



International Organization for Migration (IOM)

The UN Migration Agency

DTM

FLOW MONITORING SURVEYS: THE HUMAN TRAFFICKING AND OTHER EXPLOITATIVE PRACTICES INDICATION SURVEY

MALE AND FEMALE RESPONDENTS INTERVIEWED ALONG THE CENTRAL
AND THE EASTERN MEDITERRANEAN ROUTES IN 2017
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INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)



Contact:

DTMMEDITERRANEAN@IOM.INT - DTMSUPPORT@IOM.INT

MIGRATION.IOM.INT/EUROPE

PHOTO: MIGRANTS IN LESBOS, GREECE. PHOTO: IOM 2016/AMANDA NERO



9,483 surveys conducted with migrants in Italy, Bulgaria, Greece, Hungary, Kosovo*, Montenegro, Romania, Serbia and The former Yugoslav Republic of Macedonia, in 2017

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Focus of the report

This report contains an analysis of the responses provided by migrants and refugees travelling along the Central and the Eastern Mediterranean routes and interviewed under IOM's Displacement Tracking Matrix (DTM) activities in 2017. **Male and female migrants** are systematically compared.

The overall 2017 sample is composed of **9,483** interviewed migrants, 88% of whom (8,375) are male respondents. The remaining 12% (1,108 interviews) are female interviewees. **4,712** surveys have been conducted on the Central Mediterranean route, in around 60 different locations, either in locations close to disembarkation points in the South or in Friuli Venezia Giulia, the North-Eastern region at the border with Slovenia.¹ Eight per cent of the interviewed migrants in Italy are female (378). **4,771** migrants have been interviewed on Eastern Mediterranean route, in Bulgaria, Greece, Hungary, Kosovo*, Montenegro, Romania, Serbia and The Former Yugoslav Republic of Macedonia. Fifteen per cent of the interviewed migrants on the Eastern Mediterranean route are female (730).

The report analyses comparatively the profile and responses of male and female migrants interviewed on both routes in attempt to mark the similarities and differences in their journey experiences. [Section 1](#) provides an overview of the content of the survey, with a focus on the set of questions on individual and witnessed experiences of human trafficking and other exploitative practices. [Section 2](#) presents the analysis on interviewees' responses to the human trafficking and other exploitative practices' indicators on the Central and the Eastern Mediterranean route. [Section 3](#) presents some baseline information on the two routes to contextualize the reported experiences of human trafficking and other exploitative practices. The [last section](#) contains more detailed information on methodology and the data collection process.

*See the reference at the end of the document.

¹ There is no official data on the number of migrant arrivals by land. Nevertheless, according to Italian authorities Friuli Venezia Giulia hosts more migrants and refugees entered by land (from the Eastern Mediterranean route) than by sea in its reception centres' system, in comparison with other regions. This is why a purposive data collection was run in that region.

1. The Flow Monitoring Survey (FMS) and the human trafficking and other exploitative practices indication module

The FMS gathers information on migrants' profiles, including age, sex, areas of origin, levels of education and employment status before migration, key transit points on their route, cost of the journey, reasons for leaving the place of residence and intended destination(s).

The survey also includes a module aiming at measuring prevalence of human trafficking and other exploitative practices that the respondents or other migrants travelling with them might have experienced on the route. More specifically, in 2017, six questions were included in the survey to capture information about whether or not the respondent has, during their journey:

1. Worked or performed activities without getting the expected payment (direct experience);
2. Been forced to perform work or activities against their will (direct experience);
3. Been approached by someone with offers of an arranged marriage (for the respondent or anyone in his or her family) (direct experience);
4. Been kept at a certain location against their will (direct experience);
5. Been aware of instances where migrants en route had been approached by people offering cash in exchange for blood, organs, or other body parts (observed);
6. Been aware of instances where migrants en route had been forced to give blood, organs, or other body parts (observed).

Two additional questions on physical and sexual violence have been piloted only in Italy, to capture whether a migrant has, during the journey:

7. Experienced physical violence of any sort (direct experience);
8. Been aware of instances where migrants travelling with him/her have been threatened with sexual violence (observed).

The following section focuses on the first four questions – which were also asked in 2016 – that are related to individual experiences, personally lived by the respondent. In the context of this analysis, the positive response to at least one of these four questions is presented as a cumulative positive indicator of an individual experience of human trafficking and other exploitative practices. Question 7 also refers to an individual experience, but was not included in the cumulative indicator of human trafficking and other exploitative practices as it was piloted in Italy only. Questions 5, 6 and 8 refer to observed experiences, and the results are presented separately.

The experiences described in these questions do not aim to identify cases of human trafficking as defined by international legal instruments. If, while conducting the survey, interviewers come across people with potential protection needs they are referred to the relevant protection actor with the migrant's consent.

2. Indicators of human trafficking and exploitation of migrants en route: male and female migrants travelling towards Europe

2.1 The Central Mediterranean route (CMR) - results

This section presents results of the DTM Flow Monitoring Survey conducted between February and August 2017 in Sicily and Apulia in the South, and Lombardy, Liguria and Friuli Venezia Giulia, in the North of Italy. The Central Mediterranean sample has 4,712 interviews with migrants of 50 different nationalities (4,334 males and 378 females).

Main findings

- **76%** of male and **67%** of female respondents answered “**yes**” to **at least one** of the four human trafficking and other exploitative practices indicators based on their own direct experience;
- An additional **1%** of respondents reported that a family member travelling with him/her experienced a situation described by one of the exploitative practices indicators (0.7% among males, 5.6% among females);
- **48%** of males and **30%** of females responded positively to **at least 2 out of 4 indicators** of human trafficking and other exploitative practices;

- **80%** of males and **66%** of females reported of having experienced physical violence of any sort during their journey;
- **Male migrants** with the highest share of positive responses are from **Ethiopia, Burkina Faso, Gambia, Bangladesh** (more than **95% of positive responses**); among **females**, highest share of positive responses was registered among **Somalis and Cameroonians (more than 87%)**, with also **Eritreans and Nigerians** reporting a value higher than the average (**76% and 71%** respectively). **Male migrants from Tunisia, Libya and Iraq** have the **lowest** percentage of positive responses of the whole sample (**between 5 and 17 %**);²
- Events captured by the four indicators of individual experiences included in the survey are reported to take place mostly in **Libya (92% of all cases)**, with a small number of events reported to have taken place also in Algeria (2.8%), Sudan (1.3%), Turkey (0.8%) and other West and Northern African countries.

Direct experiences

• Being held against one's will

64% of male and 56% of female respondents reported having been held in a location against their will during the journey, by armed individuals or groups other than any governmental authorities. Most reported events fall into the category of kidnapping for the purpose of requesting a ransom or were related to retention by armed individuals and physical restrictions of movement in a closed space, such as a garage or a connection house. Libya is the country reported in most of the cases (91%) and locations most frequently mentioned are Tripoli, Sabratah, Bani Walid, Sabha, Zawiya. Many respondents reported to have been blocked by non-state actors while in transit from one city to the other (from Sabah or Gatrun to Tripoli, from Tripoli to Sabratah or Zawiya etc.). Other reported countries were Sudan (3%), Turkey (1%), Iran (1%), Algeria (0.8%).

• Having worked without getting the expected payment

50% of male and 25% of female respondents reported having worked or provided services for someone during their journey without receiving the expected payment. Males reported to have experienced unpaid labour twice more frequently than females.

Migrants referred to payments indefinitely delayed by the employer or broker, to threats by an armed individual at the workplace, or to have worked without remuneration as a way of being freed from a condition of arbitrary detention. Construction, agricultural and farm work, cleaning and car washing, gardening and housekeeping are the activities most frequently mentioned. Most reported situations of unpaid work happened in Libya (89%), with also some instances reported in Algeria (6%), Niger (1%), Turkey (1%).

• Being forced to work

31% of male and 26% of female respondents stated they had been forced to work or perform activities against their will. Nearly all of these events were reported to have taken place in Libya (97%) – mainly in Tripoli, Sabratah, Sabha, Bani Walid, Zawiya and Brak – with others also in Algeria (Tamanrasset, Oran) and Niger (Agadez). Working in the construction sector, farm work, cleaning and housekeeping are the most frequently mentioned sectors in which instances of being forced to work occurred. Out of the hundred (100) migrant adult women who reported being forced to work, ten said to have been forced into sexual work and prostitution, and other three to have been forced to dance and entertainment activities in bars.

• Being approached by someone with offers of an arranged marriage

0.3% of all respondents reported having been approached with offers of an arranged marriage (personally or for a close family member). Female respondents reported this instance more often than men (2.9% of female respondents versus 0.1% of males). No child reported this type of experience.

• Having experienced physical violence

75% of all migrants interviewed reported to have suffered from a kind of physical violence during the journey; the rest of those who answered this question did not experience it (20.5%) or declined to respond (4.5 %). Physical violence was reported by **76% of males** and by **65% of females**.

Migrants said to have experienced a severe physical mistreatment and that they have been suffered from hunger and thirst. In some cases, migrants showed to data collectors scars and visible signs of violence on their bodies. Around 82% of all events have been reported to have happened in Libya, followed by Algeria (3%), Iran (3%), Bulgaria (2%) and Niger (2%). Most frequently mentioned locations were Tripoli, Sabratah, Sabha, Bani Walid, the Debdeb and Ténére deserts areas (borders between Algeria and Libya and between Niger and Libya), Sofia and the forest areas at the borders between Bulgaria and Serbia, Agadez, Tamanrasset, Teheran, Khartoum, etc.

² Only groups with more than 30 observations have been considered.

Other observed experiences by migrants along the route

- **Offers of cash in exchange for blood, organs or body parts**

0.6% of all respondents reported to know of instances where people on the journey have been approached by someone offering cash in exchange for giving blood, organs or body parts. Only one female migrant reported this observation, out of a total of thirty (30) migrants.

- **Forced to give blood, organs or body parts**

2.1% of all respondents reported to know of instances during the journey where people have been forced to give either blood, organs or body parts against their will. 0.6% of female respondents and 2.6% of male respondents reported this instance.

Of the 127 respondents who reported one of these two instances that may amount to organ trafficking, only 3 were females. These were reported to have taken place in Libya in 78% of the cases (mainly in Bani Walid, Tripoli and Sabha), followed by Egypt (7%, Cairo and Alexandria), Turkey (4%, Istanbul), and other countries. 60% of all instances have been reported by migrants from Sudan, Somalia, Eritrea and Pakistan.

- **Threatened with sexual violence**

30% of all respondents reported to have observed someone travelling with them having been threatened with sexual violence during the journey. The rest of the respondents did not experience it (58%), didn't know (10%) or declined to respond (2%). **Female** migrants reported to have witnessed these kinds of threats **more often** than their **male** counterparts in the sample (45% and 26% respectively). Also, female migrants more frequently than males declined to respond to the question (6% versus 1%) and less than males responded to not know how to respond (4% versus 10%). Approximately 7% of males and 2% of females were not asked this question due to the sensitive nature of the topic.³

These experiences have been reported in Libya in 93% of the cases, followed by Niger (2%), Algeria (2%) and Sudan (1%). Tripoli, Sabratah, Sabha, Bani Walid and desert areas of southern Libya at the border with Algeria, Niger and Sudan are the most frequently reported locations. Migrants described the events they saw as involving both men and women; in some cases, migrants voluntarily told data collectors that they personally experienced sexual violence or abuse. Some acknowledged to have escaped from a tentative rape in the streets. Others reported of rapes of both men and women while being kept in closed spaces, by either the groups managing non-official detention centres or by external men allowed to enter.

Profile of males and females on the CMR who answered “yes” to at least one of the trafficking and other exploitative practices questions, based on their individual experience

Nationality

Among national groups with more than 30 respondents, male migrants from Ethiopia, Burkina Faso, Guinea, Bangladesh, Somalia, Senegal, Gambia and Côte d'Ivoire have shares of positive responses higher than 90%. Among females, migrants from Somalia and Cameroon have the highest shares (97% and 87% respectively), followed by females from Eritrea (76%) and Nigeria (71%).

Age

The average age of migrants responding positively to at least one out of four indicators is 21 years, with median age 23. Male migrants who responded positively are 1 year younger than female migrants on average (21 versus 22 years).

Sex

Male migrants responded positively to at least one out of the four indicators of exploitation more often than females, with a difference of 11 percentage points (78% versus 67%).

Travelling mode

Migrants who travelled alone or with a group of non-family members responded more positively than migrants travelling with a group of family (78% versus 67%). Among males only, migrants traveling alone and those traveling in a group of non-family members responded positively in 78% of the cases, while those travelling with family responded positively in 74% of the cases.

³ IOM data collectors conducted the surveys with particular attention to the sensitive nature of the questions asked, and did not ask certain questions if they were likely to harm the migrants interviewed.

Among males, 64% reported to have travelled alone, 21% travelled with non-family members, 16% with family members.

Among females only, 73% of those travelling alone responded positively, followed by 75% of those traveling with a group of non-family people and by 55% of those travelling with family members. Among female respondents, 62% reported to have travelled with family members, 30% travelled alone and 8% travelled with family members

Length of the journey

Longer periods spent in transit from one country to the next are associated with a higher share of positive responses to at least one of the trafficking and other exploitative practices indicators. Highest rates of positive responses are registered among migrants spending in transit between 6 months and one year (89%), and more than one year (87%). Also, migrants who did not mention a transit country, because they departed after having spent more than 1 year in Libya (secondary migration, see below), have comparable high rates of positive responses (81%). The lowest share of positive responses is registered among migrants who travelled for less than one month (36%).

Among those who responded positively to at least one of the indicators of exploitation, males reported longer journeys on average than female respondents. Male migrants who responded positively spent in transit 198 days on average (median value 183 days), compared to 104 days on average (64 days median value) among male migrants who did not report individual experiences of exploitation. Female migrants who responded positively spent in transit 161 days on average (median value 135 days), while female migrants who did not report individual experiences of exploitation spent 104 days in transit on average (64 days median value).

Secondary migration movements

Secondary migration – having spent one year or more in a country different from that of origin before moving again towards Europe – is associated with higher shares of positive responses to the exploitative indicators in comparison with migrants who moved from origin without settling or stopping for more than one year in a third country (80% versus 74%). The difference between migrants departing from origin and those departing from a third country is of 5 percentage points among males (80% versus 75%) and of 9% percentage points for females (73% versus 64%).

46% of all male respondents and 35% of female respondents reported to have left from a country different from that of origin, mainly from Libya in 69%, followed by Algeria (6%), Sudan (2%), Turkey (2%) and many other countries.

2.2 The Eastern Mediterranean route (EMR) - results

This section presents results of the 4,771 valid interviews (4,041 males, 730 females) conducted between mid-February and the end of August 2017 in Bulgaria, Greece, Hungary, Kosovo*, Montenegro, Romania, Serbia and the Former Republic of Macedonia. The survey has been conducted with respondents of 66 nationalities.

Main findings

- **9% of male and 15% of female** respondents answered “**yes**” to at least one of the four human trafficking and other exploitative practices indicators based on their own direct experience;
- An additional **0.5%** of respondents reported that a family member travelling with him/her experienced a situation described by one of the trafficking and other exploitative practices indicators (**0.5% among males, 0.7% among females**);
- **6%** of individuals responded positively to at least 2 out of 4 indicators of human trafficking and other exploitative practices (**4% among males, 12% among females**);
- Both among males and females, migrants coming from Central and Southern Africa, from West Africa and from Eastern Africa report the highest shares of positive respondents (66%, 61% and 52% respectively). Migrants from Western Asia are those with the lowest share of positive responses (less than 3%);
- Incidents related to the four indicators of individual experiences included in the survey are reported to take place mostly in Turkey (78% of all cases), followed by Greece (14%), Bulgaria (4%), Iran (1%) and other countries.

Direct experiences

- **Being held against one's will**

1.1% of male and 1.4% of female respondents reported having been held in a location against their will during the journey, by armed individuals or groups other than the relevant governmental authorities. Bulgaria is the

reported country where most incidents of being held against one's will occurred, followed by Turkey and Greece. The majority of all reported incidents happened to migrant men. Increasing controls at the border between Iran and Turkey and between Turkey and Bulgaria seem to force more migrants to spend some time in locations under the control of smugglers, until the price and journey arrangements are setup. Some migrants reported of having been kidnapped by smugglers in Turkey and Bulgaria to obtain more money before arranging the onward journey.

- **Having worked without getting the expected payment**

8% of male and 12% of female respondents reported having worked or provided services for someone during their journey without receiving the expected remuneration in return. Three quarters of all incidents happened in Turkey (76%), followed by Greece (20%), Iran (1%) and other countries. Among males, work without payment was reported mainly in the agricultural sector, in construction and in the manufacturing industry (especially textile). Female respondents reported to have experienced unpaid labour when they worked in bar and restaurants or as housekeepers/servants in private households.

- **Being forced to work**

4% of male and 12% of female respondents stated they had been forced to work or perform activities against their will. Nearly all of these events were reported to have taken place in Turkey (95%) and especially in Izmir, Ayvalik and Istanbul, followed by few other locations in Greece. Construction and agricultural work are the most frequently mentioned occupations mentioned by men, while women reported to have been forced to serve as housekeepers in private households or to work as waitresses in bars and restaurants, in some cases accompanying clients in dancing and drinking.

- **Individuals approached by someone with offers of an arranged marriage**

0.2% male and 3.4% of female respondents reported having been approached with offers of an arranged marriage (for the respondent or for a close family member).

Other observed experiences by migrants along the route

- **Offer of cash in exchange for blood, organs or body parts or being forced to give blood, organs or body parts**

Only one interviewed male migrant reported to know of instances where people on the journey have been approached by someone offering cash in exchange for giving blood, organs or body parts. Additionally, 3 men and 1 child reported to have been aware of instances during the journey where people have been forced to give either blood, organs or body parts against their will (0.1% of the sample).

Profile of males and females on the EMR who answered "yes" to at least one of the trafficking and other exploitative practices questions, based on their individual experience

Nationality

Among males, migrants from Nigeria, Cameroon and Somalia reported the highest shares of positive responses (84%, 69%, 59%), while Syrians, Iranians and Iranians the lowest (2%, 3%, 4%). Cameroonian, Nigerian and Somali nationals also reported the highest shares among females (95%, 94% and 78% respectively), while Iranian, Afghan and Somali females the lowest (below 2%).

Age

The mean age of migrants who responded positively to at least one out of four indicators is 26 years, with median age 24. Migrants with no positive responses to exploitative practices have a higher average age, of 28. Male migrants who responded positively had 27 years on average (median 25), while female ones had 24 years on average (median 23).

Sex

On average, the share of positive responses to at least one indicator of the trafficking and other exploitative practices is higher for female respondents (15%) than for males (9%). All four indicators have a higher percentage of positive responses in the case of women, with the exception of those circumstances in which migrants were held against will, when the percentage of positive responses was similar for both men and women (1.1% and 1.4%).

Travelling mode

Migrants who travelled alone or with a group of non-family members responded more positively than migrants travelling with a group of family members (18% versus 6%). Among males only, migrants traveling alone responded positively in 14% of the cases, while those traveling in a group of non-family members responded positively in 7% of the cases and those travelling with family 5% of the cases.

Among females only, 65% of those travelling alone responded positively, followed by 44% of those traveling with a group of non-family members and by 2% of those travelling with family members. Among female respondents, 77% reported to have travelled with family members, 16% travelled alone and 7% travelled with family members.

Length of the journey

Migrants who spent in transit between 3 and 6 months had the highest percentage of positive responses (35%) followed by migrants travelling more than 6 months (8%). Migrants who spent in transit less than one month in total have the lowest share of positive responses in the sample (5%). Among male migrants who responded positively the average time spent in transit is 135 days (90 days median value), while those who did report individual experiences of exploitation travelled for 115 days on average (38 days median value). Among female respondents, those who responded positively reported 103 days spent in transit on average (90 days median value), while those who did not answer positively travelled on average for 110 days (35 days median value).

Secondary migration movements

Individuals whose travel to Europe is a secondary migration movement have a slightly higher rate of positive responses to trafficking and other exploitative practices indicators than the rest of the sample (11%) composed of migrants who took a direct journey from their country of origin to Europe (10%). 9% of male respondents and 11% of female respondents have reported to have departed from a country different from that of origin, mainly from Turkey, (33%), Greece (25%) and Iran (21%).

3. The context of the Central and Eastern Mediterranean migration routes

Different characteristics of the journey to Europe and of migrants' profile interviewed on the Eastern Mediterranean and the Central Mediterranean routes can explain the observed difference in the rates of positive answers to the trafficking and other exploitation indicators, by route and by sex.

Main nationalities interviewed along the Central Mediterranean route and the Eastern Mediterranean route are different.⁴ In Italy, the first five groups of migrants interviewed include those originating from Nigeria (14%), Guinea (8%), Pakistan (8%), The Gambia (8% and Bangladesh (8%). Among male migrants, the top nationalities in the sample are Nigerian, Guinean, Pakistani, Bangladeshi and Gambian nationals (45% together). Among female migrants, Nigerians represent 42% of the sample alone followed by Somalis, Cameroonians, Ivorians and Eritreans. The same nationalities represent around 43% of all migrants arrived in Italy in the first eight months of 2017 (see Fig. 3 & 4 for comparison).⁵

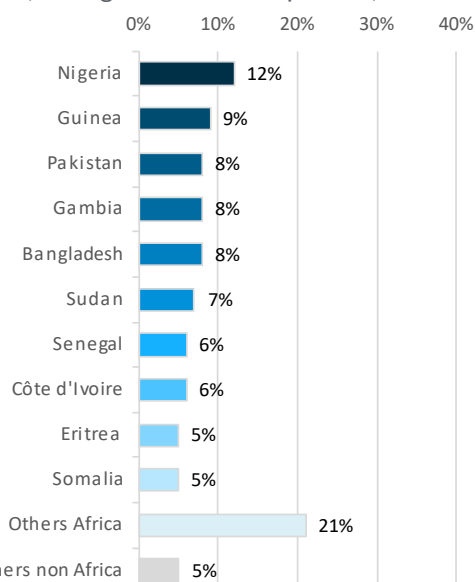


Fig. 1: Share of male respondents by nationality - CMR - 2017

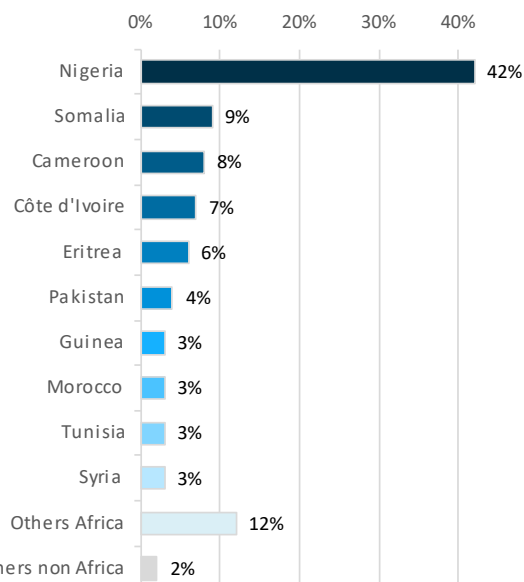


Fig. 2: Share of female respondents by nationality - CMR - 2017

⁴ For the updated figures on arrivals by country please see the [DTM Migration Portal](#) and the [Dataset-Q3 2017](#).

⁵ Pakistanis are over-represented in the sample compared to total arrivals in Italy, due to a 2-month purposive data collection run in Friuli Venezia Giulia (border with Slovenia). Pakistani migrants are 1.5% of the arrivals registered by sea in 2016 and 2.5% of the arrivals registered between January and September 2017 (5,431 in total). Nevertheless, as the DTM sample also shows, some migrants enter Italy by land from the North-eastern borders with Slovenia and Austria. The number of first-time asylum applicants lodged by Pakistani nationals in Italy (13,470 in 2016, 5,970 between January and July 2017 according to Eurostat) is intended higher than the sole sea arrivals.

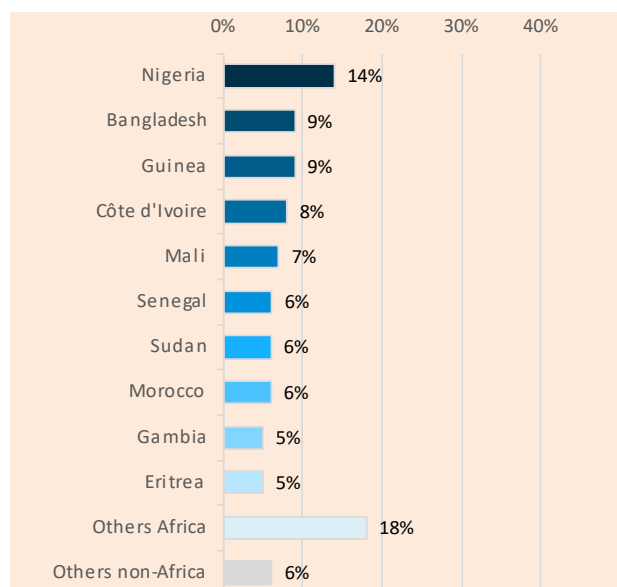


Fig. 3: Share of male arrivals by sea by nationality - CMR - 2017 (source: Italian Mol)

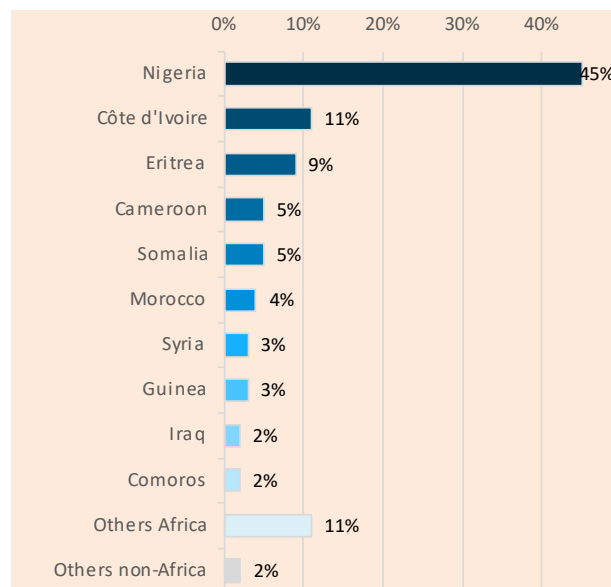


Fig. 4: Share of female arrivals by sea by nationality - CMR - 2017 (source: Italian Mol)

On Eastern Mediterranean route, the main national groups surveyed are Afghanistan (25%), Syria (20%), Pakistan (20%), Iraq (11%) and Iran (5%). Among male migrants, the top nationalities in the sample are Afghanistani, Pakistani, Syrian, Iraqi and Algerian (81% of all males in the sample). Among female migrants, Syrians represent 40% of the sample alone followed by Iraqis, Afghans, Iranians and Nigerians. According to the available data, migrants from Syria (39%), Iraq (17%), Afghanistan (9%) and Pakistan (6%) comprise 71% of the overall sea arrivals to Greece since the beginning of 2017 (see Fig. 7 for comparison).⁶

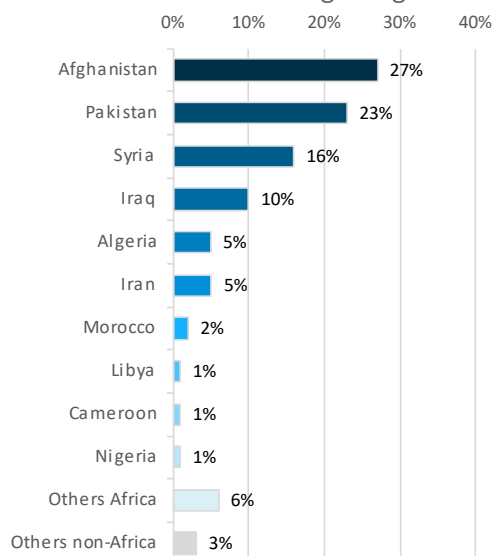


Fig. 5: Share of male respondents by nationality - EMR - 2017.

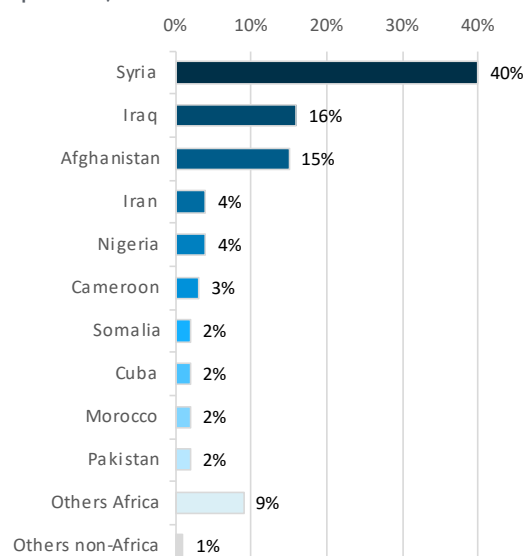


Fig. 6: Share of female respondents by nationality - EMR - 2017

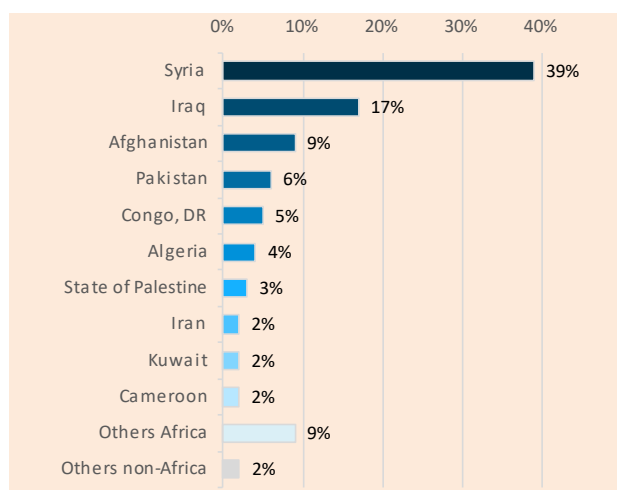


Fig. 7: Share of arrivals by sea by nationality in Greece* - EMR - 2017 (source: Greek authorities)

* Data on arrivals disaggregated by sex is not available for Greece and other countries on the EMR.

Age and sex

Along the Central Mediterranean route, respondents are usually younger than those who travel along the Eastern Mediterranean route. The average age of respondents in Italy is 23, while the average age of migrants on Eastern Mediterranean route is 28. Also, female respondents are older than male respondents on average (28 years versus 25 year).

Male respondents comprise majority of migrants surveyed on both routes. On the Central Mediterranean route, 55% of males and 60% of females were between 18 and 25 years old, while on Eastern Mediterranean route 52% of males and 67% of females were older than 25 years.

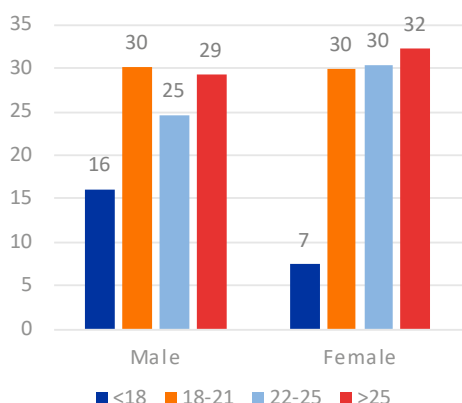


Fig. 8: Share of respondents by age class and sex - CMR

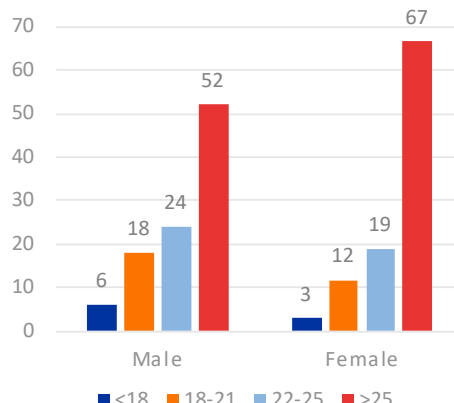


Fig. 9: Share of respondents by age class and sex - EMR

Level of education

Among males, the largest share of migrants reported to have achieved a lower-secondary education level on both routes (32-31%), but males on the CMR are less educated than their counterparts on the EMR (25% versus 14% with no formal education).

Among females, the most frequent answer is to have no formal education (31% on the CMR, 28% on the EMR), followed on both routes by those who have achieved a lower-secondary education level.

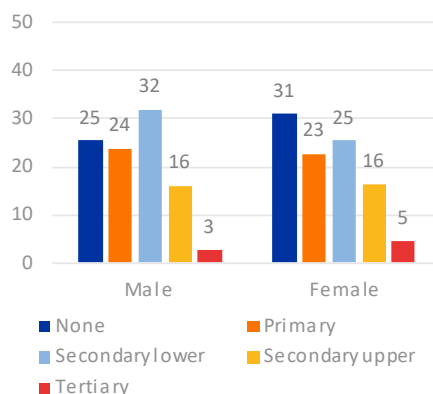


Fig. 10: Share of respondents by education level and sex - CRM

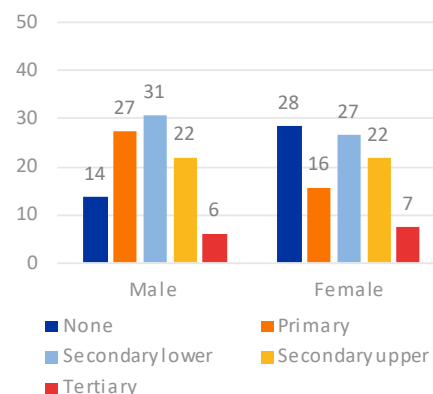


Fig. 11: Share of respondents by education level and sex - EMR.

Among children, 21% of boys and 18% of girls never went to school and 31-33% left school more than two years before being interviewed. Less than a third of both male and female children reported to have left school less than one year prior to the interview (21% and 29% respectively).

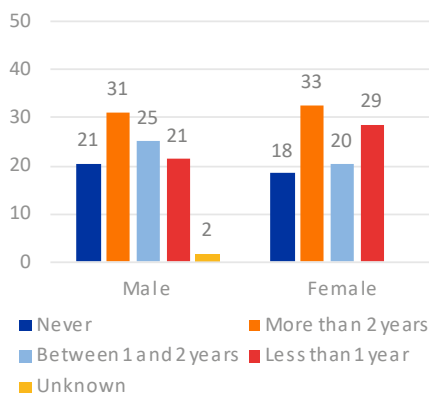


Fig. 12: Last time in school (% among children) - CMR and EMR together*

* Female children are too few on each route to be considered as separated groups (28 on CMR, 21 on EMR).

Civil status

The majority of all respondents reported to be single. Migrants surveyed in Italy are less likely to be married than those interviewed on the Eastern Mediterranean route (19% versus 39%).

On the CMR, male respondents reported to be single in most of the cases (81%), then married (18%) or widowed/divorced (1%). Female respondents reported more often than males to be married (33%) and to be widowed or divorced (8%), although the majority of them too reported to be single (58%).

On the EMR, two thirds of male respondents reported to be single (65%), then married (34%) or widowed/divorced (1%). Most female respondents reported to be married (67%), followed by those who reported to be single (25%) and those who were widowed or divorced (8%).

Employment status before departure

On the CMR, most male migrants reported to have been employed or self-employed before departure (41% and 14% respectively), while 14% reported to have been studying and the remaining 31% was unemployed. Almost half of female respondents (47%) reported to have been unemployed before departure, while the rest was employed (34%), self-employed (13%) or a student (6%).

Similarly, on the Eastern Mediterranean route most male migrants reported to have been employed or self-employed before departure (42% and 16% respectively), while 8% reported to have been studying and the remaining 34% was unemployed. Female respondents instead reported to have been unemployed in more than half of the cases (53%), followed by those employed (14%), self-employed (28%) or studying (5%).

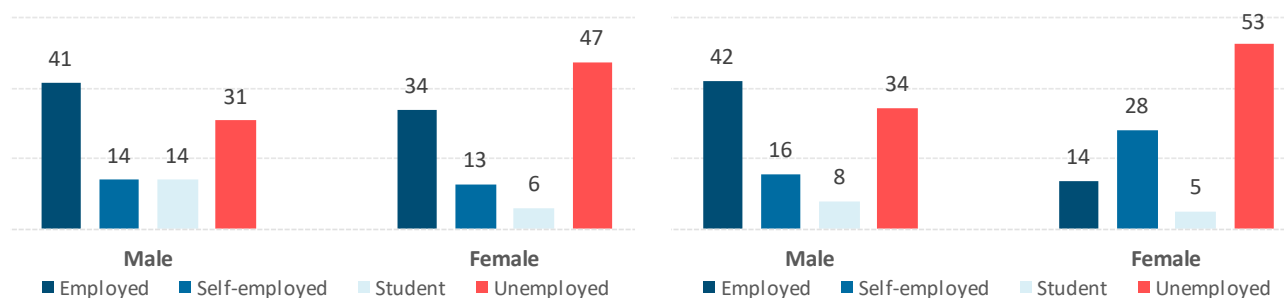


Fig. 13: Share of respondents by employment status before departure and sex - CMR

Fig. 14: Share of respondents by employment status before departure and by sex.- EMR

Among those who had an occupation, males on the Central Mediterranean route reported to have had prevalently elementary occupations (29%), skilled manual occupations (26%), jobs in the services and retail sectors (21%); the most frequently reported sectors of activity were manufacturing (18%), retail and trade (17%), agriculture (15%) and construction (11%). Their female counterparts reported to have been employed in the services and selling activities (36%) or to have elementary occupations (33%) in most of the cases; the most frequently mentioned sectors of activity were care and domestic services (52% of female respondents who were employed before departure), followed by the retail and trade sectors (16%).

On the Eastern Mediterranean route, occupations among male respondents were mainly as sellers and other services activities (43%), followed by skilled manual jobs (23%) and by those who reported to had managerial or professional jobs (13%); agriculture and retail and trade were two most frequently mentioned sectors of activity (18% of male employed each), followed by construction (14%) and transportation (12%). Among female respondents who had an occupation before departure, 65% reported to have had an elementary occupation, followed by 18% employed as sellers or in other service activities; consistently, the most frequently mentioned sectors of employment were domestic sector (63%) and other services (11%), mainly related to the provision of food and accommodation services (8%).

The journey

Overall, male respondents travelled alone more frequently than their female counterparts (64% versus 30%).

On the Central Mediterranean route, 85% of male respondents travelled alone, while 11% reported to have travelled with a group of non-family members and the remaining 4% to have travelled with at least one family member. On the same route, 57% of females travelled alone, while 32% travelled with at least one family member and 11% with a group of non-family persons.

On the Eastern Mediterranean route, responses related to travelling mode are more evenly distributed among male migrants: 41% reported travelling alone, 31% with a group of non-family persons (31%) and 28% with at least with one family member. Their female counterparts reported to have travelled with a family member or group in 77% of the cases, while 16% to have travelled alone and 7% to have travelled in a group of non-family persons..

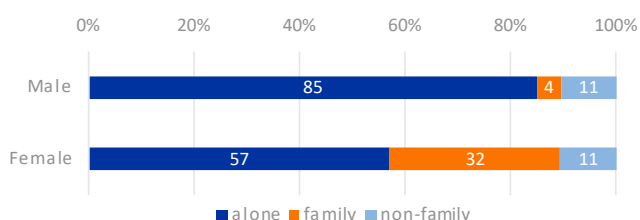


Fig. 15: Share of respondents by travelling mode and sex - CMR

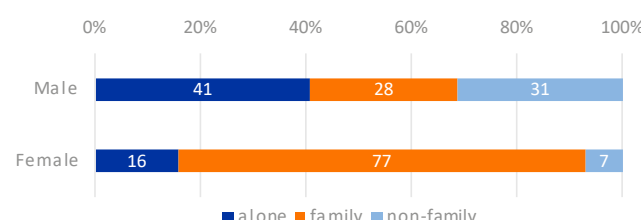


Fig. 16: Share of respondents by travelling mode and sex - EMR

Migrants on the Central Mediterranean route reported longer periods spent in transit than migrants interviewed on the Eastern Mediterranean route (172 days versus 115 days, with a median value 152 and 42 respectively). On the Central Mediterranean route, 30% of males and 22% of females travelled for more than 6 months, while among migrants interviewed on the Eastern Mediterranean route, 31% of males and of females reported to have travelled for less than 1 month.

Longer journeys and higher number of transited countries involve many different means of transportation and more stops due to a variety of circumstances (waiting for transportation or other travel arrangements, need to collect more money, route closure, detention etc.). Discontinuous journeys are associated with higher vulnerability of migrants to abuses and exploitation. No transit is reported by all migrants who have moved from the departure country to the country where the interview was recorded (for example departing from Libya and being interviewed in Italy, or departing from Turkey and being interviewed in Greece): 34% of respondents on the CMR and 16% of respondents on the EMR.

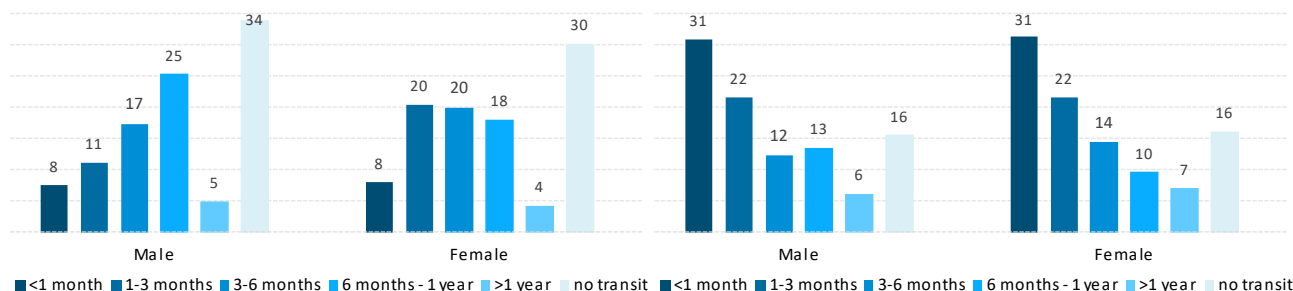


Fig. 17: Share of respondents by time spent in transit and sex - CMR

Fig. 18: Share of respondents by time spent in transit and sex - EMR

Secondary migration

Forty-six per cent of males and 35% of female respondents on the CMR reported to have departed from a country different from that of origin. This occurrence is far more frequent on the Central route than on the Eastern route, where it is reported by 9% of male and 10% of female respondents.

On the **Central Mediterranean route**, respondents who engaged in secondary migration departed from Libya (69%), Algeria (6%), Sudan (2%) and Turkey (2%). Germany also was mentioned by almost 7% of respondents, either who were obliged to go back to Italy according to the Dublin regulation or who decided to move back autonomously to apply for asylum in Italy and regularize their status.

On the **Eastern Mediterranean route**, Turkey (33%), Greece (25%), Iran (21%), Serbia (5%) and Iraq (4%) were the most frequently mentioned countries of departure among migrants who stopped for more than one year in a country different from the one of origin.

Twenty-seven per cent of respondents in the Eastern Mediterranean sample (26% of males, 28% of females) and 8% of respondents in Italy (9% of males, 6% of females) reported to have been forcibly returned at least once after having tried to move on from the country where the survey was conducted.

Cost of the journey

Travelling along the Eastern Mediterranean route seem to cost more on average than travelling along the Central Mediterranean route, for both male and female respondents.

On the Central Mediterranean route, male migrants reported to have paid between 1,000 and 2,500 USD in 24%, followed by those who paid less than 1,000 USD (19%), more than 5,000 USD (16%), and between 2,500 and 5,000 USD (11%). Almost a quarter of them (24%) could not estimate the total amount paid, while 6 % reported to have not paid for the journey. Most of female respondents could not provide an estimate of the total amount paid for travelling (40%) and an additional 19% of them reported to have not paid for the journey. While not knowing the total cost of the journey is associated with the difficulty of retrieving and summing up all costs during a long journey (bribes, ransoms, multiple transport and smuggling services, living expenses etc.), reporting to have travelled without paying can indicate that the migrant has incurred in a debt which he/she is expected to repay upon arrival in Europe.

On the Eastern Mediterranean route, migrants reported to have paid between 2,500 and 5,000 USD in most of the cases (46% of males, 42% of females). More than a third of them estimated to have paid more than 5,000 USD for the whole journey (34% of males, 38% of females), while only a minority paid less than 2,500 USD (17% of males, 8% of females). On this route, few migrants could not estimate the cost of the journey (3% of males, 12% of females) and no one reported to have travelled without paying at all.

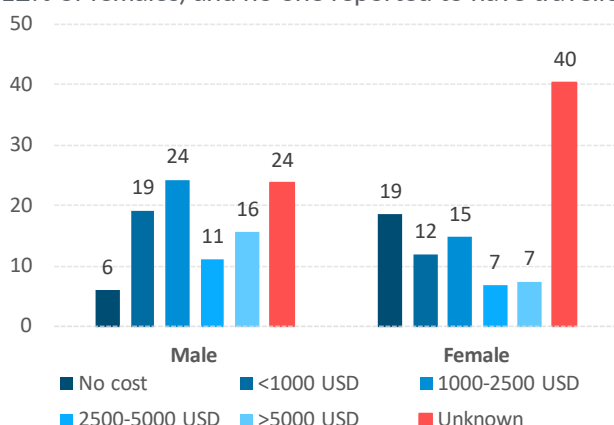


Fig. 19: Share of respondents by estimated cost of the journey and sex - CMR

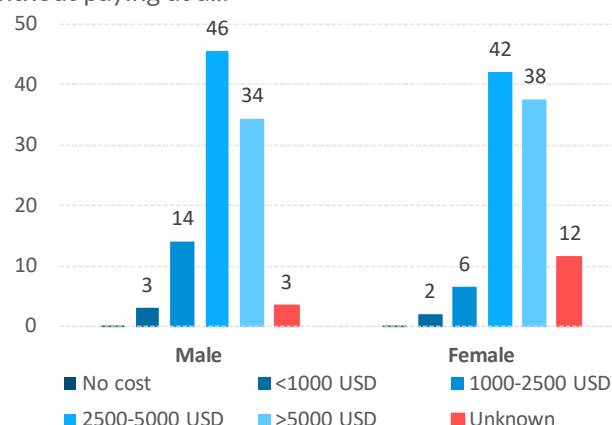


Fig. 20: Share of respondents by estimated cost of the journey and sex - EMR

Cost of the last leg of the journey

The same patterns seem to apply also when looking only at the estimated cost of the last leg of the journey, to reach the country where the migrant was interviewed. Thirty-four per cent of males and 48% of females on the Central Mediterranean route could not estimate the amount paid for the last part of their journey (in the majority of cases, the boat from Libya to Italy). On the Eastern Mediterranean route, migrants most frequently reported to have paid between 500 and 1,000 USD for the last part of their journey (31% of males, 46% of females), while the share of those who could not provide any estimate, although significant, is lower than on the Central Mediterranean route (18% of males, 24% of females).

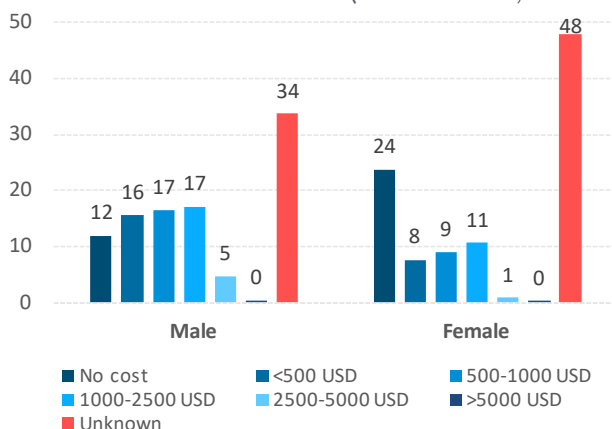


Fig. 21: Share of respondents by estimated cost of the last leg of the journey and sex - CMR

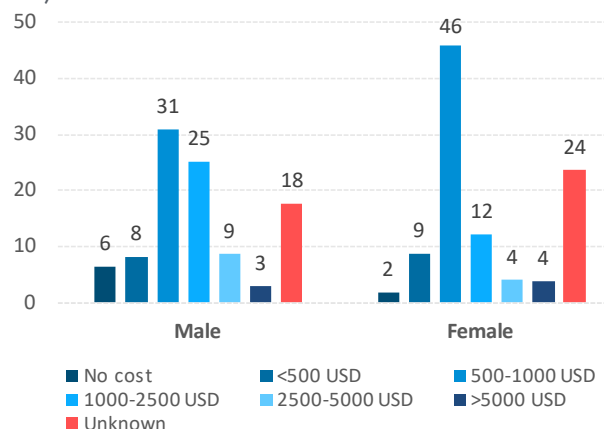


Fig. 22: Share of respondents by estimated cost of the last leg of the journey and sex - EMR

Reason for leaving the country of origin

Reasons for leaving the origin country seem to differ more between males and females on the Central Mediterranean route than on the Eastern Mediterranean route.

Among respondents in Italy, economic reasons and war or conflict are the two reasons most frequently mentioned by males (36% and 22% respectively); among “other reasons” mentioned by males there were “avoid compulsory military services”, “family issues over land or other businesses”, “sexual orientation discrimination”. Fear of personal violence and persecution is the most frequent reason mentioned by females (52%), together with other reasons (21%) which include “being convinced by someone to leave”, “escaping forced marriage”, “family problems”, “avoid compulsory military services”.

Among respondents on the Eastern Mediterranean route, war and conflict is the most frequently mentioned reason for leaving for both males and females (56% and 67% respectively), followed by economic reasons (48% and 49%) and fear of persecution and violence (18% and 24%). Among “other reasons” both males and females mentioned mostly “family issues”, “political reasons” and “religious problems”.

The survey allowed for choosing more than one option as reason for moving, which means that sum of shares for each reason is higher than 100%. The graphs show the distribution of all responses by sex and by route.

Reason for leaving when the country of departure is different from that of origin

When migrants left from a departure country different from the one of origin (secondary migration, see above), the survey asked a follow-up question on the reason to move again until the country where the survey was carried out, in order to understand to what extent reasons for migration change in time and in different contexts of departure. This group of migrants – as showed before – has been mostly interviewed on the Central Mediterranean route (82% of all those who experienced secondary migration).

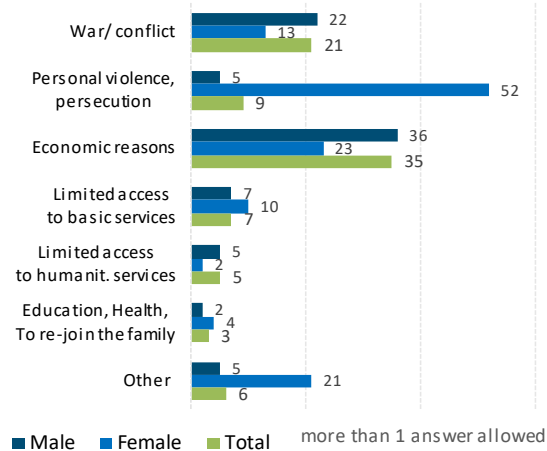


Fig. 23: Share of respondents by reason for leaving the origin country, by sex and total - CMR

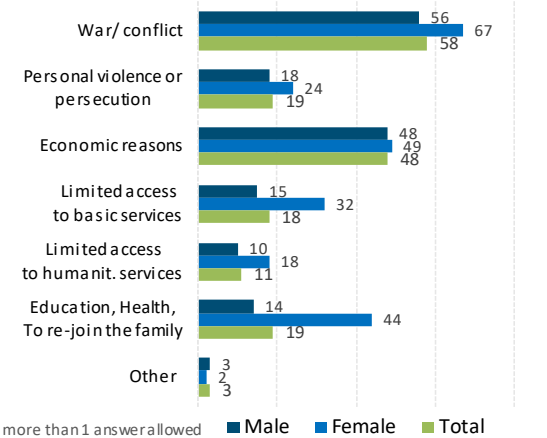


Fig. 24: Share of respondents by reason for leaving the origin country, by sex and total - EMR

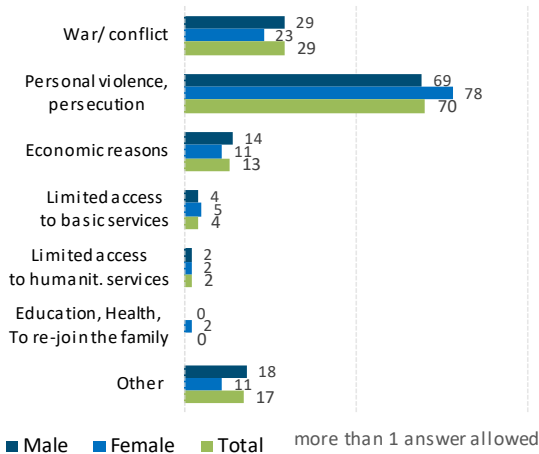


Fig. 25: Share of respondents by reason for leaving the departure country, by sex and total - CMR

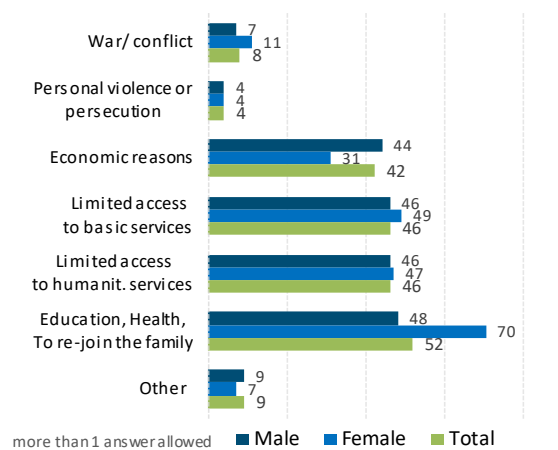


Fig. 26: Share of respondents by reason for leaving the departure country, by sex and total - EMR

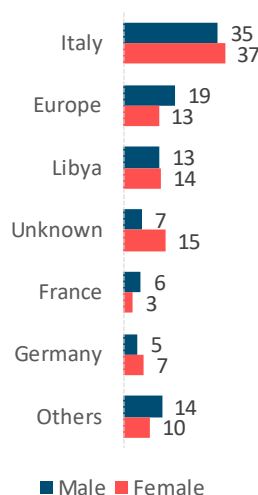
In Italy, most migrants who engaged in secondary migration reported to have left the departure country because of fear of personal violence and persecution (69% of males, 78% of females), followed by war and conflict (29% of males, 23% of females) and economic reasons (14% of males, 11% of females). Seventeen per cent of the total reported “other reasons”, which include “problems with documents”, “Dublin regulation” and “desire to reach another country”.

On the Eastern Mediterranean route, limited availability of basic and humanitarian services is mentioned by 46% of all migrants, with slight differences between males and females. Also, education opportunities, health services and the possibility of re-joining with some family members were mentioned by 48% of males and 70% of females as reasons to engage in secondary migration. Eighteen per cent of males and 11% of females also reported “other reasons”, which include “desire to reach another country”, “EU relocation scheme” and “problems with documents”.

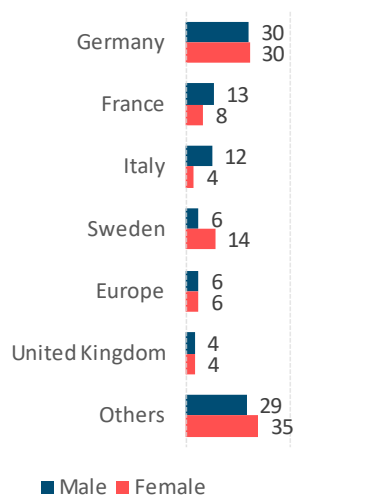
Intended destination

On the CMR, Italy is reported as first intended destination at the time of departure by 35% of males and 37% of females, followed by Europe in general (19% and 13% respectively), and Libya (13 and 14% respectively). Fourteen per cent of males and 10% of females reported to have no specific destination in mind at the time of departure.

On the EMR, both males and females reported Germany as first intended destination (30%), followed by France (13% of males, 8% of females), and Italy (12% and 4% respectively). While the share of those who mentioned Europe in general or who did not have any specific destination in mind is lower than on the CMR (10% in total for both males and females), on this route migrants mentioned a higher number of countries of Central and Northern Europe.



■ Male ■ Female
Fig. 27: Share of respondents by intended destination at the time of departure by sex - CMR



■ Male ■ Female
Fig. 28: Share of respondents by intended destination at the time of departure by sex - EMR

As intentions changes by route and between the moment of departure and the moment of the interview when the migrant is already far away from his origin location, migrants were asked a follow up question on the intended destination at the time interview, after having reached Europe.

Italy is reported by 69% of males and 71% of females on the Central Mediterranean route as the country they intend to stay now that they are in Italy, followed by France (8% and 3% respectively), and the United Kingdom (6% and 2% respectively). The increase in migrants reporting Italy is probably due to the fact that reaching other countries in Europe is more difficult than what was perceived at the beginning of the journey.

On the Eastern Mediterranean route, the share of respondents who reports Germany decreased from 30% to 21% among males and from 30% to 25% among females, with more respondents reporting other countries than before (for example, Italy, Greece and Bulgaria).

Appealing socio-economic conditions (36%), safety (24%) and the only choice they had (16%) are the first three reasons mentioned by migrants interviewed in Italy as the choice of destination. Migrants interviewed in the Balkans mentioned the presence of relatives (31%), the appealing socio-economic conditions (31%) and the possibility to access asylum (12%) as the most prominent reasons for choosing their intended destination.

This finding is consistent with the fact that 91% of both male and female migrants on the Central Mediterranean route reports of having no relatives at destination, while the remaining 7% reported to have non-first line relatives, and 1% to have first-line relatives there. On the Eastern Mediterranean route, male migrants reported to have no relatives at destination in most of the cases (60%), followed by non-first line family members (27%) and 13% with first-line relatives at destination. As for their female counterparts, 36% reported to have first-line relatives at destination, followed by 32% with non-first-line relative and 32% with no relatives at destination.

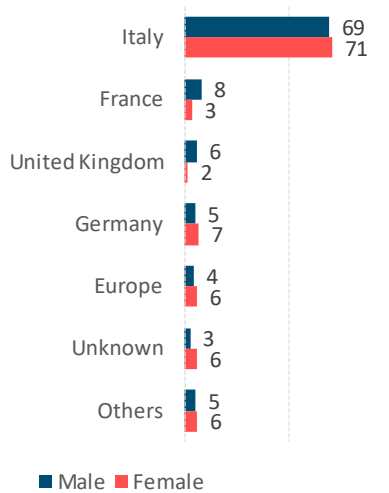


Fig. 29: Share of respondents by intended destination at the time of the interview by sex - CMR

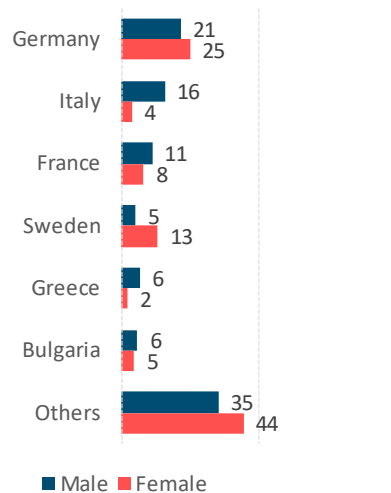
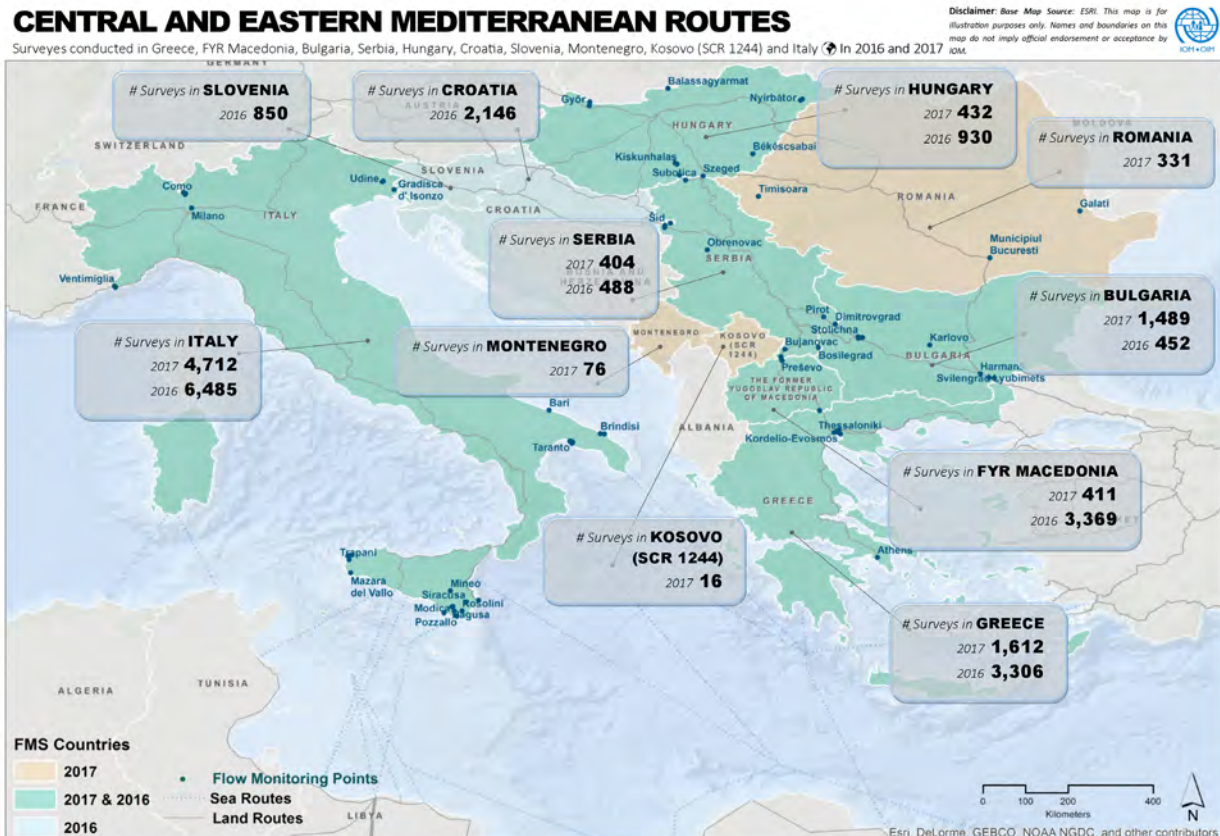


Fig. 30: Share of respondents by intended destination at the time of the interview by sex - EMR



4. Methodology

The DTM's Flow Monitoring Surveys

This report presents the results of a data collection run by IOM field staff in 9 European countries aimed at capturing the flows, profile and experiences of migrants travelling along the Central and Eastern Mediterranean routes in 2017. This research is part of the IOM's Displacement Tracking Matrix (DTM) implementation in the Mediterranean, which started in October 2015 within the framework of IOM's research on populations on the move through the Mediterranean and Western Balkan routes to Europe.

The DTM's baseline FMS module captures data on the demographic profile of the respondents, the circumstances of their migration journey and migration push factors, their place of origin or their last country of habitual residence, and the existing pull factors in their intended country of destination. In 2017, the survey was run with an upgraded version of the questionnaire compared to that implemented in 2016, following the feedback received from different IOM missions, departments and relevant partners, with an emphasis on enhancing the protection aspect, especially in relation to children on the move and human trafficking and other exploitative practices indicators.

The revised questionnaire allows for greater insight into migrants' decision making process in the country of origin and of departure/residence; has more detailed questions on family and employment status before departure; includes additional child focused questions (e.g. education levels, the last time a child had access to education). The module dedicated to questions on a set of specific human trafficking and exploitation practices, prepared by IOM's Assistance to Vulnerable Migrants (AVM) Unit it now includes reference to sexual and gender-based violence (SGBV) and it allows to capture with more detail the locations where circumstances occurred. The survey structure has the advantage of facilitating the collection of data that relates to the direct experiences of the primary respondent. The respondent is also asked follow-up questions about whether a reported experience applies to any of his or her family members travelling with him or her on the journey, in order to capture the experiences of other migrants and refugees on the route.

Sampling

The survey is designed for profiling third-country nationals (non-European) who are migrating towards Europe through the so-called Central route. Only migrants age 14 and above are approached. Only migrants arrived in the country of the interview at maximum one year prior the interview were considered. The survey was translated into Arabic, Dari, English, French, Farsi, Italian, Pashtu and Urdu.

The surveys are fully anonymous and voluntary. Respondents are approached in an ad hoc manner by IOM field staff and are informed on the purpose of the survey, which has no relation with the status of the migrant in the country where the interview is conducted. Only those who give their consent to be interviewed were posed the remainder of the questions. The sample is therefore not random and, as with all surveys of this kind, this can lead to selection bias. Those more willing to respond to this survey are often young adult males, which are therefore slightly overrepresented in comparison to women.

Through the use of standardized measures, comparisons across countries, time and different populations, the survey allows to give a good understanding of the overall profile of migrants in transit towards Europe and of their vulnerability to abuse, human trafficking and exploitation while en route.

Data collection periods and locations

The sample structure intends to represent the nationalities, sex and age structures of migrants arriving in Italy through the Central Mediterranean route, and therefore it aims to be representative. The fieldwork conditions have changed throughout the survey period, to account for changes in incoming flows to Italy and to give a good representation of both arrival and transit points in the country.

In 2017 data collection activities in Italy (February-August) have been diversified in 5 Italian regions, with a total of more than 50 flow monitoring points covered, including 3 hotspots (Pozzallo, Trapani and Taranto), other governmental reception centres for asylum seekers, transiting centres and unofficial gathering points. In the South of the country (Sicily and Apulia) migrants are interviewed at entry and transit points soon upon arrival in ports where disembarkations from Search and Rescue operations take place (Pozzallo, Catania, Trapani, Taranto, Brindisi); in Lombardy migrants are interviewed mainly in transit centres close to the Italy/ Switzerland border (Como) and in Milan, which is a major hub for asylum seekers and migrants to be hosted or distributed in the region; in Liguria, migrants have been interviewed in transiting centres in Ventimiglia (close to the border with France); in Friuli Venezia Giulia migrants have been interviewed in reception centres which mainly host migrants entered by land from Slovenia or Austria. Hence, the overall sample from the survey conducted in Italy also includes a share of migrants arrived in Italy by land, travelling along the Eastern Mediterranean route.

On the Eastern Mediterranean route, the 2017's interviews were collected between February and September in locations of entry, transit, and exit same as in specialized accommodation and reception centres in Bulgaria, Greece, Hungary, Kosovo*, Montenegro, Romania, Serbia and the Former Yugoslav Republic of Macedonia. The data collection activities have been adjusted following the different developments on the ground. A network of data collectors covered more than 20 among official reception centres, transit/exit/entry points and accessible unofficial sites with reported presence of stranded migrants: Athens, Oreokastro, Thessaloniki and Schisto in Greece, Gevgelija in the southern part the Former Yugoslav Republic of Macedonia, the reception centres of Nyrbator, Vamosszabadi, Gyor in Hungary, the transit zones near the border with Serbia (Röszke and Tompa), the reception centres of Harmanli and Pastrogor in Bulgaria and the transit sites in Subotica and Sid in Serbia, the reception and transit centers in Timisoara, in the bordering area between Romania, Hungary and Serbia.

DTM Mediterranean

Flow Monitoring Survey (FMS) is one of the components implemented under DTM portfolio in Europe. Aside from the primary data collection through direct interviews, it includes also collation of statistical information products, based on secondary data revision. Compilation of available data and information is released on monthly, quarterly and yearly basis, together with a comprehensive datasets. More frequent updates and maps with information on arrivals to Europe and migrants' presence in the Western Balkans are available on the [Flows to Europe Geoportal](#). The same platform contains all publications released as part of the DTM Mediterranean activities and can be directly accessed [here](#). Some of the latest products can be seen below.



Flows Compilation Report

November 2017

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Migrant Vulnerability to Human Trafficking and Exploitation: Evidence from the Central and Eastern Mediterranean Migration Routes

December 2017

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