Our Alarm Phone requires donations urgently! Small or large amounts, cash-based, via your bank, or through PayPal - they are all deductible. We need to fund the maintenance and expand our project:

• To cover the costs of the self-organised call centre
• To charge satellite phones with credit
• For information and campaign materials
• For research trips
• For network meetings

STANDING ORDER
With 5€, 20€ or 50€, you can support our continuous work with important regular donations. Arrange a standing order – it is all the worse that the EU has recently begun to train militias and ›smugglers‹ often use means of blackmail and threat people back into this hell. For more than a year now, the military operation SUNNYFINDIEM (Finnish) to monitor the Central Mediterranean between Libya and Italy. Its central mission is the fight against the so-called smuggling networks. These ›smugglers‹ hunters: equipped with high military technology, so that the areas off the coast of Libya is one of the best monitored sea-regions in the world. And yet, it is the deadliest!

Until the end of October 2016, the UNHCR has officially counted 232,573 deaths in the Mediterranean, the vast majority losing their lives in the waters between North Africa and Italy. This makes it the deadliest border on our planet. Failure to render assistance resulting in the loss of thousands of lives would be a criminally formulated accusation directed toward EU. In late May, the Alarm Phone became an (ear) witness of a mass tragedy, when a boat with about 500 people sank. Only a few could be rescued, despite the fact that the SOS call had been passed on four hours earlier. Back then, we calculated and monitored dying was the role of the Alarm Phone’s ‘prose release’. Nothing would be easier than sending a small surveillance aircraft hourly along this well-known transit route in 2015. It is crucial to keep this truth with the collective memory of migration struggles, also in order to resist the racist repercussions that are now spreading toxic discourses in Europe?

The stubbornness of flight and migration movements enabled the historical resistance against the EU border-regime in the Aegean and on the Balkan Route in 2015. It is crucial to keep this truth with the collective memory of migration struggles, also in order to resist the racist repercussions that are now spreading toxic discourses in Europe?

Solidarity on Transit Routes – Create everyday support structures!

The numbers of sea-crossings in the Central Mediterranean are consistently high, similar to the numbers of 2015. It is crucial to keep this truth with the collective memory of migration struggles, also in order to resist the racist repercussions that are now spreading toxic discourses in Europe?

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www.alarmphone.org www.facebook.com/watchthemед.alarmphone

INTERVENTION, DOCUMENTATION, NETWORKING

24/7

CENTRAL MEDITERRANEAN
Consistent Movements from Libya to Sicily

The stubbornness of flight and migration movements enabled the historical resistance against the EU border-regime in the Aegean and on the Balkan Route in 2015. It is crucial to keep this truth with the collective memory of migration struggles, also in order to resist the racist repercussions that are now spreading toxic discourses in Europe.

FROM TURKEY VIA THE BALKANS up until Germany or Scandinavia, but also from South Italy via France, or from Morocco via Spain to Calais or Malmo: everywhere new support structures have emerged or been strengthened. And in the end, these growths are in response to the calculated undergrowth and aerial of flight movements. We see ourselves as a transnational and multilingual node with varied connections to a growing network amongst those struggling for the freedom of movement. Only then were legal and safe migration routes, such as the one to Malta, available. The dying at sea is not a natural catastrophe and also no accident. It is, in fact, the calculated outcome of the EU border and visa regime. The dying at sea is a criminal act, and already tomorrow, through the opening of borders and free access to ferries, it could fade into history a dark chapter. The long summer of protest proves: demonstrated that once borders are open, there are no ›smugglers‹ anymore. One pays high sums and takes dangerous paths only when one is forced to do so by Frontex and co. A world without borders is possible and both Frontex and the ›smugglers‹ would then have disappeared» (quote from our statement following the mass tragedy of late May 2016).

If only there were legal and safe migration routes, such as the one to Malta, available. The dying at sea is not a natural catastrophe and also no accident. It is, in fact, the calculated outcome of the EU border and visa regime. The dying at sea is a criminal act, and already tomorrow, through the opening of borders and free access to ferries, it could fade into history a dark chapter. The long summer of protest proves: demonstrated that once borders are open, there are no ›smugglers‹ anymore. One pays high sums and takes dangerous paths only when one is forced to do so by Frontex and co. A world without borders is possible and both Frontex and the ›smugglers‹ would then have disappeared» (quote from our statement following the mass tragedy of late May 2016).
Since October 2014 we are running a 24/7 hotline for people in distress at sea. A short review of our project.

• **1750 DISTRESS CALLS**

Up until October 2016, we received distress calls and support requests from more than 1750 people coming from different regions of the Mediterranean Sea. Thus, our project came from the Aegean (from boats between Turkey and the Greek islands) to the Western Mediterranean (from boats that had embarked from Morocco, making for Spain).

• **30 TEAMS AROUND-THE-CLOCK**

The teams are in almost every day providing support. They are put into teams and organized into three shifts. Our work follows collectively developed emergency protocols: our alarm plans for the different regions describe in detail who is to be contacted and what needs to be asked when speaking to boat-people.

• **INDDEPENDENT OBSERVATION**

In general, we alert the European coastguards as well as our own networks (calm people on board, passengers in transit, or boat-people自救ing themselves) and through the network of grass-roots projects on both sides of the Mediterranean. At sea, our teams collect and analyse information about the time and place of the boat’s departure to our shift teams, as well as a phone number of one of the travellers. After several attempts to reach the boat directly failed, we informed the Spanish search and rescue organisation Salvamento Marítimo. Our teams remained continuously in contact with the relatives and Salvamento, whose search was impeded by the dense fog at sea. Salvamento confirmed the use of a rescue helicopter and, eventually, the boat was found. The boat people were brought to shore and the pregnant woman was flown to a hospital in the helicopter.

Westem Mediterranean Unsolicited but continuous - self-organised journeys from Morocco to Spain

A PHONE CALL reached the Alarm Phone on the 2nd day of September 2016 from Morocco. Extremely worried relatives enquired about the whereabouts of a boat with 20 people on board, amongst them pregnant women. They had called the hotline at sea for more than 6 hours already. The relatives passed on information about the time and place of the boat’s departure to our shift team, as well as a phone number of one of the travellers. After several attempts to reach the boat directly failed, we informed the Spanish search and rescue organisation Salvamento Marítimo. Our teams remained continuously in contact with the relatives and Salvamento, whose search was impeded by the dense fog at sea. Salvamento confirmed the use of a rescue helicopter and, eventually, the boat was found. The boat people were brought to shore and the pregnant woman was flown to a hospital in the helicopter.

JOURNEYS ACROSS THE MEDITERRANEAN from Athens to Tarifa, from Riad toward Almeria, or from the Western Sahara to the Canary Islands – receive hardly any media coverage. This means that most of the routes are purposefully chosen by many African migrants as well as by those who fled from extreme violence in the Democratic Republic of Congo. For the most part, these crossings are self-organised, and with little means. The aim of our teams was to provide an overview of the activities and, if possible, target them with their help in the situation they found themselves in.

On 7th of March, more than 14,000 Alarm Phone activists, self-organised transit migrants from Morocco, as well as activists from groups located in Morocco and Western Africa came together in Tangier to exchange experiences and to develop collective strategies for how to make sea-crossings safer. During this gathering, the local cooperation with networks and grassroots groups, and exchange experiences and to develop collective strategies for how to make sea-crossings safer. During this gathering, the local cooperation with networks and grassroots groups on both sides of the Mediterranean.

IN COMPARISON TO AUTUMN AND WINTER 2015, the number of interceptions by the Frontex increased massively up until October 2016. Even if daily arrivals of individual boats have continued since the summer, the figure remains low in comparison to the previous year. This seems only partially due to the closure of the Balkan Route and the opening of new crossing points such as the Tunisian and the Spanish ports across the Strait of Gibraltar.

A short review of our project.

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