



JUGEND RETTET
I UVENTA

PRESS KIT

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THE SITUATION

Never before have so many refugees drowned on the central Mediterranean route, as they did last year. **4579 times any aid was too late**, and this is only accounting the registered deaths. We can hardly imagine the real numbers of people lost.

And still: Europe takes no responsibility for this suffering at its borders. There is still no government-led rescue program. Instead there are plans to keep refugees in camps in Libya. Refugees described the conditions in those camps as degrading and cruel.

THE IDEA

JUGEND **RETTET** is a network of young people who have organised themselves to fight against the dying in the Mediterranean. We bought a ship, the IUVENTA, and have already saved more than 14,000 people from distress. In this way, we are countering the humanitarian catastrophe, and collective European failure. We did this work alongside university and school. As young people we want to set a sign and change something in European politics.

THE IUVENTA

With our ship, the IUVENTA, we have been rescuing people in maritime distress since July 24th 2016. We managed to carry out 15 rescue missions and save more than 14K lives. Our IUVENTA is both a concrete field of action, and a symbol. We're showing that it's possible to do something against the dying. We were able to buy the IUVENTA after a crowdfunding campaign and a large donation of two private individuals in March 2016. After that we started the conversion of the ship from a fish trawler to an Search & Rescue Vessel.

OUR CLAIM

As young Europeans we cannot - and don't want to - accept the status quo of European asylum policies. We demand of the political actors to end the distress of refugees and to offer practical help. We need a program focusing on rescue from maritime emergency, and we need to decriminalise refugees, migration and the search for asylum. Instead, people are kept away from 'Fortress Europe' by newly built walls and are generally restricted in their mobility - we oppose these measures.

KEY FACTS

NOV 2015

was the official founding of JUGEND **RETTET** in the register of Associations.

8

months to organise and finance a ship and rescue missions.

15

rescue missions, of 2 weeks each were implemented between July 2016 to August 2017.

More than 2K

people support JUGEND **RETTET** via Crowdfunding.

10

Students organised JUGEND **RETTET** at the beginning.

Almost 95%

of our funds were funnelled into rescue activities

340

People are a part of JUGEND **RETTET**

More than 14K

People were rescued from distress by IUVENTA between July and November.

OPERATIONS

IUVENTA Operations – A response to the crisis of people drowning in the Mediterranean Sea.

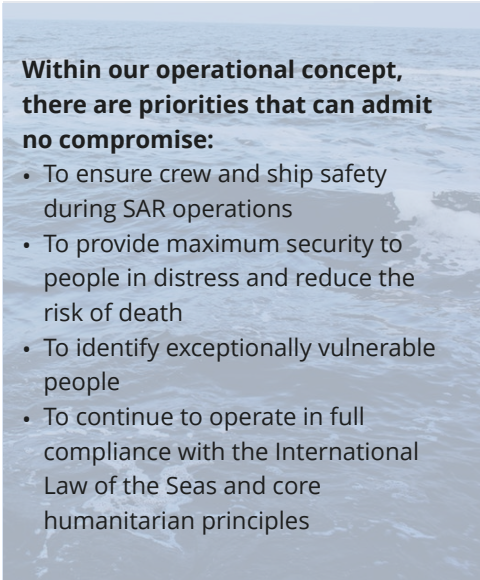
Whenever sea conditions allow, people in overcrowded, unseaworthy boats cast off from the Libyan shore towards international waters, hoping to reach a safe place in Europe. We operate on the Central Mediterranean Route, which has once again become the main route for migrants to the EU. In 2017, nearly 100.000 people left Libya and were afterwards rescued; 2500 people who were not met with rescue died in their attempt to make the crossing. In 2016, casualties numbered over 4500. These are only the recorded deaths - the actual number is expected to be higher.

Both Frontex and EUNAVFORMED have officially determined that, due to their unseaworthy conditions and the number of people on board, all migrant boats are automatically classified as in distress, and are therefore a target for Search and Rescue Operations.

The current situation urgently calls for Search and Rescue assets operating in the area. Here NGO-operated vessels like the IUVENTA play an important role. Further, the nature of these operations has to be proactive, as a fast response is needed to save lives in these circumstances. Ultimately there needs to be a high level of cooperation between all the actors involved due to the complexity of this work.

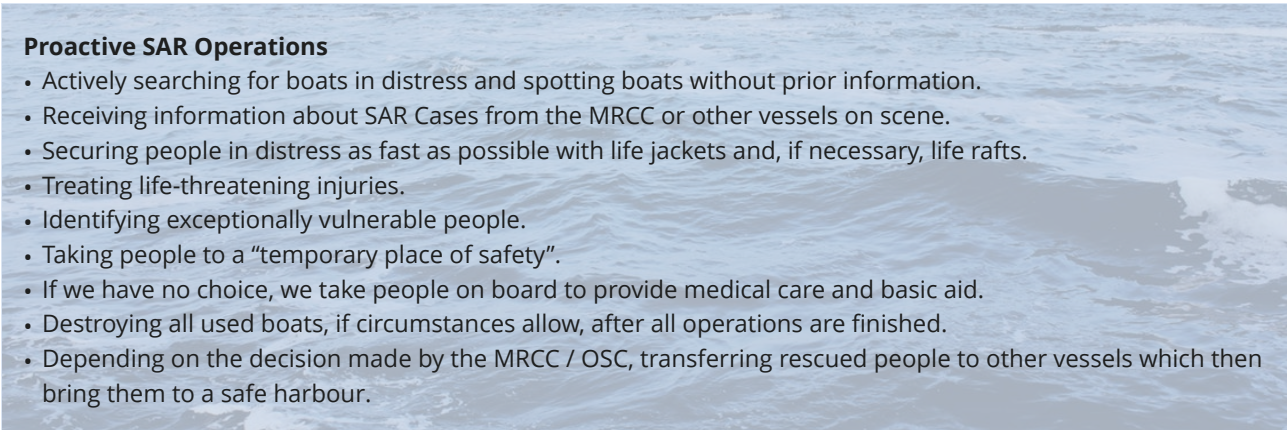
The main purpose of the IUVENTA is to conduct proactive Search Operations, deploying our vessel to areas where migrants encounter distress, and to actively search for those vessels in distress. We operate as a first responder to save people from drowning, as well as a first aid station to provide medical care to treat life-threatening injuries and to alleviate the suffering of the people.

In order to fulfil these tasks, we rely on skilled maritime experts, our trained and experienced crew, and our professional medical team. Through in-depth analysis of the changing situation, we evaluate and modify our operational concepts in order to make our response as efficient as possible. This is the basis of our SAR concepts.



Within our operational concept, there are priorities that can admit no compromise:

- To ensure crew and ship safety during SAR operations
- To provide maximum security to people in distress and reduce the risk of death
- To identify exceptionally vulnerable people
- To continue to operate in full compliance with the International Law of the Seas and core humanitarian principles



Proactive SAR Operations

- Actively searching for boats in distress and spotting boats without prior information.
- Receiving information about SAR Cases from the MRCC or other vessels on scene.
- Securing people in distress as fast as possible with life jackets and, if necessary, life rafts.
- Treating life-threatening injuries.
- Identifying exceptionally vulnerable people.
- Taking people to a “temporary place of safety”.
- If we have no choice, we take people on board to provide medical care and basic aid.
- Destroying all used boats, if circumstances allow, after all operations are finished.
- Depending on the decision made by the MRCC / OSC, transferring rescued people to other vessels which then bring them to a safe harbour.

OPERATIONS

Search and Rescue off the Libyan shore – a particular kind of exception:

Over the past year we have observed a decline in the quality of the boats used to make the crossing from Libya: a reduction in fuel, in the food and water provided; an increase in departures in more difficult weather conditions; an ever higher number of people on board; and a shifting tactic of sending out many boats at once. There have been many instances in which more than twenty SAR Cases presented themselves simultaneously. The IUVENTA regularly faced such incidents, taking care of 12 to 14 boats on its own, for hours-distributing over 1000 lifejackets until other ships approached the scene.

All this combined has proven to be fatal in several instances on what is already the deadliest migration route in the world. This analysis is based not only on information gathered from hundreds of first-hand accounts from those rescued, but also eyewitness reports made by our crew, other NGOs, and also stated in official reports and investigations made by Frontex, EUNAVFOR MED, and the Italian Coastguard. These reports also show that some of the tactical changes in smugglers' operations are responses to OPERATION SOPHIA and FRON- TEX activities. These changes were already observed before the majority of SAR NGOs were even active. In other words, contrary to popular notions that NGOs have informed the smugglers' tactics, we insist that our activities close to Libyan territorial waters are not accountable to these changes; we are responding to these changes.

Proactive SAR strategy: A necessity to save lives:

The following incident illustrates that only a proactive SAR strategy has a chance of effectively saving lives in these circumstances.

In March 2017, the IUVENTA was conducting an extensive search operation for a boat that had previously been spotted by an aircraft. After many hours, we finally located the overcrowded and partially deflated rubber boat. Coming closer we noticed 3 people floating in the water a few hundred meters away from their boat. Our regular RHIB and our smaller RHIB 'Lilly' were launched immediately and we recovered them from the cold water. The first person was pulseless and unresponsive. The RHIB crew and the medical team reacted without hesitation, performing CPR, initiating mechanical ventilation, and defibrillating the patient 3 times with no success. He was declared dead on the deck of our ship. The second person, a 16 year-old boy, was unresponsive but breathing spontaneously. The medical team fought hard for many hours for his survival and was able to transfer him in a critical but stable condition to a Spanish warship. He survived. The third person suffered from severe hypothermia but quickly recovered. If our response had been only minutes later, we would not have had to mourn one unnecessary death that day, but at least three, and potentially many more.

Destruction of emptied boats:

We put a great effort into the destruction of these used boats, despite the fact that it is neither our operational responsibility to act as a law enforcement agency, nor a legal necessity to destroy the boats and other material used by migrants attempting to cross the sea. These boats are death traps and we will never support their reuse. For this reason, whenever possible we destroy any empty migrant boats we encounter. The sinking of a wooden boat, either by breaking its hull or burning it with petrol is a time consuming and dangerous procedure. As our sole priority is the safety of people, we postpone dealing with these boats until we have made sure that everybody is safe. If the on-going rescue operations prevent us from destroying the boats, we report their location back to the IMRCC so they can send additional forces to destroy them.

OPERATIONS

Cooperation with the MRCC and other actors:

We actively provide the responsible IMRCC with all relevant information in order to coordinate SAR operations efficiently. We constantly provide "Position Reports" via the standard information channels to the IMRCC, including position, course, speed, and intention. This is in addition to "Situation Reports" detailing the sightings, start, progress, and completion, of rescue operations. IUVENTA can be reached 24/7 for the transmission of orders, information, and requests from the IMRCC. Since the beginning of our operation we have maintained a direct and full cooperation with Italian authorities, as well as with all involved SAR units (Italian Coast Guard, EUNAVFORMED Operation Sophia, Frontex etc.) as this is an assumed aspect of every SAR operation. We never compromise on the need for such collaboration.

We want to emphasise: our main objective is to help people in distress. We have neither the means nor the possibilities to get in the way of alleged traffickers and so called engine fishers. Again, we will not compromise the safety of our crew and the people in distress.

We cannot rely on the operations conducted by the Libyan Coast Guard (LCG), whose interventions have, on multiple occasions, endangered NGO ships and their crews, and have repeatedly led to the loss of life of migrants in distress. In practice, the LCG is neither able to render assistance in accordance with the International Law of the Sea, nor in regards to core humanitarian principles. Furthermore, there is no option for us to fully integrate the LCG in our operational procedures if there is no guaranteed accordance to the above-mentioned laws and principles. This includes the transfer of rescued people to a "place of safety", which is by no means the Libyan shore, taking into consideration the conditions faced by migrants in Libya today. These include: arbitrary detention; torture; sexual violence; forced labour, and murder.

As long as migrants are forced to resort to smugglers for lack of legal pathways, proactive Search and Rescue at sea will be a humanitarian necessity – whether it is operated by states or by NGOs.



THE SEIZURE OF THE IUVENTA

On the 2nd of August 2017 the IUVENTA was seized in Lampedusa as a preemptive measure by the Italian authorities, to prevent possible criminal acts. This was the first time that we were made aware of an on going investigation against our organisation. This investigation was mainly started after two individuals working on another NGO ship, VOS HESTIA, reported directly to AISE, the External Intelligence and Security Agency of Italy. Besides the fact that it is very unusual to report directly to AISE and not to the police, their statements are as follows:

Situation of the 10.09.2016:

The informant reports a situation that two people left back towards Libya in a boat after 140 people had been disembarked onto the IUVENTA.

Regarding this description in this investigation, we want to state that the two witness accounts differ crucially. While one witness states that he saw the two men leaving in the rubber boat from which the migrants were rescued, the other recollects them leaving on a 6-7 metre wooden boat. Not only do these differing accounts raise questions concerning the veracity of either account - further evidence is also missing. There are no actual photos or videos of the above described situation, and no crew member of ours has any recollection of the event as described. We want to stress that our main objective in our operations is to help people in distress, and that even if such a situation were to occur; we have no means with which to interfere. We would always put the safety of our crew and guests first.

Nevertheless, this report has been enough to investigate us, and put us under surveillance, leading to this indictment - an indictment full of repetitions, primarily composed of the witness's personal opinions concerning our operations.

Another date mentioned in the investigation is the 18th of June 2017, on which the agent on board of another NGO ship, VOS HESTIA reported two "anomalies", and of which in the press, immediately after the seizure of the ship, many photos were released and depicted as 'proof'. The first situation is described as following:

THE SEIZURE OF THE IUVENTA

First situation of June 18th reported:

After the rescue of three wooden boats IUVENTA's small RHIB returns them to Libyan waters and leaves them there to be taken back to Libya by engine fishers - on of them, the KK boat, reused in a different case.

For this, and the second situation on that day, we have put together a very detailed chronology, which is available for press on request, with the most important facts outlined below. First, we have to point out that it was the IMRCC Rome that ordered us by satellite phone and email to operate in this exact location. This fact makes any theories of an organized collaboration between IUVENTA and traffickers already very dubious from the start.

To serve as a reminder here are the photos that were circulated in the media:

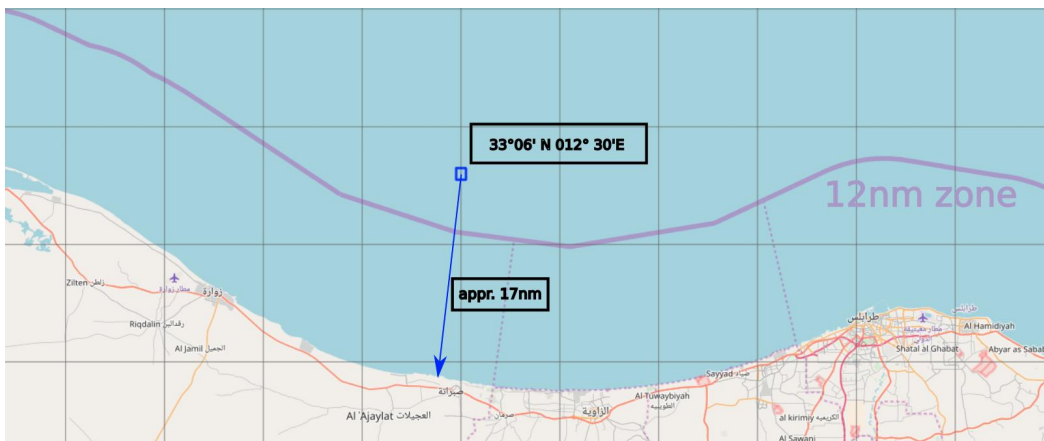


These two photos were used to 'prove' that the wooden boats seen on the first photo were brought back towards/to, the border of Libyan Territorial Waters and therefore "handed back" to the engine fishers.

THE SEIZURE OF THE IUVENTA

These photos hold significant information that was omitted both by the agent on VOS HESTIA and later also by the press: the two RHIBs seen in the first picture are not those of IUVENTA, but those of VOS HESTIA. IUVENTA's RHIB was at this point occupied in another location, described in detail later in this text. In this incorrectly labelled photo we see the two VOS HESTIA RHIBs, which, following a transshipment order by IMRCC, are about to shuttle people from the IUVENTA to VOS HESTIA. The close proximity of the wooden boats was hindering this operation, and so to ensure enough space to navigate safely, IUVENTA's small RHIB 'Lilly' was ordered to move these boats out of the way. Therefore the boats were moved a few hundred meters away. The second photo is a close up - which makes it difficult to see the proximity of all ships in the area - of this situation.

The accusation that the small RHIB would have taken these wooden boats towards Libyan Territorial Waters is not only completely false, but also impracticable: the rescue happened approximately 17nm away from the coast.



It would be impossible for the small RHIB to bring these boats back towards Libya. Further, at a position of 17nm from the coast, and during an on going operation, the direction in which you drag the boats to remove the immediate danger is not brought into consideration. The aim is to pull them out of the way as fast as possible to ensure a safe operation.

When these photos were taken, IUVENTA's main RHIB, 'IUVENTA Rescue' was already heading towards a new target in distress - a rubber boat, that appeared on the horizon shortly before. As this target was confirmed as a boat in distress and the wooden boats were safely moved out of the way, IUVENTA's small RHIB was asked to provide man-overboard standby assistance, thus leaving the wooden boats without destroying them. These boats were then shortly after taken by the engine fishers and brought to Libya.

The agent completely failed to mention that there was another boat in distress, which immediately takes priority over destroying empty boats, as lives are at risk. This was the reason the small RHIB left: to help with the next rescue. Without this important information, and consequent understanding of the situation as a whole, these photos have been taken completely out of context.

THE SEIZURE OF THE IUVENTA



The above photo shows the "KK" boat one week later, on the 26th of June. It was not in our capacity to destroy those particular wooden boats, nor was their reuse our intention, or responsibility. Even the photos released by the coastguard contradict the accusations that we don't destroy boats when it is possible: behind the wooden boat, a destroyed rubber boat can be seen.

Second situation of June 18th reported:

On a second rescue that day one of our RHIBs met with engine fishers followed by them bringing another boat full of migrants. Later they stole the engine of that boat and left after greeting IUVENTA's crew.

In the second incident on the 18th June 2017, we are accused of talking with engine fishers who escort a refugee boat towards our position, and then steal the engine of the boat. We, like all other NGOs, do not confront these potentially dangerous people, as our concern is with the safety of our crew, and the people in distress. If their activities interfere with a rescue operation we try to communicate this to them, in order not to endanger us, nor the people on the boat.

In this case, our crew asked the engine fishers not to interfere with the rescue, so as not to endanger the people on the rubber boat. There is no photo or 'proof' of any other encounter aside from the account of the less than credible 'witness' who has previously left out crucial information and context. Furthermore, the description of the situation in the investigation papers, again, differs significantly.

THE SEIZURE OF THE IUVENTA



This photo clearly shows the engine fishers stealing the engine against our demand not to interfere with the rescue operation. Even the 'greeting hand gesture' is not correctly depicted. It is clearly addressed to the people on the rubber boat, not the crew of IUVENTA.



THE SEIZURE OF THE IUVENTA

These repeatedly false accusations show either very sloppy work done by the investigation, or a much bigger intention: to create a narrative that we work hand-in-hand with these scrupulous and criminal actors, and over all to criminalise and discredit the work of NGOs.

As mentioned before, we have a very detailed description of these three situations that is available on request.

In conclusion we can only state that the "evidence" in this investigation is completely lacking in any substance. To prove accusations it uses falsities and contradictory statements, lacks clear evidence, omits important contextual information, and often relies on personal, subjective opinions rather than any actual facts. Furthermore, even the conclusions taken out of these observations are often contradictory or simply wrong.

We therefore only repeat our statement against these false accusations. We have never worked with traffickers in any form, and we strongly condemn their scrupulous business which kills people, endangers many lives, and the only purpose of which is to make money from suffering. The investigation does not have any proof for its allegations and lacks professionalism. It can be concluded that the main aim of the public seizure of our ship, and these false allegations - completely without evidence -, is the criminalisation of JUGEND **RETTET** and further, all SAR NGOs in the Mediterranean. It mirrors a similar case from 2004 in which the NGO "Cap Anamur" and its ship of the same name, was seized after a rescue of 37 people, and criminalised. After 5 years, all charges were dropped due to lack of evidence. However, the image of Cap Anamur was already heavily damaged and the idea of NGOs being involved with smuggling already planted.



OUR DEMANDS

Last weekend, between the 15th and 17th of September more than 1600 people were rescued in the central Mediterranean. The Italian coastguard, military vessels and NGO ships aided 15 boats in distress. Their stricken passengers were then taken to Italy. Three dead bodies were also recovered and brought to European shores. Approximately 1000 more people were picked up in international waters by the Libyan coastguard and were taken back to Libya, in violation of international law. It is clear that there is a need for a state organised search and rescue operation.

The people we work with are all fleeing something – be it violence, oppression or poverty from which Europe offers the promise of shelter. In order to reach our shores, many of them must pass through Libya: A country shattered by civil war, a failed state, where migrants are systematically exposed to violence, torture, rape and death in detention camps which the German Federal Foreign Office has likened to Nazi concentration camps. This inhumane situation forces people into unseaworthy boats, leaving innumerable casualties and fatalities on the open sea.

Meanwhile, the Libyan Coast Guard is charged with manning the sea border with a view to obstructing migrants' passage to Europe. A chaotic mix of militias benefiting from criminal trafficking networks, the Libyan Coast Guard has been financially and materially supported by the EU since 2016. Their operating procedure is to intercept refugees off the Libyan coast and to return them by force to the same camps they have risked death to flee.

Those who reach international waters continue their journey in unseaworthy, overcrowded boats, without food or drinking water. By Frontex's own accounts, these small boats are automatically to be deemed in distress; sighting or knowledge of one instantly triggers the duty to rescue. Without rescue, the people on these boats will not survive. The UNHCR counts at least 14,500 deaths by drowning since 2014. Yet these numbers only account for those bodies that were found. The Mediterranean Sea route to the European border is the deadliest in the world.

Through the increasing reach of its fortifications, of which Italy's Memorandum of Understanding with Libya is only the most recent example, the EU has made it clear that it aims to stop migration from the outside through any means necessary- avoiding moral responsibility by keeping the dying out of our vision, and along the Libyan coastline. NGOs, then, prove a crucial obstacle to the European scheme; for NGOs save the lives of those whose existence Europe resents; they monitor the Libyan Coast Guard in its gross violations of human rights; and their ships themselves, little pieces of European territory floating on the high seas, offer migrants boarded onto them the right to request asylum in Europe.

OUR DEMANDS

It should come as no surprise, then, that the Italian authorities should have taken such an interest in tarnishing the reputation of NGOs. They have barred them from accessing the SAR zone, and incapacitated them in their efforts to conduct humanitarian missions in the Mediterranean. We are a thorn in the side of the European border regime. The present legal case against us is a gross instantiation of political motive, and not a reflection on our actions. Our mission has been simple: to assert the fundamental right to life and security at sea, and to do so within the boundaries of International Maritime Law and in close cooperation with the IMRCC.

For rescue at sea – the right to life – should make no distinction in nation, class, religion or legal status. We thus demand that Europe guarantees that right to life through its own search and rescue program; that it guarantees the right to safe passage through humanitarian corridors, and ends the humanitarian catastrophe unfolding at its borders and in neighbouring countries. The European Union must implement a humane system for receiving those who arrive. Until this responsibility is recognised and fulfilled by Europe we will continue our own efforts; united with other civil actors we will fight for the fundamental right of safety and dignity – on land and at sea.

We hereby demand the immediate release of our ship, that any charges against the organisation or crew members be dropped, and that those responsible for this despicable smear campaign publicly apologise to those who have been endangered by their actions.

MATERIAL

CODE OF CONDUCT

Wissenschaftlicher Dienst des Bundestages – „Der italienische Verhaltenskodex für private Seenotretter im Mittelmeer 31. Juli 2017

"The Code of Conduct presented by Italy is discussed very controversial. The range of assessments ranges from a "smear campaign" against private sea rescue organizations to the "call for help" of the Italian government towards their European counterparts."

LIBYAN COASTGUARD (Extended SAR Zone)

Wissenschaftlicher Dienst des Bundestages – „Der italienische Verhaltenskodex für private Seenotretter im Mittelmeer

25. August 2017

„The right to free navigation also applies to a SAR zone beyond the coastal area. An impairment of this right, e.g. by regulating the entry into the waters of the SAR zone, possibly under the threat or use of forcible means, constitutes a violation of international law. Such compulsory powers do not arise either from the Convention or from the SAR Convention.“

Huffington Post- Libyan Coastguard 'Colluding With People-Smugglers In Mediterranean'

16. August 2017

http://www.huffingtonpost.co.uk/entry/libyan-coastguard_uk_59940dc2e4b0091416414996?62t

"Officially, the Libyan Coast Guard is currently enforcing a crackdown on people-smugglers, after unilaterally announcing the extension of Libyan territorial waters from the customary 12 nautical miles from shore to 70, well into what is generally considered international waters."

LIBYA

Oxfam - "You aren't human any more"

09. August 2017

https://www.oxfam.org/sites/www.oxfam.org/files/file_attachments/mb-migrants-libya-europe-090817-en.pdf

"In some cases, the present policy goes against the wishes of African countries, resulting in refugee camps with extremely low standards. For example, in May 2017, the Italian Minister for the Interior Marco Minniti signed an agreement with the governments of Niger and Chad for the opening of refugee camps in these two countries, but there was no mention of any guarantee to respect the human rights of people within these facilities. It comes as no surprise then, that in 2016, the EU Trust Fund included just one project for increasing regional legal migration in Africa, while investment in preventing irregular migration and facilitating returns and readmission was more than 60 times higher."

UNHCR - "As Europe refugee and migrant arrivals fall, reports of abuses, deaths persist"

24. August 2017

<http://www.unhcr.org/news/press/2017/8/599ec5024/europe-refugee-migrant-arrivals-fall-reports-abuses-deaths-persist.html>

"Taking measures to reduce the number of refugees and migrants arriving in Europe, without at the same time stepping up peace-making, development, and safe pathways is morally unacceptable," said High Commissioner for Refugees Filippo Grandi. "We can't afford to ignore abuses clearly taking place simply because they happen out of our sight."

UNHCR - Italy-EU search and rescue code could increase Mediterranean deaths, UN expert warns

15. August 2017

<http://www.unhcr.org/EN/NewsEvents/Pages/DisplayNews.aspx?NewsID=21971&LangID=E>

"This code of conduct and the overall action plan suggest that Italy, the European Commission and EU Member States deem the risks and reality of deaths at sea a price worth paying in order to deter migrants and refugees."

MATERIAL

IOM (Middle East Monitor) - 'Extremely bad conditions' for migrants in Libya

15. September 2017

<https://www.middleeastmonitor.com/20170915-extremely-bad-conditions-for-migrants-in-libya/>

"According to Laura Thompson from the International Organisation for Migration (IOM) working with the UN who was speaking at a conference on migration this week in Costa Rica, there are around 32 detention centres in Libya half of which "are controlled by the government".

Thompson described the centres as in "extremely bad conditions" and revealed that not much is known on the numbers of migrant families who stay in the centres where there is often a lack of food, "lack of adequate sanitary conditions, but in addition to that a mix of women, children, men" all thrown in together."

MSF - "Libya: Arbitrary detention of refugees, asylum-seekers and migrants must stop"

01. Spetember 2017

<http://www.msf.org/en/article/libya-arbitrary-detention-refugees-asylum-seekers-and-migrants-must-stop>

"With no rule of law in Libya, the detention system is harmful and exploitative. There is a disturbing lack of oversight and regulation. Basic legal and procedural safeguards to prevent torture and ill-treatment are not respected. With no formal registration or proper record-keeping in place, once people are inside a detention centre there is no way to track what happens to them. This makes close monitoring and follow-up of patients extremely difficult. From one day to the next, people can be transferred between different detention centres or moved to undisclosed locations. Some patients simply disappear without a trace. The medical care MSF is able to provide in these circumstances is extremely limited.

Access to the detention centres is restricted when clashes take place between heavily armed militias in Tripoli. In addition, the management of the detention centres can change overnight and access to patients held inside has to be renegotiated. Other detention centres remain inaccessible for MSF due to ongoing violence and insecurity."

Die WELT - Auswärtiges Amt kritisiert „KZ-ähnliche Verhältnisse“

29. Januar 2017

<https://www.welt.de/politik/deutschland/article161611324/Auswaertiges-Amt-kritisiert-KZ-aehnliche-Verhaeltnisse.html>

"Die deutsche Botschaft in Nigers Hauptstadt Niamey berichtet in einer sogenannten Diplomatischen Korrespondenz (intern: „Drahtbericht“) an das Bundeskanzleramt und mehrere Ministerien von „allerschwersten, systematischen Menschenrechtsverletzungen in Libyen“. Das berichtet die „Welt am Sonntag“ mit Bezug auf das Schreiben, das der Zeitung vorliegt. Wörtlich heißt es demnach: „Authentische Handy-Fotos und -videos belegen die KZ-ähnlichen Verhältnisse in den sogenannten Privatgefängnissen."

Reuters - Exclusive: Armed group stopping migrant boats leaving Libya

21. August 2017

<https://www.reuters.com/article/us-europe-migrants-libya-italy-exclusive/exclusive-armed-group-stopping-migrant-boats-leaving-libya-idUSKCN1B11XC>

"One of the sources said he thought the group was seeking legitimacy and financial support from Tripoli, where European states have tried to partner with a U.N.-backed Government of National Accord (GNA) to stem migrant flows. An official from the interior ministry's department for combating illegal migration in Sabratha did not respond to a request for comment."



KONTAKTE

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