



International Organization for Migration (IOM)

The UN Migration Agency

**DTM**

# ANALYSIS FLOW MONITORING SURVEYS: MIGRANTS FROM PAKISTAN INTERVIEWED ALONG THE MEDITERRANEAN ROUTES IN 2016 AND 2017 NOVEMBER 2017

INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)



Contact:

[DTMMEDITERRANEAN@IOM.INT](mailto:DTMMEDITERRANEAN@IOM.INT) - [DTMSUPPORT@IOM.INT](mailto:DTMSUPPORT@IOM.INT)

[MIGRATION.IOM.INT/EUROPE](http://MIGRATION.IOM.INT/EUROPE)

PHOTO: RECEPTION CENTRE FOR ASYLUM SEEKERS - SOUTHERN ITALY

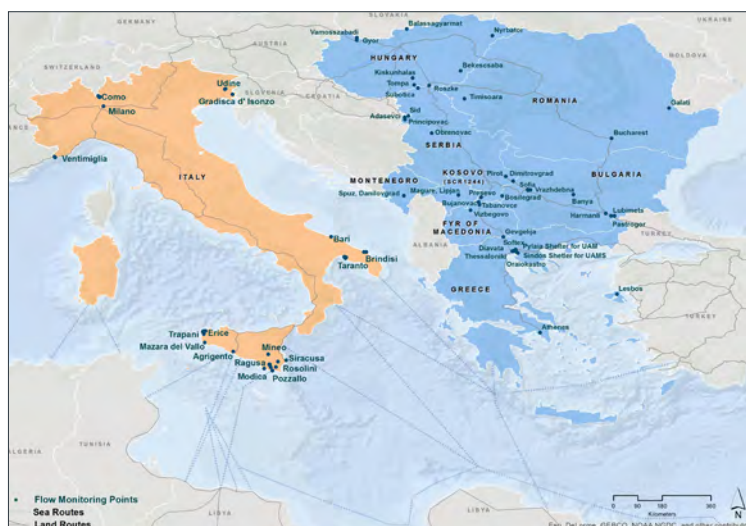
L. BARTOLINI IOM 2016



# 2,581 surveys conducted with migrants from Pakistan in Italy, Bulgaria, Greece, Hungary, Kosovo\*, Montenegro, Romania, Serbia and The former Yugoslav Republic of Macedonia, in 2016 and 2017

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## Focus of the report

This report presents the profile of migrants and refugees travelling from Pakistan along the Central and the Eastern Mediterranean routes and interviewed under IOM's Displacement Tracking Matrix (DTM) activities in 2016 and 2017.

The number of Pakistani nationals interviewed in 2016 is 1,253, 93% of whom (1,166) have been met by DTM data collectors along the Eastern Mediterranean route. The remaining 7% (87 migrants) were interviewed in Italy. In 2017, 1,328 Pakistani nationals have been interviewed: 71% of Pakistani respondents (940) were interviewed in Bulgaria, Greece, Hungary, Kosovo\*, Montenegro, Romania, Serbia and The former Yugoslav Republic of Macedonia (Eastern Mediterranean route), while the remaining 29% (388 migrants) were surveyed in Italy, either in locations close to disembarkation points in the South or in Friuli Venezia Giulia, the North-Eastern region at the border with Slovenia<sup>1</sup>.

The report analyses comparatively the profile and responses of Pakistani migrants interviewed on both routes and years.

The first section presents the context of the Mediterranean routes in terms of nationalities interviewed in both years. The second section presents a profile of Pakistani migrants in terms of demographic profile, cost of journey, and their future travel intentions between the two routes and time periods. The last section contains more detailed information on methodology and the data collection process.

\*See the [reference at the end](#) of the report.

<sup>1</sup> 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

## The context of the Central and Eastern Mediterranean migration routes

The main national groups interviewed along the Central Mediterranean route and the Eastern Mediterranean route during the survey periods are different. Overall, Pakistan is the third nationality by number of interviews collected on both routes, representing 10% of the total sample (8% of the sample in 2016 and 14% of the total sample in 2017; 4% of the Central Mediterranean sample, 14% of the Eastern Mediterranean sample).

Overall during the two years, Nigeria (16%), Eritrea (11%), Gambia (9%), Guinea (8%) and Bangladesh (6%) were the top five nationalities interviewed in Italy, representing together half of the sample for the Central Mediterranean route. Pakistani migrants are the tenth group by number of interviews in Italy (around 4% of the total). That group is over-represented in the sample compared to the official figures of arrivals by sea in Italy in 2016 and 2017, due to a 2-month purposive data collection run in 2017 in Friuli Venezia Giulia (border with Slovenia), but overall the sample compares well with the official statistics on arrivals by sea.<sup>2</sup>

The main countries of origin surveyed on Eastern Mediterranean route in 2016-2017 were Afghanistan (29%), Syria (25%), Pakistan (14%), Iraq (11%) and Iran (6%), representing together 84% of all interviews collected along the Eastern Mediterranean route. According to the available data, migrants from Syria (41%), Iraq (20%), Afghanistan (11%) and Pakistan (5%) comprise 76% of the overall sea arrivals to Greece since the beginning of 2017.<sup>3</sup>

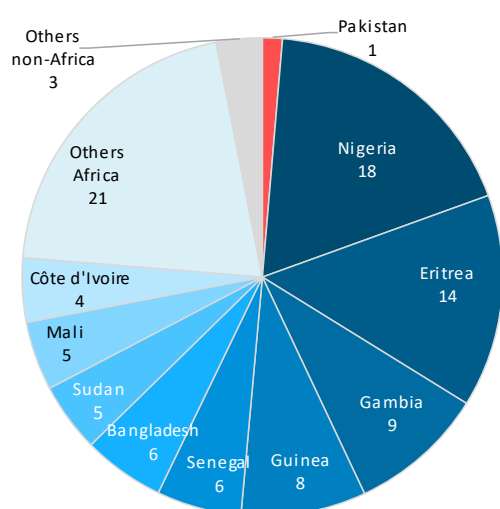


Fig. 1: Share of respondents by nationality - Central Mediterranean route - 2016.

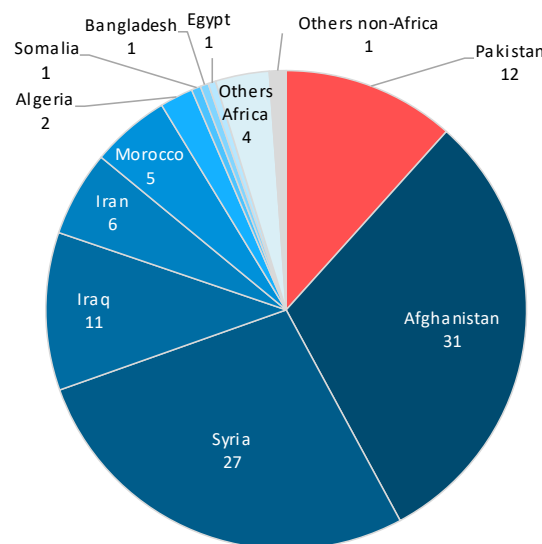


Fig. 2: Share of respondents by nationality - Eastern Mediterranean route - 2016

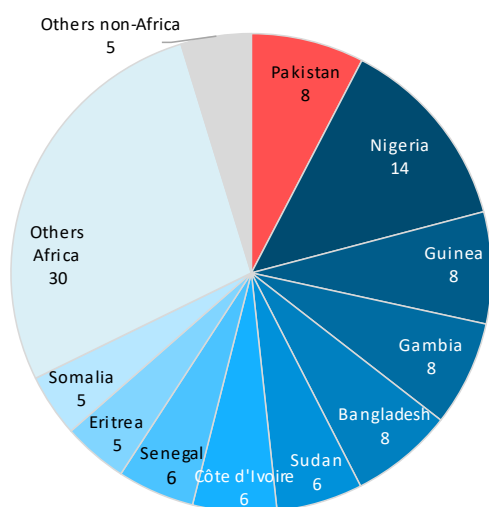


Fig. 3: Share of respondents by nationality - Central Mediterranean route - 2017.

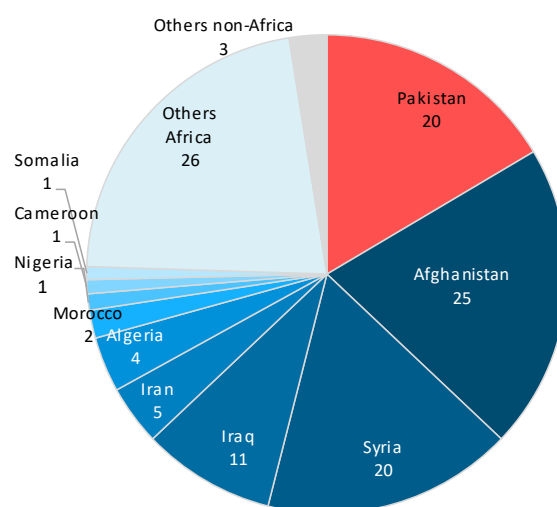


Fig. 4: Share of respondents by nationality - Eastern Mediterranean route - 2017

<sup>2</sup> 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 indeed higher than the sole sea arrivals.

<sup>3</sup> For the updated figures on arrivals by country please see the [DTM Migration Portal](#) and the [Dataset-Q3 2017](#).

## A profile of Pakistani migrants along the Mediterranean routes

### Region of origin

Pakistani migrants interviewed along the two routes differ for the province/region of origin. Pakistani migrants interviewed in Italy prevalently come from Punjab region (72% in 2016, 76% in 2017), with small shares also from the Federal Capital Territory, from the Khyber Pakhtunkhwa region (the North region at the border with Afghanistan, with Peshawar as capital) and others.

Pakistani respondents on the Eastern Mediterranean route also come prevalently from Punjab (54% in 2016, 63% in 2017), followed by almost a quarter coming from the Khyber Pakhtunkhwa region (23-24%), from Balochistan and others.



Fig. 5: Share of respondents by province of origin - Central Mediterranean route - 2016.



Fig. 6: Share of respondents by province of origin - Eastern Mediterranean route - 2016



Fig. 7: Share of respondents by province of origin - Central Mediterranean route - 2017.



Fig. 8: Share of respondents by province of origin - Eastern Mediterranean route - 2017

### Age and sex

The age structure is similar on both years among Pakistani respondents, with the average age of 26 years. The 2017's sample has a bigger group of migrants with more than 25 years old than the 2016's one (47% versus 41%) and less migrants with 21 years or less (23% versus 31%). Pakistani migrants interviewed in Italy had 28 years on average (26 median age), while those on the Eastern Mediterranean route were 26 years old on average (24 median age).

Male respondents comprise majority of Pakistani migrants surveyed on both years and routes, with the share of adult women being 1% in 2016 and 2% in 2017. Children (14-17 years) represent the 3% of the 2017's sample and the 7% of the 2016's sample; there are only 3 girls out of 136 children interviewed.

See the graphs with the age distribution on both routes by sex of the respondents on the following page.

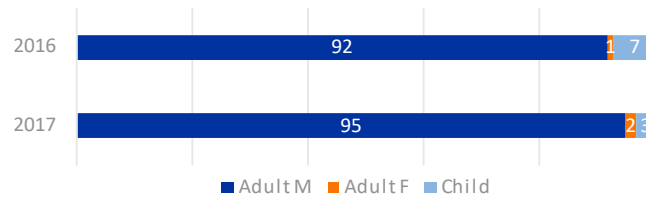


Fig. 9: Share of respondents by sex, age and year of the survey

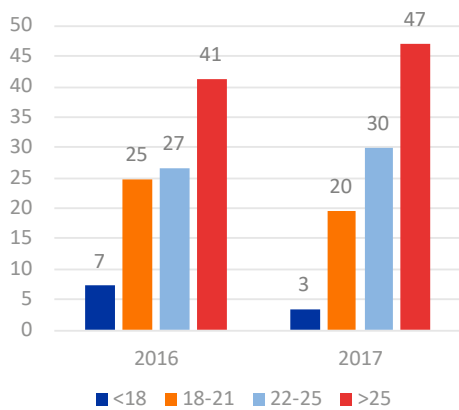


Fig. 10: Share of respondents by age class and year of the survey.

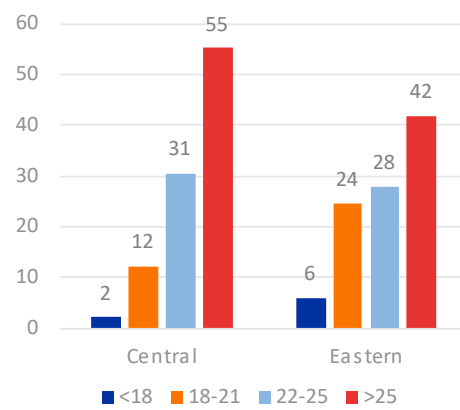


Fig. 11: Share of respondents by age class and route.

### Level of education

Pakistani migrants reported to have achieved a secondary education level in more than half of the cases (59%), followed by 23% with a primary education level, 7% with tertiary education and 11% without formal education. Migrants interviewed in 2017 have reported a lower education level on average, with 14% without formal education compared to 8% of those interviewed in 2016 and only 4% with tertiary education compared to 10% of those in 2016's sample. Migrants interviewed in Italy reported a lower education level than those interviewed on the Eastern Mediterranean route on average, with a higher share of migrants who reported to have no formal education (17% versus 10%).

In 2017, children were also asked when was the last time they went to school: 47% reported to have left school more than 2 years prior to the interview, 20% less than one year before being interviewed, 18% between 1 and 2 years and 11% reported to have never went to school. Finally, 2% did not answer.

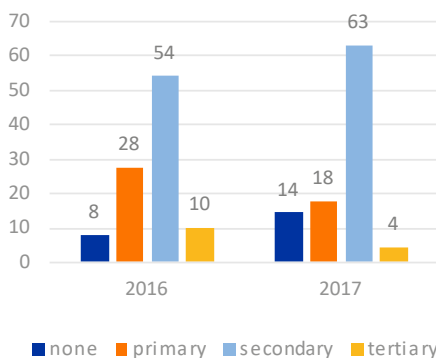


Fig. 11: Share of respondents by education level and year of the survey.

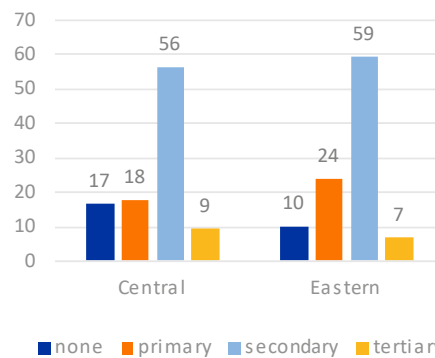


Fig. 12: Share of respondents by education level and route.

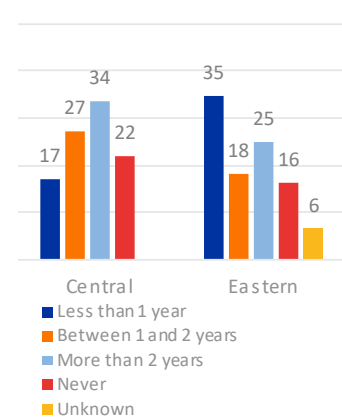


Fig. 13: Last time in school (% among children).

## Civil status

Most respondents reported to be single (72% in 2016 and 76% in 2017), followed by those who reported to have been married (27% in 2016, 23% in 2017). Around 1% of the total either was divorced, widowed or did not answer.

In 2017, 28% of those interviewed in Italy and 17% of those interviewed on the Eastern Mediterranean route reported to have at least one child. Ninety-one per cent of those who reported to be parent, said that children were left in the country of origin, while 8% to be traveling together with them and 1% to have them in another country.

## Employment status before departure

The employment status before departure differ between Pakistani migrants interviewed in Italy and those interviewed along the Eastern Mediterranean route. In Italy, most respondents (55%) reported to have been employed at the time of departure from the country of origin or habitual residence, with an additional 7% who reported to have been self-employed, 11% being a student and 26% being unemployed. On the Eastern Mediterranean route instead, most migrants reported to have been unemployed (48%) with the remaining being employed (34%), self-employed (13%) or student (6%).

Overall, children and adult females reported more frequently than adult males to have been studying before departure (29%, 12% and 7% respectively). Children reported to have been unemployed in 58% of the cases, while adult (males and females) reported similar share of unemployment (40-42%). It has to be remember though, that adult females and children are a small minority of the total Pakistani migrants interviewed

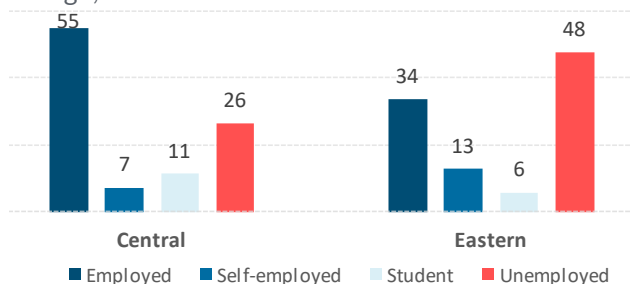


Fig. 14: Share of respondents by employment status before departure and route.

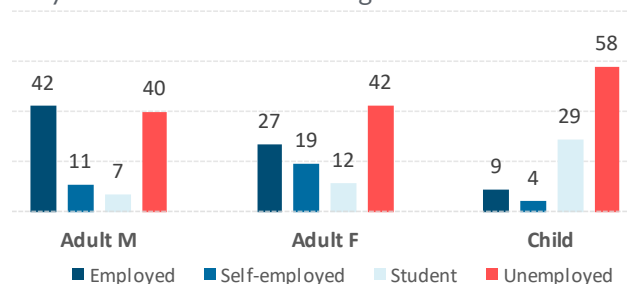


Fig. 15: Share of respondents by employment status before departure and by age/sex.

Pakistani respondents in Italy reported to have been employed in the agricultural sector (24%), manufacturing (22%), retail and trade (9%), transportation (8%). Similarly, on the Eastern Mediterranean route, migrants reported to have been working mainly in agriculture (28%), retail and trade (14%), construction (13%), transportation (8%).

## Travel

The 87% of Pakistanis on the Central Mediterranean route reports to have been travelling alone, 7% reported to have travelled with at least one family member and 6% reported to have travelled with a group of non-family members. On the Eastern Mediterranean route, most migrants reported to have travelled with a group of non-family members (77%), followed by 19% who travelled alone and 4% who travelled with a family member.

## Secondary migration

Most respondents on the Central Mediterranean route (42% in 2016 and 59% in 2017) engaged in secondary migration, starting the journey after having spent 1 year or more in a country different from Pakistani. On the Eastern Mediterranean route instead, Pakistani respondents who engaged in secondary migration were a minority but growing between the two years (2% in 2016, 7% in 2017).

The difference between the two routes is due to two main factors: in Italy, Pakistanis either have been interviewed in Friuli Venezia Giulia, a region in the North which received secondary flows of migrants entering by land from the Balkans and from Austria and Germany, or in the South of Italy close to disembarkation places where they arrived after having spent long periods in Libya. Indeed, departure countries for these migrants who have spent one year or more in a place before re-starting the journey were mainly Germany (37%) and Libya (22%), followed by Turkey (12%), Greece (7%) and Austria (7%).

<sup>4</sup> This question was not asked to migrants on the Eastern Mediterranean route in 2016.

Migrants who departed from a Central European country reported to have decided to move to Italy mainly autonomously to try to apply for asylum there after they failed in regularizing their position elsewhere in Europe. Sixty-one per cent of these migrants reported to have spent in the departure country between 1 and 2 years, while the rest spent there 2-3 years (19%) or more than 3 years (20%). Only 2% of the Pakistanis in Italy reported to have been forcibly returned to Italy under the Dublin III Regulation (country of first entry).

On the Eastern Mediterranean route instead, migrants who have spent more than one year in a country different from Pakistan reported to have departed mainly from Greece (70%) or Turkey (18%) after having spent there one or two years in more than half of the cases (53%), stopped by route closure and difficulties to move forward. The rest spent in the departure country 2-3 years (25%) or more than 3 years (22%).

Migrants on the Central Mediterranean route reported quite longer journeys than those interviewed on the Eastern Mediterranean one (89 days versus 82 days on average, median values being 61 and 35 respectively). Migrants in Italy reported more often “no transit” in comparison to those on the Eastern Mediterranean route (26% versus 7%), which means they had no intermediate transit country and took a boat to Italy from Libya or Turkey, after having spent there more than one year. Also, the estimated time spent in transit seems to have increased from 2016 to 2017, with migrants travelling for less than one month reduced from 48% to 27%.

Out of those travelling with a group of family or non-family persons, 8% of those interviewed in Italy and 1% of those interviewed on the Eastern Mediterranean route reported to have been separated at different steps of their journey from their travel companions.

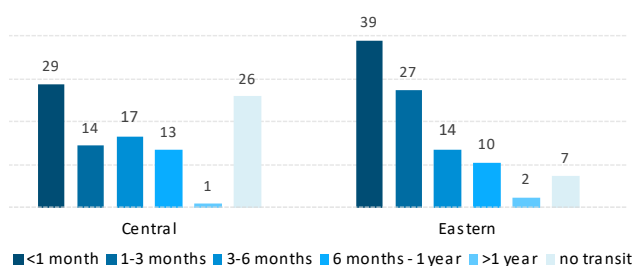


Fig. 16: Share of respondents by time spent in transit and route.

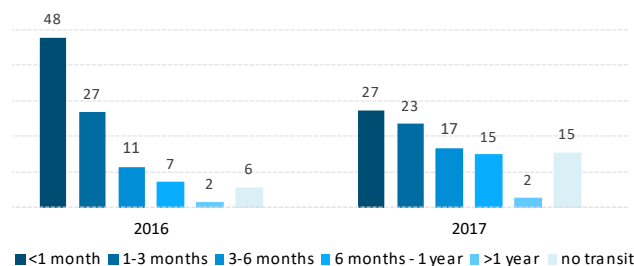


Fig. 17: Share of respondents by time spent in transit and year of the survey.

### Reasons for leaving the origin country

The survey included a question on the main reasons for leaving the country of origin, which allowed the migrants to mention more than one out of a full range of possible options. The question is meant to grasp migrants’ own perceptions and subjective ways to describe what were the most prominent motivations to move from their place of origin.

Among migrants interviewed on the Central Mediterranean route, 90% of them reported to have left Pakistan because of fear of violence or personal persecution, 12% reported war or conflict and 11% reported economic reasons for leaving.

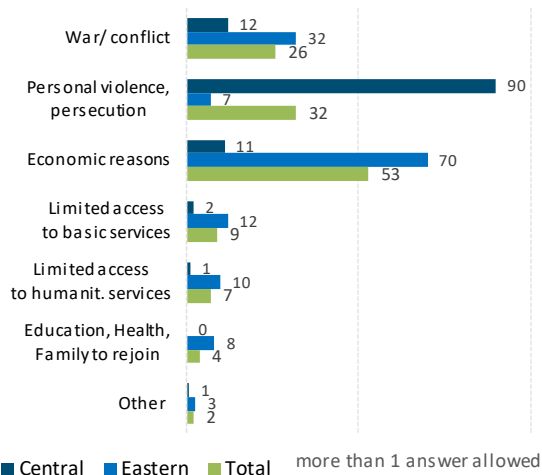


Fig. 18: Share of respondents by reason for leaving the origin country, by route and total.

On the Eastern Mediterranean route, 53% of the respondents reported to have left due to economic reasons, while 32% reported to have left because of fear of violence or persecution and 26% because of war or conflict in the place of origin. These responses can be partially explained by the evolving context of insecurity in some of the origin provinces during 2016 and 2017<sup>5</sup>, but also by the change in subjective recounts of feelings and reasons experienced long time before the interview. Finally, some migrants may have answered strategically, although it was clear for them that participating in the survey was not linked to their legal status in the country of the survey.

As the survey allowed for choosing more than one option, the sum of shares for each reason is higher than 100%. The graph shows the distribution of all responses by route and total.

<sup>5</sup> See for example the latest update on the “Pakistan security situation” within the [Country of Origin Information Report on Pakistan](#) by EASO (August 2017).

### Reasons 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 reasons to move again until the country where the survey was carried out, in order to understand to what extent the subjective 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 (77% of all those who experienced secondary migration). In Italy, alongside economic reasons (17%) and personal persecution (13%), the majority reported under “other” reasons the need of trying to regularize their residence and obtain documents (69%). On the Eastern Mediterranean route, economic reasons were mentioned by most (64%) together with the lack of adequate basic and humanitarian services in the departure country (39% and 36%) as the main reason for moving again.

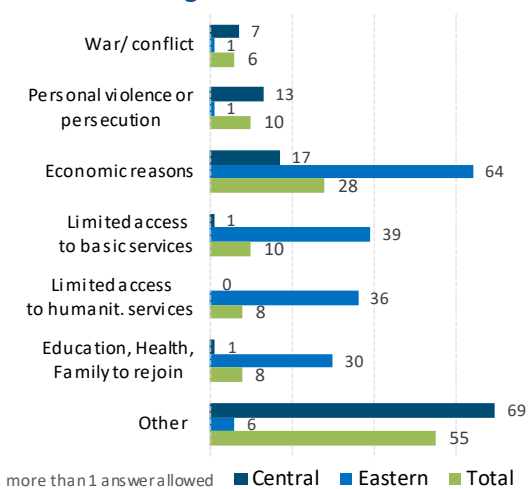


Fig. 18: Share of respondents by reason for leaving the departure country, by route and total.

### Cost of the journey

The survey asks an estimation of the overall amount paid since the beginning of the journey. On the Central Mediterranean route, respondents reported to have paid more than 5,000 USD in 44% of the cases, less than 1,000 USD in 24% of the cases and between 1,000 and 5,000 USD in 16% of the cases. On the Eastern Mediterranean route, estimated costs are higher: more than half (52%) reported to have paid more than 5,000 USD and 46% between 1,000 and 5,000 USD.

Additionally, 15% of respondents in Italy and 2% of respondents on the Eastern Mediterranean route could not provide any estimate of the total amount paid, including the money paid for bribes, ransoms and multiple smuggling services, while almost no one reported to have travelled without paying. Costs seem to be higher in 2017 than in 2016, with migrants having paid more than 5,000 USD passing from 34% to 50%.

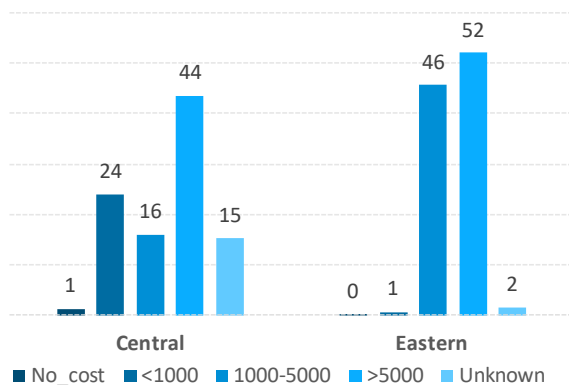


Fig. 19: Share of respondents by estimated cost of the journey and route.

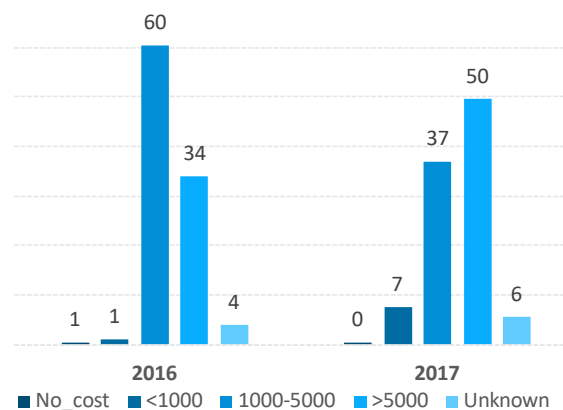


Fig. 20: Share of respondents by estimated cost of the journey and year of the survey.

### Cost of the last leg of the journey before the country of interview

In 2017, the survey also asked about the cost of the last leg of journey, between the last transit country and the country of interview. On the Central Mediterranean route, most migrants could not say how much the last leg costed (44%) while 31% of them reported to have paid less than 500 USD and 14% between 1000 and 2500 USD. On the Eastern Mediterranean route, most Pakistanis reported to have paid between 1000 and 5000 USD (46%) while 24% reported to have paid between 2500 and 5000 USD and 18% to have paid between 500 and 1000 USD.

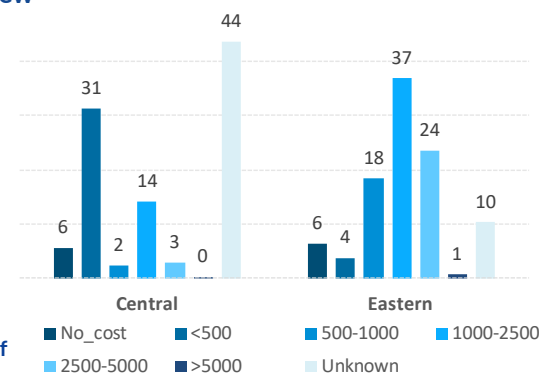
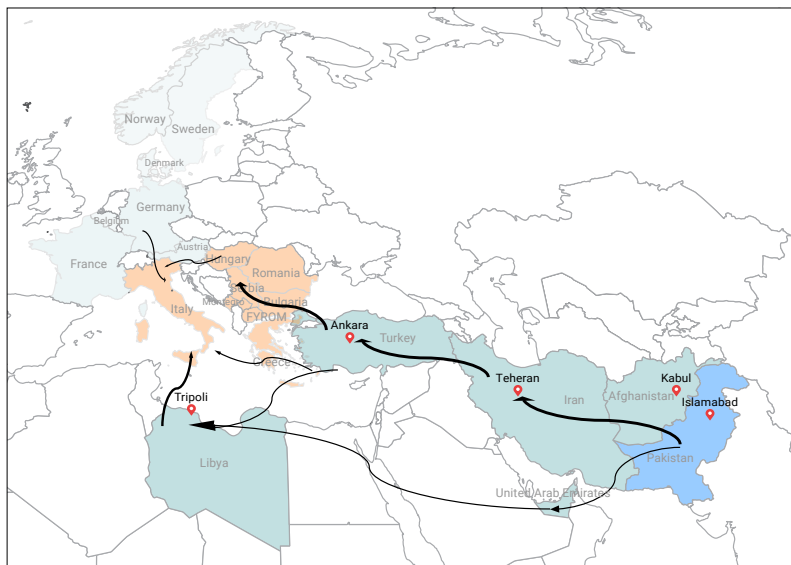


Fig. 21: Share of respondents by estimated cost of the last leg of the journey by route (2017).





Map: main routes from departure to country of interview, Pakistani migrants interviewed in 2016 and 2017.

|  |     |
|--|-----|
| Western Balkans via GRC/TUR/IRN from PAK | 67% |
| GRC via IRN/TUR from PAK                 | 12% |
| ITA from Northern Europe                 | 6%  |
| ITA via TUR from PAK                     | 4%  |
| ITA via LBY via ARE/TUR/IRN from PAK     | 4%  |
| ITA via Western Balkans/GRC from PAK     | 4%  |
| Western Balkans from GRC                 | 3%  |

### Intended destination

Migrants' intentions in terms of final destinations change during the journey, adjusting to the experiences en route and to the conditions and possibilities in the countries where the survey was carried out. Moreover, intended destinations mentioned change between migrants interviewed along the Central and the Eastern Mediterranean route.

On the Central Mediterranean route, respondents reported Italy as the country they had in mind at the time of departure the most (83% in 2016 and 52% in 2017), followed by Libya (7% in both years) and Germany (2% in 2016 and 5% in 2017). Three per cent in 2016 and 27% in 2017 mentioned Europe in general or no country in particular as intended destination at the time of departure. On the Eastern Mediterranean route, Pakistanis mentioned Italy as first intended destination country (53% in 2016, 31% in 2017), followed by Germany (26% in 2016 and 28% in 2017), France (6% on both years). 4% in 2016 and 7% in 2017 mentioned Europe in general, and 12% in 2017 mentioned Greece as destination (place to remain).

Migrants were also asked about their intentions at the time of the interview: having arrived in Europe and given their current situation in either Italy, Greece or other Western Balkan countries, they reported their intention to stay or go elsewhere. Among migrants interviewed in Italy, 87% reported to be willing to stay in Italy, while 4% mentioned the United Kingdom, 3% Germany, 5% mentioned Europe in general or had no specific country to mention. On the Eastern Mediterranean route, 49% answered that they intended to reach Italy, while 13% mentioned Greece, 11% mentioned Germany and 4% mentioned Serbia.

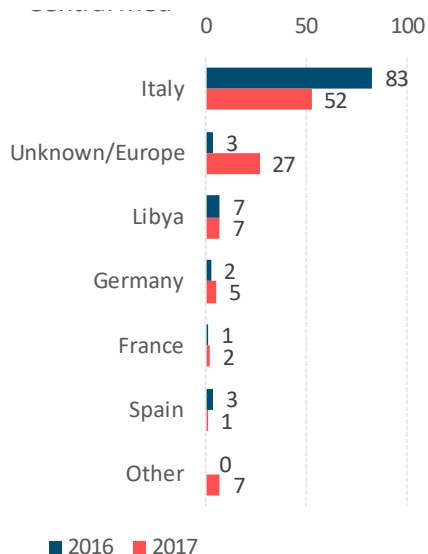


Fig. 22: Share of respondents by intended destination at the time of departure by year of the survey - Central Mediterranean route.

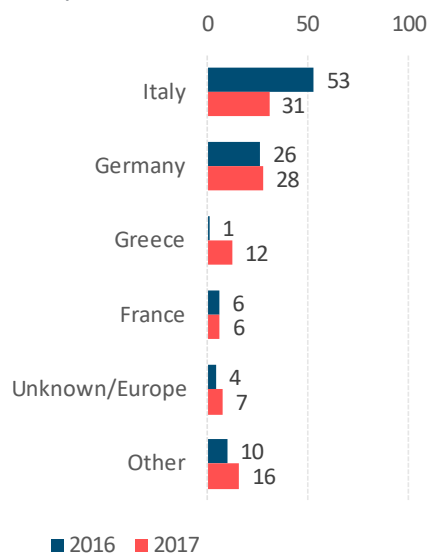


Fig. 23: Share of respondents by intended destination at the time of departure by year of the survey - Eastern Mediterranean route.

Choices and preferences on both routes were mainly motivated with the socio-economic condition of the intended destination country (42%) or to the accessibility of the asylum procedure (37%). 97% of Pakistanis interviewed in Italy and 85% of those interviewed along the Eastern Mediterranean route reported to have no relatives already at destination.

Smaller shares said to have non-first-line family members (3% in Italy, 11% on the Eastern Mediterranean route) or first-line family members already at destination (0% in Italy, 11% on the Eastern Mediterranean route).

## Methodology

### The DTM's Flow Monitoring Surveys

This report presents the results of a data collection run by IOM field staff in Italy aimed at capturing the flows, profile and experiences of Pakistani migrants interviewed in 2016 and 2017 along the Central and Eastern Mediterranean routes. 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.

### 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 2016, the FMS was conducted in Sicily, Calabria and Apulia for Italy (June-November) and in Bulgaria, Greece, Hungary, Serbia and the Former Yugoslav Republic of Macedonia for the Eastern Mediterranean route (January-November). 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.

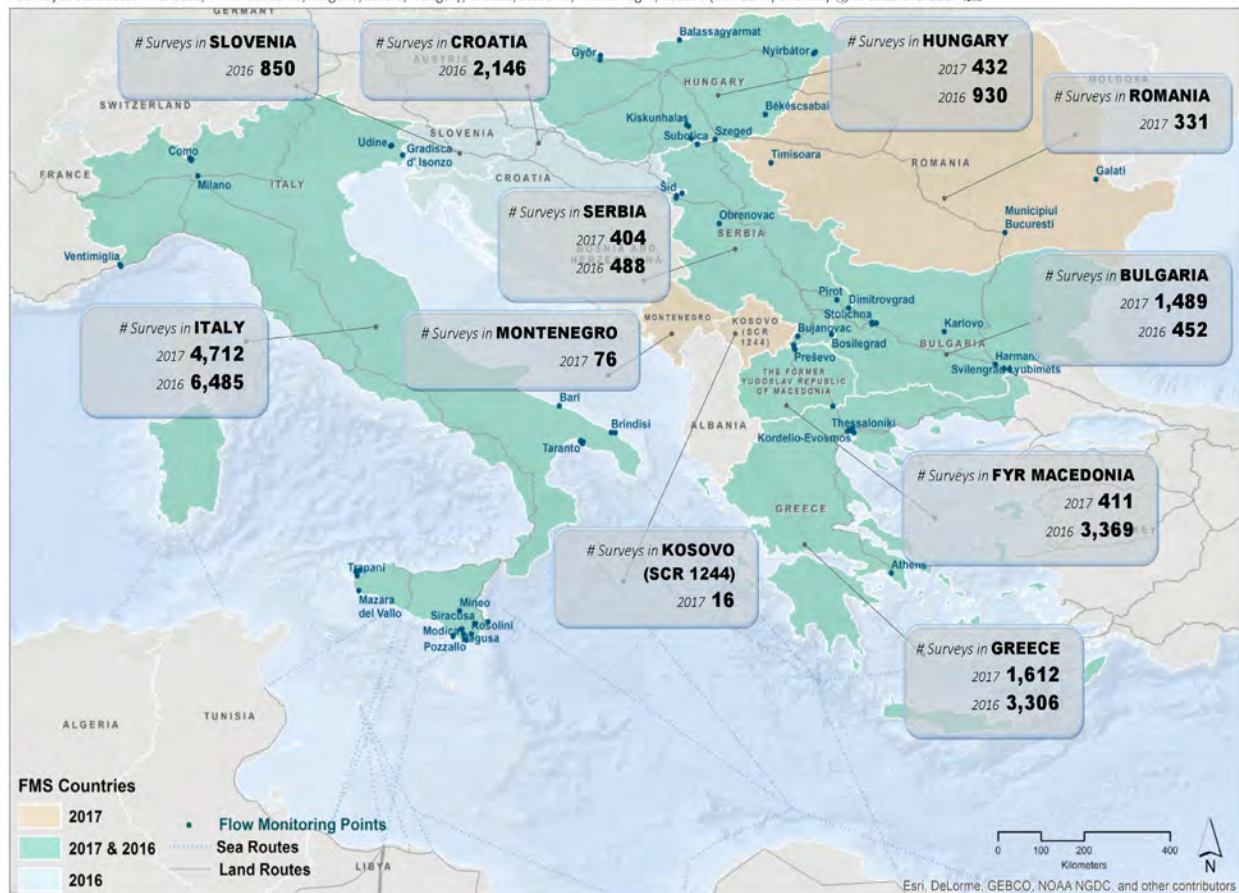
The data collection activities have been adjusted following the different developments on the ground. A network of data collectors covered more than 20 among official reception centres, transit/exit/entry points and accessible unofficial sites with reported presence of stranded migrants:

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 (Röske 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.

## 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.



\* 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.

## 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.



Compilation of Available Data and Information - Statistical Report

October 2017

[Download here](#)



Flow Monitoring Survey - Analysis of the Sample

October 2017

[Download here](#)



Interagency Factsheet on Refugee and Migrant Children in Europe

Q2 2017 Overview

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Displacement Tracking Matrix (DTM) Mediterranean  
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Data collection activities supported by:

