

POPULATION FLOW MONITORING

AN ANALYSIS OF
INDIVIDUAL SURVEYS
CONDUCTED FROM
APRIL TO JUNE 2020 IN
NORTHERN CHAD
(FAYA, ZOUARKÉ AND
OUNIANGA KÉBIR)

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DTM ACTIVITIES IN
CHAD SUPPORTED BY:



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EXECUTIVE SUMMARY



97% are Chadian nationals



5% are women



1% are minors aged between 14 and 17



Less than 1% are aged 60 or older



75% are married



57% have not received any formal education



91% intend to go to Chad



56% are carrying out salaried work



89% funded their travel through financial support from their relatives in the country of departure



52% travel for economic reasons



61% travel alone



78% travel by truck

INTRODUCTION : This report presents an analysis of 1,540 individual surveys carried out between April and June 2020 with populations crossing three key Flow Monitoring Points (FMPs) in Faya, Zouarké and Ounianga Kébir. These surveys are part of Flow Monitoring activities implemented by IOM through the Displacement Tracking Matrix (DTM). The objective of these activities is to collect information on the number and profiles of mobile populations at strategic transit points located in areas of high mobility through FMPs implemented in these areas.

METHODOLOGY : Flow Monitoring is a data collection exercise aimed to identify areas of high transboundary and regional mobility and gain a better understanding of the profiles of migrants travelling through these areas. Zones of high mobility are first identified in collaboration with national authorities. DTM teams, together with local authorities, then select strategic transit points where data collection will be conducted. At each FMP, two activities are implemented: Flow Monitoring Registry (FMR) and Flow Monitoring Survey (FMS). For the FMR, data is collected through direct observation and interviews with key informants (coach station staff, local authorities and migrants). Information collected includes the number of travellers observed crossing FMPs daily; origin and intended destination of travellers; nationalities; vulnerabilities; and modes of transport.

The FMS involves interviews with a randomly chosen sample of migrants travelling through FMPs in order to collect more detailed information about the profiles, needs and migration background of travellers. The surveys are conducted daily among the sample. Data is collected on the demographic profile; nationality; level of education; employment prior to migration; reasons for migrating; route taken; needs and difficulties faced; and vulnerabilities of interviewed individuals.

It should be noted that COVID-19 and government restrictions related to the mobility of persons had an impact on DTM's data collection during this period. In fact, individual surveys were suspended from 21 March to 20 April 2020. Precautionary and risk mitigation measures were then implemented to adapt to this new context.

LIMITATIONS : The data presented in this report stems from interviews conducted with a sample of travellers crossing through the three FMPs mentioned above, from April to June 2020.

Because it reflects the situation of interviewed migrants, the information does not apply to the migrant population as a whole and cannot be generalized to all travellers crossing FMPs.

Furthermore, interviews are conducted at a limited number of transit points, during a limited time frame (albeit conducted daily). Therefore, results cannot be extrapolated to all travellers.

ANALYSES : In order to provide an accurate and comprehensive picture of traveller profiles, the following analyses were conducted, the results of which are presented in this report:

Migrant profile: This section provides information about the sex, age, marital status of travellers, as well as their nationality.

Origin, destination and reasons for travel: This section provides information about the area of origin and intended final destination of travellers. The provenances of migrants are then correlated with the reasons for travel, while a cross-analysis compares the intended destinations of interviewees and the motives for choosing these destinations.

Education level and employment status of travellers: This section provides information about the level of education of travellers, as well as their employment status. This information is then correlated with the intended destinations.

Nationalities, forced internal displacements and previous migration attempts: This section highlights the forced displacements and the previous migration attempts. Analyses are then conducted to highlight forced displacements and previous migration attempts of travellers by sex and nationality.

Conditions of travel: This section provides information about the modes of transportation used for travel, the source of funding of their travels and the difficulties faced by travellers en route.

Upon request from partners, more in-depth analyses (for instance by FMP) can be conducted by DTM teams.

The opinions expressed in this report are those of its authors and do not necessarily reflect the point of view of IOM, its sponsors or partner views. The IOM deeply believes in a humane migration that is orderly and beneficial to society. As an intergovernmental organisation, IOM acts in partnership with international communities so as to help resolve operational concerns and issues that migration poses; to bring greater awareness and understanding of the challenges and risks at stake; to encourage the economic and social development through migration; and to preserve the human dignity and the well-being of migrants.


METADATA

This report presents key findings from individual surveys carried out with 1,540 travellers aged between 14 and 69, at three Flow Monitoring Points (FMPs) located in northern Chad (Faya, Zouarké and Ounianga Kébir) between April and June 2020. The objective of this report is to better understand the profiles, migration backgrounds and needs of migrants passing through these FMPs. Overall, more than half of the surveys (52%) were held at the FMP of Zouarké, while 32 per cent were carried out in Ounianga Kébir, and 16 per cent in Faya. The discrepancy in the numbers of surveys conducted at the different FMPs can be explained by the fact that the FMP of Zouarké is located along migratory routes from and to Libya and Europe, and at the crossroads of several migratory axes. (see the report "[Mobility in Chad: Mapping of Mobility trends and flows in Chad](#)"). It should be noted that the FMP of Ounianga Kébir was installed in March 2020, and individual interviews did not begin there until May 2020.

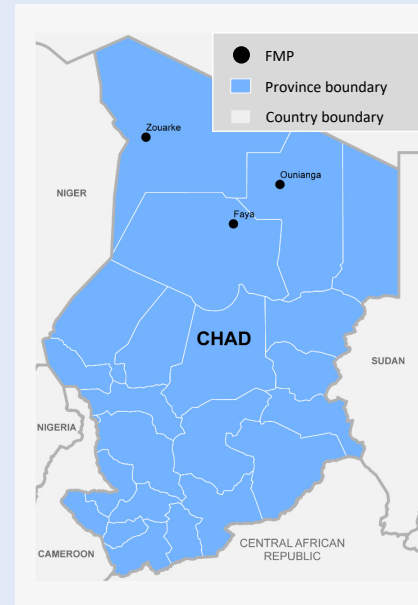
During data collection, the COVID-19* pandemic has had major consequences on mobility to, from and within the Republic of Chad. As a matter of fact, prior to the identification of the first confirmed case on 19 March 2020, [government restrictions on the mobility of persons](#) – including the closure of all air and land borders and strict limitations on internal mobility – led to a significant decrease in migration flows observed in the north (see the [April-May 2020 Flow Monitoring Registry report](#)). In addition, from mid-April to June 2020, DTM observed 424 individuals who were deported from Libya to the town of Ounianga Kébir, where they were placed in quarantine for 14 days, relying on humanitarian assistance to meet their daily needs (see the [Emergency Tracking Tool report #57](#) dated 23 June 2020). While this report does not present specific analysis on COVID-19**; it nevertheless attempts to highlight the possible impacts of the pandemic and resulting mobility restrictions on the results presented.

* As of 30 June 2020, 866 COVID-19 cases (including 781 recovered cases, 11 cases under treatment and 74 deaths) were confirmed in Chad (see the [National Sitrep #98](#)).

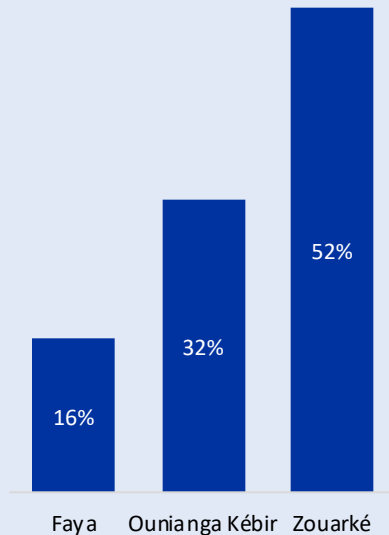
** A specific questionnaire related to COVID-19 (including questions on interviewees' awareness of the virus, its symptoms and recommended protective measures, as well as on preventive measures implemented during the trip) was administered to travellers from the month of July 2020; key results will be presented in the next Flow Monitoring Survey report.

 **1,540**
TRAVELLERS INTERVIEWED out of **32,801** individuals observed at the FMPs of Faya, Zouarké and Ounianga Kébir between April and June 2020

Location of Flow Monitoring Points in Chad



Share of travellers surveyed by FMP



Disclaimer : This map is for illustration purposes only. The depiction and use of boundaries, geographic names and related data shown on maps and included in this report are not warranted to be error free nor do they imply judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries by IOM.

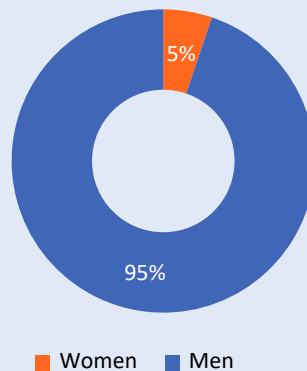
PROFILE OF TRAVELLERS

The vast majority of travellers (95%) were men and 5 per cent were women. Overall, three-quarters (75%) of travellers were married and 24 per cent were single. Analysis disaggregated by sex shows that a higher proportion of women (85%) than men (74%) were married, while the situation was reversed for single individuals (25% were men and 8% were women). Moreover, the share of divorced travellers was higher among women (4%) than among men (1%). It is also worth mentioning that among the women who were interviewed, 3 per cent were widowers, whereas there were no men recorded in this category.

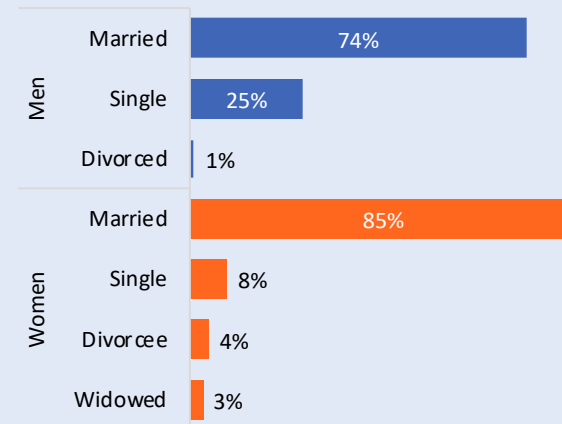
Most individuals (69%) were aged between 26 and 60: this was the case for 81 per cent of women and 69 per cent of men. In addition, 4 per cent of women and 1 per cent of men were minors, and less than 1 per cent of the surveyed population (all men) were aged 60 or older.

The vast majority of travellers surveyed were Chadian nationals (97%). Nigerian, Nigerien, and Sudanese nationals each accounted for 1 per cent of the total. It should be highlighted that during data collection, the nationalities declared by the travellers were not duly verified through identity documentation.

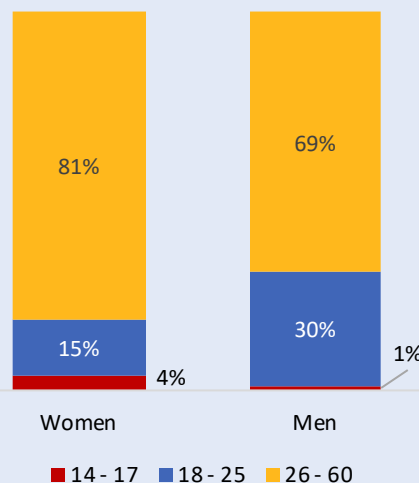
Sex of travellers



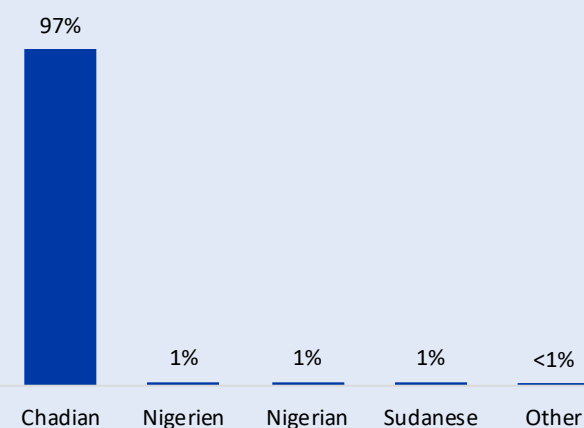
Marital status by sex



Age of travellers by sex



Nationalities of the surveyed population



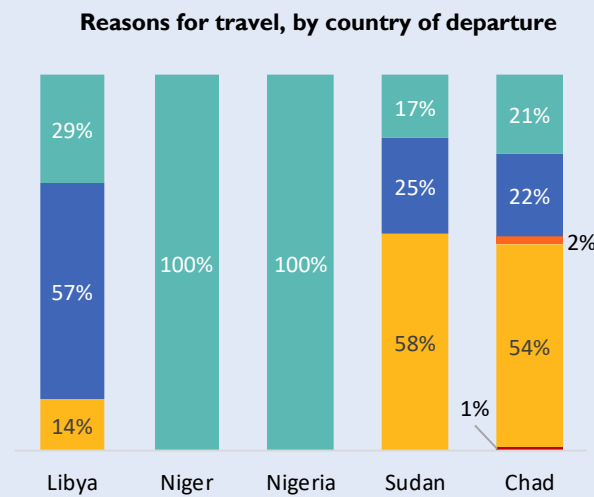
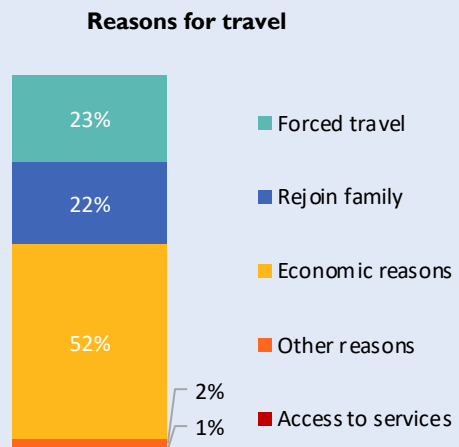
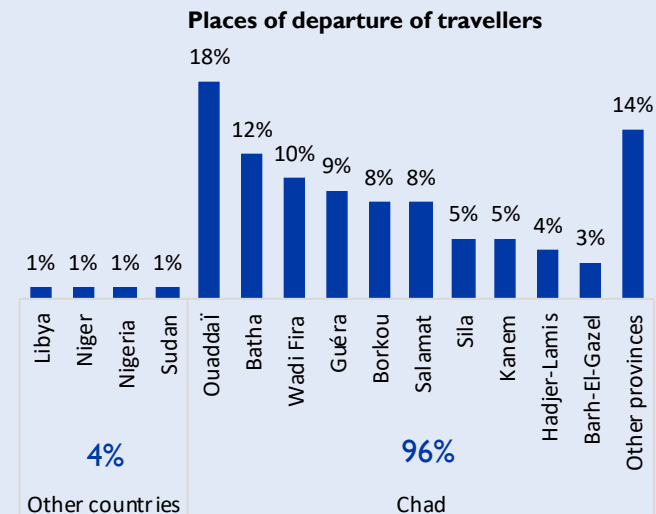
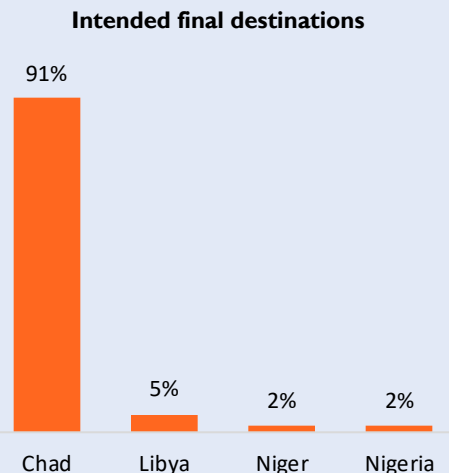
ORIGIN, DESTINATION AND REASONS FOR TRAVEL

Chad was identified as the country of intended final destination for the majority of travellers (91%), followed by Libya (5%), Niger (2%) and Nigeria (2%). The closure of Chad's borders with neighbouring countries in response to the COVID-19 pandemic, as well as the deportation of individuals from Libya to Ounianga Kébir, have led to a decrease in the proportion of travellers heading to neighbouring countries (9%; compared to 22% in the [first quarter of 2020](#)).

Most of the migrants surveyed (96%) came from Chad. Ouaddai (mainly the city of Abéché) and Batha (mainly the city of Ati) were the main provinces of departure of travellers, respectively accounting for 18 and 12 per cent of the total. The main countries of departure of the interviewees, outside of Chad, were Libya, Niger, Nigeria and Sudan (1% each).

With regard to the reasons for travel, the findings indicate that more than half (52%) of travellers left their place of departure for economic reasons. It should be noted that the share of individuals who were forced to travel is significantly higher than during the first quarter of 2020, increasing from 7 to 23 per cent. This category is mainly composed of individuals who were deported from Libya, or turned away from the gold-mining areas of northern Chad due to the ongoing violence. In addition, 22 per cent of the travellers surveyed were rejoining their families.

By analysing travellers' reasons for travel according to their country of origin, notable differences are highlighted. Indeed, all of the individuals who came from Niger and Nigeria were forced to travel. Among those who had left Libya, the majority (57%) were rejoining their families, and 29 per cent were forced to leave the country. As for Sudan and Chad, more than half of the travellers originating from these countries (58% and 54%, respectively) were travelling for economic reasons.



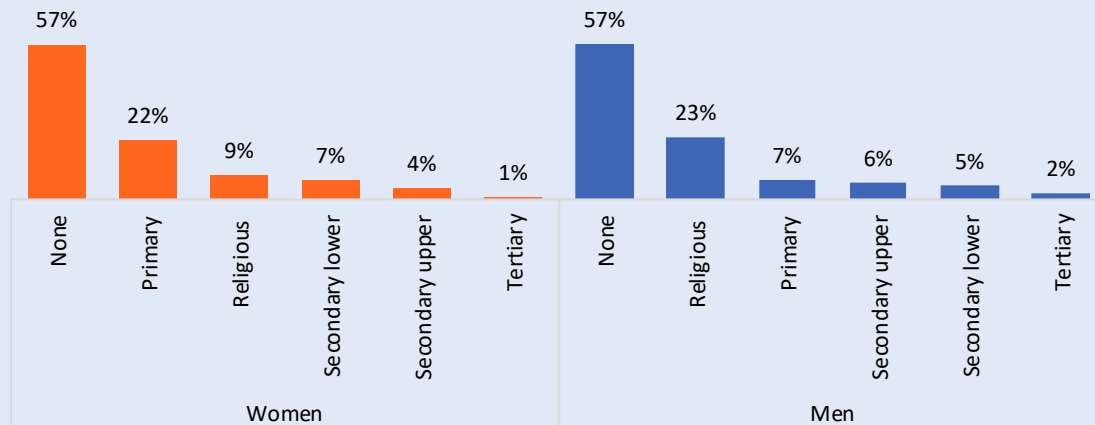
EDUCATION LEVEL AND EMPLOYMENT STATUS

Among the travellers interviewed, the largest share had received no formal education (57%) and 22 per cent had received a religious education. Differences can be observed between men and women: while the proportions of individuals with no formal education do not vary according to sex, the findings indicate that a higher share of somen (22%) than men (7%) had a primary level education, while the situation reversed for religious education (23% of men compared to 9% of women).

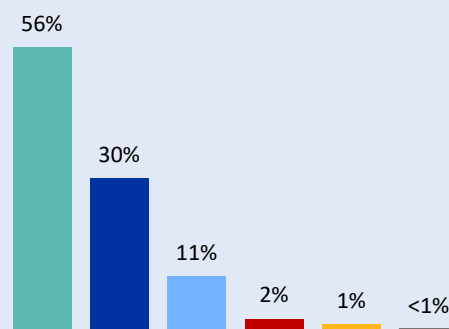
Most of the interviewees were carrying out salaried work (56%) or were self-employed (30%). It should be noted that during the first quarter of 2020, most of the travellers surveyed were self-employed (54%), while those who were working for an employer represented only 9 per cent of the total. In addition, a significant share of travellers, although lower than during the previous quarter, were looking for a job (11%; against 33% between January and March 2020). These proportions vary according to sex: most women were housewives (40%) or self-employed (33%), while more than half of the interviewed men were working for a job (58%) and 30 per cent were self-employed.

By analysing travellers' professional status according to their country of intended destination, it is highlighted that the share of individuals who were looking for work was particularly high among those heading to Libya (39%). In addition, half of the travellers who were planning to go to Libya were self-employed (against 17% for Chad and 9% for Nigeria). Furthermore, 2 per cent of the travellers who chose Chad as their final destination were students.

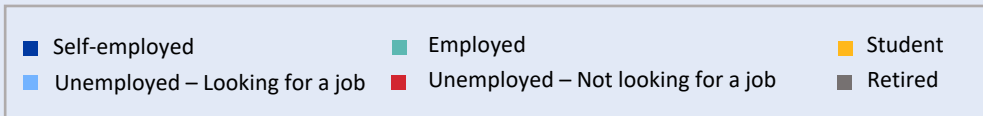
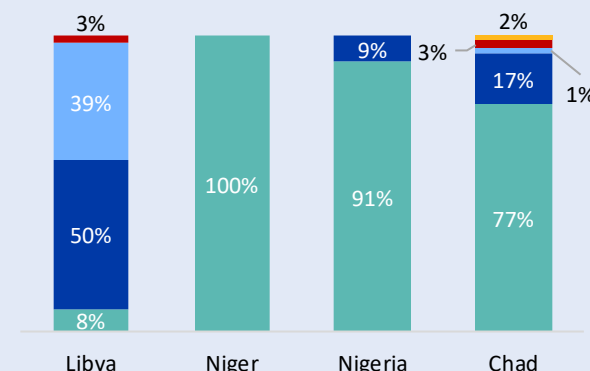
Education level of travellers, by sex



Employment status of travellers



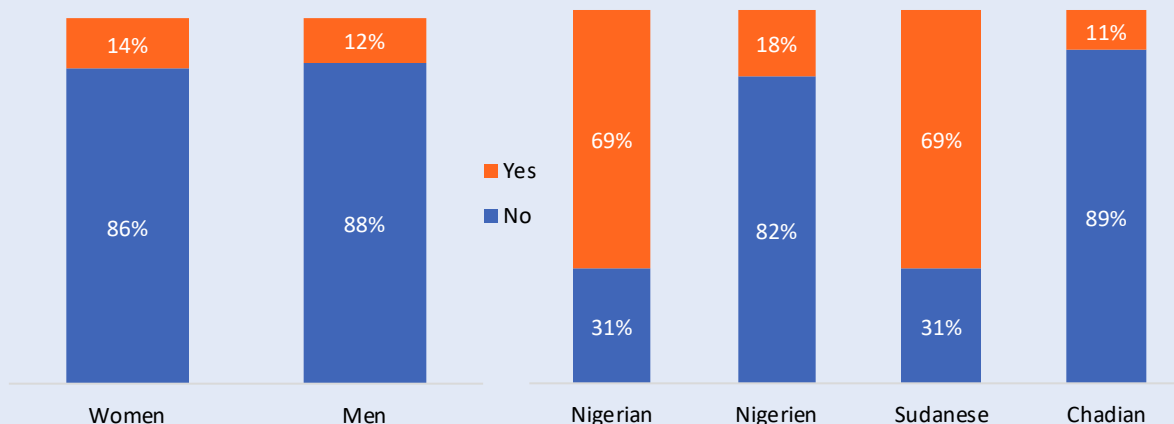
Employment status, by intended final destination



EXPERIENCES OF MIGRATION & DISPLACEMENT

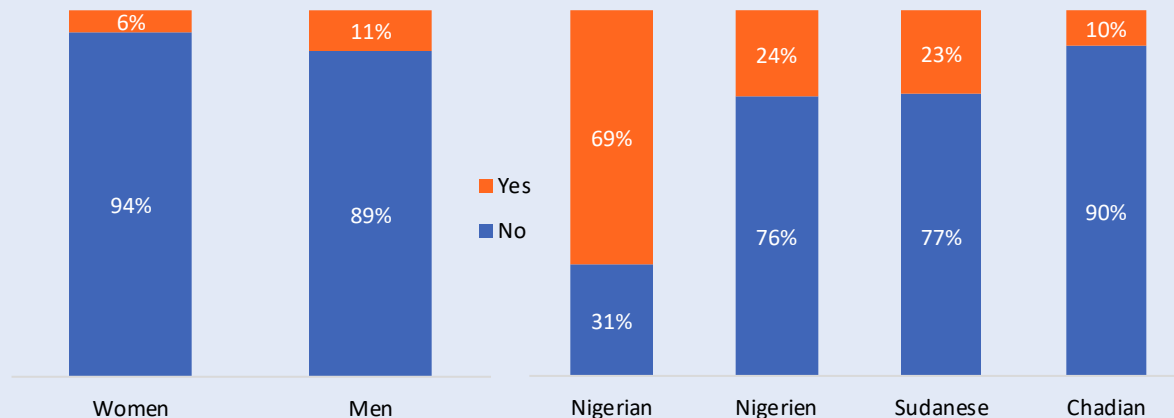
« Have you ever tried to migrate to settle in another country ? » (by sex and by nationality)

Twelve per cent of travellers reported having already attempted to migrate abroad (to a country other than their country of residence). It should be noted that a slightly higher proportion of women (14%) than of men surveyed (12%) indicated that they had already attempted to settle in another country. Cross-analysis of these data with travellers' nationalities shows that this share was particularly high among Nigerian and Sudanese nationals (69%), while it was lowest among Nigerian (18%) and Chadian (11%) nationals.



« Have you ever been forcibly displaced in your own country ? » (by sex and by nationality)

In addition, a significant share of travellers (11%) mentioned having been forcibly displaced in their country at least once before. This represents a significant increase compared to the first quarter of 2020, during which 2 per cent of interviewees declared having already been internally displaced. It should be noted that this share was higher among men (11%; compared to 6% of women), and particularly high among Nigerian nationals (69%).



CONDITIONS OF TRAVEL

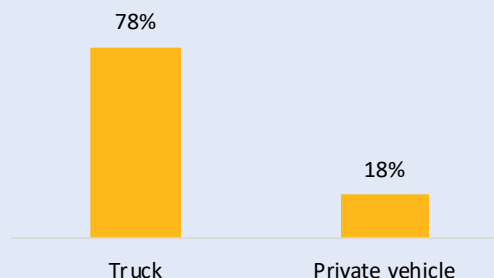
Trucks (used by 78% of travellers) were the main means of transportation used. This is notably due to the fact that the three FMPs where the individual surveys were conducted are located in Sahelo-Saharan areas, where trucks are the preferred means of transportation to ride through the desert. In addition, 18 per cent of travellers reported travelling on board private vehicles.

Most travellers funded their journey through the financial support of their family or friends in their country of origin (89%; compared to only 11% in the first quarter of 2020) or through savings accumulated prior to their departure (60%). In addition, 19 per cent of travellers indicated that they had received financial support from relatives abroad.

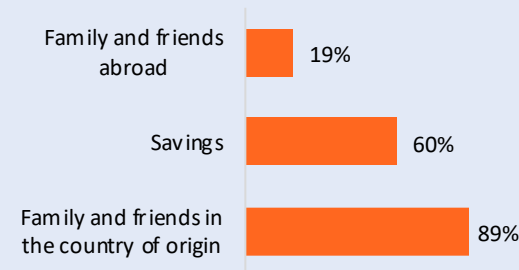
Most of the interviewees (61%) were travelling alone. It should be noted that the share of men who were travelling alone (63%) was much higher than that of women (24%). Sixty-four per cent of the individuals who were travelling in groups were accompanied by their families.

Thirty-eight per cent of travellers reported having faced difficulties during their journey. Among them, almost all (99%) suffered from hunger and thirst, 74 per cent were victims of deportations and 69 per cent lacked shelter.

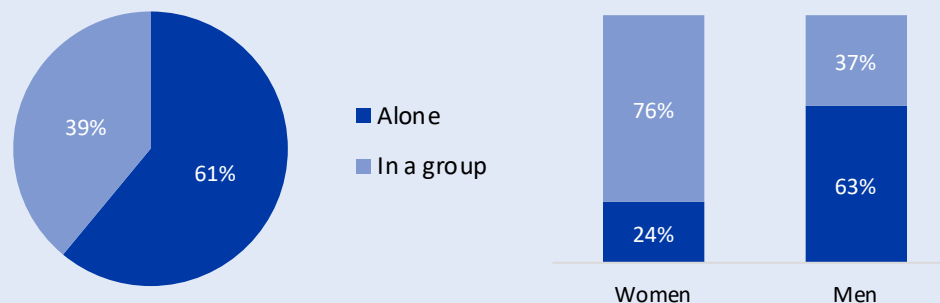
Main means of transportation of travellers



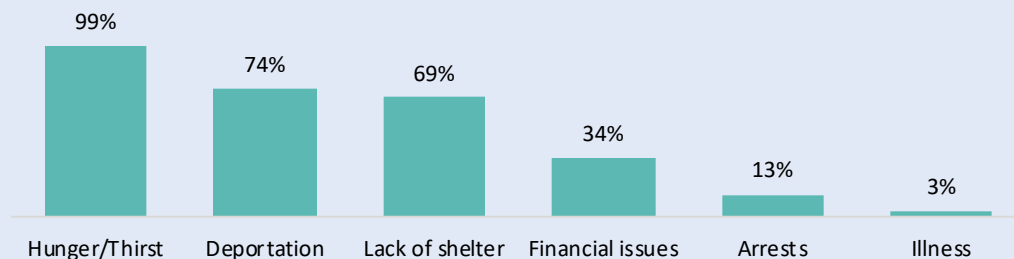
Main sources of funding for travel



« Who are you travelling with ? »



Main difficulties faced during travel



IOM Chad
Quartier Klemat
Rue 3256
BP 6450 N'Djamena
Tel. : 00235 2252 53 59/60/62 - Fax : 00235 2252 53 61
Displacement Tracking Matrix (DTM) : dtmtchad@iom.int



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