



International Organization for Migration (IOM)
The UN Migration Agency

DTM

ANALYSIS: FLOW MONITORING SURVEYS MIGRANTS INTERVIEWED ALONG THE CENTRAL AND EASTERN MEDITERRANEAN ROUTES, 2016 AND 2017 COMPARED OCTOBER 2017

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PHOTO: RESCUING STRANDED MIGRANTS AT NIGER DESERT NEAR MADAMA (BORDER POINT BETWEEN NIGER AND LIBYA).



9,483 interviews were conducted in Italy, Bulgaria, Greece, Hungary, Serbia, and The former Yugoslav Republic of Macedonia, Montenegro, Romania, Serbia, and Kosovo* from January to September 2017 and 15,026 surveyed were conducted in Italy, Bulgaria, Croatia, Greece, Hungary, Serbia, Slovenia, and The former Yugoslav Republic of Macedonia from January to September 2016

Focus of the analysis

This report provides comparative analysis of migrants' demographic profile, cost of journey, and their future travel intentions between two time periods: 2016 and 2017. The analysis presents findings about all migrant surveyed and focuses on the comparison of the main features by route and by year of the interview.

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About DTM's Flow Monitoring Surveys

The flow monitoring surveys started as part of the IOM's Displacement Tracking Matrix (DTM) activities in the Mediterranean that have started in October 2015 and are being conducted within the framework of IOM's research on the move of third-country nationals through the Mediterranean and Western Balkan Routes to Europe. This report presents the results of surveys conducted by IOM field staff in Italy, Slovenia, Montenegro, Kosovo*, Greece, Hungary, Serbia and the former Yugoslav Republic of Macedonia (Eastern Mediterranean route) in different periods between January and September 2016 and January to the end of September 2017

The survey gathers information about 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 moving and intentions. The round of surveys implemented in 2017 is using an upgraded version of the questionnaire compared to that implemented in 2015-2016. The new questionnaire has been revised following the feedback received from field missions, different IOM departments and relevant partners including from other UN agencies.

The revised questionnaire allows for greater insight into migrants' decision making process in the country of origin and in the country of departure/residence including possibility to better capture secondary migration. It consists of more detailed questions on family and employment status before departure, additional child focused questions (eg. education levels, the last time a child had access to education) and it allows the interviewer to capture more locations where protection incidents occurred. The Eastern Mediterranean survey also includes six questions that are proxy indicators for potential human trafficking or exploitative practices that the respondents or other migrants travelling with them might have experienced on the route. The Central Mediterranean survey is identical with the exception of two additional pilot questions within the Human Trafficking and Other Exploitative Practices Prevalence Indication module, focusing on migrants direct or indirect experience with sexual gender based violence and physical violence during the journey.

Further information about the questionnaire, proxy indicators and survey implementation can be found in the [Methodology section](#).

1. CENTRAL MEDITERRANEAN ROUTE

Sample size and main nationalities surveyed

The Central Mediterranean route refers to mixed migration flows of third country nationals arriving towards Europe (Italy) crossing the Central Mediterranean Sea. Most of these flows originate from Western and Central Africa, with Libya, Tunis and Egypt being reported as departure locations prior embarking a boat for Europe. Additionally, some migrants reach the Southern coasts of Italy departing from Turkey and Greece. This report includes analysis of the total number of 4,712 migrants that were surveyed in Italy between February and August 2017 and 3,485 migrants that were surveyed in Italy between June and September 2016.

Main nationalities surveyed in 2016 and 2017 were slightly different. In 2017, nationals of Nigeria, Guinea, Pakistan, the Gambia, Bangladesh, and Sudan accounted for approximately half all respondents surveyed. In 2016, while the largest nationality surveyed were also Nigerian nationals, the second largest nationality surveyed was Eritreans, followed by the Gambians, Senegalese, and Bangladeshis. These five nationalities comprised 54% of all respondents surveyed in 2016. The differences in the two samples reflect both a change in migrant inflows between the two years and a change in the surveyed locations; in 2017 the survey also covered few locations in the North of Italy, where migrants are known to transit to try to move onwards to other European countries.

According to the official statistics, migrants from Nigeria (16%), Guinea (9%), Bangladesh (8%), Sudan (5%) and the Gambia (5%) represented 43% of all arrivals by sea in Italy between January - September 2017 and migrants from Nigeria (21%), Eritrea (12%), the Gambia (7%), Senegal (5%), and Bangladesh (4%) represented 49% of all arrivals by sea to Italy in 2016. This makes the sample representative of the overall number of arrivals and nationalities represented among them. It should be noted that Pakistanis are over-represented in the sample for 2017 compared to total arrivals in Italy in 2017, due to a two months purposive data collection run in Friuli Venezia Giulia, the North-Eastern region bordering Slovenia

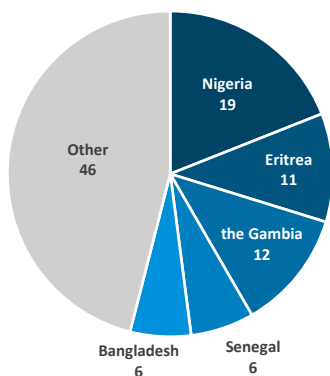


Figure 1: Percentage of respondents by nationality (2016).

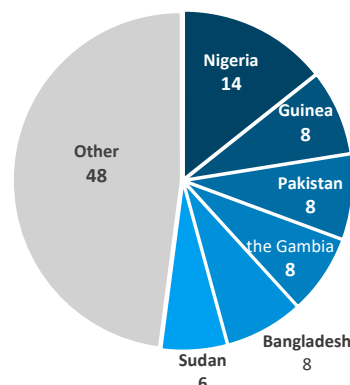


Figure 2: Percentage of respondents by nationality (2017).

Age and Sex

The average age of respondents surveyed in 2016 and 2017 did not differ significantly. The average age of respondents surveyed in 2016 was 21 years, while the average age of migrants surveyed in 2017 was 23 years.

In both periods, adult men comprised the largest share of all respondents surveyed (77% in 2017 and 64% in 2016), while women comprised 10% of all respondents surveyed in 2017 and 8% in 2016. Children between 14 and 17 years comprised 15% of respondents in 2017, while 26% of all respondents surveyed in 2016 were children between 14 and 17 years.

The overall structure of arrivals in terms of age (distinction between adults and children) has been quite stable across the two years. In 2016 male comprised 70% of all arrivals, women - 14% and children 16%. In 2017 male comprised 75% of all arrivals, women - 11%, and children 14%. In 2016 the sample over-represented children while in 2017 the share of children represent well the structure of arrivals. This is due to the fact that in 2016 most interviews were done close to landing points, where children were used to stay longer than adults while waiting to be transferred in dedicated shelter and were hence slightly easier to survey than adults.

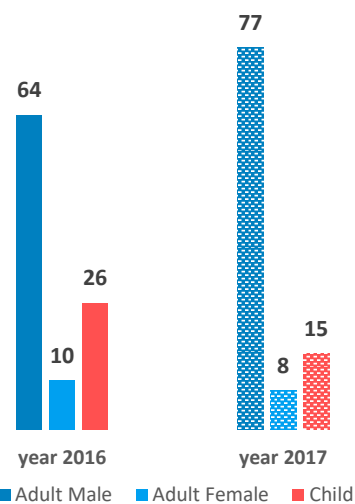


Figure 3: Percentage of respondents by survey year and sex.

Education level : Adults

Approximately half of all adult respondents surveyed in both time periods reported having completed secondary education. The percentage of respondents surveyed in 2016 who reported not having completed any formal education was double of those who were surveyed in the same period of 2017. Moreover, percentage of respondents who reported having completed tertiary education decreased sharply from 10% of those who were surveyed in 2016 to 3% of those who were surveyed in 2017.

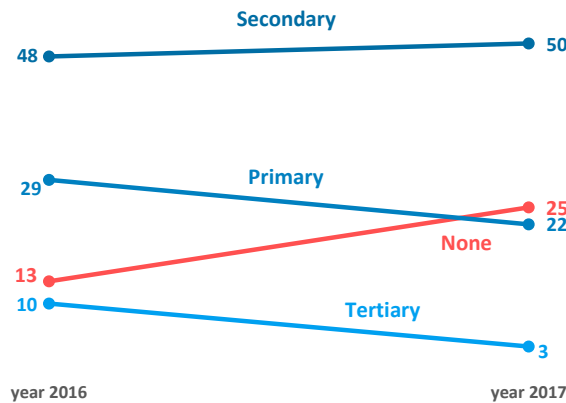


Figure 4: Percentage of adult respondents by year and education levels.

Education level : Children between 14 and 17 years

The percentage of children who reported not having completed any formal education increased by 20 percentage points among those respondents who were surveyed in 2017 in comparison to those interviewed in 2016.

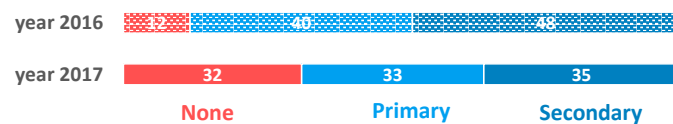


Figure 5: Percentage of children by year and education levels.

Marital Status

The percentage of respondents over 18 years who reported to be single declined slightly from 82% in 2016 to 75% in 2017. The percentage of respondents who reported to be divorced or widowed remained the same during both time periods.

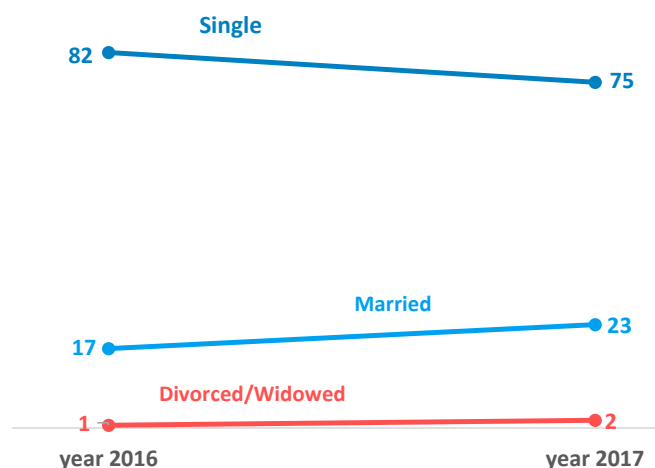


Figure 6: Percentage of adults by year and marital status.

Travel: Adults

In the survey period of February - August 2017 the share of respondents who reported travelling alone increased by 11 percentage points when compared to the sample collected in 2016; 83% vs. 72% respectively. In both time periods males were more likely to travel alone than females. This resonates with the fact that female respondents declared to be married more frequently than male ones.

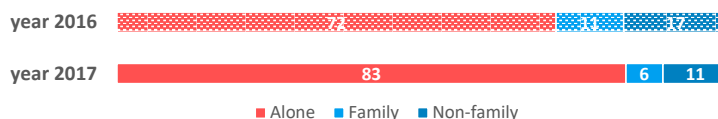


Figure 7: Percentage of respondents who were travelling alone/with family/non-family member(s).

Travel: Children

Moreover, over 70% of all children between 14 and 17 years surveyed were travelling unaccompanied during both years. The share of children travelling alone increased by 13 percentage points from 71% in the periods of January - September 2016 to 84% in the period of January - September 2017.

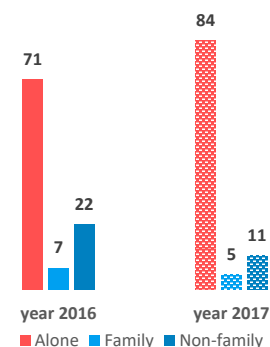
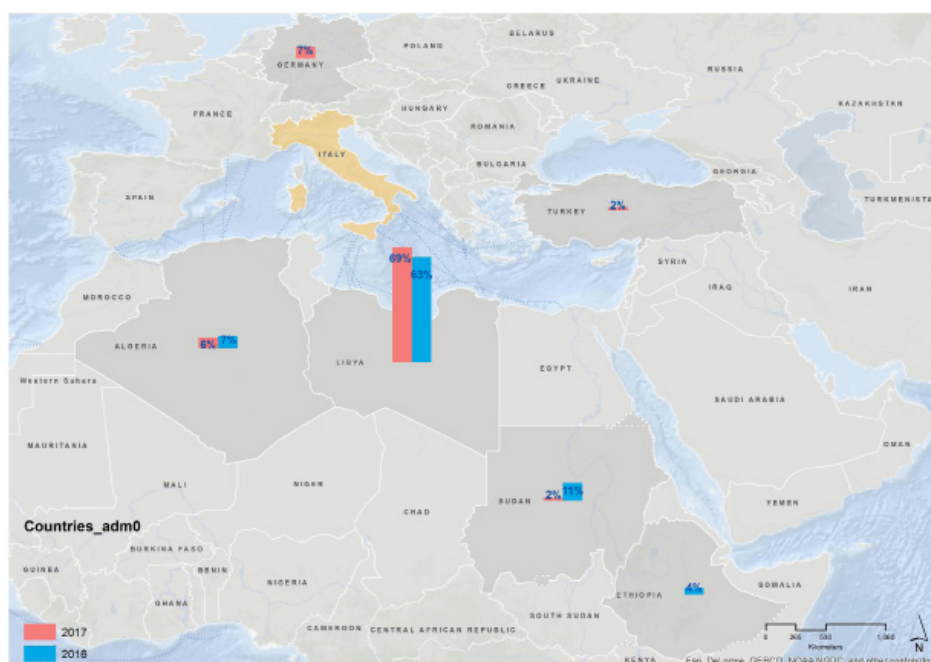
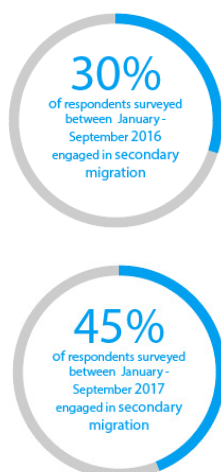


Figure 8: Percentage of children who were travelling alone/with family/non-family member(s).

Secondary migration

There was an increase in the share of respondents who engaged in secondary migration in the survey period of January - September 2017. Forty-five per cent of the respondents surveyed between January - September 2017 engaged in secondary migration, starting the journey towards Europe after having spent 1 year or more in a country different from that of origin, while 30% of respondents surveyed between January - September 2016 engaged in secondary migration.



Map 1: Countries of departure of those respondents who engaged in secondary migration.

Over 60% of individuals who engaged in secondary migration surveyed between January - September 2016 reported to have spent between one and two years in the departure country. Individuals who engaged in secondary migration surveyed between January - September 2017 reported to have spent more time in the departure countries. Fifty six per cent of those interviewed in 2017 of the respondents who engaged in secondary migration reported to have spent between one and two years in the departure country, while 21% reported to have spent between two and three years and the rest reported to have spent more than three years in departure countries.

Moreover, migrants surveyed in two time periods reported different countries of departure. Sixty-three per cent of the respondents who engaged in secondary migration and surveyed between January - June 2016 reported having departed from Libya, followed by Sudan (11%), and Algeria (7%). In the survey period of January - June 2017, there was a slight increase in the number of migrants who departed from Libya, with approximately 70% of respondents reporting having departed from Libya.

Moreover, due to the fact of having surveyed more transit locations in the North of Italy in 2017, more migrants with a longer migration history entered in the sample. In particular, 7% of those interviewed in 2017 and who reported to have departed from a country different from that of origin, said they spent more than one year in Germany before moving back to Italy either forcefully in compliance with the Dublin III regulation or autonomously to try to regularize their status.

The percentage of respondents surveyed between January - September 2017 who stayed in Algeria remained approximately the same as in the same period of the previous year.

Cost of journey

In 2017 a higher percentage of respondents reported the estimated cost of the journey to be between 1,000 and 5,000 USD in comparison to the previous year. The percentage of respondents who reported the estimated cost of the journey to be more than USD 5,000 per person remained approximately the same, as well as the significant share (almost a quarter of the total sample) who could not provide any estimate of the total amount spent to travel to Italy, due to the multiple fees, tickets, bribes and ransoms they had to pay at different steps during the journey.

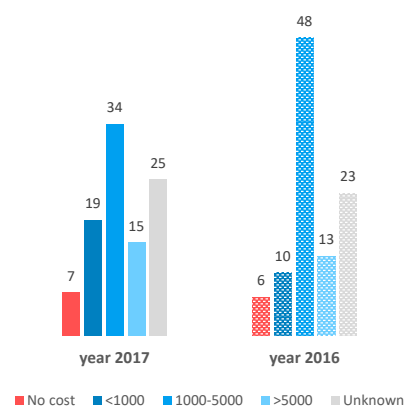


Figure 9: Percentage of respondents by year and the estimated cost of the journey (per person, USD)

Destination countries

In the survey period of January - September 2016, 54% reported Italy as the country of intended destination upon departure from countries of origin or habitual residence. The percentage of respondents who reported Italy decreased by 19% among those respondents who were surveyed between January - June 2017. At the same time, the percentage of respondents who reported Libya and other countries in Europe as their most preferable destination at the time of departure increased among those respondents who were surveyed between January - September 2017.

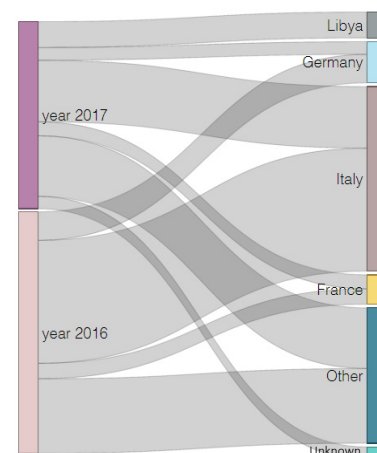


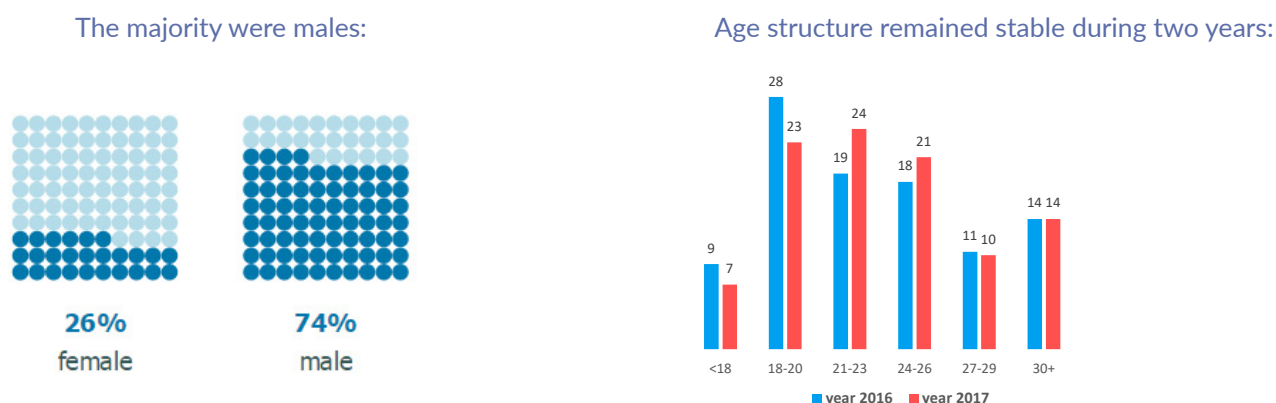
Figure 10: Share of respondents by year and the countries of intended destination.

1.1. Comparison between Nigerian nationals surveyed in 2016 and 2017

This section presents analysis of demographic characteristics and transit routes of Nigerian nationals surveyed during two time periods. The rationale for choosing only Nigerian nationals as a focus of this section is that they comprised the largest share of all nationalities surveyed in 2016 and 2017 (19% and 14%, respectively). The total number of 662 Nigerian nationals were surveyed in 2016 and 676 were surveyed in 2017. Only statistically significant differences are reported in the following section. In case there were no differences during two time periods, aggregated results are reported.

Age and Sex

There were no significant differences in terms of age and sex structure between two time periods:



Education level:

In 2017, there was an increase among those Nigerian nationals who reported not having completed any formal level of education (from 15% in 2016 to 26% in 2017), and there was a slight decrease in the percentage of respondents who reported having completed secondary and primary education.

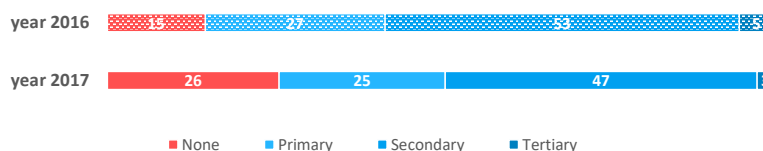


Figure 11: Percentage of respondents by year and level of education.

Travel

In the survey period of 2017 the share of Nigerian respondents who reported travelling alone increased slightly by 5 percentage points, from 79% in 2016 to 84% in 2017.

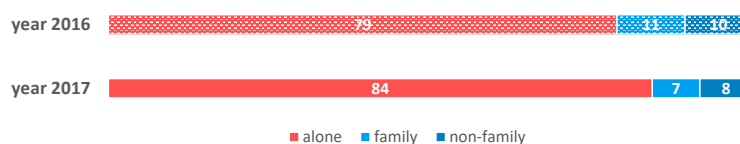


Figure 12: Percentage of respondents who travelled alone/with family/non-family members.

Secondary migration

There was an increase in the share of Nigerian nationals surveyed who engaged in secondary migration in the survey period of 2017. 40% of the Nigerian nationals surveyed in 2017 engaged in secondary migration, starting the journey towards Europe after having spent one year or more in a country other than Nigeria, while 18% of respondents surveyed between 2016 engaged in secondary migration. Over 90% of Nigerian nationals surveyed during both years who engaged in secondary migration reported having departed from Libya.

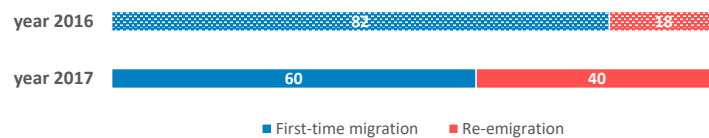
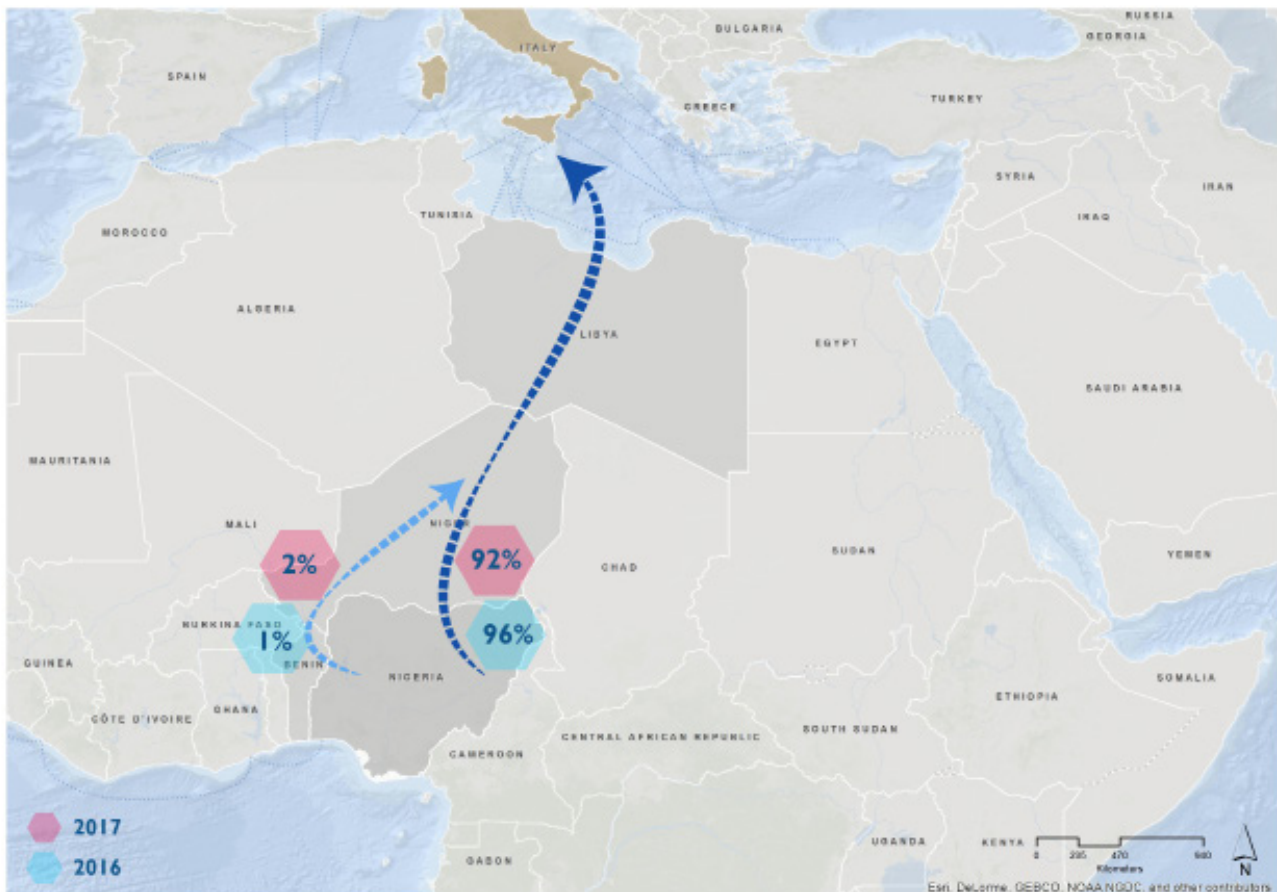


Figure 13: Percentage of respondents who engaged in secondary migration.

Transit routes: Nigerian nationals surveyed

Eighty-two per cent of Nigerian nationals surveyed in 2017 departed from Nigeria, while 60% of Nigerian surveyed in 2016 departed from Nigeria less than a year before the arrival to Italy.

During both time periods Nigerian nationals surveyed mostly travelled through similar routes to reach Italy. The most common route was through Niger, followed by Libya, with 96% of all Nigerian nationals surveyed between January - September 2016 travelling through this route and 92% of all Nigerian nationals surveyed using this route. Less than 2 percent of Nigerian nationals surveyed travelled through Benin, followed by Niger and Libya. Moreover, the majority (65%) of Nigerian respondents surveyed in 2016 who transited through Niger and Libya spent between 1 and 6 months on the route. Those Nigerian respondents who were surveyed in 2017 spent more time on the journey. 58% spent between 1 and 6 months in transit countries, while 40% were travelling between 6 months and 1 year.



Map 2: Transit routes of Nigerian nationals surveyed who departed from Nigeria.

2. EASTERN MEDITERRANEAN ROUTE

Sample size and main nationalities surveyed

The Eastern Mediterranean route refers to the route which goes through Turkey to Greece, Bulgaria, or Cyprus. This report includes analysis of the total number of 4,771 migrants that were surveyed in Bulgaria, Greece, Hungary, The former Yugoslav Republic of Macedonia, Montenegro, Romania, Serbia, and Kosovo* in 2017 and 11,541 migrants that were surveyed in Bulgaria, Greece, Croatia, Hungary, The former Yugoslav Republic of Macedonia, Serbia, and Slovenia in 2016**.

Main nationalities surveyed in January - September 2016 and January - September 2017 were similar, with Syrian, Afghan, Iraqi, Iranian, Moroccan, and Pakistani nationals accounting for more than 80% of all respondents surveyed. However, Syrians comprised a larger share of respondents surveyed in 2016 in comparison to 2017 (39% vs 25%, respectively).

According to official statistics, migrants from Syria (40%), Iraq (19%), Afghanistan (10%), Pakistan (5%), Iran (3%), and Morocco (1%) represented 78% of all arrivals to Greece between January - September 2017 and migrants from Syria (47%), Afghanistan (25%), Iraq (15%), Pakistan (5%), and Iran (3%) represented 95% of all arrivals to Greece. This makes the sample representative of the overall number of arrivals and nationalities represented among them.

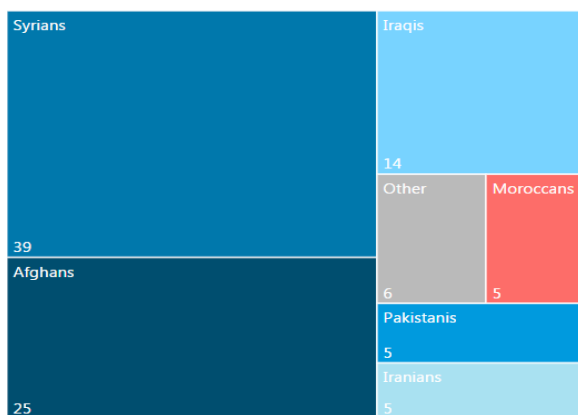


Figure 14: Percentage of respondents by nationality (2016).

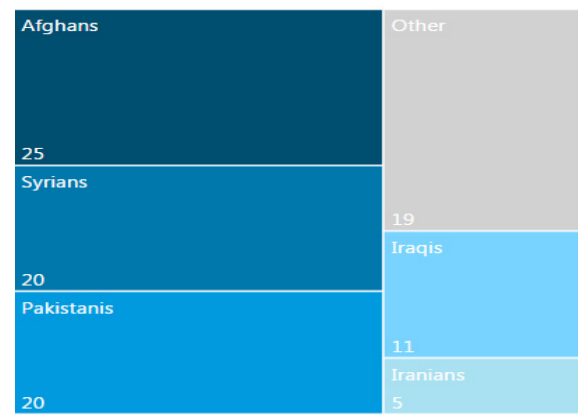


Figure 15: Percentage of respondents by nationality (2017).

Age and Sex

In both periods, adult men comprised the largest share of all respondents surveyed (80% between January - September 2017 and 75% between January - September 2016), while women comprised 15% of all respondents surveyed between January and September 2017 and 19% in 2016.

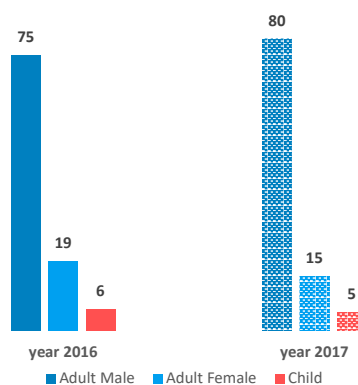


Figure 16: Percentage of respondents by year and sex.

This designation is without prejudice to positions on status, and is in line with UNSCR 1244/1999 and the ICJ Opinion on the Kosovo declaration of independence.

**Countries where surveys were conducted in 2016 and 2017 differ, as the intensity and relevance of the transit countries have changed throughout time which.

Education level: Adults

Over half of respondents surveyed in both time periods reported having completed secondary education. The percentage of respondents who reported having completed primary education was higher in the period of January - September 2017 in comparison to the same period of 2016. Moreover, 15% of respondents surveyed between January - September 2017 reported not having obtained any formal level of education, 9 percentage points more than in the same period of 2016.

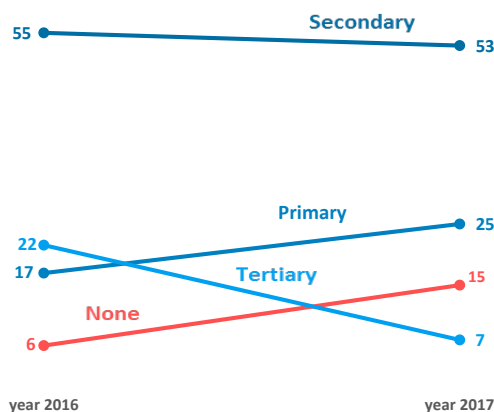


Figure 17: Percentage of adult respondents by year and level of education.

Education level: Children between 14 and 17 years

In the survey period of January - September 2017 the percentage of children who reported having completed secondary education decreased by 12 percentage points, from 48% in January - September 2016 to 36% in January - September 2017. At the same time, the percentage of children who reported not having completed any formal level of education increased from 9% among those children surveyed between January - September 2016 to 27% among those surveyed between January - September 2017.



Figure 18: Percentage of children by year and level of education.

Travel: Adults

In the survey period of January - September 2017 the share of respondents who reported travelling alone increased by 17 percentage points when compared to one year before (20% and 37% respectively). Over 90% of individuals who reported travelling alone in both survey periods were male.

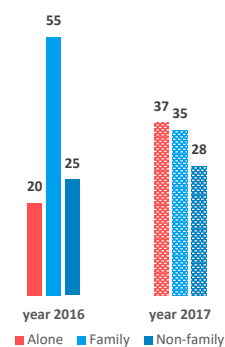


Figure 19: Percentage of adult respondents who travel alone/with family/non-family member(s) by year.

Travel: Children between 14 and 17 years

The percentage of children travelling alone increased significantly in 2017, in comparison to 2016. While in 2016 18% of interviewed children were travelling alone, in 2017 55% of children were travelling alone. The percentage of those who were accompanied by non-family members remained the same for both periods.

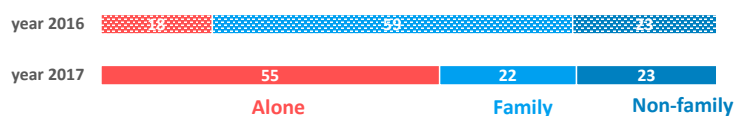
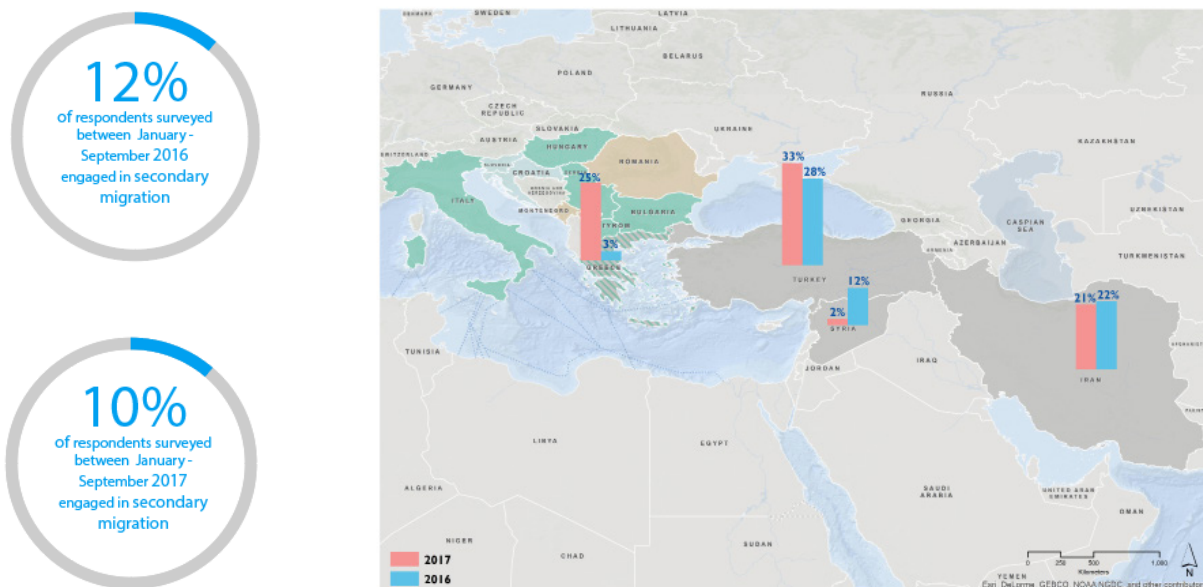


Figure 20: Percentage of children who travel alone/with family/non-family member(s) by year.

Secondary migration

The share of respondents who engaged in secondary migration stayed approximately the same during both time periods. Ten percent of the respondents surveyed between January - September 2017 engaged in secondary migration, starting the journey towards Europe after having spent 1 year or more in a country different from that of origin, and 12% of respondents surveyed between January - September 2016 engaged in secondary migration.

Moreover, migrants surveyed in two time periods reported different countries of departure. Twenty-eight per cent of the respondents who engaged in secondary migration and surveyed between January - September 2016 reported having departed from Turkey, followed by Iran (22%) and Syria (12%). In the survey period of January - September 2017, there was an increase in the number of migrants who reported Turkey and Greece as countries of departure. Thirty-three per cent of migrants who engaged in secondary migration reported having departed from Turkey, followed by Greece (25%) and Iran (21%). At the same time percentage of respondents who reported having departed from Syria dropped by 10% from 12% among those migrants surveyed between January - September 2016 to 2% among those who were surveyed between January - September 2017.



Map 3: Countries of departure of those respondents who engaged in secondary migration.

Destination countries

While Germany was the most popular country of intended destination in the survey period of January - September 2016, with 65% of the respondents reporting it as the country of intended destination, the percentage of respondents decreased in January - September 2017, with 30% of the respondents reporting Germany as preferable country of intended destination at the time of departure. Individuals, surveyed between January - September were more likely to report France (12%), Italy (11%), and Sweden (7%) as countries of intended destination.

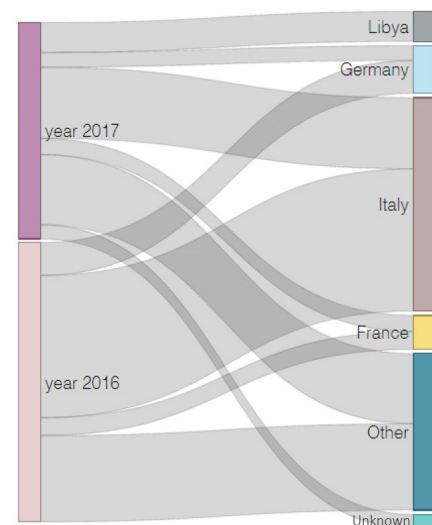


Figure 21: Share of respondents by intended country of destination.

2.1. Comparison between Afghan, Syrian and Iraqi nationals surveyed in 2016 and 2017

This section presents analysis of demographic characteristics and transit routes of Afghan, Syrian and Iraqi nationals surveyed during two time periods. The rationale for choosing these three nationalities as a focus of this section is that they comprised the largest share of all nationalities surveyed in 2016 and 2017 (88% and 56%, respectively).

Age and Sex

The age and sex structure was quite stable during both years. A notable change has been observed in regards to the percentage of children and female respondents of Afghan origin. The percentage of children among Afghan nationals increased slightly from 12% among those surveyed in 2016 to 16% among those surveyed in 2017, while the percentage of female Afghan nationals decreased by 8 percentage points, from 15% in 2016 to 8% in 2017. In contrast to that, a slight increase has been noted in the presence of female respondents from Syria, from 27% in 2016 to 31% in 2017.

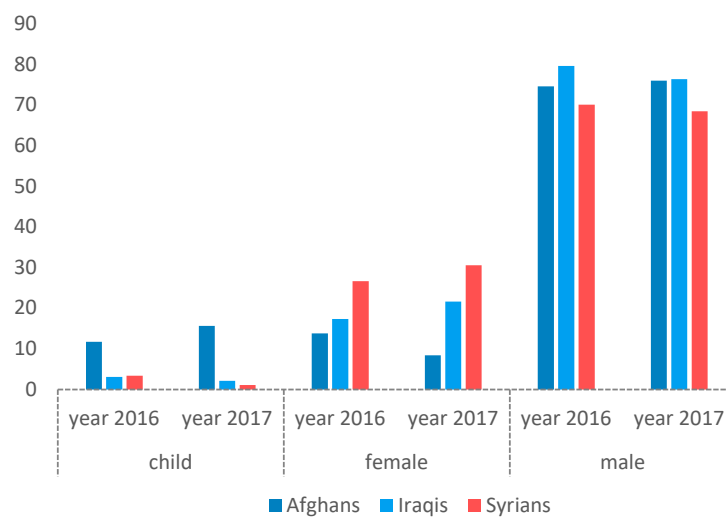


Figure 22: Share of respondents by year, nationality and sex.

Education level:

For all three nationalities an increase of respondents who reported not having completed any formal level of education was observed. At the same time, there was a decrease in respondents who reported having completed tertiary education at the time of departure, with the most severe decrease among Syrian nationals (from 29% in 2016 to 7% in 2017).

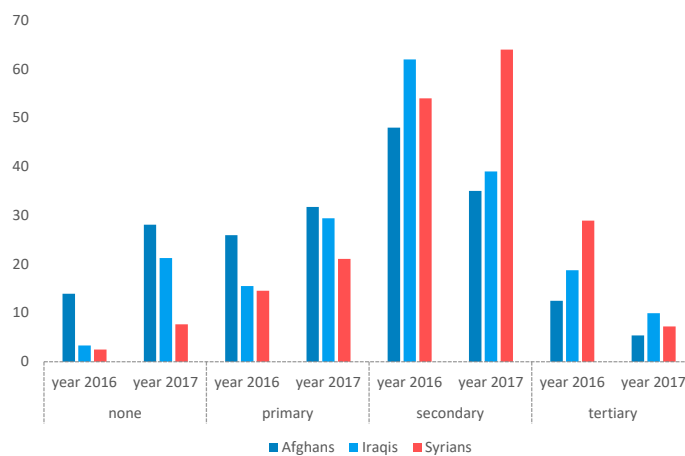


Figure 23: Share of respondents by year, nationality and education level completed.

Travel

The percentage of Afghan and Iraqi respondents who were travelling alone increased significantly among those respondents who were surveyed in 2017, in comparison to the previous year. However, the percentage of Syrian respondents who were travelling alone stayed the same during two time periods. In both years, Syrian migrants were more likely to travel with their family members (71% in 2016 and 75% in 2017), while a decrease is noted percentages of Afghan and Iraqi migrants travelling with family members between the two periods. Fifty-two percent of Afghan respondents reported travelling with family in 2016 versus 32% reported in 2017. In regards to Iraqi respondents, they have been travelling with family in 69% of all cases in 2016 and in 54% of surveys conducted in 2017.

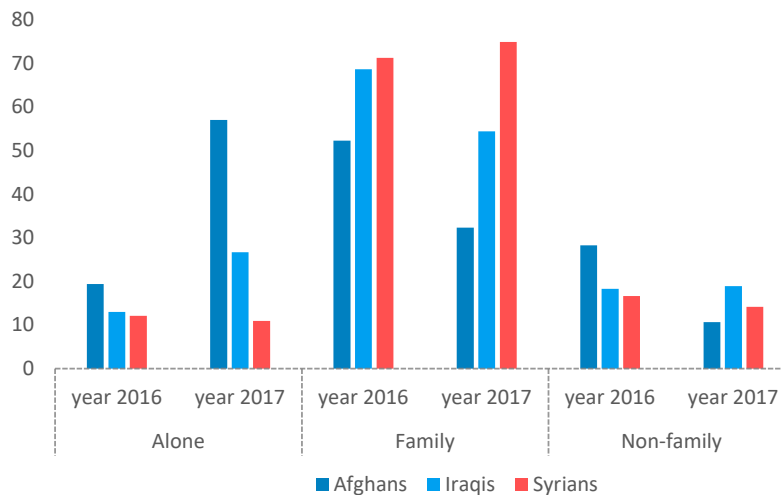


Figure 24: Share of respondents who were travelling alone/with-family/non-family members by year and nationality.

Secondary migration

Among all three nationalities the percentage of respondents who engaged in secondary migration, starting the journey towards Europe after having spent one year or more in a country other than that of origin increased in 2017.

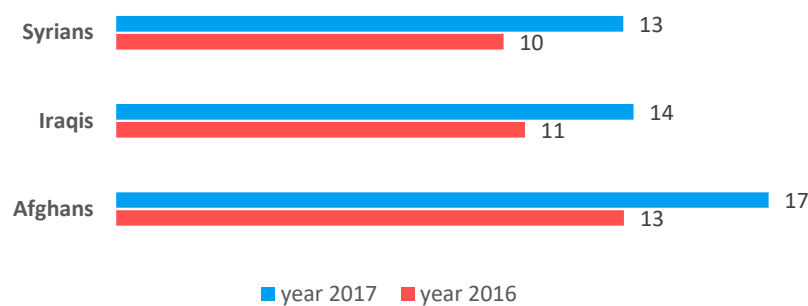


Figure 25: Share of respondents who engaged in secondary migration by nationality and year.

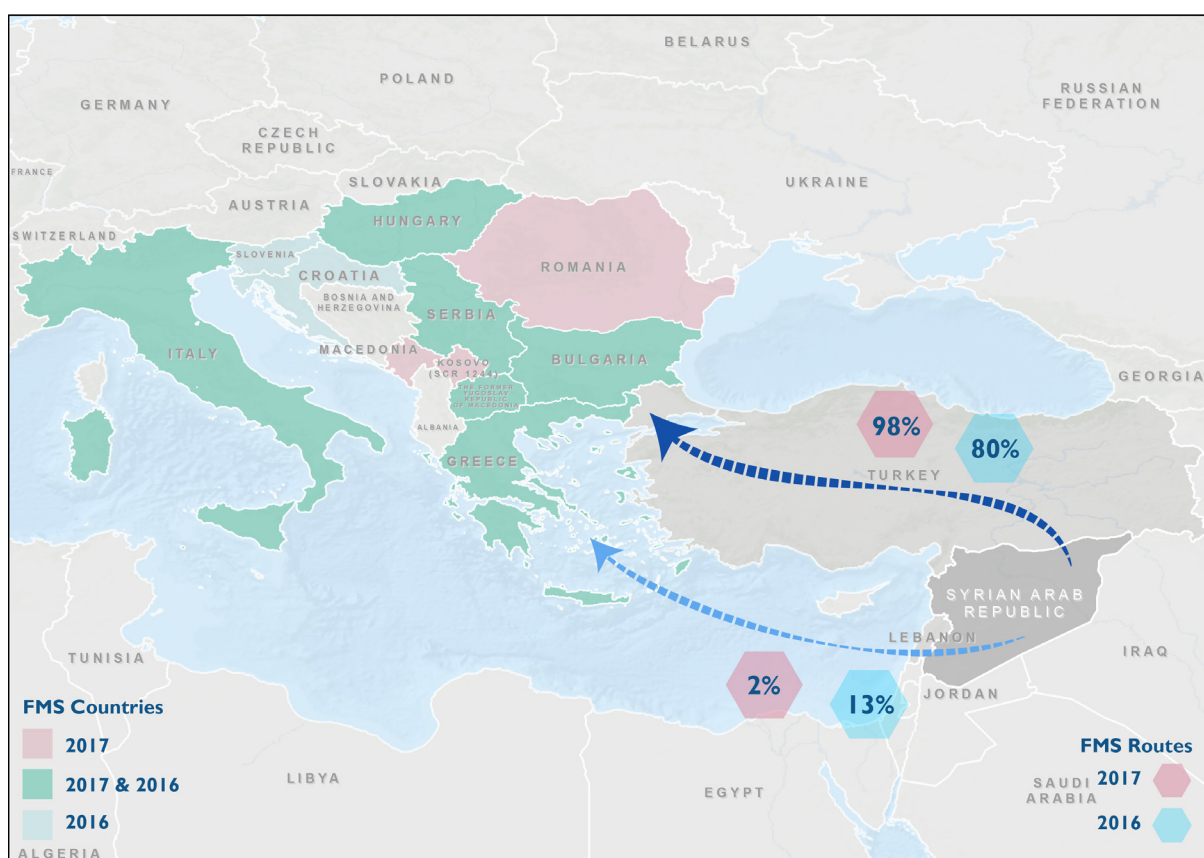
Transit routes: Syrian nationals surveyed

The following two section focus on transit routes Syrian and Afghan respondents took to reach Europe.

Ninety per cent of Syrian nationals surveyed between January and September 2016 departed from Syria, and the same percentage of Syrians departed from Syria during the same period in 2017.

Syrian nationals surveyed mostly travelled through similar routes to reach Western Balkans. The most common route was through Turkey. Out of all Syrian nationals surveyed between January - September 2016, 80% transited through Turkey, while 98% followed this route in the same period in 2017. Thirteen per cent of Syrians surveyed in 2016 transited in Lebanon, followed by Turkey, while only 2% of Syrian nationals surveyed in 2017 reported following this route.

Moreover, the majority (80%) of Syrians surveyed in 2016 who passed through Turkey spent less than one month on the journey. In 2017, Syrian respondents reported longer journeys, with half of Syrian nationals reporting having spent less than one month on the journey, while approximately 40% travelled between one and three months, and the rest - more than 6 months.



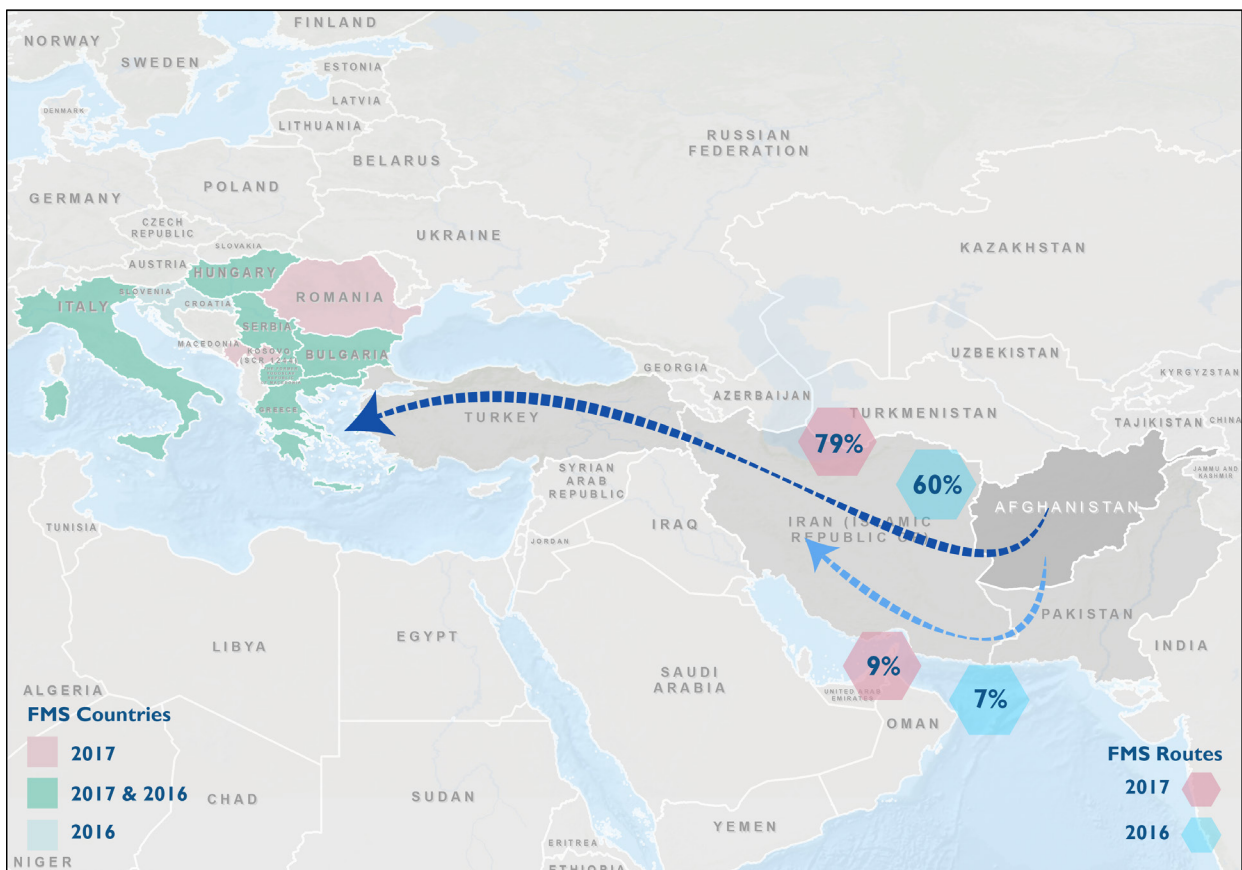
Map 4: Transit routes Syrian nationals who departed from Syria took to reach Europe.

Transit routes: Afghan nationals surveyed

Eighty-seven per cent of Afghan nationals surveyed between January and September 2016 departed from Afghanistan, while 86% Afghan nationals surveyed between January and September 2017 did so.

Afghan nationals surveyed mostly travelled through similar routes to reach Western Balkans. The most common route was through Iran and Turkey. Out of all Afghan nationals who departed from Afghanistan surveyed between January - September 2016, 60% transited in Iran and Turkey, while the percentage increased by 19 percentage points among Afghan nationals surveyed in the same period in 2017. While 7% of Afghan nationals surveyed in 2016 first transited in Pakistan, and then proceeded to Iran and Turkey, the percentage increased slightly to 9% in 2017. Approximately 14% of migrants interviewed 2017 and 33% of those interviewed in 2016 did not disclose information about the routes taken.

Moreover, approximately 60% of all Afghan respondents surveyed in 2016 who were travelling through Iran and Turkey spent less than one month on the journey, while 30% spent between one and three months, and the rest - more than three months. In 2017, Syrian respondents reported having spent more time in transit, with 27% of them reporting having spent less than one month in transit, while 40% reported having spent between one and three months, and the rest - more than three months.



Map 5: Transit routes Afghan nationals who departed from Afghanistan took to reach Europe.

3. Methodology

The DTM's Flow Monitoring Surveys (FMS)

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 new 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 and it includes additional child focused questions (e.g. education levels, the last time a child had access to education). Further one, the form contains also a module dedicated to questions on experiences that could indicate specific human trafficking and exploitation practices, prepared by IOM's Assistance to Vulnerable Migrants (AVM) Unit includes now reference to sexual and gender-based violence (SGBV) and it allows to capture the locations where circumstances occurred in greater detail. 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.

The respondent is asked to respond also to some follow up questions, to capture whether single events or experiences apply 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. 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. Responses to the CT module are not included in this analysis, however, the latest analysis of the counter trafficking and other exploitative practices indicators can be found here.

Sampling and data collection

The survey is designed for profiling third-country nationals (non-European) who are migrating towards Europe through the so-called Central and Eastern Mediterranean routes. 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, with those who give their consent to be interviewed proceeding with 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.

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

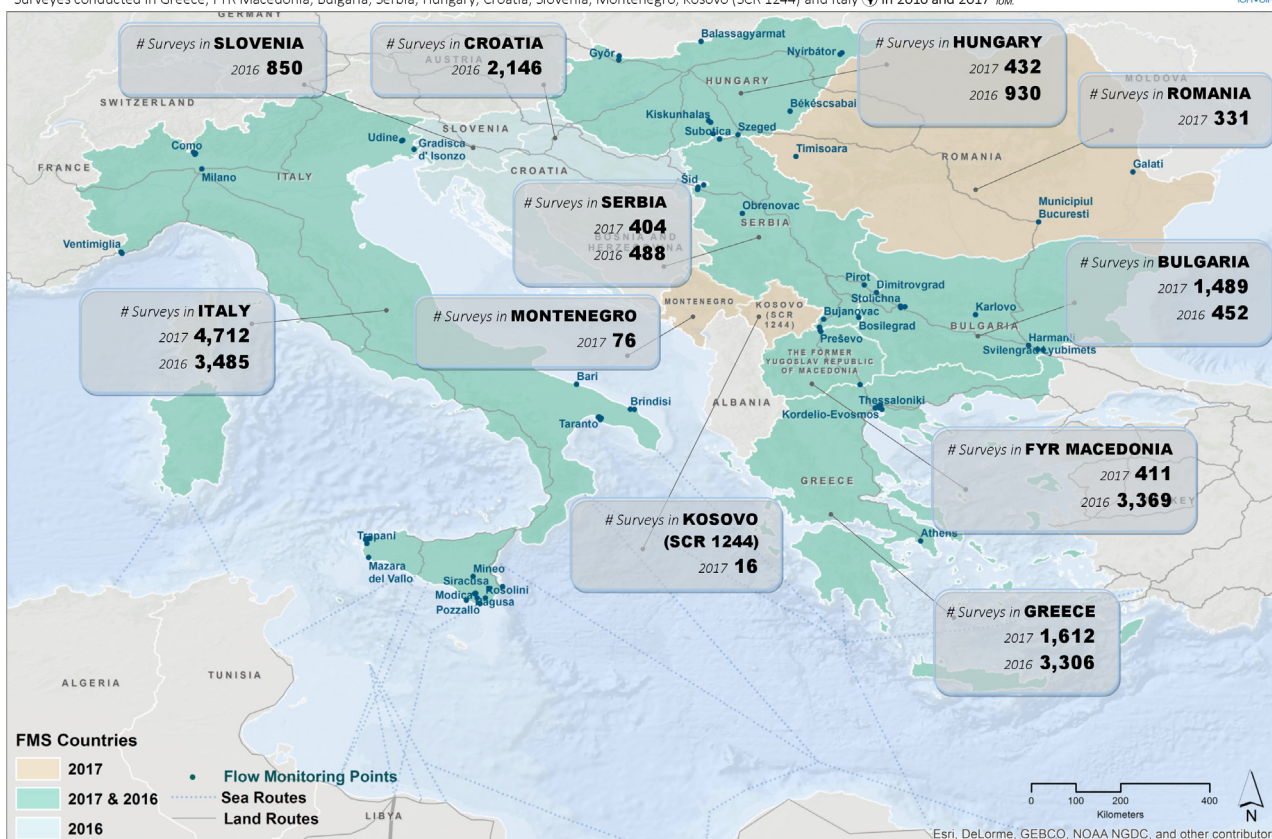
As for Italy, the FMS was conducted in Sicily, Calabria and Apulia in 2016. In 2017, data collection activities in Italy were conducted in 5 regions, with a total of 54 flow monitoring points covered, including hotspots (Pozzallo, Trapani and Taranto), other governmental reception centres for asylum seekers, transiting centres and unofficial gathering points. In the South of the country (Sicily and Apulia) migrants were interviewed at entry and transit points soon upon arrival in ports where disembarkation from Search and Rescue operations take place (Pozzallo, Catania, Trapani, Taranto, Brindisi); in Lombardy migrants were 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 small share of migrants arrived in Italy by land, travelling along the Eastern Mediterranean route, as well as a share of migrants who arrived by sea departing from Turkey or Greece.

As part of the flow monitoring in Eastern Mediterranean in 2017, FMS were conducted in locations of entry, transit, and exit same as in specialized accommodation and reception centres in Bulgaria, Greece, Hungary, Kosovo (UNSCR 1244/1999), Montenegro, Romania, Serbia and The former Yugoslav Republic of Macedonia. The data collection activities are 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 Nyrbrator, Vamosszabadi, Gyor in Hungary, the transit zones near the border with Serbia (Röszke and Tompa), the reception centres of Harmanli and Pastrogor in Bulgaria, the transit sites in Subotica and Sid in Serbia and Timisoara Reception Center in Romania, in border area between Romania, Hungary and Serbia.

CENTRAL AND EASTERN MEDITERRANEAN ROUTES

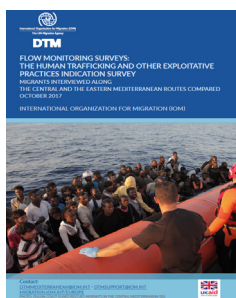
Surveys conducted in Greece, FYR Macedonia, Bulgaria, Serbia, Hungary, Croatia, Slovenia, Montenegro, Kosovo (SCR 1244) and Italy in 2016 and 2017

Disclaimer: Base Map Source: ESRI. This map is for illustration purposes only. Names and boundaries on this map do not imply official endorsement or acceptance by IOM.



DTM in 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 Geportal](#). 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.



Flow Monitoring and Human Trafficking and Other Exploitative Practices Indication Survey Analysis

November 2017

[Download here](#)

Arrivals to Europe Q3 Summary Overview

October 2017

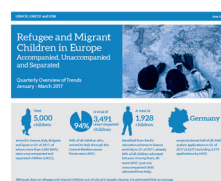
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