



International Organization for Migration (IOM)  
The UN Migration Agency

**DTM**

ANALYSIS:  
FLOW MONITORING SURVEYS  
THE HUMAN TRAFFICKING AND OTHER EXPLOITATIVE  
PRACTICES PREVALENCE INDICATION SURVEY  
APRIL 2017

INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)



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PHOTO: MIGRANTS IN THE MEDITERRANEAN. FRANCESCO MALAVOLTA/IOM 2014

**2,387** interviews were conducted in Italy, Greece, Bulgaria, Hungary, Serbia, and the former Yugoslav Republic of Macedonia from February to April 2017

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#### [About DTM's Flow Monitoring Surveys](#)

DTM Flow Monitoring Survey (FMS) started in October 2015 and is being conducted within the framework of IOM's research on populations on the move through the Mediterranean and Western Balkan Routes to Europe. This report presents the results of a round carried out by 21 IOM data collectors in Italy (Central Mediterranean route), Bulgaria, Greece, Hungary, Serbia and the former Yugoslav Republic of Macedonia (Eastern Mediterranean route) from February to April 2017.

This round of surveys is part of the IOM's Displacement Tracking Matrix (DTM) implementation in the Mediterranean, with 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, with an emphasis on enhancing the protection aspect, especially in relation to children on the move and human trafficking and other exploitative practices indicators, that now also refer to sexual and gender-based violence (SGBV).

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 revised questionnaire allows for greater insight into migrants' decision making process in the country of origin and in the country of departure/residence. 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 the 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. Further information about the questionnaire, proxy indicators and survey implementation can be found in the [Methodology section](#).

#### Overview

This report contains an analysis of the responses provided by migrants and refugees travelling along the Central Mediterranean Route and the Eastern Mediterranean Route. The first section provides analysis on interviewees' responses to human trafficking and other exploitative prevalence indicators. The second section explains the context of the two migration routes.

The Central Mediterranean sample is composed of 1,602 responses of migrants interviewed in 21 different locations in the Italian regions of Sicily, Apulia, Lombardy and Friuli Venezia Giulia. The Eastern Mediterranean route has a sample of 1,221 interviews with migrants conducted in 16 different transit, exit and entry locations and reception/accommodation centres in Serbia, Greece, the former Yugoslav Republic of Macedonia, Hungary and Bulgaria.



# 1. The Human Trafficking and Other Exploitative Practices prevalence Indication Module

## Central Mediterranean route results

This section presents results of the DTM Flow Monitoring Survey conducted between mid-February and mid-April 2017 in Sicily and Apulia in the South of Italy, and Lombardy and Friuli Venezia Giulia, in the North. The Central Mediterranean sample has 1,602 interviews with migrants coming from 46 different countries of origin.

### Main findings

- 76% of individuals 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 trafficking and other exploitative practices indicators;
- 49% of respondents responded positively to at least 2 out of 4 indicators of human trafficking and other exploitative practices;
- 72% of all migrants interviewed experienced physical violence during their journey;
- Migrants with the highest share of positive responses come from Senegal, Ghana, Cameroon, Bangladesh and Mali (all with more than 93% of positive responses). Pakistanis, Afghans (31%) and Iraqis (9%) had the lowest percentage of positive responses\*;
- Events captured by the four indicators of individual experiences included in the questionnaire are reported to take place mostly in Libya (91% of all cases), followed by Algeria (2%), Greece (1%), Iran (1%), Niger (1%), Bulgaria (0.5%) and a number of other countries in Eastern Europe, Middle East and North Africa.

### Direct experiences

- Individuals who were held against their will:

64% of respondents reported having been held in a location against their will during the journey, by armed individuals or groups other than any relevant governmental authorities. The majority of reported events fell into the category of kidnapping for the purpose of requesting a ransom or were related to detention by armed individuals and physical restrictions of movement to a closed space, such as a house or a garage. In some cases, migrants reported to have paid smugglers to be hidden from the public spaces, but they were then forced to remain in a closed space against their will for months, with scarce food and water. More than half of the men interviewed (65%) and 58 per cent of women reported being held captive/ against their will. Libya is the country reported in the vast majority of cases (89%), followed by Turkey, Sudan. Locations most frequently reported are Tripoli, Sabratha, Bani Walid and Sabah in Libya.

- Individuals who had worked without getting the expected payment:

49% of all interviewees reported having worked or provided services for someone during their journey without receiving the expected remuneration in return. Migrants often referred to a threat by an armed individual (employer/broker), or unpaid work that was connected with the possibility of being freed from a condition of detention by unofficial armed groups. Cleaning, gardening and housework, construction and manufacturing, farming, transportation are the most frequently mentioned sectors of potential exploitation. Reported unpaid work situations happened in Libya (91%), and to a lesser extent in Algeria (4.5%) and Greece (1%).

- Individuals who were forced to work:

36% of 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%, especially in Tripoli, Sabratha, Sabah, Bani Walid, Zawiya and Brak), with other incidents also reported in Algeria and Niger. Cleaning and gardening, construction, farming are the most frequently mentioned sectors of potential exploitation.

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

0.4% of all respondents reported having been approached with offers of an arranged marriage (for the respondent or for a close family member). This is the only indicator where women were more likely than men to respond positively (1.5% versus 0.3%).

- Individuals who experienced physical violence:

72% of all respondents reported to have suffered from physical violence during the journey; the rest did not experience it (15%), declined to respond (1%) or was not asked this question because it was perceived to be too sensitive for the respondent (12%). A higher percentage of men (73%) than women (50%) responded positively. Almost three quarters of all events were reported in Libya (eg. Tripoli, Sabratha, Sabah, Bani Walid, Zawiya), followed by Bulgaria (Sofia), Iran (Teheran), and other Balkan and Middle Eastern countries. Apart from previously mentioned locations, respondents also reported that these incidents happened in Turkey (Istanbul), Greece (Athens), Iran (Shiraz) and Hungary (Budapest).

\*Only groups with more than 20 observations have been considered.

### Observed experiences along the route

- Offer of cash in exchange for blood, organs or body parts:

1.75% 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.

- Forced to give blood, organs or body parts:

1.5% 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.

Those observed instances that may amount to organ trafficking are reported to have taken place in Libya in 72% of the cases, followed by Egypt (7%) and Bulgaria (7%).

- Threatened with sexual violence:

26% of all respondents reported to have observed someone travelling with them been threatened with sexual violence during the journey. The rest did not experienced it (46%), didn't know (8%), declined to respond (1%), or was not asked this question because it was perceived too sensitive for the respondent (19%). The percentage of reports from women is slightly higher (32%) than that of men (26%). These observed experiences have been reported in Libya (Sabratha, Sabah, Bani Walid, Tripoli) in 95% of the cases, followed by Niger (2%, especially in the desert area en route to Libya) and Algeria (1%).

### Profile of migrants who answered "yes" to at least one of the trafficking and other exploitative practices questions, based on their direct individual experience

#### Nationality\*\* :

Almost all interviewed migrants from Senegal, Ghana and Cameroon answered "yes" to at least one of the individual indicators of exploitative practices (more than 97%), followed by migrants from other West African countries, Bangladeshis, Sudanese and Somalis (between 94% and 89%). Eritreans, Moroccans and Nigerians have shares of positive responses in around 86% of the cases, followed by Pakistanis (32%), Afghans (31%) and Iraqis (9%).

#### Age:

The mean age of migrants who responded positively to at least one out of five indicators is 23 years. Among migrants with no positive responses to exploitative practices, the mean age is 27. On average, children (aged 14-17) show a higher rate of positive responses than adults (91% versus 74%).

#### Sex:

On average, the share of positive responses is higher for men (77%) than for women (67%). The difference between men and women is particularly striking in the case of work without pay (51% versus 14%), of forced work (36% versus 15%), while it is smaller in the case of being held against will (reported by 65% of men and 58% of women). A noticeable exception is that of offers of an arranged marriage, which is reported by 1.5% of interviewed women and by 0.3% of men.

Physical violence is reported by 73% of all men and by 50% of all women in the sample.

As for observed experiences, instances that may amount to organ trafficking are similarly reported by men and women, while observed experiences of sexual violence are more frequently reported by women than by men (32% versus 26%).

#### Travelling mode:

Migrants who travelled alone responded positively in 76% of the cases, those in a group of non-family members responded positively in 82% of the cases, and those with at least one family member responded positively in 67% of the cases.

While 86% of migrant men travelled alone, migrant women more frequently travelled in a group of family members (47%).

#### 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 one of the trafficking and other exploitative practices indicators. Migrants who spent in transit less than one month responded positively in 31% of the cases, migrants with time spent in transit of more than 3 months responded positively 82-86% of the cases. Migrants who have no transit country recorded, because they travelled directly from departure to the survey country, also responded positively in 86% of the cases.

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\*\* Only groups with more than 20 observations have been considered

### Secondary migration movements:

72% of migrants who have spent more than a year in a country different from that of origin before moving again to reach Italy (secondary migration) responded positively to one of the individual trafficking and other exploitative practices indicators, compared with 79% of the rest of the sample. Migrants who engaged in secondary migration departed from Libya in 53% of the cases, followed by Germany (18%), Algeria (6%), Austria, Greece, France, Sudan, Denmark. Migrants departing from European countries are mainly interviewed in the North of Italy and have moved back to Italy under Dublin regulation. 24% of Pakistanis, 10% of Bangladeshis, 8% of Nigerians and Gambians departed from a country different from that of origin.

### **Eastern Mediterranean route results**

This section presents results of the DTM Flow Monitoring Survey conducted between mid-February and mid-April 2017 in Bulgaria, Greece, Hungary, Serbia and the Former Yugoslav Republic of Macedonia. The survey has been conducted with respondents of 54 nationalities and 47 different origin countries. The Eastern Mediterranean sample has 1,221 interviews with migrants coming from 47 different countries of origin.

#### Main findings:

- 10% of individuals answered “yes” to at least one of the four human trafficking and other exploitative practices indicators based on their own direct experience; a higher percentage of women than men responded positively to at least one of the four indicators\*\*\*;
- An additional 1% 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;
- 7% of respondents responded positively to at least 2 out of 5 indicators of human trafficking and other exploitative practices;
- Migrants with higher shares of positive responses come from Syria and Iraq, with 6% and 4% respectively who responded positively to the human trafficking and exploitative practices indicators;
- Incidents related to the four indicators of individual experiences included in the survey are reported to take place mostly in Turkey (84% of all cases, mainly in Izmir, Istanbul, Ayvalik), followed by Greece (7%, mainly in Athens, Methilene, Argos) and Bulgaria (4%).

#### Direct experiences

- Individuals who were held against their will:

1% of respondents reported having been held in a location against their will during the journey, by armed individuals or groups other than any relevant governmental authorities. Bulgaria is the country named by most respondents who were held against their will. Almost all of the reported incidents happened to migrant men. Migrants are often deprived of freedom of movement as part of the deal made with the smugglers. This practice is on rise since the strengthened border controls between countries (Turkey – Bulgaria in particular). Those who are transiting through Turkey spend some time in locations under the control of smugglers until the conditions for continuing the journey are fulfilled. These include paying the requested ransom or waiting for intermediaries to give a green light once logistics for the further transit are arranged. It has been reported that those migrants without financial means to pay the ransom, are exposed to the high risk of potential sexual exploitation to repay their debt. In most of the cases, these events take place in the border areas, or shortly after crossing the border between Iran and Turkey. Smuggling networks target also those migrants who settled are in employment in Turkey. As a result, migrants are tempted into secondary migration based on the promise of safe and fast passage to the Western Europe. Interviewees report that smugglers kidnap and demand a ransom after they receive the initial consent for the smuggling process from the migrant.

- Individuals who had worked without being paid:

9% of all interviewees reported having worked or provided services for someone during their journey without receiving the expected remuneration in return. Almost all incidents happened in Turkey (90%), with a few also reported in Greece and Serbia. A higher percentage of women (15%) than men (7%) reported that they worked without being paid.

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\*\*\*Women are however 17% of the survey sample on the Eastern Mediterranean migration route.

- Individuals who were forced to work:

7% of 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%). A higher percentage of women (15%) than men (5%) reported that they were forced to work.

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

1% of all respondents reported having been approached with offers of an arranged marriage (for the respondent or for a close family member). Women were more likely than men to respond positively (3% versus 0.2%).

### Observed experiences along the route

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

None of the 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. Similarly, none of the respondents reported being forced to give blood, organs or body parts while in transit.

### Profile of migrants who answered "yes" to at least one of the trafficking and other exploitative practices questions, based on their direct individual experience

#### Nationality:

The migrants with the highest percentage of positive responses to the human trafficking and exploitative practices indicators are Syrian (6%), Iraqi (4%) and Afghan (2%).\*\*\*\*

#### Age:

The mean age of migrants who responded positively to at least one out of four indicators is 25 years. Migrants with no positive responses to exploitative practices have a higher average age of 28 years. On average, children (aged 14-17) show a lower rate of positive responses than adults (7% versus 10%). Nevertheless, the percentage of children in this sample is small, of only 2%.

#### Sex:

On average, the share of positive responses to at least one indicator of the trafficking and other exploitative practices is higher for women (17%) than for men (8%). 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.

#### Travelling mode:

The highest percentage of positive responses was given by migrants who travelled alone. The migrants who travelled alone responded positively in 19% of the cases, while migrants travelling in a group of non-family members responded positively in 6% of the cases and migrants travelling with at least one family member responded positively in 3% of the cases.

Almost half (42%) of men travel alone, and a much lower percentage of women (18%) travel without a group. Most migrant women travel in a group of family members (75%).

#### Length of the journey:

Migrants who spent in transit between 3 and 6 months had the highest percentage of positive responses: 41%. Migrants whose journey had other duration had a similar percentage of positive responses (around 4%), with the exception of migrants who spent over one year in transit. This latter category of migrants had 11% of positive responses.

#### Secondary migration movements:

Migrants who have spent more than a year in a country different from that of origin before moving again to reach the country of survey (secondary migration) have similar rates of positive responses to trafficking and other exploitative practices indicators than the rest of the sample (around 9%).

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\*\*\*\* Only national groups with at least 20 respondents were considered for this statistic.

## 2. Context of Central and Eastern Mediterranean 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.

### Nationalities of the respondents

The main national groups interviewed along the Central Mediterranean route and the Eastern Mediterranean route are different. In Italy, the first five nationalities of migrants interviewed were Pakistanis (18%), Gambians (11%), Bangladeshis (10%), Nigerians (9%), and Guineans (8%). According to official statistics, migrants from Guinea (13%), Nigeria (13%), Bangladesh (12%) and Gambia (9%) represent 47% of all arrivals by sea in Italy in the first three months of 2017. Only 2% are Pakistanis. Main nationalities surveyed travelling along the Eastern Mediterranean route were Afghans (26%), Pakistanis (20%), Syrians (15%), Iranians (7%), and Iraqis (7%). According to the available data, migrants from Syria (36%), Iraq (10%), Afghanistan (7%) and Pakistan (7%) comprise 60% of the overall land and sea arrivals to Bulgaria and Greece in the first three months of 2017 whereas Iranian nationals represent 2% of the total arrivals with 88 migrants registered during the same period. Although the majority of interviews conducted on the Eastern Mediterranean route are concentrated around few national groups, the range of nationalities is wider for the Eastern Mediterranean sample than for the Central Mediterranean sample (40 versus 55 nationalities).

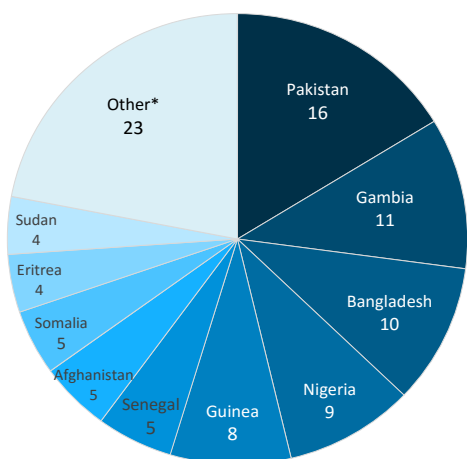


Figure 1: Respondents by nationality (Central Mediterranean route).

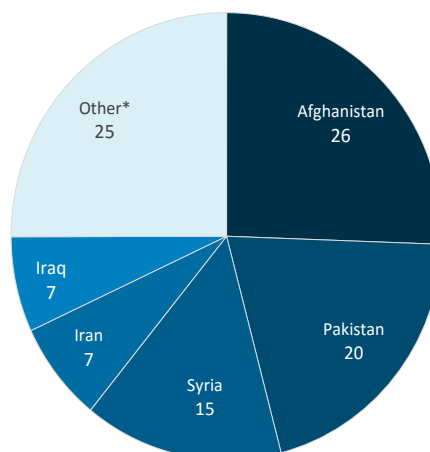
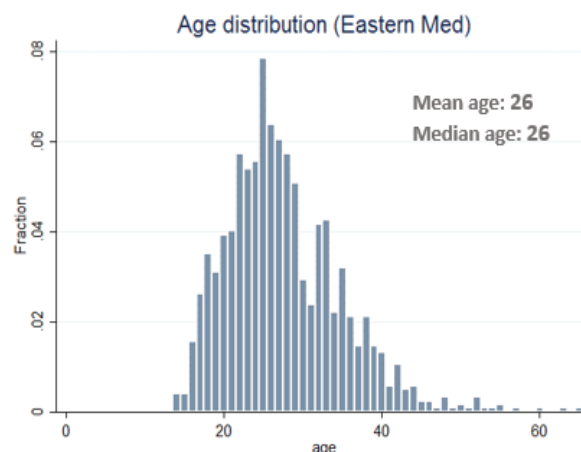
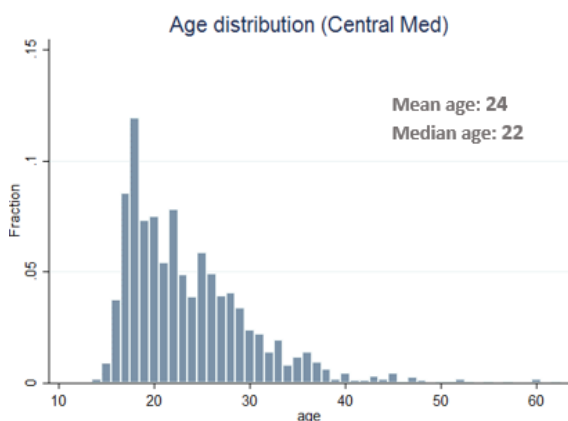


Figure 2: Respondents by nationality (Eastern Mediterranean route).

### Age

Respondents travelling along the Central Mediterranean route are usually younger than those who travel along the Eastern Mediterranean route. The average age of the respondents in Italy was 24, while the average age of migrants travelling along Eastern Mediterranean route was 26. Minors between 14 and 18 years old comprised a larger share of respondents in Italy, as compared to the share of respondents on Eastern Mediterranean route (13 vs 5%, respectively). On the Eastern Mediterranean route more than a half of the respondents (56%) were more than 25 years. Age distribution for respondents on both routes is shown below.



## Sex

Male respondents comprise majority of migrants surveyed on both routes. The share of adult women is four times higher on the Eastern Mediterranean route.

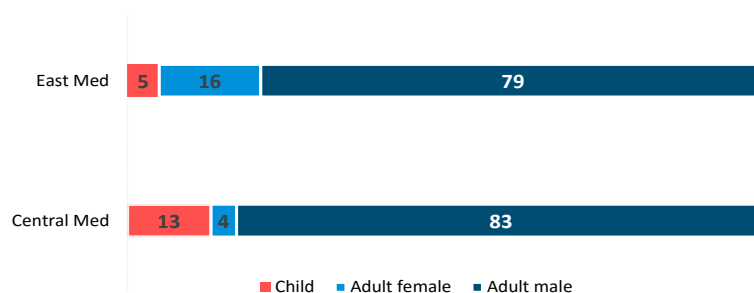


Figure 3: Percentage of respondents by sex.

## Level of education

Respondents who reported having obtained secondary-lower level of education comprise the largest share of migrants on the both routes. Individuals travelling along the Eastern Mediterranean route, however, were more likely to report tertiary level of education, as compared to respondents surveyed in Italy (7% vs 3%, respectively). Moreover, share of respondents who reported not having obtained any formal level of education was higher on the Central Mediterranean route than the share of respondents on the Eastern Mediterranean route (25% vs 14%, respectively).

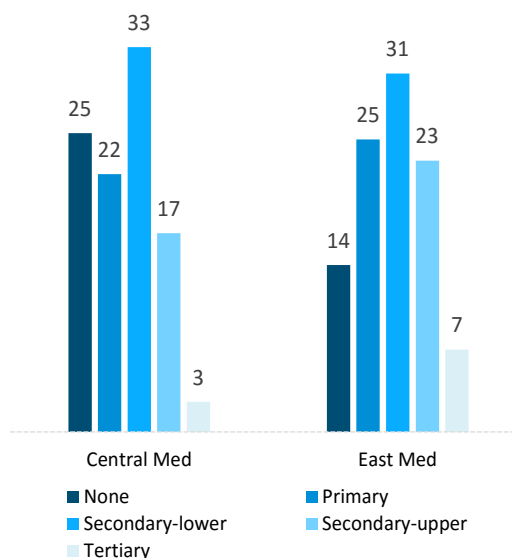


Figure 4: Percentage of respondents by sex

## Marital status

Migrants surveyed in Italy were more likely to be single as compared to respondents on the Eastern Mediterranean route. 78% of all migrants surveyed in Italy reported to be single versus 62% of migrants on the Eastern Mediterranean route.

Moreover, on both routes women were more likely to be married, as compared to men. In Italy, 32% of female respondents were married, as compared to 20% of men, while on the Eastern Mediterranean route women were twice as likely as men to be married. (63% of females were married vs 30% of males).



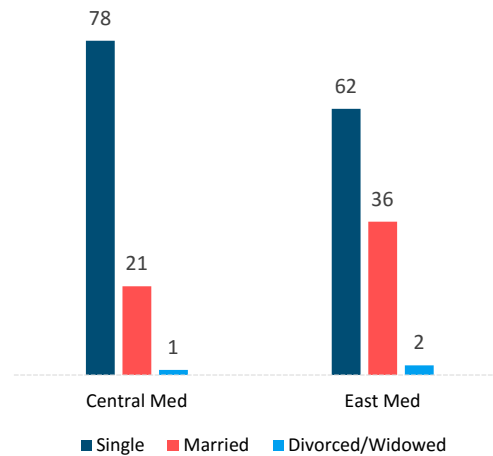


Figure 5: Percentage of respondents by marital status.

### Employment status before departure

The majority of respondents (41%) on the Central Mediterranean route reported being employed at the time of departure from their countries of origin or habitual residence, while 14% reported being self-employed and another 14% studying at the time of departure. 31% of respondents reported being unemployed at the time of departure. On the Eastern Mediterranean route, the distribution of responses is similar but with slightly more unemployed (38%) and less students (7%). The breakdown of responses is presented on the graph below.

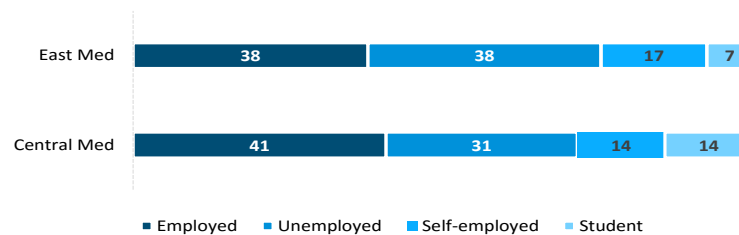


Figure 6: Percentage of respondents by employment status.

Moreover, on the Eastern Mediterranean route out of those 55% of respondents who reported being employed or self-employed at the time of departure, the majority (32%) were service or sale workers, followed by those occupied in skilled manual labour (17%). On the Central Mediterranean route, the majority of respondents (25%) also reported being service or sale workers at the time of departure, closely followed by respondents with elementary occupations (24%).



Figure 7: Employment Sector before departure of respondents of Eastern Mediterranean route



Figure 8: Employment Sector before departure of respondents of Central Mediterranean route

## Travel

84% of migrants on the Central Mediterranean route stated to have been travelling alone and 10% to have travelled with a group of non-family members, with only a remaining 6% travelling with at least one family member. On the Eastern Mediterranean route, alongside a majority of migrants travelling alone (38%) a non-negligible number of migrants travelled with family (35%) or with a group of non-family members (27%).

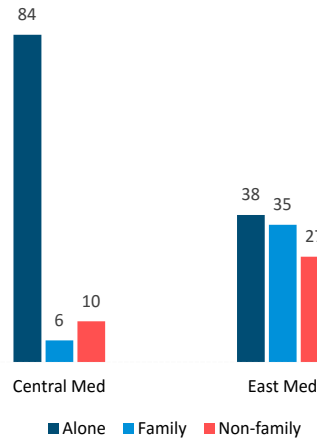


Figure 9: Percentage of respondents travelling alone or with a group of family/non-family members.

## Secondary migration

Majority of respondents on the Central Mediterranean route (41%) 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 only 15% of respondents surveyed on the Eastern Mediterranean route engaged in secondary migration.

## Reasons for leaving the origin country

56% of the respondents on the Eastern Mediterranean route reported having left their countries of origin due to economic reasons, 53% reported having left because of war or conflict in the countries of origin, while 21% reported limited basic services as the reason for leaving. It is important to note that survey form allowed for more than 1 answer to this question. Therefore, most of the respondents reported more than one reason for leaving their countries of origin. Majority of those respondents, who reported reported indiscriminate violence or persecution as their reason for leaving also reported war or conflict. On the Central Mediterranean route, respondents were more likely to report indiscriminate violence or persecution as reasons for leaving (56%), followed by economic reasons and conflict (both around 30%).

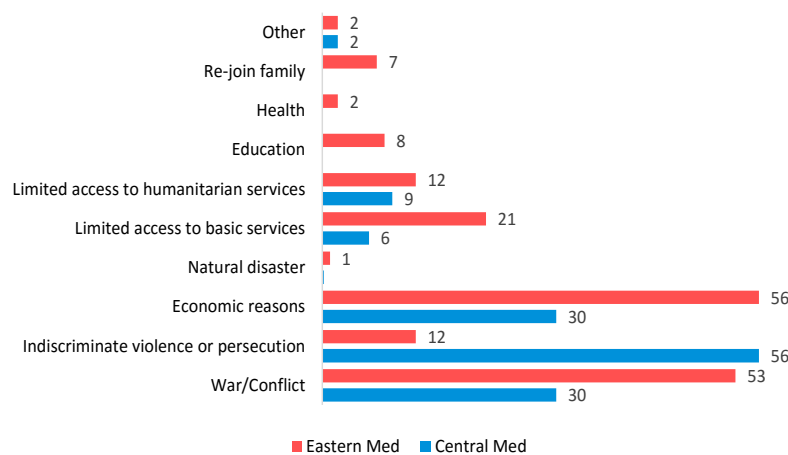


Figure 11: Percentage of respondents by reasons for leaving countries of origin. (The question allowed for more than one answer. Therefore, the total sum of percentages does not add up to 100).

### Reasons for leaving when country of departure is different from that of origin

On the Eastern Mediterranean route the majority of respondents who engaged in secondary migration reported limited access to humanitarian or basic services as main reasons to leave departure countries, while the majority of respondents engaged in secondary migration surveyed in Italy reported indiscriminate violence or persecution, as well as war or conflict as main reasons for leaving countries of departure.

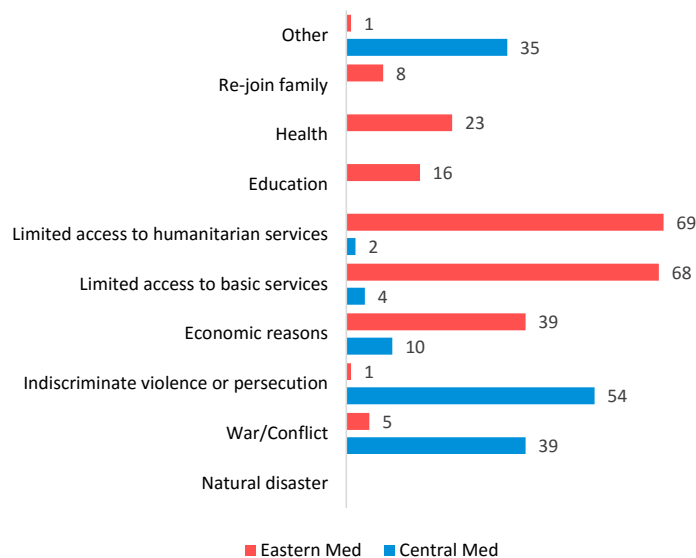


Figure 12: Percentage of respondents by reasons for leaving countries of departure (different from that of origin). (The question allowed for more than one answer. Therefore, the total sum of percentages does not add up to 100).

### Cost of journey

Journeys on the Eastern Mediterranean route costed between 2,500 and 5,000 USD in more than half of the cases (54%) and 31% who paid more than 5,000 USD, while migrants of the Central Mediterranean sample reported a wider range of prices, including 22% who paid more than 5,000 USD, 5% who stated to have travelled without paying (possibly incurring in a debt to be repaid upon arrival). 17% could not provide any estimate of the total amount paid for the overall cost, including that related to smuggling, bribes or ransoms. The complete breakdown of the reported cost of journey by respondents travelling along two routes is presented on the graph below.

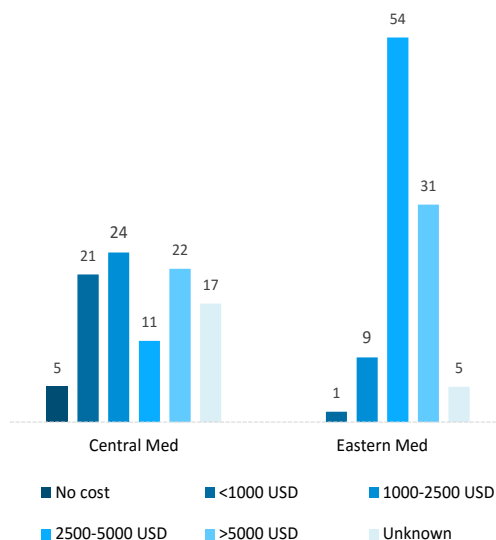


Figure 13: Percentage of respondents by the cost of overall journey per person (in USD).

### Cost of last leg to reach the country of interview

The survey also asked about the cost of journey between the last transit country and the country of interview. The majority of respondents on the Eastern Mediterranean route (38%) reported the estimated cost between 500 and 1,000 per person, while on the Central Mediterranean route the percentage was lower, with 19% of respondents reporting the estimated cost between 500 - 1,000 USD. Migrants surveyed in Italy were more likely to report lower costs, with 21% reporting the estimated cost less than 500 USD, as compared to 4% of migrants travelling along the Eastern Mediterranean route.

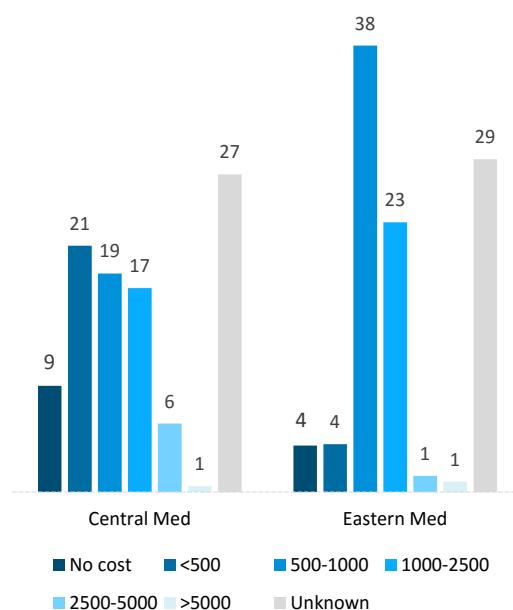


Figure 14: Percentage of respondents by the cost of journey between last transit country and survey country (per person, in USD).

### Context in the last transit country before reaching the country of the interview

The context in the last transit country before reaching the country of survey also differs greatly. Migrants interviewed on the Central Mediterranean route typically arrive from Libya as the last transit country (63%), which is the country where the majority of events related to trafficking and other exploitative practices are reported to happen. On the Eastern Mediterranean route, migrants and refugees interviewed arrive from Turkey (53%), where most of the events in the case of positive responses to the indicators are reported to happen. Libya is now known for the severity of human rights abuses that many migrants transiting experience.

Migrants and refugees interviewed on the Central Mediterranean route reported longer periods spent in transit than migrants interviewed on the Eastern Mediterranean route: migrants interviewed in Italy spent in transit 160 days on average, with 32% having travelled for more than 6 months, while migrants interviewed on the Eastern Mediterranean route have spent 80 days in transit on average, with half of them travelling for less than 1 month. Longer journeys and higher number of transited countries involve different means of transportation and more stops due to high range of circumstances.

## Destination countries

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.

40% of all respondents surveyed in Italy reported Italy as their intended country of destination at the time of departure, while 20% reported Europe as a whole without specifying any particular country, and 11% reported Libya. The rest reported other European countries. Majority of respondents on the Eastern Mediterranean route (33%) reported Germany as the intended country of destination at the time of departure, followed by France (11%), and Sweden (10%).

The survey also asked about the intended country of destination at the time of the interview. Interestingly, much more respondents on the Central Mediterranean route reported Italy as their intended country of destination (76%), as compared to responses at the time of departure. The opposite happened with responses on the Eastern Mediterranean route. The percentage of respondents who reported Germany as preferable country of destination decreased from 33% to 23%, with more respondents (13%) reporting Italy as their intended country of destination as compared to 8% that reported Italy as a destination country at the time of departure in the Eastern Mediterranean route.

Moreover, majority of those respondents on Eastern Mediterranean route, who reported Germany as the intended country of destination at the time of the interview cited appealing socioeconomic conditions as their reasons for choosing Germany as the destination country, while 34% reported the fact that they have relatives in Germany as the reason for choosing it as their final destination.

On the Central Mediterranean route, respondents reported a wider variety of reasons to choose Italy as their destination country. 30% reported safety as the main reason for their choice, 23% - appealing socioeconomic conditions, 19% said that Italy was the only choice available for them, and 22% reported ease of access to asylum procedures as the main reason.

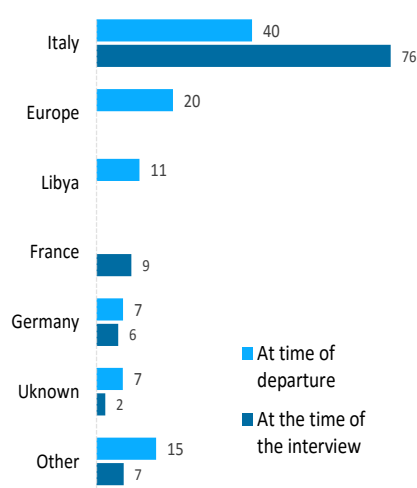


Figure 15: Destination countries reported by respondents on the Central Mediterranean route

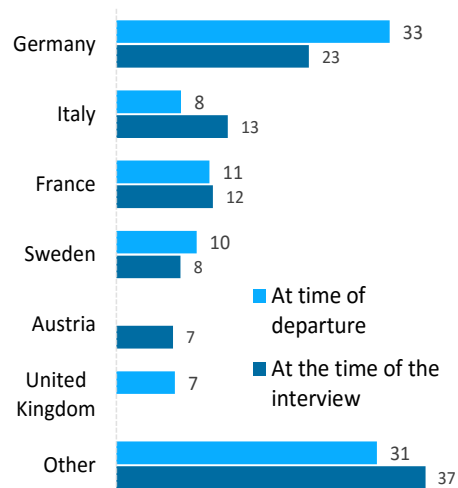


Figure 16: Destination countries reported by respondents on the Eastern Mediterranean route

Furthermore, 92% of migrants surveyed in Italy reported not having any relatives at the destination countries. In comparison, respondents on the Eastern Mediterranean route were more likely to report having relatives at the countries of intended destination. 17% reported having first-line relatives at the destination countries, while 29% reported having non-first line relatives.

### 3. Methodology

The survey for the Eastern Mediterranean route is conducted by IOM field staff in locations of entry, transit, and exit same as in specialized accommodation and reception centers in Hungary, the former Yugoslav Republic of Macedonia, Serbia, Slovenia, Bulgaria and Greece. The data collection activities are adjusted following the different developments on the ground. Enumerators are combining between official reception centers/transit/exit/entry points and accessible unofficial sites with reported presence of stranded migrants. This resulted in reaching a total of 1,221 respondents, which represents 42% of the total land and sea arrivals through the Eastern Mediterranean reported during the respective period (included surveys are collected between 15 February and 10 April 2017). A network of data collectors in the Eastern Mediterranean and Western Balkans covers a minimum of 16 different flow monitoring points, such as Athens, Oreokastro, Thessaloniki and Schisto in Greece, Gevgelija in the southern part of the former Yugoslav Republic of Macedonia (main entry point from Greece), main reception centers in Hungary such as Nyrbator, Vamosszabadi, Gyor, and transit zones near the border with Serbia – Röske and Tompa, biggest reception centers in Bulgaria – Harmanli and Pastrogor and transit sites in Subotica (near Hungarian border) and Sid in Serbia.

The survey in Italy is currently conducted in 4 regions: in the South of the country (Sicily and Apulia) migrants are interviewed at entry and transit points soon upon arrival in ports where disembarkation from Search and Rescue operations take place (Pozzallo, Ragusa, Catania, 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 Friuli Venezia Giulia migrants have been interviewed in reception centres for asylum seekers which mainly host migrants entered by land from Slovenia or Austria. Hence, the overall sample from the survey conducted in Italy also includes responses from migrants who have travelled mostly along the Eastern Mediterranean route and arrived in Italy.

#### Active Flow Monitoring Points in Europe



In all cases, 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 willing to respond to this survey are more likely to be young adult males and this group is therefore overrepresented.

The surveys are fully anonymous and provide strong evidence of the kind of enabling environment within which trafficking and associated forms of exploitation and abuse thrive, as well as a picture of the vulnerability of migrant populations and the risks they face. If, while conducting the survey, interviewers come across people with likely protection needs, those people are referred directly to the relevant protection actor.

The survey is designed for profiling third country nationals (non-European) who are migrating to the countries of Europe through Central and Eastern Mediterranean routes. Only migrants age 14 and above are approached. 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. The sample structure intends to represent migrants' nationalities, sex and age structures therefore it aims to be representative. Nevertheless, flows are constantly changing and fieldwork conditions depend on the country, location and centre surveyed. Those more willing to respond to this survey are young adult males, which are therefore slightly overrepresented on both samples, in comparison to women.

For this round of FMS, only migrants arrived in the country of the interview from the beginning of 2016 onwards are considered. The survey is translated into Arabic, Dari, English, French, Farsi, Italian, Pashtu and Urdu.

The second FMS module contains questions that indicate human trafficking and exploitation practices. The module is prepared by IOM's Assistance to Vulnerable Migrants (AVM) Unit and it gathers information on events of human trafficking and other exploitative practices, experienced by the respondent directly or by one of his/her family member, or witnessed by the respondent during the journey. In this round, the Human Trafficking and Other Exploitative Practices Prevalence Indicators Module includes six questions for the Eastern route and eight questions for the Central route, to capture information about whether or not the respondent has, during their journey:

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

Two additional questions on physical and sexual violence have been piloted in Italy since February 2017, to capture whether a migrant has, during the journey:

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

Out of the eight questions, the first four are related to individual experiences. In the context of this analysis, the positive response to any of these four questions is considered as a positive response to the human trafficking and exploitative practices indicators for individual experiences. Question 7, which is currently piloted only in Italy also refers to an individual experience, but it has not been included in the human trafficking and exploitative practices indicators. Questions 5, 6 and 8 refer to observed experiences, and the results were reported accordingly.

The survey structure has the advantage of facilitating the collection of data that relates to the direct experiences of the primary respondent. This provides more reliable data that are easier to estimate prevalence with. The respondent is also asked a follow up question about whether that same question 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 experiences described in the questions do not aim to identify cases of human trafficking as defined by international legal instruments, but to give a good understanding of the overall vulnerability to abuse, human trafficking and exploitation of migrants in transit. Through the use of standardized measures, comparisons across countries, time and different populations, the survey allows to depict a systematic picture of the prevalence of exploitative practices on migrants' journey to Europe.