were called to the Linière camp to assist a 20-year-old Afghani man, Farman Khan, who was feeling unwell. Their examination revealed that he had jumped from a lorry on the A16 near Grande-Synthe when he realised it was heading in the wrong direction – towards Belgium. Another 20-year-old Afghani with him also jumped but was not injured. Neither realised the severity of his injuries and they continued their journey on foot. Khan's condition rapidly deteriorated. He was taken to a hospital in Dunkerque before being transferred to Lille Hospital where he died. An inquiry was opened to determine the exact circumstances of the accident and an autopsy was to be conducted. ([La Voix du Nord](#), [Le Phare Dunkerquois](#), 13 March 2017)

2 MAY

At 5 am in the Paris Gare du Nord station, where the Eurostar departs, a man climbed over the gates to reach the roof of a train leaving for London that morning. He was electrocuted almost instantly. Help was called but he could not be resuscitated. ([Independent](#), [Le Parisien](#), 2 May 2017)



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- 31 MAY** Kim Le, a 24-year-old Vietnamese man married to a French woman, who was being held for allegedly helping other migrants on the motorway near Lens, committed suicide in the Seclin psychiatric unit after hearing that his detention was to continue. ([La Voix du Nord](#), 31 May 2017)
- 20 JUNE** According to the Voix du Nord, a crash between a lorry and a van on the A16 near Guemps resulted in the death of the driver of the van, which was registered in Poland. Both vehicles braked to avoid a roadblock set up by refugees and migrants, and the van caught fire, killing the driver. Nine Eritrean men were arrested on suspicion of involuntary manslaughter. This is the first time a driver has died following a roadblock by migrants. ([Le Monde](#), 20 June 2017)
- 22 JULY** A 17-year-old Sudanese national known only as Omar died in hospital after falling from a bus that he had hidden under in an attempt to reach England, as it left the Gare du Nord in Brussels, and being dragged 100 metres down the road. ([vrt.be](#), 25 July 2017)
- 3 AUGUST** Teweldemehn Zerez Fisha, a 22-year-old Eritrean, died a little before midnight, hit by two cars, one after the other, on the A16 near Guemps. The prefecture of Pas-de-Calais said he was probably hit after jumping from a truck. He had arrived in France in June with two friends and had made a claim for asylum, but it was rejected, so they decided to go to Britain. ([La Voix du Nord](#), 4 August 2017; [La Voix du Nord](#), 8 August 2017)
- 27 SEPTEMBER** Hribi Rami, a 17-year-old Libyan minor, died falling from a truck he was hiding under, on the A28 motorway near Abbeville. ([Le Parisien](#), 28 September 2017)
- 4 NOVEMBER** Dejen, a 16-year-old Ethiopian minor, was found dead on the side of the E40 motorway near Aalter, Belgium. With two companions, he had been hiding in a van that is thought to have been travelling towards Zeebrugge or Calais. The exact circumstances of his death are unknown. Belgian solidarity activist Virginie Jacques had put him up while he was in Brussels, the newspaper De Morgen reported. His body was repatriated to Ethiopia. ([De Morgen](#) (€), November 2017; [Getting the Voice Out](#), 8 July 2019)
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21 DECEMBER



Abdulah Disouz, a 15-year-old from Afghanistan, was hit by a car and died near the Calais port ring road. *L'Auberge des Migrants* travelling teams had referred him to the Calais social services, who had refused support. Abdulah's body was repatriated to Afghanistan. ([La Voix du Nord](#), 28 December 2017)

29 DECEMBER



A 30-year-old Afghani man known only as Jabar died when the driver of the truck he was hiding in lost control of the vehicle, which overturned on the emergency lane of the A26 near Nortkerque. Jabar was crushed by the cargo in the truck. ([La Voix du Nord](#), [Le Parisien](#), 29 December 2017)

2018

9 JANUARY

22-year-old Biniam, from Eritrea, was hit by a vehicle on the motorway near the Calais port. According to witnesses close to him, he had been trying all night to climb on to a lorry heading for England. But the lorry Biniam hid in did not head for England but instead at the A16 junction drove towards Dunkerque. He jumped from the lorry and was hit by another lorry behind, according to *L'Auberge des Migrants*, who spoke with the police. The drivers of the vehicles involved were not questioned, and many questions about the last moments of his life still remain unanswered. ([Mediapart](#), 18 February 2018 (dropbox); [Le Monde](#), 9 January 2018)

29 JANUARY

Mohammed, believed to be a 40-year-old Ethiopian, died after being hit by a vehicle on the Ostend-bound carriageway of the E40 motorway near Jabbeke in Belgium while fleeing police. Belgian interior minister Jan Jambon said the incident was 'regrettable' but announced that police operations would continue. Since the beginning of 2016, the difficulty of crossing the border at Calais has led many people to attempt to reach Britain from Belgium. ([rtbf](#), [Le Soir](#), 30 January 2018)

17 MARCH

Ejaz Khan, a 25-year-old Afghani, was found dead of a knife wound in a carpool area near the hospital, where charities distribute food to migrants in Calais. ([Le Monde](#), 17 March 2018)

28 MARCH

Mhretab, a 16-year-old Eritrean, died from his injuries five days after being hit by a vehicle on the Calais ring road on 23 March, when he apparently jumped from the back of the lorry he was travelling in, realising it was heading in the wrong direction. ([France3](#), 29 March 2018)



16 MAY

Mawda, a 2-year-old Kurdish girl, was shot dead by a Belgian police officer on the A24, near Mons, Belgium during a car chase. Mawda was travelling with her parents and other migrants in the back of a van when police opened fire in order to stop the vehicle. A bullet penetrated Mawda's cheek and she died. ([Guardian](#), 18 May 2018)

11 JUNE

An unidentified young man, around 20 years old, died in the night after being hit by a driver who did not stop, on the A16 motorway near Loon-Plage. ([France3](#), 11 June 2018)

19 JUNE

Amalou Ourez, 20 years old, from Guinea, was crushed to death by the axle of a tourist bus he was hiding under, as it left Brussels for Calais. ([France3](#), 19 June 2018)

17 AUGUST

A 19-year-old from Vietnam died after a hit-and-run accident in Jabbeke. The motorist, in his 30s, was arrested after causing a second accident 500 metres down the road, and a breath test showed he had been drinking. The victim was one of a group of migrants who had previously stayed in the north of France. ([7sur7](#), 19 August 2018)

9 SEPTEMBER

At around 11:30pm, Imran Ullah, an Afghani, was hit by two cars as he crossed the France-bound carriageway of the E40 motorway at Middelkerke, Belgium, and died at the scene. ([vrt.be](#), 10 September 2018)

12 SEPTEMBER

Semere, a 25-year-old Eritrean, died following a fight between several migrants in a car park off the E40 motorway near Wetteren. Semere was brought to the reception centre by police after the Steenvoorde camp was dismantled in July 2017. He claimed asylum in France, but was registered in Italy, and was refused under the Dublin regulation, so he decided to travel to the UK. He leaves behind a wife and two children in Eritrea. ([7sur7](#), 12 September 2018)

23 SEPTEMBER

An African man of unknown age and nationality known only as Raphaël disappeared on 23 September 2018 after attempting, with a companion, to swim from the port to a ferry to cross the Channel. His companion was rescued and raised the alarm, but a search was unsuccessful. His body was found 10 days later. ([La Voix du Nord](#), 24 September 2018; [La Voix du Nord](#), 3 October 2018)

18 NOVEMBER

Mahammat Abdullah Moussa, a 25-year-old from Chad, was found dead at Folkestone, trapped and torn to pieces as his clothes were caught up in the axle of a bus that he was hiding under, which went through the Eurotunnel on a train. ([BBC News](#), 18 November 2018; [Kent Online](#), 23 April 2019)

2019

11 JANUARY

A 26-year-old man of unknown nationality died after being hit by a vehicle near Blainville-sur-Orne, at around 8.20 in the evening, while walking along the dual carriageway from Caen towards Ouistreham, where the ferries depart for Britain. ([Saint-Brieuc ma ville](#), 11 January 2019)

8 MARCH

A 19-year-old Ethiopian youth, Adam Ousmane Kiar, who was found unconscious in the back of a truck in Calais port, died of a heart attack brought on when he was crushed by pallets, according to the public prosecutor. *L'Auberge des Migrants* raised funds for the repatriation of his body to Ethiopia. ([Nord Littoral](#), 8 March 2019; [La Voix du Nord](#), 13 March 2019; [La Voix du Nord](#), 15 March 2019)

20 MAY

Mulue Debesay Gerense, a 23-year-old from Eritrea, was found dead on the Calais-Dunkerque A16 motorway near Dunkerque. He appears to have been hit by a car at around 11:30 pm. ([La Voix du Nord](#), 21 May 2019)

9 AUGUST

Mitra Mehrad, a 31-year-old Iranian national described by her family as a 'brilliant, intelligent woman who wanted to start a new life', drowned in the Channel whilst trying to reach the UK aboard a dinghy with 19 others. Rescue teams were sent to assist the dinghy in distress. Her body has not been recovered. ([Times](#) (£), 14 August 2019; [InfoMigrants](#), 15 August 2019)

18 AUGUST

The body of 47-year-old Iraqi Niknam Massoud was discovered on Friday 23 August in the water of the Thorntonback wind farm, off the coast of Belgium, wearing one flipper and a life jacket made from a rucksack filled with empty plastic bottles. He left Calais to swim to the UK on 18 August, and might be the man whom a sailor saw, and tried unsuccessfully to rescue, 12 miles off Dunkerque on that day, reporting this to the French authorities. Massoud spent time in the German city of Karlsruhe in December 2018, after being arrested by Belgian federal police of Aix-la-Chapelle, on a train attempting to cross the border from Belgium. He was denied asylum in Germany after missing a registration deadline, according to the Bruges prosecutor's office. He was buried in Bruges. ([Calais Migrant Solidarity](#), 21 August 2019; [BBC News](#), 26 August 2019; [Independent](#), 27 August 2019; [Le Monde](#), 31 January 2020)

14 OCTOBER

Hussein Mofaq Hussein, 22, and Soran Jamal Jalal, 17, Iraqi Kurds from the town of Slemani, were found dead on a beach in Le Touquet, Pas-de-Calais. It is presumed that the two drowned after falling into the water while attempting to cross the Channel in a small boat. ([Le Monde](#), 14 October 2019; [Nouvel Observateur](#), 14 October 2019)



23 OCTOBER



Hoang Van Tiep



Nguyen Dinh Luong



Nguyen Huy Hung



Nguyen van Hung



Pham Thi Tra My



Vo Ngoc Nam

39 people were found dead in the back of a refrigerated truck in Waterglade Industrial Park in Grays, Essex. They were 8 women: Pham Thi Tra My (26), Tran Thi Tho (21), Bui Thi Nhung (19), Tran Thi Ngoc (19), Tran Thi Mai Nhung (18), Pham Thi Ngoc Oanh (28), Nguyen Thi Van (35) and Phan Thi Thanh (41); and 31 men and boys: Nguyen Dinh Luong (20), Nguyen Huy Phong (35), Vo Nhan Du (19), Tran Manh Hung (37), Tran Khanh Tho (18), Vo Van Linh (25), Nguyen Van Nhan (33), Bui Phan Thang (37), Nguyen Huy Hung (15), Vo Ngoc Nam (28), Nguyen Dinh Tu (26), Le Van Ha (30), Nguyen Van Hung (33), Hoang Van Tiep (18), Cao Tien Dung (37), Cao Huy Thanh (37), Nguyen Minh Quang (20), Le Ngoc Thanh (44), Hoang Van Hoi (24), Nguyen Tho Tuan (25), Dang Huu Tuyen (22), Nguyen Trong Thai (26), Nguyen Van Hiep (24), Tran Hai Loc (35), Duong Minh Tuan (27), Nguyen Ngoc Ha (32), Nguyen Tien Dung (33), Nguyen Ba Vu Hung (34), Dinh Dinh Thai Quyen (18), Tran Ngoc Hieu (17) and Dinh Dinh Binh (15). The majority of the victims were from the provinces of Nghe An and Ha Tinh, where in 2016 toxic waste discharged from a huge steel plant into the ocean killed tons of fish and destroyed the livelihoods of some 40,000 local workers, since when the region has become a people-smuggling hub. They died of suffocation during their attempt to cross the border hidden in the truck. Two men pleaded guilty to manslaughter and conspiracy to facilitate illegal entry, and four more went on trial on the same charges in October 2020. ([BBC News](#), 8 November 2019; [IRR News](#), 14 November 2019; [Guardian](#), 7 October 2020)

24 OCTOBER

A migrant of unknown age and nationality living in the camp at Grand-Synthe died of heart failure. The exact circumstances of his death are not known. (Personal communication)

1 NOVEMBER

A Nigerian man of 25 or 27, known as 'God's Will' died from carbon monoxide poisoning after taking a tin filled with hot coals to bed with him as protection from the freezing conditions. The smoke from the coals killed him. ([Nouvel Observateur](#) (€), 1 November 2019; [InfoMigrants](#), 4 November 2019)

19-20 NOVEMBER



Ermias Ungessa, a 28-year-old Ethiopian, was found dead on the E42 motorway near Vaulx (Belgium). It is presumed that he died as a result of a hit-and-run accident. The driver has not been found. ([Nord-Éclair](#) (€), 24 December 2019)

2020

9 JANUARY

The body of an unnamed 56-year-old man, a Sudanese national, was found in a small pond in an area where the 'Jungle' used to be east of Calais. The circumstances of his death were not clear. ([InfoMigrants](#), 9 January 2020)

9 MARCH



Baqer Muslem Abdulaneer Al-Haddad, a 15-year-old from Iraq, died after being hit by a train near Metz, north-east France. Before his death he had lived in the Grande-Synthe camp for a year. He had tried many times to reach England without success. He probably ended up in Metz in an attempt to find an alternative route to the UK. ([Le Phare Dunkerquois](#) (€), 9 April 2020; [Calais Migrant Solidarity](#), 2020)

25 MAY

The body of a man was recovered in the port of Calais, in too advanced a state of decomposition to allow identification. A bracelet was found on the victim with the inscription 'S. Camara'. [La Voix du Nord](#), 25 May 2020; [La Voix du Nord](#), 27 May 2020)

19 AUGUST



The body of 22-year-old Abdulfatah Hamdallah was found on Sangatte beach. He drowned after trying to cross the Strait of Pas-de-Calais on a makeshift boat. A native of west Kordofan, Sudan, Abdulfatah fled his country in 2014. He spent at least two years in Libya before reaching Europe. Abdulfatah asked for asylum in France in 2018 but his application was rejected. ([Guardian](#), 20 August 2020; [GISTI](#), 28 August 2020; [La Voix du Nord](#), 22 August 2020; [Libération](#), 24 August 2020; [InfoMigrants](#), 26 August 2020)

18 OCTOBER

The body of a man, possibly Iranian, aged between 20 and 40 and wearing a lifejacket, was found on a beach at Sangatte, Pas de-Calais. It is believed he fell into the water while trying to cross the Channel. ([Le Monde](#), [Guardian](#), 18 October 2020)

24 OCTOBER

A migrant of unknown age and nationality living in the camp at Grand-Synthe died of heart failure. The exact circumstances of his death are not known. (Personal communication)

27 OCTOBER

Seven people, including five from one Iranian Kurdish family, Rasul Iran Nezhad and Shiva Mohammad Panahi, both 35, and their children Anita (9), Armin (6) and Artin (15 months), and two more adults, died of drowning or cardiac arrest after a small boat carrying 20 migrants capsized off the French coast. ([Al Jazeera](#), 27 October, [Guardian](#), 28 October, [Guardian](#), 29 October, [Guardian](#), 30 October 2020)

