

Study-Interviews-Migrants-Smugglers-Victims

Human-Trafficking Sample Reports

Note: *This reporting focuses solely on the Libya-Italy route. There are other routes that will be explored in further research.*

The methodology used in this research/reporting is field investigation through in-depth interviews with migrants who arrived in Italy in 2025 by sea, as well as human traffickers. Open-ended questions were used to explore their personal experiences, the challenges they faced, and the impact of migration on their psychological and social lives.

Data Collection Methods

- **Personal Interviews:** Interviews were conducted with migrants about their journey and experiences at sea. Phone calls with human traffickers were also conducted, with documents confirming their criminal activities.
- **Report Review:** Government and humanitarian reports on illegal migration will be analyzed.
- **Closed Chat and Telegram Groups:** Supplementary information gathered from closed Telegram and other channels used by smugglers to advertise their services.

Samples of Conversations with Human Traffickers
These are conversations between the collector and different human traffickers, focusing on key points that were discussed.

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Most Important Points Discussed with the First Trafficker:

Collector: "Hello, I'd love to hear from you about how you organize the trips across the sea. How does the process begin?"

Trafficker: "Hello. The first thing we do is monitor the weather closely. If the winds are strong or the waves are high, we postpone the trip. We need to make sure the boat will be able to sail under certain conditions. We usually choose the summer or spring because these are the times when the sea is calmer. In the beginning, everything is very quiet, but after we select the boat, we start gathering the migrants. We coordinate with them through intermediaries in Libya or Tunisia, and then they start contacting us directly."

Collector: "How do you select the migrants who will participate in the trip? Are there specific criteria they need to meet?"

Trafficker: "Definitely. The first thing is money. If they don't have the required amount, they can't join. We ask the migrants to pay the amount in cash before the trip. As for the number, we choose people who can endure the journey. It's preferable that they are in good health because the sea journey might take a long time, and we can't afford to deal with health problems along the way. We also choose people who don't raise suspicions. If someone shows fear or hesitation, we are cautious."

Collector: "How do you communicate with the migrants before the trip? Do they contact you directly, or through intermediaries?"

Trafficker: "They mostly contact intermediaries, who then pass the details to me. This method helps us avoid detection. The intermediary gathers the migrants from different locations and ensures they are ready for the journey, whether in terms of money or health. We know there are always people willing to risk everything, but sometimes, we face problems with people who don't stick to the agreement."

Collector: "Do you use the same boats for every trip, or do the boats vary depending on the situation?"

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Trafficker: "Mostly, we use rubber boats, sometimes steel boats, especially in the beginning. We use these boats because we know they are light and don't raise suspicions with the authorities. But if there are more migrants, we have to use larger boats, or sometimes we use small cargo ships. Every boat has a certain capacity, and we have to choose based on the number we need."

Collector: "Do you face difficulties coordinating between traffickers in Libya or Tunisia?"

Trafficker: "Sometimes coordination is difficult, especially if the authorities in those countries start increasing their surveillance. But we work within a large network of traffickers in several areas. We have ways to exchange information securely using encrypted techniques. We also coordinate with traffickers in Italy to ensure that the migrants will arrive safely, which ensures that our operations run smoothly."

Collector: "Have you faced issues with Italian or European authorities during your trafficking operations?"

Trafficker: "Yes, of course. Every time we face obstacles from European authorities, especially Italian ones. But we know how to evade surveillance. We use unconventional maritime routes, like uninhabited coastlines, and avoid the routes that Italian authorities are familiar with. Sometimes, if there's an increase in surveillance, we change the route or postpone the trip for a while."

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Most Important Points Discussed with the Second Trafficker:

Collector: "Do you always have a backup plan in case you are discovered or face difficulties at sea?"

Trafficker: "Yes, we always have a backup plan. We are always prepared for emergencies. If we face difficulties, such as a boat sinking or a threat from the authorities, we know what to do. We have rescue boats ready, and we know how to communicate with other traffickers at sea. We know the winds can change, so we are prepared for any emergency."

Collector: "What happens when the migrants start boarding the boat? How do you manage things on board?"

Trafficker: "In the beginning, it's crowded. When people start boarding the boat, we make sure to organize them in the best way. We place the migrants in specific spots to evenly distribute the weight on the boat. If the boats are large, we put them in small groups. We make sure they don't cause chaos or discomfort to each other. Everyone must remain calm, because any unexpected behavior could lead to a disaster."

Collector: "Are there any special instructions you give them before the journey begins?"

Trafficker: "Yes, the first thing we tell them is to remain calm. I tell them that if they encounter any problems, they should stay calm and trust us. We teach them how to act in case of drowning and how to prepare for any emergency. Of course, we don't promise them complete safety, but we give them some hope. At these moments, we try to keep them occupied with things like talking to each other or thinking about their new lives in Europe."

Collector: "Do you notice any strange behaviors or problems among the migrants during the journey?"

Trafficker: "Yes, sometimes there is tension between the migrants due to the harsh conditions. Sometimes, they feel hungry or thirsty, and some start complaining. In these moments, we need to handle the situation with care. We must stay completely calm. In some cases, some people start panicking, so we have to reassure them immediately. But mostly, they are so exhausted from the journey that they don't have the energy to protest."

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Collector: "Are there moments when you feel afraid that the journey might fail?"

Trafficker: "Yes, there's always the fear that something might go wrong. On every journey, there are moments when I feel the boat could sink or there's a problem with the boat's engine. In those moments, we try to fix things quickly and reassure everyone. Sometimes, if I feel the situation has become unsafe, we start thinking about returning or changing the route."

Collector: "Do the migrants trust you during the journey? Do they ever doubt you?"

Trafficker: "Some trust us, especially when they see that we are working hard to protect them. But, of course, there are always those who doubt. Some of them know they are risking their lives, so they question how trustworthy we are. But we try to show them that we know what we're doing. However, sometimes their doubts start to emerge if they feel the journey isn't going as they expected."

Collector: "Do you feel responsible for them? Do you think about their lives during the journey?"

Trafficker: "Yes, there are moments when I feel responsible for their lives, but in the end, it's not my life. In the beginning, I felt a great burden for them, especially when there were children or families, but over time, I learned how to stay calm and continue the journey without allowing these emotions to affect me."

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Most Important Points Discussed with the Third Trafficker:

Collector: "How do you view European laws at the moment? Do they affect your work significantly?"

Trafficker: "The laws have certainly become stricter, but we know how to adapt to them. Italian authorities have become more vigilant in recent years, but we don't stop. We are always looking for less-monitored routes. Sometimes, we have to change the route if we feel there is increased surveillance."

Collector: "Do you think this will become more difficult in the future?"

Trafficker: "For sure, over time, surveillance will increase. But we are always looking for new methods. I don't believe authorities will be able to completely eliminate these networks. If they close one route, we find others. Illegal migration will continue, no matter what the laws are."

Collector: "Do you feel any psychological pressure due to the laws?"

Trafficker: "Yes, there is always a sense of pressure. But I think working in this field requires staying calm. If you start feeling fear or stress, you'll get into trouble. People who work in this field quickly learn how to handle these pressures."

Collector: "Do you think the Italian government will ever be able to stop these operations?"

Trafficker: "It won't be easy. There are many traffickers here, and we are part of a global network. Even if certain routes are closed, there will always be other traffickers. In the end, no matter what measures are taken, there will always be ways to smuggle."

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Conversation with the Fourth Trafficker:

Collector: "Hello, Abu Al-Nour, how are you?"

Trafficker: "Hello, I am doing well, thank God. How about you?"

Collector: "Thank God. I want to ask you about flying to Italy via Libya. It seems that the situation is not good right now. Are there any developments?"

Trafficker: "Yes, the situation is not easy at the moment, but as you know, everything is in God's hands. As for flights, nothing is certain right now. However, after the opening of the Syrian embassy here, things will change, God willing."

Collector: "Do you mean that flights will be limited to Syrians?"

Trafficker: *"Yes, exactly. Right now, flights will only be available for Syrians after the embassy opens. Everything depends on the embassy opening, and after that, we will have more options. But if you're asking about the possibility of traveling right now, the situation is difficult, and I don't know when flights will be available."*

Collector: "I understand. Are there any opportunities to travel to Libya now?"

Trafficker: "Yes, you can travel to Libya, but there are still some restrictions. Before the regime fell, prices were low, but after that, the prices went up. Now, flights to Libya are not easily available. If you're ready to travel, you will have to wait until the embassy opens."

Collector: "What about sea trips? Is it still possible to travel by sea to Italy?"

Trafficker: "Yes, the sea trip is the most likely option now. Traveling by sea from Libya to Italy is still possible. I'm talking about the journey that starts from the eastern part of Libya, specifically from the Italian Skatra. We will transfer you there, and then you'll board the ship and reach Italy."

Collector: "So, the journey will be by sea? Are there any other routes?"

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Trafficker: "Yes, the sea trip is the most reliable now. If you're thinking about land routes, that's not an option at the moment. The sea route is easier and faster, and you'll go through Skatra, or you might have another option, which is the island of Namdosa, depending on the circumstances."

Collector: "How long does it take to travel from Libya to Italy by sea?"

Trafficker: "The sea trip takes between three to five hours. In some cases, it may take longer if the weather conditions are difficult or if the boat is overcrowded. If the ship is in good condition, it can take you directly to Italy in less time."

Collector: "Will there be any escorts with us during the trip?"

Trafficker: "Of course, there will be escorts with you throughout the journey. We make sure to provide safety for the passengers. If you're with your family, it will be easier, and we'll provide the necessary help. But if you're alone, things are less complicated."

Collector: "Is there any risk of arrest or issues with the authorities?"

Trafficker: "If a problem arises, we will be able to handle it. Most likely, if you're caught, it will be a minor issue. Sometimes, you may stay in prison for a few days, but after that, things will be settled. We know how to deal with the authorities and avoid problems."

Collector: "Are there other risks, like drowning or other issues at sea?"

Trafficker: "Yes, drowning is the biggest risk. Sometimes the boats are too small or not suitable for sailing, which could lead to problems. But we always try to make sure the boat is in good condition before the trip. If there are any issues, we are prepared to handle them."

Collector: "Okay, can I know more about the cost of the trip?"

Trafficker: "Of course. The sea trip from Libya to Italy costs around \$8,000, including hotel and

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food expenses. If you only have a passport, it will be easier, but if you need additional approvals, it may require an extra cost."

Collector: "Are the prices fixed, or do they vary?"

Trafficker: "The prices are generally fixed, but they may vary depending on demand and the season. If you're planning to travel soon, we can negotiate the price. If you've already made a reservation, you may get a lower price."

Collector: "Will there be any other impacts if we delay?"

Trafficker: "If you delay, things might change. We prefer to be ready at the scheduled time. Delaying could lead to problems, especially if the authorities have started checking things. So, it's better to be ready when we set the date for the trip."

Collector: "Will there be any risk if we delay further?"

Trafficker: "If you delay too much, you may have to wait longer. Flights will be open soon, but if you wait more, you may have to pay a larger amount to secure a place on the trip. Delays could also affect the timing of the trips."

Collector: "What about other migrants? Are there families with you, or are most of them individuals?"

Trafficker: "Yes, there are many families traveling with us. Families are more prepared for the journey because of the safety we provide for them. As for individuals, they may face some challenges in traveling, but we always make sure that everyone is safe."

Collector: "Is there anything else I should know before the trip?"

Trafficker: "Everything depends on preparation and timing. Make sure you have a valid passport, and if you need any additional documents, we are here to help. Things will be fine if you follow the instructions and are ready at the scheduled time."

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Collector: "Thank you, Abu Al-Nour. I appreciate your help and I'll be in touch if I have any further questions."

Trafficker: "You're welcome. If you have any questions in the future, don't hesitate to contact me. Inshallah, the trip will be safe, and may God bless you."

Collector: "God bless you. We'll stay in touch. Best regards to you."

Trafficker: "Best regards to you too, and I wish you a successful journey."

Results

1. Reasons for Human Traffickers Choosing This Route:

- **Financial Profit:** Traffickers pointed out that the financial profit from smuggling migrants is the main reason they work in this field. The financial returns from smuggling range between 2,000 and 5,000 EUR per migrant smuggled from North Africa to Italy.
- **Expansion of Networks:** Most traffickers were part of organized smuggling networks with international connections to entities in Italy and Europe in general. These networks often provide advanced smuggling methods and secure communication tools.
- **Lack of Punishments:** Despite these operations being illegal, some traffickers mentioned that legal punishments are relatively few compared to the profits, making them feel that the "risk" is worthwhile.

2. Logistical Organization of Sea Journeys:

- **Use of Primitive Boats:** Many traffickers mentioned that inflatable boats or small boats are most commonly used in smuggling operations, and they modify these boats to be capable of carrying large numbers of migrants.
- **Risk and Lack of Safety Measures:** Traffickers indicated that they do not provide adequate safety tools for migrants, such as life jackets, making the journey highly risky.

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- **Planning and Threats:** In some cases, traffickers confirmed that they rely on deception and trickery to make migrants believe that the journey will be less dangerous than it actually is, giving them a false sense of security.
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3. Tactics and Smuggling via Sea:

- **Use of Dilapidated Boats:** Old or abandoned boats that are not subject to inspection by the authorities are used. Traffickers manage networks in such a way that they exploit geographical conditions to their advantage, such as bad weather or nighttime, to reduce the likelihood of being detected by border authorities.
- **Coordination with Other Traffickers in Europe:** In some cases, traffickers work in the first stage of the journey in North Africa, while European traffickers handle the final distribution in Italy or neighboring countries.

Point.

Forgeries Playing an Important Role in Smuggling Operations

Sources spoke to some individuals who are involved in document forgery, most of whom are based in Turkey, both Arabs and Turks. Forged documents are shipped to any part of the world, with the value of these forged documents ranging from 1,000 to 3,000 dollars depending on their quality.

Some real residence permits are also purchased through the black market, and some permits are bought from government employees, where the documents are 100% legitimate. For example, this happens in the following way:

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This residence permit is sent to a camp in Italy, where asylum seekers use it to leave the city and reach Germany.

There are other cases, such as a network of traffickers based in Italy or Europe who know the routes to Germany without encountering any checkpoints. The price for transportation ranges from 2,500 to 4,000 dollars from the city to Germany. I spoke with a trafficker inside Europe who can guide you from Italy to any European country at competitive prices.

One of the well-known individuals in this field is Mahend Al-Iraqi, who is based in Turkey and has a network of drivers working to transport migrants from Belarus or Italy to European countries via illegal routes. The amounts paid to the traffickers range from 2,500 dollars from Belarus and 12,000 dollars from Italy.

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From Italy to Germany: Challenges and Illegal Solutions

After a refugee arrives in Italy, they may aspire to move to another European country like Germany, either because they have relatives there or in search of better living and working opportunities. However, according to the Dublin Regulation, the first European country in which the refugee is registered (and has their fingerprints taken) is responsible for processing their asylum application. Therefore, if the asylum request is rejected in Italy or if the individual decides to leave despite the procedures, they face several legal obstacles that prevent them from submitting a new application in Germany.

The Illegal Solution: Smuggling through Forged Residence Permits

In light of these restrictions, some individuals take an illegal route involving obtaining forged residence permits. This process typically follows three stages:

1. **Forgery**

Official forged documents, such as Italian residence cards or international protection papers, are created using advanced printing techniques to make them appear identical to the original.

2. **Distribution**

These forged documents are sold through organized smuggling networks or individuals, for varying amounts depending on the type of document and its quality.

3. **Usage**

The forged documents are used to cross borders, travel between European cities, or even apply for new asylum using a fake identity in another country, such as Germany.

How is the Registered Fingerprint Manipulated?

The fingerprint in the European system (EURODAC) is the primary means of determining whether a refugee has previously applied for asylum in another country. As a result, some individuals attempt to circumvent it through various means, including:

Using a Forged Identity

The person is provided with a new identity (different name and nationality) and submits a new asylum application in Germany. When their fingerprint is taken, they hope that:

- The fingerprint is unclear or unreadable.

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- The authorities fail to match it with previous data due to file compression or administrative error.

Altering the Fingerprints

A substance called caustic soda or chlorine (NaOH) is used to alter fingerprints. This method is recommended by traffickers. This is just one of multiple methods. Some individuals resort to destroying their fingerprints through methods such as branding, burning, or using chemicals.

Hiding Until the Dublin Fingerprint Expires (6 months in apartments in Italy or Germany)

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Phone Conversation: The Experience of Illegal Migration with a Victim

Abu Raad, Yemen Italy Recent case

Collector: "Hello, Abu Raad, I first want to thank you for your time. If you have a few minutes, I would like to ask you some questions about your personal experience with migration. Are you ready to talk?"

Abu Raad: "Hello, and welcome. Yes, of course, there's no problem talking. I'm ready."

Collector: "Thank you. I want to start by asking about the motivations that led you to migrate. What made you decide to leave your country despite the risks you might face?"

Abu Raad: "Honestly, the situation in Yemen was very difficult. There were political and security pressures, and people were suffering from poverty and hunger. I was forced to escape due to compulsory military service. They imposed military service on me, and it was very difficult. Even the social conditions were deteriorating, and there was no hope of staying. The circumstances in Yemen pushed me to flee by any means."

Collector: "Did you realize at the beginning how difficult the journey by sea would be? Were there moments of doubt while preparing to leave?"

Abu Raad: "Yes, I knew the journey would be difficult, especially with the danger of the sea. But I had no other option. At first, I had doubts, but in the end, I decided to continue the journey. I feared drowning or falling into the hands of the authorities, but escaping my country was the only choice for me."

Collector: "How did you feel the moment you left your country? Was there internal pressure, like losing your job or social pressures?"

Abu Raad: "I felt a great sadness. Leaving my homeland is not easy. I was forced to leave because of compulsory military service, which threatened my life. I had lost my job, and the social and political conflict pushed me to flee. It wasn't just because of the political situation, but because I couldn't live in those harsh conditions anymore."

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Collector: "Then, the journey began. Can you explain how the preparations for this journey started? Where did you start from, and what was your idea about it in the beginning?"

Abu Raad: "The journey began from Yemen to Somalia. I got a number from Yemeni rescuers, and they directed me to contact someone who could help. The idea was clear, but the path wasn't entirely clear. Initially, it was by sea to Somalia. Then, I worked there in decoration for about a year before continuing my journey."

Collector: "Was this journey by land or sea? Did it start with the sea from the beginning?"

Abu Raad: "Yes, the journey started from Yemen to Somalia by sea. Then I traveled overland from northern Somalia to the south, and from there to Ethiopia, which was also an illegal journey. From Ethiopia, we crossed into Sudan, where we were arrested and held in prison for about a month and a half before moving to the desert triangle between Egypt, Libya, and Sudan."

Collector: "Can you explain more about the desert triangle? How did you cross that area?"

Abu Raad: "Yes, the desert triangle is a very difficult area. We were traveling through the desert in cars, and the journey was very hard. It took about a day and a half in the desert, but what made it worse was that there were children and women with us. After spending a long time in the desert, they decided to let us pass after a day of waiting."

Collector: "That sounds very challenging. After crossing the desert, did you reach Libya directly?"

Abu Raad: "Yes, we reached Libya, specifically to the city of Kufra. The journey to Libya took a very long time. I was on this journey for a year and a half before I was able to reach there. The cost of the trip was huge, as I paid an amount of 85,000 USD just to reach Somalia."

Collector: "Were all the journeys illegal? Were there any legal ways at all?"

Abu Raad: "No, everything was illegal. The only legal way was from Yemen to Somalia, but after that, everything was through smuggling networks. There were no legal routes, and everyone was trying to escape the difficult situation by any means possible."

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Collector: "Then, when you reached Libya, were you arrested? How was that experience?"

Abu Raad: "Yes, we reached Tripoli, where we were arrested by the Libyan authorities. I spent about three months in prison. It was a very difficult period, as we were subjected to humiliation and torture. The food was very little, and we faced a lack of healthcare. The situation was very painful."

Collector: "What was going through your mind during that period? Did you think about returning or did you keep your hope?"

Abu Raad: "I didn't think about returning. I was determined to continue the journey. The moments were difficult, but I believed things would get better once I reached Europe. That experience gave me the strength to continue, despite everything I had gone through."

Collector: "And what happened after prison? How did you continue from there?"

Abu Raad: "After my release, I moved to Benghazi and then back to Tripoli, and then I tried to travel to Algeria. The next journey was through the desert, to the Niger region in Algeria. I stayed there for about 20 days, then we were transferred to Tunisia."

Collector: "What about the journey from Tunisia to Italy? Was it a land or sea route?"

Abu Raad: "The journey to Italy was initially overland. But when we reached Sfax in Tunisia, things started to improve. After several attempts with the traffickers, we finally managed to board a boat to Italy."

Collector: "How long did this journey take? Was it difficult?"

Abu Raad: "The sea journey to Italy was extremely difficult. It took about a month to reach, and the journey was full of risks. When we finally arrived, it was my first experience at sea. It was very terrifying, but thank God, we arrived safely."

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Collector: "What happened after you reached Italy? How was the beginning?"

Abu Raad: "After I arrived in Italy, I was transferred to a refugee camp in the city of Cortona. At first, things were very difficult, as we had our fingerprints taken, but we haven't received our asylum papers yet. We have an interview coming up at the end of the month. Life here is not easy, but we are trying to start over."

Collector: "Do you feel that you've reached a point of safety now?"

Abu Raad: "Thank God, after everything I've been through, I now feel that I am in a relatively safe place. But we still have many difficulties. The situation is unstable, but I'm grateful for what I've reached."

Collector: "Thank you, Abu Raad, for these details, and I wish you the best in the future. Is there any message you want to send to migrants who are thinking of leaving?"

Abu Raad: "I tell them, migration is not easy, and the journey is full of risks. Don't rush your decision, and always try to look for safe routes. But if the circumstances don't allow, be prepared for what is even harder, because life abroad might be more difficult than you expect."

Additional Interviews Conducted with Similar Cases

Khaled – From Rural Aleppo, Syria

"I thought that once I arrived in Europe, the fear would end. I arrived in Italy by sea, and they took my fingerprint at the reception center, but I did not apply for asylum. I left and went to Milan, where I found a small apartment with other refugees. For six months, I didn't go out except at night, not even to see the sun. We lived on little food and some aid from relatives in Germany. I was scared the entire time that the police would catch me. After more than seven months, I went to the immigration office, applied for asylum, and was accepted just two weeks later. It was like a miracle."

Leila – Damascus, Syria

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"I was five months pregnant when I arrived in Italy. I was transferred to a crowded reception center, and they fingerprinted me there. After two days, I escaped with the help of a man from Tunisia I met there. I hid in an Arab family's house in the suburbs of Naples. I had no money or papers, just waiting. I gave birth to my baby there, I traveled by private car to France, where I applied for asylum and was accepted after a simple investigation. No one asked me about my Italian fingerprints."

Marwan – From Deir ez-Zor

"I know I broke the law, but did I have any options? I arrived in Sicily after a deadly journey from Libya. They fingerprinted me, and I knew Italy didn't have a strong infrastructure to support refugees. I chose to disappear. I worked illegally in restaurants in Naples and Rome. My day started at night and ended at dawn so no one would see me. After nine months, I crossed into Germany with the coordination of a trafficker. My deportation was denied due to the expiration of the legal fingerprint time limit, and I was granted temporary residency."

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Case Study and Conclusion

Reaching Germany from Syria via Libya

In light of the complex security and political situations in some countries, many people are looking for ways to reach Europe illegally. In this context, this document presents a case study of a hypothetical person from Syria who wishes to reach Germany, using an illegal route that passes through Libya and Italy.

First Stage: Reaching Libya

The first step is reaching Libya, which serves as the main starting point to Europe via the Mediterranean Sea. Currently, there are no direct flights between Syria and Libya due to the political situation following the fall of the Libyan regime, but it is expected that flights will resume soon.

To enter Libya, travelers need security approval, which can be obtained through specialized travel agencies. These procedures often include booking a flight ticket, and the total cost amounts to about \$1,500 USD. The approval process takes between one week and a month from the date of application.

Note: *After the fall of the Syrian regime, flights to Libya have ceased, which is the main reason for the decrease in the number of Syrians crossing the sea.*

Travel Agencies that carry out this process:

For
Yagi Travel Agency – for ticket bookings with security approvals, total cost: \$1,500
Phone: +963994809046

Syrians:

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17 April · ١٧

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Second Stage: Crossing from Libya to Italy

12. Upon reaching Libyan territory, coordination begins with the traffickers based there, as Libya is considered a main departure point for illegal migration trips across the Mediterranean Sea. The Tarik bin Ziyad Brigade's Special Investigation and Arrest Unit deals with traffickers.

There are several routes to exit Libya, all of which are by sea, and these operations are organized by smuggling networks. For example, one well-known trafficker named "Abu Al-Nour" coordinates comprehensive smuggling operations at a cost of 8,500 USD, including accommodation and transportation until reaching the Italian coasts.

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Traffickers involved in this operation:

- Mustafa Berlin
- Age: 32



Passport	Number:	A15424553
Mother's	Name:	Hakima Karim
Father's	Name:	Ibrahim
Date of Birth:		1993-10-10

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Turistik / Tourism

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MUSTAFA JALİL İBRAHİM İBRAHİM

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Turkey Visa

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last picture of him,
Mustafa Berlin

- Name: Mustafa Jalil (known as Mustafa Berlin)
- Age: 32
- Nationality: Iraqi
- Region of Origin: Diyala, Iraq
- Current Location: Germany
- Criminal History: He is considered one of the most dangerous smugglers in the region, running an organized smuggling network that stretches from Iraq through Turkey and Libya to Europe. He

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began his criminal activity by smuggling from Libya to Italy, then to France, and finally to Britain and Germany.

- **Methods of Operation:** Mustafa relies on complex and dubious methods aimed at bypassing security controls using multiple "keys" or "codes" that enable him to change routes and plans to evade authorities. He is considered one of the most prominent smugglers working by sea and land.

- **Criminal Activities:** His activities revolve around the illegal smuggling of people, organizing their transport through dangerous yet safe routes, with the aim of generating significant financial gains by facilitating the passage of illegal migrants to Europe.

His Assistants:

1. Murtadha Al-Abbasi

- o Position: He is Mustafa Berlin's right-hand man in coordinating and executing smuggling operations on the ground.

- o Number: +9647709881322

- o Role in the Network: He cooperates with Mustafa in organizing the movements of smugglers and potential migrants, and continuously supervises operations to ensure the success of smuggling operations.

2. Ziad Al-Iraqi

- o Position: Another assistant working under Mustafa's supervision, he is part of the professional staff responsible for organizing and facilitating border crossings.

- o Number: +9647736686831

- o Role in the Network: Ziad plays a key role in coordinating logistical movements to ensure that operations are carried out on time and without problems.

Smuggling Network:

- Mustafa Berlin runs a large and diverse smuggling network that transports individuals across several countries worldwide. The network operates in complete secrecy and uses advanced methods, using modern technologies to circumvent surveillance, making it one of the most dangerous and extensive networks operating in this field.
- This organization is exploited to smuggle illegal immigrants under dangerous conditions, with the aim of making huge profits at the expense of human lives.

Mustafa Jalil's (aka Mustafa Berlin) phone number:

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- +9647711013228

Mustafa's Telegram Account Postings



کروپ مصطفی برلین



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Second Smuggler Based in Libya

Name: Abu al-Nour al-Hawarni,
from Syria, currently residing in Libya.
His real name is not widely known, but his real name is Issam Baqrat.



Phone: +963 959 197 351
Location: Libya

Method and **Activities:**

This trafficker is considered one of the key figures in human smuggling operations in Libya, known for coordinating complex and organized operations that contribute to the illegal transport of migrants across the Mediterranean Sea to Europe. He is recognized for using advanced and varied methods to bypass security surveillance, relying on tightly-knit smuggling networks that extend from Libya to various countries in Europe.

The operations begin with precise coordination between traffickers in different regions, where each route is carefully managed to ensure migrants reach European shores with minimal risk. The

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trafficker uses small and dilapidated boats that may be unfit for the sea, relying on specific timings, such as night hours or bad weather, to reduce the likelihood of detection by authorities.

Networks:

The smuggling organized by this trafficker is carried out through a complex network involving a group of intermediaries and traffickers in Libya and North Africa, as well as in European countries like Italy and France. These operations often involve transporting individuals under harsh conditions, where migrants are sometimes moved through the desert and across land borders before reaching the Libyan coast, where the most dangerous part of the journey, the sea crossing, begins.

Financial

Profit:

Financial gain is the primary driving force behind this trafficker's continued criminal activity. The smuggling fees he charges migrants range from 8,000 to 10,000 USD per migrant, depending on the route and conditions. This amount is very high, reflecting the risks that migrants face during the illegal sea journey.

Tactics:

The trafficker relies on manipulating security systems and official authorities by using multiple "keys" or "codes" for smuggling, which enables him to change routes and alter plans to avoid authorities in various regions. He also ensures that he remains anonymous most of the time by concealing his true identity and collaborating with other networks on multiple levels.

Personal

Interaction:

Sources spoke with him personally, and he is trafficker number four in this document.

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The Third Trafficker: Mahend Al-Iraqi (Real Name: Mahend Abdul Majid) – He has Egyptian partners.

Will provide his passport in future reports.

Mahend Al-Iraqi manages a vast and diverse human trafficking network that transports individuals across several countries worldwide. The network operates in complete secrecy and uses advanced methods, employing modern techniques to bypass surveillance, making it one of the most dangerous and expansive networks in this field. The Egyptian partner operates in secret.

This organization is used to smuggle illegal migrants under dangerous conditions, with the goal of making large profits at the expense of people's lives.

His brother, Sand, and his cousin, Ali, work in a money transfer office located in the Turkish city of Eskisehir.

Prices:

The cost of smuggling from Iraq to the UK is 12,000 USD.

The cost of smuggling from Iraq to Germany is 8,000 USD.

The cost of smuggling from Libya to Italy is 10,000 USD.

There are several criminal groups operating to organize human trafficking through illegal routes. One of these networks, led by a person named Mahend Al-Iraqi, specializes in smuggling migrants from Belarus and Italy into European countries. Mahend Al-Iraqi, along with members of his family, oversees the organization of these operations through cooperation with local driver networks. The prices for smuggling range between 2,500 and 4,000 USD, reflecting the economic model traffickers rely on to organize these operations.

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Third Stage: Movement from Italy to Germany and Hiding There Until the Fingerprint Expires

After arriving in Italy, the final phase of the journey begins, which involves heading towards Germany or another European country. This is coordinated with traffickers, such as a person known as "Mahend Al-Iraqi," who provides transportation (usually by car) and a forged residence permit to facilitate crossing the European borders.

In this phase, the target city or country is determined, and the traveler is moved illegally to their final destination within the European Union.

Forgers carrying out this operation:

Similar passports identified on closed chat groups.



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The second counterfeiter works to deliver the papers anywhere in the world.



+963968088560 Abu Haroun

Although this reporting has covered some of the main routes used in smuggling operations across Libya, there are many other routes that have not been fully addressed due to time constraints and the abundance of details associated with them. These routes include land routes, air routes, and the use of forged documents, in addition to the African routes, which are considered some of the most dangerous paths migrants take.

The Mediterranean Sea Route from Egypt to Europe:

Some migrants, particularly from Egypt and Sudan, use this route to cross the Mediterranean Sea to Italy. In many cases, migrants are smuggled via dilapidated boats from Egyptian ports such as Alexandria and Damietta. This route is considered one of the most dangerous due to the poor weather conditions and the risks faced by migrants at sea.

The Route from Turkey to Bulgaria and Romania:

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Some migrants from Syria, Iraq, and Palestine use this route to reach Eastern Europe through Turkey. After crossing into Bulgaria and Romania, they continue their journey through a network of land routes to other European Union countries such as Germany and France. These migrants are smuggled using illegal means, including trains and trucks.

The Route from Jordan to Syria, then Lebanon, and then to Europe:

This route is used by some migrants from Iraq and Syria attempting to reach Lebanon, from where they are smuggled to Turkey or across the Mediterranean Sea to Europe. This journey is fraught with risks due to the difficult security situation in Syria.

The Balkan Route by Land:

After crossing from Turkey to Greece, many migrants take the route through the Balkan countries such as Macedonia, Kosovo, Serbia, and then Hungary. These countries serve as key transit points to Western Europe, where human traffickers smuggle migrants across land borders with the assistance of local smugglers.

The Route from Ethiopia and Djibouti across the Red Sea to Yemen:

Some migrants from East Africa, especially from Ethiopia and Kenya, take this route to reach Djibouti, and from there, they cross the Red Sea to Yemen. After reaching Yemen, they may be smuggled across the border into Saudi Arabia or other countries in the region. In some cases, they then head back to the Red Sea, searching for other smuggling routes across the Mediterranean Sea.

The Route across the Red Sea to Saudi Arabia, then the Mediterranean Sea:

Some migrants from African countries, such as Somalia and Eritrea, cross the Red Sea to Saudi Arabia. From there, they can use Saudi ports to transition to the Mediterranean Sea via Egypt or Libya to reach Europe. This route is fraught with danger due to the instability in the region.

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The Route through Algeria and Mali to Mauritania, then to the Mediterranean Sea:

Some networks use this route, which passes through Algeria and Mali to Mauritania, where migrants are transported across the desert to Moroccan ports and then smuggled across the sea to Spain. This route crosses dangerous areas in the Sahara Desert and exposes migrants to many risks.

The Route across the Mediterranean Sea from Libya to Malta:

One of the routes used by traffickers is the one that extends across the sea from Libya to Malta, which is part of the most well-known path between Libya and Italy. Traffickers use small boats to smuggle migrants in this risky journey.

The Route through the Mountains between Morocco and Spain:

Some migrants use this route, which involves climbing mountains through remote areas between Morocco and Spain, avoiding border surveillance at key points. This route may include crossing over high fences and difficult terrain along the border between Ceuta and Melilla.

The Route across the Sea from Libya to Malta, then to Italy:

In many cases, migrants are smuggled across the sea from Libya to Malta or Italy, where large smuggling networks use overcrowded boats to transport them. These journeys pass through the Mediterranean Sea, making it one of the most dangerous routes due to the many accidents that occur at sea, putting the lives of migrants at risk.

The Route across the Sea from Tunisia to Italy or the Island of Lampedusa:

From Tunisia, migrants board small boats toward the Italian coast, and this route is one of the

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most common for migrants from North Africa. However, harsh maritime conditions are one of the greatest risks these migrants face.

The Route across Djibouti to Yemen, then the Red Sea:

In some cases, migrants take a route that begins in East African countries like Somalia and Eritrea to Djibouti, then across the Red Sea to Yemen. From there, they can either look for other smuggling routes to Europe via the Mediterranean Sea or travel across land borders to reach Saudi Arabia or other countries in the Gulf.

The Route across the Sea from Egypt to Greece or Turkey:

Some migrants coming from Egypt choose to be smuggled across the Mediterranean Sea to Greece or Turkey. Using dilapidated boats and sometimes without any kind of safety measures, these migrants risk everything in a sea full of dangers.

*****END OF REPORT*****