



MEDREPORT
NOVEMBER 2022

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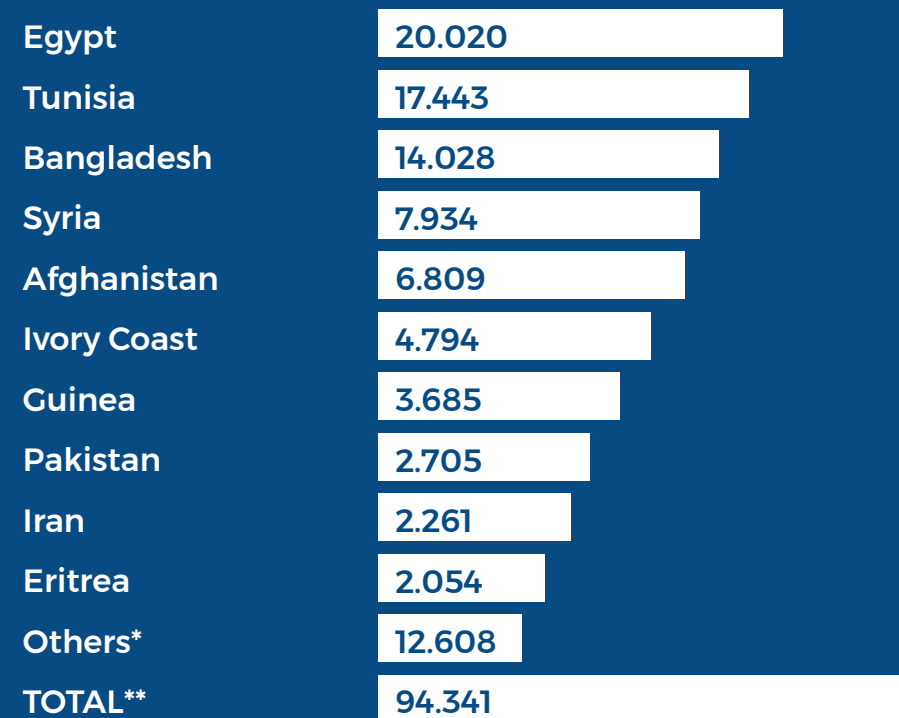
WHAT DO THE NUMBERS TELL US

In November, the number of people who found themselves forced to flee, cross the Mediterranean Sea and managed to arrive in Italy was 9,300. Among them are 2,022 unaccompanied minors.

At a summit last Nov. 25, the European Commission presented a 20-point program made up of guidelines.

An attempt, this one, to appease Italy with an action plan for the central Mediterranean in the pending that the 27 countries of the Union manage to find a still far-fetched agreement on the Asylum and Immigration Pact that would radically change the Dublin Regulation.

NATIONALITIES DECLARED AT THE TIME OF LANDING (UPDATED TO NOVEMBER 30, 2022)



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

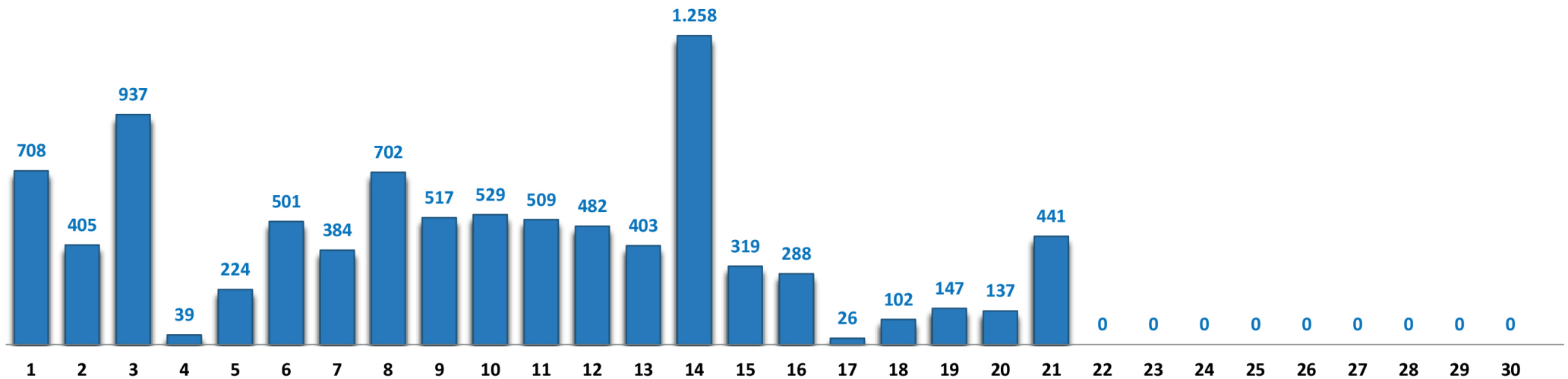
** The data refer to the landing events detected before 8:00 am of the reference day.

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

The data are subject to subsequent consolidation

Points include a partnership with African countries, pathways to legal immigration, strengthening solidarity mechanisms (which will remain voluntary in any case), and speeding up repatriations. Nothing more than guidelines, again: nothing more than proclamations that Europe has not already committed itself to without then ever moving to action.

In recent weeks new calls have also come from President Mattarella: the management of migration flows as “a decisive and global issue” that will not be eclipsed. It is necessary “to face these challenges together in a spirit of strong solidarity.” “Diplomacies, national and international organizations, starting with the European Union, are called to a common commitment. At stake are the lives, destiny and dignity of human beings.”



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

CHRONICLE OF NOVEMBER OF THE FACTS IN MEDITERRANEAN



DAY 1

In an operation involving assets of the Italian Coast Guard and Guardia di Finanza and, likewise, Frontex, the rescue of 383 people aboard a boat in the central Mediterranean Sea took place. The alert had been made by Alarm Phone. All were led to safety at the ports of Pozzallo, Augusta and Catania.

370 people whose lives are in danger off the coast of Sicily: Alarm Phone is in contact with these people aboard a large boat.

DAY 2

The so-called Libyan Coast Guard intercepts a wooden boat carrying 15 people. Captured, the military proceeded to destroy the vessel. All the people were taken to the city of Tripoli.

DAY 3

The so-called Libyan Coast Guard intercepts a boat carrying 107 people. All were taken to the port of Al-Maya.

DAY 4

UNFAIR, the campaign by Refugees In Lybia and SoliwRiLibya launched to expose UNHCR Libya's neglect of refugees and asylum seekers-the very people it is supposed to protect-is born.

DAY 5

A critical situation aboard RiseAbove, the boat where 95 people rescued in previous days are on board. Two people are evacuated overnight for medical reasons.

DAY 6

In the night in the port of Catania the safe disembarkation of the people rescued by the crew of Humanity1 takes place. A few hours later, however, Italian authorities asked the ship's captain to leave the port with still 34 people to be disembarked. The captain refused to obey this illegitimate and illegal order.

The Libyan Red Crescent recovers a lifeless body in the Al-Mutaifa area in northern Libya.

DAY 7

A large rescue operation is being conducted by patrol boats of the Italian Coast Guard and Guardia di Finanza and, likewise, Frontex: it involves a boat with more than 500 people on board. The report was made by Alarm Phone operators.

DAY 9

A short distance from the island of Lampedusa, Resqship crew aboard Nadir assisted five boats carrying more than 200 people. One boat capsized during the Italian Coast Guard rescue operation, but all 37 people in the water were rescued.

DAY 10

The Ras Jadar patrol boat of the so-called Libyan Coast Guard intercepted more than 200 people attempting to cross the central Mediterranean in separate operations. Captured, all were taken to the port of Tripoli.

DAY 12

A Tunisian patrol boat, in an attempt to intercept a boat, resulted in the death of three children.

DAY 13

The Qaminis patrol boat of the so-called Libyan Coast Guard intercepts 48 people aboard a boat in the central Mediterranean. Captured, they were taken to the port of Misrata.

DAY 14

On the day, more than 1,000 people in distress were rescued by the Italian Coast Guard and landed in Sicilian ports, including with the involvement of merchant ships.

DAY 26

The Libyan Red Crescent recovers a lifeless body in northern Libya's Benghazi area.

DAY 29

One of the largest illegal interceptions by the so-called Libyan Coast Guard: more than 500 people caught attempting to cross the central Mediterranean.



BORDER STORIES

VENTIMIGLIA



Ventimiglia is located in the westernmost part of Liguria's Riviera di Ponente, just a few kilometers from the border with France. It represents an almost always necessary stop for migrant people moving westward from the rest of Italy, yet the services and facilities available to them are almost nonexistent, and often dependent on the initiative of private citizens.

Migrants arriving in Ventimiglia do not always have a common path: some have come to Italy via the Balkan route, others after crossing the central Mediterranean, and still others have been in Italy for years but, for one reason or another, decide to reach France. However, their passage is far from a given conclusion.

In fact, in 2021 alone there were more than 24,000 rejections by the French authorities, which, as was pointed out in the report "If This is Europe," compiled by Oxfam, Asgi and Diaconia Valdese, also involves a worrying number of underage people, who account for about a quarter of the total.

The number of rejections is also influenced by the Italo-French agreement whereby, as of March 2021, no undocumented person is allowed to board trains leaving Ventimiglia.

This regime of surveillance along the border has had two main and very serious consequences: diverse migrants have lost their lives trying to sneak across the border along the rail network or the ridges of the Italo-French mountains.

In addition, a network of passeurs has been created, who go as far as €300 to facilitate the passage of migrants into France.

In May 2022, Italian authorities declared that an identification and reception center would be opened near Ventimiglia following the closure in 2020 of the center at Camp Roja. In fact, since 2020, migrant people in transit through Ventimiglia have no safe place to rely on, but find shelter in places such as railways, beaches or abandoned houses, almost never in conditions that can be considered humane.

In the absence of a widespread and functional reception system, there has been a mobilization by civil society, which has also incurred legal consequences, as in the case of the occupation of the Balzi Rossi pine forest in 2015. In fact, following the closure of the border by the French, a group of activists had helped the migrants set up a tent city near the San Ludovico bridge crossing.

Currently, however, this facility has not been used and, indeed, the situation of migrant people in transit has been further exacerbated due to the tightening of French policies in terms of refoulement and repatriation. And this does not only affect the western land border. In fact, while border controls have increased and French authorities are accused of indiscriminately turning back underage people, the Ocean Viking issue has also brought the spotlight back on European-level cooperation on reception.

This last point refers to the standoff days in early November in which the Italian government denied search and rescue ships to land migrants in Italian ports. Because of this, the French NGO SOS MEDITERRANÉE requested and was granted a port of disembarkation in France. However, now, Gerald Darmanin, the Macron government's interior minister, has announced that more than forty of the 234 people brought to safety will be deported and returned to the life from which they initially fled.

These are just two examples of a broader militarization and externalization of European borders, which passes through policies of criminalization of solidarity, administrative detentions of migrant people and a generalized institutional racism that bears down daily on racialized people who cross, for one reason or another, the different nations of the European Union.



MED CARE FOR UKRAINE NEWS FROM THE PROJECT

IT HAS BEEN 5 MONTHS SINCE THE START OF MED CARE IN LVIV. WE HAVE NOW REACHED THE ELEVENTH MEDICAL TEAM TO TAKE TURNS IN THE WAR-TORN COUNTRY, AND THE FOURTH MISSION OF HUMANITARIAN AID AND MEDICAL SUPPLIES. THE MONTH OF NOVEMBER HAS BEEN PARTICULARLY HARD ON THE UKRAINIAN POPULATION.

Med Care for Ukraine project in the freezing winter, amid bombs and power outages.

Lviv oblast has again been hit by shelling by the Russian military, which continues to target the country's power plants and energy system.

In Lviv, electricity is only guaranteed for eight hours a day, with temperatures dropping as low as 5 degrees below zero. A very heavy situation for the civilian population forced to find makeshift remedies to light their homes during the power outage and during the frequent blackouts that occur with each bombing by the Russians.

In the refugee camps of Sykhiv, Naukova and Striskj Park/Novaliv, where Mediterraneana Saving Humans' mobile medical clinic is operating, refugees live in extremely harsh conditions. Every day they work to prevent water from freezing in the pipes that feed the prefabs of the refugee camps, women and children are exponentially prone to colds, mitigated also thanks to the action of our medical team and the free administration of medicines guaranteed by the "Med Care for Ukraine" project.

In November, the humanitarian aid and medicine supply mission arrived, guaranteed by the Naples ground crew, with the participation of activists from the Barcelona and Taranto crews.

A mission also marked by the partnership with Sheep Italia, the association whose president is journalist Saverio Tommasi, which donated handmade wool blankets that were distributed in the Lviv refugee camps by Mediterranea Saving Humans activists.

Food, basic necessities, and hygiene products were distributed in the refugee camps, at the Don Bosko center in Lviv, and at the headquarters of the NGO Insight, which continues its work supporting fragile women and the LGBTQIA+ community throughout the country.

Insight was also given oil stoves and camp burners, which are useful for people outside large cities or in occupied areas, where the Ukrainian NGO continues to distribute humanitarian aid.

The project's activities also continue in informal reception places, where the presence of our mobile medical clinic is an important reference point for the health of war refugees housed in homes, churches and monasteries.

The "Med Care for Ukraine" project from this month also benefits from the partnership with the solidarity pharmacy of the Vincentian Fathers of Naples, who have decided to

donate the necessary medicines for the project, to supply the pharmacy of Mediterranea Saving Humans in Lviv and to enable the work of free administration of medicines.

This is a new partner that further expands Mediterranea Saving Humans' relationships and strengthens the basic medical care system we have built in the city of Lviv for those fleeing Russian army violence.

The alerts in the city have increased in duration, often forcing our field workers, medical health teams and activists, to make long stops in bomb shelters. But despite the bombs, alarms and frost, our activities never stopped.

In December, until the days just before Christmas, the project will continue its activities and a new aid mission will leave from Veneto, with the support also of the crew of Milan.

MSH MONTHLY REPORT ON MIGRATIONS



WORLD



TUNISIA

Demonstrations continue throughout the country in support of the families of the 18 people who lost their lives attempting to reach Europe and against the Tunisian authorities, who are guilty of failing to provide information about the victims and their burial site.

TURKEY

Molte fonti raccontano di violenti respingimenti da parte delle autorità turche nei confronti di persone provenienti dall'Afghanistan. Le persone migranti spesso sono malmenate, non hanno assistenza legale e sono costrette a firmare moduli per il rimpatrio volontario.

GERMANY

Nov. 4 - Sea Watch's new ship, Sea Watch 5, has been christened at shipyards in Hamburg and will soon be active for rescue in the central Mediterranean.

Nov. 13- The German Bundestag has approved funding of 2 million euros annually from 2023 to 2026 to finance United 4 Rescue, the network of German associations engaged in search and rescue activities in the central Mediterranean

UKRAINE

Nov. 15 - A Russian bombardment has hit many Ukrainian cities, including Lviv. Despite this, Mediterranean's Med Care for Ukraine mission is still in the city to give basic medical care to locals and all refugees from eastern parts of the country.



SEA

GREECE

Nov. 1 - Dozens of people are missing after a shipwreck off the island of Evia. The 10 people rescued by Greek authorities report there were 68 on the boat.

MOROCCO

Nov. 3 - A boat with 33 people on board was intercepted by Moroccan authorities in the Atlantic Ocean on its way to the Canary Islands. All those on board were returned to Morocco.

TUNISIA

Nov. 8 - A boat that left from Bizerte wrecked 2 km off the Tunisian coast. 10 people were rescued, 2 died and 4 are still missing.

ITALY

Nov. 9 - A woman and a little girl died in a shipwreck off the coast of Lampedusa overnight.

TUNISIA

Nov. 10 - A Tunisian Coast Guard patrol boat rammed a vessel off Chebba in an attempt to prevent it from heading toward European shores. In the incident, three children died. Tunisian authorities have taken no action against those responsible.

GREECE

Nov. 17- During a shipwreck off Kos Island, Greek authorities intervened to rescue people on the stranded boat, but one of them died while being taken to a hospital.

ITALY

Nov. 20 - 7 people died off the coast of Sardinia during a shipwreck. The vessel capsized due to bad weather. 7 surviving people were rescued by a merchant ship and landed on the Sardinian coast.

SPAIN

Nov. 22 - Off the coast of Gran Canaria, nine people lost their lives in a shipwreck, while one survivor is counted.

GREECE

Nov. 22 - More than 500 people have been rescued by Greek authorities in southern Crete.

GREECE

Nov. 24 - Sixty-eight people were rescued by Turkish authorities after being turned away by the Greek Coast Guard in the Aegean Sea.

CIVIL FLEET

28 people rescued by Resq, 95 by Mission Lifeline, 179 by SOS Humanity, 572 by Doctors Without Borders, over 200 by Resqship, 230 by SOS Méditerranée.

ITALY

Nearly 1,800 people have landed in Italy thanks to the intervention of Italian authorities' vessels. During a landing directed by the Coast Guard off Leuca, a man was found lifeless aboard the rescued vessel.

MALTA

64 people landed in Malta thanks to the direct intervention of Maltese authorities.

ITALY

MEMORANDUM ITALY-LIBYA

Nov. 3 - The Italian government has not exercised the option to terminate agreements with the Libyan government, despite numerous allegations of human rights violations occurring daily in Libya. On Feb. 3, the Memorandum will be renewed for another 3 years.

ROME

Nov. 5 - A national peace rally convened by the Peace and Disarmament Network took place. Thousands of people marched to demand peace in Ukraine and the world. Among them were many activists from Mediterranean.

CATANIA

Nov,7 - More than 400 doctors have denounced the USMAF (Maritime, Air and Frontier Medical Unit) to the national bar for violating the Code of Medical Ethics as a result of its handling of the disembarkation of people on board Humanity 1. Specifically, it is challenged how the USMAF granted disembarkation only to “vulnerable” people and not to all those on the ship.

ITALY-FRANCE

Nov.10 - Following measures taken by the Meloni government on the issue of immigration, the French government granted the landing of the humanitarian ship Ocean Viking in the port of Toulon. After violently accusing the new Italian government, France announced the immediate suspension of reception for 3500 refugees present on Italian territory, calling on other European states to do the same.

ROME

Nov. 21 - Within the financial maneuver passed by the Council of Ministers, the government has earmarked 42.5 million euros to expand the network of Permanent Residence Centers for Repatriation (CPRs) over the next 3 years, despite the human rights violations taking place in CPRs.

ROME

Nov. 24 - 152 people from Afghanistan landed today at Fiumicino airport thanks to the humanitarian corridors promoted by CEI, the Community of Sant'Egidio, the Federation of Evangelical Churches in Italy, the Tavola Valdese, ARCI, the NIHMP and UNHCR in agreement with the Ministries of Foreign Affairs and the Interior.

PALERMO

Nov. 25 - A 4-year-old Tunisian girl who arrived in Italy alone has been repatriated after an Italian court granted the request of Tunisian authorities.

THE HAGUE

Nov, 30 -The European Center for Human and Constitutional Rights (ECCHR) has submitted a supplement to the complaint, already admitted a year ago, to the International Criminal Court “for heinous crimes committed against migrants, refugees and asylum seekers in the Libyan context.”

The accusat include former Italian Interior Ministers Minniti and Salvini, current and former Maltese Prime Ministers Abela and Muscat, EU High Representative for Foreign Affairs and Security Policy Mogherini, and former Frontex Executive Director Leggeri.

MONGINEVRO

Nov. 4 - Seven people were found missing along the French-Italian border while trying to cross the border. The rescues were carried out by a French team near Mount Chaberton. These 7 people were transported to the hospital in Briançon and are currently in good physical condition.

FRENCH-ITALIAN BORDER

Nov. 10 - French Interior Minister Gérard Darmanin, following the Ocean Viking case, announced measures to “tighten border controls” with Italy, both at Ventimiglia and in the Susa Valley.

TURIN

The University of Turin voted in both the CDA and the Academic Senate in favor of a motion to discontinue collaboration between Polytechnic and Frontex, to which the university has been providing digital mapping for the past year. Now, the motion will be discussed and voted on by the Polytechnic’s Academic Senate on Dec. 6.

REPORT BORDERLINE EUROPE



NEWS DAL MEDITERRANEO CENTRALE

ARRIVALS

The worsening weather conditions, which continue to make crossing the Mediterranean and rescues from distress at sea more difficult, are noticeable in the arrivals in November. Nevertheless, according to *borderline-europe's* counts, 9,608 people crossed the Mediterranean last month and arrived in Italy. The Italian Ministry of the Interior counts 9,058 arrivals in the same period. The IOM records a total of 9,057 refugees and the UNHCR speaks of 8,810 arrivals in November.

As expected, the right-wing Italian government categorically opposes sea rescue NGOs and tries to discredit them by all means. For example, the Italian Minister of the Interior, Piantedosi, uses the narrative of 'sea taxis', which claims that

the presence of NGO ships encourages the departures of migrants from North Africa.

However, this thesis has already been refuted several times in the past. In recent weeks, four of the NGO ships have not been active in the search and rescue area, and yet crossings from North African coasts to Italy have continued.

The number of people rescued by NGO ships is only a small proportion of the total number of people reaching Italy via the Mediterranean. According to our counts, in November, for example, only 847 people out of a total of 9,608 arrivals were allowed to land in Italy after an NGO rescue, but only 95 of them were rescued this month and the rest already in October.

These figures are linked to the blockade of civilian vessels in the first half of the month by the Italian government. According to the research institute ISPI (Istituto per gli studi di politica internazionale - engl.: Institute for International Policy Studies), the figure for both this year and last year is around ten percent, which is in line with our figures. It follows that the attack against NGO ships is purely ideological, as the former admiral of the Italian coast guard, Vittorio Alessandro, confirmed in an interview.

DEAD AND MISSING

In November, *borderline-europe* counted a total of 35 people who died in the Mediterranean and about 165 people who are missing. However, as always, the number of unreported cases is estimated to be much higher. According to a report by the 'Missing migrants project' of the IOM (International Organisation for Migration), the route across the Mediterranean remains the deadliest escape route worldwide.

Since 2014, at least 25,104 people have died trying to cross it. Often, the identity of the deceased remains unclear, leaving relatives unable to receive notification and living in uncertainty about the whereabouts of their family members. Despite these alarming and sad figures, no attempts are made to create safe escape routes to Europe, leaving people with no choice but to risk the dangerous crossing of the Mediterranean. On the contrary, Europe is actively involved in increasing the risk for refugees by hindering and criminalising sea rescue and supporting pullbacks by the Libyan and Tunisian coast guards.

A very distressing case from last month is the one of a newborn baby, only 20 days old, who did not survive the crossing from Tunisia and arrived dead in Italy on 10th November. The 19-year-old mother of the baby wanted to have his respiratory problems medically treated in Italy. The baby's coffin, as well as the coffins of four other people who died trying to reach Italy, were finally brought to Porto Empedocle on 28th November and buried the following day in the cemeteries of the municipalities of Grotte and Castrolibero.

PULLBACKS

The so-called Libyan Coast Guard prevented 1,710 people from crossing to Italy. The Tunisian coast guard also intercepted 117 people in the Mediterranean. The Tunisian Coast Guard's ruthless brutality resulted in three children falling into the water and drowning from a boat that was being chased and rammed by the Tunisian Coast Guard. The same Tunisian coast guard is funded with EU money to prevent people from crossing.

The case of a four-year-old child who arrived alone on Lampedusa in October received a lot of media attention. The girl reached Lampedusa alone because her parents and her seven-year-old sister did not make it onto the boat on time to cross the Mediterranean and it left without them. After being stuck in a legal limbo in Sicily for a month, the girl has since been returned to Tunisia. In the meantime, her parents had been arrested in Tunisia on charges of human trafficking and child neglect.

Presumably due to the high level of attention, also in the Tunisian media, they were released shortly afterwards and, according to Italian media, the family was included in several support programmes of the Tunisian government, whereby, among other things, the four-year-old girl's sister with a heart condition could be treated free of charge.

WAYS TO EUROPE

One route that is also called the 'forgotten route' is the one from Algeria to Sardinia. Even though it is used much less than the route via the central Mediterranean, arrivals have remained constant for months.

From the Algerian to the Sardinian coast it takes about twelve hours in good weather conditions, which is much shorter than from the Libyan coast. The majority of people who choose this route are Algerian citizens. Unfortunately, there are also frequent shipwrecks, such as the one at the end of November, when 14 people were shipwrecked during the crossing, with only half of them surviving.

In addition, there are increasingly frequent departures from eastern Libya, from the Kyrenaica region, which are notable for the size of the boats, among other things, as they set off with several hundred people.

In November, there were several such cases where boats with more than 200 and in one case even more than 500 people set off from Eastern Libya (e.g. Tobruk) and were rescued by units of the Italian Coast Guard off the coasts of Sicily, often (south)east of Syracuse, or also off Calabria.

CIVIL RESISTANCE

November was an eventful month for civilian rescue ships in the Mediterranean. Italy's ultra-right-wing government escalated the situation with the NGO ships by not assigning them a safe port, and created a diplomatic crisis with France on top of that, as the Ocean Viking had to sail from Sicily to southern France to let people disembark.

The Humanity 1, the Geo Barents, the Ocean Viking and the Rise Above had to endure several weeks at sea. In total, the four ships had more than 1000 rescued people on board, waiting for a safe harbour. The Humanity 1 and the Geo Barents were only allowed to dock in Catania after a two-week stand-off. Instead of allowing all people to disembark in Catania, Italy used an inhumane strategy - only women, children and injured people were allowed to disembark.

As a result, 214 of a total of 572 rescued people from the Geo Barents had to stay on board for another two days. The captain of the Humanity 1 was even asked to leave the port of Catania again, although 35 people were still on board. The captain resisted this request, as a rescue mission is only considered complete when all people rescued from distress at sea are safely ashore.

The Italian Interior Minister Piantedosi had described the remaining people on board as 'residual cargo' ('carico residuale'), with which the two ships were to leave Catania again. Under threat of a fine of 50,000 euros, the Italian government wanted to force the two ships to leave Catania again. As the situation became more and more hopeless for the survivors on board, even three people from the Geo Barents jumped overboard because they could no longer withstand the psychological pressure. On Humanity 1, on the other hand, 30 of the 35 who remained on board went on hunger strike, which they ended after forty hours when they were allowed to disembark.

Using people as political leverage and accepting a dramatic deterioration in their physical and mental health highlights the right-wing government's inhumane strategies.

Italy's government has also passed a new decree stipulating that only "vulnerable" people rescued by NGO ships will be allowed to disembark in Italy. Humanity 1 wants to take legal action against this decree, which provides for a selection of people that has never happened before in Italy.

The Italian government provoked another conflict with France by not assigning a safe port to the ship Ocean Viking, whereupon the NGO ship sailed all the way to Toulon in southern France to bring the 234 rescued people safely ashore. Even the EU Commission intervened in this case and ordered Italy to take the Ocean Viking in order to avoid a 'humanitarian disaster', as the situation on board became more and more critical. Moreover, the Italian government wanted the decree to make the countries under whose flag the NGO ships sail responsible for the rescued people on board, rather than Italy as the next safe port. It is clear that the rescue ships are only a temporary safe haven and that landing at a safe port is necessary.

The selection of rescued people and the escalation with the Ocean Viking illustrate the inhumane strategies of the right-wing Italian government.

For the first time in the history of private sea rescue, the German government is financially supporting the United4Rescue association, which co-finances various NGO ships. While on the one hand this step must be seen as a valuable and conciliatory symbolic gesture, it is at the same time clear that the sum earmarked for this purpose is shamefully small, especially in comparison to the expenditures that flow into the so-called border protection at the same time.

Supporting civilian sea rescue while at the same time making financial and logistical contributions to the so-called Libyan coast guard triggers irresolvable conflicts of interest on the part of the German government.

In addition, it remains to be seen to what extent the financial support can be used as political pressure against the civil fleet and what further implications this has for civilian sea rescue.

In the meantime, however, we are pleased that the Sea Watch 5 was christened in Hamburg at the beginning of November and will be carrying out rescue missions in the Mediterranean from spring 2023.



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