



FLOW MONITORING SURVEYS WITH MIGRANTS ARRIVING TO ITALY IN 2023

04 AUGUST – 27 DECEMBER 2023

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EXECUTIVE SUMMARY

This report presents the results of the Displacement Tracking Matrix (DTM) Flow Monitoring Surveys (FMS) deployed in Italy in 2023. The data were collected from 04 August to 27 December 2023 in three Italian regions (Calabria, Friuli Venezia Giulia, and Sicily). IOM interviewed a total of 1,451 individual respondents.¹ FMS provide a snapshot of the profiles, experiences, and needs of migrants. The survey asks questions on demographics, education and employment backgrounds, the circumstances of the migration journey and migration factors, as well as future intentions and vulnerabilities to abuse, exploitation and violence.

- 73 per cent of respondents arrived in Italy by sea through the Central Mediterranean Route, while the remaining 27 per cent by land through the WBR. The majority were single adult men between 18 and 29 years old (65%). Female respondents were 10 per cent of the sample, while another 6 per cent were children between 14 and 17 years old.
- Main nationalities were Pakistan, Bangladesh, Guinea, and Côte d'Ivoire. The large majority intended to stay in Italy (85%), while others reported Germany, France, and the United Kingdom as their preferred destinations.
- The main reported reasons for leaving were personal violence (35%), war and conflict (31%), and economic reasons (29%), while smaller shares of migrants also reported reasons related to limited access to basic services, slow-onset environmental changes, lack of access to higher education and natural disasters. Women in the sample (10%) reported to have left due to war and conflict (42%) and personal violence (40%) at a higher rate than average, and reported less frequently economic reasons (15%).²
- More than half of the respondents (54%) travelled alone, while the rest travelled in groups of non-family members, family or with facilitators. Around 51 per cent of the respondents reported an estimated cost of the journey higher than 2,500 USD, with 7 per cent reporting to have paid more than 10,000 USD overall. The cost varied depending on the route and nationality, with the highest costs reported by migrants from Pakistan, Bangladesh and Afghanistan arriving by land through the Western Balkans route.
- Most of the respondents (79%) faced at least one problem during the journey, such as financial issues, hunger, robbery, lack of shelter, health problems, or attacks by others. Also, 81 per cent of all migrants – with a similar share of male and females – reported to have personally experienced at least one of the eight experiences of abuse, exploitation and violence covered by the survey. Among these, physical violence was the most frequently reported (44%), followed by unpaid work (29%) and being held against their will (21%). Most issues and instances of violence were reported in transit countries geographically close to Europe: Libya, Tunisia, Algeria, and Türkiye.
- The most frequently cited needs are related to access to documents (46%), support with employment (41%) and language courses (22%).

¹ The term “respondents” refers to migrants, refugees and asylum-seekers as the reference population is made of mixed migration flows. These terms are used interchangeably throughout the report.

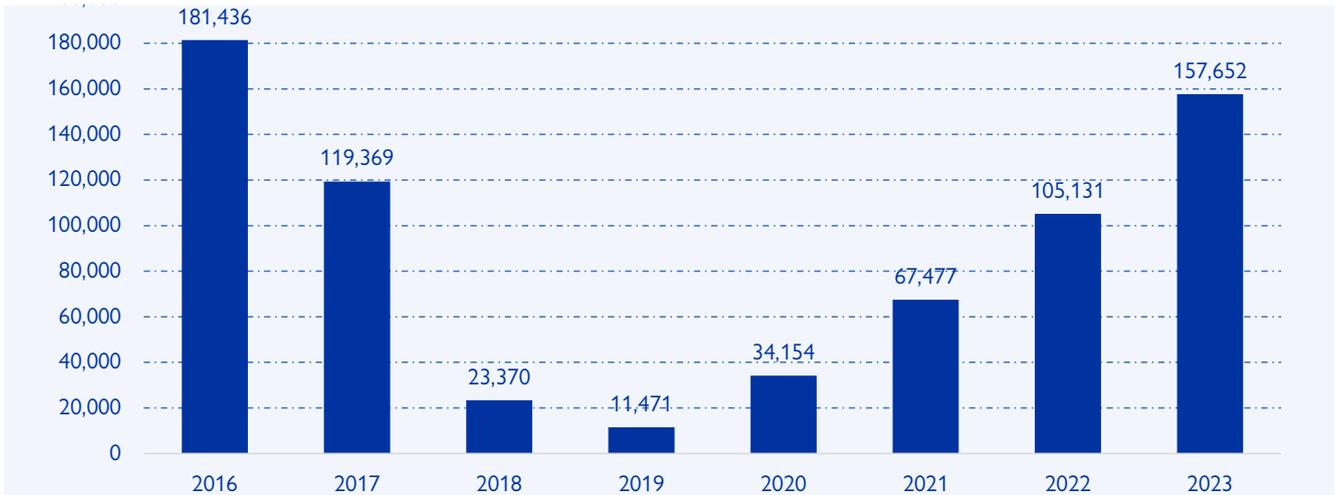
² Multiple responses possible.

1 INTRODUCTION

Since 2016, the Central Mediterranean region has become a significant crossroads for migrants and refugees³ attempting to reach the European Union (EU). Between 2017 and 2019, migration flows to Italy experienced a decline due to changing political contexts and socio-economic dynamics in the Mediterranean region. However,

migration flows by sea to Italy began to increase again since the end of 2020 when mobility restrictions due to the COVID-19 pandemic started being lifted. In 2022, arrivals by sea reached 2017 levels, with 105,131 arrivals. This trend continued into 2023, with 157,652 arrivals by sea.

Figure 1. Migrants registered by authorities in Greece, 2016 - 2023 (absolute numbers)



Source: [DTM Mixed Migration Flows to Europe](#)

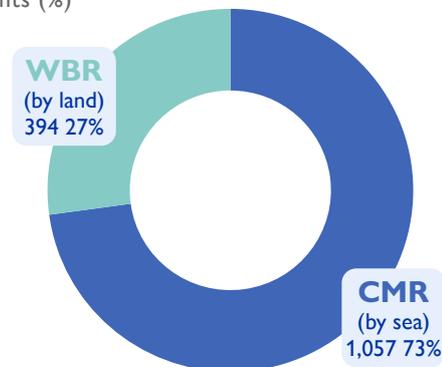
To better grasp these changes and to improve assistance to migrants, the IOM's Displacement Tracking Matrix (DTM) started conducting the Flow Monitoring Surveys (FMS) in 2016. These data laid the foundations for an analysis that provides the IOM, states, and humanitarian actors with in-depth and up-to-date information on human mobility trends and main vulnerabilities among the populations moving.

This report contains findings from the DTM FMS conducted by IOM field staff between 04 August and 27 December 2023. The survey covered a total of 1,451 individuals interviewed at various flow monitoring points (FMPs): transit and reception locations, as well as open spaces, train, and bus stations in three Italian regions: Calabria, Sicily, and Friuli Venezia Giulia.

The data collected provide insights into the migration characteristics of individuals arriving in Italy, not only via the Central Mediterranean Route (CMR) by sea but also by land, through the Western Balkans Route (WBR) via Slovenia. Indeed, 27 per cent of the respondents reported to have entered Italy by land via the WBR and 73 per cent

via the CMR. The next section of the report presents the baseline profile of the population interviewed, followed by a section on the migrants' travel experiences up to the location where the interview took place. The report then highlights respondents' experiences of violence, exploitation, and abuse during the journey. The last sections examine the respondents' views on their return intentions.

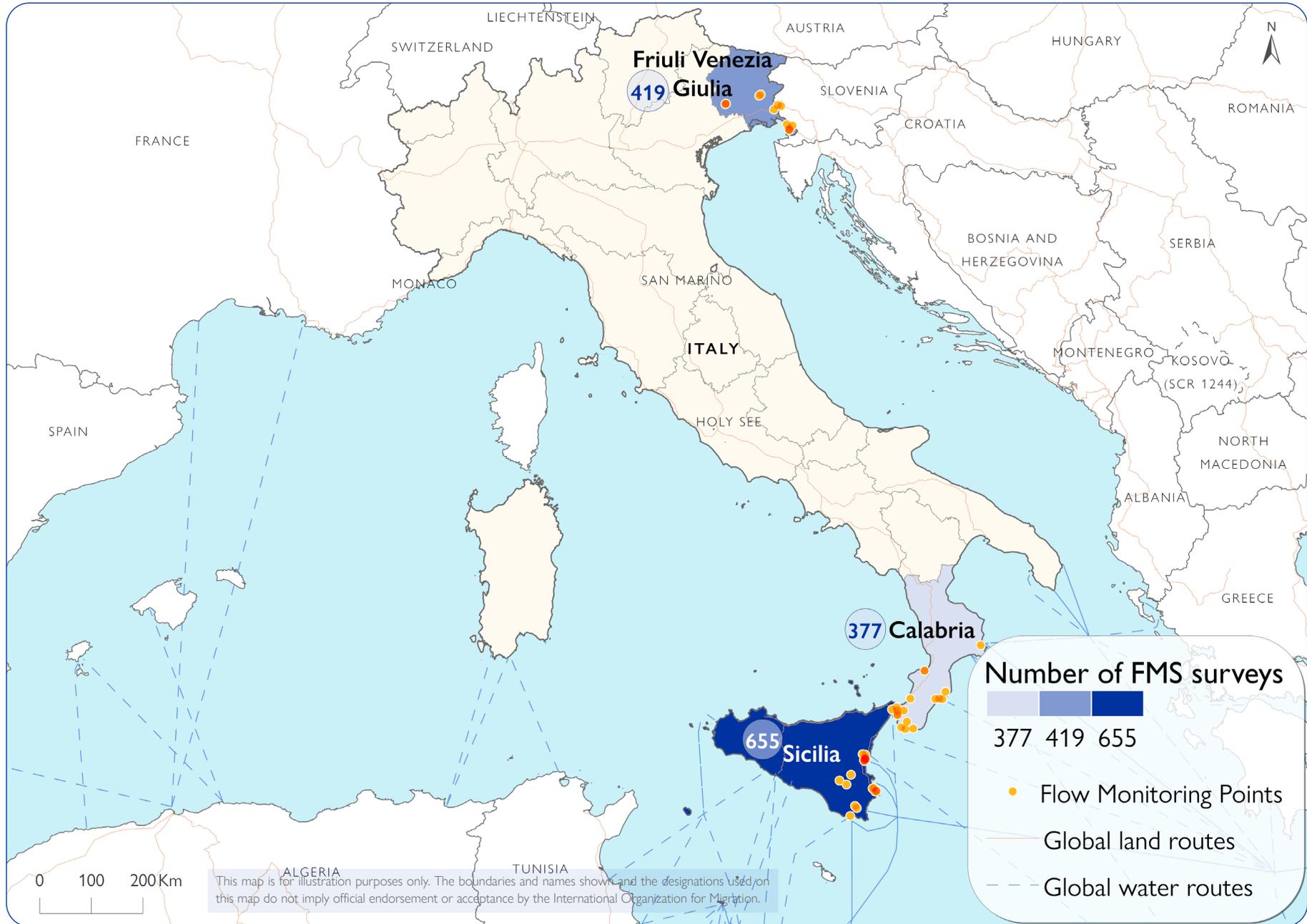
Figure 2: Share of FMS by route / mode of entry in Italy of respondents (%)



Source: DTM Italy FMS 2023 (n=1,451)

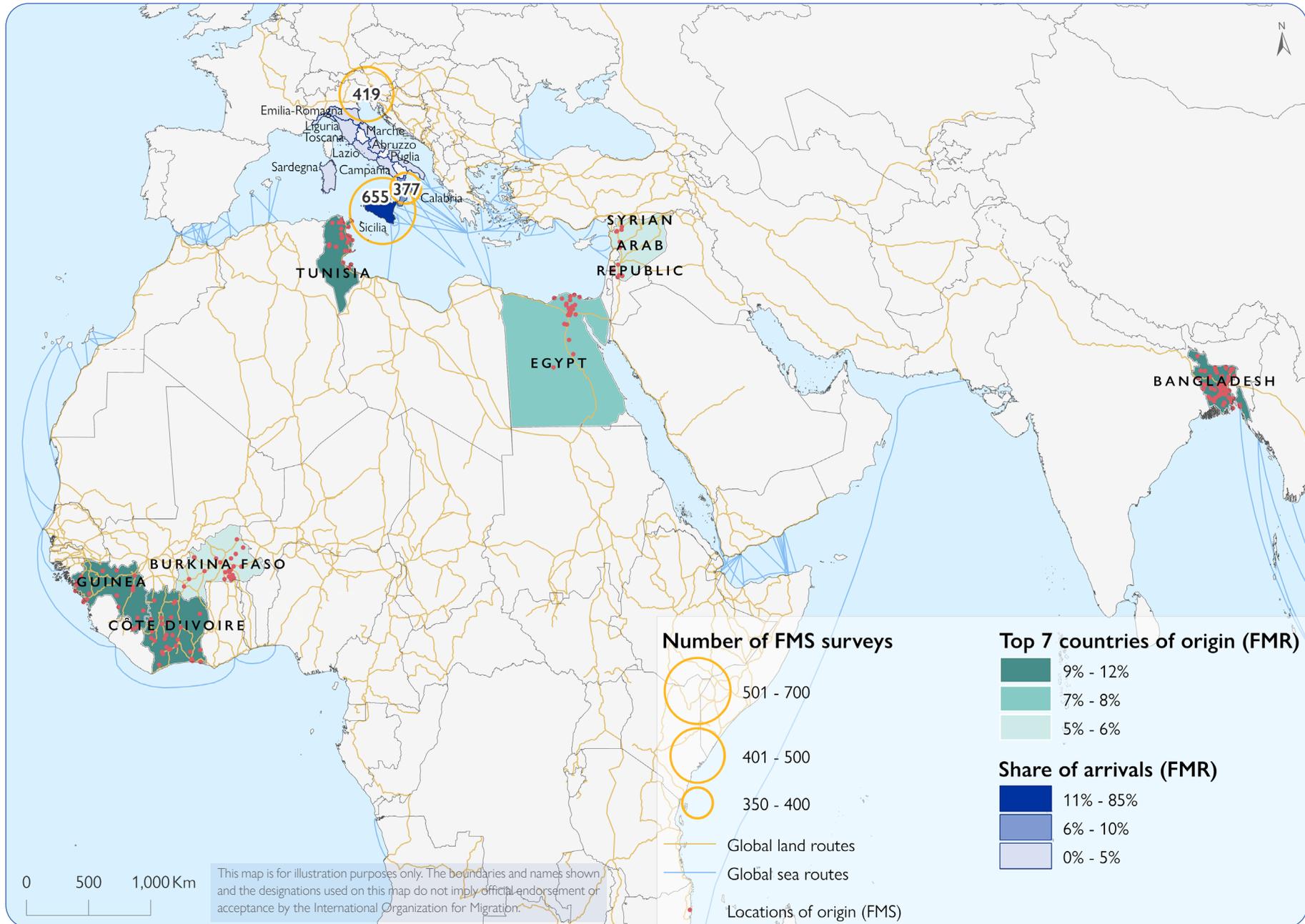
³ Mixed migration movements are those in which different categories of people are travelling together, generally in an irregular manner, using the same routes and means of transport, but for different reasons. People travelling as part of mixed movements have varying needs and profiles and may include asylum seekers, refugees, trafficked persons, unaccompanied/separated children, and migrants in an irregular situation. See IOM's Glossary on Migration: https://publications.iom.int/system/files/pdf/iml_34_glossary.pdf

Map 1: Number of interviewed migrants per region and FMPs



Source: DTM Italy FMS 2023 (n=1,451)

Map 2: Flow monitoring and survey data, with a focus on top 7 countries of origin/nationalities arrived in Italy in 2023



Source: [DTM Europe arrival data](#) and DTM Italy FMS 2023 (n=1,451)

2 MIGRANTS TRAVELLING THROUGH ITALY: BASELINE PROFILE

2.1 SAMPLE SIZE AND MAIN NATIONALITIES

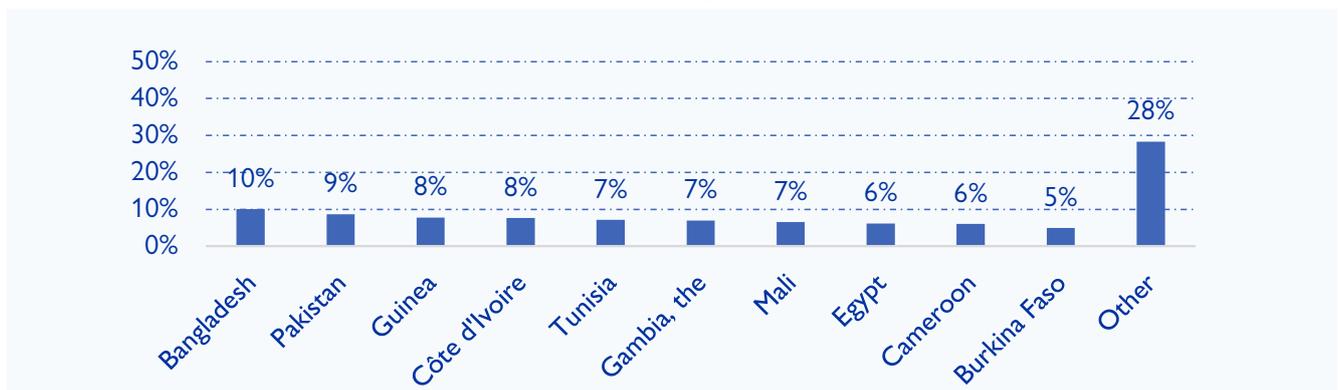
According to the Italian Ministry of Interior, which reports on migrants arriving by sea through the CMR, the main countries of origin as reported by migrants arriving by sea in 2023 are as follows: Guinea (12%), Tunisia (11%), Côte d'Ivoire (10%), Bangladesh (8%), Egypt (7%) and Syrian Arab Republic (6%).

This report analyses data on migration flows arriving in Italy not only through the CMR but also through the WBR. While the main nationalities in the sample among those arriving via the CMR match those shared by the

Italian authorities, the main nationalities among those arriving by land to Italy are different and more similar to those observed in the Western Balkan (WB) region.⁴

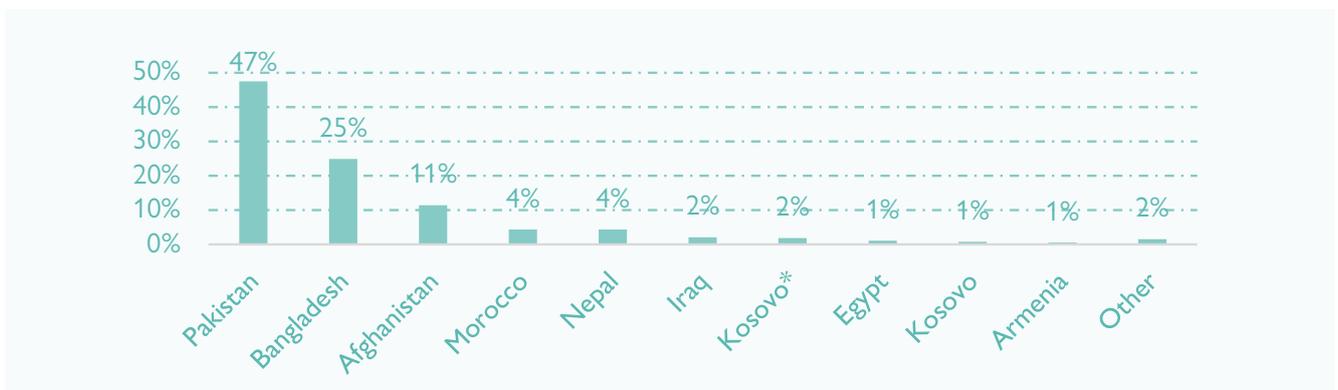
The top three nationalities of migrants in the sample arriving through WBR were Pakistan (47%), Bangladesh (25%), and Afghanistan (11%), while the top three nationalities of migrants surveyed arriving in Italy through the CMR were Bangladesh (10%), Pakistan (9%), and Guinea (8%).

Figure 3: Top 10 nationalities of respondents arrived in Italy through the CMR (%)



Source: DTM Italy FMS 2023 (n=1,057)

Figure 4: Top 10 nationalities of respondents arrived in Italy through the WBR (%)



Source: DTM Italy FMS 2023 (n=394)

⁴ For an overview of main trends and nationalities among migrants travelling along the main migration routes to Europe in 2023, please see: [Europe — Mixed Migration Flows to Europe, Yearly Overview \(2023\)](#).

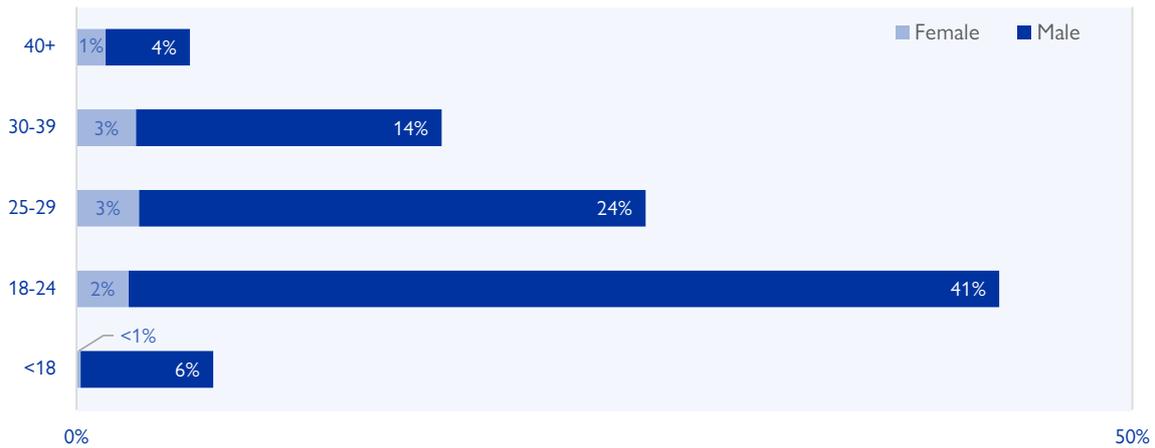
* References to Kosovo shall be understood to be in the context of United Nations Security Council resolution 1244 (1999).

2.2 DEMOGRAPHIC PROFILE OF RESPONDENTS

Male respondents represent the majority (90%) of the sample, followed by 10 per cent female respondents. The median age of respondents was 26, with the youngest

person interviewed being 14 years old and the oldest 70 years old. Children between 14 and 17 years of age are 6 per cent of the sample.⁵

Figure 5: Age and sex distribution of survey respondents (%)

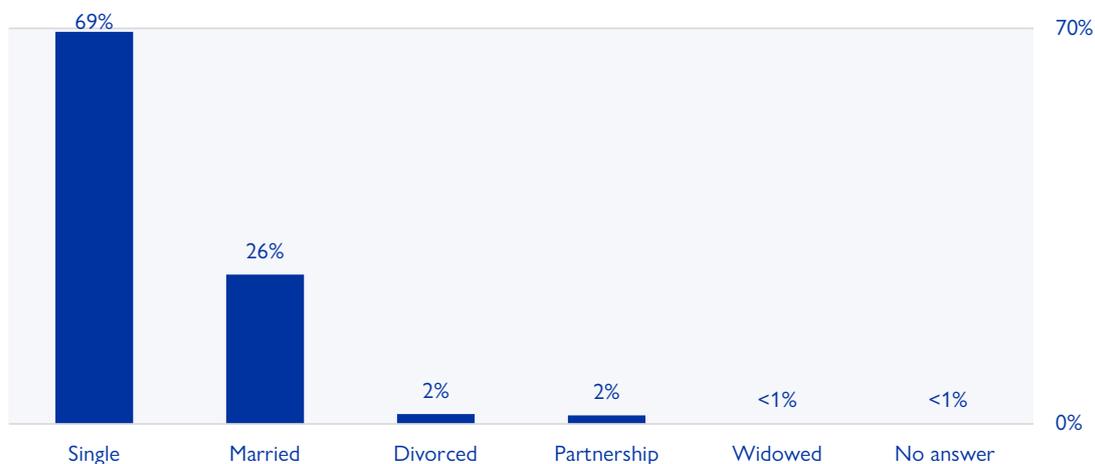


Source: DTM Italy FMS 2023 (n=1,451)

Two thirds of the respondents (69%) declared they were single, 26 per cent were married, two per cent were divorced, two per cent were in a partnership, and less than one per cent were widowed or did not answer. Of the 27 per cent who reported having children, 75 per cent declared having at least one child in the country of origin, and 25 per cent said they had children travelling with them. Only two per cent declared they had children in the intended country of destination.

The languages most frequently reported as being spoken by the respondents were Arabic (17%), Bengali (14%), French (12%), Pashto (8%), Punjabi (8%), followed by Urdu (7%), Bambara (6%), English (5%), Mandinka (5%), Farsi (3%), and 50 other languages.

Figure 6: Respondent marital status (%)



Source: DTM Italy FMS 2023 (n=1,451)

⁵ Adolescents between 14 and 17 years require the signed informed consent of the parent or legal guardian prior to being interviewed.

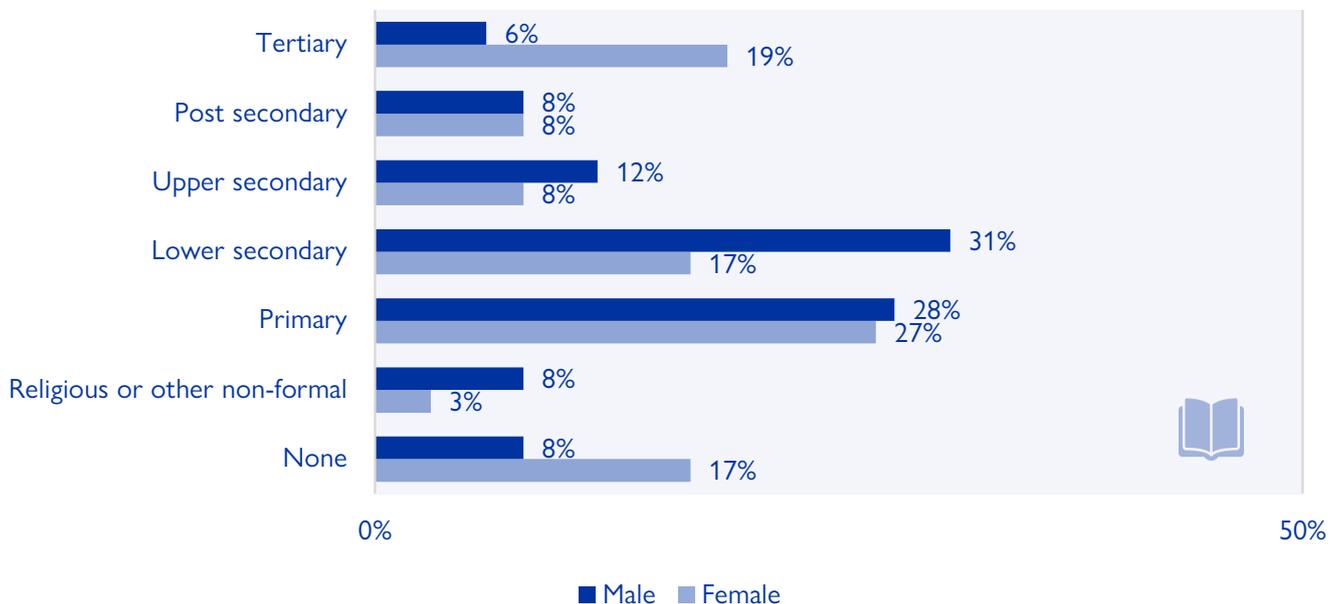
2.3 EDUCATION AND EMPLOYMENT

Education

Almost one-third of respondents (30%) reported having completed lower secondary education, 28 per cent had completed primary education, 12 per cent reported having completed upper secondary school, 8 per cent reported having completed post-secondary education, 7 per cent reported having completed tertiary education, while 7 per cent declared they attended religious or other

non-formal schools, and 8 per cent did not complete any type of education. Shares vary by sex of the respondents, with females more represented among those without education (17% compared to 8% among males) and among those with the highest level of education (19% had tertiary education, compared to 6% of males).

Figure 7: Highest level of educational attainment, by sex and total (%)



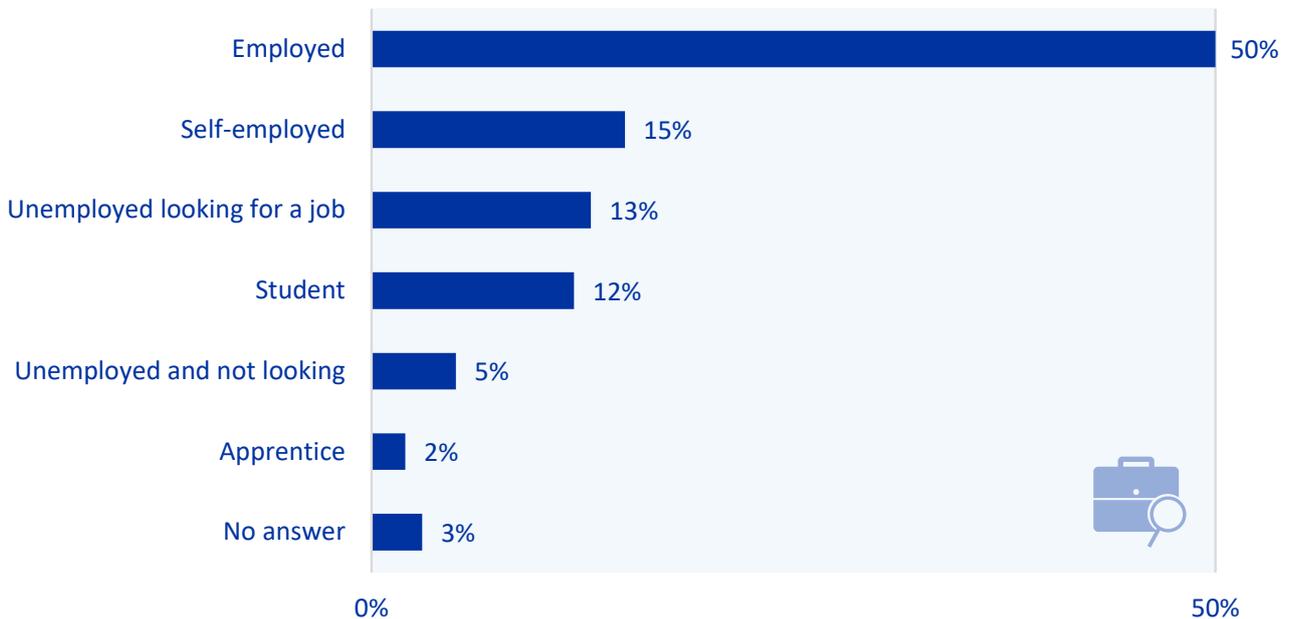
Source: DTM Italy FMS 2023 (n=1,451)

Employment status before departure

Fifty per cent of respondents declared they were employed before leaving their country of origin, followed by 15 per cent who were self-employed and 13 per cent who were unemployed looking for a job. Only 12 per cent of the respondents declared that they were students before leaving the country, five per cent were unemployed and not looking for a job, and two per cent declared they were in an apprenticeship. Three per cent did not provide an answer to the question.

Among respondents who declared they had been employed before leaving their country of origin, the most frequently reported occupations were elementary occupations (30%) followed by skilled manual workers (26%), sales workers (15%), craft and related trade workers (8%), technicians (6%), and professionals (3%).

Figure 8: Employment status before departure (%)



Source: DTM Italy FMS 2023, (n=1,451)

2.4 REASONS FOR LEAVING THE COUNTRY OF ORIGIN

Interviewees were asked the two main reasons for leaving their countries of origin. Over one third (35%) indicated having left the country of origin due to personal violence, followed by war and conflict (31%), economic reasons (29%), and limited access to basic services (9%). Smaller shares of migrants reported reasons related to slow-onset environmental changes (4%), lack of access to higher education (2%), natural disasters (2%) and others.

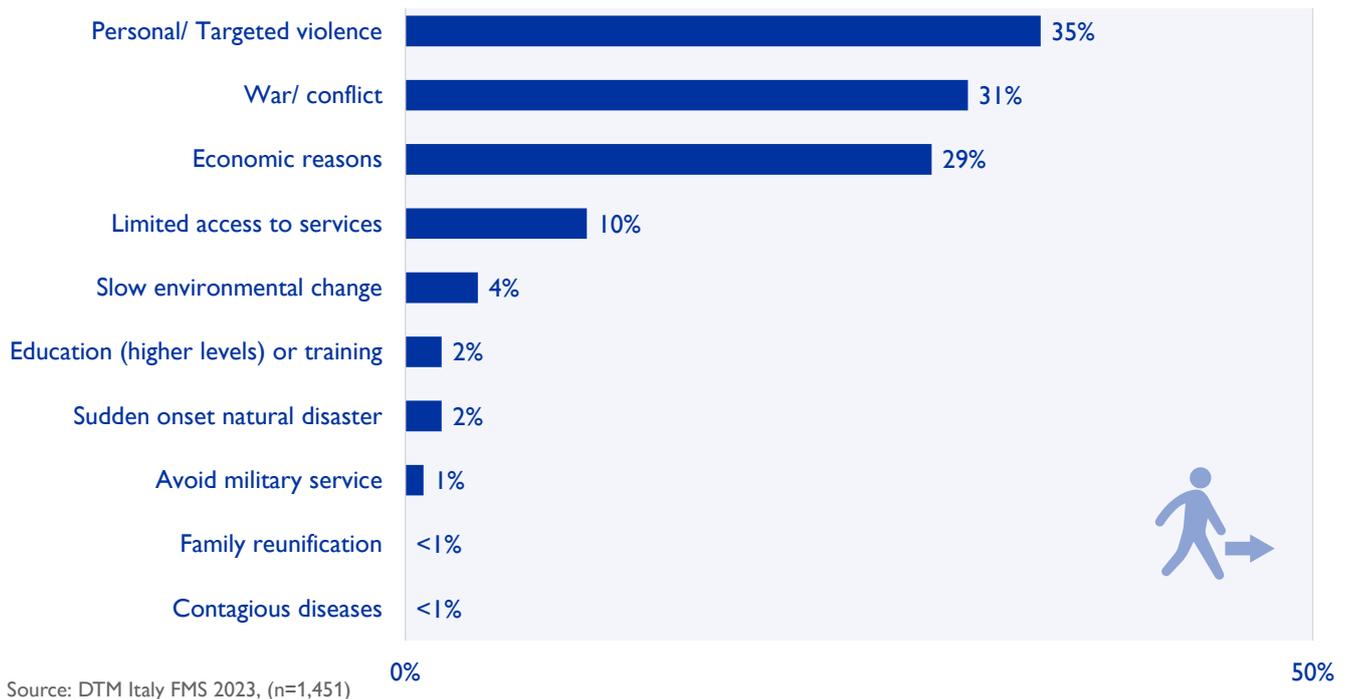
Women in the sample (10% of all respondents) reported war and conflict (42%) and personal violence (40%) at a higher-than-average rate, while they reported economic reasons (15%) less frequently.

Among the four main reported nationalities, 59 per cent of nationals from Pakistan declared that the main reason for leaving country of origin was for reasons related to personal violence, 23 per cent for economic reasons and 10 per cent due to war and conflict. As for Bangladeshi nationals, 58 per cent cited economic reasons, and 34 per cent personal violence. Nationals of Côte d'Ivoire

cited personal violence as the main reason for leaving the country together with economic reasons (34% each), followed by war and conflict (26%), and limited access to basic services (24%). Among nationals of Guinea, 31 per cent reported having left due to personal and targeted violence, followed by 28 per cent due to war and conflict, and 27 per cent for economic reasons.

Looking inside personal violence and threats for personal safety and security, migrants report different risks and conditions at origin depending on their belonging to a specific group in terms of nationality, ethnic group, sexual orientation and gender identity, religion, political position. Overall, migrants surveyed in Italy reported most frequently family disputes, issues about inheritance, conflicts among local groups, together with episodes of domestic violence and violence based on ethnicity, religion and sexual orientation, and political tensions and insecurity in the origin country.

Figure 9: Main reason for leaving the country of origin (multiple answers possible, the total does not add up to 100 per cent) (%)



Source: DTM Italy FMS 2023, (n=1,451)

2.5 REASONS FOR LEAVING THE COUNTRY OF DEPARTURE

Almost one fifth (20%) of the survey respondents had been living in a country other than that of their origin or habitual residence for more than a year. This is far more common among migrants arrived in Italy via the WBR (60% of them) than among migrants arrived in Italy via the CMR (5% of them). Most of these respondents reported to have remained for more than a year in Greece (32%), Türkiye (25%), Romania (11%) and Libya (4%). Reasons to decide to leave again and move towards Italy

are hence connected to the conditions in these countries of residence and departure.

Seventy-eight per cent of respondents who spent more than one year in a country different from that of origin mentioned the fear of being repatriated as the main reason to move again, followed by economic reasons (35%), war and conflict (7%), lack of access to basic services and personal violence (4% each).

2.6 MODE OF TRAVEL

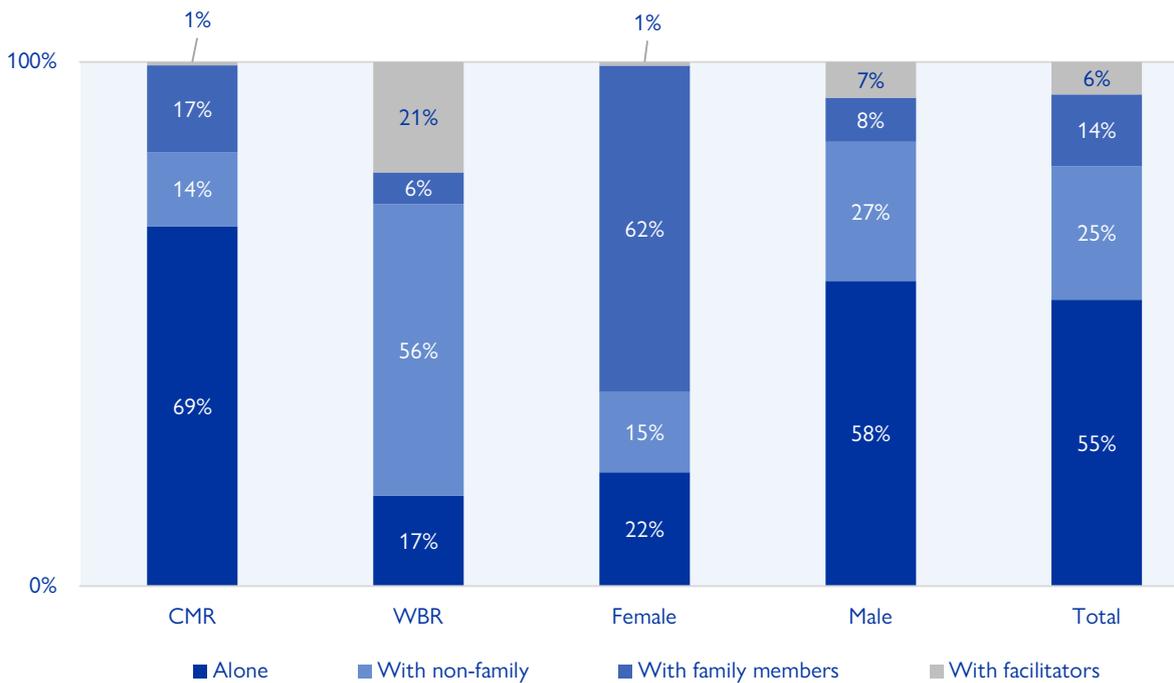
Interviews with migrants revealed differences in critical aspects of the journey depending on nationality, route, the number of transit countries, the length of the journey and the costs incurred.

About 44 per cent of respondents reported that they were helped in the organization of the journey. This was more common among migrants travelling by land via the WB (87%) than among those arriving by sea via the CMR (28%). Among them, most said they were helped by recruitment agencies (70%) and, less frequently, by family and communities in their country of origin (25%).

arriving via the CMR (69%) than via the WBR (17%), and by male (58%) than by female (22%) respondents.

Among those travelling in a group, most were travelling with a group of non-family members (56%) while 30 per cent were travelling with at least one family member and 14 per cent with facilitators. Most women (62%) reported to be travelling with at least one family member. Also, almost all respondents who reported to have been facilitated during the journey were men from Bangladesh. Migrants arriving via the WBR, and especially nationals from Bangladesh and Nepal, reported to have travelled with “all-inclusive” packages, with travel documents obtained through employment agencies based in Romania, Bulgaria, or other Eastern European countries.

Figure 10: Mode of travelling, by route, by sex and total (%)



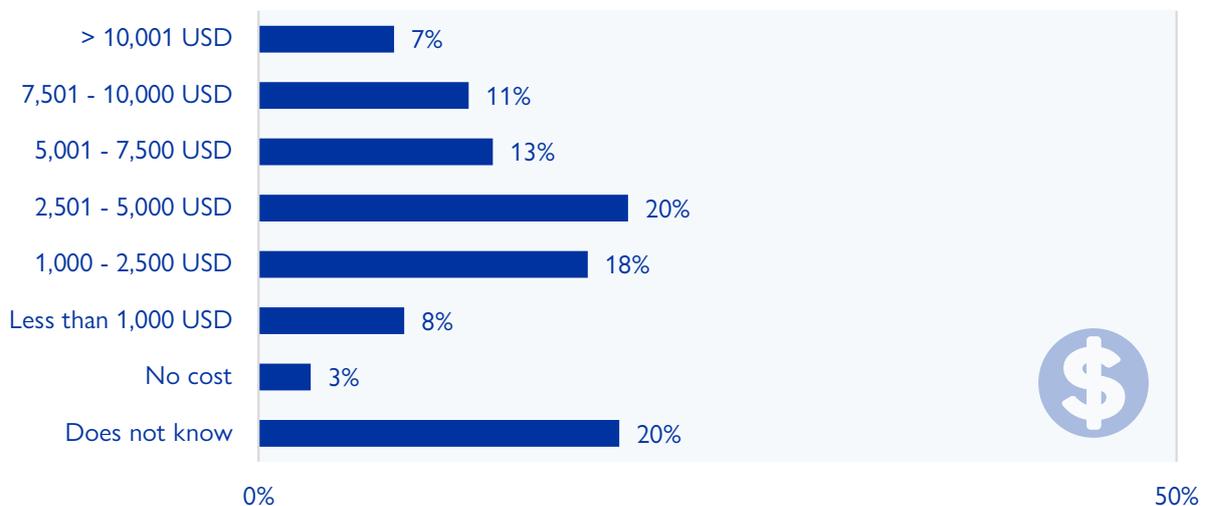
Source: DTM Italy FMS 2023, (n=1,451)

2.7 COST OF JOURNEY

Approximately 51 per cent of the respondents reported an estimated cost of the journey higher than 2,500 USD, with 7 per cent of the respondents reporting to have paid more than 10,000 USD overall. One fifth of respondents could not specify the total amount paid. The highest costs

were reported by nationals from Pakistan, Bangladesh and Afghanistan arriving via the WBR, while migrants arriving via the CMR reported lower costs on average.

Figure 11: Cost of journey from from the country of departure to the country of interview (%)



Source: DTM Italy FMS 2023, (n=1,451)

About 33 per cent of female respondents reported not knowing the cost of the journey, compared to 18 per cent of males. Nine per cent of the women respondents declared to have paid more than 10,000 USD, compared to seven per cent of men.

Migrants along the CMR reported more frequently to have paid separately for each leg of the journey than migrants arriving via the WBR (48% versus 33%), while migrants along the WBR reported to have paid the full amount upfront in almost one third of the cases (32%, compared to 21% among migrants along the CMR).

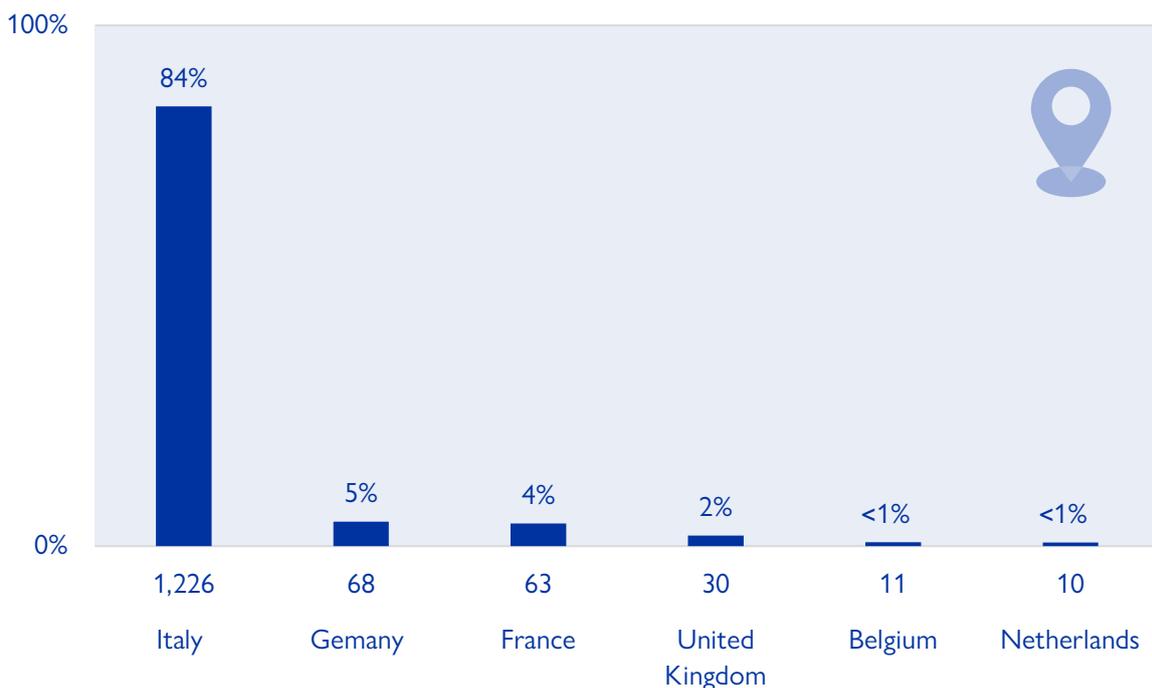
Migrants arriving by both routes reported utilizing a variety of sources to sustain the travel expenses from their departure until Italy. About 50 per cent reported to have used their own money to travel. Male respondents more frequently than their female counterparts reported that they sold belongings or properties (18% versus 10%), took out loans (25% versus 12%) or worked during the journey (23% versus 15%).

2.8 COUNTRY OF INTENDED DESTINATION

The country of intended final destination was Italy for the vast majority of respondents (84%), followed by Germany

(5%), France (4%), United Kingdom (2%), Belgium, Switzerland and Netherlands (less than 1% each).

Figure 12: Top intended countries of destination (%)



Source: DTM Italy FMS 2023, (n=1,451)

Italy is by far the preferred intended country of destination among the top 5 nationalities in the sample: Pakistan (97%), Bangladesh (99%), Guinea (76%), Cote d'Ivoire (93%), Tunisia (96%). Germany is the preferred intended destination among Syrians (35% of them), France is mentioned by 21 per cent of Malians, the United Kingdom and France are mentioned by most of Sudanese in the sample (44% and 37% of them, respectively).

As for why migrants specifically chose the country of destination, 45 per cent cited appealing socio-economic conditions, including the education and welfare system, social security, and job opportunities. Thirty-three per cent of respondents cited safety reasons, followed by easy access to asylum procedures (14%) Only five per cent of the respondents declared that the main reason was having relatives in the country of destination. This aligns with the

fact that only 11 per cent of all respondents mentioned already having relatives in the country of destination, and additional 4 per cent mentioned having extended family

members there. This was slightly more common among those who reported Germany, France, or the United Kingdom as the country of intended destination.

2.9 MAIN NEEDS AT TIME OF SURVEY

Respondents were asked what their two most important needs at the time they took the survey. The largest group of respondents (47%) reported the need for assistance with documentation, followed by support with employment (41%), language courses (22%), long-term accommodation (17%) and education and trainings opportunities for adults (15%). Legal counselling and service was considered as main need for 11 per cent

of the respondents, followed by health services (6%), personal safety (5%), financial assistance (4%), immediate accommodation (3%). Protection for migrants vulnerable to violence exploitation and abuse, school enrollment for children, clothes and shoes and family tracing were also identified as immediate needs (2% each), while only 1 per cent of the sample cited immediate need for food products.



Tents of a makeshift camp set up by migrants arriving from the WBR in the centre of Trieste, Friuli Venezia Giulia. ©IOM Italy 2023

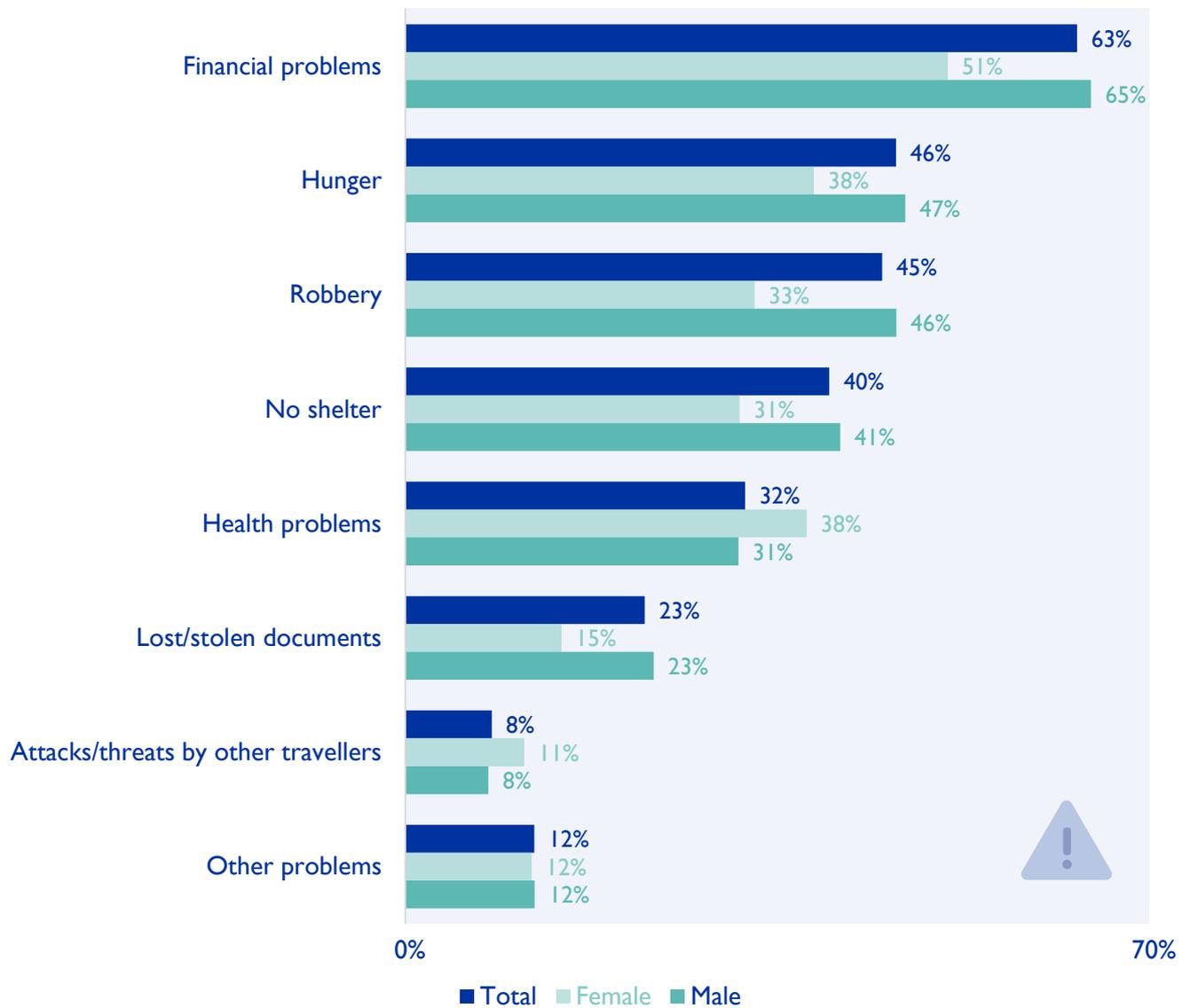
3 VULNERABILITY AND PROTECTION RISKS DURING THE JOURNEY

3.1 PROBLEMS DURING THE JOURNEY

About 79 per cent of respondents reported to have faced at least one problem during the journey to Italy, among those listed in the survey: financial issues, hunger, robbery, lack of shelter, health issues, issues with documents, attacks by others. Most instances were reported by

migrants arriving in Italy via the CMR. Most instances occurred in Libya, Tunisia and Algeria, where migrants reported widespread hardship and violence, particularly in land border areas and coastal cities prior to departing across the Mediterranean Sea.

Figure 13: Percentage of respondents who reported some problems either in transit or in Italy, total and by sex (multiple choices possible, %)



Source: DTM Italy FMS 2023, (n=1,451)

Financial problems

Sixty-three per cent of the respondents declared having faced financial problems during their journey. This happened during transit in 59 per cent of the cases, and in Italy in 41 per cent of the cases. The most frequently mentioned transit countries were Libya (40%), Tunisia

(25%), Algeria (19%) and Türkiye (4%). Male respondents reported financial issues more frequently than female respondents (65% versus 51%).

Forty-six per cent of the respondents declared having suffered hunger during journey, most often in transit countries (96%). The most frequently mentioned transit countries were Libya (34%), Tunisia (22%), Algeria (15%)

Croatia (5%) and Bulgaria (4%). Male respondents reported hunger more frequently than female respondents (47% versus 38%).

Robbery

Forty-five per cent of the respondents declared being robbed during journey. This almost exclusively occurred in transit countries (98%), including Libya (38%), Algeria

(18%) Tunisia (15%), Bulgaria (6%) and Türkiye (6%). Male respondents reported robbery more frequently than female respondents (46% versus 33%).

Lack of shelter

Forty per cent of the respondents declared that they faced lack of shelter during journey, mostly in transit countries (85% of the cases) including Libya (26%), Tunisia (16%),

Algeria (9%) Croatia (7%) and Bosnia and Herzegovina (6%). Male respondents reported lack of shelter more frequently than female respondents (41% versus 31%).

Health problems

Thirty-two per cent of the respondents declared having faced health problems during journey, most of which occurred in transit countries, including Libya (22%), Tunisia (28%), Algeria (16%) Croatia (12%) and Bosnia and Herzegovina (5%). These problems ranged from fever, cold, stomach and skin problems due to the uncertain conditions of travel, food, and shelter during the journey,

to issues related to chronic diseases of the respondents and other health problems caused by the use of violence (beatings, deprivation of sleep and food, cuts, etc.) by armed groups, travel facilitators and smugglers as well as authorities of transit countries. Male respondents reported health issues less frequently than female respondents (31% versus 38%).

Lost or stolen documents

Twenty-three per cent of the respondents declared having lost, or having had their documents stolen during their journey, which almost exclusively occurred in transit countries. The most frequently mentioned countries

were Libya (46%), Algeria (21%) Tunisia (15%), Türkiye (5%) and Romania (3%). Male respondents reported these instances more frequently than female respondents (23% versus 15%).

Attacks by other travellers

Eight per cent of the respondents declared having been attacked by other travellers during their journey. This was mostly reported in transit countries, including Libya

(35%), Tunisia (33%), Algeria (13%), and Türkiye (7%). Male respondents reported attacks by others less frequently than female respondents (8% versus 11%).

3.2 INDIVIDUAL EXPERIENCES OF VIOLENCE, ABUSE, AND EXPLOITATION

The questionnaire also included a module which gathers data on migrants’ vulnerability and the forms of abuse, violence, and exploitation they may have experienced or witnessed during the journey. More specifically, the survey includes eight questions that aim to capture information about whether the respondent had, during their journey:

1. Worked or performed other activities without getting the expected payment
2. Was forced to perform work or other activities against their will
3. Was approached by someone offering a marriage (for respondent or close family member – child or sibling)
4. Was kept at a certain location against their will (by persons other than the authorities of the country)
5. Had experienced any form of physical violence
6. Was forced to travel/move
7. Was lied to, tricked, manipulated, indebted, given false promises, or otherwise deceived in order to get to travel/move
8. Had access to travel documents during the journey

These questions relate to an event, experienced or witnessed by the respondent during the journey, which might indicate exposure to human trafficking, exploitation and abuse practices, physical and sexual violence. The experiences described in these questions do not aim to identify cases of human trafficking as defined by international and national legal instruments. If interviewers came across respondents who requested further support, they referred these cases to the relevant protection actors.

Most migrants in the sample reported some form of violence, exploitation, and abuse during the journey: 81 per cent of all migrants – with a similar share of males and females – reported having personally experienced at least one of the eight incidents covered by the survey. Experiences reported by migrants travelling along the CMR – more frequently related to unpaid or forced labour and detention - differ from those reported by migrants travelling mostly by land along the WBR – more frequently connected with the access to and control over identity documents.

Table 1: Share of migrants reporting experiences of abuse, violence, exploitation, by route and total (%)

	CMR	WBR	Total
1. Unpaid work	31%	23%	29%
2. Forced work	13%	1%	10%
3. Offered marriage	2%	0%	2%
4. Held against will	27%	5%	21%
5. Physical violence	44%	43%	43%
6. Forced to travel	9%	2%	7%
7. Lied to travel	6%	18%	9%
8. Access to identity document			
Never had	42%	50%	44%
Controlled by others	13%	2%	10%
Lost	14%	7%	12%
Stolen	2%	16%	5%
At least one of 8 indicators	79%	88%	81%

Source: DTM Italy FMS 2023, (n=1,451)



UNPAID LABOUR

Twenty-nine per cent of the respondents reported having worked or performed other activities during their journey without receiving the expected payment. This happened more frequently among those travelling along the CMR than the WBR (31% vs 23%). These incidents took place during the journey, in transit countries, including Libya (41%), Algeria (20%), Tunisia (18%), Romania (15%) and Türkiye (6%).



FORCED LABOUR

Ten per cent reported having been forced to work or perform activities against their will during journey. This was more frequently reported among migrants travelling via the CMR than the WBR (13% vs 1%). Consistently, incidents occurred mostly in transit countries, including Libya (69%), Tunisia (14%), Algeria (12%), Türkiye (3%) and Morocco (2%).



OFFERS OF AN ARRANGED MARRIAGE

Two per cent of respondents reported they had been approached by someone offering a marriage. This was reported only among migrants travelling along the CMR, and most frequently occurred in Libya (36%), Tunisia (18%), and Türkiye (14%).



HELD AGAINST WILL

Twenty-one per cent of respondents reported they had been held in a location against their will during their journey by persons other than official authorities. This happened to 27 per cent of those travelling along CMR and 5 per cent of those travelling along the WBR. Instances were reported most frequently in Libya (69%), Tunisia (14%), Algeria (12%), Türkiye (3%) and Morocco (2%).



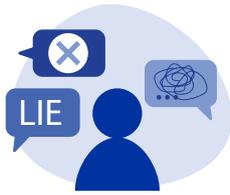
PHYSICAL VIOLENCE

Forty-three per cent of respondents declared having experienced some form of physical violence during their journeys. This was reported by a similar share of migrants regardless of their route to reach Italy (44% along the CMR and 43% along the WBR). The most frequently cited countries were Libya (45%), Tunisia (20%), Algeria (14%), Bulgaria and Croatia (11% each).



FORCED TO TRAVEL

Seven per cent of respondents reported that they had been forced to travel or to move. This allegedly happened to nine per cent of those moving along the CMR and two per cent of those travelling along the WBR. The main countries reported were Libya (45%), Türkiye (17%), the Islamic Republic of Iran (12%).



DECEIVED INTO TRAVEL

Nine per cent of respondents stated that they had been lied to, tricked, manipulated, indebted, given false promises, or otherwise deceived in order to get to travel or to move. This was reported more frequently by migrants travelling along the WBR (18%) than along the CMR (6%) and allegedly happened in Romania (47%), Libya (29%), Türkiye (9%), Tunisia, Bangladesh, Greece, and Pakistan (4% each).



TRAVEL DOCUMENTS

About 44 per cent of respondents reported that they never had identity documents (50% along the WBR and 42% along the CMR). Also, 12 per cent said they lost them during the journey, and another 10 per cent reported that someone else had control over them.

4 RETURN INTENTIONS

Most (85%) of respondents reported they had not considered returning to their country of origin during their journey. Thirteen per cent of respondents declared that they thought of returning to their country while travelling, and the remaining two per cent declared that they did not know.

Among those who had considered returning, most did so before arriving in Italy (95%) and because they were tired during the journey as they encountered more difficulties

than expected (76% of those considered return), especially when they were in Libya and Tunisia.

Among those who did not consider return as an option, most reported they would face security issues at origin (45%), they were not willing or interested (35%), or they had family obligations that impeded them to return (13%). Among them, most (87%) wish to remain in Italy while others intend to continue the journey to reach another destination (13%).

5 METHODOLOGY

Flow Monitoring Surveys are part of the IOM’s DTM activities in the Mediterranean and WB region. These started in October 2015 and are conducted within the framework of the IOM’s research on populations on the move through the Mediterranean, Western Balkan, and Western African Atlantic routes to Europe. The analysis provides information on profiles, transit routes and vulnerabilities of respondents.

FMS gathers information about migrants’ profiles, including age, sex, gender, countries and 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. It also has a module on migrants’ vulnerability to and potential past experiences of abuse, exploitation, and violence.

All analyses, together with the latest information on arrivals to Europe, can be accessed via DTM’s portal on mixed migration Flows to Europe.

IOM field staff carried out FMS in Italy between 04 August and 27 December 2023 in Calabria, Sicily, and Friuli Venezia Giulia. IOM trained five enumerators (four female,

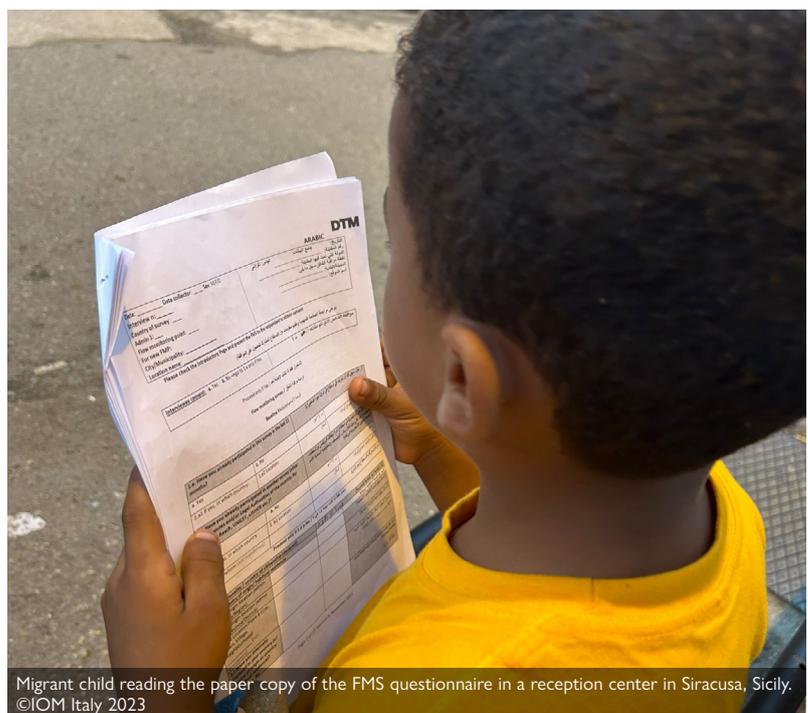
one male) with various language skills to carry out FMS.

The survey is designed to profile third country (non-European) nationals who are moving to Europe by land through the Western Balkan route and by sea through the Central Mediterranean route. Only migrants aged 14 and above are approached, and the questionnaire is proposed only to migrants and refugees who have arrived in the country of the survey no more than one year prior to the interview. The IOM requires the written consent of the parents or legal guardians of potential survey respondents under the age of 18.

The FMS questionnaire was available in e-format in Kobo (English, French, Arabic) and in paper forms translated into Arabic, English, Farsi, French, Pashto, and Urdu. Respondents were approached in a simple random sample by IOM enumerators, with those who give their consent to be interviewed proceeding with the remaining questions. The interviews were anonymous and conducted one-on-one with respondents, in safe and isolated spaces. Migrants could decline to respond to individual questions or interrupt the interview if they wish to do so.

5.1 SAMPLING

IOM selected the three regions which are reported to be the main ones for arrivals by sea (Sicily, Calabria) and by land (Friuli Venezia Giulia) in Italy. Main locations of transit and reception where selected in these regions, applying a non-random, convenience sampling procedure proposing migrants to take part into the survey. Although the sampling strategy attempted to mirror the population of migrants arriving irregularly in Italy, data on entries by land from the WB region are not available. Also, given the limited resources and differential access to different types of transit and reception locations in the three regions, findings presented in the report should not be generalized to the entire migrant population arrived by land and by sea in Italy in 2023.



Migrant child reading the paper copy of the FMS questionnaire in a reception center in Siracusa, Sicily. ©IOM Italy 2023

5.2 THE QUESTIONNAIRE

DTM's FMS baseline module captures data on the demographic profile of the respondents, their education and employment background, the circumstances of their migration journey and migration factors, their place of origin or their last country of habitual residence, and their intended countries of destination.

The second FMS module contains questions that refer to experience exploitation, violence and abuse that may

amount to human trafficking. The module was prepared together with IOM's Protection Division and gathers information on events and practices, experienced directly by the respondent or by his/her family member(s), or that are witnessed by the respondent during the journey.

The third module contains questions related to return intentions.

5.3 LIMITATIONS

The data presented in this document are representative of the individuals surveyed in the covered locations and during the indicated timeframe. The data should not be generalized and should not represent a full picture of

regional migration, but rather of mixed migratory flows in the specific locations monitored in Italy during the covered period.



