

FLOW MONITORING
SURVEYS ANALYSIS:



International Organization for Migration (IOM)

The UN Migration Agency

DTM

PROFILE AND REPORTED VULNERABILITIES OF MIGRANTS ALONG THE WESTERN MEDITERRANEAN ROUTE

INTERNATIONAL ORGANIZATION
FOR MIGRATION (IOM)



Photo: DTM data collectors conducting interviews in Valencia. IOM Spain/ 2018



The total sample for Spain is

1,341

interviews carried out with migrants and refugees in transit and reception centres of more than 40 municipalities in 4 different autonomous regions

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Map 1: Flow monitoring points where the Flow Monitoring Surveys were conducted in 2018.



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



Migrants disembarked from a rescue vessel in the Italian port of Augusta in Sicily. © Francesco Malavolta/IOM 2015

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, 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. Collected surveys are regularly analysed providing information on profiles, transit routes and vulnerabilities. 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 Geoportal](#).

The Flow Monitoring Surveys (FMS) gather information on profiles of migrants and refugees,¹ 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 SPAIN

This report presents the results of the Flow Monitoring Surveys carried out by IOM field staff in Spain between July and October 2018. The aim of the DTM Flow Monitoring Surveys is to provide an insight on the profile of migrants and refugees who arrived in the country by sea and by land through the Western Mediterranean route. The report draws from **1,341 interviews** with migrants and refugees who arrived in Spain in the second half of 2017 and in 2018. Interviews took place in transit and reception centres in 4 different autonomous regions – Community of Madrid, Region of Murcia, Valencian Community and Andalusia.

The report analyses the profile and experiences of migrants and refugees interviewed on the Western Mediterranean route.² The [first section](#) focuses on individual and observed experiences that might amount to human trafficking, exploitation and abuse. [Section 2](#) presents the main individual and journey characteristics of the respondents who've responded yes to at least one of the human trafficking, exploitation and abuse indicators, compared to the characteristics of those who don't. [Section 3](#) presents a general profile of all respondents, to contextualize the reported experiences in the first section and to present the main features in terms of motivation and expectations of those arriving by sea or land to Spain. The [last section](#) contains more detailed information on the applied methodology, the data collection process, and the design of the survey module on human trafficking, exploitation and abuse.

¹ The term "respondents" refers to "migrants, asylum seekers and refugees" and it is used interchangeably throughout the report.

² An additional 95 interviews done with migrants from Latin America arrived by flight are not included in this analysis on the Western Mediterranean route. The sub-sample of Venezuelans will be analysed separately.

1. HUMAN TRAFFICKING, EXPLOITATION AND ABUSE ALONG THE WESTERN MEDITERRANEAN ROUTE

The sample of **1,341 interviews** is composed of 89% male and 11% female respondents. The top 5 nationalities among males are Guinea (30%), Mali (21%), Cote d'Ivoire (11%), Senegal (6%) and Cameroon (6%). Among female respondents, main nationalities are Cote d'Ivoire (37%), Guinea (27%), Cameroon (9%), Nigeria (8%) and Mali (4%). There are no children in the sample, but 35% of all respondents is below 20 years of age and an additional 19% is between 21 and 23 years of age. See [Section 2](#) for more details on respondents' profile.

The survey includes a module aiming at measuring the vulnerability to human trafficking, exploitative practices and abuse during the journey of respondents or of other migrants travelling with them. This section presents the results of the **five questions** related to **individual experiences**, personally lived by the respondent, of being held against their will, having worked without the expected payment, being forced to work, being offered an arranged marriage and having suffered physical violence. In the context of this analysis, positive response to at least one of these five questions is presented as a positive indicator of vulnerability to human trafficking, exploitation and abuse. At the end of the section, results relative to other 3 questions which refer to **indirect experiences**, observed during the journey, are also presented.³



Migrants and refugees struggle ashore of the Greek beach. Francesco Malavolta/IOM 2016

³ See the [Methodology section](#) for more details on the questions.

MAIN FINDINGS

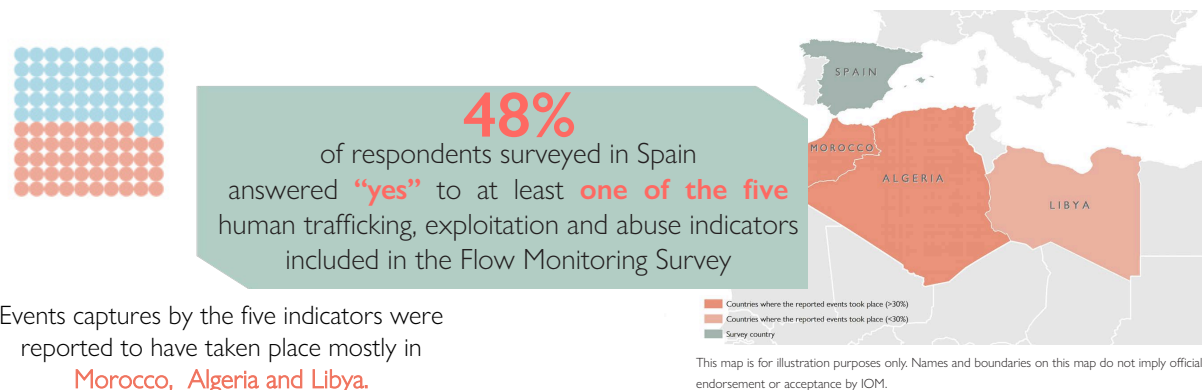


Figure 2: Countries where most events captured by the five indicators of direct experiences were reported to have taken place.

- **48%** of all respondents answered “yes” to **at least one** of the five questions included in the survey on human trafficking, exploitation and abuse, based on their own direct experience;
- The share of positive responses to at least one of the five indicators of human trafficking, exploitation and abuse is **49%** among adult males and **40%** among adult females;
- More specifically, **27%** of the respondents directly experienced at least one of the situations among unpaid work, forced work, offers of an arranged marriage and being held against will, and **41%** reported to have experienced physical violence of any sort during their journey;
- **21%** of all respondents responded “yes” to **at least 2 out of 5 indicators** of human trafficking and exploitation (22% among adult males, 12% among adult females);
- Countries on the route with the highest percentage of reported events are Morocco (46% of all reported cases), Algeria (39%), Libya (4%), Mali (4%) with fewer events also reported in Mauritania, Niger and other countries of transit (7%).
- An additional **2.7%** of respondents reported that a family member travelling with him/her experienced a situation described by one of the human trafficking and exploitative practices indicators (2% among males, 7% among females).



DIRECT EXPERIENCES

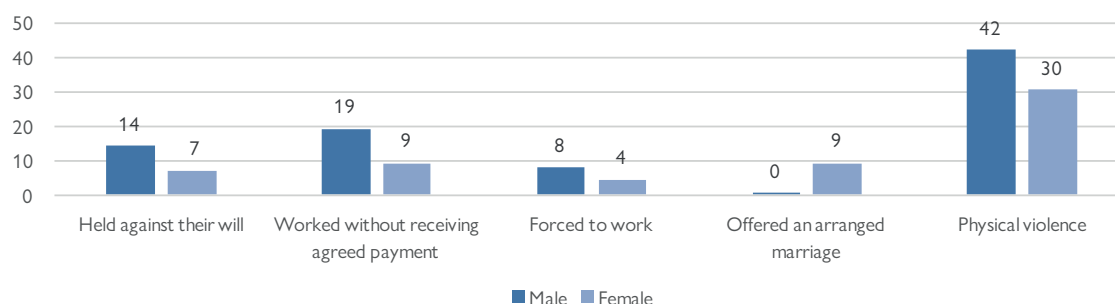


Figure 3: Share of positive responses to the five indicators of direct experiences, by sex (%).

➤ Being held against one's will

13% of all respondents reported that they have been held in a location against their will during the journey, by armed individuals or groups other than governmental authorities. Men reported this experience more often than women (14% and 7% respectively). Events fall 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. More than half of these incidents (53%) were reported to have happened in southern areas of Algeria, including Tamanrasset and Timiaouine. Other reported countries were Morocco (27%), Libya (7%), Mali (5%), Niger (3%).

➤ Having worked without getting the expected payment

18% of all respondents reported that they had worked for someone during their journey without receiving the expected payment. Men reported unpaid labour twice more frequently than women (19% versus 9%). Construction, fishing and cleaning are the activities most frequently mentioned. Transit countries where most reported situations of unpaid work happened were Algeria (56%) and Morocco (31%), followed by Libya, Mali and Mauritania.

➤ Being forced to work

7% of all respondents stated they had been forced to work or perform activities against their will. Adult males reported to have been forced to work more often than adult females (8% and 4% respectively). Nearly half of the events took place in Algeria (48%) – mainly in Tamanrasset, Timiaouine and Maghnia – with others also in Morocco (Nador, Tangier) and

Mali (Bamako and Gao). Construction, farming and cleaning services are the most frequently mentioned sectors in which these instances of forced work occurred. The six migrant women who reported to have been forced to work, did not disclosed the type of activity they had been forced to perform.

➤ Being approached by someone with offers of an arranged marriage

1.2% (16 cases) of all respondents reported having been approached with offers of an arranged marriage (personally or for a close family member). Most migrants reporting this instance were women (mainly coming from Côte d'Ivoire, Guinea and Nigeria), while only 3 men from Guinea and Mali reported this experience. Transit countries where this experience took place were mainly Morocco (4, Nador), Guinea (4, Conakry) and Côte d'Ivoire (3, Bouake and Abidjan).

➤ Having experienced physical violence

41% of all respondents reported to have suffered physical violence during the journey; the rest of the sample did not experience it (58%) or declined to respond (1%). Physical violence was reported by 42% of men and 30% of women. Migrants and refugees described violence in relation to kidnapping by Tuareg, Toubou and other nomadic groups⁴ in desert areas as well as beatings for the purpose of robbery in big cities and violence by smuggling groups close to embarkation locations in Northern Morocco and Algeria.

More precisely, around 62% of all events were reported to have happened in Morocco (Nador, Tangier, Rabat, Casablanca, Oujda), followed by Algeria (27%), Libya (4%) and Mali (3%).

4 As also reported by the United Nations Office on Drugs and Crime (UNODC) in the [Global Study on Smuggling of Migrants](#) of 2018.

OBSERVED (INDIRECT) EXPERIENCES

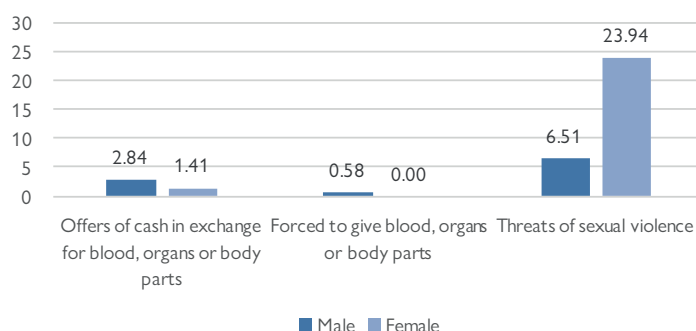


Figure 4: Share of positive responses to the three indicators of indirect experiences, by sex (%).

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

2.7% of all respondents reported to know of instances where people have been approached by someone offering cash in exchange for giving blood, organs or other body parts during the journey. Only two female migrants reported this, out of a total of thirty-six migrants who responded positively to this question.

➤ Forced to give blood, organs or body parts

0.5% of all respondents reported to know of instances during the journey where people have been forced to give either blood, organs or body parts against their will. All seven respondents were male.

Almost half of these experiences were reported to have taken place in Morocco (mainly in Nador and Tangier), followed by Algeria (in Algier and Oran), Nigeria and Libya. Most of the instances of this type have been reported by respondents from Cameroon, Mali, Guinea and Côte d'Ivoire.

➤ Threatened with sexual violence

8% of all respondents reported that they had observed someone having been threatened with sexual violence during the journey. The rest of the respondents did not experience it (90.5%) or declined to respond (1.5%). Adult women reported to have witnessed these kinds of threats four times more often than adult men (24% and 6% respectively).

Transit countries where these experiences have been reported more frequently are Morocco (42% of the cases), followed by Algeria (29%), Niger (9%) and Libya (8%). Border and desert areas between Morocco, Algeria and Niger are the most frequently mentioned, together with exit/embarkation locations such as Nador and Tangier.

2. PROFILE OF MIGRANTS AND REFUGEES REPORTING DIRECT EXPERIENCES OF HUMAN TRAFFICKING, EXPLOITATIVE PRACTICES AND ABUSE DURING THE JOURNEY

This section presents the main characteristics of the 650 respondents who responded "yes" to at least one of the of five questions on human trafficking, exploitation and abuse included in the survey, compared to the 691 who did not report any of those.

NATIONALITY

Among the top 10 groups by nationality,⁵ migrants and refugees from Cameroon, the Gambia and Guinea are those with the highest share of positive responses (67%, 63% and 62% respectively) while the lowest share of positive respondents is found among respondents from Morocco (6%), Algeria (13%) and Mauritania (24%). Moreover, respondents from Cameroon, Nigeria, Guinea, Cote d'Ivoire, the Gambia are those with the higher shares of positive responses (41%, 30%, 28%, 23% and 20%) to at least one of the five indicators of exploitation and abuse.

AGE

The average age of migrants and refugees responding positively to at least one of the five indicators is 23.5 years. Males who responded positively are two years younger than females on average (23 versus 25). Among those who did not respond positively to these questions, the average age is 25.

SEX

Males responded positively to at least one out of the five indicators of exploitation more often than females, with a difference of 9 percentage points (49% versus 40%). Men also reported more often than women to have experienced at least two out of the five indicators (22% versus 12%). Nevertheless, women reported more often than men direct offers of arranged marriage and observed experiences of threats of sexual violence.⁶

TRAVELLING MODE

Respondents who travelled alone show the highest share of positive responses (49%) to at least one of the five indicators. Those travelling with a group of family or non-family members show similar shares of positive responses (47% and 45%). The protective factor of travelling with family members is more evident among women: those travelling with family members reported a lower share of positive responses (28%) than those travelling alone (40%) or with a group of non-family members (52%). For men, travelling with family members seem on the contrary posing them at higher risk with 56% of them responding positively compared to 50% of those travelling alone and 44% of those travelling with a group of non-family members.

LENGTH OF THE JOURNEY

Longer periods spent in transit⁷ are associated with higher shares of positive responses to at least one of the five trafficking, exploitation and abuse indicators. Respondents spending in transit more than 1 year are those with the highest shares of positive responses (63% in total, 64% among males and 49% among females), followed by those travelling between 6 months and one year (59% in total, 61% among males and 47% among females).

The lowest share of positive responses is registered among those with journeys shorter than one month, often with flights from origin to Morocco⁸ (20% in total, 21% among men and 11% among women) and among those with no transit country, mainly nationals Morocco and Algeria (10%).

⁵ The first 10 groups by nationality have between 395 and 23 observations: Guinea, Mali, Côte d'Ivoire, Cameroon, Senegal, Morocco, Algeria, the Gambia, Mauritania and Nigeria.

⁶ As found in previous IOM's DTM reports, this might be partially due to underreporting by female respondents.

⁷ Time spent in transit is calculated as the sum of days spent in each of the reported transit countries, from departure to arrival in the survey country.

⁸ See Section 3 for more details on travel modes.

Consistently, migrants and refugees whose journeys started more recently are those with the lowest share of positive responses. Those travelling for less than 2 weeks before the moment of the interview responded positively 12% of the cases, compared to 24% of those who left between 2 weeks and 3 months prior the interview, 45% among those who left between 3 and 5 months prior the interview and 62% among those who left more than 6 months prior the interview.

INTERNAL MOBILITY AND ONWARD MIGRATION MOVEMENTS

Migrants and refugees who moved internally in their own country before starting the journey to Europe have a higher vulnerability to exploitation than migrants who did not. Although they are a minority (3.5% of the sample), those who moved internally (from rural to urban areas or displaced due to a situation of crisis) responded positively to at least one out of five indicators of exploitation and abuse in 65% of the cases. These are mainly respondents from Guinea, Côte d'Ivoire, Cameroon and Nigeria.

In addition, secondary migration⁹ is associated with higher shares of positive responses to exploitation and abuse in comparison with migrants who moved from origin directly (57% versus 48%). Onward migration after settling or stopping for more than one year in a country different from that of origin is reported by 4% of the sample.



Aquarius vessel entering the port of Valencia, June 2018. Photo: IOM Spain.

⁹ For the purpose of this report, secondary migration means that a respondent has spent one year or more in a country different from that of origin before moving again 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.

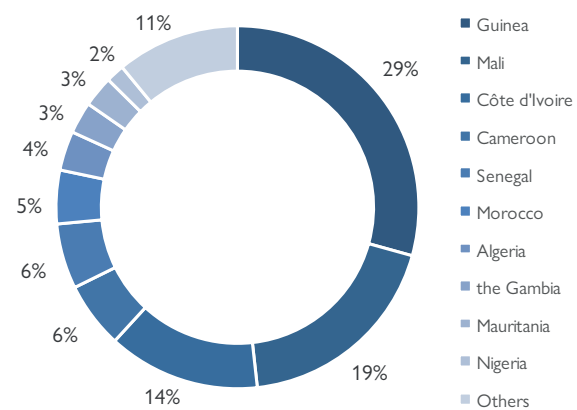
3. PROFILE OF MIGRANTS AND REFUGEES TRAVELLING ALONG THE WESTERN MEDITERRANEAN ROUTE

Respondents have diverse characteristics with regards to their demographic socio-economic profile, their migration journey across different transit countries to reach Spain, their motivations for migrating and their intended destinations, and information on the existence of family or co-national networks in Europe. These variation with regards to their personal and contextual characteristics help understanding the observed difference in terms of shares of positive responses to the indicators of trafficking, exploitation and abuse.

The main countries of origin of the 1,341 respondents are Guinea (29%), Mali (19%), Côte d'Ivoire (14%), Cameroon (6%), Senegal (6%), Morocco (5%) and Algeria (4%). The same nationalities represent around 62% of all migrants arrived in Spain in the first 10 months of 2018.¹⁰ Overall, the sample includes migrants from 39 different origin countries.

French is reported as first language, spoken by respondents in 23% of the cases, followed by Arabic (9%), Soninke and Poular (8% each), Bambara (7%), Malinke and Sousou (5% each), Peul and Wolof (4% each) and many others (26%). French is also reported to be the second known language, spoken by more than half of the respondents (53%), followed by English (9%), Bambara (8%), Sousou (5%), Malinke (3%) and others (11%).

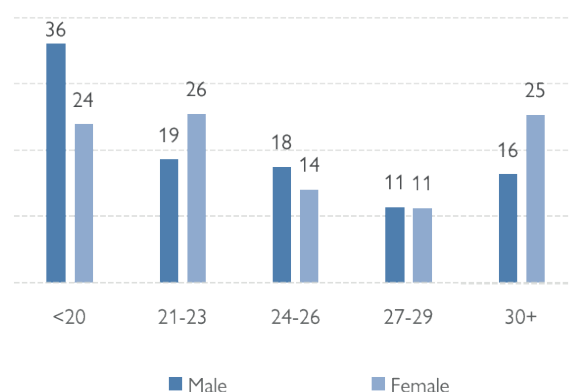
Figure 5: Top 10 countries of origin origin and others among respondents (%).



AGE AND SEX

Males make up the majority of respondents, representing 89% of the sample,¹¹ and are, on average, relatively younger than females. Males are 24 years old, while females are 26 years old on average.¹²

Figure 6: Age groups, by sex (%).



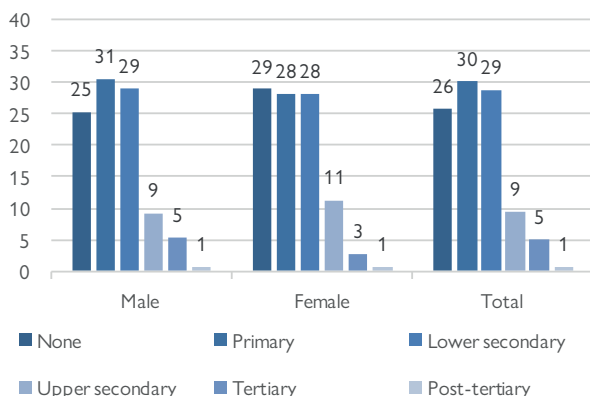
¹⁰ Spain has signed bilateral [Readmission Agreement with Morocco](#) in 2012, in which Morocco agrees to readmit all foreign nationals having entered Spain through its territory. Another [Protocol on individuals' circulation](#) was also signed between Spain and Algeria in 2002 (into force since 2004) in which both parties agree the readmission of their nationals irregularly present in each of the countries. This partially explains the underrepresentation of these two nationalities in the sample, DTM data collectors are less likely to meet these migrants during their visits to the different types of reception centres.

¹¹ This is consistent with IOM estimates, according to which women comprise 10% of the total arrivals in Spain by land and by sea in 2018.

¹² This is consistent with findings from DTM activities in West and Central Africa, see: <https://migration.iom.int/reports/west-and-central-africa-%E2%80%94-quarterly-regional-report-april-%E2%80%94-june-2018>

EDUCATION LEVEL

Figure 7: Education level, by sex and total (%)

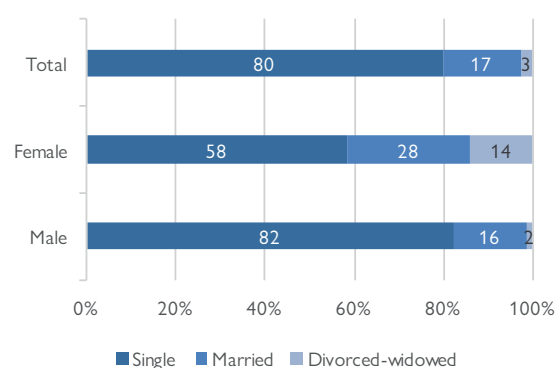


The largest share of interviewed migrants has achieved primary (30%) or lower-secondary (29%) education. One quarter of males and 29% of females in the sample reported of having no formal education, while secondary upper education was reported by 9% of males and 11% of females. A remaining share of 6% reported to have achieved tertiary education or above.

CIVIL STATUS

80% of the sample reported to be single, while 17% declared being married and 3% being widowed or divorced. Female respondents were more likely than male respondents to be married (28% versus 16%) or widowed/divorced (14% versus 2%).

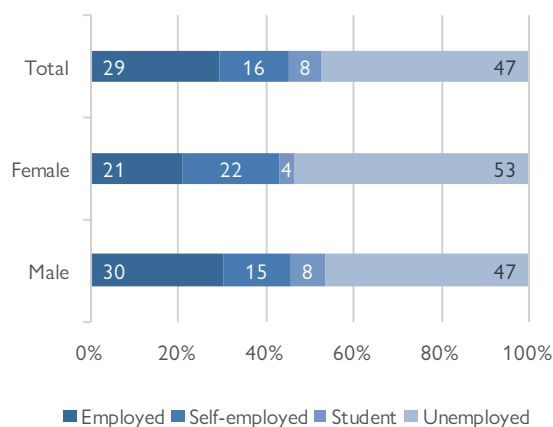
Figure 8: Civil status, by sex and total (%).



EMPLOYMENT STATUS BEFORE DEPARTURE¹³

Almost half of the respondents (47%) reported to have been unemployed at the time of departure from the country of origin or habitual residence. Overall, women reported being unemployed prior to departure more often than men (53% versus 47% respectively). Males more frequently than females reported to have been employed before departure (29% versus 21%), while self-employment is more frequent among females than among males (22% versus 16%).

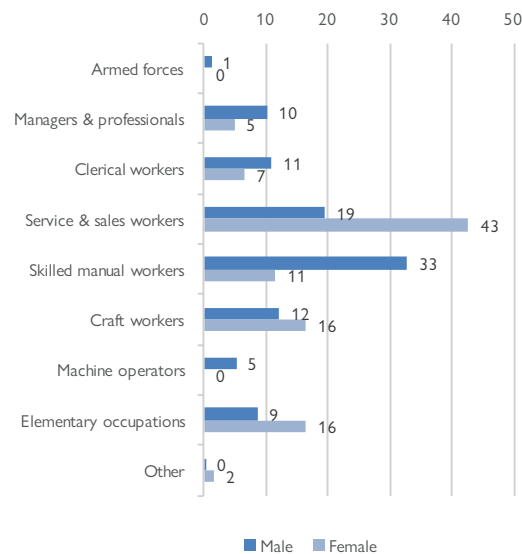
Figure 9: Employment status before departure, by sex and total (%).



¹³ This is recorded with a pair of information: the [occupation](#) and the sector/[economic activity](#), following the international classifications adopted by the International Labour Organization (ILO) and by Eurostat respectively.

Among respondents in Spain who were either employed or self-employed at the time of departure, various occupations and activities were reported. Among males, skilled manual occupations, selling activities, craft works, and clerical works were the most frequently mentioned. These were performed in 25% of the cases in the agricultural sector, while 16% in the retail and trade sector, 15% in other services, 10% in construction and 9% in transportation. Among female respondents instead, selling activities, craft works, and elementary occupations were reported more frequently. Also, they were more concentrated in the domestic and other services sector (69%) and in the retail and trade sector (13%). Interestingly, 10% of males and 5% of females to have had managerial or professional occupations (doctors, nurses, engineers etc.) before departure.

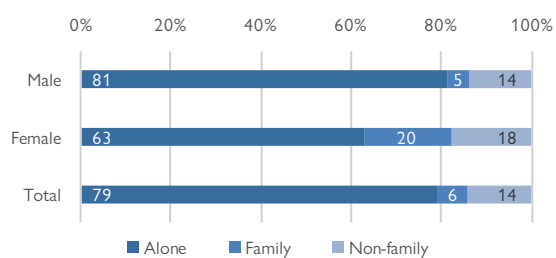
Figure 10: Occupation before departure, by sex (%).



TRAVEL

79% of the sample reported to have been travelling alone. In particular, men travelled alone more frequently than women and were with family members only in 5% of the cases, compared to 20% of female respondents.

Figure 11: Travel mode, by sex and total (%).



INTERNAL MOBILITY AND ONWARD MIGRATION

Respondents who moved internally before starting the journey to Europe comprise 3.5% of the sample (3% of men, 6% of women), often describing internal mobility from rural to urban areas of their own country. Most of these cases were reported by respondents from Guinea (29%, to the provinces of Conakry, Boke, Seguiri and Kindia), Côte d'Ivoire (21%, mainly to Abijan), Cameroon (10%, to Douala and Ebolowa), Morocco (8%, to Kenitra and Rabat).

In addition, departing from a country different from that of origin after having spent there one year or more before moving again towards Europe is experienced by 4% of the sample (4% among males, 5% among females) with respondents departing mainly from Guinea, Mali, Congo, Algeria and Morocco.

Finally, 3.4% of the sample, almost all males, reported to have been returned from another country during the journey, and in particular from Algeria (24%), Morocco (22%), Germany (17%), Spain (15%) and others from Belgium, Switzerland, France, Libya, Mauritania.¹⁴

¹⁴ France and Germany are the first two EU countries per number of incoming Dublin cases transferred to Spain in 2018 (Eurostat 2018).

TIME SPENT IN TRANSIT / JOURNEY

Around 38% of the sample spent in transit more than one year, while less than a quarter reported three months or less of travel, with slight differences between men and women.

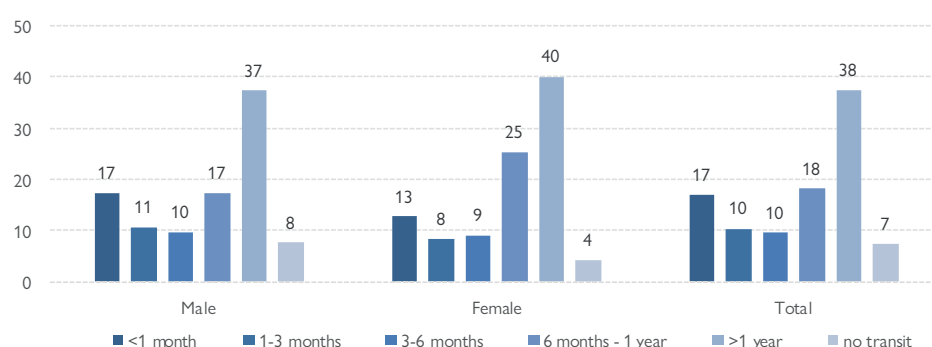
While 70% of the respondents reported to have left the country of departure or habitual residence with a vehicle or train by land, 20% of them declared to have left by plane, 7% by boat and 2% walking to cross a border. According to DTM observations and migrants' comments, the length of the journey depends upon the trajectory and the means of transportation used. As some of the countries of the West African countries benefit from a visa free policy with Morocco, migrants from Mali, Senegal and Guinea reported in some cases to have taken a flight to Morocco with the explicit intent to avoid travelling for longer periods and along more dangerous routes through the desert across Niger, Mauritania, Algeria and Morocco.

All respondents transited through either Morocco or Algeria as the last country before reaching Spain. The last part of the journey to Spain was mainly by boat through the Strait of Gibraltar, the Alboran Sea and the Atlantic Ocean (towards Canary Islands), with the exception of some migrants rescued in waters near

Libya and disembarked in Spain. Moreover, respondents also reached Spain by crossing over the border fences of the Spanish autonomous cities of Ceuta and Melilla.

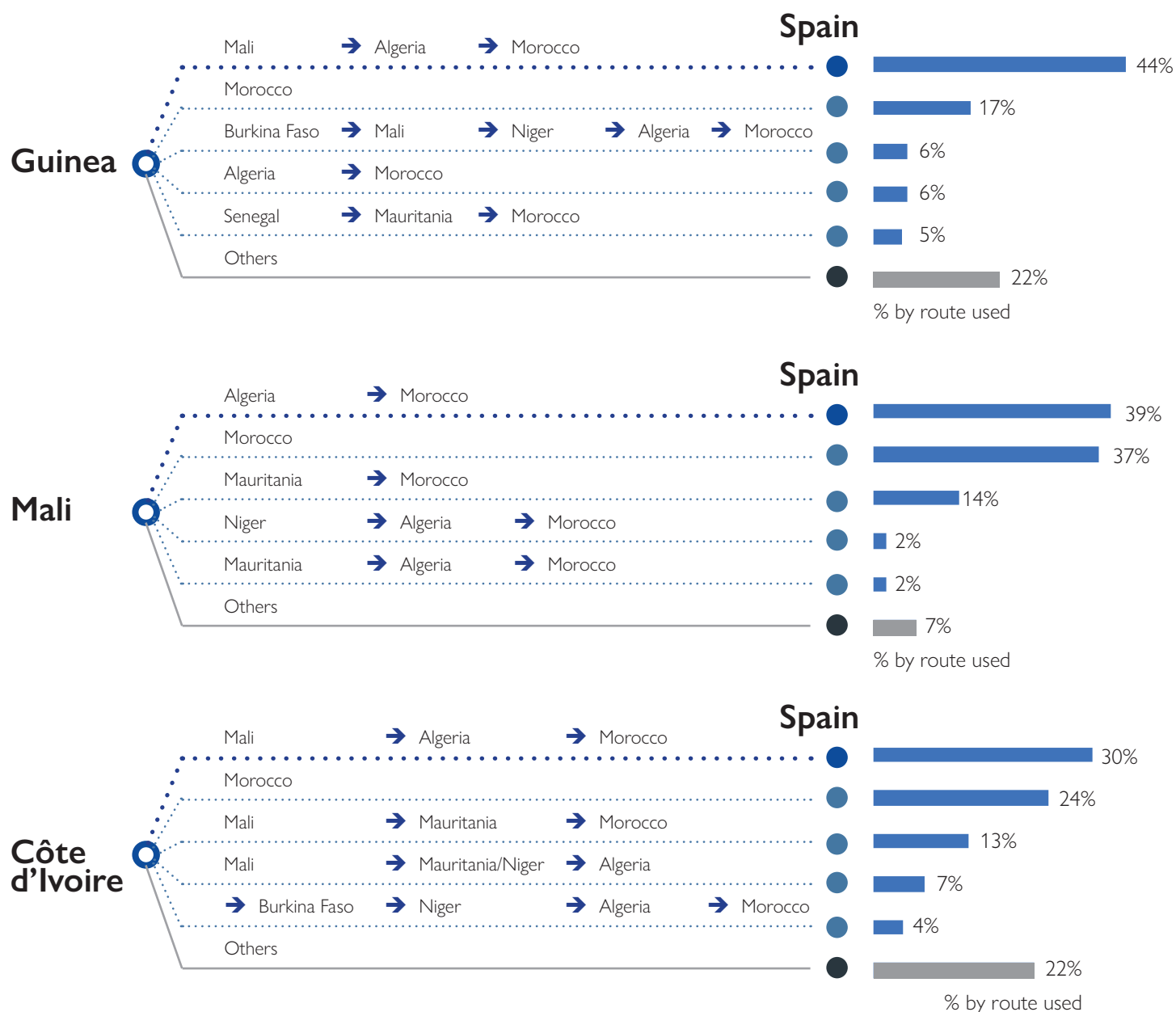
Travelling by land across the Sahara Dessert passing through Mauritania, Mali or Niger to reach the North of Africa, is clearly associated with longer journeys and a higher number of transited countries. Different means of transportation and multiple stops caused by a variety of different circumstances, increase migrants' vulnerability to abuses and exploitation. Looking at the last three transit countries before Spain,¹⁵ the most common route – reported by almost one third of the sample – is through Mali (Bamako) to Algeria (Algier, Oran, Tamanrasset) and then to Morocco (Casablanca or Rabat and then Nador or Tanger). About 38% of the respondents reported route closure as the reason for staying more than five days in a transit country, followed by the need to collect/wait for the money to continue the journey (between 17% and 22 % depending on the country), waiting for transportation (between 15% and 20%) and working (between 12% and 14%). Some migrants reported violence and kidnapping episodes for the purpose of getting a ransom by nomadic groups in the desert areas between Mali and Algeria and between Niger and Algeria.

Figure 12: Time spent in transit, by sex and total (%).



15 This is to have a comparable number of observations, as they decrease per each additional transit country after the third.

Figure 13: Main transit routes for top 3 national groups in the sample (%).



About 2.5% migrants in the sample reported Libya as a transit country during their journey during their journey. Part of them (14 migrants) were met by IOM's DTM staff in Valencia, where some migrants were disembarked after a rescue operation in the Central Mediterranean conducted by the Aquarius ship in the summer of 2018.¹⁶ Another part of them instead (19 respondents) changed their route and headed towards Niger or Algeria after some time spent in detention in Libya.

"No transit" is reported by all migrants who moved directly from the departure country to the country where the interview was recorded. On the Western Mediterranean route, 7% of the sample did not report transit countries, and was mainly represented by Moroccans and Algerian nationals departed and arrived directly from Morocco and Algeria.

¹⁶ In June 2018, the Aquarius vessel operated by the NGOs SOS Mediterranee and MSF and 2 vessels of the Italian Coast Guard disembarked in Valencia a total of 630 migrants. The transfer was agreed by the Spanish government after the Italian authorities had refused a safe port in Italy following a search and rescue operation coordinated by the Italian Maritime Rescue Coordination Centre in front of Libyan waters.

INCIDENTS AND PROBLEMS DURING THE JOURNEY

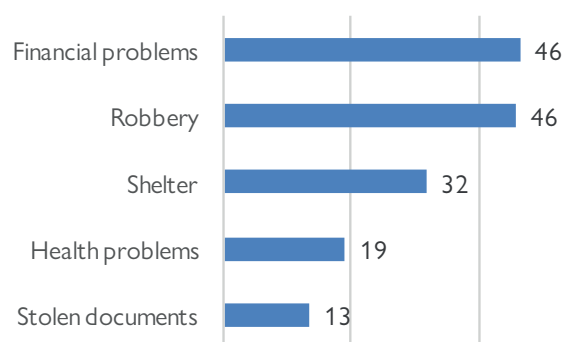
A vast number of incidents during their journey was also reported. Almost half of the sample had financial problems and reported to have been robbed at least once (46% each), mentioning different locations: Nador, Tanger, Rabat, Casablanca and Oujda (Morocco), Alger, Tamanrasset, Oran and Timiaouine (Algeria).

Almost one third (32%) of the sample reported to have lived without shelter at some point of the journey. This was mainly reported in Nador and the forest areas close to the enclaves of Ceuta and Melilla where informal camps of migrants are well known, but also in big cities like Casablanca, Rabat, Algiers and Bamako.

19% of the sample reported health problems and 13% reported to have had their documents stolen during the journey. Even in these cases, most frequently mentioned locations were those transit places in Morocco and Algeria were respondents reported to have spent more days /months while getting prepared for the next leg

of their journey. While robberies, stolen documents and lack of shelter were reported almost exclusively in transit locations. Some reported health problems and financial problems also in Spain (8% and 4% of those reporting these incidents respectively).

Figure 14: Incidents and problems during the journey (% multiple responses).



REASONS FOR LEAVING THE ORIGIN COUNTRY

From a predefined set of options, respondents were asked to choose the two main reasons for leaving their origin country. Overall, 41% of the sample listed economic reasons as first reason for leaving, followed by personal violence (32%) and war or conflict (15%). Male and female respondents differ in their main motivation to migrate. Among males, most frequently mentioned reasons for leaving are economic (44%) and personal violence (29%), while for more than a half of all females, the first reason for leaving is escaping from personal violence (58%) while only 23% of them mentioned economic reasons. From the open comments and notes of the data collectors, there seem to be a wide variation of motivations and personal circumstances behind the

“personal violence” option. Family issues of various kind are frequently reported by women and also by men: domestic violence of husbands, siblings or other relatives to women, opposition of the family to inter-faith marriages, willingness to avoid female genital mutilation for the respondent or for the daughter(s) and need to escape persecution and punishment by the family or the extended communities caused by one’s sexual orientation or gender identity. Also, men reported cases of fights for the inheritance of land for farming or animal husbandry, often after the death of the father as the main reason to move from the origin community, which entail a mix of economic and survival reasons.

Figure 15: First reason for leaving origin, by sex (%).

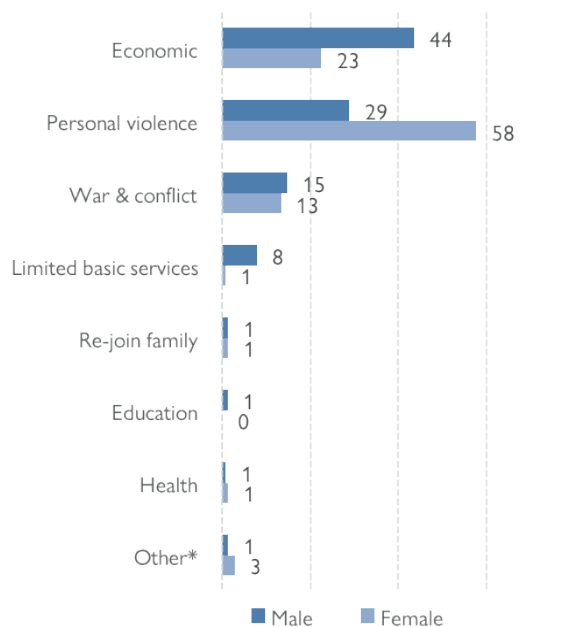
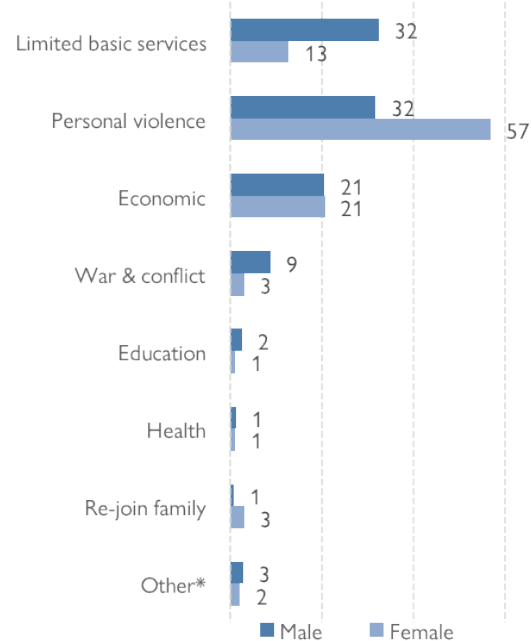


Figure 16: Second reason for leaving origin, by sex (%).



* It also includes natural disasters and limited humanitarian assistance.

REASONS FOR LEAVING WHEN COUNTRY OF DEPARTURE IS DIFFERENT FROM THAT OF ORIGIN

Migrants who left from a departure country different from the one of origin (secondary migration)¹⁷ were asked about the reasons for moving again towards Europe, in order to understand to what extent reasons change over time and in different contexts. This group reported economic motivations as a first reason for moving again towards Europe (34%), followed by personal violence (29%) and war and conflict (20%).

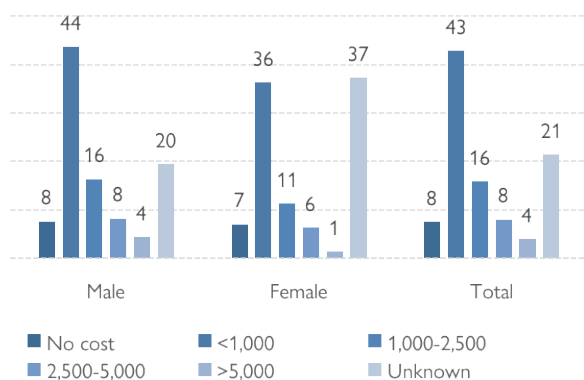
COST OF JOURNEY

Respondents were asked to estimate the overall amount paid individually since the beginning of the journey. 43% of them reported to have paid less than 1,000 USD, while 16% reported to have paid between 1,000 and 2,500 USD, 8% to have paid between 2,500 and 5,000 USD and 4% to have paid a total of more than 5,000 USD from first departure to arrival in Spain. Additionally, a share as high as 21% could not provide any estimate of the total amount paid, including the money paid for bribes, ransoms and multiple smuggling services: most of them (55%) had reported to have travelled for more than 6 months. Finally, 8% of the sample declares of not having paid at all: it is mainly the case of Moroccans and Algerians who do not report transit countries (44%), together with other respondents who may have incurred in a debt to be repaid upon arrival.

The cost of the journey seems to vary widely between males and females. Males reported more frequently higher amounts while females could not be able to estimate a total cost for their journeys in 37% of the cases, compared to 20% of the men.

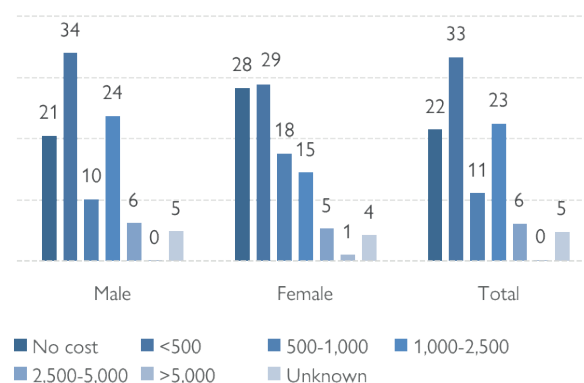
¹⁷ See above. This group is made by 49 males and 9 females.

Figure 17: Total estimated cost of the journey, by sex and total (%).



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 Western Mediterranean route most reported to have spent less than 500 USD (33% of the total, 34% among males and 29% among females). Also, more than a fifth of the sample reported to have not paid for the last leg of the journey, which is the boat from Morocco to Spain or the crossing over the fences of Ceuta and Melilla.

Figure 18: Estimated cost of the last leg of the journey, by sex and total (%).



Overall, the estimated cost of the journey also varies by nationality. Among West Africans (mainly Guinean, Malian, Senegalese, Ivorian and Cameroonian nationals) the distribution of reported costs is similar to the average, with a peak of "unknown" costs among Cameroonian nationals (37% of them could not tell the total cost paid). North African respondents instead reported more frequently to have not paid at all for the journey (39% of Moroccans and Algerians). This case might be associated with migrants who organized the journey without mediation of transportation or smuggling services, buying small dinghies and even inflatable boats to attempt the crossing of the Alboran Sea.

4. METHODOLOGY

FIELDWORK

The data collection in Spain was conducted for the first time between July and October 2018 as part of DTM flow monitoring activities in the Mediterranean. Fieldwork took place in 4 different autonomous regions— Community of Madrid, Region of Murcia, Valencian Community, Andalusia – and more than 40 municipalities where transit and reception centers are located, among which Madrid, Miraflores de la Sierra, Malaga, Granada, Sevilla, Aranjuez, Algeciras, Murcia, Cartagena, Cordoba and Valencia. In particular, DTM data collectors visited Humanitarian Assistance reception centres, CATE centres for first arrival and registration (*Centros de Atención Temporal de Extranjeros*), CETI reception centres (*Centros de Estancia Temporal e Inmigrantes*), Reception centres for asylum seekers and refugees and Municipality reception centres. The vast majority of the visited centres were dedicated to adult male migrants only.

Interviews were carried out by 6 data collectors with a mixed composition in terms of sex, language skills (English, French, Arabic, Wolof, Spanish, Pular, Mandinga, Bambara, Sonikne, Diola, Serere, Pelle).

The survey is designed to profile third country (non-European) nationals who are migrating to Spain entering by land or sea at its southern borders. Only migrants aged 18 and above are approached by data collectors. The sample structure intends to represent the profile of migrants and refugees arriving by sea and by land, in terms of nationalities, sex and age structure. Nevertheless, migration flows in the Mediterranean are constantly changing and fieldwork conditions depend on the country, location and centre surveyed.

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 respecting the anonymity of the respondent. The sample is therefore not random and, as with all surveys of this kind, this can lead to selection bias. Moreover, not only most of the visited centres were dedicated to adult males only, but young adult male migrants are more likely to be willing to respond to this survey. Therefore, this group is therefore overrepresented in the sample.

The questionnaire is translated into English, French, Arabic, Urdu, Spanish and it is divided into three different parts – Baseline module, Human Trafficking and Other Exploitative Practices Module and Return Intentions Module. Since 2018, the Baseline module has additional questions about the expectations from the host government/network of co-nationals in the intended destination country, assistance provided during the journey (type and by whom was it provided) and experienced challenges during the journey.

THE FMS HUMAN TRAFFICKING, EXPLOITATION AND ABUSE MODULE

The Module includes six questions that aim 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 with offers of an arranged marriage (for the respondent or anyone in his or her family) (direct experience);
4. Been kept at a certain location against their will (by persons other than the authorities of the country) (direct experience)
5. Been aware of instances during the journey where migrants have been approached by people offering cash in exchange for blood, organs, or other body parts (observed);
6. Been aware of instances during the journey where migrants have been forced to give blood, organs, or other body parts (observed).

Upon the completion of the pilot phase in Italy in 2017, two questions on physical and sexual violence were included 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).

Finally, the survey also includes a set of questions related to other types of problems or incidents experienced by the migrants during the journey, related to the possibility of having experienced robbery, lost/stolen documents, having been without a shelter/place to sleep, having had health or financial problems.

The analysis focuses on **questions 1, 2, 3, 4, and 7**, which are related to **individual experiences**, personally lived by the respondent. Positive responses to at least one of these five questions is reported as a positive indicator of an individual experience that might amount to human trafficking, exploitation and abuse. **Questions 5, 6 and 8** refer to **observed experiences**, and the results are presented separately.

Considering that the survey is fully anonymous, these specifically tailored set of questions provides strong evidence of the kind of **enabling environment** within which human 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 while in transit.

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 respondents who request further support, they refer these cases to the relevant protection actor with the respondent's consent.

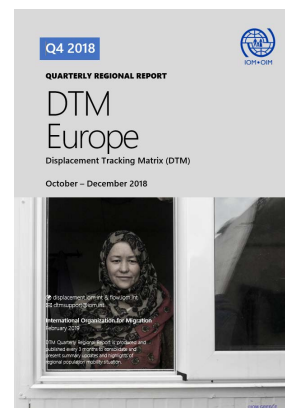
DISPLACEMENT TRACKING MATRIX (DTM) IN EUROPE

IOM's Displacement Tracking Matrix (DTM) is a suite of tools and methodologies designed to track and analyse human mobility in different displacement context in a continuous manner. To gather and disseminate information about the migrant populations moving through the Mediterranean, up the Western Balkan to the Western and North European countries, in September 2015, DTM established Flow Monitoring System. The Flow Monitoring System includes a monthly flows compilation report, which provides an overview of migration flows in countries of first arrival and other countries along the route in Europe, and an analysis of trends across the region. The data on registered arrivals is collated by IOM through consultations with ministries of interior, coast guards, police forces and other relevant national authorities. Flow Monitoring Surveys (FMS) are specific part of the methodological framework that allows for better insight into the profile of people on the move, potential risks of human trafficking, exploitation and abuse. All DTM Europe information products and regular weekly updates on arrivals and migrants presence in the region can be found on [Flow Monitoring – Europe Geoportal](#).

LATEST REPORTS:

[Mixed Migration Flows in the Mediterranean – January 2018](#)

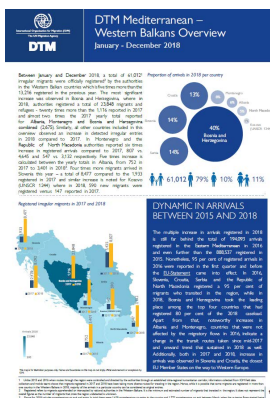
[DTM Europe – Quarterly Overview \(October – December 2018\)](#)



[DTM Mediterranean – Western Balkans Overview 2018](#)

[DTM Europe – Summary of Key Results \(January – December 2018\)](#)

[Arrivals to Europe – 2018 Overview Dataset](#)



Arrivals to Europe – 2018 Overview Dataset

Compilation of available data and information

Country	Arrivals to Europe (January – December 2018)	Arrivals to Europe (January – December 2017)	Arrivals to Europe (January – December 2016)
Afghanistan	17,540	10,000	10,000
Syria	8,767	5,000	5,000
Iraq	5,754	3,000	3,000
Pakistan	4,107	2,000	2,000
Other	5,914	3,000	3,000
TOTAL	41,072	23,000	23,000



This report, the information gathered and the analysis produced by DTM contributes to comprehensive data collection and a better understanding of migration flows and populations, in support to the implementation of the Global Compact for Safe and Orderly Migration and the 2030 Agenda for Sustainable Development.