



International Organization for Migration (IOM)
The UN Migration Agency

DTM

FLOW MONITORING SURVEYS: THE HUMAN TRAFFICKING AND OTHER EXPLOITATIVE PRACTICES INDICATION SURVEY

ANALYSIS ON MIGRANTS AND REFUGEES FROM NIGERIA
TRAVELLING ALONG THE CENTRAL MEDITERRANEAN ROUTE
SEPTEMBER 2017

INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)



Contact:

DTMMEDITERRANEAN@IOM.INT - DTMSUPPORT@IOM.INT

MIGRATION.IOM.INT/EUROPE

PHOTO: THE ITALIAN COAST GUARD RESCUES MIGRANTS BOUND FOR ITALY. FRANCESCO

MALAVOLTA IOM 2014



1,759 surveys conducted in Italy with migrants and refugees from Nigeria, from June to November 2016 and from February to August 2017

Contents

Overview

1. The Flow Monitoring Survey (FMS)'s module on human trafficking and other exploitative practices

I. The survey's questions

II. Results: human trafficking and exploitation of Nigerian migrants travelling towards Europe

2. Profile of Nigerians travelling on the Central Mediterranean route

3. Methodology

I. The DTM Flow Monitoring Survey

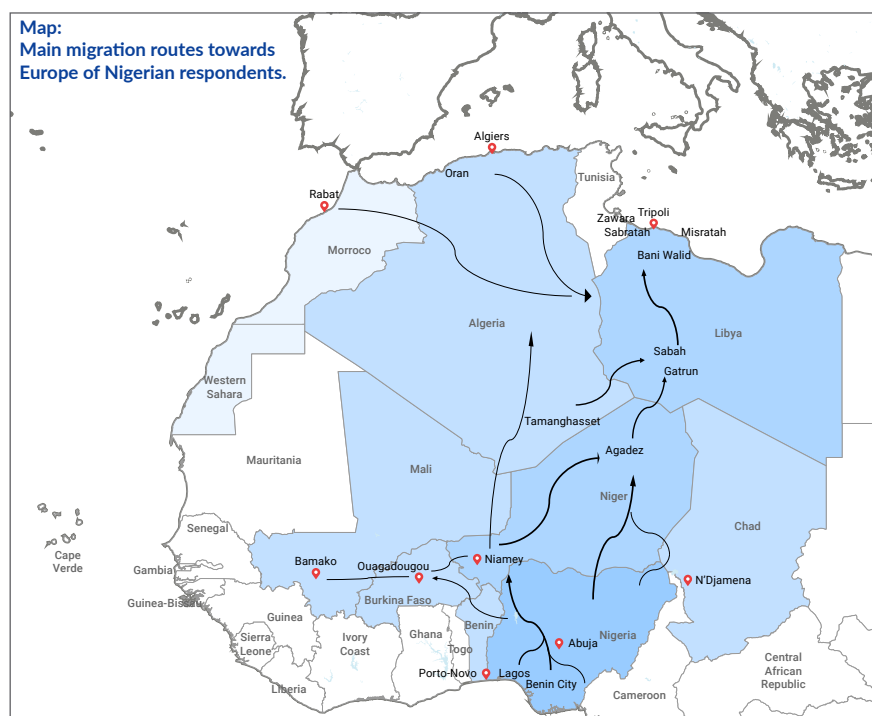
II. Sampling and data collection



Disclaimer: Base Map Source: ESRI. This map is for illustration purposes only. Boundaries, names used and designations shown do not imply official endorsement or acceptance by IOM

Overview

This report contains an analysis of the responses provided by Nigerian migrants and refugees travelling along the Central Mediterranean Route and interviewed in Italy since June 2016 under IOM's Displacement Tracking Matrix activities. Interviewed Nigerian nationals represent 16% of the total Central Mediterranean sample, which is composed of 10,771 respondents interviewed at around 50 different locations in the Italian regions of Sicily, Apulia, Lombardy, Liguria and Friuli Venezia Giulia.



Disclaimer: Base Map Source: Free Vector Map. This map is for illustration purposes only. Boundaries, names used and designations shown do not imply do not imply official endorsement or acceptance by IOM

The report provides a comparative analyses of the profile and responses of Nigerian migrants and refugees interviewed in 2016 and in 2017. The first section gives an overview of the content of the survey, with a focus on the set of questions on individual and witnessed experiences of human trafficking and other exploitative practices. Section 2 presents the analysis on interviewees' responses to the human trafficking and other exploitative practices' indicators. The third section presents some baseline information on the sample to contextualize the reported experiences of human trafficking and other exploitative practices. The last section gives a wider look into methodology and data collection process.

1. The Flow Monitoring Survey (FMS) module on human trafficking and other exploitative practices

I. The survey questions

The DTM Flow Monitoring Survey (FMS) gathers information on 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 leaving the place of residence and intended destination(s).

It also includes a module aiming at capturing experiences of human trafficking and other exploitative practices that the respondents or other migrants travelling with them might have experienced on the route.

This module gathers information on events experienced by the respondent directly or by one of his/her family member, or witnessed by the respondent during the journey. In this round of DTM data collection in the Mediterranean, six questions were included to capture information about whether or not the respondent has, during their journey:

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

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

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

The following section focuses on the first four questions, which are related to individual experiences, personally lived by the respondent. In the context of this analysis, the positive response to at least one of these four questions is presented as a cumulative positive indicator of an individual experience of human trafficking and other exploitative practices. Question 7, also refers to an individual experience, but was not included in the cumulative indicator of human trafficking and other exploitative practices. Questions 5, 6 and 8 refer to observed experiences, and the results are presented separately.

The experiences described in these questions do not aim to identify cases of human trafficking as defined by international legal instruments. 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 actor.

II. Results: human trafficking and exploitation of Nigerian migrants travelling towards Europe

Results refer to surveys conducted with migrants from Nigeria between June and November 2016 and between mid-February and end of July 2017. The total sample includes 1,759 interviews with Nigerian migrants (1,175 in 2016 and 584 in 2017). Seventy-five per cent of them have been interviewed in Sicily, 9% in Apulia, 9% in Lombardy and the rest in Calabria, Friuli Venezia Giulia and Liguria.

Main findings

- **79%** of all Nigerian migrants surveyed answered “yes” to at least one of the four human trafficking and other exploitative practices indicators based on their own direct experience;
- **86%** of males and **77%** of female responded “yes” at least once; the share of positive to at least one indicator in the total sample responses is 77% among those interviewed in 2016 and 84% in 2017;
- An additional **3%** of respondents reported that a family member travelling with him/her experienced a situation described by one of the exploitative practices indicators (4% in 2016, 2% in 2017);

- 52% of all Nigerians interviewed responded positively to at least 2 out of 4 indicators of human trafficking and other exploitative practices (50% in 2016, 55% in 2017);
- 84% of Nigerians interviewed in 2017 reported of having experienced physical violence of any sort during their journey;
- Events captured by the four indicators of individual experiences included in the survey are reported to take place mostly in Libya (98% of all cases), with very small number of events reported to have taken place in Niger (0.8%) and other West African countries.

Direct experiences

• Being held against their will

57% of all Nigerians (54% in 2016 and 64% in 2017) reported having been held in a location against their will during the journey, by armed individuals or groups other than any relevant governmental authorities. Male migrants reported to have experienced this more than female ones (60% versus 50%). Most 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. Libya is the country reported in almost all cases (99%) and locations most frequently mentioned are Tripoli, Sabratah, Sabha, Bani Walid. Many respondents reported to have been blocked while in transit from one city to the other (from Sabah or Gatrun to Tripoli, from Tripoli to Sabratah or Zawiya).

• Having worked without getting the expected payment

49% of all Nigerians (46% in 2016 and 55% in 2017) reported having worked or provided services for someone during their journey without receiving the expected payment. Male migrants reported to have experienced unpaid labour more frequently than female ones (60% versus 18%).

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. Construction, agricultural works, cleaning and car washing, gardening and housekeeping are the activities most frequently mentioned. Almost all reported situations of unpaid work happened in Libya (98%), with very few instances reported also in Niger and Algeria.

• Being forced to work

48% of all Nigerians (50% in 2016 and 42% in 2017) stated they had been forced to work or perform activities against their will. Male migrants reported to have been forced to work more often than female ones (55% versus 26%). Nearly all of these events were reported to have taken place in Libya (98%), with others also in Niger, Nigeria and Algeria. Working as bricklayer and other hard-works in the construction sector, farm work, cleaning and housekeeping are the most frequently mentioned occupations. Five Nigerian women reported to have been forced into sexual work and prostitution.

• Being approached by someone with offers of an arranged marriage

1.2% of all Nigerians (1.6% in 2016 and 0.5% in 2017) reported having been approached with offers of an arranged marriage (personally or for a close family member). Women reported this instance more often than men (3.7% of the female Nigerian respondents versus 0.4% of the male).

• Having experienced physical violence

83.5% of Nigerians interviewed in 2017 reported to have suffered from physical violence of any kind during the journey; the rest of those who answered this question did not experience it (15%) or declined to respond (1.5%). Physical violence was reported by 87% of adult males, 71% of adult women and 80% of children between 14 and 17 years of age. Migrants said to have experienced a severe physical mistreatment and that they have been suffered from hunger and thirst. In some cases, migrants showed scars and visible signs of this violence on their bodies. Around 94% of all events have been reported to have happened in Libya, followed by Niger (5%), and Algeria (1%).

Other observed experiences by migrants along the route

• Offers of cash in exchange for blood, organs or body parts

2.1% 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, with equal shares among adults and children.

- **Forced to give blood, organs or body parts**

2.1% 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.

Of the 42 respondents who reported one of this two instances that may amount to organ trafficking, 39 were adults and 3 were children. These were reported to have taken place in Libya in 81% of the cases, followed by Niger (12%) and other countries.

- **Threatened with sexual violence***

46% of all interviewed in 2017 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 (40%), didn't know (11%) and declined to respond (3%). Women reported to have witnessed these kinds of threats more often than men in the sample (51% versus 44%) The question was not posed by data collectors to almost 7% of the total sample due to the sensitive nature of the topic.** These experiences have been reported in Libya in 94% of the cases, followed by Niger (5%) and Chad (1%). In their narratives, migrants described the events they saw as involving both men and women. Some acknowledged to have escaped from a potential rape on the streets and in others, migrants told the data collectors they personally experienced sexual violence or abuse. Others reported of having seen rapes and abuses on male and female migrants while been kept in closed places, by either the groups managing the detention centres or by external men allowed to enter.

Profile of Nigerian migrants who answered “yes” to at least one of the four trafficking and other exploitative practices questions of the survey, based on their direct experience

Age

The average age of Nigerian responding positively to at least one out of four indicators is 24 years, with median age 23. Among those who did not respond positively to these questions, the average age is 23 and the median age is 22. The values are the same for respondents in 2016 and in 2017.

Sex

In 2016, Nigerian males responded positively to at least one out of the four indicators of exploitation more often than women, with a difference of 27 percentage points (84% versus 57%); among Nigerians interviewed in 2017, the difference between male and female respondents was of 13 percentage points (87% versus 74%).

Travelling mode

Migrants who travelled alone responded more positively than migrants travelling with a group of family or non-family members on both years. In 2016, migrants who travelled alone responded positively in 78% of the cases, those travelling with a group of non-family persons responded positively in 75% of the cases, and those travelling with at least one relative responded positively in 68% of the cases. Similarly in 2017, eighty-four per cent of migrants travelling alone responded positively, while those travelling with at least one family member responded positively in 83% of the cases and of those who travelled with a group of non-family persons responded positively in 79% of the cases.

Length of the journey

Both among migrants interviewed in 2016 and 2017, longer periods spent in transit from one country to the next are associated with a higher share of positive responses to at least one of the trafficking and other exploitative practices indicators. Highest rates of positive responses are registered among migrants spending in transit between 6 months and one year, and more than one year. Also migrants who did not register a transit country, because they departed after having spent more than 1 year in Libya (secondary migration, see below), have comparable high rates of positive responses (more than 90%). Among those who responded positively to at least one of the indicators of exploitation, migrants interviewed in 2016 reported to have spent in transit 134 days on average (median value 121 days), while migrants interviewed in 2017 recorded 168 days in transit on average (median value 156 days). Migrants who did not report any personal experience of exploitation recorded to have spent in transit 60 days (in 2016) and 113 days (in 2017) on average.

* Due to the sensitivity of the topic, this question was formulated in a non-direct way leaving to the person to share witnessed experience which can indicate that they themselves were exposed to the potential threat being in a proximity of such an event. Moreover, individuals may sometimes feel more comfortable sharing their experience in a form of a third person's story not to reveal themselves as the actual victim.

** IOM data collectors conducted the surveys with particular attention to the sensitive nature of the questions asked, and did not asked certain questions if they were likely to harm the migrants interviewed.

Secondary migration movements

Secondary migration – having spent one year or more in a country different from that of origin before moving again towards Europe – is associated with higher shares of positive responses to the exploitative indicators both in 2016 and in 2017. In the 2016 subsample, migrants engaging in secondary migration responded positively in 91% of the cases compared to 73% of those departing from Nigeria (with a difference of 19 percentage points). In the 2017 subsample, migrants who settled in a third country for more than one year before moving again responded positively in 92% of the cases, while those departing from Nigeria responded positively in 78% of the cases (with a difference of 15% percentage points). Nigerian migrants who engaged in secondary migration departed from Libya in 93% of the cases, followed by Morocco (2%), Niger (1%) and other countries.

2. Profile of Nigerians travelling on the Central Mediterranean route

Nigeria is the first nationality by number of interviews in the sample collected in Italy, representing 18% of the total sample in 2016 and 14% of the total sample in 2017. After Nigeria, migrants from more than 50 other countries have been interviewed, with a prevalence of migrants from other West African countries, the Horn of Africa and South-East Asia (Fig. 1 & 2). The sample composition is consistent with the number of arrivals by sea and of the official declared nationalities as provided by the Italian Ministry of Interior: Nigerian migrants are the first group by number of arrivals by sea both in 2016 and in the first seven months of 2017, representing 21% and 17% of the total number of migrants arriving to Italy respectively.**

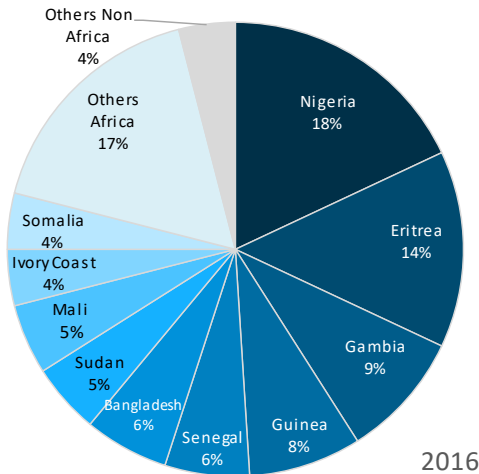


Fig.1: Share of respondents by nationality on the Central Mediterranean route in 2016.

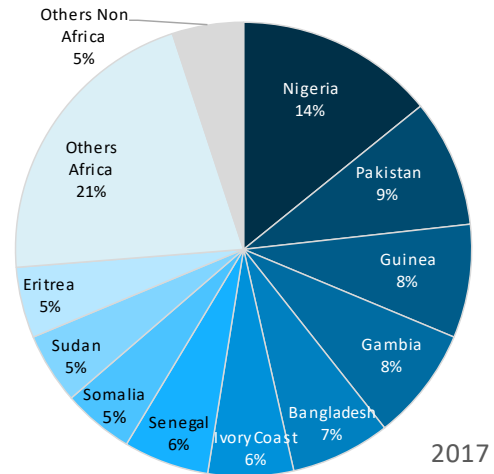


Fig.2: Share of respondents by nationality on the Central Mediterranean route in 2017.

Age and Sex

Male respondents comprise majority of Nigerian migrants surveyed in both years. The share of adult women and of children is higher in 2016 than in 2017. Overall, female respondents are younger than male respondents. Fifty-four % of all Nigerian women have less than 22 years of age, while only 37% of Nigerian men belong to that age group. On the contrary, 36% of men has more than 25 years compared to 17% of women.

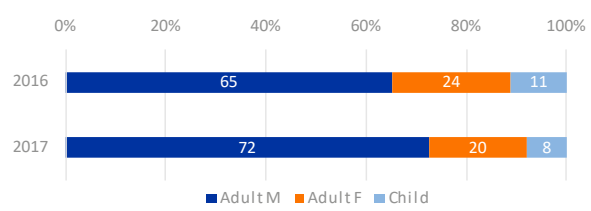


Fig.3: Share of Nigerian respondents by age, sex and year.

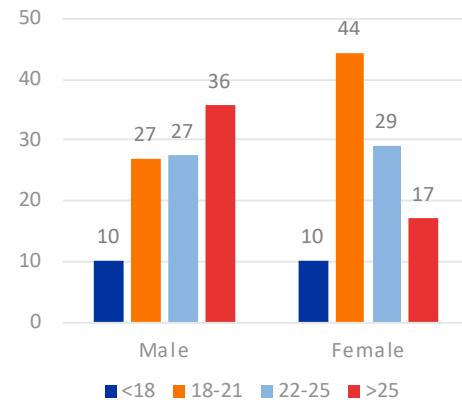


Fig.4: Share of Nigerian respondents by age groups and year.

** The overall sample of respondents in Italy compares well to the total population of migrants arrived by sea in 2016 and 2017, with the exception of a slight overrepresentation of migrants from Pakistan interviewed in 2017, which originates from a 2-month purposive data collection run in Friuli Venezia Giulia, the North-Eastern region bordering Slovenia where migrants arriving also by land from the Eastern Mediterranean route are hosted..

Civil status

In both years, Nigerian migrants reported to be single in the vast majority of cases (81%), the rest being married (18%) or divorced, separated or widowed (1%). Women reported to be divorced or separated more often than men (4% versus 0.7%). Three children out of 177 in the sample reported to be married, the rest being single (98%). Twenty percent of both male and female respondents in 2017 declared to have at least one child. The majority of those who are parents (around 95% of men and 88% of women) stated to have left children the in the country of origin, while the rest was travelling with them or have left them in a third country.

Level of education

The largest share of migrants on both years reported to have achieved secondary education (51% in 2016, 45% in 2017). However, migrants interviewed in 2017 seem to have a lower education level than those interviewed in 2016. In 2016, twelve per cent of respondents stated to have received no formal education compared to 27% of respondents in 2017. Also, migrants interviewed in 2016 reported to have obtained secondary education in 51% and tertiary education in 5% of the cases, compared to 45% and 3% respectively in 2017. Among children interviewed in 2017, 33% reported to have gone to school the last time more than 2 years prior the interview, 31% attended school for the last time between 1 and 2 years prior the interview, 15% left school less than one year before being interviewed. Additionally, 22% reported to have never attended school.

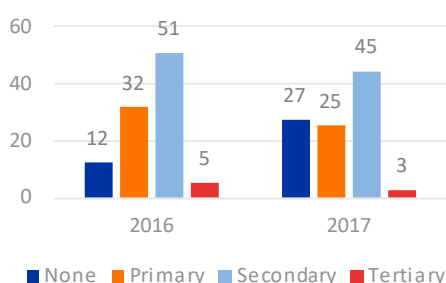


Fig.5: Share of Nigerian respondents by education level and year.

Employment status before departure

Migrants' employment status before departure is similar for both years: the majority of Nigerian respondents reported to be employed or self-employed before starting the journey, slightly less than one third reported to be unemployed and a smaller share (14% in 2016 and 7%) reported to be studying.

Male adults reported to have been employed or self-employed more than female adults and children (65% compared to 52% and 28% respectively). Adult women are those who more frequently reported to have been unemployed before departing (40%), while the highest share of students is found among children (40%).

Among those who reported to have an employment, 23% were working in the retail and trade sector, 20% reported to be working in the construction sector, 11% in transportation, 8% in manufacturing and 7% in agriculture, followed by many other sectors and kind of activities. Female respondents reported more frequently to have worked as sellers in small shops or as domestic and care workers, while construction workers were the majority among men.

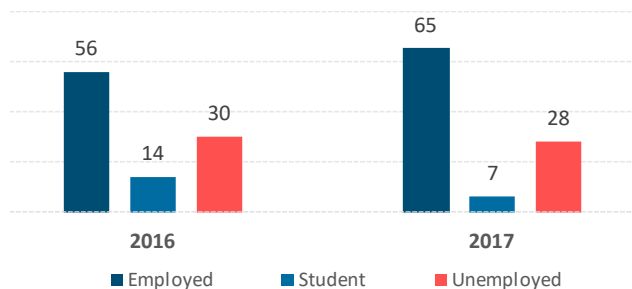


Fig.6: Share of Nigerian respondents by employment status and year.

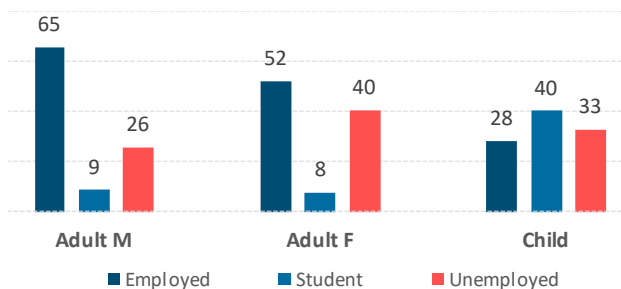


Fig.7: Share of Nigerian respondents by employment status, sex and age.

The journey: origin, length and secondary migration

Overall, Nigerian migrants originate from the states of the southern part of the country: 80% of all respondents have reported to come from Edo, Delta or Lagos States. The most common route for all Nigerian migrants passes through Niger and Libya (94%), while fewer migrants passed through Benin to reach Niger or through Algeria before entering Libya.

Nigerian migrants reported to have travelled alone in the vast majority of cases (80% in 2016 and 85% in 2017), while the rest travelled with a group of non-family persons (9% in 2016 and 7% in 2017) or with at least one family member (11% in 2016 and 8% in 2017).

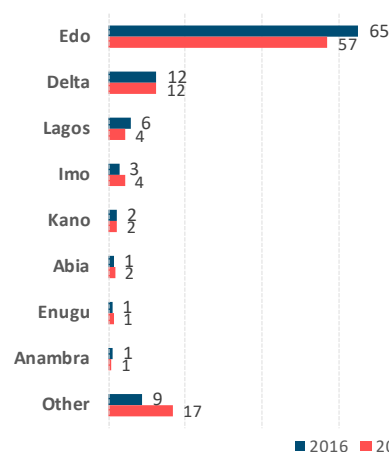


Fig.8: Share of Nigerian respondents by state of origin and year.

Reasons for leaving origin country

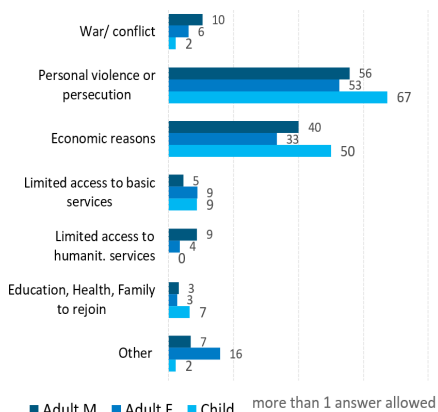


Fig. 9: Reasons for leaving origin country

In regard to reasons for migrating, the 2017's questionnaire allowed migrants to choose more than one motivation for starting the journey. The majority of the sample (56% of adult males, 53% of adult females and 67% of children) reported to have left to escape/ avoid personal persecution and violence, followed by some 40% highlighting also economic motivations, war and conflict (10%) and other (8%).

The narrative recounts of those who reported "other" reasons, some migrants did not want to disclose the reason for moving while others recounted fights between tribes or within the family over land, marriages or religious issues. Some women reported to have been either convinced or forced to start the journey by someone who promised a better life/ work in Libya. The graph shows the distribution of all responses by route, considering that migrants were allowed to choose more than one option as reason for moving (the sum of shares is higher than 100%).

Reasons for secondary migration

Among migrants who left from a country different from the one of origin (secondary migration), which for Nigerian respondents is Libya in all cases, reasons for the second move are quite different from the original ones. Indeed, almost 90% of them reported to have left because of fear of personal persecution and violence with also around 40% reporting war of conflict in the country as a reason to move on towards Europe.

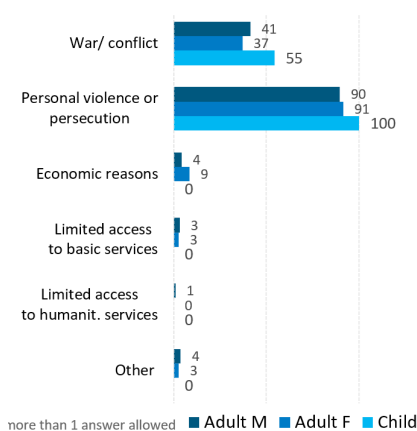


Fig. 10: Reasons for secondary migration

Transit period

Migrants interviewed in 2017 reported longer periods spent in transit on average than migrants interviewed in 2016. In 2016, migrants have spent in transit 117 days (93 days as median), while in 2017 the average number of days spent in transit was 157 (144 days as median). 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. Indeed, migrants reported that the reasons for long stops at each transit locations (of more than 5 days) were due to episodes detention or kidnapping for the purpose of obtaining a ransom, to the need of work or to the fact of having being forced to work by those organizing their transfers, mainly by pick-ups, buses or other vehicles.

No transit is reported by all migrants who have moved directly from the departure country to the country where the interview was recorded. In the case of Nigerians, 19% of them in 2016 and 34% of them in 2017 reported to have left without intermediate transit countries from Libya to Italy, after more than one year spent there. Moreover, of these migrants engaging in secondary migration movements, 69% stayed in Libya between 1 and 2 years, 17% spent there between 2 and 3 years and 14% stayed there more than 3 years.

Out of those travelling with a group of family or non-family persons, 22% of them reported to have been separated from them during the journey. In particular, 94% of them reported to have been separated from their travel companions in Libya (mainly in Sabha, Tripoli, Sabratah and at sea), 5% in Italy (mostly at disembarkation points) and 1% in Niger.

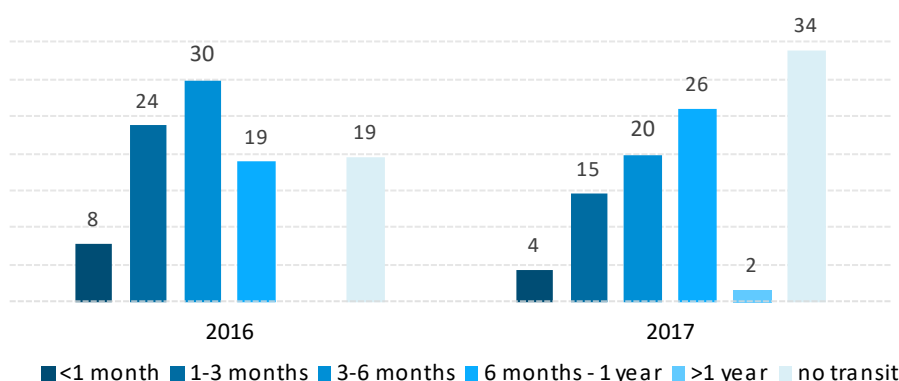


Fig. 11: Share of Nigerian respondents by time spent in transit and year of interview.

Cost of the journey

In regards to the estimated cost of the journey from the moment of departure to the arrival in Italy, Nigerian migrants reported in the majority of cases of not knowing the total amount paid (26% in 2016 and 42% in 2017) or of having travelled without paying (27% in 2016 and 23% in 2017). Moreover, the breakdown of estimated costs for adult males, adult females and children reveal some interesting differences. Adult men are more frequently reporting to have paid between 1,000 and 5,000 USD (27%) or to not know the total cost of the journey (29%). As for adult women, 42% declared to have travelled without paying and 32% to not know the total cost. Among children, 41% did not know the amount paid and 23% declared to have travelled without paying.

Not knowing the total cost of the journey is generally associated with the difficulty of summing up the costs of bribes, ransoms, multiple transport and smuggling services etc., while travelling for free is likely to be reported when the travel was paid by someone else or in the case the migrant has incurred (explicitly or not) into a debt to be repaid upon arrival to the trafficking network.* The same patterns are also observed when looking at the cost of the last leg of the journey only – the boat from Libya to Italy – which was unknown for 41% of Nigerians interviewed in 2017, while 33% did not give money to embark the boat.

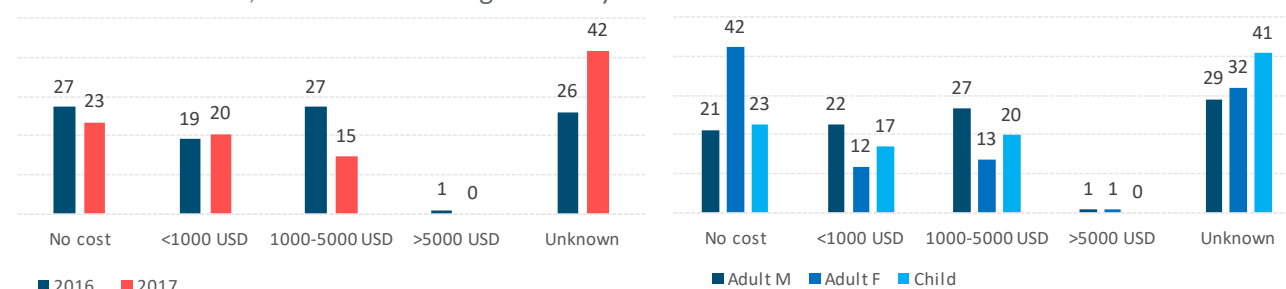


Fig. 12: Share of Nigerian respondents by estimated cost of the journey and year.

Fig. 13: Share of Nigerian respondents by estimated cost of the journey, sex and age.

Intended country of destination

Italy was reported by most Nigerian migrants as intended destination at the time of departure (65%), while 16% of them did not have a specific destination in mind and 8% intended to reach Libya.

As intentions changes by route and between the moment of departure and the moment of the interview were the migrant is already far away from his origin location, the graphs below compare the intended destinations at departure and at the time of the interview by route. Once interviewed in Italy, 91% of Nigerian respondents intended to stay in Italy while some 4% wanted to move on to another European country (unspecified) and 3% still reported to not know where they intended to stay.

With similar shares between the 2016 and the 2017 subsample and between adults and children, 97% of all Nigerians did not have a relative already leaving in the intended country of destination. The rest reported to have a non-first line relative already at destination (2%) or a first line relative there (1%).

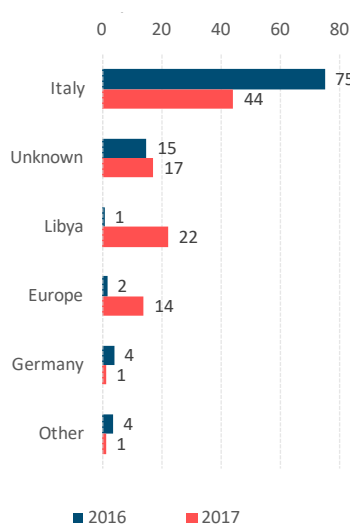


Fig. 14: Share of respondents by intended destination at the time of departure and year.

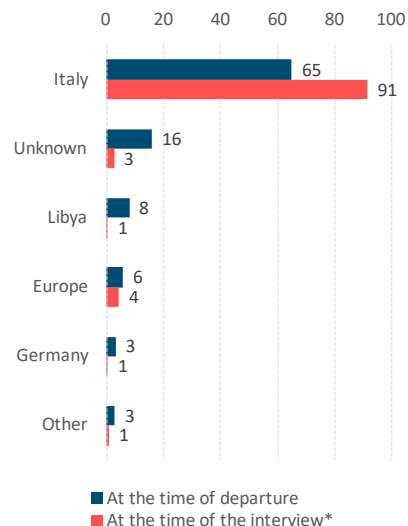


Fig. 15: Share of respondents by intended destination at the time of departure and at the time of the interview.

* Please see the IOM Italy [Report on human trafficking](#) of migrants arriving in Italy, released in July 2017 (in Italian) and which focuses on the risks and vulnerabilities of migrants upon arrival in Italy and on the activities of information and referral of potential victims of trafficking by IOM Protection teams.

3. Methodology

I. The DTM's Flow Monitoring Surveys

This report presents the results of a data collection run by IOM field staff in Italy aimed at capturing the flows, profile and experiences of migrants along the Central Mediterranean route, which took place from June to November 2016 and from February to July 2017. This research is part of the IOM's Displacement Tracking Matrix (DTM) implementation in the Mediterranean, which started in October 2015 within the framework of IOM's research on populations on the move through the Mediterranean and Western Balkan routes to Europe.

The DTM's baseline FMS module captures data on the demographic profile of the respondents, the circumstances of their migration journey and migration push factors, their place of origin or their last country of habitual residence, and the existing pull factors in their intended country of destination. In 2017, the survey was run with an upgraded version of the questionnaire compared to that implemented in 2016, following the feedback received from different IOM missions, departments and relevant partners, with an emphasis on enhancing the protection aspect, especially in relation to children on the move and human trafficking and other exploitative practices indicators.

The FMS includes a module dedicated to questions on a set of specific human trafficking and exploitation practices. The module is prepared by IOM's Assistance to Vulnerable Migrants (AVM) Unit and gathers information on events experienced by the respondent directly or by one of his/her family member, or witnessed by the respondent during the journey. The survey structure has the advantage of facilitating the collection of data that relates to the direct experiences of the primary respondent. The respondent is also asked a follow up question about whether that same experience applies to any of his or her family members travelling with him or her on the journey, in order to capture the experiences of other migrants and refugees on the route (see [Section 1](#) for the choice of indicators considered in this report).

Through the use of standardized measures, comparisons across countries, time and different populations, the survey allows to give a good understanding of the overall vulnerability to abuse, human trafficking and exploitation of migrants in transit towards Europe

II. Sampling and data collection

The survey is designed for profiling third-country nationals (non-European) who are migrating towards Europe through the so-called Central route. Only migrants age 14 and above are approached. Only migrants arrived in the country of the interview at maximum one year prior to the interview were considered. The survey was translated into Arabic, Dari, English, French, Farsi, Italian, Pashtu and Urdu.

The surveys are fully anonymous and voluntary. Respondents are approached in an ad hoc manner by IOM field staff, with those who give their consent to be interviewed proceeding with the remainder of the questions. The sample is therefore not random and, as with all surveys of this kind, this can lead to selection bias. Those more willing to respond to this survey are often young adult males, which are therefore slightly overrepresented in comparison to women.

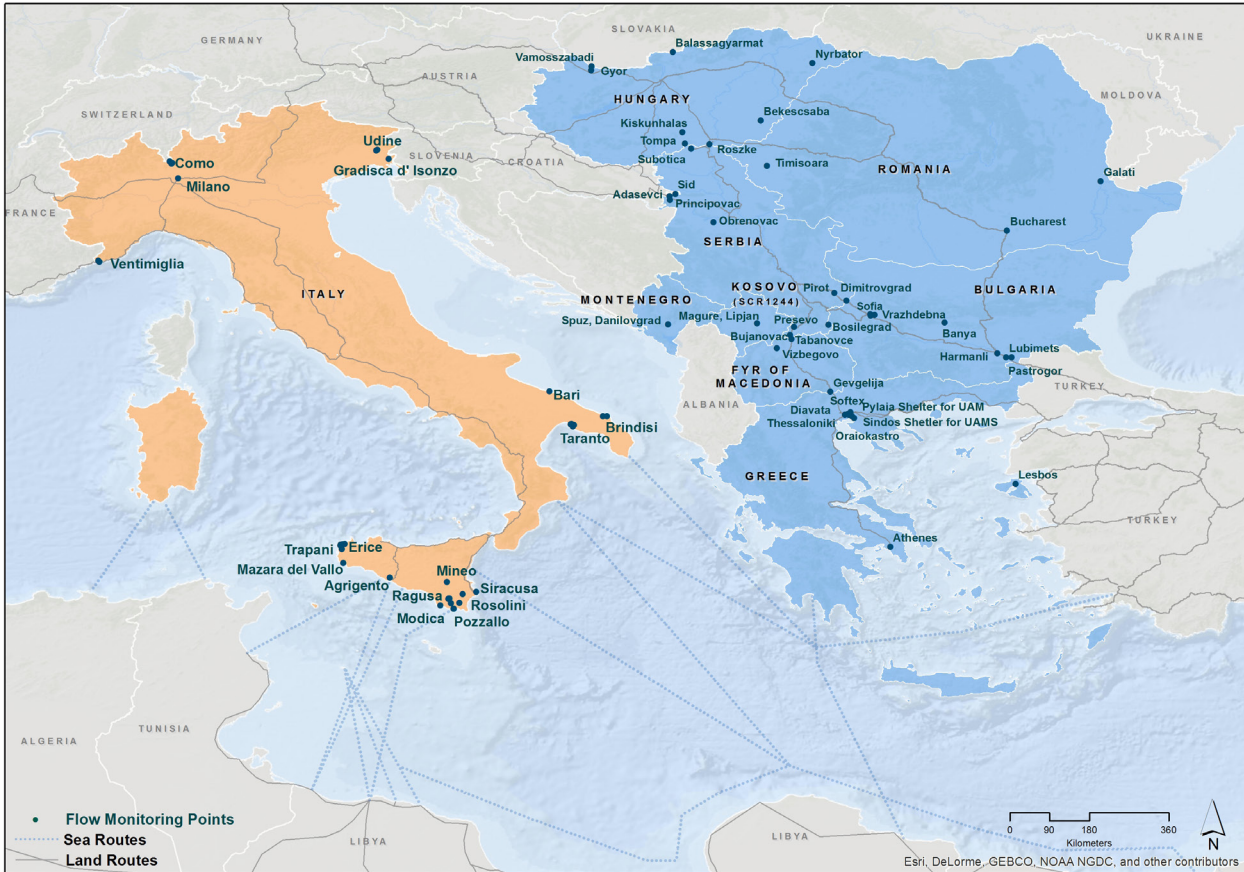
Through the use of standardized measures, comparisons across countries, time and different populations, the survey allows to give a good understanding of the overall profile of migrants in transit towards Europe and of their vulnerability to abuse, human trafficking and exploitation while en route.

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

In 2016, the FMS was conducted in Sicily, Calabria and Apulia, while in 2017 data collection activities have been diversified in 5 Italian regions, with a total of more than 50 flow monitoring points covered, including 3 hotspots (Pozzallo, Trapani and Taranto), other governmental reception centres for asylum seekers, transiting centres and unofficial gathering points.

In the South of the country (Sicily and Apulia) migrants are interviewed at entry and transit points soon upon arrival in ports where disembarkations from Search and Rescue operations take place (Pozzallo, Catania, Trapani, Taranto, Brindisi); in Lombardy migrants are interviewed mainly in transit centres close to the Italy/ Switzerland border (Como) and in Milan, which is a major hub for asylum seekers and migrants to be hosted or distributed in the region; in Liguria, migrants have been interviewed in transiting centres in Ventimiglia (close to the border with France); in Friuli Venezia Giulia migrants have been interviewed in reception centres which mainly host migrants entered by land from Slovenia or Austria. Hence, the overall sample from the survey conducted in Italy also includes a share of migrants arrived in Italy by land, travelling along the Eastern Mediterranean route.

Displacement Tracking Matrix (DTM) Flow Monitoring presence in Europe - August 2017



Further readings



- [Flow Monitoring Surveys: Analysis - Top 5 countries on the Central and Eastern Mediterranean route compared \(July 2017\)](#)

For more [analysis](#) on the profile of migrants and the latest statistics on arrivals to Europe through the Eastern and Central Mediterranean Route please check [IOM portal for Mediterranean](#).

Displacement Tracking Matrix (DTM) Mediterranean

Migration Flows - Europe

f @GlobalDTM t @DTM_IOM

s DTM_IOM

Data collection activities supported by:

