



What are the main migration corridors for these groups and what are the dangers in the road?

For all these groups, the main corridors to Europe are the Western, Central and Eastern Mediterranean routes (plus the Western Balkans), and the main dangers are drowning at sea, violence and abuses in transit countries, and pushbacks or collective expulsions at borders.^{[1] [2] [3] [4]}

Below I group your nationalities by dominant routes and specify typical dangers on the way.

Western Mediterranean & Atlantic (Morocco, Algeria, Senegal, Guinea, partly Mali)

Main corridors

- Sea crossings from northern Morocco and Algeria to mainland Spain via the Strait of Gibraltar and Alboran Sea (small boats toward Andalusia and the Balearic Islands).^[5]
- Atlantic route from Western Sahara/Morocco, Mauritania and Senegal toward the Canary Islands (long open-sea journey along the Atlantic).^{[6] [5]}
- Overland legs through the Sahel and Maghreb for many Senegalese, Guineans and Malians transiting via Mauritania, Mali, Niger, Algeria and Morocco before departure.^{[5] [6]}

Key dangers

- High risk of shipwreck due to overloaded, unseaworthy boats, long distances, strong currents and no rescue capacity; hundreds to thousands die or disappear annually in the Atlantic and Western Mediterranean.^{[7] [1] [5]}
- Dehydration, exposure and fuel burns during multi-day voyages with limited water and food.^{[7] [5]}
- Arrest, detention, deportation and violence in Maghreb transit states, including raids on migrant communities and forced transfers to remote border areas.^[6]
- Smuggling-related violence, extortion and abandonment in desert zones when moving north through the Sahel.^[6]

Central Mediterranean (Tunisia, Egypt, Eritrea, Mali/Guinea/Senegal as transit, plus some Bangladeshis)

Main corridors

- Sea crossings from Tunisia and Libya, and to a lesser extent Algeria, to Italy and Malta (Central Mediterranean route).^{[2] [3]}
- Eritreans, Malians, Guineans and Senegalese often travel overland via Sudan, Chad or Niger into Libya or Tunisia, then by boat toward Lampedusa, Sicily or southern Italy.^{[2] [6]}
- Increasing numbers of Egyptians departing from Egypt or transiting Libya/Tunisia to Italy and sometimes to Greece or Cyprus.^{[4] [2]}

Key dangers

- The Central Mediterranean is one of the world's deadliest sea routes; IOM and UNHCR record thousands of deaths and disappearances, mainly from shipwrecks and boats breaking apart or capsizing.^{[3] [1] [2]}
- Systematic abuses in Libya and, to a lesser extent, other transit states: arbitrary detention, torture, sexual violence, forced labour and extortion in official and unofficial detention centres.^[2]
- Pushbacks at sea by Libyan and other coastguards to unsafe ports, followed by renewed detention; repeated "recycling" through detention-smuggling cycles.^[2]
- Non-rescue or delayed rescue in distress situations because of restrictive European policies and criminalisation/obstruction of NGO rescue vessels.^{[1] [3]}

Eastern Mediterranean & Western Balkans (Türkiye, Syria, Afghanistan, Egypt, Eritrea, Bangladesh)

Main corridors

- Sea crossings from Türkiye to the Greek islands and to Cyprus (Eastern Mediterranean route).^{[8] [4]}
- Land crossings from Türkiye into Greece and Bulgaria across the Evros/Meriç river region.^{[4] [8]}
- Overland movement from Iran through eastern Türkiye for Afghans, Syrians and others, then onward to Greece or Bulgaria, and via the Western Balkans to central and western Europe (North Macedonia, Serbia, Bosnia-Herzegovina, Croatia, Hungary, then to Austria, Germany, Italy, etc.).^{[9] [10] [8]}
- Some longer sea corridors from Türkiye directly to Italy exploited by smugglers to bypass Greek controls.^[8]

Key dangers

- Risk of drowning or hypothermia in the Aegean Sea due to overloaded dinghies, poor navigation, and dangerous weather.^{[3] [4]}

- Systematic pushbacks at the Greek–Turkish land and sea borders, including alleged collective expulsions, violence, theft of belongings and abandonment at sea or on river islets. ^[9] ^[3]
- Harsh conditions crossing mountainous terrain between Iran and Türkiye or on Balkan land routes (cold, hunger, injuries, minefields in some areas, train/road accidents). ^[10] ^[9]
- Frequent beatings, dog attacks, extortion and informal detention by border guards and police along the Western Balkans, including repeated pushbacks that prolong journeys. ^[9]
- Growing reliance on smugglers because of border securitisation, leading to higher prices, debt bondage and exposure to kidnapping or trafficking. ^[10] ^[9]

Examples by nationality

- **Morocco & Algeria:** Mostly Western Mediterranean to Spain (Strait of Gibraltar, Alboran) and, for some, Central Mediterranean legs via Tunisia/Libya to Italy; dangers are shipwrecks, interception, detention, and desert push-backs during overland legs. ^[5] ^[6] ^[2]
- **Senegal, Guinea, Mali:** Atlantic route to the Canarys and Western/Central Mediterranean via Mauritania, Morocco, Algeria, Tunisia and Libya; extreme risks on desert crossings, long Atlantic voyages, and in Libyan detention. ^[5] ^[6] ^[2]
- **Tunisia & Egypt:** Central Mediterranean departures (to Italy/Malta or occasionally Greece/Cyprus); risks are similar to other Central Med crossings, plus police crackdowns in departure areas. ^[3] ^[4] ^[2]
- **Eritrea:** Overland via Sudan/Ethiopia to Libya or Egypt/Tunisia, then Central or Eastern Mediterranean crossings; high exposure to trafficking, torture and exploitation in Sudan and Libya. ^[4] ^[2]
- **Türkiye (nationals):** Eastern Mediterranean crossings to Greek islands or land border crossings at Evros, then Western Balkans; risks include pushbacks, police violence and dangerous river crossings. ^[9] ^[3] ^[4]
- **Syria & Afghanistan:** Iran–Türkiye–Greece corridor and Western Balkans toward central Europe; dangers are mountainous border crossings, shootings and pushbacks in Iran/Türkiye/Greece, and repeated violence on Balkan routes. ^[10] ^[8] ^[4] ^[9]
- **Bangladesh:** Often travel via Gulf states, Iran and Türkiye into the Eastern Mediterranean and Balkans, or via Libya/Tunisia in the Central Mediterranean; highly dependent on smugglers, facing debt, exploitation and the same sea and land risks as other groups. ^[10] ^[9] ^[2]

If you want, I can next structure this into a compact matrix (groups × routes × main risks) suitable for inclusion in an article or slide.

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1. <https://ecre.org/mediterranean-rise-in-crossings-on-two-routes---more-deaths-of-people-on-the-move---ngo-aircraft-detained-in-italy---greek-government-proposes-new-migration-legislation/>
2. <https://reliefweb.int/report/libya/unhcr-iom-joint-annual-overview-migrant-and-refugee-movements-rough-central-mediterranean-sea-2024>

3. <https://ecre.org/mediterranean-major-fall-in-mediterranean-crossings-in-2024—fewer-deaths-and-disappearances-in-mediterranean-in-2024—ecthr-rules-against-greece-in-landmark-case/>
4. <https://szazadveg.hu/en/cikkek/migration-to-europe-in-2024-main-routes-and-trends/>
5. <https://www.openarms.es/en/migration-flows/western-mediterranean-and-atlantic-route>
6. <https://ecfr.eu/publication/maghreb-migrations-how-north-africa-and-europe-can-work-together-on-sub-saharan-migration/>
7. <https://etias.com/articles/eu-migrant-crossings-drop,-med-route-still-hot>
8. https://home-affairs.ec.europa.eu/document/download/78a44304-c3db-4698-b2a3-8250d7bb70cd_en?filename=EU+Action+Plan+for+the+Eastern+Mediterranean+route_en.pdf
9. <https://mixedmigration.org/resource/risks-and-pushbacks-on-migrant-journeys-via-iran-turkiye-and-greece/>
10. <https://mixedmigration.org/resource/smuggling-dynamics-en-route-to-and-within-turkiye/>