

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

**INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)**



# 5,329 interviews conducted in Italy, Greece, Bulgaria, Hungary, Serbia, and the former Yugoslav Republic of Macedonia from February to May 2017

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### About DTM's Flow Monitoring Surveys

The flow monitoring surveys started are part of the IOM's Displacement Tracking Matrix (DTM) activities in the Mediterranean that have started in October 2015 and are being conducted within the framework of IOM's research on populations on the move through the Mediterranean and Western Balkan Routes to Europe. This report presents the results of a round of surveys carried out by IOM field staff in Italy (Central Mediterranean route) and Bulgaria, Greece, Hungary, Serbia and the former Yugoslav Republic of Macedonia (Eastern Mediterranean route) from February to the end of May 2017.

This round of surveys is using an upgraded version of the questionnaire compared to that implemented in 2015-2016. The new [questionnaire](#) has been revised following the feedback received from field missions, different IOM departments and relevant partners including from other UN agencies.

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

### Overview

This report contains an analysis of the responses provided by migrants and refugees traveling along the Central Mediterranean and the Eastern Mediterranean routes. The Central Mediterranean sample is composed of 2,769 responses of migrants interviewed in 39 different locations in Italy. The Eastern Mediterranean route has a sample of 2,560 interviews with migrants conducted in 21 different locations in Greece, Bulgaria, Hungary, Serbia and The Former Yugoslav Republic of Macedonia.

The first section provides analysis on responses to human trafficking and other exploitative prevalence indicators. The second section explains the context of the two migration routes. Further information about the questionnaire, proxy indicators and survey implementation can be found in the [Methodology section](#).

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

## I. Central Mediterranean route results

This section presents results of the DTM Flow Monitoring Survey conducted between mid-February and the end of May 2017 in Sicily and Apulia in the South, and Lombardy, Liguria and Friuli Venezia Giulia, in the North of Italy. The sample is composed of 2,769 interviews with migrants coming from 42 different countries of origin.

### Main findings

- **79%** 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 exploitative practices indicators;
- **50%** of individuals responded positively to at least 2 out of 4 indicators of human trafficking and other exploitative practices;
- **75%** of all migrants reported of having experienced physical violence of any sort during their journey;
- Migrants with the highest share of positive responses come from Ghana, Bangladesh, Somalia, Senegal (with more than 94% of positive responses). Migrants from Afghanistan, Pakistan (31%) have the lowest percentage of positive responses among nationalities with more than 50 observations;
- 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%), Sudan (1%), Turkey (1%), Iran (0.7%), Greece (0.7%) and a number of other countries of Eastern Europe, Middle East and North Africa.

### Direct experiences

#### • Individuals who were held against their will:

**67%** of all 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 garage or a connection house. 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 two thirds of the men interviewed (68%) and 60 per cent of women reported being held against their will. Libya is the country reported in the vast majority of cases (94%), followed by Turkey and Iran. Around 11% reported having experienced the situation described in more than one country.

#### • Individuals who had worked without getting the expected payment:

**47%** of all interviewees reported having worked or provided services for someone during their journey without receiving the expected payment. Migrants referred to payments indefinitely delayed by the employer or broker, to threats by an armed individual at the work place, or to have worked without remuneration as a possibility of being freed from a condition of (unofficial) detention. Cleaning and car washing, gardening and housekeeping, construction and manufacturing, transportation are the activities most frequently mentioned by migrants. Reported unpaid work situations happened in Libya (89%), and to a much lesser extent in Algeria (4%) and Turkey (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%), with others also 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:

**0.3%** of all respondents reported having been approached with offers of an arranged marriage (personally or for a close family member). This is the only indicator where women were more likely than men to respond positively (2.6% versus 0.2%).

#### • Individuals who experienced physical violence:

**75%** of the sample reported to have suffered from physical violence of any kind during the journey (beatings with sticks, cutting/shots, hot/iced water on naked bodies); the rest did not experience it (17%), declined to respond (1%) or was not asked this question (7%) because it was perceived to be too sensitive for the respondent. Around 78% of all events have been reported to have happened in Libya, followed by Iran (4%), Bulgaria (4%) and many other countries of the Balkans and the Middle East. 12% of the sample reported more than one country where physical violence was experienced.



### Observed experiences along the route

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

1% 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:

2.2% 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 (31 observations in total) that may amount to organ trafficking are reported to have taken place in Libya in 84% of the cases, followed by Egypt (10%) and others.

#### • Threatened with sexual violence:

27% of all respondents reported to have observed someone travelling with them having been threatened with sexual violence during the journey. The rest of the respondents did not experience it (50%), didn't know (10%), declined to respond (2%), or were not asked this question (11%) due to the sensitive nature of the topic.\* These observed experiences have been reported in Libya in 94% of the cases, followed by Niger (2%) and Sudan (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 Ghana, Bangladesh, Somalia and Senegal answered "yes" to at least one of the individual indicators of exploitative practices (more than 94%), followed by migrants from other West African countries, Sudanese and Eritrean migrants (between 90 and 94%). Moroccans and Nigerians have shares of positive responses for around 86% of the cases. Among nationalities with more than 50 observations, the share of positive responses was below the average for Afghan and Pakistani migrants (31% both).

#### Age:

The mean age of migrants who responded positively to at least one out of five indicators is 22 years, with median age 21. Among migrants with no positive responses to exploitative practices, the mean age is 26 and the median age is 25. On average, children (aged 14-17) show a higher rate of positive responses than adults (92% versus 76%).

#### Sex:

On average, the share of positive responses to at least one indicator of exploitative practices is higher for men (79%) than for women (70%). The difference between men and women is particularly high in the case of work without pay (49% versus 17%), of forced work (27% versus 20%), while it is smaller in the case of being held captive (reported by 67% of men and 60% of women). A noticeable exception is that of offers of an arranged marriage, which is reported by 2.6% of interviewed women and by 0.2% of men.

Physical violence is reported by 76% of all men and by 58% of all women in the sample.

With regard to observed experiences, instances that may amount to organ trafficking are similarly reported by men and women, while sexual violence has been witnessed more frequently by women than men (34% versus 27%).

#### Traveling mode:

Migrants who traveled alone responded positively in 77% of the cases, those in a group of non-family members responded positively in 85% of the cases, and those with at least one family member responded positively in 69% of the cases.

85% of migrant men traveled alone, compared to 53% of migrant women, while migrant women more frequently than men traveled in a group of family members (38% versus 4%).

#### Length of the journey:

Longer periods spent in transit from departure to the country of the survey 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 33% of the cases, migrants with time spent in transit between 3 months and 1 year responded positively in 81-90% of the cases. Migrants who have no transit country recorded, because they traveled directly from departure to the country of the interview, also responded positively in 85% of the cases (in most cases, this refers to migrants departed from Libya after having spent there more than one year to Italy).

\* IOM data collectors conducted the surveys with particular attention to the sensitive nature of the questions asked, and did not pose questions which could potentially harm the respondent.

\*\*Only groups with more than 50 observations have been considered.

### Secondary migration movements:

76% 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 81% of migrants who started their journey towards Europe from their origin country. Migrants who engaged in secondary migration departed from Libya in 61% of the cases, followed by Germany (12%), Algeria (5%), Greece, France, Turkey, Sudan. Migrants departing from European countries are mainly interviewed in the North of Italy and have returned after more than one year spent in another member state under Dublin regulation. 17% of Pakistanis, 10% of Bangladeshis, 9% of Nigerians and 7% of Gambians interviewed along the Central Mediterranean route departed from a country different from that of origin.

## II. Eastern Mediterranean route results

This section presents results of the 2,560 valid interviews conducted between mid-February and the end of May 2017 in Bulgaria, Greece, Hungary, Serbia and The Former Yugoslav Republic of Macedonia. The survey has been conducted with respondents of 57 nationalities.

### Main findings:

- **9%** 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 of individual experiences\*\*\*;
- An additional **0.3%** of respondents reported that a family member traveling with him/her experienced a situation described by one of the trafficking and other exploitative practices indicators;
- **5%** of individuals responded positively to at least 2 out of 4 indicators of individual experiences;
- Migrants with higher shares of positive responses come from Pakistan, with 7% of individuals interviewed who have responded positively to the human trafficking and exploitative practices indicators. In addition, 5% of migrants from Afghanistan and 4% of migrants from Syria responded positively;
- Incidents related to the four indicators of individual experiences included in the survey are reported to take place mostly in Turkey (79% of all cases), followed by Greece (11%) and Bulgaria (6%).

### Direct experiences

#### • Individuals who were held against their will:

**1%** of all 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, followed by Turkey and Greece. The majority of all reported incidents happened to migrant men. Increasing controls at the border between Iran and Turkey and between Turkey and Bulgaria seem to force more migrants to spend some time in locations under the control of smugglers, until the price and journey arrangements are set-up. Some migrants reported of having been kidnapped by smugglers in Turkey and Bulgaria in order to extort more money before arranging the journey towards Europe.

#### • Individuals who had worked without being paid:

**8%** 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 (over 80%). A higher percentage of women (12%) than men (7%) reported that they worked without being paid. The most frequently mentioned occupation are: waiter and restaurant services, domestic worker, construction and agricultural worker.

#### • Individuals who were forced to work:

**5%** 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 (12%) than men (4%) 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 much more likely than men to respond positively (5% versus 0.1%). Among those activities that were most frequently mentioned, men reported to have work as porter, builder or factory worker, while women reported to have worked as domestic worker, waiter or to have kept company to bar or restaurant clients to make them drink more.

\*\*\*Women are however 15% of the survey sample on the Eastern Mediterranean migration route.

### 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:

Only one interviewed migrant reported to know of instances where people on the journey have been approached by someone offering cash in exchange for giving blood, organs or body parts.

### 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 migrants from Pakistan (7%), Afghanistan (5%) and Syria (4%).

#### Age:

The mean age of migrants who responded positively to at least one out of four indicators is 26 years. Migrants with no positive responses to exploitative practices have a higher average age, of 28. On average, children (aged 14-17) show a slightly lower rate of positive responses than adults (8% versus 9%). Nevertheless, the percentage of children in this sample is small, of only 6%.

#### Sex:

On average, the share of positive responses to at least one indicator of the trafficking and other exploitative practices is higher for women (15%) than for men (8%). All four indicators of individual experiences have a higher percentage of positive responses in the case of women, with the exception of those circumstances in which migrants were held against will, when the percentage of positive responses was similar for both men and women.

#### Traveling mode:

The highest percentage of positive responses was given by migrants who traveled alone. Migrants who traveled alone responded positively in 15% of the cases, while migrants traveling in a group of non-family members responded positively in 8% of the cases and migrants traveling with at least one family member responded positively in 4% of the cases.

On this migration route, almost half (43%) of men travel alone, and a much lower percentage of women (7%) travel without a group. Most migrant women travel in a group of family members (79%).

#### Length of the journey:

Migrants who spent in transit between 3 and 6 months had the highest percentage of positive responses: 36%. All migrants whose journey had a different duration had a similar percentage of positive responses (around 4-5%), with the exception of migrants who spent over one year in transit. This latter category of migrants had a 12% share of positive responses.

#### Secondary migration movements:

Individuals whose travel to Europe is a secondary migration movement have a lower rate of positive responses to trafficking and other exploitative practices indicators than the rest of the sample (6%) than migrants who took a direct journey from their country of origin to Europe (10%).

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\*\*\*\*Only national groups with at least 50 respondents were considered for this statistic.

## 2. The 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 and countries of origin

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 (12%), Nigerians (10%), Bangladeshis (9%), Guineans (9%) and Gambians (9%). According to official statistics, migrants from Nigeria (15%), Bangladesh (12%), Guinea (10%), Ivory Coast (9%) and Gambia (7%) represented 53% of all arrivals by sea in Italy between January and May 2017. Pakistanis are over-represented in the sample compared to total arrivals in Italy, due to a 2-month purposive data collection run in Friuli Venezia Giulia, the North-Eastern region bordering Slovenia.

The main nationalities surveyed on the Eastern Mediterranean route were Afghanis (29%), Pakistanis (20%), Syrians (18%), Iraqis (8%), and Iranians (8%). According to the available data, migrants from Syria (35%), Iraq (18%), Afghanistan (6%) and Pakistan (5%) comprise 65% of the overall sea arrivals to Greece since the beginning of 2017. 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 (57 versus 42 nationalities).

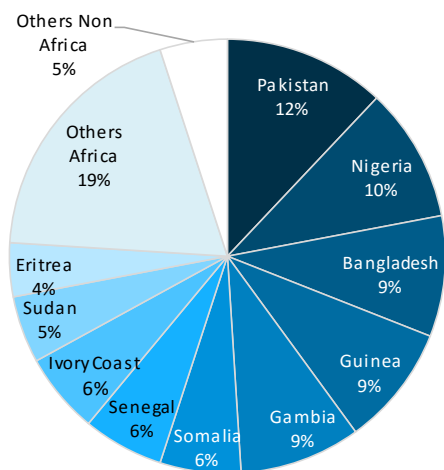


Figure 1: Respondents by nationality - Central Mediterranean route

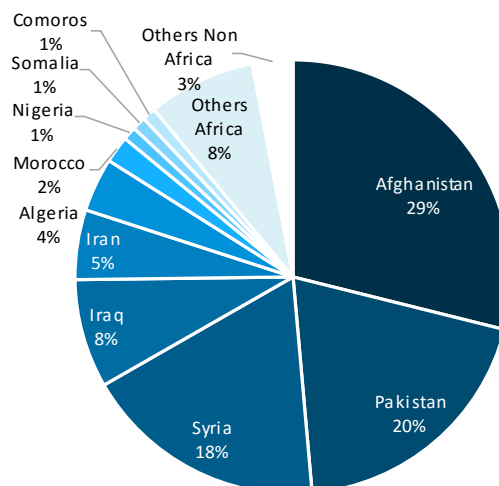


Figure 2: Respondents by nationality - Eastern Mediterranean route

### Age and Sex

Respondents traveling along the Central Mediterranean route were usually younger than those who traveled along the Eastern Mediterranean route. The average age of respondents in Italy was 23, while the average age of migrants on Eastern Mediterranean route was 28. Children between 14 and 18 years old represented 17% of all respondents in Italy and 6% of respondents on Eastern Mediterranean route. On the Central Mediterranean route, 53% of respondents were between 18 and 25 years, while on Eastern Mediterranean route 55% of the respondents were more than 25 years.

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

The graphs below show the age distribution on both routes by sex of the respondents.

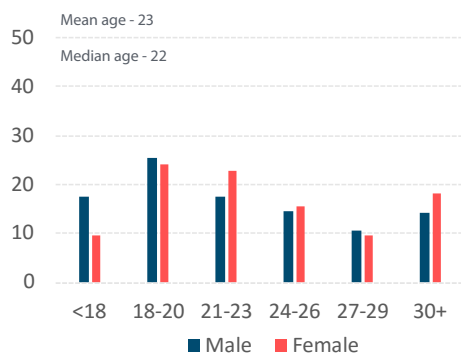


Figure 3: Respondents by age and sex - Central Mediterranean route

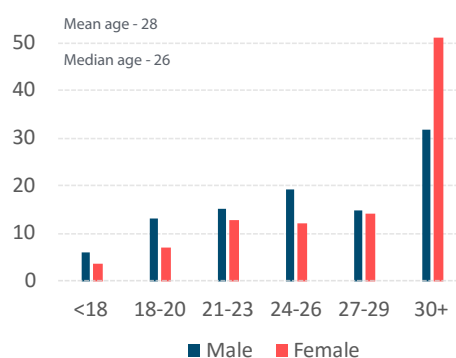


Figure 4: Respondents by age and sex - Eastern Mediterranean route

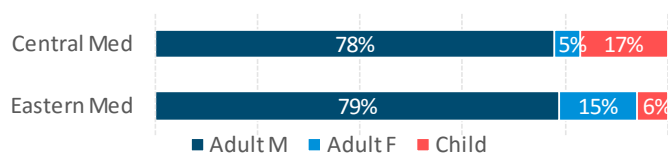


Figure 5: Share of respondents by sex and age, by route.

### Level of education

The largest share of migrants on both routes reported to have obtained a secondary-lower level of education. However, 28% of the Central Mediterranean sample reported of having no formal education, compared to 16% of the Eastern Mediterranean sample. Also, migrants interviewed along the Eastern Mediterranean route reported to have a tertiary education degree in 6% of the cases compared to 3% on the Central Mediterranean route.

Among children, 22% never went to school while 23% left school less than one year before being interviewed, 25% between one and two years before and the remaining 31% more than two years before.

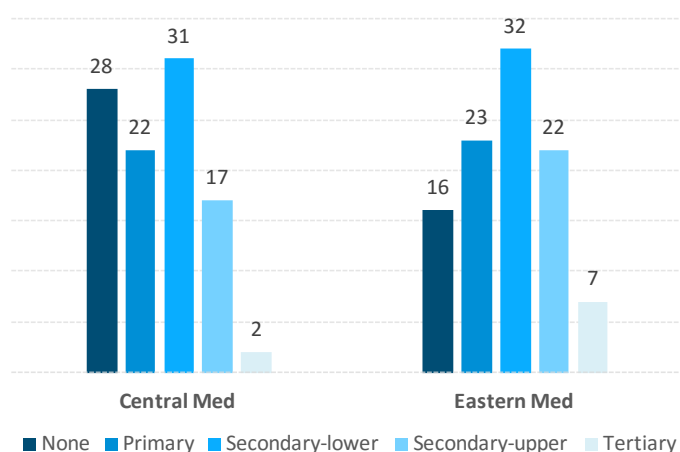


Figure 6: Share of respondents by education level achieved and route.

### Civil status

The majority of all respondents reported to be single. Migrants surveyed in Italy are less likely to be married than those interviewed on the Eastern Mediterranean route (20% versus 38%). A residual share of migrants (around 2% of the total sample) reported being widowed or divorced.

On both routes, women reported to be married twice as much as men (37% versus 18% among those interviewed in Italy; 68% versus 33% among those on the Eastern Mediterranean route). 19% of respondents in Italy has at least one child, compared to 37% among migrants on the Eastern Mediterranean route.

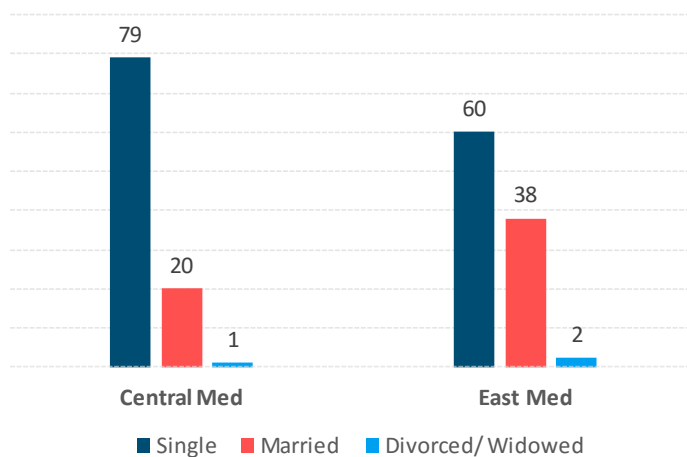


Figure 7: Share of respondents by civil status and route.



## Employment status before departure

The majority of respondents on both routes reports of either being employed or self-employed (56% in Italy, 55% in the Balkans) at the time of departure from the country of origin or habitual residence. More migrants along the Eastern Mediterranean route than along the Central Mediterranean one report of being a student before leaving (15% versus 8%). Migrants declaring of being unemployed before departure are more frequent among the Central than the Eastern Mediterranean sample (36% versus 30%). Overall, women more than men report of being unemployed prior to departure (43% versus 32%). The breakdown of responses is presented in the graph below.

Among respondents in Italy who had an occupation at the time of departure, 29% was a skilled manual work, 23% worked as retailer and sales person, 23% had elementary occupations, 9% was a craft worker, 5% was a machine operator and 5% was in the army. The remaining 5% was a professional/manager or clerk. On the Eastern Mediterranean route instead, 39% was a retailer or worked in the service sector, 19% was a skilled manual worker, 13% had elementary occupations, 12% was a professional/manager, 5% was a craft worker and 5% was in the army. The remaining 6% was either a machine operator or a clerk. The graphs show the sectors of activities mentioned by respondents.

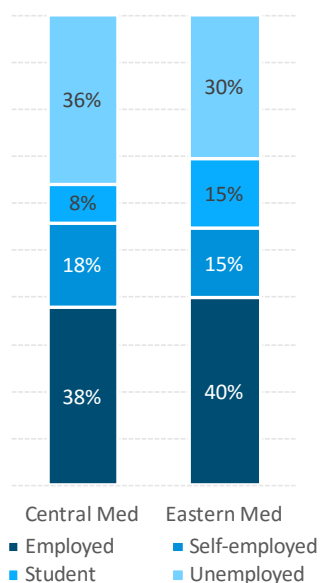


Figure 8: Share of respondents by employment status and route.



Figure 9: Share of respondents who were in employment, by sector of occupation and route.

## Travel

84% of migrants on the Central Mediterranean route reported 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. Children reported to be travelling with family members in 5% of the cases. 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%). Children reported to be travelling with family members in only 28% of the cases.

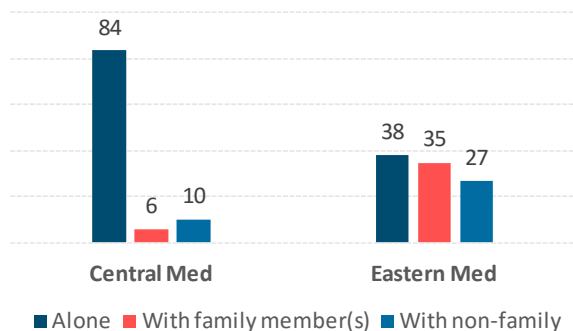


Figure 10: Share of respondents by travelling mode and route.

## Secondary migration

The majority of respondents on the Central Mediterranean route (42%) 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 10% of respondents surveyed on the Eastern Mediterranean route engaged in secondary migration.

Libya (50%), Turkey (9%), Greece (6%), Algeria (4%), Iran (4%) are the most frequently mentioned countries of departure among migrants who stopped for more than one year in a country different from the one of origin. Germany also was mentioned by almost 10% of all respondents, as the country of residence for more than one year before being obliged to go back to either Italy or the Balkans according to the Dublin system.

11% of respondents on the Central Mediterranean route and 33% of respondents on the Eastern Mediterranean route report of having been returned at least once to the country where the interview was conducted from countries like the former Yugoslav Republic of Macedonia, Serbia, Switzerland, Hungary, Germany, France and Austria.

### Reasons for leaving the country of origin

On the Central Mediterranean route, 53% of migrants reports to have left the country of origin because of violence or persecution, 33% reports economic reasons and 27% reports war or conflict as reason for leaving.

On the Eastern Mediterranean route, 59% of the respondents reports to have left because of war or conflict in the countries of origin, 50% reports having left their countries of origin due to economic reasons, while 20% reports limited basic services as the reason for leaving.

The survey allowed for choosing more than one option as reason for moving, which means that sum of shares for each reason is higher than 100%.

The Figure 11 shows the distribution of all responses by route.

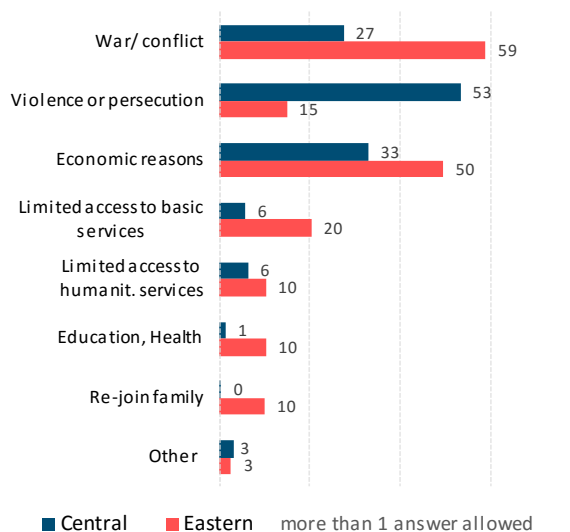


Figure 11: Share of respondents by reasons for leaving the country of origin and route.

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

When migrants left from a departure country different from the one of origin (secondary migration), the survey asked which were the reasons to move again towards Europe to understand to what extent reasons for migration change in time and in different context of departure.

Violence and persecution is mentioned by 63% of migrants who engaged in secondary migration within the Central Mediterranean sample, followed by conflict and war (39%) and other reasons (26%, includes problems with documents and enforcement of the Dublin regulation).

On the Eastern Mediterranean route, migrants who engaged in secondary migration report access to basic services (60%) and to humanitarian services (60%), together with economic reasons (43 %) as most frequent reasons for moving again towards Central and Northern Europe.

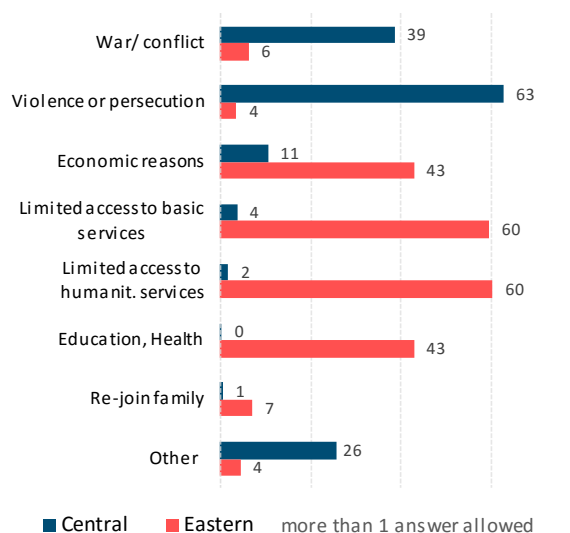


Figure 12: Share of respondents by reasons for leaving the country of departure for those engaging in secondary migration.

### Cost of journey

The survey asks an estimation of the overall amount paid since the beginning of the journey. On the Central Mediterranean route, respondents report to have paid between 1,000 and 2,500 USD per person in 26% of the cases, more than 5,000 USD in 19% of the cases and less than 1,000 USD in 18% of the cases. A share as high as 20% could not provide any estimate of the total amount paid, including the money paid for bribes, ransoms and multiple smuggling services, and 6% declares of not having paid at all (possibly incurring in a debt to be repaid upon arrival).

Journeys on the Eastern Mediterranean route costed between 2,500 and 5,000 USD in 51% of the cases, while 34% paid more than 5,000 USD and 9% paid between 1,000 and 2,500 USD.

The complete breakdown of estimated costs by route is in Fig. 13.

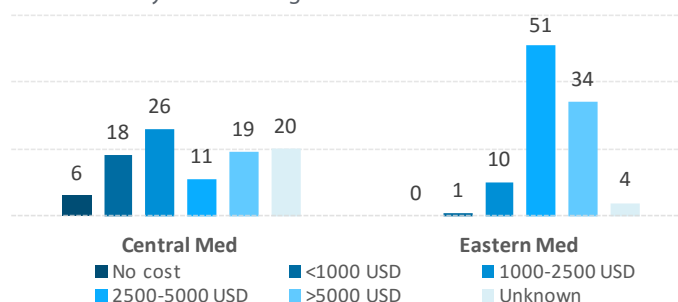


Figure 13: Share of respondents by estimated cost of journey and route.

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

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, similar shares of migrants reported to have paid less than 500 USD, between 500 and 1,000 USD or between 1,000 and 2,500 USD (18% each), while 29% could not tell any price (because they paid only once for the whole journey) and 12% did not pay at all. The majority of respondents on the Eastern Mediterranean route (34%) reported to have paid between 500 and 1,000 USD per person, while 25% reported an estimated cost between 1,000 and 2,500 USD and 24% was not able to estimate the price of the last part of the journey.

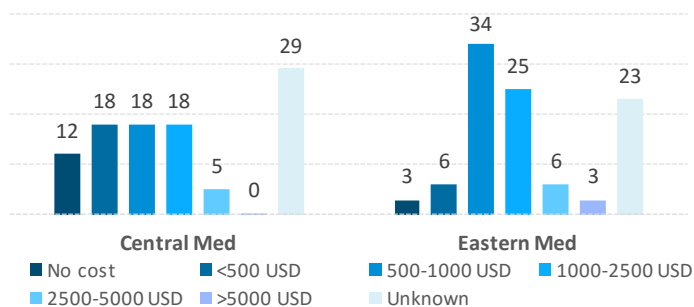


Figure 14: Share of respondents by estimated cost of the last leg and route.

### 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. Libya is now known for the severity of human rights abuses that many migrants residing or transiting experience. On the Eastern Mediterranean route, interviewed migrants arrive from Turkey (77%).

Also, migrants 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 176 days on average, with 28% having travelled for more than 6 months, while migrants interviewed on the Eastern Mediterranean route have spent 99 days in transit on average, with 30% of them travelling for less than 1 month. 27% of migrants in Italy and 21% of migrants interviewed in the Balkans reported no transit countries between departure and place of the interview.

Longer journeys and higher number of transited countries involve different means of transportation and more stops due to high range of circumstances, which increases the risk to vulnerabilities of various sort.

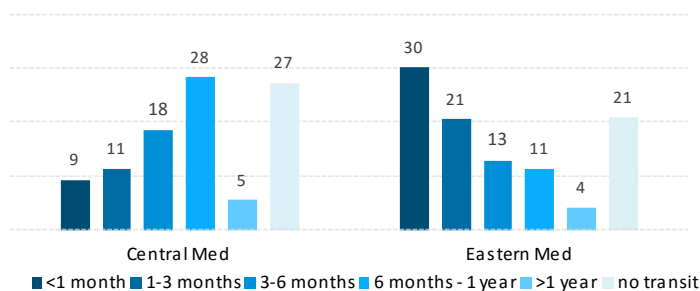


Figure 15: Time spent in transit since departure by route

## 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.

Italy is reported by 38% of respondents on the Central Mediterranean route as the country they had in mind at the time of departure, followed by Europe in general (19%) and Libya (13%). Germany, France and other European countries were also mentioned, while 7% of all respondents did not have a specific destination in mind at the beginning of the journey. On the Eastern Mediterranean route, Germany is reported as first intended destination by 31% of respondents, followed by France (13%) and Italy (11%). Northern European countries and the United Kingdom were also mentioned by many.

Migrants were also asked about the intended destination at the time of the interview. Among migrants interviewed in Italy, 72% reports to be willing to stay in Italy while 8% mentioned France and 5% Germany. The increase in migrants reporting Italy might be due to the fact that reaching other countries in Europe is more than difficult than what was perceived at the beginning of the journey. On the Eastern Mediterranean route, the share of respondents who reports Germany decreases from 31% to 22%, with more respondents (14%) reporting Italy than before.

Appealing socio-economic conditions (33%) and safety (27%) are the first two reasons mentioned by migrants interviewed in Italy for the choice of destination. Migrants interviewed in the Balkans mentioned the appealing socio-economic conditions (34%) and the presence of relatives (34%) as the most prominent reasons for choosing their intended destination.

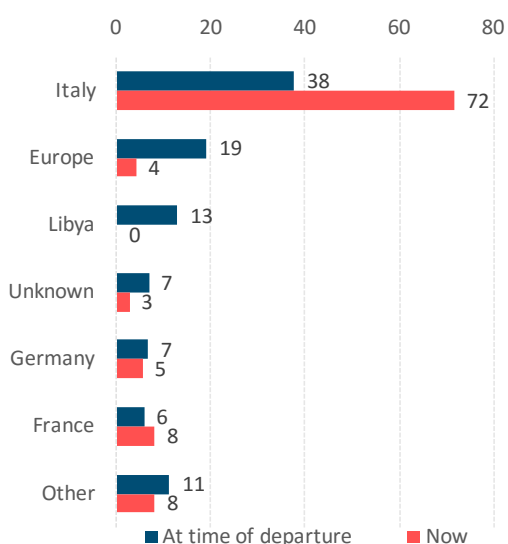


Figure 16: Inteded destination countries - Central Mediterranean route

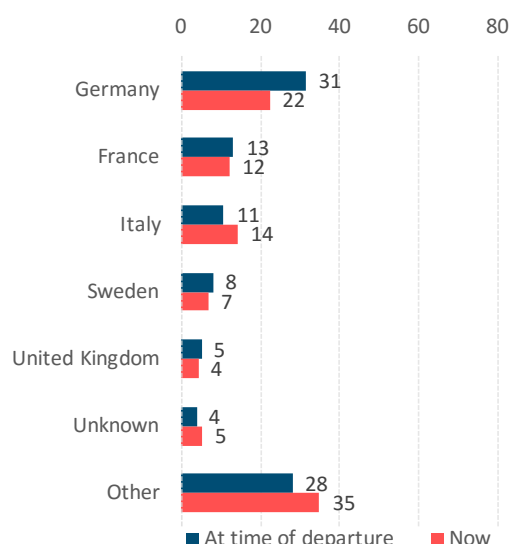


Figure 17: Inteded destination countries - Eastern Mediterranean route

Moreover, while 92% of migrants on the Central Mediterranean route reports of having no relatives at destination, on the Eastern Mediterranean route migrants report to have first-line relatives or other relatives already at destination in 18% and 26% of the cases respectively.



### 3. Methodology

The survey in Italy is currently conducted in 5 regions, with a total of 39 flow monitoring points covered, including 3 hotspots (Pozzallo, Trapani and Taranto), other governmental reception centres for asylum seekers (ex-CARA, CAS), 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 disembarkation 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.

The survey for the Eastern Mediterranean route is conducted in locations of entry, transit, and exit same as in specialized accommodation and reception centres in Hungary, The Former Yugoslav Republic of Macedonia, Serbia, Bulgaria and Greece. The data collection activities are adjusted following the different developments on the ground. A network of data collectors covered more than 29 among official reception centres, transit/exit/entry points and accessible unofficial sites with reported presence of stranded migrants: Athens, Oreokastro, Thessaloniki, Diavata, Lesvos and Schisto in Greece, Gevgelija in the southern part of The Former Yugoslav Republic of Macedonia, the reception centres of Nyírbátor, Vámosszabadi, Győr, Békéscsaba, Kiskunhalas in Hungary, the transit zones near the border with Serbia (Röszke and Tompa), the reception centres of Harmanli, Banya, Lubimets, Vrazhdebna (Sofia), Voenna Rampa (Sofia), Pastrogor in Bulgaria, including different public spaces where migrants gather and the transit sites in Subotica, Sid, Dimitrovgrad, Presevo, Adasevci, Principovac, Bosilegrad, Bujanovac, Obrevnovac, Pirot and Principovac in Serbia.

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 more willing to respond to this survey are young adult males, which are therefore slightly overrepresented on both samples, in comparison to women.

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 and who express the consent for being supported, these are referred to the relevant protection.

The survey is designed for profiling third-country nationals (non-European) who are migrating towards Europe through the so-called Central and Eastern Mediterranean routes. Only migrants age 14 and above are approached. 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 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.

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 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, 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, 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 presented separately.

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.

## CENTRAL AND EASTERN MEDITERRANEAN ROUTES

Surveys conducted in Greece, FYR Macedonia, Bulgaria, Serbia, Hungary and Italy From 15 February 2017 to 29 May 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.

