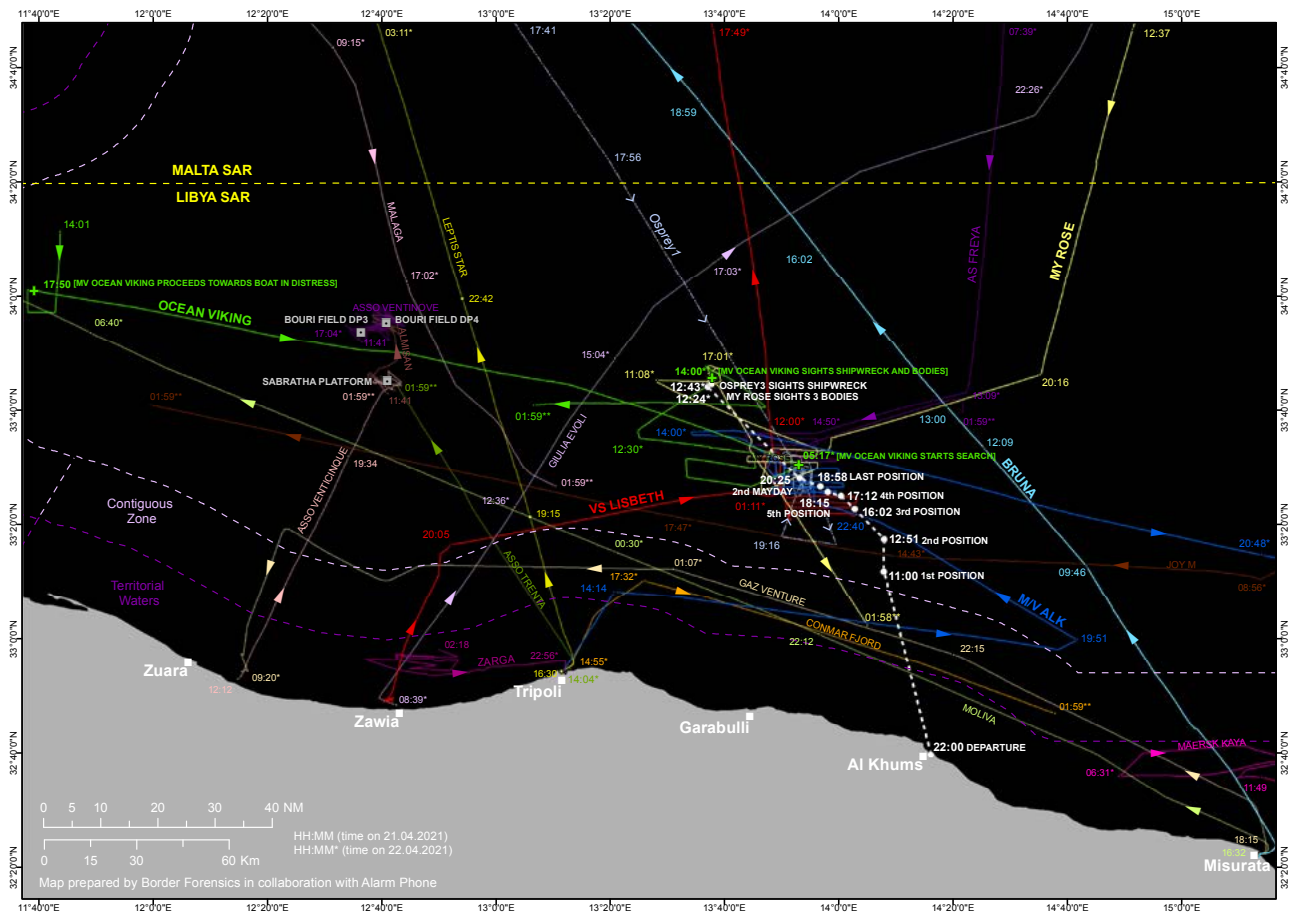


CHAIN OF EVENTS



The following is a summary of key events (all times in CEST):

20.04.2021

Around 22:00 the migrants' boat leaves Al Khoms with around 130 passengers on board.

21.04.2021

After having been alerted by a local fisherman to a boat in distress off the coast of Libya, Alarm Phone attempts to establish contact with the boat via satellite phone. After several attempts, Alarm Phone receives at 11:00 the first GPS position of the boat (N33.1958861, E14.1291) and immediately passes it onto all authorities operating in the Central Mediterranean, relaying the passengers' call for rescue. It also calls publicly for rescue on social media.

At 12:51 the passengers communicate to Alarm Phone their new position (N 33.2888472, E14.1299444). They also say that water is entering the boat as sea conditions deteriorate. Alarm Phone updates all authorities as new positions are received and relays the passengers' call for rescue on social media, and it will continue to do so over the course of the event.

At 16:02 the passengers communicate to Alarm Phone their new position (N33.378475, E14.0447861). Despite Alarm Phone repeatedly informing Italian and Libyan authorities as well as the shipping company operating the nearby merchant vessel Bruna of the worsening situation onboard, no one intervenes.

At **17:12**, the passengers communicate to Alarm Phone their new position (N33.4156111, E14.0043889).

At **17:50**, due to the ongoing inaction of all authorities, the MV OCEAN VIKING of the NGO SOS Méditerranée decides interrupt an ongoing search operation and head towards the boat's last known position. When they do so, they are located 121nm away (i.e., at least 10h of navigation).

At **18:15**, the passengers communicate to Alarm Phone their new position (N33.4276333, E13.9654639).

At **18:58**, for the last time the passengers communicate to Alarm Phone their new position (N33.4427, E13.9437778).

At **19:15**, a Mayday call is sent out via VHF radio to all assets present in the area by an unidentified asset, likely to be the Frontex-operated aircraft Osprey 1, which the migrants had sighted a few minutes earlier at 18:45.

At **20:02** Alarm Phone manages to briefly reach the passengers for the last time. They communicate that their satellite phone battery is running low and the communication is cut before they can send a new position.

At **20:25** a second Mayday call is sent out via VHF radio to all assets present in the area by an unidentified asset indicating a new position of the boat (N33.4666667, E13.8833333).

22.04.2022

During the night, several merchant vessels (the VS LISBETH, M/V ALK and MY ROSE) change their course and start searching for the boat. At 05:17 the MV OCEAN VIKING joins the search.

Throughout the night and morning, unable to reach the passengers since several hours, Alarm Phone continues to call for the authorities' intervention.

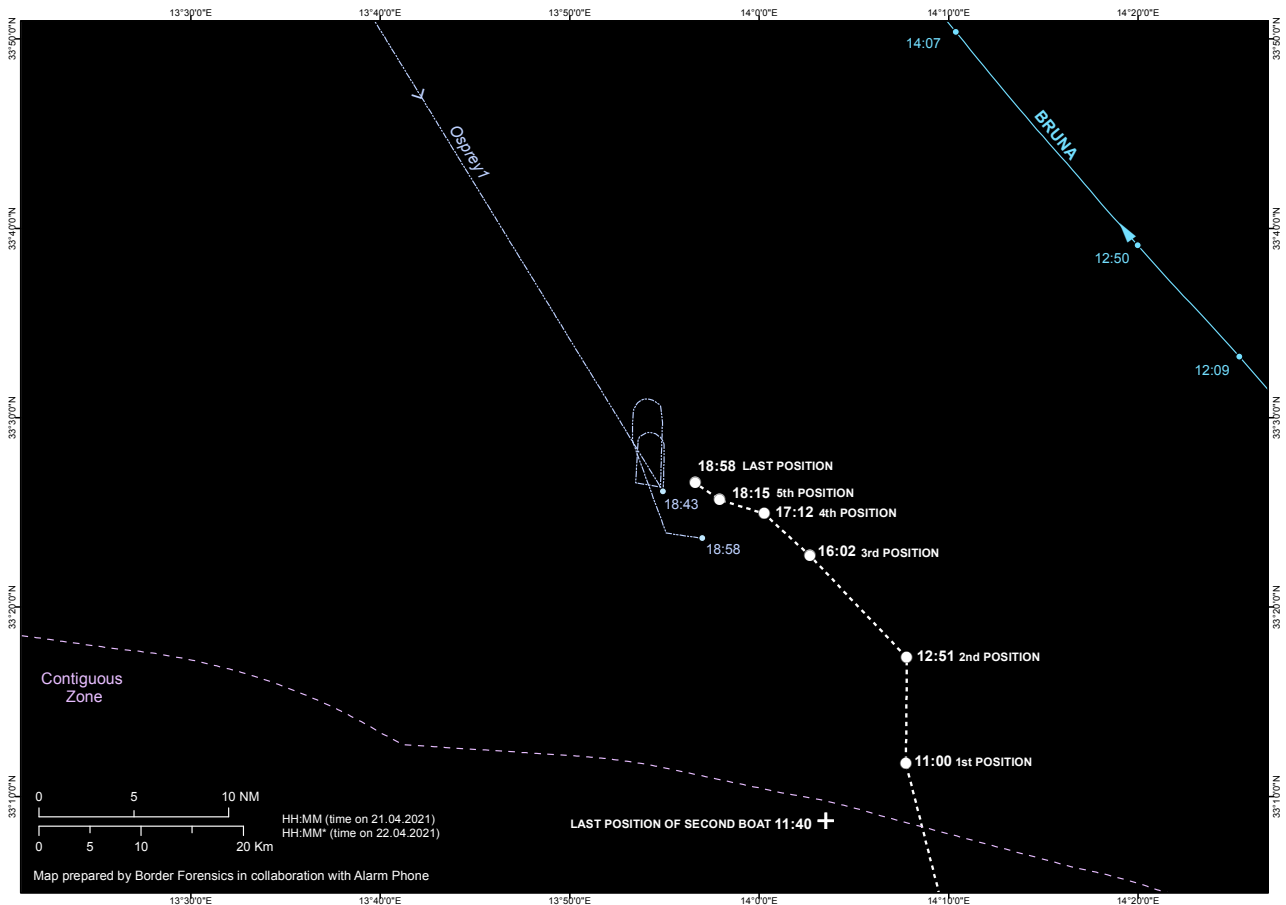
At **12:24**, the MY ROSE sights three bodies in position N33.7333333, E13.616667.

At **12:43** the Frontex-operated aircraft Osprey 3 sights the wreck of the boat in position N33.7406667, E13.6261667.

At **14:00**, the MV OCEAN VIKING sights the wreck of the boat and some bodies in position N33.75, E13.6333333. Despite continuing to search for several hours, only dead bodies are found.

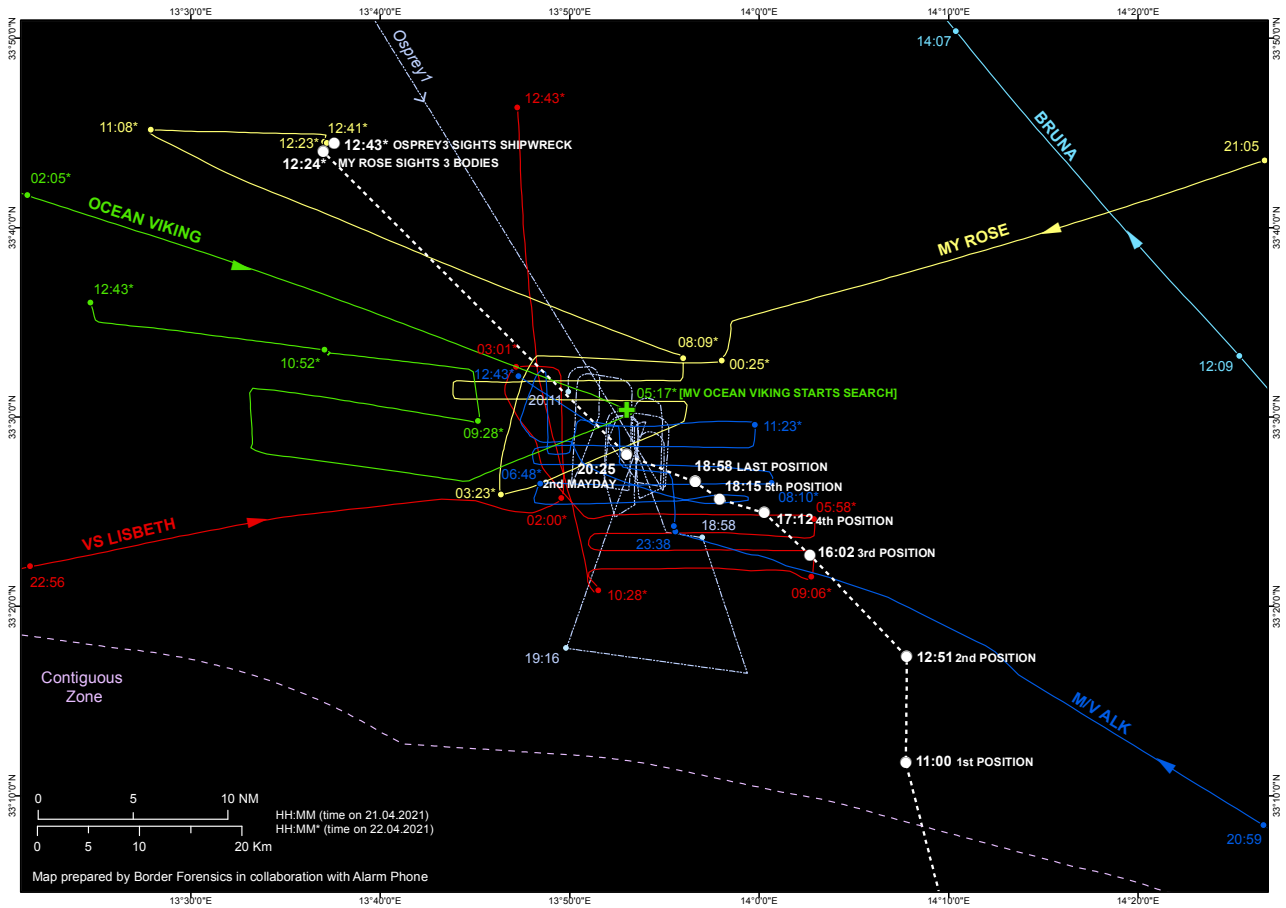
SNAPSHOTS OF KEY EVENTS

21.04, EVENING: OSPREY1 SIGHTING AND LAST KNOWN POSITION OF THE MIGRANTS' BOAT



When the migrants' boat is first sighted by the Frontex-operated airplane Osprey 1 around 19, the migrants' boat is still navigating and no deaths have been reported. A few hours earlier, the vessel Ubari of the so-called Libyan Coast Guard had intercepted a second boat that had left Libya in convoy with them. While the exact location of this interception remains unknown, the last known position of the second boat (N33.145, E14.058889) is close to the location of the first one at the same time. While the two boats were thus not far from each other, the Ubari intercepted one boat but refused to search for the other despite knowing the latter's position. The merchant vessel BRUNA had also transited earlier at a distance of no more than 23nm from the migrants' boat (i.e. around 2h of navigation) but did not respond to the Alarm Phone's demand to intervene nor was tasked to do so by the authorities. Ultimately, none of the vessels present in the area intervened, despite the deteriorating sea conditions and despite having the Alarm Phone relayed the migrants' boat position and their calls for help to all authorities operating in the Central Mediterranean.

22.04, MIDDAY: THE WRECK OF THE MIGRANTS' BOAT AND DEAD BODIES ARE FOUND IN THE WATER



The tangle of ship's tracks makes visible the search operations started by three merchant vessels (the VS LISBETH, M/V ALK and MY ROSE) during the night between the 21st and the 22nd of April. However, due to reluctance of all authorities to take responsibility for coordinating rescue operations, this intervention came too late. No state or Frontex naval asset participates in the search. The Frontex-operated airplane Osprey 3 sights the wreck of the migrants' boat at 12:43, after the merchant vessel MY ROSE had found nearby three bodies in the water a few minutes earlier. The presence in the area of an Italian and a Maltese military airplanes has also been reported, but their flight tracking data are not public.

NOTE TO THE PRESS

Maps prepared by Border Forensics in collaboration with Alarm Phone. Lead investigator: Lorenzo Pezzani. GIS analysis: Rossana Padeletti. Research: Santiago Rivas. Realised with the support of Stiftungsfonds Zivile Seenotrettung in cooperation with Civilfleet-Support e.V. For a more in-depth analysis of the event, see also: <https://alarmphone.org/en/2021/04/22/coordinating-a-maritime-disaster-up-to-130-people-drown-off-libya/>

Full resolution versions of the maps can be downloaded here: <https://www.dropbox.com/sh/3oh6c8203t4ksi4/AABBUfcAtZJi6XYyvD-1kYU2a?dl=0>

Border Forensics is a newly established NGO co-directed by Charles Heller and Lorenzo Pezzani and emerging out of the Forensic Oceanography project.