



International Organization for Migration (IOM)

The UN Migration Agency

DTM

ANALYSIS: FLOW
MONITORING SURVEYS

TOP 5 NATIONALITIES

INTERVIEWED IN ITALY IN 2019

July 2020



migration.iom.int
displacement.iom.int



dtmmediterranean@iom.int





Migrants disembark from an Italian Coast Guard vessel in Lampedusa, Italy; © IOM Italy / September 2019.

CONTENTS

DTM Flow Monitoring Surveys in Europe	3
Flow Monitoring in Italy in 2019	3
Top 5 nationalities surveyed in Italy	4
Sample size and main nationalities surveyed in Italy	4
Demographic profile and socio-economic background	4
Children between 14 and 17 years old	5
Marital status	5
Education	6
Employment status before departure	7
The journey	9
Travel mode	9
Different routes to Italy	9
Onward migration and length of the journey	10
Cost of journey	10
Cost of the last leg to reach Italya	11
Problems during the journey	11
Reasons and intentions	12
Reasons for leaving origin	12
Reasons for leaving when country of departure if different from that of origin	12
Intended destination at the time of departure	13
Intended destination at the time of the interview	13
Reasons for choosing a destination	14
Methodology	15
Field work	15
Sampling	16
The FMS questionnaire	16
DTM Mediterranean	16

This report is based on the Flow Monitoring Surveys carried out by IOM field staff **in Italy between July and October 2019**. A total **1,229 interviews** were collected in 21 different locations.



The Italian Coast Guard rescues migrants bound for Italy. © Francesco Malavolta/IOM 2014

DTM FLOW MONITORING SURVEYS IN EUROPE

The Flow Monitoring Surveys (FMS) are part of the IOM's Displacement Tracking Matrix (DTM) activities in the Mediterranean region and were started in October 2015 and conducted within the framework of IOM's research on populations on the move through the Mediterranean and Western Balkan Routes to Europe. Surveys are analysed to provide information on profiles, transit routes and vulnerabilities of respondents.¹ All analyses, together with the latest data on arrivals from national authorities and IOM country offices, can be accessed via DTM's [Flow Monitoring Europe Geoportals](#).

The FMS's gather information on profiles of migrants and refugees, 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, intended destination(s) and expectations from the host government/ network of co-nationals there. The questionnaire also has a module with a set of questions on human trafficking, exploitative practices and abuse, including two indicators on sexual and physical violence. Information about the questionnaire and the applied [Methodology](#) is at the end of the report.

FLOW MONITORING IN ITALY IN 2019

This report is based on the Flow Monitoring Surveys carried out by IOM field staff in Italy between July and October 2019. A total of 1,229 interviews were collected in 21 different locations in the regions of Sicily and Apulia (South), Friuli Venezia Giulia (North East), Lombardy and Liguria (North West) to provide an insight of the profile of migrants and refugees who arrive in the country through different routes by sea and by land, including those who intend to move forward to other European countries.

This report provides analysis of migrants' demographic profile, transit routes, reasons for leaving countries of origin or habitual residence, and their future travel intentions. Specifically, it focuses on the comparison between top five nationalities surveyed in Italy. The selected sample of the top five nationality groups is made of 920 interviews.



migration.iom.int/europe

1 The term “respondents” refers to “migrants and refugees” and it is used interchangeably throughout the report.

TOP 5 NATIONALITIES SURVEYED IN ITALY

SAMPLE SIZE AND MAIN NATIONALITIES SURVEYED IN ITALY

The analysis focuses on the top five nationalities by number of respondents: Pakistan (44%), Tunisia (18%), Afghanistan (5%), Algeria (4%) and Côte d'Ivoire (4%). This sample includes 920 interviews, which represents 75 per cent of the total number of respondents surveyed in Italy in 2019 (1,229). The remaining 25 per cent were respondents of other 34 different nationalities, including migrants from Morocco, Nigeria, Bangladesh, Sudan and Ethiopia.

The sample includes migrants and refugees who arrived in Italy by sea from Libya, Tunisia, Turkey or Greece and others who entered by land, mostly interviewed in Friuli Venezia Giulia, to capture the profiles of those arriving

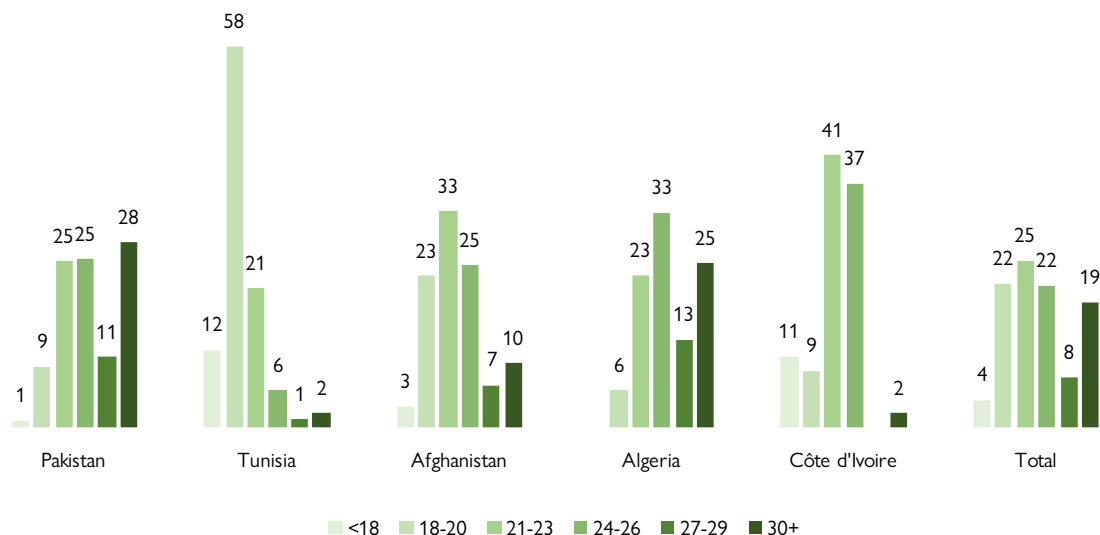
to Italy after transiting through the Western Balkans (see the [Methodology](#) section for more information). As no official data on arrivals by land is available from national authorities, the representativeness of the sample can be only partially checked against available official data on arrivals by sea. Indeed, the top five nationality groups in the sample are also among the top nationalities of arrivals by sea registered by the Italian authorities between January and December 2019. Tunisia is the first country of origin of arrivals by sea in 2019 (23%), followed by Pakistan and Côte d'Ivoire (10% each), Algeria (9%) and Iraq (8%).

DEMOGRAPHIC PROFILE AND SOCIO-ECONOMIC BACKGROUND

The average age of the respondents of the five main nationality groups varied between 20 and 26 years old. Respondents from Tunisia are the youngest (average age of 20 years), followed by those from Côte d'Ivoire (22 years), from Afghanistan (23), from Algeria (26) and Pakistan (27). Most of the respondents of the top five nationalities are adult and male (92% of all respondents), followed by children between 14 and 17 years (4.4%) and adult women (3.6%). Most of the adult women

surveyed were from Côte d'Ivoire (25, 74%), while there were no women among Afghan migrants. The highest share of children was among Tunisian (12%) and Ivorian (11%) respondents, while the lowest share was among Pakistani (1%) and Algerian nationals (zero individuals). Demographic characteristics disaggregated by each nationality is shown on the table below and age breakdown is presented on the graph below.

Figure 1: Age distribution, by nationality and total (%)

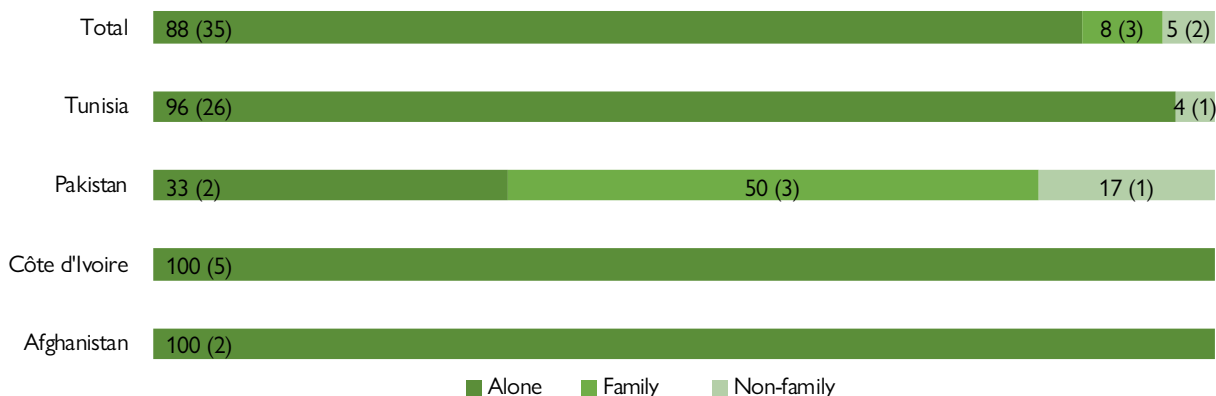


Children between 14 and 17 years

In the top five nationality groups, 40 respondents were children between 14 and 17 years. There were no Algerian children surveyed. The mean age of surveyed children was 16 years and did not change significantly by nationality. Almost all of them were male, with only one Tunisian female child surveyed.

Children were more likely than adults to travel alone. In total, 88 per cent of children were travelling unaccompanied, in comparison to 86 per cent of adult respondents who were travelling alone. All children from Tunisia, Côte d'Ivoire and Afghanistan travelled alone, while three out of six children from Pakistan were travelling with at least one family member.

Figure 2: Travel mode of child respondents, by nationality and total (% and absolute values)

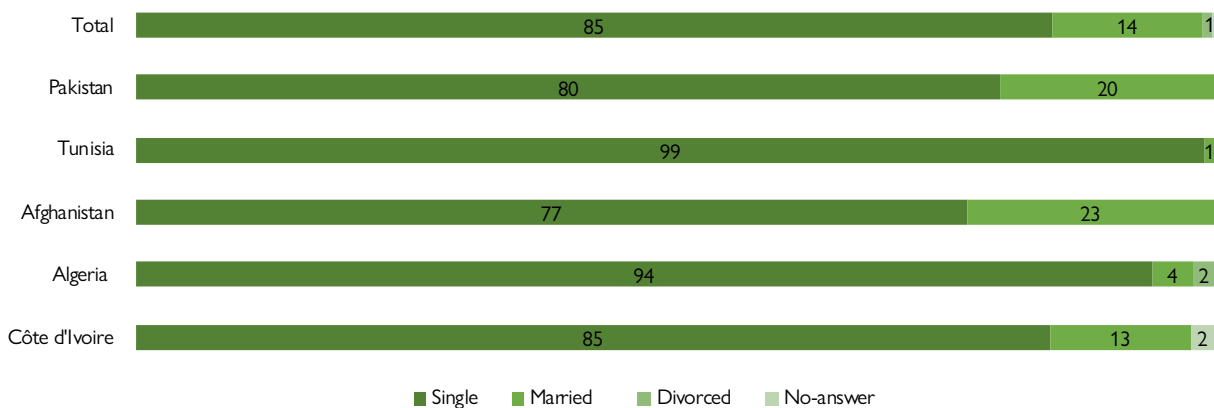


Marital status

Most respondents reported to be single (85%), while 14 per cent of them reported to be married and 1 per cent to be either widowed or divorced. Among them, Tunisian respondents reported to be single more frequently than other nationalities (99% of them),

followed by respondents from Algeria (94%), Côte d'Ivoire (85%), Pakistan (80%) and Afghanistan (77%). Furthermore, the largest share of married respondents was among nationals from Afghanistan (23%).

Figure 3: Share of respondents by marital status, by nationality and total (%)

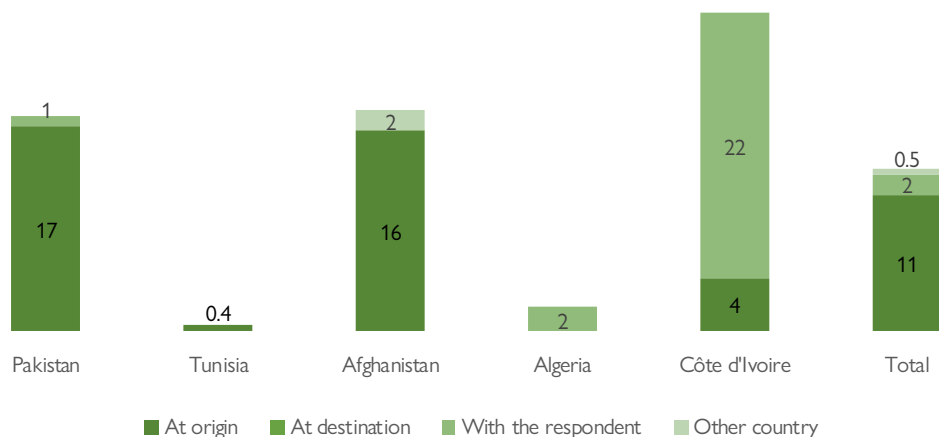


Male respondents were more likely to be single, in comparison to female respondents: 86 per cent of all male migrants were single, compared to 68 per cent of female respondents (23 individuals). All 3 female respondents from Tunisia reported to be single, as well as 19 out of 24 female Ivorians (76%), while 4 out of 5 female respondents from Pakistan reported to be married. Among male respondents, migrants from Tunisia and Algeria reported to be single in most cases (99% and 96% respectively), followed by Côte d'Ivoire (95%), Pakistan (80%), and Afghanistan (77%). Finally, only 4 respondents (0.4% of the sample) reported to be either widowed or divorced.

Eighty-seven per cent of all respondents belonging to the top 5 nationalities surveyed reported not having children, while almost 13 per cent reported to have at least one child. Out of this group, most of them reported having children in the countries of origin (87%), with the rest (13%) reported to have their children with them. Only 1 respondent reported to have a child in a third country.

The highest share of respondents who reported to have children was among migrants from Côte d'Ivoire (26%), Afghanistan (18%) and Pakistan (18%), while only one respondent among migrants from Tunisia and Algeria reported having a child. Almost two thirds (64%) of respondents who reported being parents declared that they have between 1 and 2 children. An additional 17 per cent had three and 12 per cent reported having four children or more.

Figure 4: Share of respondents with children and location of them, by nationality and total (%)



Education

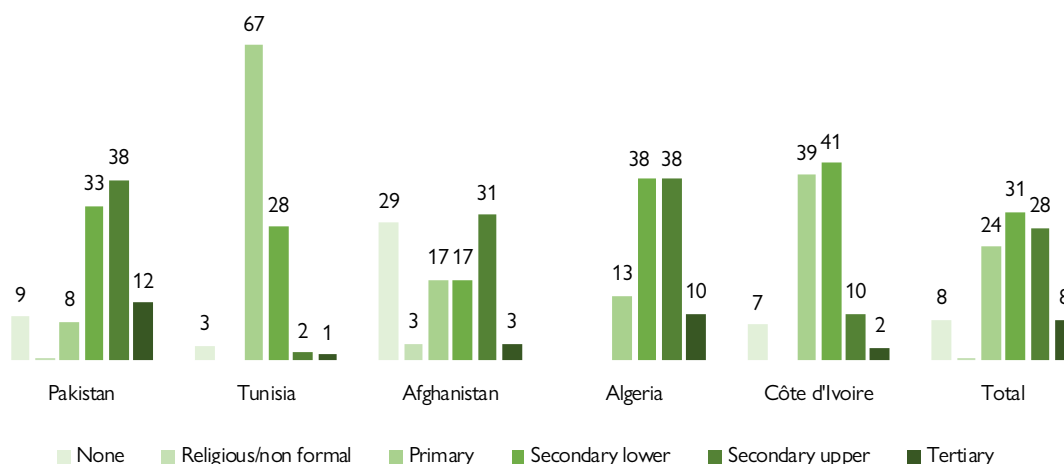
Almost one third of adult respondents reported having completed lower-secondary education (31%), while 28 per cent stated that they had completed upper-secondary education, 24 per cent primary education, and 8 per cent tertiary education. Moreover, 9 per cent of respondents reported not having completed any formal education. On average, female adults reported having a lower education level than their male counterparts, with 42 per cent of them reporting primary education compared to 23 per cent among male adults and 15 per cent reporting no formal education compared to 8% among male adults.

Adult migrants from Afghanistan reported not having completed any formal education in 29 per cent of the cases, more frequently than migrants from other nationalities (9% Pakistanis, 7% of Ivorians, 3% of

Tunisians and none among Algerians). Most respondents from Tunisia reported having completed primary education (67%), while lower-secondary education was most frequently reported by respondents from Côte d'Ivoire (41%), and respondents from Algeria and Pakistan reported more frequently to have completed upper-secondary education (38% both). Furthermore, respondents from Pakistan reported more frequently than the other nationalities to have completed tertiary education (12% of them).

Among respondents with upper secondary or tertiary education (who are mostly respondents from Pakistan), the most frequently reported domains of study were natural sciences, mathematics and statistics (33% of the sample), arts and humanities (32%) and information and communication technologies (10%).

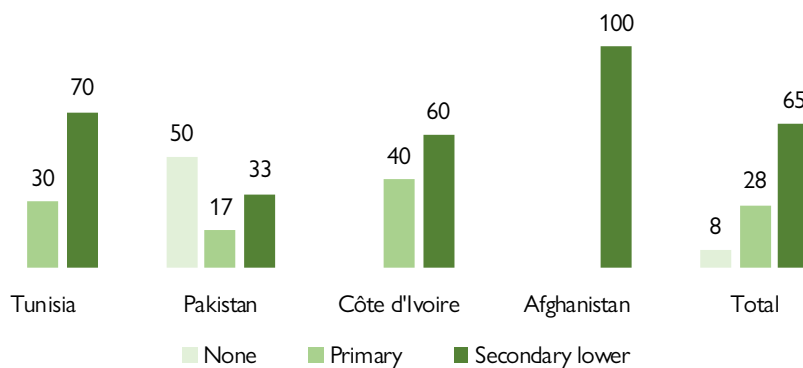
Figure 5: Share of adult respondents by education level, by nationality and total (%)



Almost two thirds of the 40 children between 14 and 17 years in the sample reported having completed lower-secondary education, while another 11 respondents (28%) reported having completed primary education, and the remaining 3 respondents (8%) reported no formal level of education. Twenty-four children (60%

of the total) reported that the last time they went to school was more than 2 years before the survey was conducted, 5 (13%) between 1 and 2 years, and 8 (20%) less than 1 years before. Three out of six children from Pakistan (8% of the total children) reported they had never gone to school.

Figure 6: Share of child respondents by education level, by nationality and total (%)

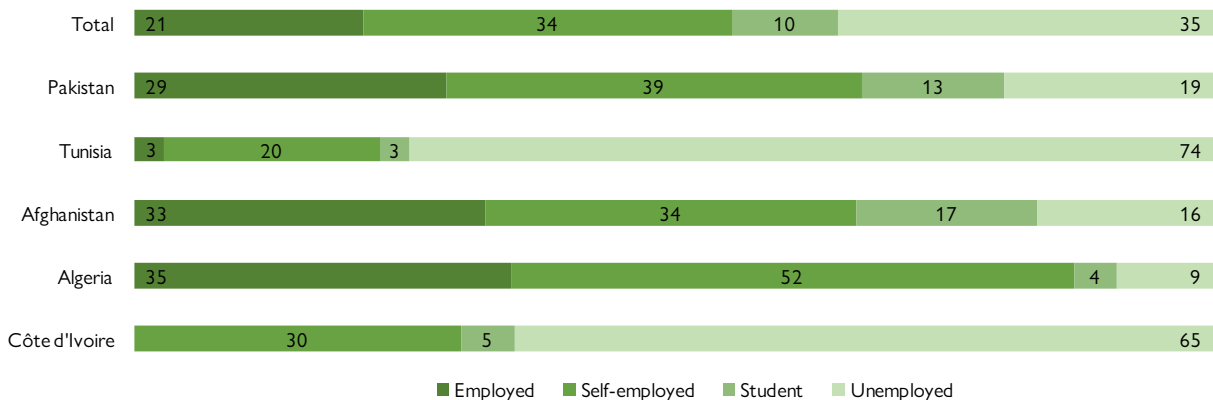


Employment status before departure

Fifty-six per cent of respondents belonging to the top 5 nationalities surveyed reported being either employed or self-employed at the time of departure from their countries of origin or habitual residence, while about 35 per cent reported to be unemployed, and 10 per cent reported being students. The highest share of unemployed before departure was reported by Tunisian respondents (74% of all Tunisians), followed by Ivorian (65%), Pakistani (19%), Afghan (16%), and Algerian respondents (10%).

Male respondents reported to be employed or self-employed more often than female respondents on average (57 vs 21 per cent), while the share of those reporting to be studying before departure was similar between males and females (10 and 9 per cent respectively). Moreover, the share of those reporting to be unemployed before departure was significantly higher among female respondents than among male counterparts (71% vs 33% respectively).

Figure 7: Share of respondents by employment status before departure, by nationality and total (%)



Higher levels of education seemed associated with a lower share of reported unemployment. Unemployment was reported more frequently among those with primary education (59%) than among respondents with higher secondary and tertiary education (24% and 9% respectively). Also, self-employment was reported by more than half (53%) of those declaring no formal education.

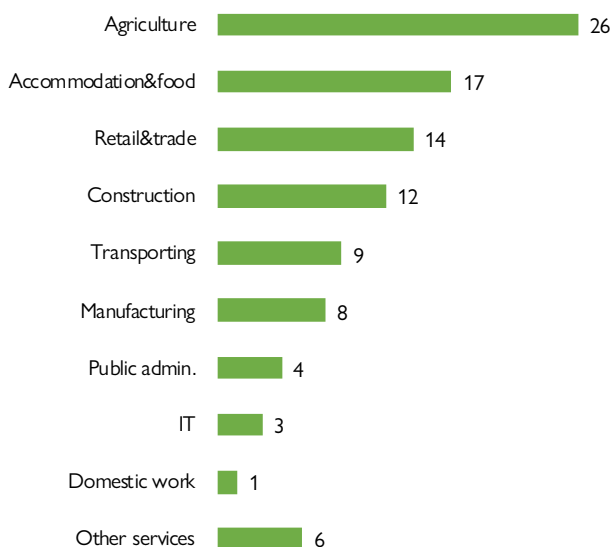
Most of those who reported being employed or self-employed at the time of departure were occupied in skilled manual labour (42%) or as service or sales workers (38%). The remaining reported to be employed in elementary occupations (5%), in the armed forces (5%), in managerial and professional occupations (5%) and others (5%). Female respondents reported more frequently than males to be occupied in elementary occupations (43% vs 5%) and in service or sales work (43% vs 38%).

The main sectors of employment cited by migrants were agriculture (26%), accommodation and food (17%), wholesale and retail trade (14%), construction (12%), transporting (9%), manufacturing (8%) and others (15%).² Alongside these sectors, domestic work was also reported by a significant share of female respondents (29%) and by very few male respondents (1% of them).

In addition, there were some differences between the main occupations and sectors of employment among main five nationalities. Most of the nationalities surveyed reported that they were employed in some

sort of skilled manual labour or as services and sales workers. Algerian respondents were more likely to report having worked in elementary occupations than respondents of other nationalities. With regards to sectors of employment, agriculture was most frequently reported by respondents from Côte d'Ivoire (36% of them) and less reported by respondent from Algeria (2%), while Tunisian nationals surveyed were more likely to report having worked in accommodation and food service activities (36%), and Afghan respondents reported more frequently than other nationalities to have worked in public administration (12%).

Figure 8: Share of respondents by sector of employment before departure, by nationality and total (%)



² Occupations are coded under ILO categories ([ISCO 2008](#)), sectors of employment and economic activities are coded under UNSTATS standard categories ([ISIC rev.4](#)) also applied by Eurostat ([NACE rev.2](#)).

THE JOURNEY

Travel mode

Over 86 per cent of respondents were travelling alone, while 10 per cent reported that they had travelled with a group of non-family members and 4 per cent reported they had travelled with at least one family member. The largest share of respondents that had travelled alone was among migrants from Tunisia (96%) and Côte d'Ivoire (85%), while the lowest share

was among respondents from Algeria (80%). Male respondents were more likely to travel alone than their female counterparts (87% vs 67% of them). Also, female migrants reported that they were travelling with a family member in almost one third of the cases (29%) compared to 3 per cent among male respondents.

Figure 9: Share of respondents by travel mode, by nationality and total (%)



Different routes to Italy

The top five nationalities interviewed in Italy in 2019 present quite strong differences in the route they have travelled through to reach the country. Respondents from Pakistan reported to have entered Italy by land travelling along the Western Balkan route in 76 per cent of the cases, while the other 19 per cent arrived by sea, crossing the Mediterranean from either Turkey or Greece and the remaining respondents also arrived by sea crossing the Central Mediterranean from Libya. Almost all Tunisians (97%) reported that they had arrived by sea directly from Tunisia, while the remaining 3 per cent had arrived either by sea from Libya or by land through the Western Balkans. Respondents from

Afghanistan reported that they had travelled along the Western Balkan route to reach Italy in 72 per cent of the cases, while the remaining 28 per cent reported that they had spent some time in other countries in Central and Northern Europe before going back to Italy. Algerians in the sample reported that they had travelled along the Western Balkans in 71 per cent of the cases, while the rest departed from Libya or Tunisia.³ Finally, among respondents from Côte d'Ivoire, 85 per cent crossed the Mediterranean from Libya while the remaining 15 per cent arrived by sea from Tunisia.

3 The sample did not include any Algerian migrant who crossed the Mediterranean from Algeria to Italy, as the data collection was not carried out in the region of Sardinia, where autonomous landings from Algeria are reported.

Onward migration⁴ and length of the journey

The different routes that surveyed migrants travelled through to reach Italy are associated with different characteristics of the journey in terms of transit countries, frequency of stops and length of the journey. Approximately 44 per cent of respondents belonging to the top 5 nationalities surveyed in Italy reported that they had spent one year or more in a country different from that of origin before moving again towards Europe. Onward migration has been reported more frequently by respondents from Côte d'Ivoire (80% of them), followed by 75 per cent of respondents from Afghanistan and 60 per cent of respondents from Pakistan. To the contrary, among migrants from Algeria and Tunisia only three of them reported that they had spent time in a country different from that of origin before arriving in Italy.

About 92 per cent of Ivorian respondents who engaged in secondary migration departed from Libya, while respondents from Pakistan and Afghanistan reported Greece and Turkey as the two countries where they most frequently stopped for at least one year before moving on again by either crossing the Mediterranean Sea or moving along the so-called Western Balkan route to reach Italy (75% of the cases in total). Also, about 16 per cent of respondents (mostly from Afghanistan and Pakistan) who engaged in onward movements reported that they had spent one year or more in other European countries before reaching Italy as the identified country of first entry to lodge the asylum request.

Cost of journey

Respondents were asked to estimate the overall amount paid individually since the beginning of the journey. One third of them reported to have paid more than 5,000 USD, while 19 per cent reported to have paid between 2,500 and 5,000 USD, 11 per cent to have paid between 1,000 and 5,000 USD, 9 per cent to have paid less than 1,000 USD and 1 per cent to have incurred in no cost from first departure to arrival in Italy. Additionally, a share as high as 26 per cent could not provide any estimate of the total amount paid: this is the case for most of Tunisians (93% of them) who reported that they had arranged the journey to cross the Mediterranean from Tunisia to Lampedusa autonomously, but also of some others who had paid multiple smuggling services, bribes and ransom and were not able to provide a total estimate.

The average reported cost of the journey since departure varies a lot among the five national groups. Respondents from Pakistan reported the highest estimated costs: more than half of them (51%) reported that they had paid more than USD 5,000 and other 26 per cent reported that they had paid between 2,500 and 5,000 USD. Respondents from Côte d'Ivoire reported that they had paid between 2,500 and 5,000 USD in 59 per cent of the cases, while the other 26 per cent reported that they had paid between 1,000 and 2,500 USD. Afghan respondents were almost equally distributed between high and low-cost ranges (39% reported that they had paid more than 5,000 USD and 39% to have paid less than 1,000 USD). Most respondents from Algeria (58%) reported that they had paid between 1,000 and 2,500 USD, while the other 21 per cent reported a total cost of less than 1,000 USD.

Figure 10: Estimated cost of the journey from departure to Italy, by nationality and total (%)



4 In this report, onward migration means that a respondent has spent one year or more in a country different from that of origin before moving onwards to Europe. In these cases, the departure country is different from that of origin and transit countries are recorded by DTM data collectors from the departure country until arrival.

Cost of the last leg to reach Italy

Respondents were also asked about the cost of the journey from the last transit country to Italy. Most of those departing from Tunisia could not express the cost of the last part of the journey to cross to Italy (95%), while those arriving by sea from Libya reported that they had paid between 1,000 and 2,500 in more than half of the cases (53%) and those arriving by sea from either Turkey or Greece reported that they had

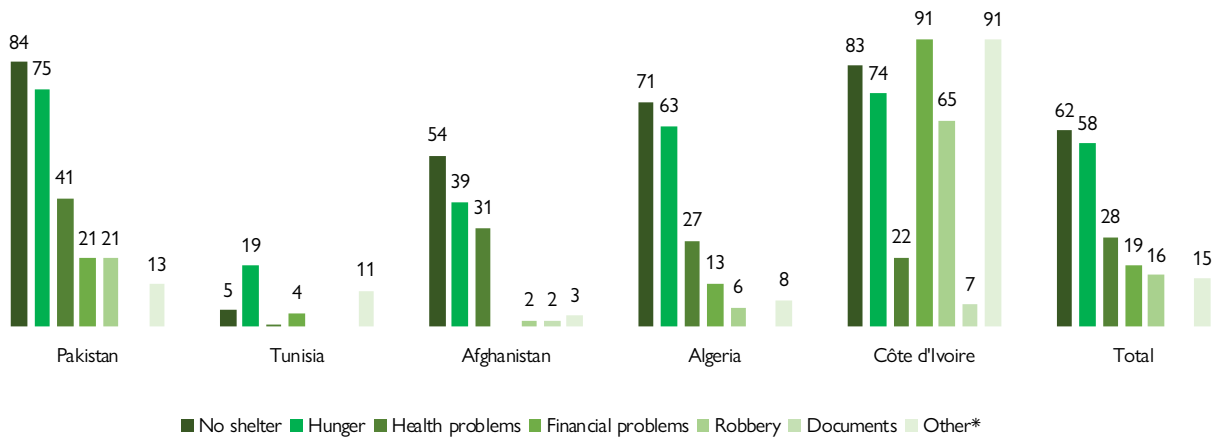
paid between 2,500 and 5,000 USD (97% of them). Respondents who entered Italy by land from the Western Balkans reported that they had paid between 1,000 and 2,500 USD for the last leg in 37 per cent of the cases, less than 1,000 USD in 19 per cent of the cases and between 2,500 and 5,000 USD in 17 per cent of the cases.

Problems during the journey

Surveyed migrants were asked about several types of incidents and problems they might have faced during the journey before reaching Italy. Overall, almost two thirds of the sample (62%) reported that there was a lack of shelter at some point during the journey, 52 per cent of the sample reported that they had suffered from hunger, 28 per cent that they had experienced health problems, 19 per cent that they had financial problems and 16 per cent reported that they had experienced robbery. Only four respondents reported that they had their documents stolen.

Shares of reported experiences varied a lot among different national groups, with respondents from Pakistan and Côte d'Ivoire reporting higher shares for almost each of the possible problems listed in the survey and with respondents from Tunisia reporting the lower shares.

Figure 11: Incidents and problems during the journey, by nationality and total (% , multiple responses)



* Under Other; problems relative to the conditions of the journey were reported: walking for several days in forests or in the desert, climbing mountains, risk of shipwreck and waiting for several days before being rescued in the Mediterranean, finding themselves in areas involved in conflicts (shelling and bombing in Tripoli for example).

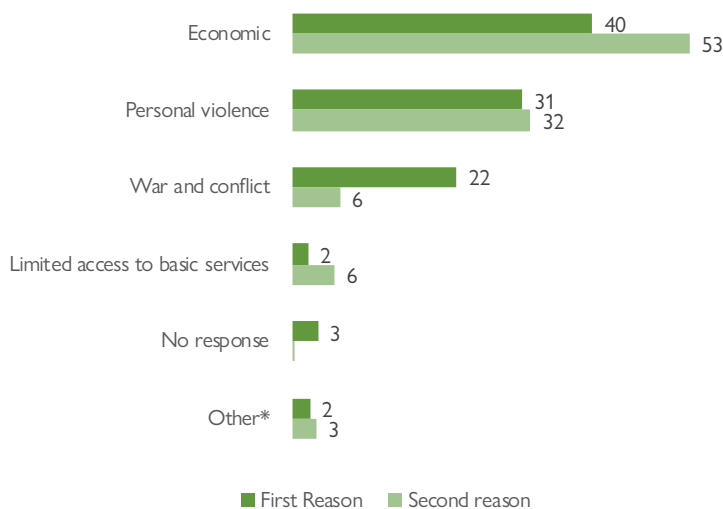
REASONS AND INTENTIONS

Reasons for leaving origin

About 40 per cent of respondents reported economic motivations as a primary reason to have left origin, followed by those who reported violence or persecution (30%) and wars and conflicts (22%) as main reasons to leave. Respondents from Côte d'Ivoire were more likely having experienced or fear of violence or persecution as their reason for leaving their country of origin (43%), followed by migrants from Algeria (42%). At the same time, the largest

share of respondents who reported economic reasons for leaving was among migrants from Tunisia (83%), followed by Algeria (35%) and Côte d'Ivoire (27%). Finally, while respondents from Afghanistan (66%) and Côte d'Ivoire (28%) were more likely to report wars and conflicts as reasons for leaving their country of origin than others, migrants from Algeria (10%) and Pakistan (5%) reported more than others to have left their countries due to health reasons.

Figure 12: Share of respondents by first and second reasons for leaving the origin country (%)



* Includes education, health, natural disasters, re-join family

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

When migrants re-migrated again from a country different from the one of origin after having stayed there more than one year, they were asked to state which were the main reasons to move again towards Europe, in order to grasp whether reasons for migration change over time and in different contexts of departure. This was reported by 80 per cent of Ivorians, 75 of Afghans and 60 per cent of Pakistanis in the sample, and by only 2 Algerians and 1 Tunisian.

Of these, two thirds (67%) of respondents from Pakistan reported to have moved again after a stay of more than one year in a country different from that of origin because of issues with documents and the other 17 per cent because they were in a country different from their intended final destination. Also among Afghans, the main reason to leave the departure country was that they had problems relative to their documents (59%) followed by having they had an issue with the Dublin regulation (17%) or having stopped for more than one year in a country which was not the intended destination (17%). Almost all respondents from Cote d'Ivoire who had departed from a country different from their origin (mostly Libya) reported war and conflict as main motivation to move forward (92%).

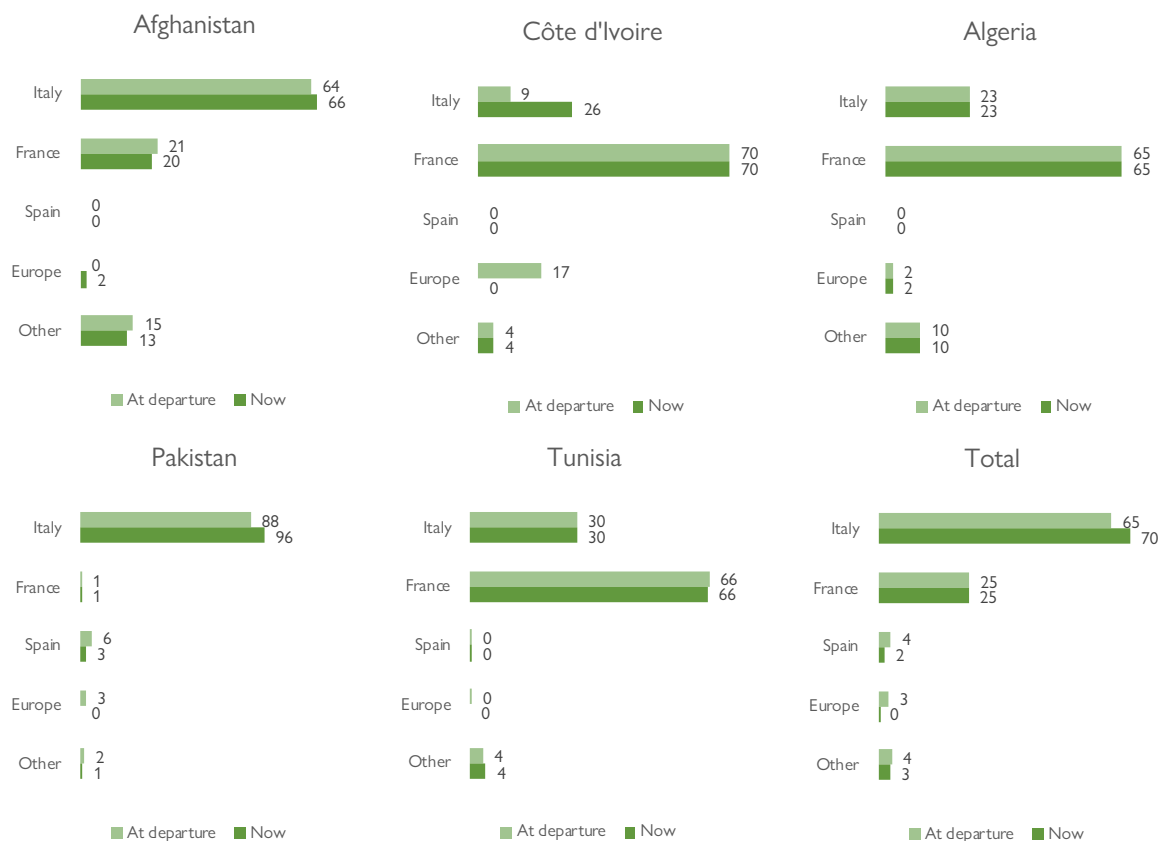
Intended destination at the time of departure

Migrants' intentions in terms of final destinations can change during the journey, adjusting to the experiences en route and to the conditions and possibilities in the country where the survey is carried out. When asked about the intended country of destination at the time of departure from countries of origin or habitual residence, approximately 65 per cent of respondents belonging to the top 5 nationalities reported Italy as their intended destination. This was particularly the case among respondents from Pakistan (88% of them reported Italy), and those from Afghanistan (64% of them), while it was less frequently mentioned by

respondents from Tunisia, Algeria and Côte d'Ivoire (30, 23 and 9% respectively).

At the same time, these three latter national groups reported France as their intended destination at the time of departure in two thirds of the cases (70% among respondents from Côte d'Ivoire, 66% among migrants from Tunisia and 65% from Algeria). Moreover, a good share of respondents from Côte d'Ivoire reported Europe as general intended destination without specifying a country (17%), and about 6 per cent of migrants from Pakistan mentioned Spain.

Figure 13: Share of respondents by intended destination at the time of departure and of interview



Intended destination at the time of the interview

In the survey, respondents were also asked about the intended country of destination at the time of the interview: the share of respondents who reported Italy as the country of intended destination increased to 70 per cent of the sample. This increase might be due to the fact that reaching other countries in Europe was more difficult than anticipated by the respondents at the start of their respective journeys. The change was more significant among Ivorian and Pakistani

respondents: the share of Ivorian migrants who reported Italy as the destination country significantly increased from 9 per cent (at the time of departure) to 26 per cent at the time of the interview. Similarly, the share of Pakistani respondents who reported Italy as intended country of destination increased from 88 per cent at the time of departure to 96 per cent at the time of the interview.

Reasons for choosing a destination

Reasons for choosing Italy as destination country change among the nationalities surveyed. Majority of respondents who reported Italy as the destination country reported access to asylum (34%) and safety (31%) as main reasons for their choice. In particular, while migrants from Afghanistan were more likely than respondents of other nationalities to state ease of access to asylum as a reason for choosing Italy as their destination (59%), respondents from Côte d'Ivoire were more likely to cite safety (75%). At the same, most of respondents from Algeria surveyed cited appealing socio-economic conditions as a reason for choosing Italy as their destination country (67%).

Finally, only 10 per cent of the sample reported to have family members already at the destination (1% first-line, 9% second line). Only 4 per cent of respondents who mentioned Italy reported that they had at least one family member in the country, while the share was higher among those who mentioned France as destination (24%). Indeed, among those who reported France as intended destination, the main reported motivation was to have a network of co-nationals there (76% of Tunisians, 60% of Ivorians, 53% of Algerians mentioning France), and to have some family members there (25% of Algerians, 17% of Ivorians, 13% of Tunisians).

Figure 14: Share of respondents by reason for having a specific intended destination (%)

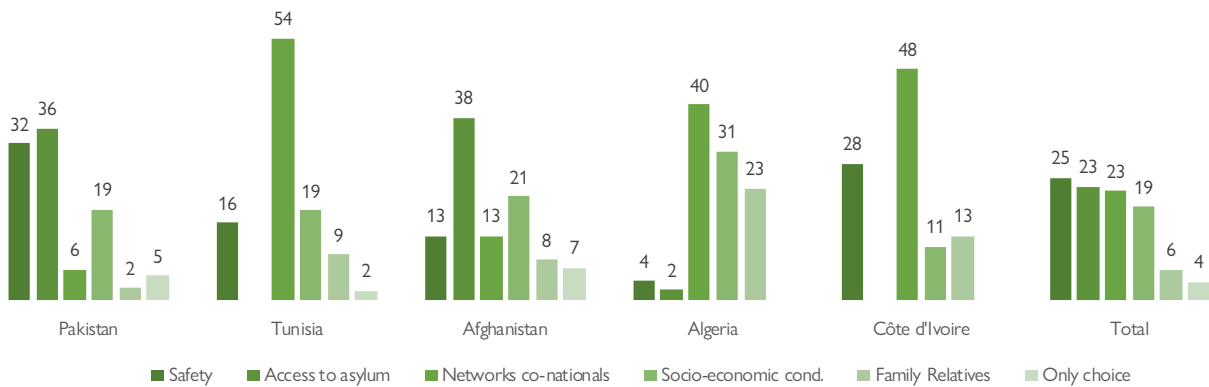
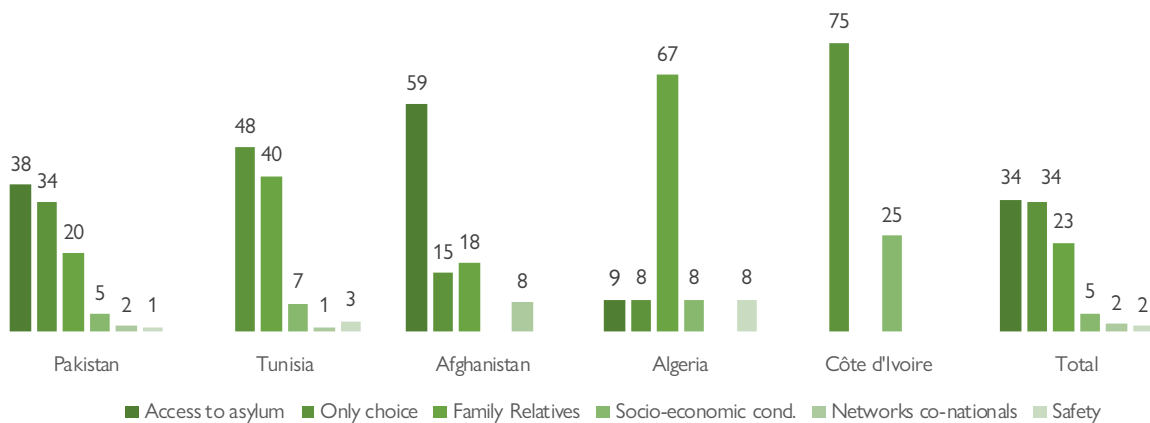


Figure 15: Share of respondents by reason for having Italy as intended destination (%)



METHODOLOGY

FIELDWORK

In 2019, data collection activities in Italy were conducted in 9 provinces of 5 regions (Sicily, Apulia, Lombardy, Liguria and Friuli Venezia Giulia) between July and October, with a total of 25 flow monitoring points covered, including governmental reception centres for asylum seekers and refugees, transit centres close to entry and exit borders and unofficial gathering points. In the South of the country (Sicily and Apulia) migrants, asylum seekers and refugees were interviewed at entry and transit points soon upon arrival in ports where disembarkation from Search and Rescue operations take place and in reception centres (Lampedusa, Taranto and Bari); in Lombardy migrants were interviewed mainly in transit centres close to the Italy/ Switzerland border (Como) and in Milan where many reception centres for asylum seekers and refugees

are located; in Liguria, migrants have been interviewed in transit centres in Ventimiglia, close to the border with France; in Friuli Venezia Giulia, data collectors visited reception centres and gathering places for migrants, asylum seekers and refugees entering Italy by land from Slovenia.

Hence, the total sample of surveys collected in Italy in 2019 is composed of migrants and refugees who have entered the country through different routes: almost half of them have arrived by sea either from Libya (20%), Tunisia (21%), Turkey or Greece (8%), another 46 per cent have entered Italy by land from Slovenia and the remaining 5 per cent is represented by migrants who re-entered Italy after having spent one or more years in another European country.

Map 1: Migration flows to Italy and locations covered by DTM Flow Monitoring Surveys in 2019



This map is for illustration purposes only. Names and boundaries on this map do not imply official endorsement or acceptance by IOM.

Source: IOM, Esri, Garmin, GEBCO, NOAA NGDC, and other contributors

This map is for illustration purposes only. Names and boundaries on this map do not imply official endorsement or acceptance by IOM.

SAMPLING

The surveys are fully anonymous and voluntary. 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 remaining questions. The sample is therefore not random and, as with all surveys of this kind, this can lead to selection bias. Those willing to respond to this survey are more likely to be young adult males and this group is therefore overrepresented when compared to available official data on irregular arrivals in Italy.

Migrants can decline to respond to single questions or to interrupt the interview if they wish to do so. Questions of the human trafficking modules provide evidence of the kind of enabling environment within which trafficking and associated forms of exploitation and abuse thrive, as well as a better picture of the vulnerability of migrant populations and the risks they face. If interviewers come across respondents who are likely to have unmet protection needs, they can refer them to the relevant protection actor upon obtaining the respondent's consent.

The survey is designed to profile third country (non-European) nationals who are travelling to Europe through the Central, Eastern and Western Mediterranean migration routes. Only migrants aged 14 and above are approached.

The survey is proposed only to migrants and refugees who had arrived in the country of the survey (Italy) no more than one year prior to the interview. The FMS questionnaire was available in e-format in Kobo (English and French) and in paper forms translated into Arabic, English, French, Farsi, Italian, Spanish and Urdu.

THE FMS QUESTIONNAIRE

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, aiming 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 or his/her family member(s), 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. This provides more reliable data, improving the estimation of prevalence. In order to capture the experiences of other migrants and refugees en-route, the respondent is further 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.

DTM MEDITERRANEAN

Flow Monitoring Survey (FMS) is one of the components implemented under DTM portfolio in Europe. Aside from the primary data collection through direct interviews, it includes also collation of statistical information products, based on secondary data revision. Compilation of available data and information is released on monthly, quarterly and yearly basis, together with a comprehensive dataset. More frequent updates and maps with information on arrivals to Europe and migrants' presence in the Western Balkans are available on the [Flows to Europe Geoport](#). The same platform contains all publications released as part of the DTM Mediterranean activities.