

# A REGION ON THE MOVE

## Mid-year Mobility Overview January to June 2020

IOM Regional Office for the East and Horn of Africa



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Cover photo: Ethiopian migrants crossing Djibouti. Photo: © IOM / Alexander Bee

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# GLOSSARY OF ACRONYMS

AfCFTA:	African Continental Free Trade Area
AFDB:	African Development Bank
ASR:	Assisted Spontaneous Return
AVR:	Assisted Voluntary Return
AU:	African Union
BBC:	British Broadcasting Corporation
COVID-19	Coronavirus Disease 2019
DG ECHO:	Directorate General for European Civil Protection and Humanitarian Aid Operations – EU
DTM:	Displacement Tracking Matrix
DSI:	Durable Solutions Initiative (Ethiopia)
EAC:	East Africa Community
EHoA:	East and Horn of Africa
ERCC:	Emergency Response Coordination Centre
EU:	European Union
EVD:	Ebola Virus Disease
FAO:	Food and Agriculture Organization – UN
FEWS NET:	Famine Early Warning Systems Network
FM:	Flow Monitoring
FMP:	Flow Monitoring Point
FMR:	Flow Monitoring Registry
FMS:	Flow Monitoring Survey
FSNAU:	Food Security and Nutrition Analysis Unit
GCC:	Gulf Cooperation Council
GDP:	Gross Domestic Product
GPAA:	Greater Pibor Administrative Area (South Sudan)
HoA:	Horn of Africa
IATA:	International Air Transport Association
IBM:	Immigration Border Management (IOM)
IDP:	Internally Displaced Person
IHR EC:	International Health Regulation Emergency Committee
IMWG-TWG:	Information Management Working Group - Technical Working Group
IPC:	Integrated Food Security Phase Classification
IOM:	International Organization for Migration – UN
MHD:	Migration Health Division (IOM)
MMC:	Mixed Migration Centre
MPA :	Migrant Protection and Assistance (IOM)
MRC:	Migration Response Centre
MT:	Mobility Tracking
NCRI:	National Commission for Refugees and IDPs (Somalia)
OCHA:	Office for the Coordination of Humanitarian Affairs – UN
PHEIC:	Public Health Emergency of International Concern
PoC:	Protection of Civilians
PoC:	Point of Control
PoE:	Point of Entry
PME:	Participatory Mapping Exercise
PMM:	Population Mobility Mapping
R-ARCSS:	Revitalization Agreement of the Resolution of the Conflict in the Republic of South Sudan
RDH:	Regional Data Hub
RMMS:	Regional Mixed Migration Secretariat
SNNP:	Southern Nations, Nationalities, and Peoples (Ethiopia)
TGoNU	Transitional Government of National Unity (South Sudan)
UMC:	Unaccompanied Migrant Children
UN:	United Nations
UNHCR:	United Nations High Commission for Refugees
UNICEF:	United Nations Children's Fund
UNMISS:	United Nations Mission in South Sudan
UNSOM:	United Nations Assistance Mission in Somalia
USD:	United States Dollar
VHR:	Voluntary Humanitarian Return
WFP:	World Food Programme – UN
WHO:	World Health Organization



Portrait of a migrant waking up on the beach in Obock. Photo: © IOM / Alexander Bee

# I. HIGHLIGHTS



## COVID-19 IMPACT

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The novel coronavirus disease 2019 (COVID-19) has directly affected over 24,600 persons in the East and Horn of Africa (EHoA) between March and June 2020, in addition to drastically impacting global mobility in the form of various travel disruptions and restrictions and affecting the economies and livelihoods of millions. In line with most other countries worldwide, governments in the EHoA adopted measures to limit the spread of the virus, including closure or partial closure of international and national airports and border points, restrictions on social, educational, and economic activities. As the region is battling against the pandemic, it will also have to address the consequences of decreased agricultural productivity, weakening supply chains, limited job prospects, political and regulatory uncertainty and a projected 23 per cent fall in remittances.

## FORCED DISPLACEMENT

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### REGIONAL OVERVIEW

The EHoA region was home to 6.3 million internally displaced persons (IDPs) and 3.6 million refugees and asylum-seekers as of June 2020.

### ETHIOPIA

Despite COVID-19 and climate events being in the forefront in 2020, conflict remained the main driver of displacement and the main obstacle to relief operations in Ethiopia. Communal violence as well as disputes over land and access to resources continued to affect communities mainly in western and southern Oromia and along the Afar-Somali regional border. As of March 2020, DTM mapped a total of 1,735,481 IDPs, of which 67 per cent were affected by conflict.

### SOUTH SUDAN

In February 2020, the awaited Transitional Government of National Unity (TGoNU) stipulated in South Sudan's peace deal was established. New displacement has been increasingly attributed to localized violence and less driven by political conflict connected to the national level. Among the 1,600,254 IDPs reported as of March 2020, communal clashes, mainly in the Jonglei, Lakes and Warrap states, were the most common reason reported by IDPs who arrived at assessed locations in 2020.

### BURUNDI

With 65 per cent of the Burundian population currently living under the poverty line, the poor households are extremely vulnerable to shocks, especially natural disasters. Severe flooding hit Gatumba area on 19 April and 1 May, affecting more than 45,000 people, including 17,792 displaced persons who temporarily settled in four newly created sites outside Bujumbura. Moreover, new President Évariste Ndayishimiye was elected on 20 May.

### SOMALIA

Somalia's vulnerability to climate change, in particular flooding and desert locust invasion, has increased in 2020, at a time when the country is also tackling the COVID-19 pandemic and its socio-economic impact. This triple threat – floods, desert locust and COVID-19 – has exacerbated the dire living conditions of the estimated 2.6 million IDPs. Alongside the triple threat, internal displacement in Somalia was also driven by conflict and drought.



## REGIONAL MIXED MIGRATION TRENDS

### MIGRATION MOVEMENTS:

- Flow Monitoring (FM) Network in Public Health Context: **533,583** movements were tracked through a total of 33 Flow Monitoring Points (FMPs) established in South Sudan (16), Burundi (9), and Uganda (8);
- Migration Routes Network: **241,830** movements were tracked through 23 FMPs established in Somalia (7), Ethiopia (5), Djibouti (6), and Yemen (5);
- Burundi Returns Network: **197,768** movements were tracked through nine FMPs in Burundi;
- South Sudan Situation Cross-border Movements Network: **116,851** movements were tracked through 12 FMPs in South Sudan (10) and Uganda (2).

### MIGRATION ROUTES:

- Out of the **241,830** movements observed, **45 per cent** were tracked along the Eastern Route, **50 per cent** along the Horn of Africa Route, **2 per cent** along the Northern Route and **3 per cent** along the Southern Route;
- Overall, **38 per cent** were migrating towards the Kingdom of Saudi Arabia, **24 per cent** intended to travel to Somalia, **15 per cent** to Ethiopia, **12 per cent** to Djibouti, **6 per cent** to Yemen, and **3 per cent** were headed to Kenya;
- Along the Eastern Route, **84 per cent** were migrating towards the Kingdom of Saudi Arabia, **14 per cent** were headed to Yemen and only **2 per cent** to other countries on the Arab Peninsula;
- Along the Northern Route, only **821** movements were tracked with the intention of going to Europe, mainly to Germany (59%) and Italy (31%);
- IOM registered **33,232 Ethiopian nationals returning from the Kingdom of Saudi Arabia** upon arrival at the Bole Airport in Addis Ababa between January and June 2020, over 99 per cent of whom reported that they were returning involuntarily. A further **13,054 Yemeni returnees** from Saudi Arabia were also tracked by DTM in Yemen;
- In the first half of 2020, IOM facilitated the return of **247 Ethiopians** by air from Aden in Yemen to Ethiopia, as well as the movement of **329 Somali refugees** to Somalia by boat from Aden to a reception centre in Berbera; During the same period, **31,617 new arrivals** from the Horn of Africa were tracked by FM teams through five FMPs along the coasts of Yemen;
- A total of **1,250** migrants from the EHoA were registered across European arrival points in Greece, Italy, Spain and Malta in the first half of 2020.

### MIGRATION ROUTES PROFILES:

- The **two** main nationalities of migrants tracked through FM were **Ethiopian (74%)** and **Somali (18%)**;
- **57 per cent** were adult males, **25 per cent** were adult females and **18 per cent** were children;
- Of the total population tracked, **3 per cent** were children under the age of five years, **3 per cent** were Unaccompanied Migrant Children (UMCs), **3 per cent** were pregnant and/or lactating women, another **2 per cent** were elderly (over the age of 60) and less than **1 per cent** were physically disabled.

### MIGRATION ROUTES REASONS:

- **56 per cent** were travelling for economic reasons, **12 per cent** due to seasonal reasons, **9 per cent** due to natural disaster, **7 per cent** was short-term local movement, **7 per cent** for other reasons, **5 per cent** to escape conflict, while **3 per cent** were moving for tourism, and another **3 per cent** for unknown reasons.

### MIGRATION RESPONSE CENTRES (MRCs):

- **4,419** migrants were registered across **7 MRCs** in the region between January and June 2020.



*17-year-old stranded migrant from Harar wants to return to Ethiopia fearing COVID-19, Bossaso. Photo: © IOM Somalia*

## II. INTRODUCTION

This mid-year edition of *A Region on the Move* is marked by the unprecedented restrictions on global mobility caused by the outbreak of coronavirus disease 2019 (COVID-19). Since it was initially reported on 31 December 2019, this disease has spread rapidly across the globe, leading the World Health Organization (WHO) to declare it a pandemic on 11 March 2020. Beyond the tragic impact that COVID-19 has generated across countries, the pandemic has urged governments to issue multiple restrictive measures impacting movements, including different types of closure of Points of Entry (PoEs), requirements for additional documentation, compulsory quarantine or medical screening procedures, up to nation-wide and/or localized lockdowns. Nonetheless, the global mobility context amidst the COVID-19 pandemic remains highly fluid, as governments and authorities continue to issue new mobility restrictions and policy changes.

This health emergency has been far more severe for mobile populations in fragile contexts, creating new challenges whilst, in parallel, exacerbating their existing vulnerabilities. Migrant flows recorded a significant reduction across all migratory corridors affecting the East and Horn of Africa (EHOA) region.<sup>1</sup> The Eastern Route, the most relevant in terms of volume and characteristics, reported a decrease of 49 per cent, with only around 31,900 new arrivals from the Horn of Africa tracked along the coast of Yemen (62% decrease), as compared to the first half of 2019. Above all, the rise in barriers to movement has resulted in increasing static migrant populations, most often unable to continue their journey as well as return home. Over the past months, these stranded migrant populations have faced a reduction in available coping mechanisms among host communities, such as access to informal work to sustain their journey, alongside access to health care and other basic services. Even more concerning, several cases of xenophobia, discrimination and stigmatization were reported, whereby migrants were believed to be carriers of the virus. This has dramatically led to instances of arrests, detention, and forced relocations and deportations, the latter occurring only if the countries of origin accept to receive them. By the end of June, it is estimated that at least 3,000 migrants were stranded across the region, with further 14,500 EHOA migrants in Yemen, and other 20,000 in need of assistance in the Kingdom of Saudi Arabia. Information on EHOA migrant caseloads in critical situations were also received from other countries in the Gulf Cooperation Council (GCC), and the Middle East.

The 'Forced Displacement' section looks at return trends and population movements induced by new and protracted conflict as well as climatic events, namely a severe, prolonged drought, devastating floods and a critical desert locust invasion. At the same time, the region's political landscape has undergone important changes. In South Sudan, the awaited establishment of the Transitional Government of National Unity (TGoNU) in February marked a step forward in the direction of peace and stability. Other political changes were captured by Burundi's election of new President Évariste Ndayishimiye on 20 May and Somalia's signing of a new electoral code on 20 February, allowing citizens to participate in direct parliamentary elections for the first time since 1969. In addition, WHO, on 25 June, stated the end of the tenth outbreak of Ebola Virus Disease (EVD) in the North Kivu, Ituri and South Kivu provinces of the Democratic Republic of the Congo, which was declared on 1 August 2018. However, a new cluster of cases was detected in the Equateur province on 1 June 2020, announcing the country's eleventh outbreak.

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1. See 'Methodology' for details on the geographical definition of EHOA, and population categories considered (IDPs, refugees, returnees and migrants).

This edition has also brought in a number of important enhancements, in view of the fact that the quantity of data sources directly managed by IOM, the quality of the findings and their variety have drastically increased since 2017. IOM's Displacement Tracking Matrix (DTM) constitutes the main methodology used to track and monitor displacement and population mobility, as it maps internally displaced persons (IDPs) and returnee stocks, migration flows and the characteristics of the population on the move.<sup>2</sup> Building on three years of continuous observations and analyses, DTM is now the largest data source of migration flows across the main corridors in the region. Further migrant data is collected by IOM through modules targeting specific sub-groups of this population at different stages of their migration journey.

On top of this, and in order to inform effective migration management and evidence-based, strategic and policy-level discussion, multiple research efforts have been launched along the key migration routes in the region, in particular along the Eastern and Southern Routes, since 2019. Findings of these studies are integrated in the 'Regional Mixed Migration Trends' section to explore in more depth the drivers of migration and the profiles of migrants along these routes, as well as the nexus between decision-making, migrant expectations, risk perception and experienced realities. This analysis also uses external sources to further complement the mobility picture and provide a holistic understanding of such population movement dynamics. At the regional level, a Regional Data Hub (RDH) was established to enhance coordination, lead regional research efforts, harmonize the different data sources and foster a multi-layered analysis of regional migration data.<sup>3</sup>

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2. For more information about the DTM methodology, please consult <https://dtm.iom.int>. Please also refer to DTM, Methodological Framework used in Displacement Tracking Matrix Operations for Quantifying Displacement and Mobility, December 2017. Available from <https://displacement.iom.int/content/methodological-framework-used-displacement-tracking-matrix-operations-quantifying>.

3. For more information about the RDH, please consult <https://ronairobi.iom.int/regional-data-hub-rdh>.



*Roman fled Ethiopia when she was 18-years-old. She arrived in Somalia, hoping to build a safer life. Widowed at a young age with three mouths to feed, tired and unable to provide for them, she married another man, and had two more children. They had very little besides each other. One day, her husband left Somalia in an attempt to get to Saudi Arabia through Yemen. Photo: © IOM / Muse Mohammed*

## EAST AND HORN OF AFRICA

A new regional cooperation agreement aimed at harmonizing labour migration policies in the region, also known as the 'Nairobi Process', is signed by 11 member states on 21 January.

## SOMALIA

Somalia declares a national emergency over the desert locust invasion in February.

JANUARY

FEBRUARY

MARCH

Swarms of locusts reach South Sudan, Uganda and the United Republic of Tanzania, while they continue to spread further in Djibouti, Eritrea, Ethiopia, Kenya and Somalia, threatening crop production, food security and livelihoods in the region.

## EAST AND HORN OF AFRICA

The EAC announces its plans to put in place a single currency for the region by 2024.

## EAST AFRICA COMMUNITY (EAC)

## EAST AND HORN OF AFRICA

On 13 March, the first confirmed cases of COVID-19 in the region are declared in Ethiopia and Kenya. Almost all countries in the region imposed some level of mobility restrictions, by suspending air travel, closing land and sea border points and by adopting countrywide curfews and lockdowns.

## ETHIOPIA

Due to COVID-19, Ethiopia postpones the parliamentary elections scheduled for August.

On 22 February, the Transitional Government of National Unity (TGoNU) is established in South Sudan.

## SOUTH SUDAN

On 20 February, President Mohamed Abdullahi Farmajo signs a federal electoral bill that allows ordinary Somalis to vote in parliamentary elections for the first time since the 1969 Somali parliamentary election.

## SOMALIA



## ETHIOPIA

On 8 April, Ethiopia declares a five-month state of emergency on account of the COVID-19 pandemic, which is approved by Parliament on 10 April.

## AFRICAN UNION (AU) \*

The commencement of trading under the African Continental Free Trade Area (AfCFTA) is postponed from the intended start date of 1 July due to the COVID-19 pandemic.

## BURUNDI

General elections are held despite the COVID-19 pandemic, and new President Évariste Ndayishimiye is elected on 20 May.

## ETHIOPIA

The death of a popular singer and political activist on 29 June sparks unrest in the Oromia region and results in a nationwide internet shutdown.

APRIL

MAY

JUNE

On 25 June, WHO declares over the tenth outbreak of Ebola Virus Disease (EVD) in the Democratic Republic of the Congo.

## \* DEMOCRATIC REPUBLIC OF THE CONGO

Heavy rainfall hit the region from April through May, leading to severe flooding and landslides particularly affecting areas in Burundi, Ethiopia, Kenya, Somalia, South Sudan and Uganda.

## EAST AND HORN OF AFRICA

Kenya is elected as a non-permanent member of the United Nations Security Council, defeating Djibouti.

## KENYA

The upcoming parliamentary and presidential elections, initially scheduled for 27 November, are postponed.

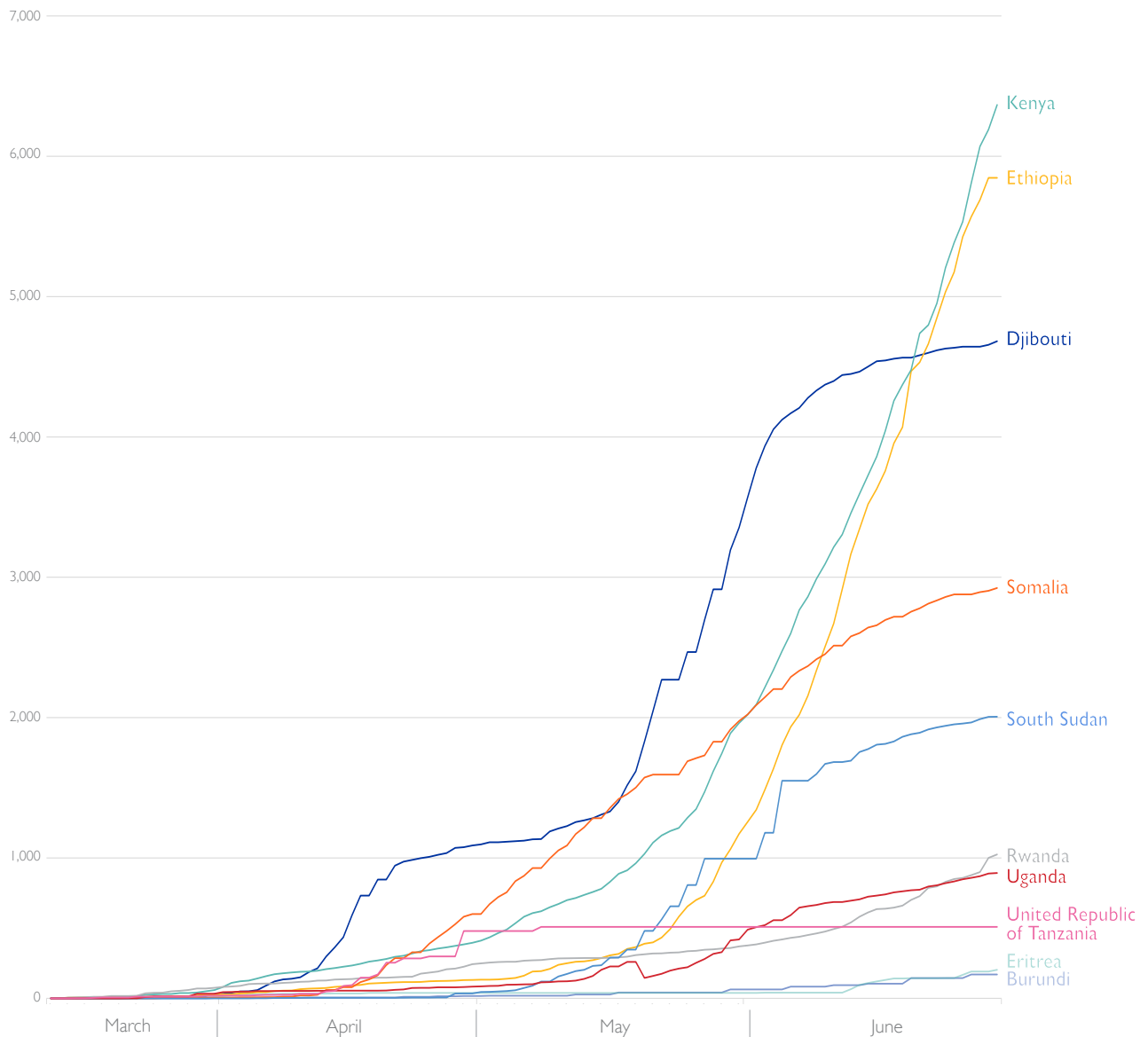
## SOMALIA



*Health workers in their PPE at the IOM constructed COVID-19 isolation and treatment centre in Marib, Yemen. Photo: © IOM / Hamzah Shaif*



### III. HOW HAS COVID-19 IMPACTED THE EAST AND HORN OF AFRICA REGION



**Figure 1: Incidence trend of confirmed COVID-19 cases in the East and Horn of Africa as of 30 June 2020**  
(Source: Ministry of Health Official Reports)

The first half of 2020 has been a time like no other in recent history. The novel coronavirus disease 2019 (COVID-19) has affected the health of millions globally, not only putting into question the preparedness and response capacity of the most sophisticated health systems, but also drastically impacting global mobility in the form of various travel disruptions and restrictions. These have in turn affected the lives of societies at large and, in particular, of those communities depending on mobility for their livelihoods, with major consequences on the economies of all countries worldwide.

On 30 January, the World Health Organization's (WHO) Director General, in line with the advice of the International Health Regulation Emergency Committee (IHR EC), declared COVID-19 a Public Health Emergency of International Concern (PHEIC), upscaling it to a pandemic on 11 March. By the beginning of April, over 1.2 million cases and 69,479 deaths had been reported globally. The East and Horn of Africa (EHoA) region, recorded its first COVID-19 positive cases in Ethiopia and Kenya (13 March), followed by Rwanda (14 March), Somalia and the United Republic of Tanzania (16 March), Djibouti (18 March), Eritrea (21 March), Uganda (22 March), Burundi (31 March), and South Sudan (5 April).

The number of confirmed COVID-19 cases in the region continued to increase, with Djibouti leading in terms of the number of positive cases up to mid-June when Kenya and Ethiopia's epidemiological curves saw a steep acceleration. Overall, the total number of COVID-19 positive cases in the region exceeded 24,600 by the end of June, representing 6 per cent of the total Africa COVID-19 cases. By June, majority of cases were through community transmission with most been asymptomatic, with the exception of Uganda that was reporting a higher incidence of imported cases as compared to local transmissions, and Eritrea detecting a higher instance of new cases among returning citizens.

In line with most other countries worldwide, governments in the EHoA adopted measures to limit the spread of the virus, while simultaneously increasing their public health preparedness and response. Closure of most international and national airports was among the first measures adopted, closely followed by restrictions on land and water borders. Between 14 and 25 March, all countries in the region had either closed their airports and land borders (Burundi, Djibouti, Eritrea, Kenya, Rwanda, Somalia, South Sudan and Uganda) or implemented partial closures with restrictions to and from countries with high numbers of COVID-19 positive cases (Ethiopia and the United Republic of Tanzania). Cargo transportation as well as special return movements of nationals and residents were generally allowed throughout the governments' restrictions. Quarantine centres were established across the region, though not without challenges, as facilities had to be set up swiftly and often lacked appropriate services and proper communication around quarantine protocols and the facilities themselves. Further restrictions were imposed between the end of March and the beginning of April with Ethiopia declaring a five-month state of emergency and some countries setting up "red zones" within their territories to limit the risk of spread of the virus within their borders, such as Kenya.<sup>4</sup> Partial lifting of restrictions started in mid-May in Djibouti with the reopening of some shops, public services and public transport provided that some infection prevention and control measures were in place, in Rwanda with partial movement allowed between provinces, and in South Sudan and the United Republic of Tanzania with the reopening of air travel. By the end of June, land borders and most airports were still closed in Djibouti, Ethiopia, Kenya, and Uganda.<sup>5</sup>

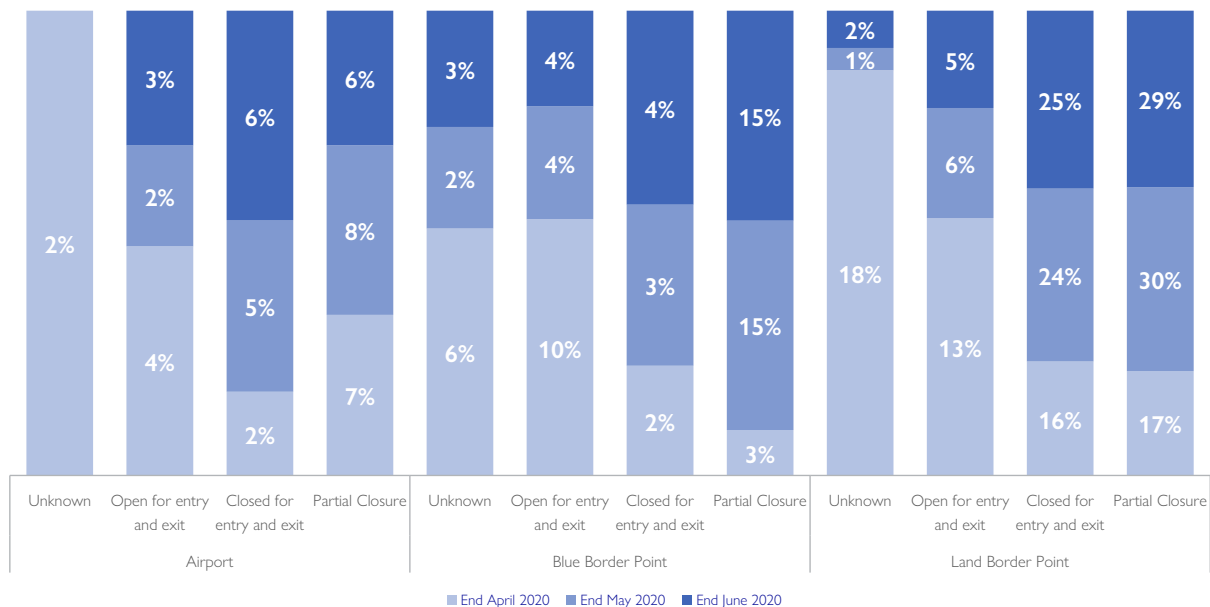


Figure 2: Level of restrictions at points of entry in the East and Horn of Africa (April to June 2020)

4. IOM, *DTM COVID-19 Regional Overview on Mobility Restrictions as of 14 May 2020*, May 2020. Available from <https://migration.iom.int/reports/east-and-horn-africa-%E2%80%94-covid-19-regional-overview-mobility-restrictions-14-may-2020?close=true> (accessed 18 Sep 2020).

5. IOM, *DTM COVID-19 Regional Overview on Mobility Restrictions as of 11 June 2020*, June 2020. Available from <https://migration.iom.int/node/8983?close=true> (accessed 18 Sep 2020).

IOM's DTM quickly set up a system to monitor restriction at Points of Entry (PoEs) on a weekly basis looking at the type of PoE (air, land, blue), the operational status (open, closed or partially open), the type of restrictions in place (new immigration requirements and health measures) and the most affected populations. Overall, in the region, 309 PoEs were assessed and the graphs below provide a snapshot of how the level of restrictions were in force from April to June.

Since the beginning of this exercise, the teams have expanded the geographical coverage of the assessed PoEs, from 272 in April, to 308 in June. In the beginning of this exercise, there was a larger proportion of PoEs that had unknown operational status (25%) or were open for both entries and exits (27%). However, as the geographical coverage expanded, and the governments became more proactive in their efforts to curb the spread of the virus, more PoEs adopted measures to restrict movements, and by June 2020, overall, 51 per cent of the PoEs were closed partially, including those that were open for commercial traffic only (26%), or were open only for returning nationals and residents (22%). In addition, 34 per cent were closed for all kinds of movements, and only 11 per cent were open.

As cargo movements guaranteed that countries kept receiving essential supplies, increasing number of COVID-19 cases started to be reported among truck drivers in the region, creating a major concern for the spread of the virus among border communities and along transport corridors. Governments in the region implemented, at national level, different COVID-19 response strategies aimed at truck drivers and their crews, who are designated as essential workers for shipment of good and supplies. These strategies included massive testing campaigns at PoEs, in addition to relaying the trucking system,<sup>6</sup> sanitizing the vehicles, and risk communication. Some of these response strategies at border points caused a crisis at Malaba PoE and Busia PoE (Kenya) where truck drivers were experiencing delays in attaining clearance for COVID-19 requirement for onward movement into Uganda, Rwanda and South Sudan. As of 30 June, a total of 2,194 truck drivers were confirmed positive for COVID-19 in the region and most of these cases were reported at Ugandan and Kenyan PoEs. A total of 1,646 (75%) cases were reported in Uganda, 374 (17%) cases reported in Kenya, 163 (7%) cases reported in Rwanda and 11 cases reported in South Sudan.

Movement restrictions, bans on public gatherings, closure of businesses and schools and the imposition of curfews introduced to limit the risk of spread of the virus, had also the unwanted effect of causing shocks and disruptions to the economy and to people's way of living with impacts that are likely to be felt both in the short and in the medium term. East Africa's economies, which are slowly transitioning from agriculture to services, especially in Eritrea, Kenya and Rwanda, were expected to see a faster economic growth than agriculture-based economies. However, COVID-19 related business disruptions have lowered production as loss of income, fear of contagion and heightened uncertainty reduced demand, with the services sector being hit the hardest.<sup>7</sup>

Overall, the second quarter of 2020 saw reducing agricultural productivity, weakening supply chains, limited job prospects, and political and regulatory uncertainty. The World Bank anticipated that COVID-19 containment measures and macroeconomic instability will increase poverty and endanger lives and livelihoods.<sup>8</sup> Economies worldwide have indeed been severely affected, the pandemic causing a fall in wages and employment rates, especially of migrant workers, who tend to be more vulnerable to these consequences during an economic crisis in a host country.

Meanwhile, remittances, which are an important source of income for many families in the EHoA, are estimated to fall by around 23 per cent in 2020.<sup>9</sup> Remittances are often associated with improvements in nutritional outcomes, higher spending on education, and reduction in child labor in disadvantaged households. A fall in remittances will therefore affect families' ability to spend on these areas, as more of their resources will be directed to immediate needs. This will, in turn, jeopardize an essential safety net which keeps thousands out of poverty in the region.

6. Relaying the trucking system is a new COVID-19 measure that requires drivers to hand over trucks at border points to their counterparts based in country of destination.

7. Africa Development Bank (AFDB), *East Africa Economic Outlook 2020, Coping with the COVID-19 Pandemic*, 8 July 2020. Available from <https://www.afdb.org/en/documents/east-africa-economic-outlook-2020-coping-covid-19-pandemic> (accessed 18 Sep 2020).

8. World Bank, *The World Bank in Africa, Overview*. Available from <https://www.worldbank.org/en/region/afr/overview> (accessed 18 Sep 2020).

9. World Bank/KNOMAD, *Remittances Data, 2020*. Available from <https://www.knomad.org/data/remittances> (accessed 18 Sep 2020).

# FORCED MOVEMENTS IN THE EAST & HORN OF AFRICA

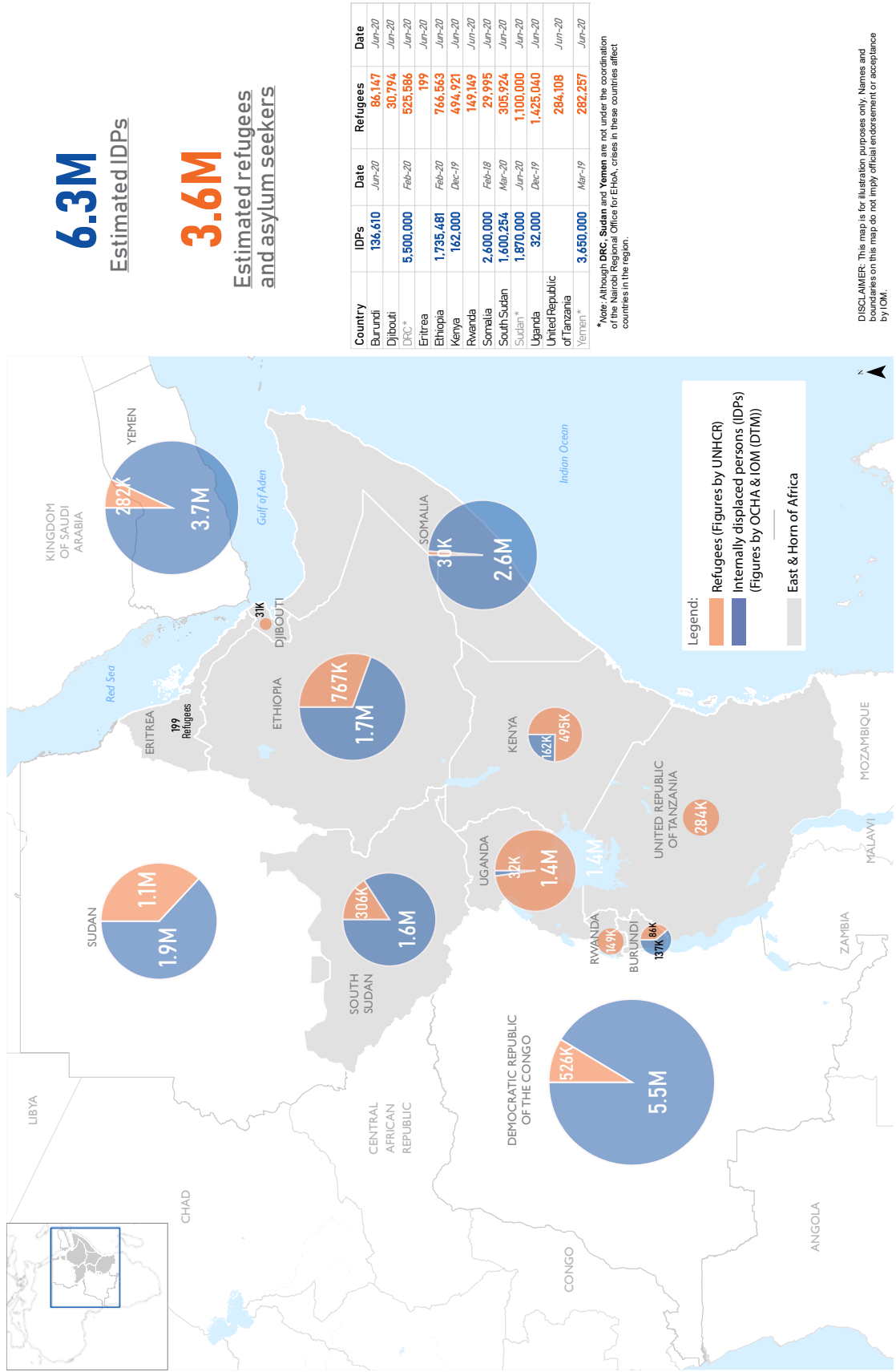


Figure 3: Displacement overview in the East and Horn of Africa of IDPs, refugees and asylum-seekers (as of June 2020)

## IV. FORCED DISPLACEMENT

### OVERVIEW

As of June 2020, internal displacement in the East and Horn of Africa (EHOA) region accounted for an estimated 6.3 million internally displaced persons (IDPs) and 3.6 million refugees and asylum-seekers, including 4.3 million IDPs and nearly 800,000 refugees in the Horn of Africa region alone.<sup>10</sup> Displacement in 2020 continued to be driven by a combination of new and protracted conflicts and recurring climate shocks, at a time when the region is tackling a new threat, the COVID-19 pandemic and its socio-economic impact.

A growing trend in localized violence was observed in the first half of 2020, with increasing communal clashes mainly linked to ethnic tensions in Ethiopia and to cattle raiding in South Sudan. Most of these localized conflicts were triggered by escalating disputes over land and access to resources. Meanwhile, instances of insecurity and political conflict including national forces were still present, particularly in Somalia and South Sudan.

Like in 2019, the region was also impacted by harsh climate conditions sustaining the damaging effect of a prolonged drought and abnormal seasonal floods on food security and livelihoods. Drought-affected areas were mostly located in the arid and semi-arid lands of Kenya and Somalia, southeastern and southern Ethiopia and parts of Uganda, while flash and riverine floods mainly affected communities in Burundi, Ethiopia, Kenya, Rwanda, Somalia, South Sudan and Uganda.

The heavy rains, in particular, have contributed to further desert locust breeding. Considering its ability to form swarms and travel across large distances, its rapid breeding as well as its huge appetite, feeding on vital crops and pastures, the desert locust is one of the most destructive migratory pests in the world. In April, a second, larger wave of locusts invaded the region with new swarms forming in northern and central Kenya, southern Ethiopia and Somalia, some of which are likely to move to South Sudan, Uganda and the United Republic of Tanzania.

Over the first half of the year, the region's political landscape has undergone important changes with the establishment of the Transitional Government of National Unity (TGoNU) in South Sudan, the election of Burundi's new President, Évariste Ndayishimiye, and Somalia's signing of a new electoral code allowing citizens to participate in direct parliamentary elections.

Finally, while the focus turned to COVID-19 in 2020, the World Health Organization (WHO), on 25 June, announced the end of the outbreak of Ebola Virus Disease (EVD) in the Democratic Republic of the Congo, which was declared on 1 August 2018.<sup>11</sup>

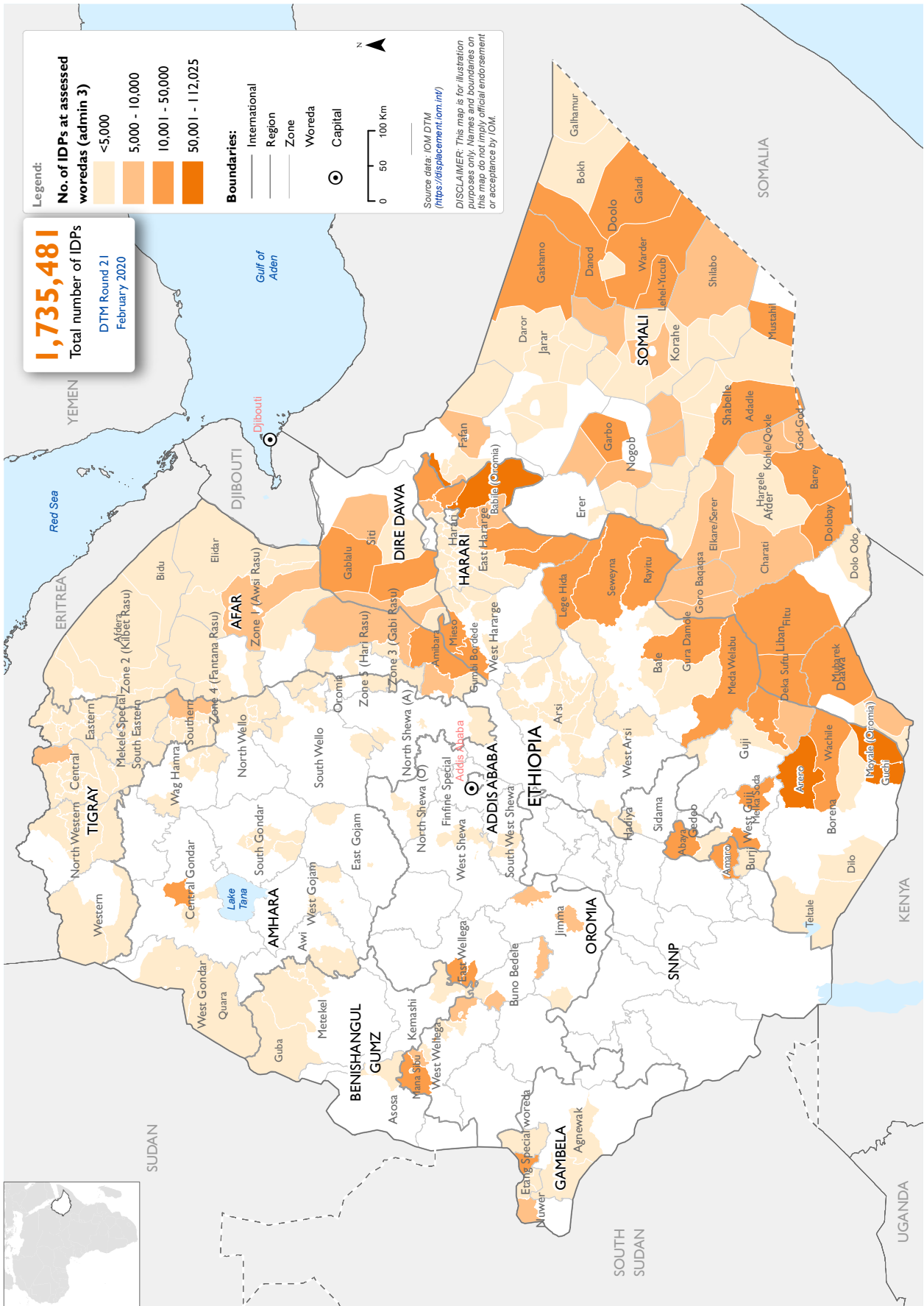


Figure 4: IDP presence in Ethiopia by woreda (as of June 2020)

## ETHIOPIA'S CHALLENGED PATH TO ACHIEVING DURABLE SOLUTIONS

2020 opened as a year of promise for Ethiopia with Prime Minister Abiy Ahmed's 2019 Nobel Peace Prize for the historical peace deal with Eritrea, and the industrial and service sectors thriving thanks to the industrial parks constructions and infrastructure investments. According to the African Development Bank (AFDB)'s Ethiopia Economic Outlook, economic growth was primarily driven by private consumption and domestic investments, while the agriculture sector continued to be a major contributor to the economy, employing 70 per cent of the labor force.<sup>12</sup> However, the internal displacement situation remained significant and the compiled effects of COVID-19 on mobility, public health and the economy as well as the locust invasion and climate events have presented challenging.

Internal displacement in Ethiopia remained significant in the beginning of 2020, with many displaced due to conflict and climate shocks. As of March 2020, DTM mapped a total of 1,735,481 IDPs across 1,237 sites in nine regions in Ethiopia, a slight increase of 0.1 per cent since December 2019.<sup>13</sup> An estimated 67 per cent of displacement was driven by conflict (1,170,659), while 22 per cent of IDPs were affected by drought (381,426), and 4 per cent by seasonal floods (73,736),<sup>14</sup> with the remaining 7 per cent displaced for other reasons. While IDP numbers reduced after the government-led return operations started in April 2019, particularly in the Oromia, Somali, Southern Nations, Nationalities, and Peoples' (SNNP), Amhara and Benishangul Gumuz

regions, the number of displaced persons started to increase again at the end of 2019.

The desert locust invasion, which is reportedly the worst seen in Ethiopia in 25 years, was already disrupting agriculture and the economy in six regions in 2019, and the arrival of COVID-19 has only exacerbated the already existing weaknesses. Locusts covered more than 429 square km worth of crops and vegetation, and consumed at least 1,755,000 metric tons of vegetation per day as of January.<sup>15</sup> In April, a joint assessment carried out by the Government of Ethiopia, the Food and Agriculture Organization (FAO), the Agriculture Taskforce, the Integrated Food Security Phase Classification (IPC) Technical Working Group and the Food Security Cluster estimated that one million people are in need of emergency food assistance in Ethiopia on account of the ongoing infestation.<sup>16</sup> By June, new breeding started in northern Ethiopia and more swarms were predicted to move from Kenya and Yemen to the Somali, Afar, Amhara and Tigray regions.<sup>17</sup>

Between February and May, below-average rainfall jeopardized future crop production in central Oromia, Rift Valley areas of SNNP, eastern Amhara and southern Tigray, and drought lingered in these parts of the country.<sup>18</sup> Pastoralists in the southern and southeastern areas of Ethiopia were also among the most affected communities by the limited availability of water and grazing pasture, and livestock losses therefore created new waves of displacement in drought-prone areas.

12. AFDB, Ethiopia Economic Outlook, 2020. Available from <https://www.afdb.org/en/countries/east-africa/ethiopia/ethiopia-economic-outlook#:~:text=Real%20GDP%20growth%20slowed%20to,to%20lead%20growth%20in%202019> (accessed 18 Sep 2020).

13. IOM, DTM Ethiopia National Displacement Report 4 (February – March 2020), May 2020. Available from <https://displacement.iom.int/reports/ethiopia-%E2%80%94-national-displacement-report-4-february-%E2%80%94-march-2020?close=true> (accessed 18 Sep 2020).

14. Ibid.

15. Food and Agriculture Organization (FAO), Ethiopia, 2020. Available from <http://www.fao.org/emergencies/countries/detail/en/c/151593> (accessed 18 Sep 2020).

16. FAO, "Ethiopia: 1 million in need of urgent food assistance due to desert locust invasion", 13 April 2020. Available from <http://www.fao.org/emergencies/fao-in-action/stories/stories-detail/en/c/1271000/> (accessed 18 Sep 2020).

17. FAO, Desert Locust Bulletin No. 501, 3 July 2020. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/DL501e.pdf> (accessed 18 Sep 2020).

18. Famine Early Warning Systems Network (FEWS NET), "Atypical staple food price increases further limit food access", March 2020. Available from <https://fews.net/east-africa/ethiopia/key-message-update/march-2020> (accessed 18 Sep 2020).

While some areas were experiencing drought, excessive heavy rainfall from April to May led to flooding, affecting more than 470,000 people in different parts of the country,<sup>19</sup> of which 311,000 were displaced.<sup>20</sup> The Somali region, in particular, was severely affected as it hosted over 90 per cent of the flood-affected and displaced people, with less than 10 per cent affected in the Afar, SNNP, Dire Dawa, and Harari regions.<sup>21</sup> Incidences of rain-induced landslides were also reported in SNNP Region.<sup>22</sup>

Despite COVID-19 and climate events being in the forefront in 2020, conflict remained the main driver of displacement and the main obstacle to relief operations in Ethiopia. Communal violence as well as disputes over land and access to resources continued to affect communities mainly in western and southern Oromia and along the Afar-Somali regional border, with a total of 437 reported incidents between April and June.<sup>23</sup> In addition, on 29 June, the killing of a popular singer and political activist sparked unrest across Oromia, some of the protests taking an ethnic dimension, and resulted in a nationwide internet shutdown for close to one month.<sup>24</sup>

Meanwhile, a total of 1,396,764 returning IDPs were identified by DTM as of March 2020, which represents a 7 per cent increase compared to the previous round of data collection (December 2019).<sup>25</sup> This increase came as a result of the government-led return operations and the largest caseload was captured in the Oromia region, mainly due to organized returns in Bale, West Arsi, West Hararge and

East Hararge zones. The nationwide IDP return process continued in May and June, despite the COVID-19 pandemic, and thousands of IDPs were returned to their areas of origin in the Amhara (Awi zone), Benishangul Gumuz (Metekel zone), Oromia (East Hararge and Bale zones) and Somali regions (Fafan and Liban zones).<sup>26</sup>

Since 2019, the Government of Ethiopia has been actively engaged in addressing conflict and displacement in the country, as reflected by the launch of the national Durable Solutions Initiative (DSI) in December 2019.<sup>27</sup> The path to achieving durable solutions, which is already a gradual, complex and often long-term process, seems to have become more challenging with new obstacles arising such as the COVID-19 pandemic and the multiple waves of desert locust invasion. At the same time, Prime Minister Abiy Ahmed delayed the landmark national elections scheduled for August 2020 due to COVID-19, a decision that raised strong criticism from opposition parties and renewed political tensions.<sup>28</sup>

19. Office for the Coordination of Humanitarian Affairs (OCHA), "Ethiopia: Floods impact thousands of people", 29 May 2020. Available from <https://www.unocha.org/story/ethiopia-floods-impact-thousands-people> (accessed 18 Sep 2020).

20. Emergency Response Coordination Centre (ERCC)/DG ECHO (Directorate General for European Civil Protection and Humanitarian Aid Operations), *Horn of Africa Floods Daily Map*, 5 June 2020. Available from <https://erccportal.jrc.ec.europa.eu/emailedailymap/title/ECHO%20Daily%20Map%20of%205%20June%202020> (accessed 18 Sep 2020).

21. OCHA, *Ethiopia: Floods Flash Update*, 5 May 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/ethiopia\\_-\\_flood\\_situation\\_update\\_-\\_5\\_may\\_2020.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/ethiopia_-_flood_situation_update_-_5_may_2020.pdf) (accessed 18 Sep 2020).

22. Ibid.

23. OCHA, *Ethiopia Humanitarian Access Situation Report (April – June 2020)*, July 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/ocha\\_access\\_200724\\_situation\\_report\\_april\\_june\\_final.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/ocha_access_200724_situation_report_april_june_final.pdf) (accessed 18 Sep 2020).

24. British Broadcasting Corporation (BBC), "Hachalu Hundessa: 'Eighty-one killed' in protests over Ethiopian singer's death", 1 July 2020. Available from <https://www.bbc.com/news/world-africa-53243325> (accessed 18 Sep 2020).

25. IOM, *DTM Ethiopia National Displacement Report 4 (February – March 2020)*.

26. OCHA, *Ethiopia Humanitarian Access Situation Report (April – June 2020)*.

27. United Nations (UN) Ethiopia, "Durable Solutions Initiative". Available from <https://ethiopia.un.org/en/31882-durable-solutions-initiative> (accessed 18 Sep 2020).

28. Reuters, "Ethiopia postpones August election due to coronavirus", 31 March 2020. Available from <https://www.reuters.com/article/us-ethiopia-election/ethiopia-postpones-august-election-due-to-coronavirus-idUSKBN21I2QU> (accessed 18 Sep 2020).





*Firomsa waits at a community centre for Ethiopian migrants in Hargeisa, Somaliland. The 15-year-old arrived in the country with his younger brother Buhari (14). The two were persuaded by friends to leave their village in the town of Jarso, in Ethiopia, in order to travel to Saudi Arabia. Photo: © IOM / Muse Mohammed*

## LOCALIZED VIOLENCE, A THREAT TO SOUTH SUDAN'S PEACE DEAL?

Over a year after the signing of the Revitalized Agreement on the Resolution of the Conflict in South Sudan (R-ARCSS), the Transitional Government of National Unity (TGoNU) stipulated in the R-ARCSS was established in February 2020.<sup>29</sup> However, similar to past periods in the country's short history, the peace deal has not meant an end to violence and displacement. While national hostilities have largely been tempered by the agreement, sub-national and localized conflicts have persisted and, in many cases, worsened. Indeed, although conflict involving national parties was continuing to cause new instances of displacement, by the end of 2019, displacement was less driven by political conflict connected to the national level, with new displacement increasingly attributed to these sub-national and localized violence incidences. Jonglei state and the Greater Pibor Administrative Area (GPAA) are just the latest hotspots for such violence with groups of armed youth launching assaults on key areas around Pibor, following the large-scale attack on Pieri in Uror county in May 2020.

As of March 2020, the DTM-OCHA unified baseline reported 1,600,254 IDPs, mapped in more than 2,700 locations in all 78 counties across the country, who have been displaced since 2014, including 127,840 IDPs who arrived

at their current location in 2020.<sup>30</sup> An estimated 94 per cent of IDPs (1,511,993) were previously displaced within South Sudan, while the remaining 6 per cent (88,261) were previously displaced abroad and who, after returning, were still in a state of displacement.<sup>31</sup> Communal clashes, mainly in the Jonglei, Lakes and Warrap states, were the most common reason for displacement reported by IDPs – an increase of 50 per cent compared to the previous round of data collection. Between February and June, some 50 incidents of violence, often sparked by disputes over resources, prompted the displacement of more than 100,000 people,<sup>32</sup> notably 30,499 IDPs in Tonj East, Warrap state,<sup>33</sup> 18,343 IDPs in Uror, Jonglei state,<sup>34</sup> and 2,738 IDPs in Rumbek North, Lakes state.<sup>35</sup>

It is not just violence contributing to displacement. Seasonal floods, mainly in the states of Jonglei, Unity and Upper Nile, affected an estimated 908,000 individuals by mid-February, and triggered new waves of displacement.<sup>36</sup> Riverine flooding in Bor South, Jonglei state displaced 12,320 people between 22 and 30 May, after the River Nile broke a locally constructed dam.<sup>37</sup> Abnormal, heavy rainfall is expected until September, particularly in eastern South Sudan.<sup>38</sup> In addition, the infestation of desert locusts has spread from

29. UN News, "UN chief welcomes South Sudan's Unity government, lauds parties for 'significant achievement'", 22 February 2020. Available from <https://news.un.org/en/story/2020/02/1057941> (accessed 18 Sep 2020).

30. IOM, *DTM South Sudan Mobility Tracking (MT) Round 8 Initial Data Release*, June 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-mobility-tracking-round-8-initial-data-release?close=true> (accessed 18 Sep 2020).

31. IOM, *DTM South Sudan MT Round 8 Initial Data Release*.

32. DTM South Sudan Event Tracking Data 2020.

33. IOM, *DTM South Sudan Event Tracking: Tonj East, Warrap State (April 2020)*, May 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-event-tracking-tonj-east-warrap-state-april-2020?close=true> (accessed 18 Sep 2020).

34. IOM, *DTM South Sudan Event Tracking: Uror County, Jonglei State (May 2020)*, June 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-event-tracking-uror-county-jonglei-state-may-2020?close=true> (accessed 18 Sep 2020).

35. IOM, *DTM South Sudan Event Tracking: Rumbek North, Lakes State (March 2020)*, March 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-event-tracking-rumbek-north-lakes-state-march-2020?close=true> (accessed 18 Sep 2020).

36. OCHA, *South Sudan Flooding Update #6*, 18 February 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/ss\\_20200218\\_flooding\\_update\\_6.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/ss_20200218_flooding_update_6.pdf) (accessed 18 Sep 2020).

37. IOM, *DTM South Sudan Event Tracking: Bor South County, Jonglei State (May 2020)*, June 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-event-tracking-bor-south-county-jonglei-state-may-2020?close=true> (accessed 18 Sep 2020).

38. World Food Programme (WFP), *East Africa Flood Scenarios 2020*, May 2020. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/WFP-0000115909.pdf> (accessed 18 Sep 2020).

the Horn of Africa to Eastern Equatoria by June, which is an additional hit to food insecurity.<sup>39</sup>

The COVID-19 pandemic has further exacerbated the already fragile humanitarian situation caused by violence and floods. A total of 6.48 million people were estimated to face severe food insecurity from May to July, before the pandemic reached the region.<sup>40</sup> Travel and transport restrictions due to COVID-19 exerted significant pressure on markets within the country, resulting in a sharp increase in market prices, especially staple foods. OCHA reported a 36 per cent increase in the price of a 50 kg bag of maize in March,<sup>41</sup> while Radio Miraya reported an increase in food prices in Juba and across South Sudan by as much as 25 per cent.

COVID-19 related measures also affected some of the Protection of Civilian (PoC) sites, which host civilians primarily fleeing insecurity, by disrupting new arrivals, entries and exits, and by closing several collective centres in April.<sup>42</sup> By the end of June, four more COVID-19 positive individuals were reported in Bentiu PoC, bringing the total cases within the largest displacement site to 14, with already reported cases in PoC sites in Juba and Malakal. As of mid-June, the total population at these sites stood at 181,231 individuals, the majority of

which were recorded in Bentiu (62%).<sup>43</sup>

According to UNHCR, South Sudanese refugees abroad accounted for 2,248,812 as of 30 June, including 20,381 new arrivals in 2020.<sup>44</sup>

At the same time, COVID-19 related mobility restrictions affected cross-border movements from refugee-hosting countries, significantly increasing the returns to South Sudan. Following the signing of R-ARCSS, over 168,800 refugees were reported to have returned to South Sudan by May, mainly from Sudan and the Democratic Republic of the Congo.<sup>45</sup>

By March 2020, DTM mapped a total of 1,533,390 IDP returnees, of which 33 per cent were previously displaced abroad and 67 per cent from within South Sudan.<sup>46</sup> This number included 107,156 returnees who returned since the beginning of the year.<sup>47</sup> Compared to the previous round of data collection (November 2019), the number of returnees increased by 12 per cent, which is mainly explained by a net increase in returnees across re-assessed locations and the addition of returnees in newly assessed locations.<sup>48</sup>

39. OCHA, *South Sudan Humanitarian Snapshot*, June 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/ss\\_20200710\\_humanitarian\\_snapshot\\_june.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/ss_20200710_humanitarian_snapshot_june.pdf) (accessed 18 Sep 2020).

40. Ibid.

41. OCHA, "South Sudan: Dire food security situation could worsen with COVID-19", 22 April 2020. Available from <https://www.unocha.org/story/south-sudan-dire-food-security-situation-could-worsen-covid-19> (accessed 18 Sep 2020).

42. IOM, *DTM South Sudan Displacement Site Flow Monitoring (April 2020)*, June 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-displacement-site-flow-monitoring-april-2020?close=true> (accessed 18 Sep 2020); IOM, *DTM South Sudan Displacement Site Flow Monitoring (May 2020)*, July 2020. Available from <https://displacement.iom.int/reports/south-sudan-%E2%80%94-displacement-site-flow-monitoring-may-2020?close=true> (accessed 18 Sep 2020).

43. United Nations Mission in South Sudan (UNMISS), *PoE Update 12-18 June 2020*. Available from [https://unmiss.unmissions.org/sites/default/files/poc-update\\_12\\_-\\_18\\_june\\_2020.pdf](https://unmiss.unmissions.org/sites/default/files/poc-update_12_-_18_june_2020.pdf) (accessed 18 Sep 2020).

44. United Nations High Commissioner for Refugees (UNHCR), *Regional overview of the South Sudanese refugee population as of 30 June 2020*, July 2020. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/77713.pdf> (accessed 18 Sep 2020).

45. Sudan Tribune, "Over 289,000 refugees return to South Sudan", 13 June 2020. Available from <https://sudantribune.com/spip.php?article69470> (accessed 18 Sep 2020).

46. IOM, *DTM South Sudan MT Round 8 Initial Data Release*.

47. Ibid.

48. Ibid.



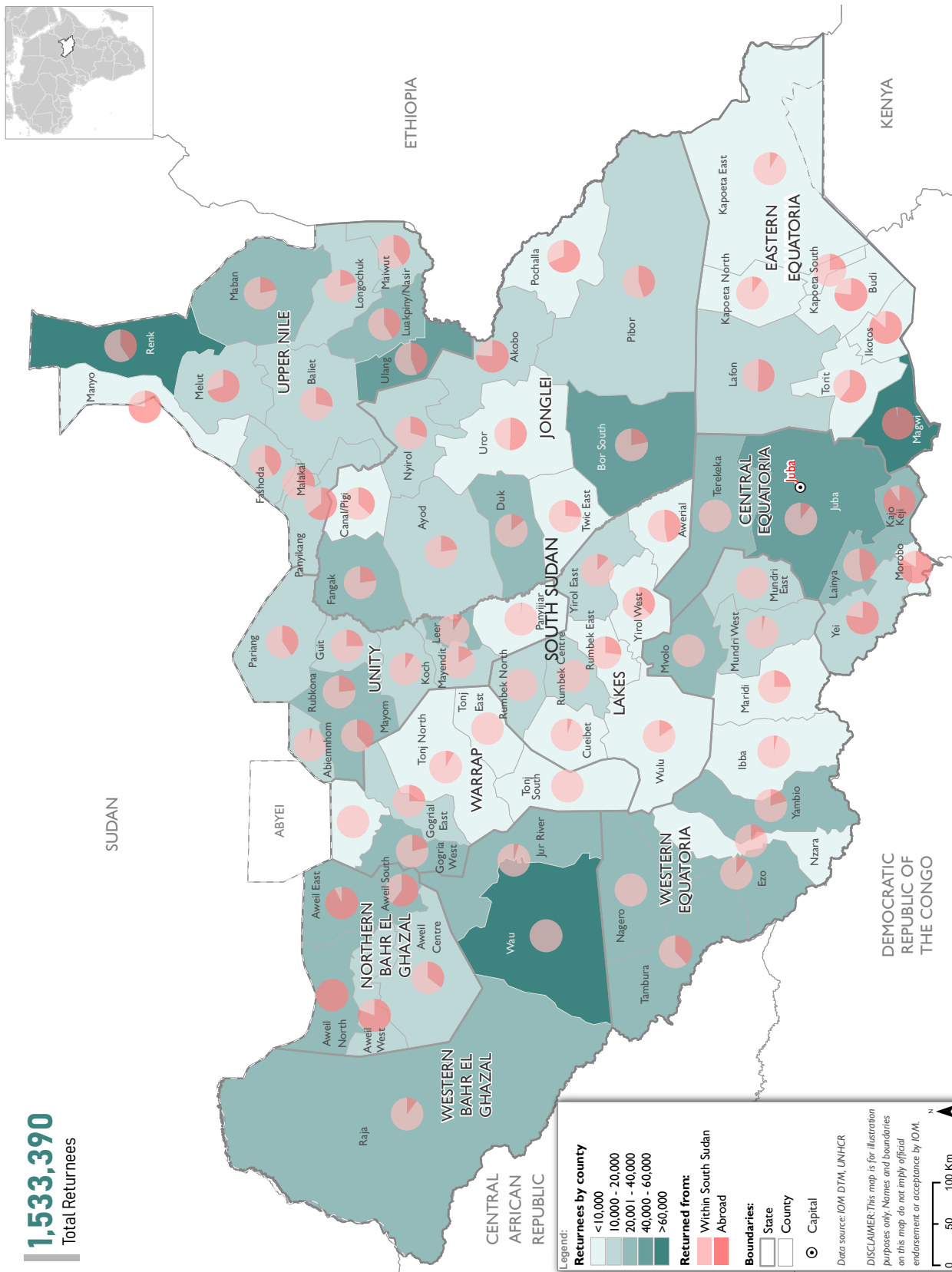


Figure 6: Returnee presence in South Sudan by county (as of June 2020)

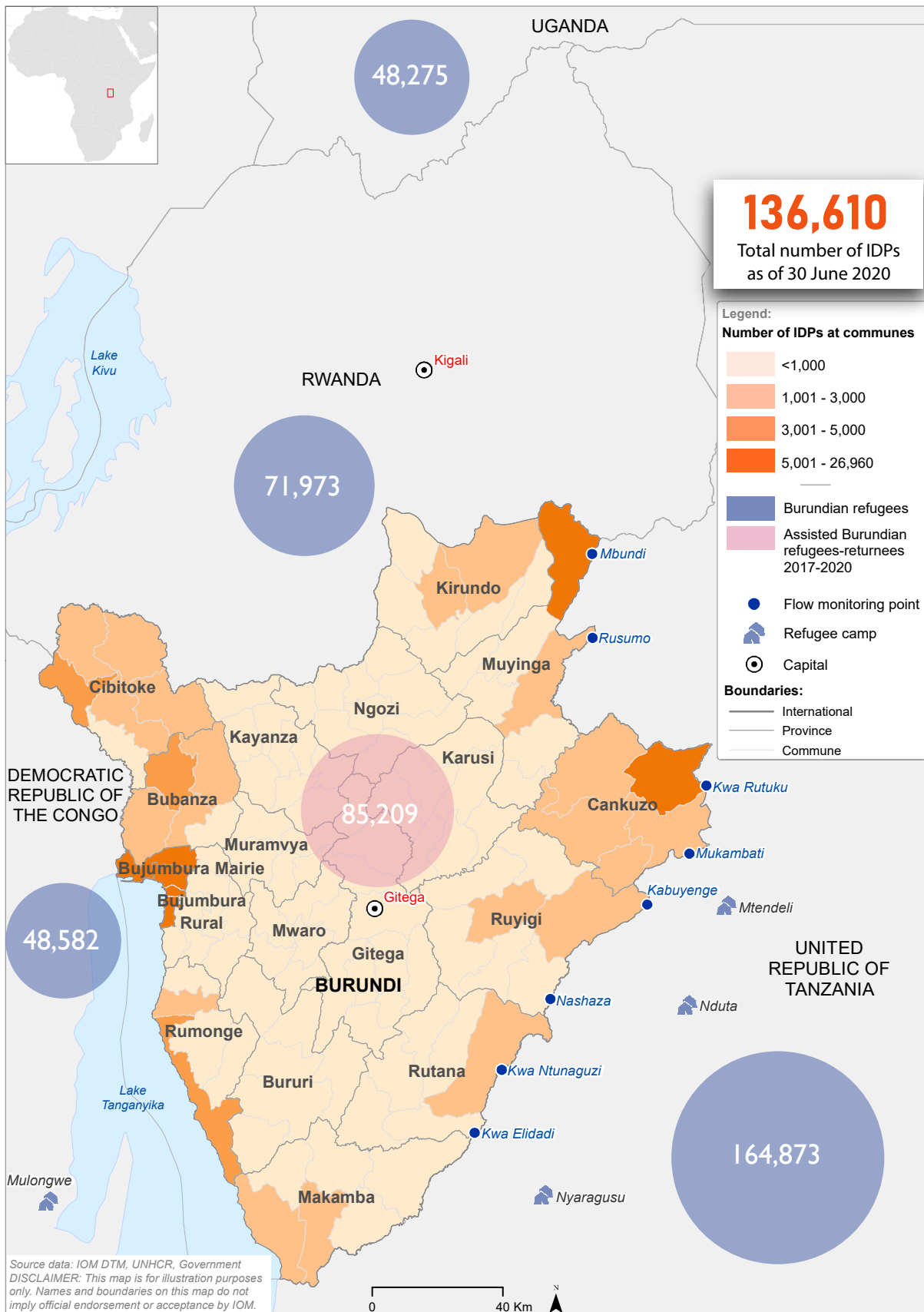


Figure 7: Burundi's returns, refugees and IDPs presence by commune (as of June 2020)

## BURUNDI'S CLIMATE-INDUCED DISPLACEMENT AND FOOD INSECURITY AMIDST POLITICAL TRANSITION

By the end of June 2020, a total of 136,610 IDPs were identified across Burundi, an increase of about 21 per cent compared to January.<sup>49</sup> Higher IDP concentrations were found in the provinces of Bujumbura Rural, Bujumbura Mairie, Kirundo and Cibitoke, with 83 per cent of the displaced population reporting natural disasters as the main cause of displacement.<sup>50</sup> All displacement in the first half of 2020 was reportedly induced by natural disasters, particularly landslides and floods.

On 19 April and 1 May, Gatumba area in the province of Bujumbura Rural (Mutimbuzi commune) was hit by severe flooding, affecting 45,681 individuals, including 17,792 displaced persons (3,210 households) who temporarily settled in four newly created sites outside Bujumbura. About 56 per cent of the displaced households reported not wanting to leave the displacement sites because their place of origin is inaccessible due to floods. The remaining 44 per cent reported wanting to leave the sites, mainly due to the lack of space to accommodate their whole family and the need to seek livelihoods elsewhere.<sup>51</sup>

In addition to displacing people, these floods washed away nearly 1,500 hectares of crops and 6,914 family dwellings, exacerbating the current food insecurity situation.<sup>52</sup> In May, about 42,000 people were considered to be living in

emergency conditions, and 1,402,000 people were in acute food and livelihood crisis.<sup>53</sup> With an astonishing 65 per cent of the Burundian population currently living under the poverty line,<sup>54</sup> poor households are extremely vulnerable to shocks, especially natural disasters. Furthermore, the mobility restrictions put in place due to COVID-19 have disrupted cross-border movements and limited regional trades at the Congolese and Tanzanian borders, by reducing food supplies and increasing food prices, overall worsening the food security situation in border areas.

Migration movements to and from Burundi have significantly decreased between end of March and June, alongside the progressive closure of some Points of Entry to help curb the spread of the virus. According to DTM, only 24,821 movements were tracked at the Burundi-Tanzania border in June, a 42 per cent drop since March. Many were reportedly moving for economic reasons (65%), though of these, most intended to return within the same day (79%), or within a week (12%), while only 5 per cent were travelling for six months or longer.<sup>55</sup> Another 1,135 movements were observed at Burundi's border with the Democratic Republic of the Congo in June,<sup>56</sup> an almost 96 per cent

49. IOM, *DTM Burundi Internal Displacement Dashboard (June 2020)*, July 2020. Available from <https://displacement.iom.int/reports/burundi-%E2%80%94-internal-displacement-dashboard-june-2020?close=true> (accessed 18 Sep 2020); IOM, *DTM Burundi Internal Displacement Dashboard (January 2020)*, February 2020. Available from <https://displacement.iom.int/node/7805?close=true> (accessed 18 Sep 2020).

50. IOM, *DTM Burundi Internal Displacement Dashboard (June 2020)*.

51. IOM, *DTM Burundi Rapport de l'Enquête des Intentions de Retour de Gatumba (Juillet 2020)*, July 2020. Available from <https://displacement.iom.int/reports/burundi-%E2%80%93-rapport-denqu%C3%AAt-des-intentions-de-retour-de-gatumba-juillet-2020?close=true> (accessed 18 Sep 2020).

52. Integrated Food Security Phase Classification (IPC), *Burundi: Acute Food Insecurity Situation May 2020 and Projection for June – August 2020*, 2020. Available from <http://www.ipcinfo.org/ipc-country-analysis/details-map/en/c/1152712/> (accessed 18 Sep 2020).

53. IPC, *Burundi: Acute Food Insecurity Situation May 2020 and Projection for June – August 2020*.

54. In 2019, the international poverty line was below 1.90 USD a day. WFP, *Burundi Country Brief June 2020*, June 2020. Available from <https://docs.wfp.org/api/documents/WFP-0000118322/download/> (accessed 18 Sep 2020).

55. IOM, *DTM East and Horn of Africa Monthly Regional Snapshot (June 2020)*, July 2020. Available from <https://displacement.iom.int/reports/east-and-horn-of-africa-%E2%80%94-monthly-regional-snapshot-june-2020?close=true> (accessed 18 Sep 2020).

56. IOM, *DTM Burundi Flow Monitoring Dashboard: Burundi/DRC Border (June 2020)*, July 2020. Available from <https://migration.iom.int/reports/burundi-%E2%80%94-flow-monitoring-dashboard-burundidrc-border-june-2020?close=true> (accessed 18 Sep 2020).

decrease from March.<sup>57</sup> Most of the movements were motivated by the desire to return home (54%), economic reasons (23%) and family-related reasons (18%), while 4 per cent were driven by seasonal movements.<sup>58</sup>

The current COVID-19 context has also impacted the Burundian voluntary return movements mainly from the United Republic of Tanzania, with smaller numbers from Kenya and the Democratic Republic of the Congo. As of 30 June, a total of 333,703 Burundian refugees were residing in neighbouring countries, including 3,247 new arrivals in the first six months of 2020. Over the same period, 6,423 Burundian refugees were assisted to return from the United Republic of Tanzania by UNHCR with logistical support from IOM.<sup>59</sup> This represents a 54 per cent decrease in assisted returns as compared to the same period in 2019.<sup>60</sup> Overall, since the signing of a Tripartite Agreement between UNHCR and the Governments of Burundi and the United Republic of Tanzania in August 2017, a total of 86,147 individuals were assisted to voluntarily return to Burundi.<sup>61</sup>

Despite the COVID-19 pandemic, Burundi prioritized the presidential, legislative and municipal election campaign, which results in political transition. New President Évariste Ndayishimiye was elected on 20 May and agreed to adopt a new approach to the COVID-19 response in Burundi. In addition, the country witnessed the death of former President Pierre Nkurunziza on 8 June and announced seven days of national mourning.

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57. IOM, *DTM Burundi Flow Monitoring Dashboard: Ebola Virus Disease (March 2020)*, April 2020. Available from <https://migration.iom.int/reports/burundi-%E2%80%94-flow-monitoring-dashboard-ebola-virus-disease-march-2020?close=true> (accessed 18 Sep 2020).

58. IOM, *DTM Burundi Flow Monitoring Dashboard: Burundi/DRC Border (June 2020)*.

59. UNHCR, *Regional overview of the Burundian refugee population as of 30 June 2020*, June 2020. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/77714.pdf> (accessed 18 Sep 2020).

60. UNHCR, *Regional overview of the Burundian refugee population as of 30 June 2019*, June 2019. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/Burundi%20RRP%20Regional%20Overview%20-%2030JUN19.pdf> (accessed 18 Sep 2020).

61. UNHCR, *Voluntary Repatriation of Burundi Refugees as of 30 June 2020*, July 2020. Available from <https://data2.unhcr.org/en/documents/details/77625> (accessed 18 Sep 2020).





*Violette Nshimirimana, victim of the Gatumba floods. Photo: © IOM / T. Ntore*

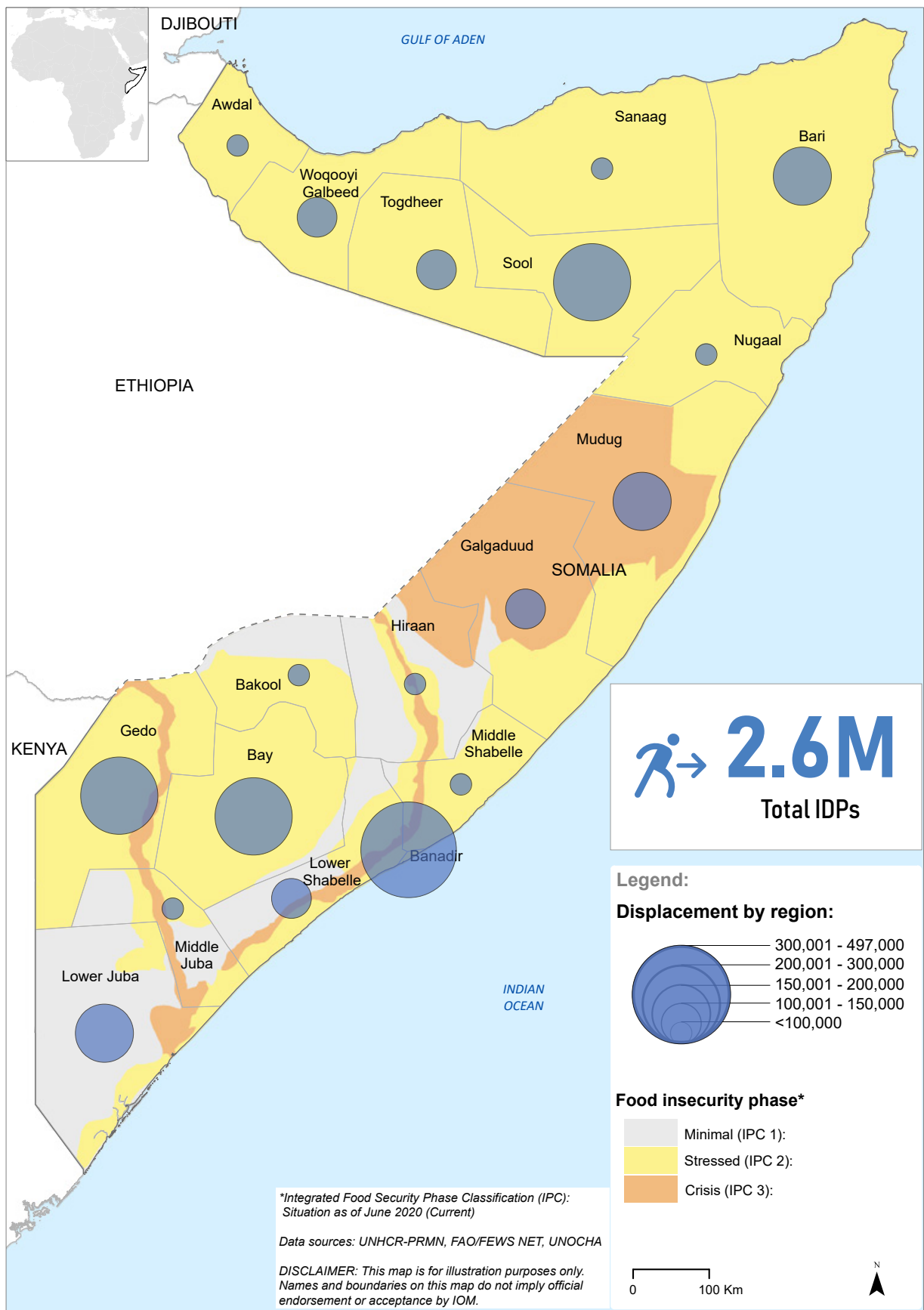


Figure 8: Food insecurity and IDP presence by region in Somalia (as of June 2020)

## THE CHALLENGES OF FACING A TRIPLE THREAT IN SOMALIA

Somalia's vulnerability to climate change, in particular flooding and desert locust invasion, has increased in 2020, at a time when the country is also tackling the COVID-19 pandemic and its socio-economic impact. This triple threat - floods, desert locust and COVID-19, has exacerbated the dire living conditions of many and, in particular, of displaced communities. In fact, IDP camps in Somalia face a greater infection risk due to poor housing conditions with no running water and limited access to sanitation facilities and healthcare.<sup>62</sup> On 20 April, the Ministry of Health of Jubaland confirmed the first COVID-19 positive individual among IDPs in Kismayo.<sup>63</sup> Further cases have been confirmed in districts of very high IDP concentration, namely Afgoye, Baidoa, Banadir, Burco, Gaalkayo, Hargeisa and Kismayo, but none of these were IDPs.

Since April, flash and riverine floods, along the Juba and Shabelle river valleys, affected nearly 1 million people in Somalia and displaced 418,000 people in 29 districts.<sup>64</sup> Many IDPs were forced to seek shelter on higher ground, often in crowded shelters in nearby villages, which put them at a higher risk of COVID-19 transmission. Following a reduction in rainfall, some affected IDPs started returning home, including 80 per cent of the 22,500 IDPs in Bari region, 5 per cent of the 240,000 IDPs in Hiraan region, and some of the 26,000 IDPs in Lower Shabelle region.<sup>65</sup>

The desert locust outbreak was particularly invasive and destructive in Somalia. In February, the country declared a national emergency over locust swarms which pose a major threat to food security.<sup>66</sup> In April, when the harvest was supposed to take place, a new wave of infestation occurred affecting the rural livelihoods of the agropastoral and pastoral communities in the northern and central parts of Somalia. The destruction of many crops and pastures led to a very poor *Gu* (April-June) harvest, and the Ministry of Humanitarian Affairs of South West State declared an alert on a looming humanitarian crisis on 17 June.<sup>67</sup> In addition, weather conditions during the *Gu* season have created suitable conditions for further locust breeding. The government has started control operations, targeting older and newly emerged locusts, and announced plans to treat using biopesticides 180,000 hectares across the country by the end of 2020.<sup>68</sup>

Mobility restrictions and other COVID-19 related directives have had a significant impact on livelihoods in Somalia, exacerbating already existing socio-economic vulnerabilities and food insecurity. The triple threat contributed to shortages of basic commodities and increased food prices across the country. By the end of June, scarcity of fruits and vegetables continued in most regions and prices remained high.<sup>69</sup> Some IDPs have also lost their livelihoods as they are no longer doing domestic work at host

62. United Nations Assistance Mission in Somalia (UNSO), "Somalia's COVID-19 Response: Internally Displaced People Especially at Risk", 23 June 2020. Available from <https://unsom.unmissions.org/somalia%E2%80%99s-covid-19-response-internally-displaced-people-especially-risk> (accessed 18 Sep 2020).

63. OCHA, *Somalia: COVID-19 Impact Update No. 2 (as of 20 April 2020)*, April 2020. Available from <https://reliefweb.int/report/somalia/somalia-covid-19-impact-update-no2-20-april-2020-enso> (accessed 18 Sep 2020).

64. OCHA, *Somalia Flash Flooding Update #7 as of 1 June 2020*, June 2020. Available from <https://reliefweb.int/sites/reliefweb.int/files/resources/Flash%20Update%207%20to%20publish.pdf> (accessed 18 Sep 2020); ERCC/DG ECHO, Horn of Africa Floods Daily Map, 5 June 2020.

65. OCHA, *Somalia Flash Flooding Update #7 as of 1 June 2020*.

66. BBC, "Somalia declares emergency over locust swarms", 2 February 2020. Available from <https://www.bbc.com/news/world-africa-51348517> (accessed 18 Sep 2020).

67. IOM, *COVID-19 Mobility Impacts: Impact on IDPs 18 June 2020*, June 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/Impact%20on%20IDPs%20-%20Weekly%20Update%2018%20June\\_PDF.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/Impact%20on%20IDPs%20-%20Weekly%20Update%2018%20June_PDF.pdf) (accessed 18 Sep 2020).

68. FAO, *Desert Locust Emergency in Somalia Update 5*, 9 June 2020. Available from [http://www.fao.org/ag/locusts/common/ecg/75/en/FAO\\_SOM\\_June2020.pdf](http://www.fao.org/ag/locusts/common/ecg/75/en/FAO_SOM_June2020.pdf) (accessed 18 Sep 2020).

69. WFP, *Joint Market and Supply Chain Update 28 June – 5 July 2020*, July 2020. Available from <https://docs.wfp.org/api/documents/WFP-0000117397/download/> (accessed 18 Sep 2020).

community's houses due to fear of COVID-19 community transmission. Considering the current COVID-19 situation, the Federal Government of Somalia is projecting an 11 per cent decline in nominal gross domestic product (GDP) as well as a 40 per cent decline in inward transfers and remittances for 2020.<sup>70</sup> The expected fall in remittances is likely to threaten the social safety net of an estimated 40 per cent of Somali households which depend on remittances from the diaspora for their livelihoods.<sup>71</sup>

Together with the triple threat, internal displacement in Somalia was also driven by conflict and drought. COVID-19 restrictions have not deterred conflict and other instances of insecurity and violence have been reported, while the series of droughts in recent years have continued to force many to flee and move to IDP camps, despite a mild *Jilaal* (January-March) dry season.<sup>72</sup> Overall, internal displacement remained significant in the first half of 2020 although updated countrywide IDP figures were not available and the last official government-endorsed figure remained 2.6 million.<sup>73</sup> In an effort to update the displacement figure, different actors continued providing coverage in certain areas and IOM's DTM coverage is being expanded to provide a displacement baseline.

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70. United Nations Security Council, Situation in Somalia: Report of the Secretary General (S/2020/398), 13 May 2020. Available from [https://www.un.org/ga/search/view\\_doc.asp?symbol=S/2020/398](https://www.un.org/ga/search/view_doc.asp?symbol=S/2020/398) (accessed 18 Sep 2020).

71. OCHA, *Somalia: COVID-19 Impact Update No. 6 (as of 19 May 2020)*, May 2020. Available from <https://reliefweb.int/report/somalia/somalia-covid-19-impact-update-no-6-19-may-2020> (accessed 18 Sep 2020).

72. FEWS NET, *Food Security and Nutrition Analysis Unit (FSNAU) Quarterly Brief Focus on the 2020 Jilaal Impact and Gu Season Early Warning*, April 2020. Available from <https://fews.net/east-africa/somalia/food-security-outlook-update/april-2020> (accessed 18 Sep 2020).

73. IDP figure as shared by the Information Management Working Group - Technical Working Group (IMWG-TWG) and endorsed by the National Commission for Refugees and IDPs (NCRI) in Somalia, as of February 2018.



Social distancing at an IOM water point in Garasbaley IDP site in Daynile. Photo: © IOM Somalia

# V. REGIONAL MIXED MIGRATION TRENDS

## OVERVIEW

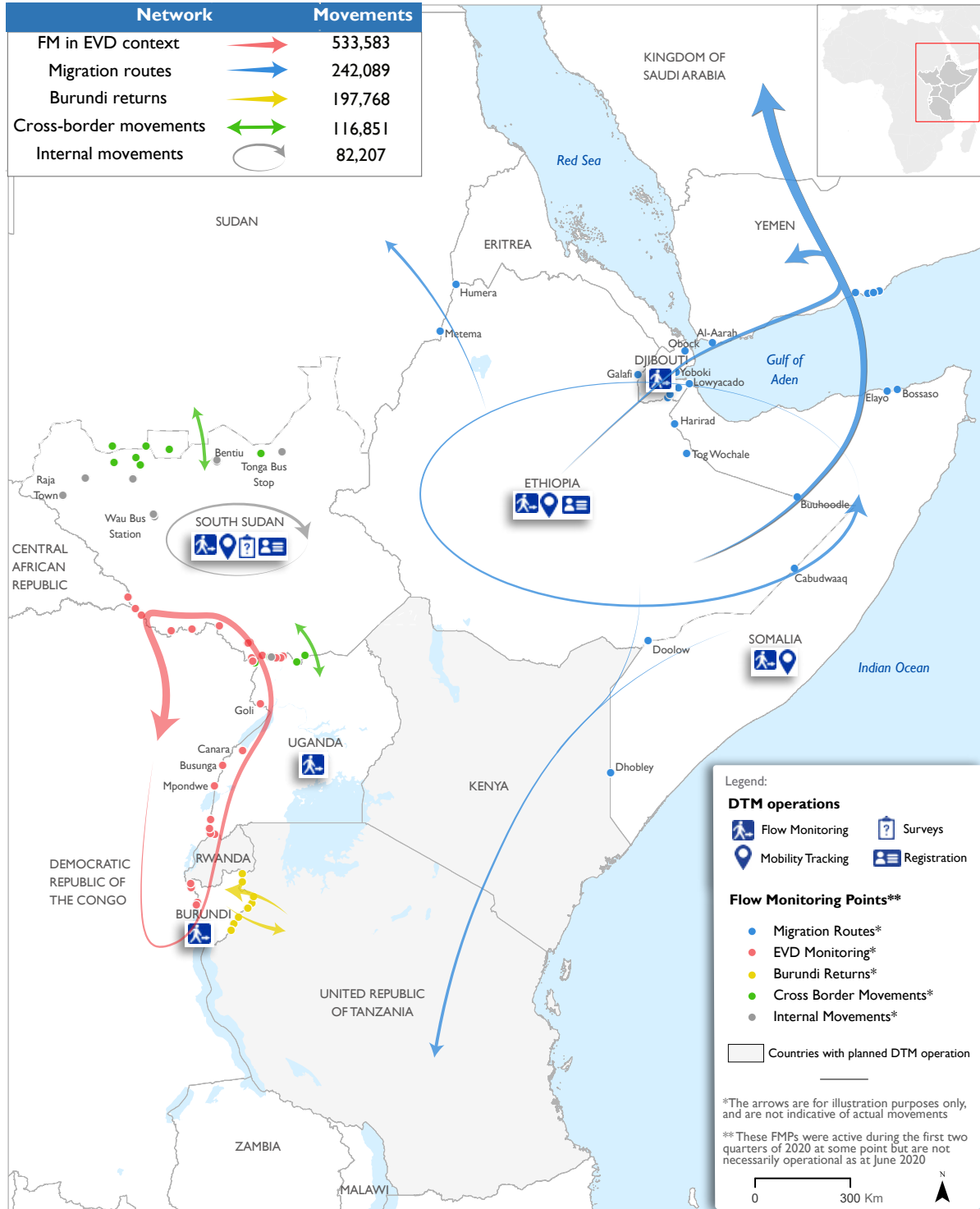


Figure 9: Migration networks tracked in the East and Horn of Africa (as of June 2020)

Between January and June 2020, Flow Monitoring (FM) remained operational in all six East and Horn of Africa (EHOA) countries with a regional network of 77 Flow Monitoring Points (FMPs), including 18 in Burundi, six in Djibouti, five in Ethiopia, seven in Somalia, 26 in South Sudan, and 10 in Uganda, as well as five in Yemen. The main aim of the FM operations that are active in the region is to track cross-border movements as well as internal movement trends, through FMPs which are established at key areas of high mobility.

Similar to the previous year, analysis using FM data was categorized across four main networks; these include movements along the four main migration routes (Eastern, Horn of Africa, Southern, and Northern) that have been reported on since 2018. Secondly, movements in Burundi, Uganda, and South Sudan to monitor migration in the context of public health concerns, including to and from areas affected by Ebola Virus Disease (EVD), initiated in the wake of the health crisis that originated in the Democratic Republic of the Congo. Thirdly, DTM tracked flows in the post-conflict context of Burundi, with the aim to monitor Burundian nationals returning home from the United Republic of Tanzania. Lastly, shorter-term cross-border movements were tracked, mainly between South Sudan and Sudan, and South Sudan and Uganda.

In the COVID-19 era, FM operations take on an even greater importance, as they provide valuable information on movements in the region that can be further used to investigate the interaction between human mobility and the spread of the virus across different contexts, as well as to further evaluate the impact of movement restrictions imposed by the various local and national authorities on irregular migration trends.

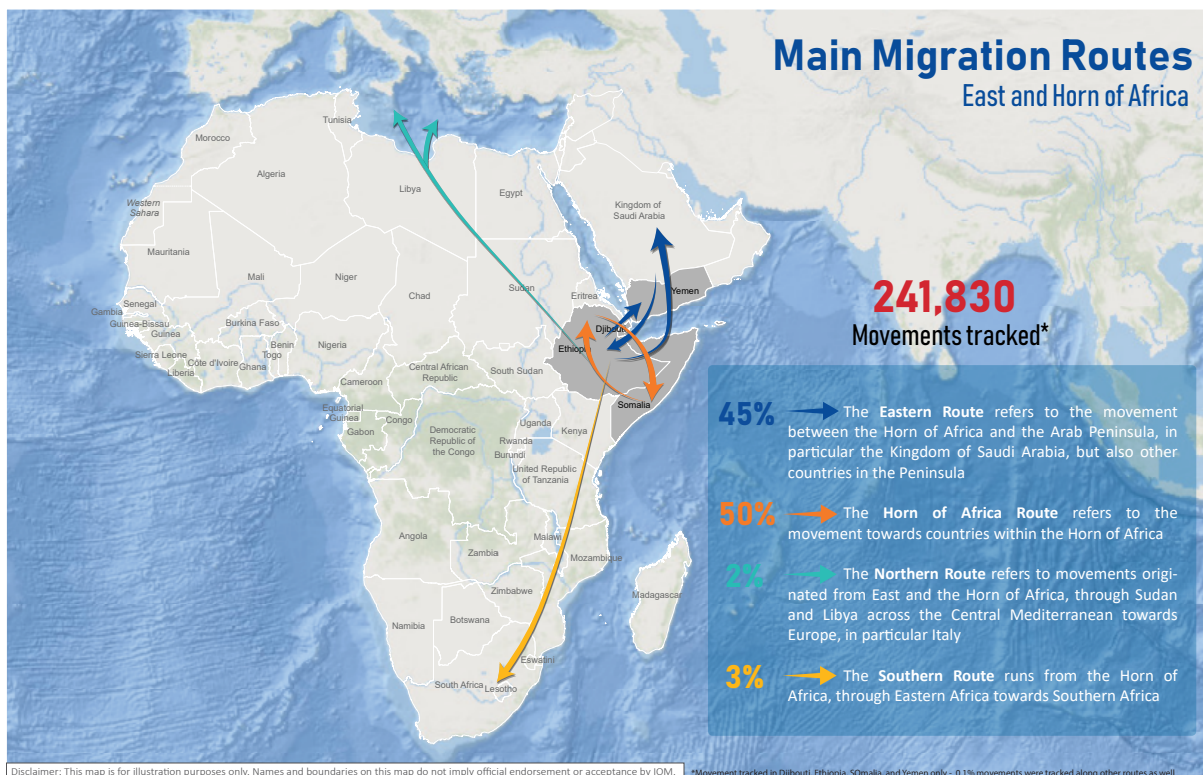
In the first half of 2020, there were a total of 1.2 million movements tracked along all four networks as well as the internal movements. Figure 9 gives an indication of where these movements were tracked, and shows that the largest proportion were observed in the public health context (45%), followed by movements along the four major routes (21%), movements in Burundi (17%), cross-border movements (10%), and the smallest proportion tracked internally in South Sudan (7%).

The subsequent sections will expand on the movements tracked along the four major migration routes using FM data collected in Djibouti, Ethiopia, Somalia, and Yemen. Further data sources used to complement this mixed migration analysis are registration data collected through a network of seven Migration Response Centres (MRCs) that are operational in the Horn of Africa (HoA) region, as well as registration data of the Ethiopian migrants returned from the Kingdom of Saudi Arabia to Addis Ababa, Ethiopia. To provide a more comprehensive understanding of the complexity of the movements along the Eastern Route, information on the Voluntary Humanitarian Returns (VHR) provided by IOM Yemen to migrants wishing to return to their home country in a safe and dignified manner is also analyzed, together with information about the Assisted Spontaneous Returns (ASR) programme that IOM, in partnership with UNHCR, organizes to assist Somali refugees stranded in Yemen to return to Somalia.

Findings of research efforts launched along the key migration routes in the region are integrated to build a stronger evidence base of these migration narrative and trends. In 2019, the RDH for the EHOA launched a multistage research project aimed at better understanding the experiences, decision-making, perceptions and expectations of young Ethiopians along the Eastern Route regarding their migration projects. The project aims to investigate the nexus between decision-making, migrant expectations and realities on the ground by interviewing migrants leaving the Horn towards the Arab Peninsula. While other migration routes in the region have received significant,

international attention in recent months, the Southern Route remains largely understudied despite being one of the most dangerous and challenging migration routes on the continent. The RDH is currently addressing this gap through a Southern Route Scoping Research project which aims to create a foundational understanding of the migration dynamics and migrant characteristics of Ethiopians and Somalis along this corridor through in-depth key informant interviews in origin, transit and destination communities, thereby creating a baseline of data from which further in-depth research can be conducted. Finally, anecdotal information provided by IOM staff working in the region complements this overview with observations on the main protection concerns for migrants, assistance provided, and COVID-19 risk mitigation measures.

## MIGRATION ROUTES NETWORK

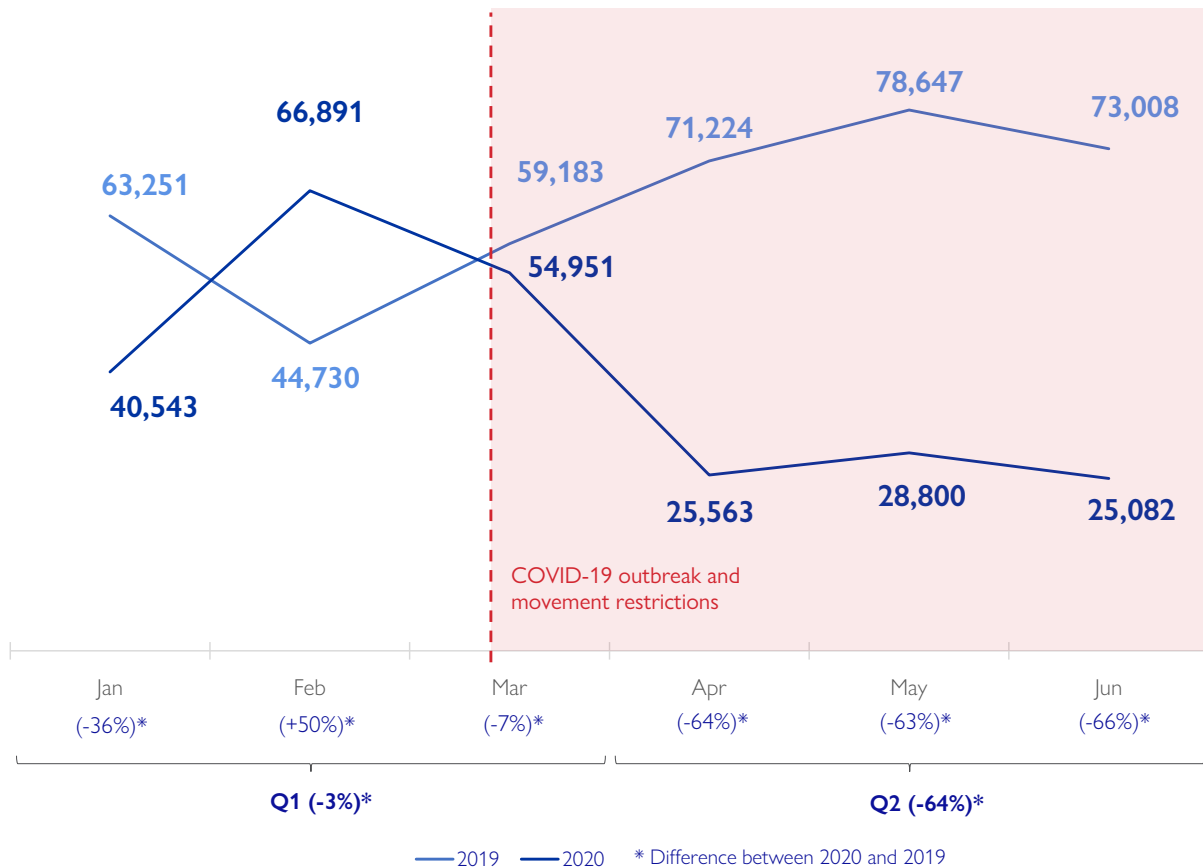


**Figure 10: Main migration routes in the East and Horn of Africa (as of June 2020)**

During the first half of the year, movements observed along the main migration routes saw a 38 per cent decrease as compared to the same period in 2019. A total of 241,830 movements were tracked in 2020 in Djibouti, Ethiopia, Somalia, and Yemen versus 390,043 in 2019, with a very sharp decline starting in March when restrictions on movements were implemented. As Figure 11 shows, the movements in the first quarter of 2020 decreased by only 3 per cent as compared to the previous year, while movements in the second quarter decreased by 64 per cent. This is due to the fact that with the COVID-19 outbreak, many countries instituted strict restrictions on movements in the second half of March, particularly across international borders, which severely affected human mobility.<sup>74</sup> Furthermore, there was also a shift in the types of migration movements tracked. With closed borders, DTM recorded an increase in internal movements, mostly due to stranded migrants, unable to reach their final intended destination. As a result, the movements tracked along the Eastern and HoA Routes in particular are likely to be overestimated as the same

74. More reports on the evolution of mobility restrictions can be found at the IOM DTM global site: <https://migration.iom.int/>.





**Figure 11: Movements tracked along the four routes monthly (January to June 2019 and 2020)**

migrants may have been captured multiple times across the FMPs; this is discussed in more detail under the various route sections.

Another shift that occurred as compared to the previous year was the change in proportion for each of the migration routes. As Figure 12 shows, contrary to usual trends, the majority of the movements tracked were along the HoA Route (50%) while 45 per cent were along the Eastern Corridor, which is a reduction from the 63 per cent tracked in 2019. This is a direct result of strict border closures and increased patrols in Yemen, particularly along the coasts, which caused a lot of movements to be restricted to the HoA region. As Figure 12 shows, there was a drastic decrease in movements along the Eastern Route following a peak in February, when most of the restrictions were imposed, while HoA movements increased in the same period, and remained fairly stable during the rest of the months.

At the same time, it should be stressed that the impact of COVID-19 on migrant flows is far from being unidimensional. In fact, several unusual movements were tracked in this time period which have not been observed in previous months, including the spontaneous return of migrants from Djibouti to Ethiopia, as well as returns from Yemen back to Djibouti via boats. In this sense, this pandemic has generated new migration trends, re-shaped existing ones, and drastically affected cyclical migration related livelihood strategies by creating hundreds of pockets of stranded migrants.

Finally, as migrants' access to food and essential services, including health care, was already limited pre-COVID-19 and further compromised by the pandemic, migrants were in some instances used as scapegoats for carriers of the disease. Moreover, migrants' support networks along the way were also compromised. COVID-19 measures on hotels and restaurants, bans on import of khat in Somalia, as well as the closure of restaurants during daytime during the holy month of Ramadan (~23 April - 23 May) put a strain on migrants' capacity to procure food, receive support from the local community and engage in informal employment for a living and pay for their onwards journey.

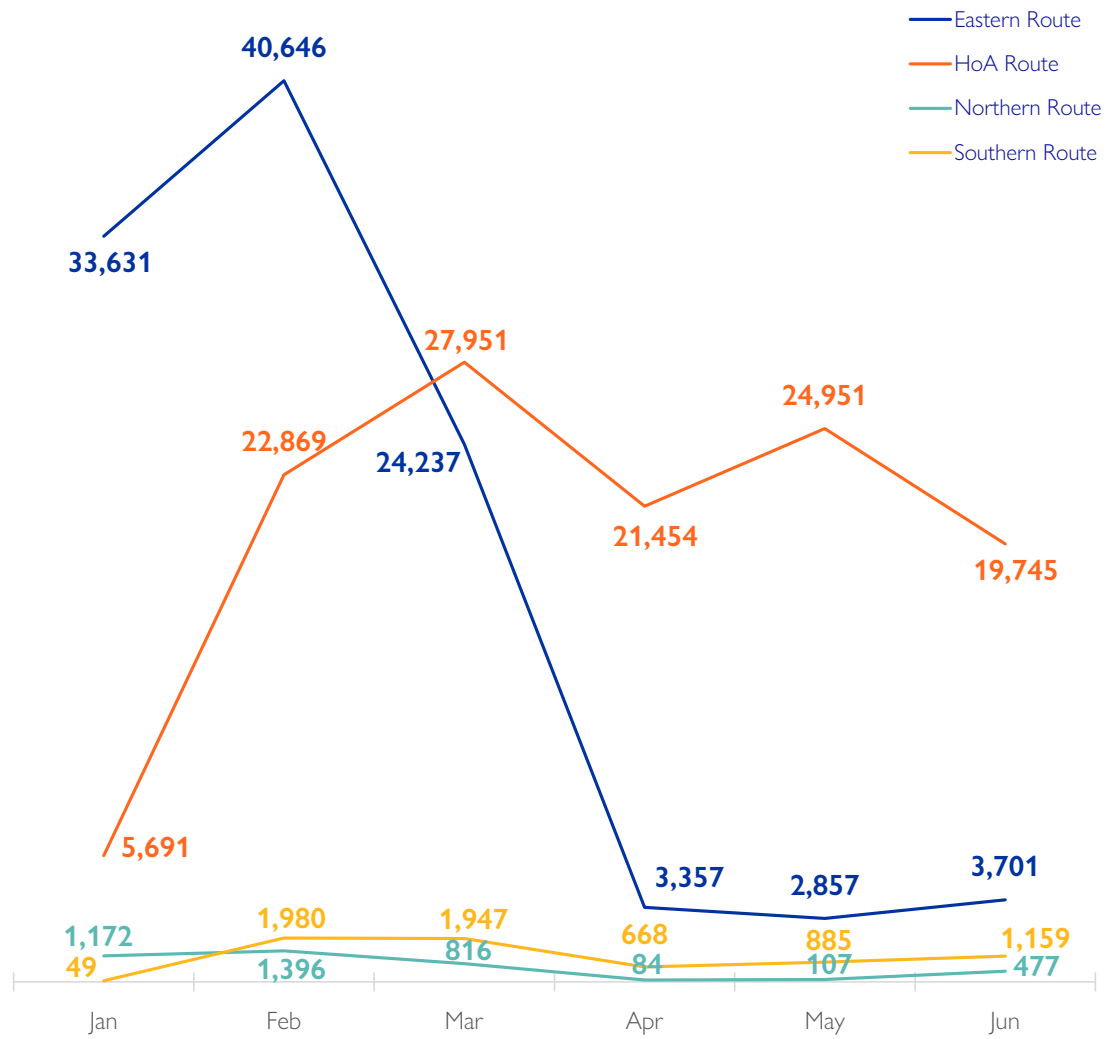


Figure 12: Number of movements tracked monthly by main routes (January to June 2020)



A member of the local community is carrying a pack of bottles of water on his head. He will sell them to migrants waiting for their departure to Yemen. Photo: © IOM / Alexander Bee

# MOVEMENTS

Similar to trends seen in previous years, most of the movements originated in Ethiopia, and were intended towards the Kingdom of Saudi Arabia. Figures 13 and 14 show the areas of departure and intended destinations for all movements tracked between January and June 2020 through the 23 FMPs located in Djibouti (6), Ethiopia (5), Somalia (7), and Yemen (5).

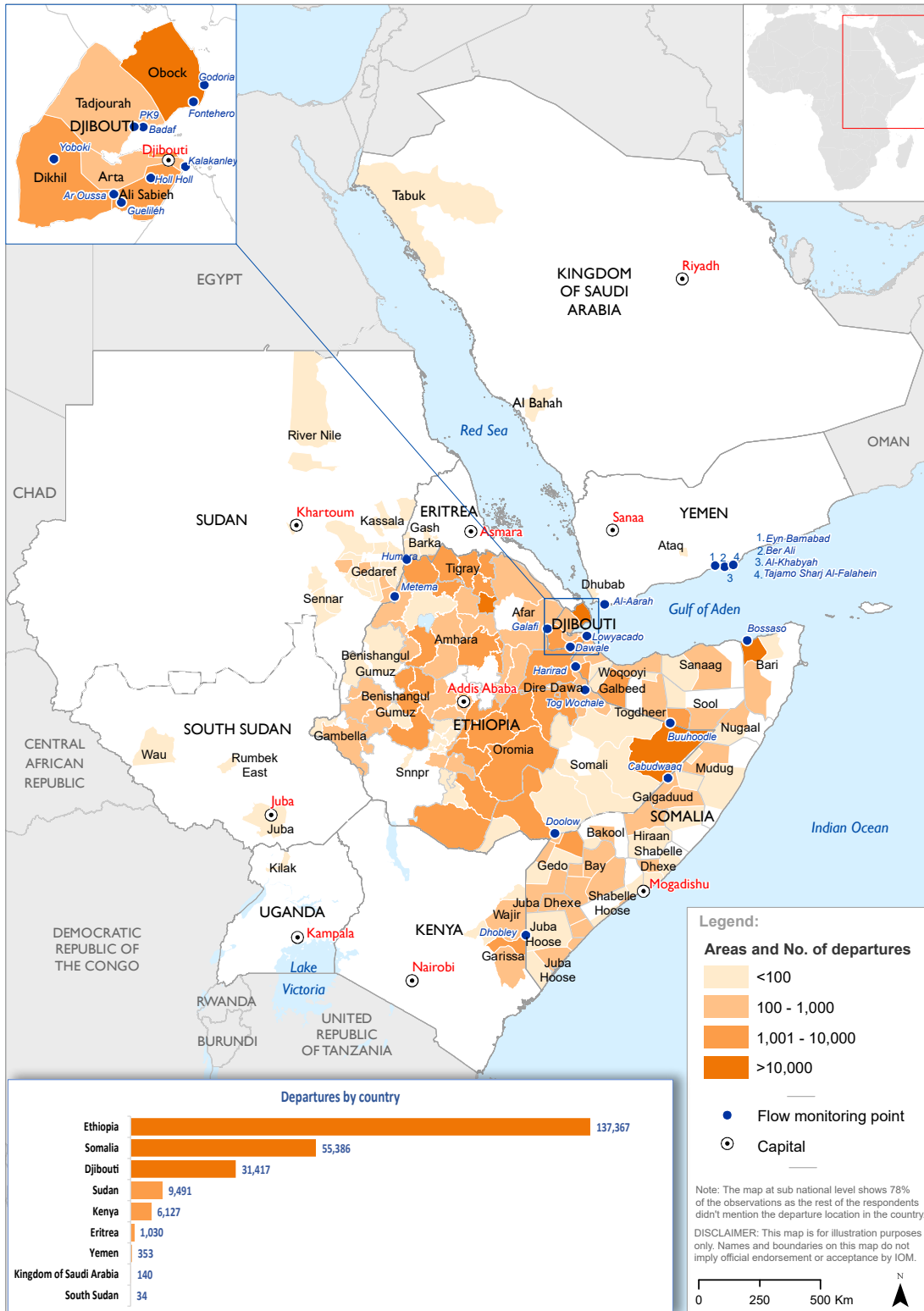


Figure 13: Main areas (admin 2) of departure (January to June 2020)

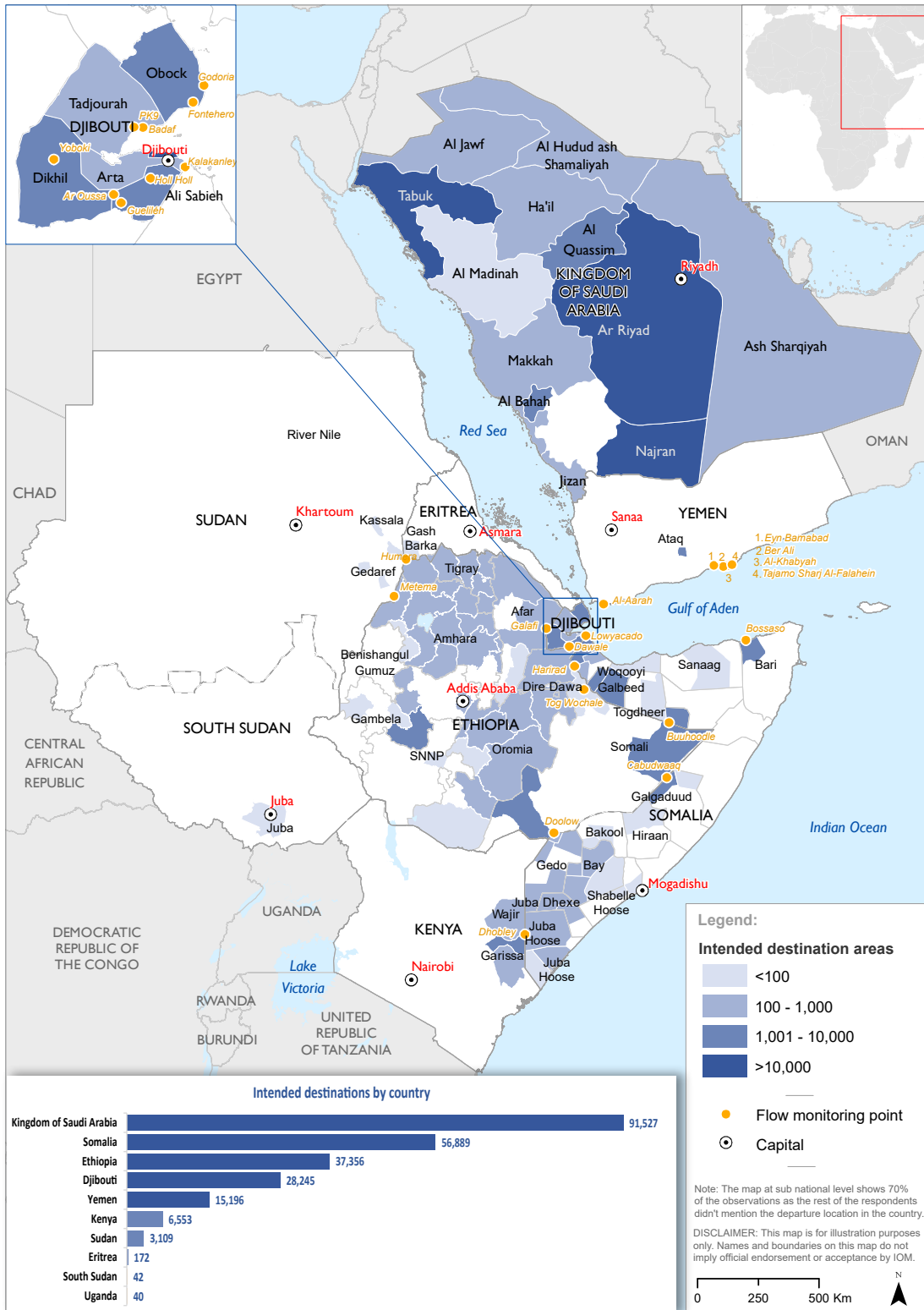


Figure 14: Main areas (admin 2) of intended destination (January to June 2020)



*A displaced boy carries water from an IOM water point back to his shelter in a new site outside Marib city, Yemen. Photo: © IOM / Olivia Headon*

## EASTERN ROUTE

During the first half of 2020, total movements along the Eastern Corridor decreased by 54 per cent as compared to the same time period in 2019, with monthly movements as of March reduced by a steep 90 per cent compared to the same months in the previous year. A total of 108,688 movements were observed, of which over 66 per cent originated in Ethiopia, and more than 84 per cent were headed towards the Kingdom of Saudi Arabia. In terms of nationality, similar to what observed in the past, the vast majority of the movements consisted of Ethiopian nationals (97%).

With the first COVID-19 cases in the region being reported in March 2020, various countries in the EHoA and in the Arab Peninsula instituted strict movement restrictions and controls. In Yemen, authorities in the southern governorates increased presence of patrols on the shores, arresting irregular migrants. The attempts to establish “quarantine” sites specifically for migrants and refugees has been giving rise to concerns that quarantine may be instrumentalized to facilitate containment, detention, encampment and eventual deportation of this population.<sup>75</sup> Similarly, migration into the Kingdom of Saudi Arabia also became much more challenging due to border closures and forced movements and detention of migrants found in the northern governorates in Yemen at the border with the Kingdom of Saudi Arabia. The difficulties to travel to Yemen and onwards to the Kingdom of Saudi Arabia, left thousands stranded in transit countries. Even forced returns from the Kingdom of Saudi Arabia back to Yemen, Somalia and Ethiopia slowed down significantly, as highlighted in the corresponding section below.

To assess the vulnerability of migrants to COVID-19 due to their level of information, during the second quarter of 2020, FM data collection was expanded to assess whether migrants were aware of the COVID-19. The information collected showed that over 90 per cent of migrants interviewed in Djibouti, and only over 50 per cent in Somalia, reported being aware of the COVID-19 outbreak, although little information is available regarding the extent and accuracy of their knowledge. These findings sparked multiple sensitization initiatives both in Djibouti and Somalia.

75. IOM, *Impact of COVID-19 Movement Restrictions on Migrants Along the Eastern Corridor Report 2 as of 30 April 2020*, May 2020. Available from <https://migration.iom.int/reports/impact-covid-19-movement-restrictions-migrants-along-eastern-corridor> (accessed 18 Sep 2020).

## Migration Trends from the HoA to Yemen and the Arab Peninsula

The COVID-19 outbreak and the subsequent restrictions on movement had a major impact on migration to the Arab Peninsula in the first half of 2020. Migrant arrivals to Yemen from the HoA during the first half of 2020 fell by over half (63%) compared to the same period in 2019. A total of 31,617 arrivals were tracked along the coast of Yemen, while in 2019, IOM observed 84,378 movements during the first half of the year. As Figure 15 shows, there was a significant reduction in movements from both Djibouti and Somalia as of the end of March, and all through June. In particular, departures from Djibouti were the most affected in the second quarter, as authorities tightly patrolled the coasts of Obock. Departures from Somalia continued more consistently, albeit at a reduced rate.

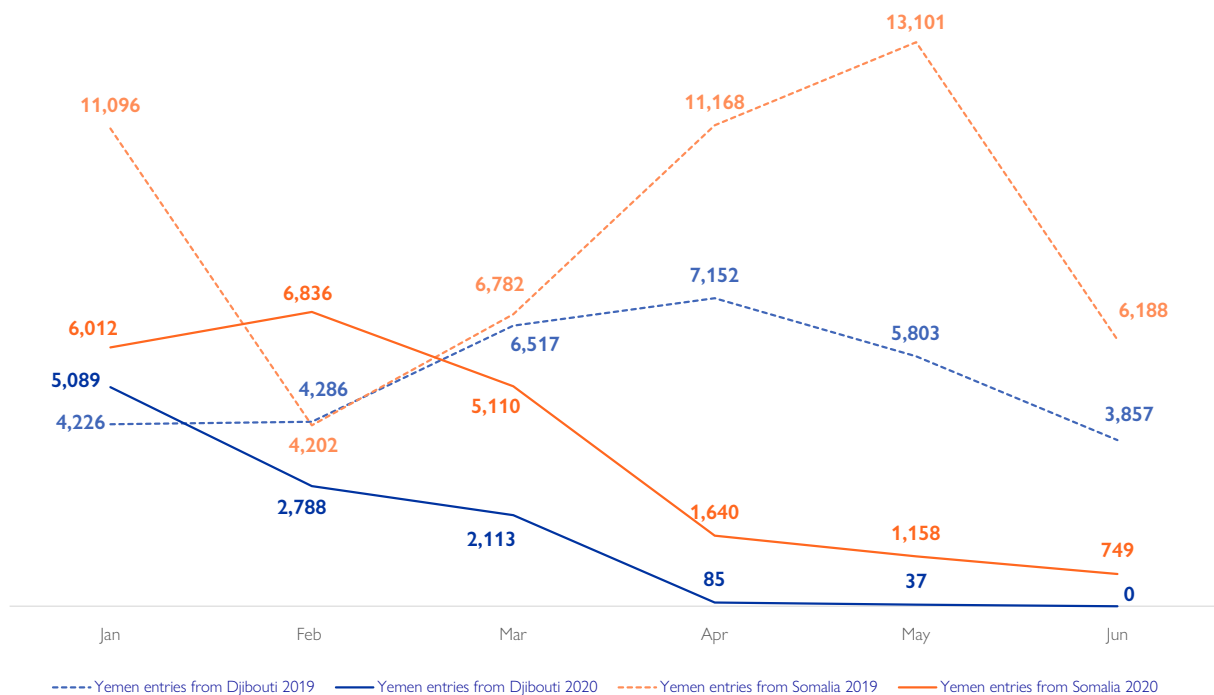


Figure 15: Entries into Yemen from the Horn of Africa in 2019 and 2020

FM data can provide direct evidence of how the increased barriers to movement resulted in larger static migrant populations. In fact, when migrant movements entering Djibouti and Somalia are considered in comparison to entries into Yemen, it can be observed that actual arrivals in Yemen are less than the entries into the transit countries (Figure 16). This clearly indicates that the expectation to succeed in their migration was higher than the actual ability to do so, resulting in thousands of stranded migrants. In addition, as border closures in Djibouti were more difficult to overcome than in Somalia, IOM observed more migrants passing through the latter.

Although the restrictions remained in place for several months, as it became apparent that living with COVID-19 was the new normal, some of the mobility restrictions were beginning to be eased around June in some of the countries within the HoA; Somalia remained more accessible for migrants compared to Djibouti, so the migration routes further shifted from the latter to the former. This created a situation in which migrants that initially would have attempted to travel to the Arab Peninsula were forced to travel back and forth within HoA countries, unable to move forward to Yemen, and also unable to travel back to their place of origin (which was Ethiopia in most cases).



This situation exacerbated the conditions of stranded migrants in the HoA countries, particularly in Djibouti where Ethiopian migrants were unable to travel onwards to Yemen or return to Ethiopia. As reported by DTM teams, at one point at the end of June 2020, there were over 1,142 stranded migrants in Djibouti. Against this landscape, a new migration trend emerged, that of spontaneous returns. Particularly in May and June, return movements were observed from Yemen to Djibouti, from Puntland (Somalia) to Ethiopia and - for the first time in two years - incoming migrant flows observed in Ethiopia in April and May surpassed outgoing flows. As reported by key informants in the country, approximately 400 Ethiopians returned to Ethiopia via Wajaale in the first half of May, while 250 irregular migrants reached Burao from Bossaso on foot with the intent to return to Ethiopia during the same period.<sup>76</sup>

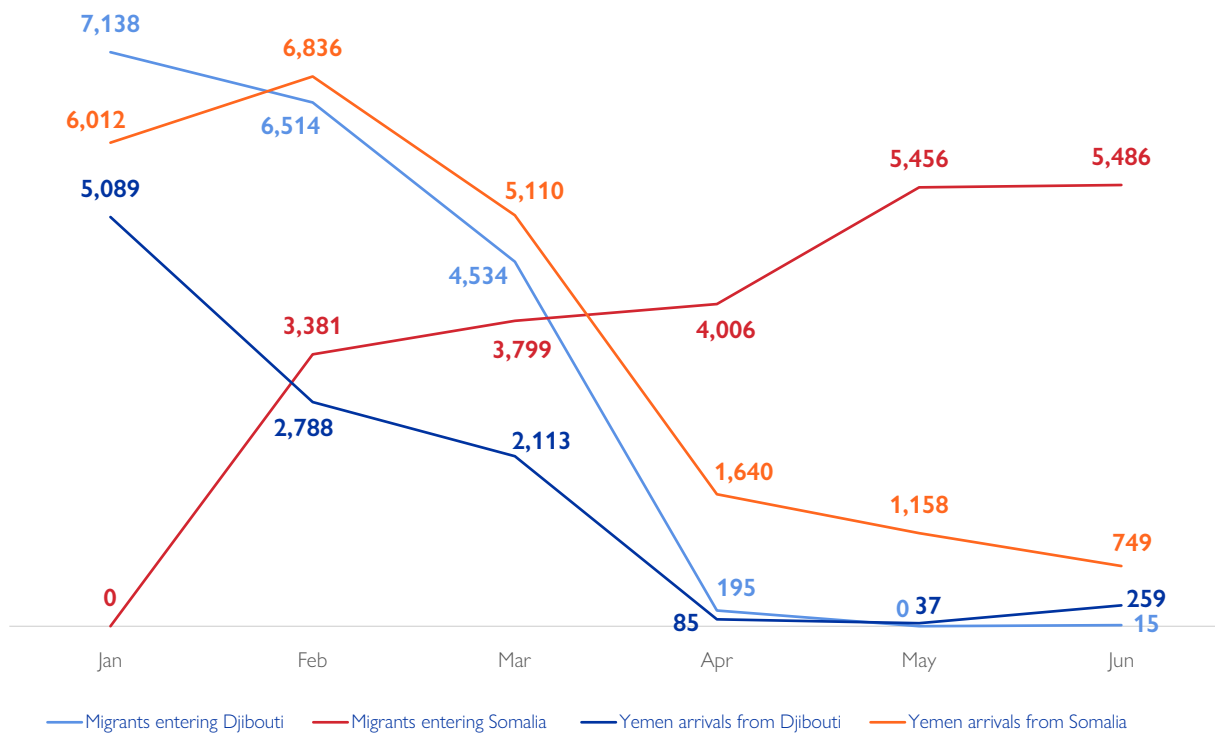


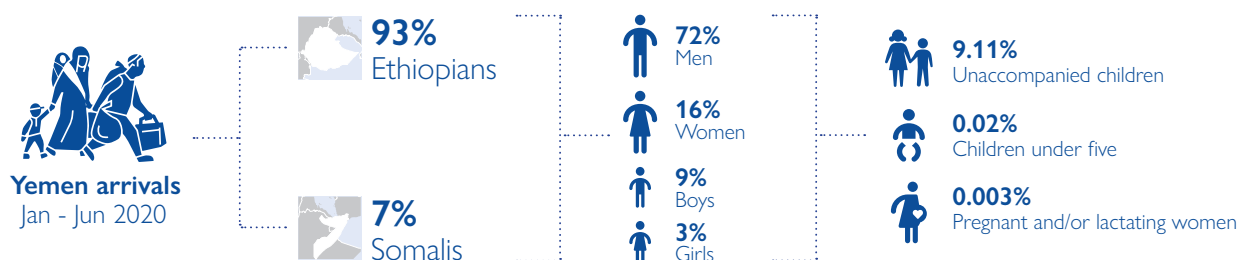
Figure 16: Entries into the Horn of Africa and entries into Yemen from the Horn of Africa (January to June 2020)

76. IOM, *Impact of COVID-19 Movement Restrictions on Migrants Along the Eastern Corridor Report 3 as of 31 May 2020*, June 2020. Available from <https://migration.iom.int/reports/impact-covid-19-movement-restrictions-migrants-along-eastern-corridor-3-31-may-2020> (accessed 18 Sep 2020).



*Zainaba, an 18-year-old Ethiopian, came to Somalia planning to cross to Yemen and then to the Kingdom of Saudi Arabia. She was stranded along the journey and, after reaching Bosasso, decided to seek IOM's help to return home. Photo: © IOM / Muse Mohammed*

## Migration Profiles – Yemen Arrivals



Despite the decrease in actual arrivals into Yemen in the first half of 2020, the profile of the migrants observed remained unchanged from what has been observed in the past. The majority were Ethiopians (93%), followed by Somalis (7%). Most migrants arriving into Yemen were adult males (72%), which is consistent with the figures reported in 2019, when almost 70 per cent of migrants were adult males. In addition, there was almost the same proportion of children travelling to Yemen (12%) compared to 2019 (13%). In June, 259 Yemeni nationals were observed travelling from Djibouti back to Yemen, which is a unique movement; anecdotal information showed that these were short-term movements related to the holiday of Eid. Yemeni nationals opted to use irregular means of transport in the face of restrictions due to COVID-19 and were tracked by enumerators at the Al-Aarah FMP. Another new trend that emerged was that smugglers along the shores that had previously facilitated movements from Obock (Djibouti) to Aden (Yemen) started capitalizing on the demand of migrants to return back to the HoA. IOM Djibouti confirmed the arrival of around 600 migrants from Yemen between May and June. Migrants allegedly paid 10,000 ETB (around 294 USD) to return to Djibouti departing from the Lahj coast of Yemen.<sup>77</sup>

As the movements tracked in Yemen decreased, the proportion of unaccompanied migrant children (UMCs) has actually increased, from around 6 per cent in 2019, to over 9 per cent in the first half of 2020. UMCs made up 75 per cent of all migrating children in the first half of 2020, compared to 51 per cent in the same time period during 2019. Further field research should be undertaken to investigate this concerning phenomenon. Figure 17 shows the arrivals in Yemen per FMP. Similar to previous time periods, the largest proportion of the movements were between Bossaso FMP in Somalia, and Al-Khabyah FMP in Yemen (37%).

77. IOM, *Impact of COVID-19 Movement Restrictions on Migrants Along the Eastern Corridor Report 4 as of 30 June 2020*, July 2020. Available from <https://migration.iom.int/reports/impact-covid-19-movement-restrictions-migrants-along-eastern-corridor-4-30-june-2020?close=true> (accessed 18 Sep 2020).

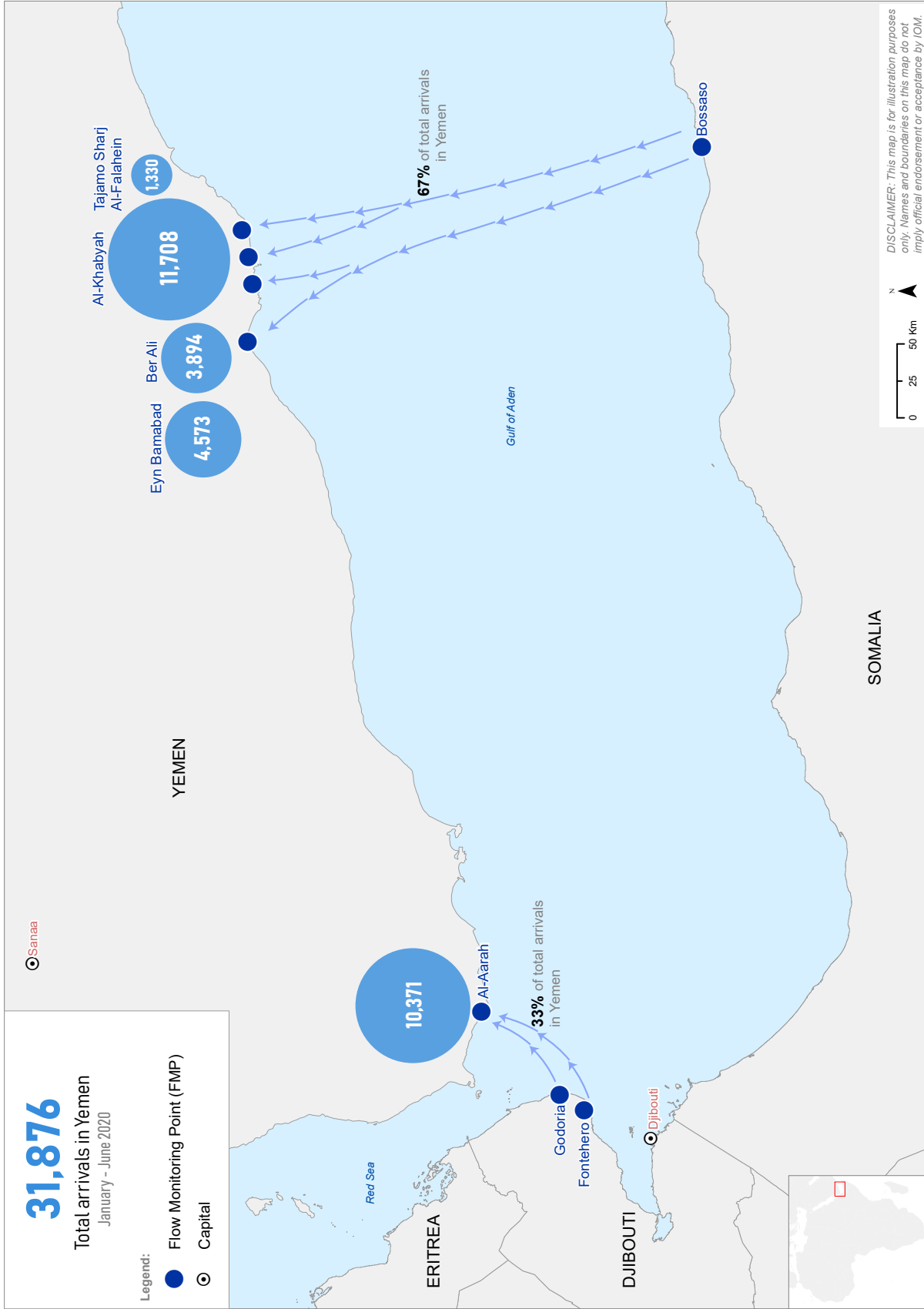


Figure 17: Map of Yemen arrivals from the Horn of Africa (January to June 2020)

## Migrant Protection Concerns in Yemen



*A child washes hands at a water point in a displacement site in Marib. Photo: © IOM / Olivia Headon*

Yemen reported its first five cases of COVID-19 in April 2020. As of 30 June, the Yemeni authorities reported 1,162 confirmed COVID-19 cases, 313 deaths and 490 recoveries across 10 governorates in Yemen. COVID-19 was rapidly spreading across Yemen, with Hadramaut, Aden and Taizz governorates reporting the highest number of cases. However, COVID-19 testing was extremely limited - only six laboratories across the country had testing capacity. The limited testing capacity, along with lack of access to health facilities and the associated stigma with seeking treatment for COVID-19, hid the true impact and spread of the virus. As Yemen grappled with community wide transmission, the risks were especially high within displaced and migrant communities who already faced challenges accessing critical basic and health services. About 70 per cent of Yemen's population lack access to soap and 60 per cent do not have access to enough water. Approximately 14,500 migrants were reported to be stranded in Yemen by mid-2020.

As COVID-19 spread across Yemen, key influencers and social media increasingly contributed to the spread of xenophobic and discriminatory narratives that led to increased threats, violence and physical assaults against migrants across the country. Two concerning incidents were reported towards the end of June, as over 1,400 migrants were rounded up and arrested in Aden and Marib governorates.

## Eastern Route Research: The Desire to Thrive Regardless of the Risk

In 2019, the RDH launched the first phase of a multi-stage research project aimed at better understanding the experiences, decision-making, perceptions and expectations of young Ethiopians (15-29 year-old persons migrating on the Eastern Route toward the Arab Peninsula) regarding their migration projects. Given the large number of young, Ethiopian migrants using this route, it was critical for IOM to understand what drives them to migrate east, despite the high-level of risk associated with this corridor.<sup>78</sup> To better understand this group of migrants, the RDH surveyed three types of young Ethiopian migrants including first-time migrants (individuals migrating along the Eastern Route to the Kingdom of Saudi Arabia for the first time); re-migrating migrants (individuals migrating along the Eastern Route to the Kingdom of Saudi Arabia who have attempted or successfully completed this journey at least once before) and returning migrants (individuals who have decided to return to Ethiopia with the help of IOM's Assisted Voluntary Returns -AVR-programme).

Economic factors were the most common driver of migration across all three migrant categories studied in Obock, with 96 per cent of first-time migrants reporting that they were migrating due to economic reasons. Unemployment stands out among economic push factors with 77 per cent of first-time migrants in Obock reporting not having had a source of income in Ethiopia prior to migration and employment opportunities in rural areas reportedly being quite limited. Of those migrants who reported having had a job in Ethiopia prior to migration, 50 per cent were earning less than 61 USD a month. Low and, in some cases, insufficient salaries to cover basic household needs are another key economic driver of youth migration along the

Eastern Route. In contrast, relatively high salary expectations in the Kingdom of Saudi Arabia act as a strong pull factor of migration, with the median expected income in the Kingdom of Saudi Arabia being 453 USD, about seven times the monthly median income reported in Ethiopia for those migrants who had a job prior to departure.

Migration decisions are often made quickly, with 83 per cent of first-time migrants reporting having made the decision to migrate less than one month prior to departure. The vast majority of migrants (91%) took the final decision to migrate by themselves, although families and also peers do play a role in shaping these decisions and supporting the migration process. Interestingly, more than half (59%) of the first-time migrants interviewed in Obock did not inform their families of their migration prior to departure, most commonly because the migrant feared their family would have prevented them from going or they did not want to worry them. Nonetheless, migrants often inform their families that they have migrated once they are en route, and a quarter of first-time migrants were financing their journey through financial support from their families. This indicates that while migrants were, on average, relatively unaware of specific risks and challenges of the journey, there does seem to be an overall perception among prospective migrants that the journey can be dangerous and something many parents do not approve of. Less than half of the interviewed first-time migrants were able to finance their journeys through their own funds and 24 per cent had to borrow money or take out loans to migrate. Financing journeys through loans and family support can put pressure on the migrant and the outcome of the migration, as some migrants report not being able to return home without money to repay their debts,

78. For more information about this research, please consult: IOM, *The Desire to Thrive Regardless of the Risk*, May 2020. Available from <https://reliefweb.int/report/djibouti/desire-thrive-regardless-risk> (accessed 18 Sep 2020).

propelling them into cycles of re-migration if they are deported.<sup>79</sup>

Families play a much larger role in female migrations compared to male migrations, with 11 per cent of women and girls reporting that the decision to migrate was taken with or for them by their families, compared to 5 per cent for men and boys. Women also relied more heavily on their families to cover the cost of the journey (36% compared to 21% for males) and around 70 per cent of informed families supported or even suggested migration. Females were also four times more likely to be travelling with family members compared to males.<sup>80</sup>

Less than half of the first-time migrants interviewed in Obock reported having actively sought out information about the journey prior to departure and only 21 per cent reported having spoken to returnees about the journey despite the presence of returnees in most areas. IOM data shows that returnees in some cases have a tendency to downplay the challenges and dangers they have experienced en route for a variety of reasons including cultural notions relating to personal challenges as well as schemes by brokers that use returnees to recruit prospective migrants. Amongst migrants who had heard negative information about the journey from returnees, the strong economic push factors and perceived benefits of migration to the Kingdom of Saudi Arabia outweighed the anticipated risks, while others chose to ignore the information as they had not yet 'witnessed it with [their] own eyes'. On average, study participants were largely unaware of specific risks, and even those who demonstrated some levels of risk awareness were rarely aware of the full range of challenges they might face. Many migrants along this route expressed deterministic beliefs regarding the outcome

of their migration and the challenges they will face, with they themselves having little power to mitigate the risks. Others preferred not knowing the risks in advance as the push factors driving their migration were so strong they had little choice but to migrate and did not want to be deterred.

Returning migrants who decided to end their journeys in Obock were younger, on average, than other groups of migrants and mostly returning due to difficulties of the journey such as exhaustion or illness. While 19 per cent of returning migrants are planning on continuing their education, the majority were planning on finding work in Ethiopia upon return (62%). However, only 32 per cent deemed it 'likely' or 'very likely' that they will find employment in Ethiopia, indicating that there is potential for re-migration within this group. Of the re-migrating migrants in the sample, 64 per cent had migrated at least twice, and some more than five times. Over 80 per cent of re-migrating migrants had entered the Kingdom of Saudi Arabia and found a job during at least one of their journeys, where men and boys were most commonly shepherds (44%) or working in agriculture (16%) and women were predominantly employed as domestic workers (81%). Between journeys, less than half of all re-migrating migrants reported having been approached to provide information on their journey to prospective migrants and when they were 92 per cent reported that they had told the individual that the journey is difficult. Nonetheless, 43 per cent reported that they had still recommended the journey to others despite the difficulties since, although the journey was hard, the employment possibilities and salaries in the Kingdom of Saudi Arabia were worth the harrowing journey.

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79. Ibid.

80. Ibid.

## Returns from the Kingdom of Saudi Arabia

Migration to the Kingdom of Saudi Arabia started in the 1970s, with well-established migration networks operating between Ethiopia and Saudi Arabia until this day. However, following the 2016 announcement of the 2030 vision reforms, the Kingdom of Saudi Arabia committed to reducing unemployment among Saudis through the tightening of immigration policies for undocumented migrants. In 2017, an estimated 500,000 migrants were present in the Kingdom of Saudi Arabia when the decree was issued. IOM estimates that around 390,000 have returned to Ethiopia since. Ethiopian migrants were not the only ones affected by the decree. A further 136,309 returnees from Saudi Arabia were recorded in Yemen since data collection began in 2018. Of these, 13,054 migrants who returned from Saudi Arabia to Yemen in the first half of 2020, 93 per cent were men, 2 per cent were women and 5 per cent were children. Returns to Yemen were halted end of March and only resumed for a few days in May due to the COVID-19 pandemic. No returns to Yemen were recorded in April and June.

In the first half of 2020, IOM registered 33,232 Ethiopian returnees upon arrival at Bole Airport in Addis Ababa. In April 2020, returns from the Kingdom of Saudi Arabia decreased by almost 70 per cent (from 8,963 to 2,757) as deportation flights were suspended for most of the month of April due to the COVID-19 pandemic. No returns from the Kingdom of Saudi Arabia to Ethiopia occurred during the month of May and only a small number of flights were carried out in the first week of June, returning 387 migrants to Addis Ababa. Among the returns in the first six months of 2020, over 99 per cent reported that they were returning involuntarily.

The proportion of voluntary returns has shown a downward trajectory in the past years, with 35 per cent of returns in early 2017 being voluntary before decreasing to around 1 per cent in 2018.<sup>81</sup>

Of the Ethiopian returnees registered in the first half of 2020, 86 per cent were male and 7 per cent were children below the age of 18. Most returnees (82%) were between 18 and 29 years old. The majority of both males and females had primary level education (79% of males and 72% of females), while 19 per cent of both males and females reported having had no education. Around 65 per cent of male returnees were unemployed in the Kingdom of Saudi Arabia, while 17 per cent were working as manual labourers (in agriculture, fishery or as shepherds). Slightly fewer females had been unemployed in the Kingdom of Saudi Arabia (58%), with 27 per cent having worked as domestic workers.<sup>82</sup>

Between January and June 2020, most migrants were returning from the Saudi Arabian cities of Jizan (54%), Makkah (28%) and Riyadh (15%) to the Tigray (37%), Oromia (32%) and Amhara (26%) regions of Ethiopia. Most (91%) migrants reported having stayed in Kingdom of Saudi Arabia between 7 months and 2 years, 6 per cent had stayed for 3 to 5 years, and 3 per cent stayed between 6 and 10 years. The vast majority of interviewed returnees (94%) reported that they planned on staying in Ethiopia, while only 3 per cent reported not having a plan regarding the future or wanting to return to Saudi Arabia, respectively.

81. IOM, *Post-arrival registration: Return of Ethiopian Migrants from the Kingdom of Saudi Arabia from May 2017 to June 2020*.

82. *Ibid.*



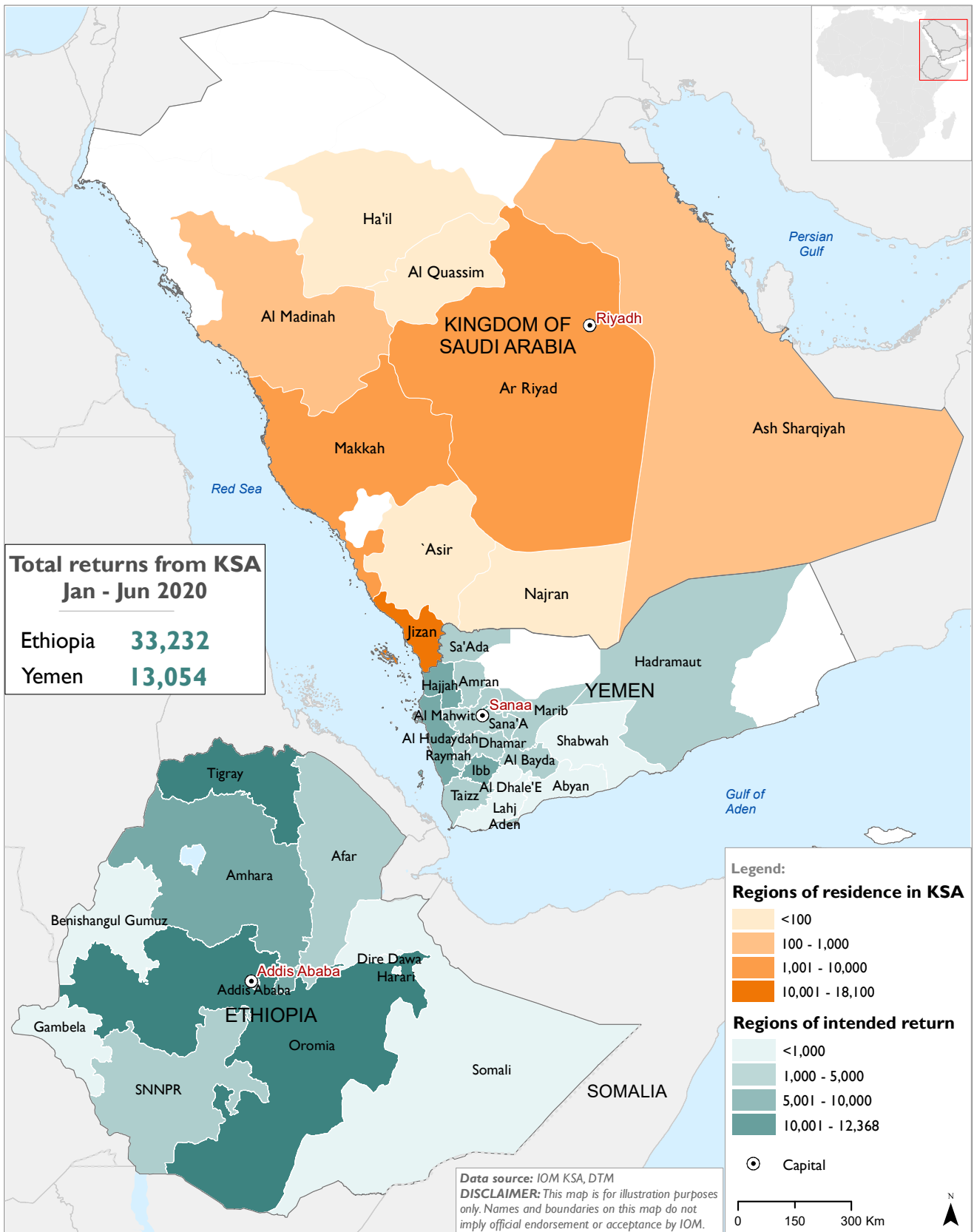


Figure 18: Returns from the Kingdom of Saudi Arabia by areas of departure in the Kingdom of Saudi Arabia and intended destinations in their home countries (January to June 2020)

## Humanitarian Evacuations from Yemen

In its sixth year of conflict, the humanitarian crisis in Yemen has seen a further deterioration of vital infrastructure including the health care system which is collapsing under the additional pressure of the COVID-19 outbreak. Few community-level prevention measures, limited testing and stigma surrounding the disease delaying those with symptoms from seeking treatment have led to a high mortality rate which could be as high as 25 per cent.<sup>83</sup> While the humanitarian situation remains critical, the conflict and armed clashes continue. The majority of seaports, airports and land borders remain closed with a few exceptions for returning Yemenis and humanitarian personnel and cargo.<sup>84</sup>

The situation is critical for migrants who have become stranded in Yemen while attempting to transit and make their way to the Kingdom of Saudi Arabia and Gulf countries. Based on data collection and anecdotal information, IOM is aware of approximately 14,500 Ethiopians that are stranded in Yemen as of June 2020. It is assumed that there are larger numbers of stranded migrants in the country in areas that are inaccessible and cannot be verified.<sup>85</sup> In addition to the risks posed to migrants by the COVID-19 pandemic and the decreased access to health services, migrants in Yemen have experienced an increase in xenophobic acts, arbitrary arrests and detention, movement restrictions as well as forced movement across active frontlines to locations where they lack access to basic services such as shelter, food, water and healthcare.<sup>86</sup>

In order to assist migrants stranded in Yemen, IOM Yemen provides VHR for migrants in Yemen wishing to return to their home country in a safe and dignified manner. Between January and June 2020, IOM facilitated the return of 247 Ethiopians by air from Aden in Yemen to Addis Ababa, Ethiopia. The majority of those assisted were adult males (56%), 2 per cent were adult females and 42 per cent were children (94% of whom were male, and 6% were female). These movements occurred in early March prior to the closure of receiving ports in Ethiopia. IOM's VHR programme has faced significant challenges since March of 2020, as many countries in the region lack the capacity to receive their stranded citizens. IOM Yemen continues to advocate with receiving countries to find solutions to allow for the safe return migrants. Due to the closing of borders as a result of the COVID-19 pandemic, a large number of Ethiopian migrants remains stranded throughout Yemen, including at the border with the Kingdom of Saudi Arabia.<sup>87</sup>

In partnership with UNHCR under the ASR programme, IOM provides return support to Somali refugees in Yemen who choose to return home.<sup>88</sup> In the first half of 2020, IOM facilitated the movement of 329 Somali refugees to Somalia by boat from Aden, Yemen to a reception centre in Berbera. Movements occurred in February and March, prior to the onset of the COVID-19 pandemic in the region. Around one third of those returning were men (37%), 30 per cent were women and 33 per cent were minors.

83. IOM, *Yemen Quarterly Update Quarter 2 (April – June 2020)*, August 2020. Available from <https://reliefweb.int/report/yemen/iom-yemen-quarterly-update-q2-april-june-2020> (accessed 18 Sep 2020).

84. IOM, *Yemen Situation Report June 2020*, July 2020. Available from [https://reliefweb.int/sites/reliefweb.int/files/resources/en\\_iom\\_yemen\\_situation\\_report\\_june\\_2020.pdf](https://reliefweb.int/sites/reliefweb.int/files/resources/en_iom_yemen_situation_report_june_2020.pdf) (accessed 18 Sep 2020).

85. IOM, *Yemen Quarterly Update Quarter 2 (April – June 2020)*.

86. IOM, *Yemen Situation Report June 2020*.

87. IOM, *Yemen Quarterly Update Quarter 2 (April – June 2020)*.

88. The Assisted Spontaneous Returns (ASRs) from Yemen are those emigrants that opt to return to Somalia on a voluntary basis. They are

## NORTHERN ROUTE : MIGRANTS FROM THE EAST AND HORN OF AFRICA IN EUROPE

During the first half of 2020, a total of 4,052 movements were tracked along the Northern Route. Over 79 per cent of the movements originated in Ethiopia, and almost 77 per cent were headed towards Sudan. The total movements represent a decrease of 45 per cent as compared to the same time period in 2019. Although, the Northern Route continues to be underrepresented in terms of operational coverage, this decrease can be attributed to the restrictions in movement caused by the COVID-19 outbreak. In terms of nationality, similar to previous years, most of the movements consisted of Ethiopians (55%), while the second largest proportion was of Eritreans (16%) followed by Somalis (14%).

Figure 19 shows the nationality of the migrants tracked along this route across the different intended destination countries. The main intended destination reported is Sudan with 77 per cent of movements along this route. Instead, the proportion as well as the actual number of migrants intending to travel to Europe continued to decrease, with only 20 per cent of all movements tracked along this route (821 movements or 0.3% of all movements), compared to 37 per cent in 2019. Like in 2019, those travelling towards Europe were more likely to travel to Germany (59%) or Italy (31%). Interestingly, almost all the Somali nationals observed along this route intended to travel towards Europe (96%). Minor caseloads were also reported heading to Libya (1.5%) and Egypt (1.5%).

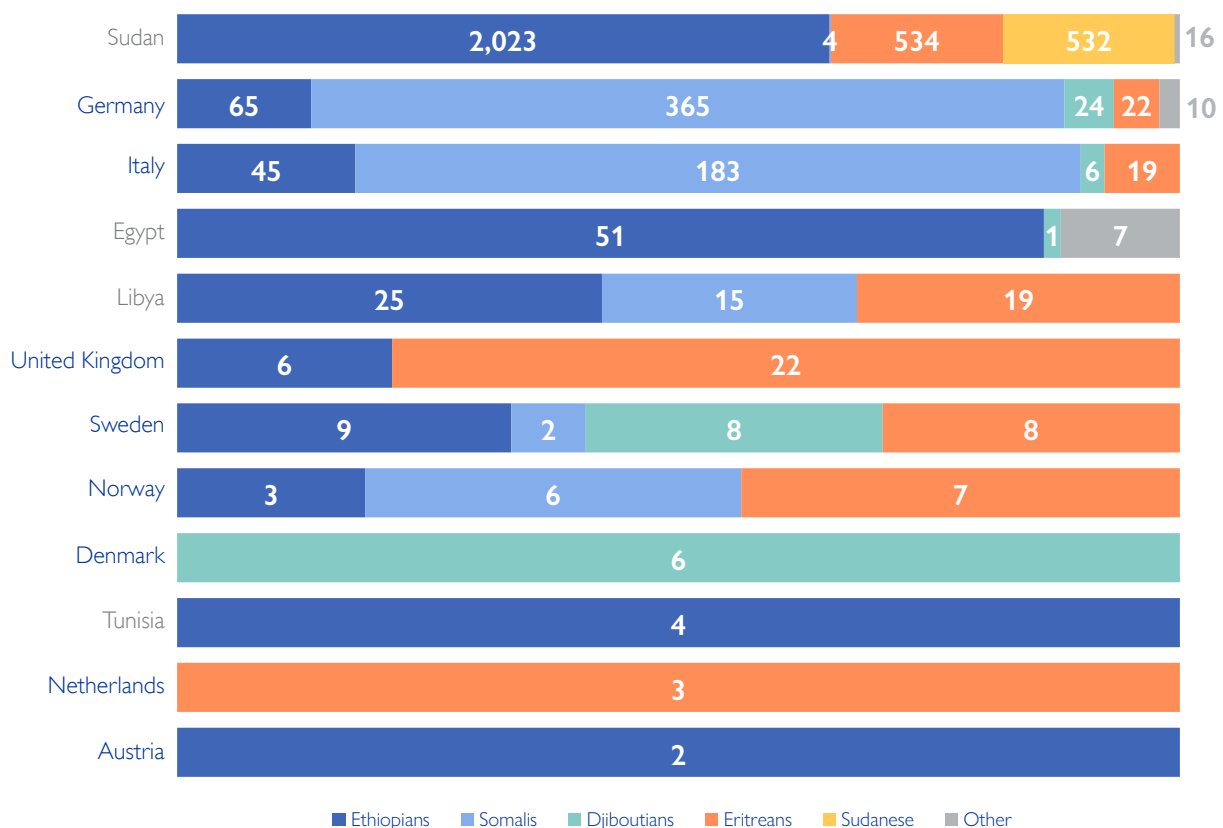


Figure 19: Nationalities tracked along the Northern Route by intended destinations (January to June 2020)

Majority of the movements observed along the Northern Route consisted of adult males (56%) while 8 per cent were children. In terms of vulnerabilities, almost 3 per cent of all movements consisted of UMCs, while the other vulnerabilities observed also made up for another 3 per cent, the majority being elderly migrants (1%). Similar to the Eastern Route, most migration was driven by economic reasons (68%) or was short-term local movement (19%).

As the main departure country of migrants from the EHoA headed to Europe, Libya is a key country of transit for migrants travelling along the Northern Route. Migrants from the EHoA made up a small percentage (around 4%) of the total migrant stock recorded by IOM in Libya between May and June 2020. Of the 25,267 EHoA migrants recorded in Libya during this time period, 43 per cent were Somali nationals (10,836), 40 per cent were Eritreans (10,004) and 16 per cent were Ethiopians (4,427).<sup>89</sup>

Insights into the profiles of migrants on the move in Libya can be gleaned from interviews with 69 EHoA migrants who were surveyed in the first half of 2020 as part of IOM's DTM Flow Monitoring Survey (FMS). Of the interviewed migrants, 33 were Eritreans, 28 were Ethiopians, and 8 were Somali nationals. The average age of EHoA respondents was 26, almost a fourth were between 30 and 39 and only 10 per cent were younger than 20. The relatively higher age of respondents on the Northern Route compared to the Eastern Route may be due to the higher cost of migration along this corridor. Around 40 per cent of EHoA respondents had either never attended school or not completed primary education.

As was the case in 2019, most migrants (90%) of all EHoA nationalities had arrived in Libya in a group rather than alone, 48 per cent of whom were travelling with relatives. Somalis (100%) and Eritreans (94%) were more likely to be travelling in groups, compared to Ethiopians (82%). Eritreans (61%) were more likely to be travelling with non-relatives, while Somalis were

most likely to be travelling with relatives (75%).

To reach Libya, most Eritreans (85%) transited only through Sudan, while 9 per cent travelled through Sudan and Chad. Similarly, most Ethiopians migrated through Sudan directly to Libya (67%). The remaining Ethiopians transited through Eritrea and Sudan before reaching Libya (15%), migrated via Sudan and Chad (11%), travelled through South Sudan and Sudan to Libya (4%) or through Egypt (4%). Somalis most commonly travelled via Sudan (43%) or through Ethiopia, Eritrea and Sudan (29%) to Libya. Of all EHoA migrants, 86 per cent had been in Libya for more than one year at the point of interview, and 77 per cent were employed in Libya. Nonetheless, most migrants still reported that Libya was not their final destination with 71 per cent intending to head to Europe.

Overall, a lack of employment opportunities (33%) and insufficient incomes (20%) were most commonly reported as the main reason for migration. Eritreans were most commonly migrating due to a lack of job opportunities (45%) and to look for job opportunities abroad (26%). Ethiopians most commonly cited insufficient incomes (25%) and targeted violence or persecution (23%), followed a lack of job opportunities (18%) and war/conflict (18%). Somalis were most likely to be migrating due to a lack of job opportunities (38%) and insufficient incomes (38%). Ethiopians and Somalis, on average, displayed higher levels of education than Eritreans, with 71 per cent of Ethiopians 50 per cent of Somalis having attained at least middle school level, compared to 24 per cent of Eritreans.

DTM surveys conducted by IOM in Italy in 2018 give evidence to the very high number of migrants who reported experiences of exploitation, abuse and trafficking while travelling along the Central Mediterranean Route, with over 70 per cent of the 1,606 migrants interviewed answering 'yes' to at least one of the five indicators of human trafficking,

89. DTM Libya Round 31, (May - June 2020) Data.

abuse or exploitation. Around 87 per cent of all abusive and exploitative events captured by these five indicators had taken place in Libya.<sup>90</sup> However, it should be noted that interviews with arrivals in Europe do not necessarily reflect the experiences of Libya's migrant population as a whole, primarily composed of migrant workers attracted by economic opportunities in Libya. In a study implemented in 2019 by DTM Libya and Columbia University, among 1,244 interviewed migrants who had been in Libya for more than one year, around 15 per cent of the sample indicated having experienced incidences of abuse. Verbal abuse, robbery and physical violence were the most commonly reported abuses migrants had experienced or witnessed. Robbery, physical violence, arrest and detention were among the most commonly reported perceived threats.<sup>91</sup>

IOM's DTM also publishes data on arrivals by sea in the Mediterranean region, provided by national authorities and based on declared and registered nationalities upon disembarkation. According to data collected from government authorities, a total of 1,250 migrants from the EHoA were registered across European arrival points in Greece, Italy, Spain and Malta upon disembarkation in the first half of 2020, the vast majority of whom were recorded in the first quarter of this year (1,026).<sup>92</sup> The majority of the recorded arrivals were Somalis (861), followed by Eritreans (240), South Sudanese (85), Ethiopians (42), Ugandans (13), Burundians (8) and one Kenyan. Greece recorded the largest number of EHoA disembarking in Europe (41% of total), followed by Italy and Malta (29% each). This marks a slight increase in arrivals compared to the 911 migrants from EHoA countries registered in the first half of 2019, although total arrivals to Europe have decreased.

Migrants arriving by sea do not necessarily apply for asylum in the first country they arrive in in Europe, while others might take other routes and means to reach Europe. Whilst the number of first-instance asylum applications submitted by Eritreans in Europe's southern countries, in particular Italy, decreased in 2019 compared to previous years, the number of first-instance asylum applications lodged by Eritreans in other European countries has increased or remains relatively constant. Italy received 6,370 first-instance asylum applications by Eritreans in 2017, 845 in 2018 and only 235 in 2019, thereby marking a 96 per cent decrease from 2017 to 2019. Further north, however, the number of first-instance Eritrean asylum applications increased in Belgium by 59 per cent from 2018 to 2019 (from 725 to 1,155) and increased by 54 per cent in Sweden (from 750 in 2018 to 1,155 in 2019), thereby indicating that although arrivals by sea have decreased, there may still be a significant number of EHoA migrants in Europe who have not been officially registered by local authorities.<sup>93</sup>

In the first half of 2020, 5,476 migrants including migrants from the EHoA were returned to Libya's shores, where concerns for their security continue to be great, due to the conditions in detention centres in the country.<sup>94</sup>

90. IOM, *Flow Monitoring Surveys Analysis: Profile and Reported Vulnerabilities of Migrants along the Eastern, Central and Western Mediterranean Route*, April 2019. Available from <https://dtm.iom.int/reports/europe-%E2%80%94%94%2%A0flow-monitoring-surveys-analysis-profile-and-reported-vulnerabilities-migrants-0> (accessed 18 Sep 2020).

91. IOM, *Living and working in the midst of conflict: The status of long-term migrants in Libya*, 2020. Available from <https://displacement.iom.int/system/tdf/reports/living-and-working-in-the-midst-of-conflict.pdf?file=1&type=node&id=8403> (accessed 18 Sep 2020).

92. For Spain and Greece, the nationality breakdown is based on available information for registered migrants and refugees. For Italy and Malta, the information on nationality is based on the nationality declared by migrants as reported by the national authorities. For updated figures on arrivals to Europe, please check IOM's Europe Geoportals: <https://migration.iom.int/europe>.

93. EUROSTAT Database [migr\_asyappctza] (accessed 4 Aug 2020).

94. See IOM Libya's monthly updates January – June 2020.

## SOUTHERN ROUTE

The classic Southern Route, which runs from the EHoA towards South Africa, remains largely understudied with little current data available. In 2009, IOM estimated that as many as 20,000 migrants from the EHoA use this route per year.<sup>95</sup> In 2017, the Regional Mixed Migration Secretariat (RMMS – now Mixed Migration Centre, MMC) estimated that between 14,750 and 16,850 migrants travel along this route annually.<sup>96</sup> In June, the IOM Regional Office for the East and Horn of Africa launched a scoping research project to better understand the dynamics of migration and the profiles of migrants along this corridor.

Between 17 June and 25 July 2019, IOM Tanzania conducted joint verification missions to 27 prisons across the United Republic of Tanzania in which Ethiopian nationals were detained, identifying 1,354 Ethiopian migrants in detention, of whom 16 per cent (219) were identified as minors. Other EHoA nationals were also identified, including Burundians (34), Somalis (10), Kenyans (5), Rwandans (3), Ugandans (3) and Eritreans (2). Between February and March 2020, a further 1,342 Ethiopians were assisted to return to Ethiopia from the United Republic of Tanzania through IOM's AVR programme. These numbers are merely indicative of the likely sizeable number of EHoA nationals who migrate along this route annually.

The two main nationalities of migrants observed along the Southern Route are Ethiopians and Somalis, estimated at 80 per cent and 20 per cent, respectively.<sup>97</sup> Other nationalities from East Africa have also been recorded along this corridor, including Kenyan and Eritrean nationals. Another trend that has been observed in the past years is the presence of a growing number of UMCs

along the Southern Route.<sup>98</sup> As evidenced by the 870 interviews conducted by MMC and UNICEF with migrant children in the Republic of South Africa, Zambia and Zimbabwe in 2018, almost one fourth of all interviewees were unaccompanied and less than half (40%) were carrying identification documents when they began their journey. Irregular migrant children on this route fall outside national protection mechanisms and therefore, face a multitude of protection challenges, such as violence, kidnapping, ransom demands and lack of access to basic services. In addition, those who are unable to identify themselves as children may be subjected to deportation or detention as undocumented adults.<sup>99</sup> Almost 16 per cent of children interviewed for the study reported having been detained, on average for around four months, and 12 per cent of children reported experiences of kidnapping or having been held against their will. In most cases (80%) criminals or smugglers perpetrated these abuses, usually until the children's families paid ransom.<sup>100</sup>

Migration along this corridor tends to be comprised largely of young men, aged between 18 and 35 years old, the average age being 27 years old.<sup>101</sup> In Ethiopia, there has been a tendency for young female migrants to favor travelling to the Middle East and Gulf States, especially to the Kingdom of Saudi Arabia along the Eastern Route. On the one hand, Middle Eastern countries have a long history of offering domestic work opportunities for young Ethiopian female migrants, while labour migration to the Republic of South Africa is characterized more by small businesses. Strong and long-established Ethiopian and Somali networks to their homeland link the Ethiopian and Somali migrant communities in the Republic of South Africa, creating

95. IOM, *In Pursuit of the Southern Dream: Victims of Necessity Assessment: of the Irregular Movement of men from East Africa and the Horn to South Africa*, April 2009. Available from <https://publications.iom.int/system/files/pdf/iomresearchassessment.pdf> (accessed 18 Sep 2020).

96. RMMS Horn of Africa & Yemen, *Smuggled South: An updated overview of mixed migration from the Horn of Africa to southern Africa with specific focus on protections risks, human smuggling and trafficking*, March 2017. Available from [http://www.mixedmigration.org/wp-content/uploads/2018/05/016\\_smuggled\\_south.pdf](http://www.mixedmigration.org/wp-content/uploads/2018/05/016_smuggled_south.pdf) (accessed 18 Sep 2020).

97. *Ibid.*

98. IOM, *Health Vulnerabilities of Mixed Migration Flows from the East and Horn of Africa and the Great Lakes Region to Southern Africa*, 2013. Available from [https://publications.iom.int/system/files/pdf/migration\\_health\\_study\\_finalweb.pdf](https://publications.iom.int/system/files/pdf/migration_health_study_finalweb.pdf) (accessed 18 Sep 2020).

99. IOM, *Fatal Journeys Volume 4: Missing Migrant Children*, June 2019. Available from [https://publications.iom.int/system/files/pdf/fatal\\_journeys\\_4.pdf](https://publications.iom.int/system/files/pdf/fatal_journeys_4.pdf) (accessed 18 Sep 2020).

100. *Ibid.*

101. RMMS Horn of Africa & Yemen, *Smuggled South*, 13.

demand for a steady flow of labourers to work in their business. There is a common understanding that these opportunities come with an increased risk of violence and xenophobic attacks, which is commonly seen as more suited for young men. Young female migrants make the journey to the Republic of South Africa mostly to re-join family or get married.<sup>102</sup>

The majority of Ethiopians in South Africa are from rural areas in southern Ethiopia, such as Hosaena (Hadiya zone) and Durame (Kembata Tembaro zone) in SNNP region.<sup>103</sup> Compared to other zones inside the SNNP region, both the Hadiya and Kembata zones are distinguished by high rates of migration combined with low average school performance and a high dropout rate as well as a very high population density.<sup>104</sup> The most direct route from Ethiopia and Somalia to the Republic of South Africa passes through Kenya, the United Republic of Tanzania and Mozambique. Depending on the route selected by the smugglers or facilitators, others might travel through Malawi, Zambia, Zimbabwe, Botswana, Uganda, Burundi or Rwanda to reach their final destination in Southern Africa. Modes of transportation differ by route and nationality, but usually include long legs in vehicles (ranging from public buses, private land cruisers to cargo lorries) and some migrants may at times be using the 'maritime route' from Mombasa, where they travel by boat along the Tanzanian coast.

Those departing from Somalia usually start their journey in Dhobley, Kismayo or Mogadishu – particularly the Yakshid district, and reach Kenya by truck or on foot through Mandera in the north, or through Dadaab to then reach Garissa in the south, both on their way to Nairobi. The Kenyan capital is considered to be a major hub, where brokers meet the migrants and plan the next phases of the journey. Nairobi's Eastleigh neighbourhood, in particular, is widely known to be a centre for refugee communities predominantly from

Somalia but also for Oromo refugees fleeing political persecution. Therefore, it is common for Ethiopian and Somali migrants to transit through Eastleigh on their way down south. Those originating from Ethiopia usually travel through Moyale, to then reach Nairobi via Isiolo. Although Ethiopians can enter Kenya without a visa, most enter through irregular channels rather than at official border crossings as travelling with a broker and procuring false documentation is perceived to be easier than procuring an official passport and travelling regularly.

The Southern Route has long been characterized by mixed migration flows as migrants migrating for economic reasons travel alongside asylum-seekers. The Republic of South Africa, as a more affluent African country, is perceived to be a beneficial destination for migrants looking for greater economic opportunities and higher pay, and finding employment at the destination is facilitated by the strong networks that exist between communities in the EHoA and South Africa. Many Ethiopian and Somali migrant communities who have settled in the province of Gauteng and Western Cape, have managed to create sustainable businesses and are able to send remittances back home. As such, the duty to support the diaspora and sponsor the next generations is also deeply embedded in both cultures. The tales of success and earned respect of the diaspora in the Republic of South Africa play an influencing role in promoting further migration south. Being as successful as the diaspora means being able to financially support communities in rural areas, enabling them to build and renovate houses, pay for children's education, improve their nutrition and health, and boost agricultural productivity among other things.<sup>105</sup> The ability to send remittances therefore brings honour and an improved social status. In addition, it can open the door to marriage, as the financial success of the diaspora created a new kind of migration – the migration of future brides.<sup>106</sup>

102. Tesfaye Semela & Logan Cochrane, "Education - Migration Nexus: Understanding Youth Migration in Southern Ethiopia", *Education Sciences*, Volume 9, Article 77, April 2019. Available from <https://eric.ed.gov/?id=EJ1220391> (accessed 18 Sep 2020).

103. Yordanos Seifu Estifanos *Social Networks, Dreams and Risks: Ethiopian Irregular Migrants into South Africa*, April 2019. Available from <http://www.migratingoutofpoverty.org/files/file.php?name=estifanos-social-networks-dreams-and-risks-ethiopian-irregular-migrants-into-south-africa.pdf&site=354> (accessed 18 Sep 2020).

104. Tesfaye Semela & Logan Cochrane, "Education - Migration Nexus", 6.

105. Yordanos Seifu Estifanos *Social Networks, Dreams and Risks*, 8.

106. *Ibid*, 10.

Smuggled brides usually travel by air to the Republic of South Africa or to Mozambique and then cross overland. The social networks established by the Ethiopian and Somali migrant communities in the Republic of South Africa are strong and structured, with extensive resources, and deep professional linkages. The characteristics of these established networks therefore maintain the successful, supporting diaspora narrative and sustain the idea of the Southern dream.

The 'South African Dream' has also been characterized by the Republic of South Africa having welcomed a significant number of Ethiopian and Somali refugees and asylum-seekers since the early 90s. According to RMMS, Ethiopian applications accounted for 10,176 (16%) while Somali applications stood at 2,595 (4%) out of more than the 62,000 asylum applications received in 2015.<sup>107</sup> While irregular migrants were awaiting a decision on their asylum applications, the South African law did not prevent them from studying, seeking employment and being self-employed, and did not sanction them for entering and staying in the country illegally. In case the process was lengthy, they received a de facto work, business and study visa.<sup>108</sup> However, South Africa's policy on refugees and asylum-seekers has changed over the past years and has become stricter than in 2015, with an increasing number of rejected applications. The Refugees Amendment Act which was amended on 1 January 2020 drastically limits the rights of refugees and asylum-seekers in the Republic of South Africa and tightens the administrative process to apply for asylum. In line with the revised regulations, refugee status can be permanently withdrawn, allowing for possible deportation, if the refugee participates in elections or any political activity, including protesting against human rights violations, in the country of origin, or seeks consular services from the country of origin. Similarly, these stricter regulations specifically include the way asylum-seekers enter the country as an eligibility criterion, while limiting their right to work and study in the Republic of

South Africa while awaiting a decision.<sup>109</sup> As such, the new regulations are likely to have an effect on immigrant populations within the country who, in the past, were able to use legal loopholes to legitimize their stay in South Africa.

The Republic of South Africa remains the top final intended destination of migrants travelling along the Southern Route. Nonetheless, the country is sometimes only a transit point on the way to the Global North, mainly to the United Kingdom and North America. In some instances, migrants return to and settle in Kenya after some years spent in the Republic of South Africa due to the unbearable high level of crime, violence and xenophobia.<sup>110</sup> Similarly, others might find better labour opportunities in transit countries, making Malawi, Mozambique and Zambia potential alternative destinations.<sup>111</sup>

During the first half of 2020, DTM tracked total of 6,688 movements along the Southern route; these make up 3 per cent of all movements. Due to limited operational coverage along this route, almost 92 per cent originated in Somalia, and 98 per cent were headed towards Kenya. The total movements represent a decrease of 19 per cent as compared to the same time period in 2019; this is the smallest decrease compared to other routes in this time period. In terms of nationality, most of the movements consisted of Somalis (97%). In particular, only 17 movements were recorded towards South Africa (compared to 55 during the first half of 2019), almost all of which originated in Ethiopia.

Most of the movements tracked along this route were for tourism reasons (28%) or short-term local movements (26%), while 20 per cent were seasonal, and only 8 per cent were economic. In addition, there was an almost equal proportion of female adults (38%), male adults (34%) and children (28%), while the highest proportion of vulnerability observed were children under five (12%) and pregnant and/or lactating women (9%) while 0.2 per cent UMCs were tracked.

107. RMMS Horn of Africa & Yemen, *Smuggled South*, 5-6.

108. *Ibid.*, 6.

109. Freedom House, "South Africa: Authorities Must Improve Treatment of Refugees and Asylum Seekers", 14 January 2020. Available from <https://freedomhouse.org/article/south-africa-authorities-must-improve-treatment-refugees-and-asylum-seekers> (accessed 18 Sep 2020).

110. IOM, *In Pursuit of the Southern Dream*, 34.

111. IOM, *Health Vulnerabilities of Mixed Migration Flows from the East and Horn of Africa and the Great Lakes Region to Southern Africa*, 7.

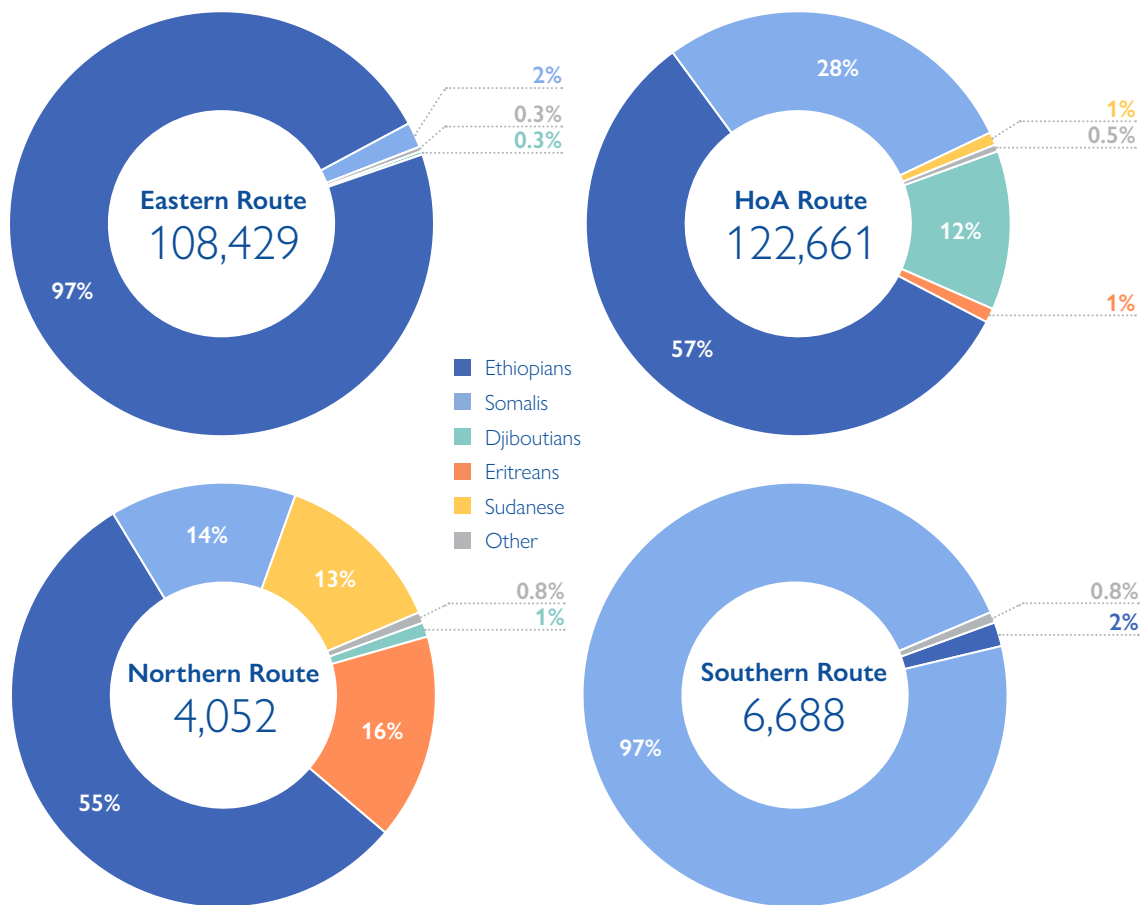




*Unaccompanied minor in Bossaso. Photo: © IOM / Muse Mohammed*

## MIGRANT PROFILES

### Nationalities

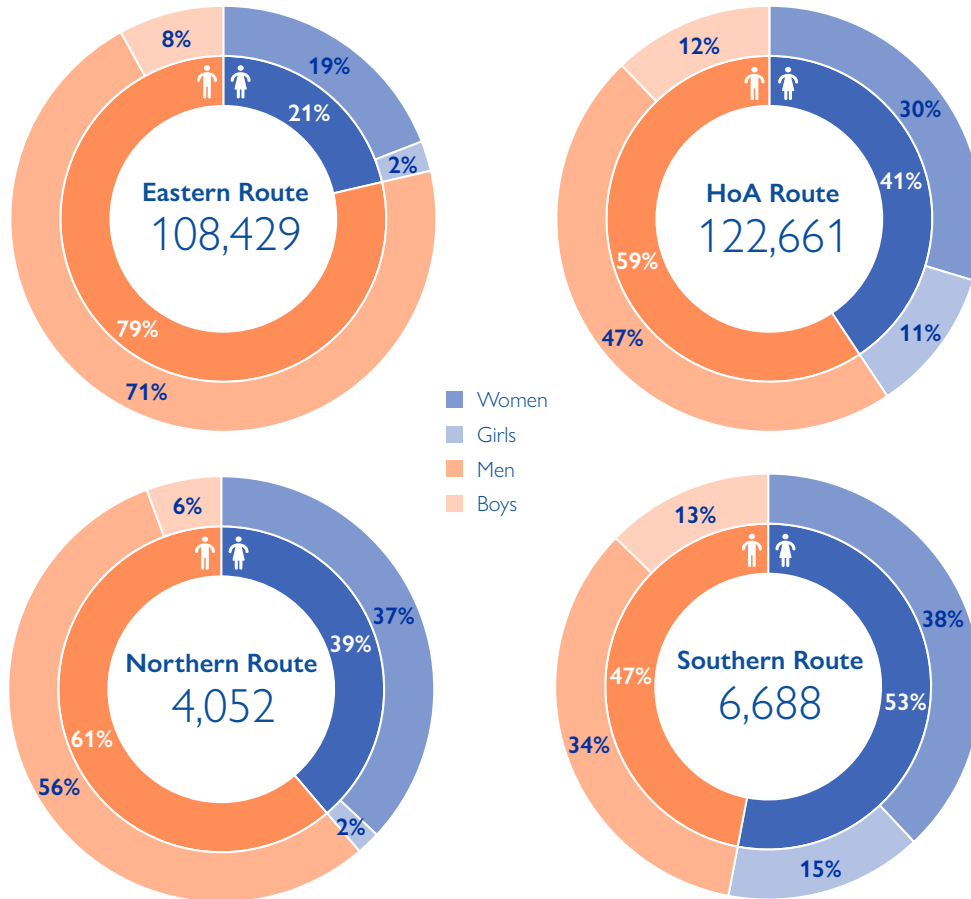


Although the majority of the migrants along the various routes were Ethiopian, the breakdown by routes differed, especially with regards to the Southern Route which is overwhelmingly Somali. The sex and age breakdown seen in the first half of 2020 is very similar to what was reported in 2019, with the only slight difference being a little higher proportion of Ethiopians along the HoA Route in this year (57%) as compared to 2019 (42%). All routes considered, Ethiopians accounted for 74 per cent of all nationalities, followed by Somalis (18%), Djiboutians (6%), Eritreans (0.8%), Sudanese (0.7%) and other nationalities (0.4%).

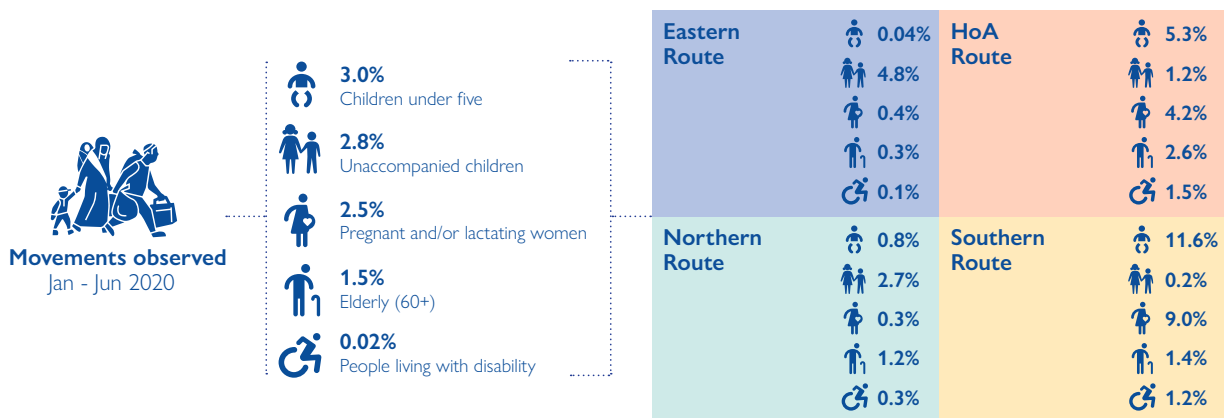
### Sex and Age

Interestingly enough, the sex and age breakdown by route has also remained largely unchanged, despite the large reduction in the overall movements tracked during the first half of 2020, and particularly during the second quarter. All routes considered, 57.5 per cent were men, 25.5 per cent women, 10 per cent boys and 7 per cent girls. The majority of the movements monitored along the Eastern and Northern Routes were adult males, while the HoA and Southern Routes tend to have a slightly more even distribution between all the sex and age categories. Similar to the vulnerabilities, the only difference as compared to 2019 is in the HoA Route, which has more male adults in this time period (47%) as compared to 2019 (38%).

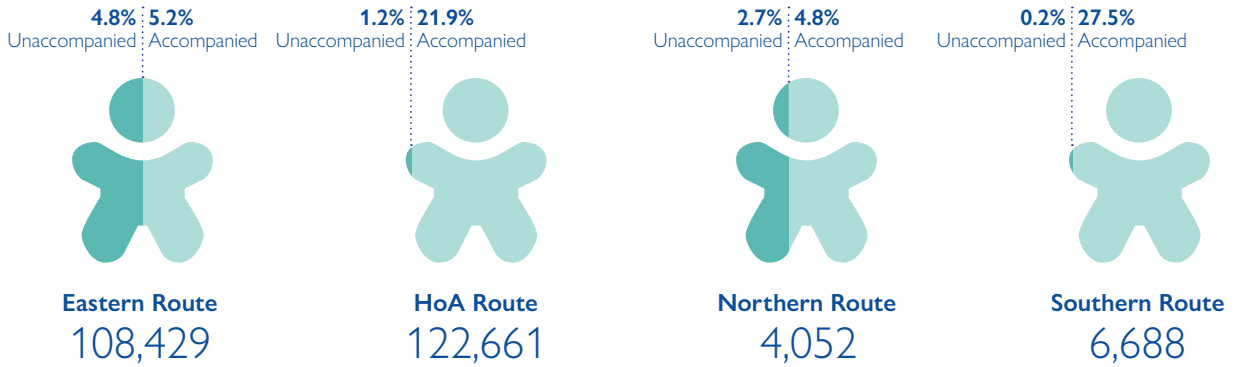
The differences seen in all indicators along the HoA Route are likely due to the change in routes that have happened following the COVID-19 outbreak. Given that both Djibouti and Somalia are transit countries for the Arab Peninsula, but both are categorized as HoA countries, the migrants travelling to both have increased dramatically since, due to border closures, they are unable to travel onwards to the Arab Peninsula. Therefore, they remain in the country and keep re-attempting to migrate.



### Vulnerabilities

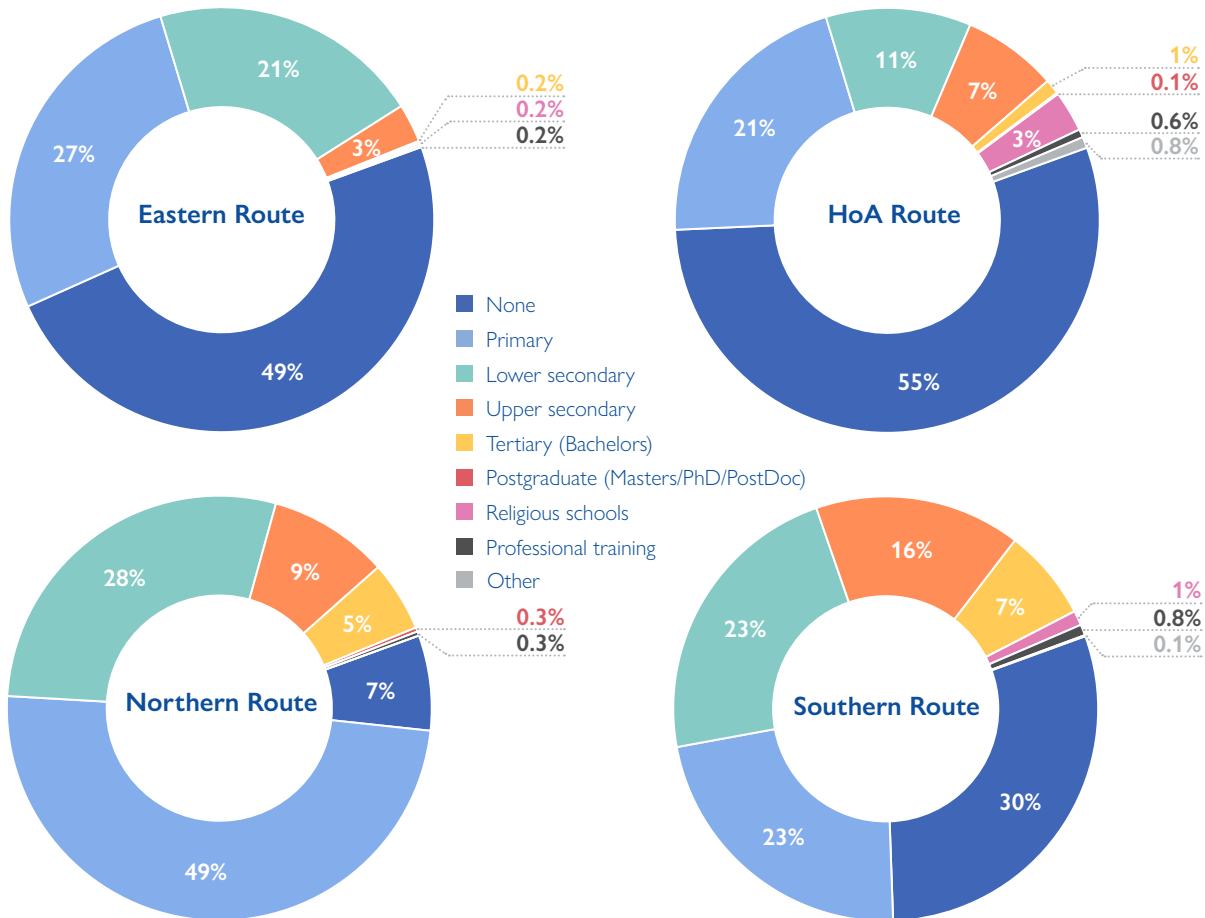


Overall, vulnerabilities observed along all routes tend to have decreased in the current time period as compared to 2019. Of the overall movements tracked along the Eastern Route in 2020, almost 5 per cent were UMCs, while this was just under 4 per cent for the first half of 2019. In addition, the percentage of UMCs tracked along the HoA Route has decreased dramatically from around 9 per cent in the first half of 2019, to 1 per cent in the first half of 2020.



When comparing accompanied and unaccompanied children across all routes, around 14 per cent were accompanied, whereas UMCs made up just under 3 per cent of overall movements in the first half of 2020 (6,789 children); this is significantly less than the 4 per cent tracked in the first half of 2019 (16,806 children). However, variations could be recorded across the various routes; in particular, along the Eastern Route, almost half of all children were unaccompanied. This is a drastic increase from the 2019 figures when only one-third of all children along the Eastern Route were unaccompanied. This increase in vulnerabilities is especially concerning in the context of the COVID-19 outbreak.

### Education Level Prior to Migration<sup>112</sup>

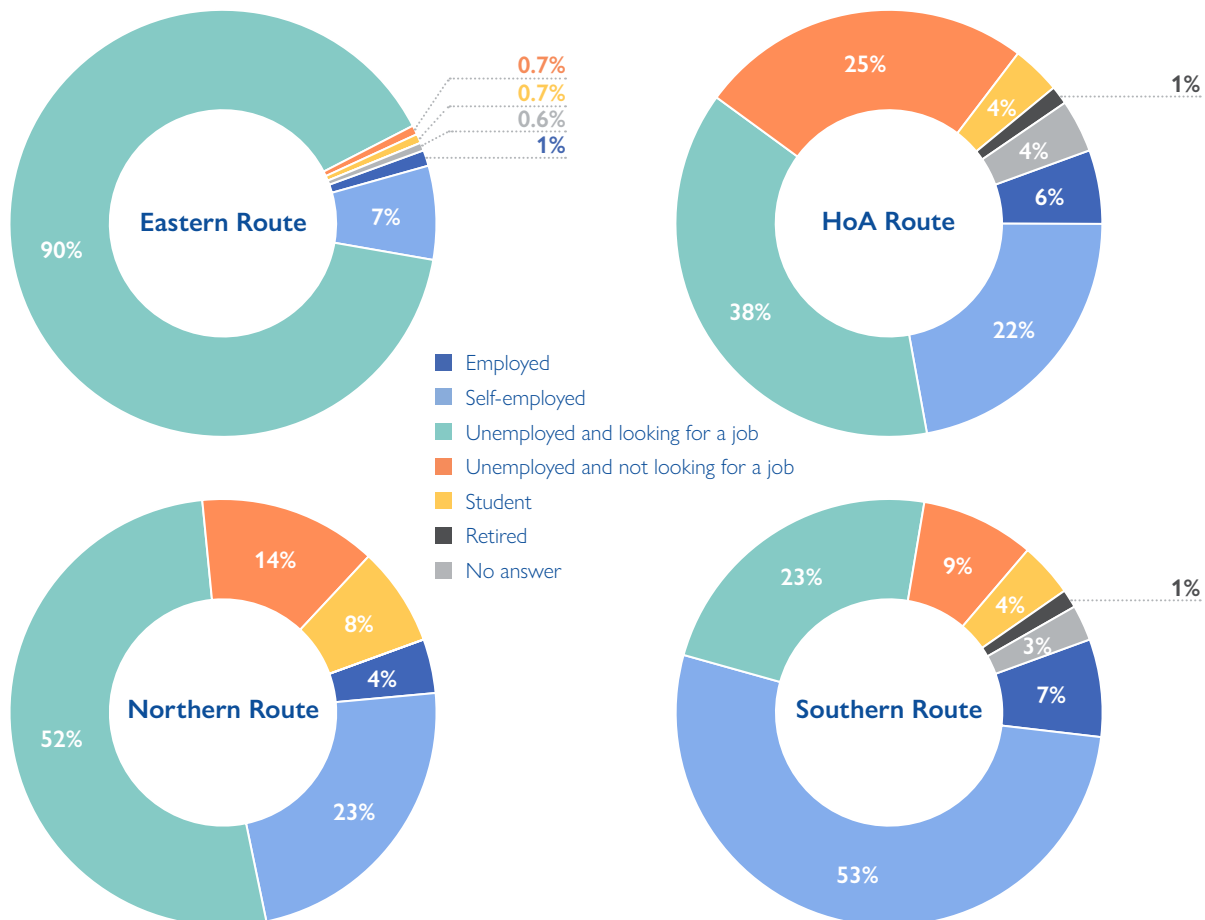


Migration in the region is usually undertaken by those who have had limited education, and subsequently, fewer chances of economic success in their countries of residence. During the six-

112. Based on Flow Monitoring Survey (FMS) data using a (non-representative) sample of a little over 13,000 migrants.

month period of this report, of the 13,589 respondents that were asked about their educational background in Djibouti, Ethiopia, and Somalia, almost half (49%) had no formal education, and only around 3 per cent had some level of formal education higher than secondary level. Although the profile seems similar along all routes, the migrants observed along the Northern Route seemed to be slightly more educated – this trend is similar to what was seen in previous years. Instead, the trend along the HoA Route is different from what was reported in 2019, when only 19 per cent of all migrants were uneducated – this may be attributed to the fact that the sample of 2020 is much larger due to operational expansion, and most of the migrants tracked in this period were along the HoA route (71%).

### Employment Status Prior to Migration<sup>113</sup>



The figures for education, similar to previous years, seem to imply that the migrants are usually looking for low-skilled labour (domestic workers, shepherd, gardener), which allows for the rapid absorption of newly arrived irregular migrants into employment within weeks/days. This is further corroborated by their employment status. As can be seen, most respondents either were unemployed and looking for a job (40%) or were self-employed prior to migration (26%), which in this region usually refers to working on a farm or with cattle. Similar to their education background, migrants along the Southern and Northern Routes tended to have been employed, prior to migration, and are also more likely to be hoping to gain employment in a more skilled field if they reach their intended destination. Also, the highest proportion of migrants who are unemployed and looking for a job were interviewed along the Eastern Route (90%), while migrants travelling along the HoA Route were most likely to be unemployed and looking for a job (38%), or being employed/self-employed (28%).

113. Based on FMS data using a (non-representative) sample of a little over 13,000 migrants.

### Previous Displacement and Migration Attempts<sup>114</sup>

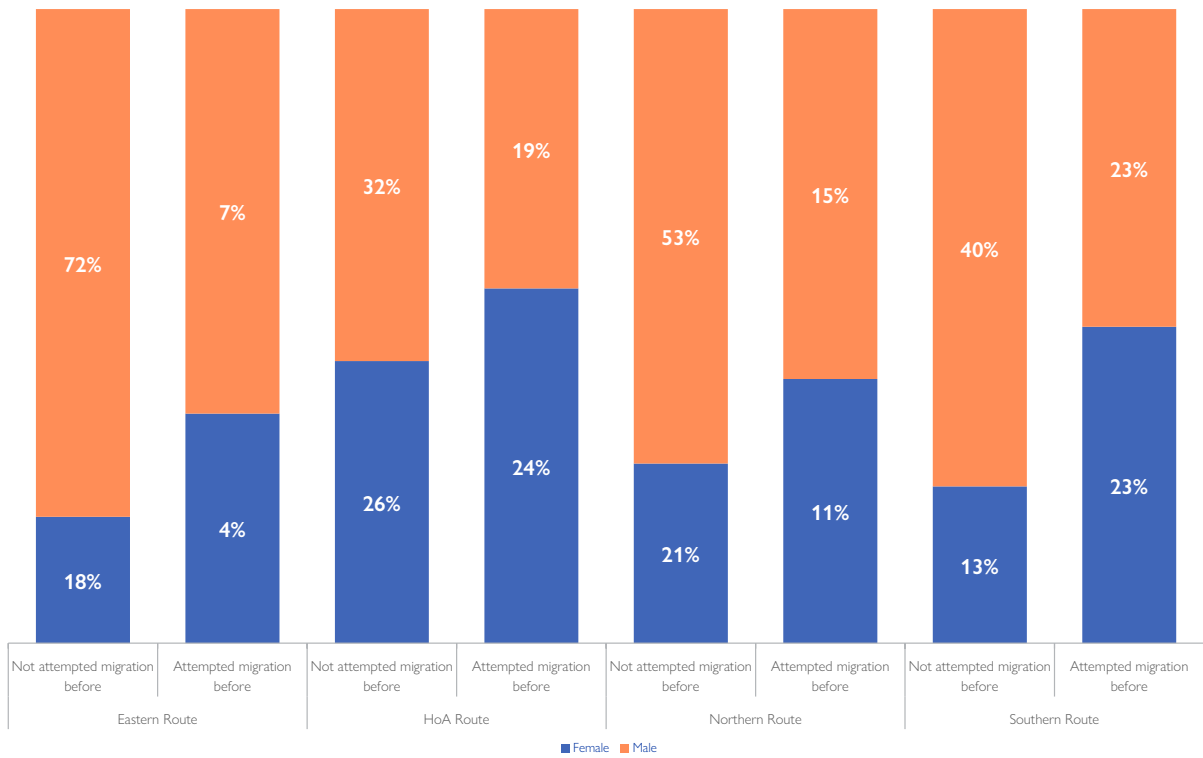


Figure 20: History of migration by sex as per FMS respondents (January to June 2020)

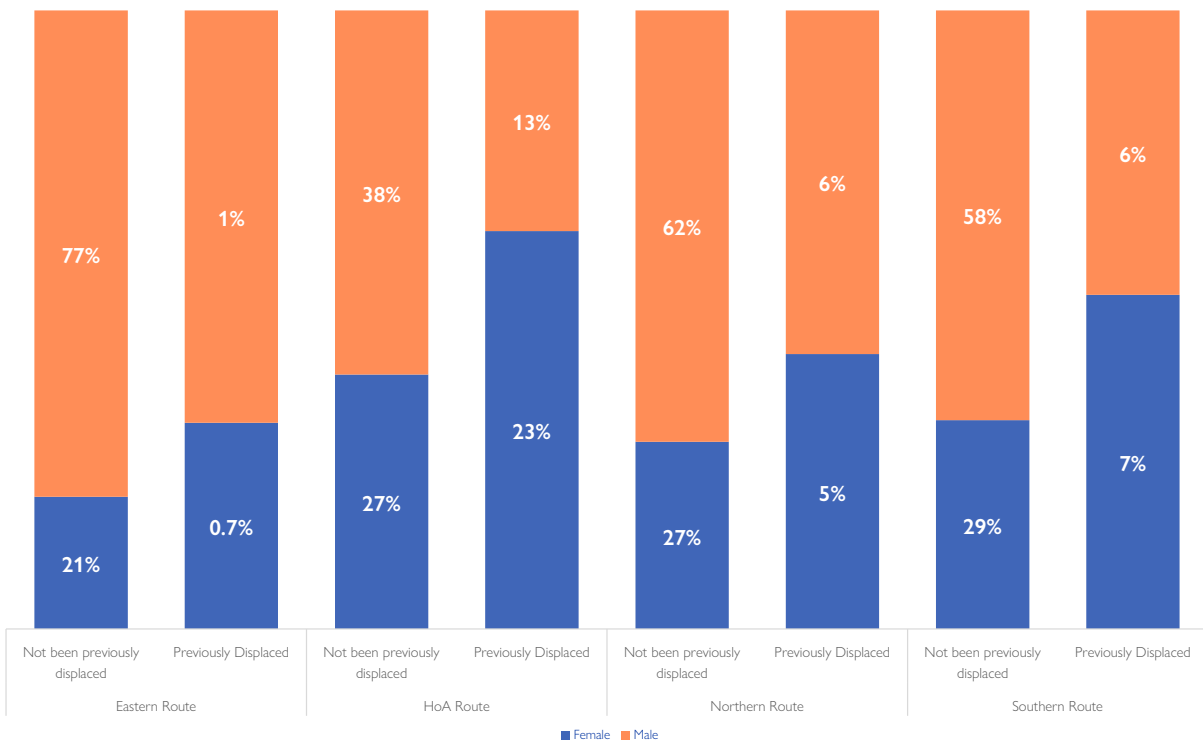


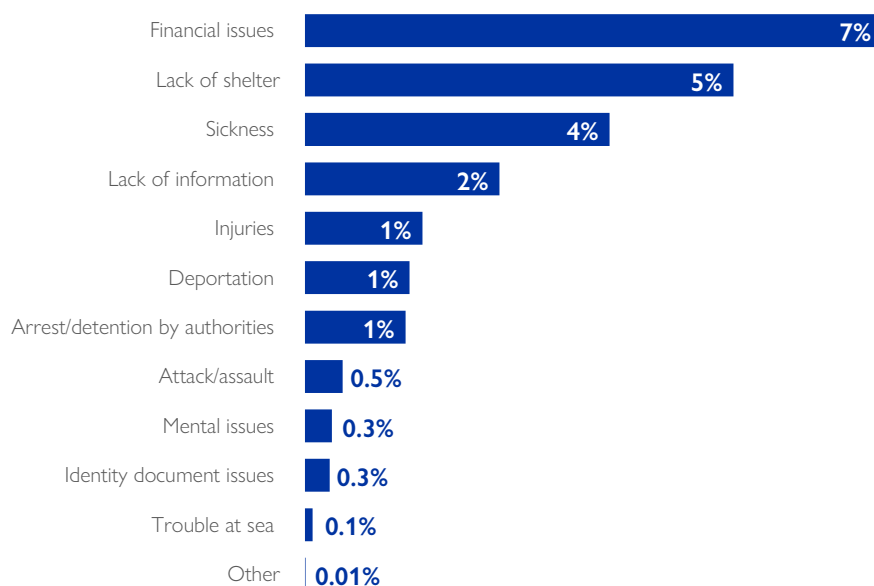
Figure 21: History of displacement by sex as per FMS respondents (January to June 2020)

114. Based on FMS data using a (non-representative) sample of a little over 13,000 migrants.

Figure 20 shows the breakdown of migrants by route with respect to the migration history. The majority of the migrants stated that they had not attempted migration in the past (60%) while 40 per cent had, with the majority being on the HoA Route (68%). This is slightly higher than what was reported in 2019, when 28 per cent had attempted migration in the past. As highlighted in the Eastern Route research section, the history of migration is a key indicator to explore the nexus between decision-making, perceptions and reintegration challenges back home and get a better understanding of the environment in which migration is taking place.

Furthermore, most respondents had not been displaced in their country prior to migration (72%), while 28 per cent had been previously displaced, most of which observed along the HoA Route (64%). This is much larger than the 9 per cent reported during 2019 that had been previously displaced along all routes. This can be explained in light of the overall reduction of movements that occurred in the region, except along the HoA Route which witnessed an increase in movements due to the COVID-19 mobility restriction measures and migrant remaining stranded or deciding to voluntary return in their country of origin.

## Difficulties Faced<sup>115</sup>



Overall, only one third of those surveyed responded to the question regarding difficulties faced during the migrant journey,<sup>116</sup> and around 74 per cent of these answered in the affirmative. The main challenges reported were lack of financial resources and access to shelter during the migration journey.

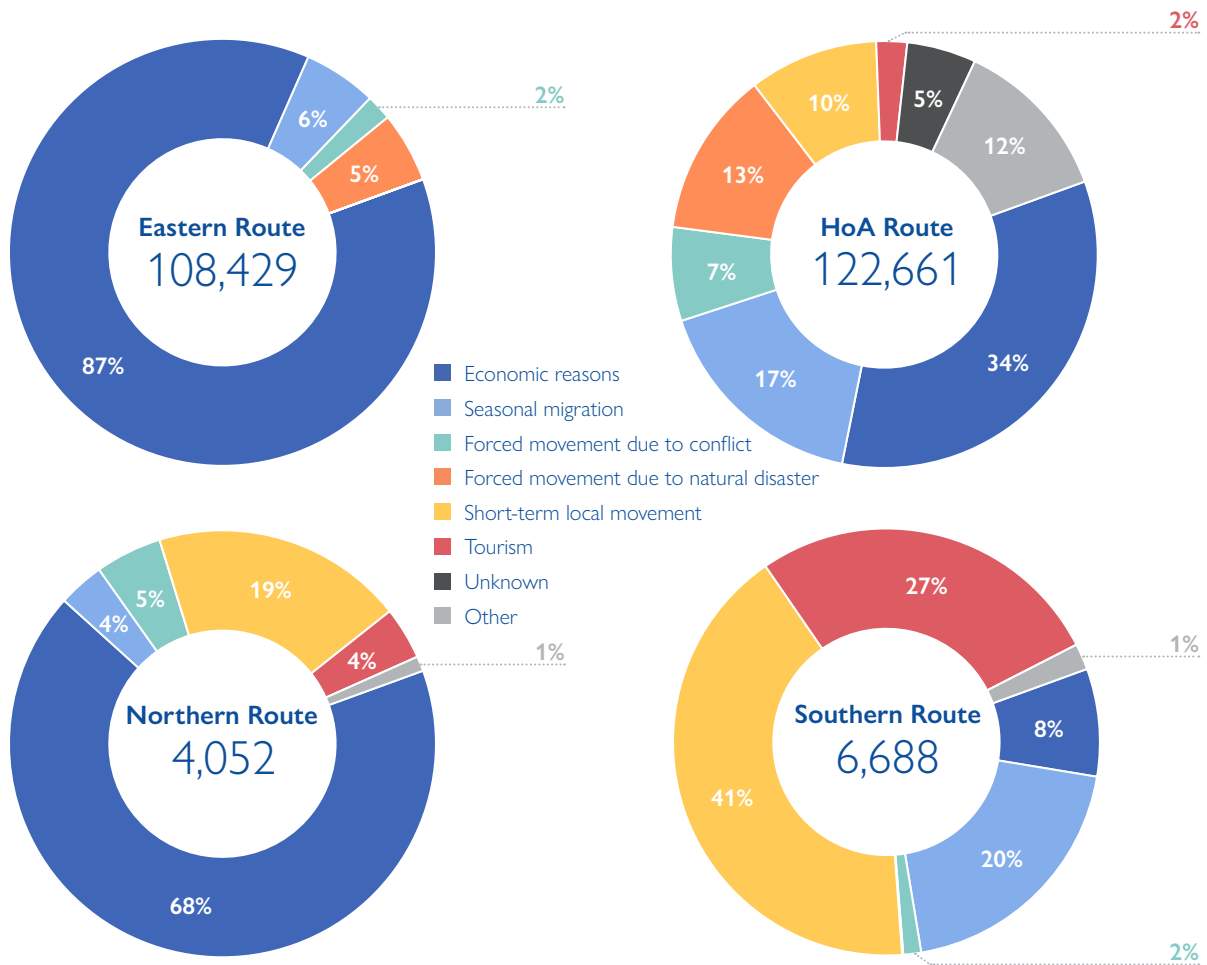
Of all the difficulties reported, the large majority were along the HoA Route (95%) which can be partly attributed to the large distribution of the sample along this route, as well as to the characteristics of its migrant flows; the movements tracked along the HoA Route are largely incoming/return movements (76% of overall), and so most of the migrants have been on the migration journey for a long time. On the contrary, movements tracked along the other routes are largely outgoing movements (99% on the Eastern Route), and most migrants are likely just beginning their journey.<sup>117</sup> For this reason, the migrants along the HoA Route have had more opportunity to face a higher level of difficulties as compared to other routes, and these findings are not necessarily indicative of certain routes being more prone to difficulties than others.

115. Based on FMS data using a (non-representative) sample of a little over 13,000 migrants.

116. DTM teams do not force respondents to answer any questions they might find sensitive.

117. Movement categories are at country level, not regional level, and percentages are from FMR not FMS.

## Reasons for Migration



The reality of migration as a phenomenon is more nuanced than this report may portray, and the drivers are very varied and interlinked. This analysis attempts to give a likely oversimplified picture of the various factors that may impact the decision taken by a person or a group to migrate. Overall, it can still be stated that movements taking place along the Eastern and Northern Routes are slightly more long-term in nature and largely driven by economic motivators, while movements along the HoA Route are slightly shorter term in nature. Overall movements are most likely to be economic in nature (56%), with the largest majority along the Eastern Route (87%). Forced movements due to various reasons made up 13 per cent of all movements, and most of these were tracked along the HoA Route (76%). Short-term and seasonal movements made up 19 per cent of all movements (7% and 12%, respectively), the most of which were also observed along the HoA Route (70%).



## MIGRATION RESPONSE CENTRES (MRCs)

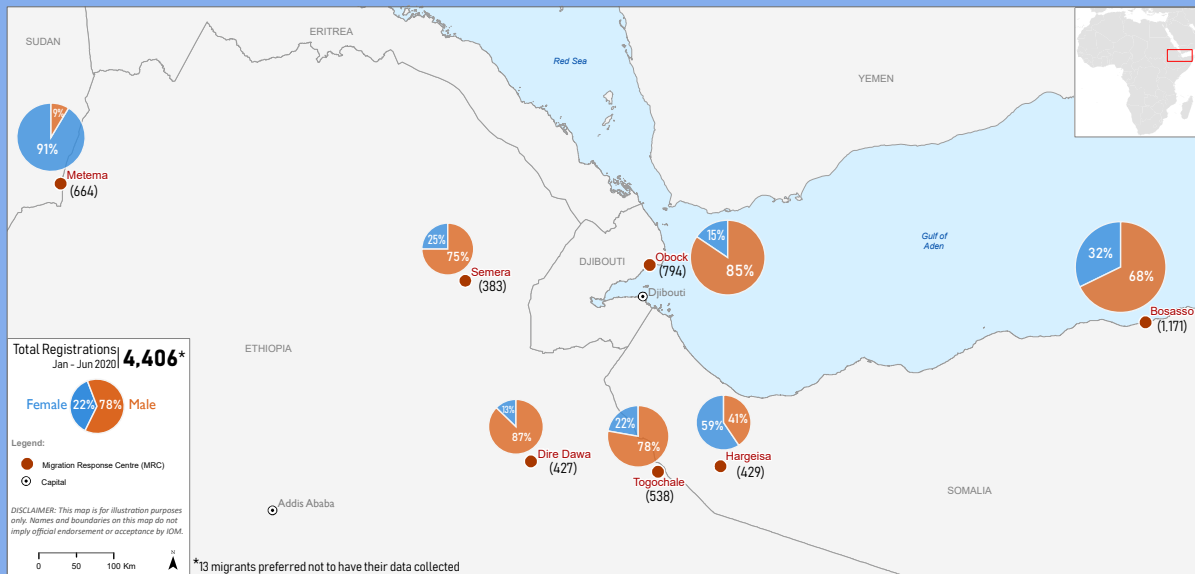


Figure 22: Caseload registered by sex at each MRC in the East and Horn of Africa (January to June 2020)

Situated along key migration routes in Ethiopia, Somalia and Djibouti, the Migration Response Centres (MRCs) provide direct assistance, including food and health care as well as service referrals to migrants in need. The services provided by each MRC vary depending on migrant needs in the particular area. Seven MRCs are currently operated by national governments, IOM, and other partners in the EHoA: Hargeisa and Bossaso since 2009, Obock since 2011, and Semera and Metema since 2014. In August 2019, upon request from the Government of Ethiopia, IOM opened two further MRCs in Dire Dawa and Togochale.

MRCs across the region registered 4,419 migrants in the first half of 2020. The largest number of migrants was registered in Bossaso (1,171), followed by Obock (795), Metema (664), Togochale (538), Dire Dawa (439), Hargeisa (429) and Semera (383). A bit over one third of all migrants registered were female (37%) and around 23 per cent were children. The largest number of minors were registered in Bossaso (240), Hargeisa (239) and Obock (150). The vast majority of migrants registered at MRCs between January and June 2020 were Ethiopians (99%), mostly coming from the Oromia (54%) and Amhara (16%) regions. Most were migrating along the Eastern Route towards the Kingdom of Saudi Arabia (62%) or other GCC States (18%), while 10 per cent were returning to their country of nationality. As was the case in 2019, economic reasons (82%) continued to be the most commonly reported reason for migration.

Although the COVID-19 pandemic and border closures in the region have had an impact on IOM's ability to assist migrants in need, IOM continues to provide basic, life-saving assistance and support as well as referrals for stranded migrants at its MRCs. With the exception of the MRC in Bossaso, all MRCs have recorded sharp declines in registrations since April 2020. The MRC in Obock is only admitting the most vulnerable migrants (women, children and those who are sick) as AVR services have been suspended since the adoption of COVID-19 related travel restrictions by the Government of Ethiopia in late March, and significant number of migrants remain stranded in Djibouti and Somalia while requests for AVR have been mounting.



*Fadmou holds her baby girl as she waits in a clinic in Hargeisa, Somaliland. Photo: © IOM / Muse Mohammed*

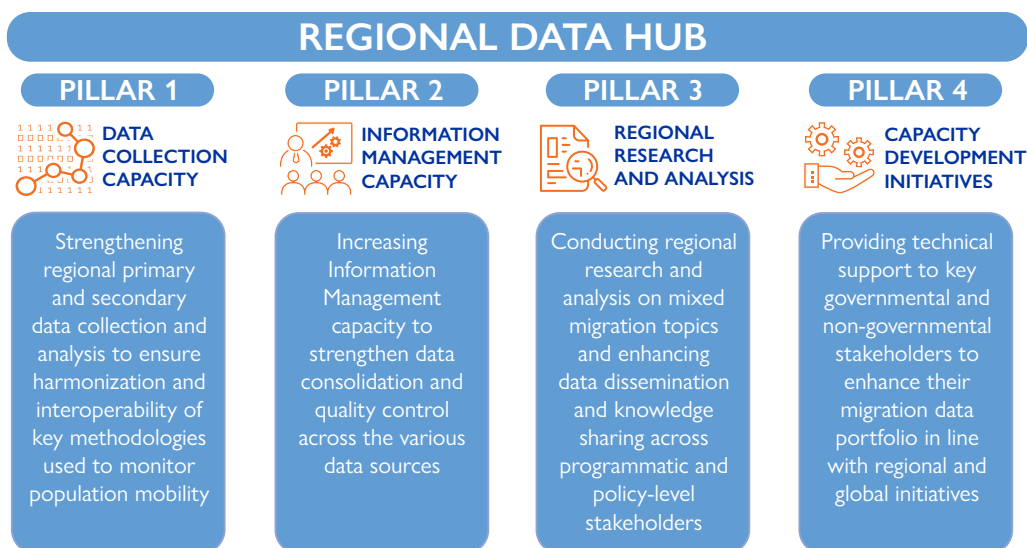


## VI. ANNEXES

### ANNEX 1: REGIONAL DATA HUB 2019 SNAPSHOT



Established in early 2018, the Regional Data Hub (RDH) for the East and Horn of Africa (EHoA) aims to support evidence-based, strategic and policy-level discussion on migration through a combination of initiatives. The RDH is largely funded through the generous support of the EU-IOM Joint Initiative for Migrant Protection and Reintegration in the Horn of Africa (EU-IOM JI). Regionally, other donors contribute to supporting the technical activities of the RDH, while at the country level, programmatic activities and initiatives are funded through multiple donors and funding mechanisms. The RDH strategy is structured along four main pillars:



RDH donors at the regional level:



## 2019 AT A GLANCE



The RDH expanded its portfolio to include **larger-scale research studies** on regional migration dynamics across its main migration routes



A large-scale **IMPACT study** is being designed to conduct a robust impact evaluation of reintegration programming in the region



The RDH has become a **technical hub** able to provide multiple Information Management services to support programming, analysis, and data management functions



**New Information Management positions** were created to support the data management requirements of migrant protection programming, both within IOM and for governmental stakeholders



A **regional data warehouse** was established to store and record the vast amount of migration data collected in the region, foster analysis across different data sources through the harmonization of indicators as well as facilitate data management, sharing and consolidation



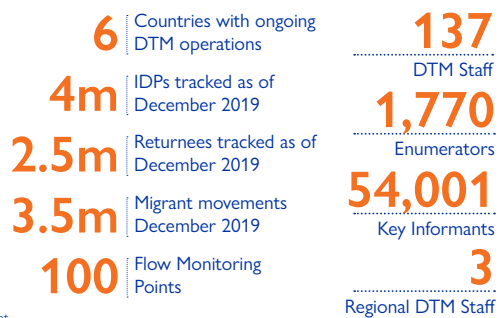
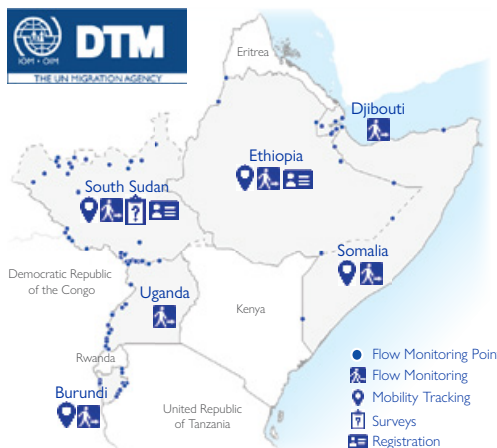
The RDH supported the significant expansion of **capacity development initiatives** to enhance national migration statistics in partnership with National Bureaux of Statistics (NBSs) at the country and regional level

## PILLAR 1 DATA COLLECTION CAPACITY

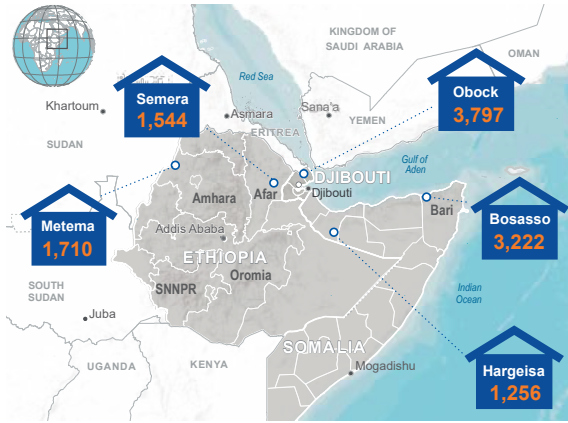
At the regional level, the RDH aims to enhance technical coordination, harmonize the different data collection activities and foster a multi-layered analysis of mixed migration movements, trends, and characteristics across the region. The regional analysis builds on multiple data sources, most of them directly managed and collected by IOM. External sources are used to further complement the mobility picture and provide a holistic understanding of such population movement dynamics. The following section highlights the main IOM data sources and Information Management systems active in the region.

### DISPLACEMENT TRACKING MATRIX | DTM

DTM is a system to track and monitor displacement and population mobility, provide critical information to decision-makers and responders during crises, and contribute to better understandings of migration flows. At the regional level, DTM operates under the RDH structure and constitutes the largest primary data source. More information can be found at [dtm.iom.int](http://dtm.iom.int)



### MIGRANT RESPONSE CENTRES | MRCs



The RDH provides technical and analysis support to the MRCs, which are one-stop-shop facilities situated along key migration routes providing direct assistance and service referrals to migrants on the move. IOM established the Regional MRC Data Collection System in July 2016 to advance a standardized approach for collecting data and monitoring responses to mixed migration flows in the East and Horn of Africa region. In 2018, the system was strengthened by launching a new screening form to foster a better understanding of migrant profiles, hardships, vulnerabilities and needs, while establishing a regional network of Information Management assistants. In 2019, 11,529 migrants were registered across five MRCs. At the end of 2019, two new MRCs were being established in Ethiopia, while a process to further upgrade the MRC IM system was initiated.

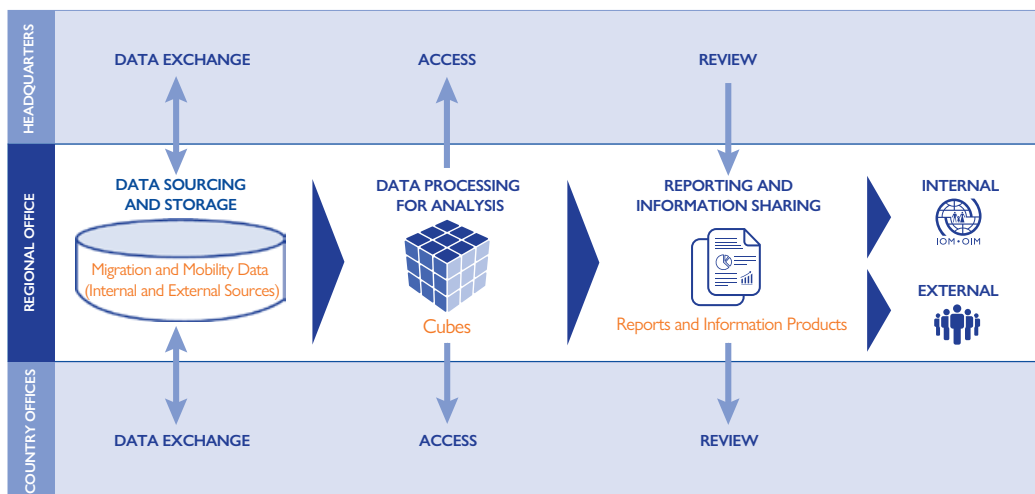
### MIGRANT MANAGEMENT OPERATIONAL SYSTEMS APPLICATION | MiMOSA



MiMOSA is IOM's main corporate system to collect and manage data on beneficiaries and link them with the various services received. Since 2017, MiMOSA has been a key component of the overall Information Management system to inform return and reintegration, and monitoring and evaluation activities under the EU-IOM Joint Initiative. The RDH provides regular assistance to country offices which includes: technical and strategic support on the usage of MiMOSA, definitions of Standard Operating Procedures (SOPs), training of end-users and focal points, customization of MiMOSA forms to capture project-specific data, and the creation of custom reports to extract data based on specific reporting requirements.

### REGIONAL DATA WAREHOUSE | RDW

The RDH data warehouse integrates tools, workflows and standards to acquire, consolidate, and analyze data from various sources, in order to provide comprehensive reports to leverage evidence-based programming and strategic discussions. This system provides access to analysis (Cubes) and reporting services (Power BI) to support the country offices in enhancing their analytical capacity, while facilitating data exchanges and works streams at the regional and headquarters levels. In addition, the advanced Geographic Information System (GIS) analysis component of the system allows for better understanding of the geospatial characteristics of the various migration themes investigated.



## PILLAR 2 INFORMATION MANAGEMENT CAPACITY

The RDH has prioritized the establishment of a solid network of Information Management (IM) staff across migration protection programming in the region, while convening regular trainings and technical meetings across the various thematic areas. Progressively, the RDH has become a technical hub able to provide Information Management services to countries in the region, in addition to Sudan and the Democratic Republic of the Congo, for programming, analysis, and data management support. IM services include: technical support (database, GIS, tool creation, data analysis, and products packaging), data quality checks, and harmonization of methodologies and practices.



17

New IM positions with technical profiles established between 2018 and 2019



2

Technical meetings organized during the course of 2019



9

Training packages provided on multiple IM systems: DTM (1), MRC (3), MiMOSA (5)



10

Countries supported with IM services

## PILLAR 3 REGIONAL ANALYSIS AND RESEARCH

The RDH is engaged in multiple research efforts and the compilation of regular analytical products, while enhancing data dissemination and knowledge-sharing across both programmatic and policy-level stakeholders. The team also contributes to various data initiatives to increase the evidence base on migration in the East and Horn of Africa region. Publications can be consulted at [ronairobi.iom.int/regional-data-hub-rdh](http://ronairobi.iom.int/regional-data-hub-rdh).

### PERIODIC PUBLICATIONS

#### A Region on the Move Reports

Bi-annual publication providing an overview of the main population mobility trends and key socio-political events affecting the region

#### KSA Factsheets

Monthly publication providing information on returns of Ethiopian migrants from the Kingdom of Saudi Arabia (KSA)

#### MRC Factsheets

Monthly publication on the registration data collected at IOM's Migration Response Centres

#### DTM Monthly Regional Reports

Monthly publication covering updates from the regional network of flow monitoring of migrants, as well as the tracking and monitoring of internal displacement in the different countries



**GMDAC**  
IOM's Global Migration Data Analysis Centre

#### Global Migration Data Portal

Launch of the regional page for [Eastern Africa](#) on the global migration data portal in collaboration with IOM's Global Migration Data Analysis Centre (GMDAC)



## RESEARCH ACTIVITIES

### YOUNG ETHIOPIAN MIGRANTS ON THE EASTERN ROUTE



In 2019, the RDH launched a multi-stage research project aimed at better understanding the experiences, decision-making, perceptions and expectations of young Ethiopians along the Eastern Route regarding their migration projects. By interviewing migrants leaving the Horn towards the Arab Peninsula, the project aims to investigate the nexus between decision-making, migrant expectations of what awaits during and at the end of the journey, compared to the realities on the ground. A more nuanced understanding of the decision to migrate will help inform strategy and programmatic planning for IOM and the wider humanitarian and development sector in the region. Obock and Bosasso were selected as the main study sites, as both receive a large number of Ethiopian migrants travelling on the Eastern Route, due to their location as one of the Horn's gateways to Yemen. Between September and October 2019, 2,153 surveys were conducted by ten IOM-trained enumerators at four congregation points in the Obock area. In addition, the research methodology will be further expanded to the communities of high emigration within Ethiopia.

## IMPACT EVALUATION




The IMPACT study is the first robust impact evaluation aiming to monitor and evaluate IOM's Integrated Approach to Reintegration as part of the EU-IOM Joint Initiative. IMPACT is based on a semi-experimental design that aims to measure the 'true' impact of the reintegration assistance provided by IOM on reintegration levels from external factors, such as shocks occurring at a community - or at the national - level, individual variability, and the non-linearity of the reintegration process. In addition, it is envisaged that IMPACT will inform the definition of a standard methodology for the evaluation of reintegration programmes, and also improve IOM's understanding of sustainable reintegration metrics. The study focuses on Ethiopia, Somalia and Sudan, the three target countries of reintegration under the EU-IOM Joint Initiative in the Horn of Africa.




## PILLAR 4 CAPACITY DEVELOPMENT INITIATIVES

Initiatives on migration data capacity development in the East and Horn of Africa are one of the core aspects of the RDH mandate. The RDH commits to providing technical support to key governmental and non-governmental stakeholders to enhance their migration data portfolio in line with national, regional and global policy and development initiatives.


IOM recognizes that to inform effective migration management and good governance, timely, quality, disaggregated and harmonized migration data are required. Such commitment is now stressed in the **Global Compact for Safe, Orderly and Regular Migration (GCM)**, which calls for collection and utilization of “accurate and disaggregated data as a basis for evidence-based policies” in its first Objective. Similarly, the **2030 Agenda for Sustainable Development** highlights the importance of quality and timely disaggregated data to guide decision-making and help measure progress. Above all, good migration governance at the continental, regional and national levels needs quality, harmonized migration statistics to support evidence-based strategies and effective implementation and monitoring, as codified in the revised **African Union’s Migration Policy Framework for Africa (AU-MPFA) and Plan of Action (2018-2030)**, the **Intergovernmental Authority for Development (IGAD) Regional Migration Policy Framework (RMPF)**, and the **East African Community (EAC) Common Market Protocol**.




**2**  
National workshops



**1**  
Regional workshop



**1**  
Learning exchange



**2**  
Technical Working Groups

The RDH, in close support with the missions and IOM’s Global Migration Data Analysis Centre (GMDAC), has launched multiple capacity building development initiatives to improve migration data at the national and regional level. Support was provided to establish Technical Working Groups (TWGs) on migration data to facilitate the harmonization, comparability and accessibility of migration statistics among key institutions and their National Bureau of Statistics (NBS). These TWGs are meant to facilitate the establishment of a functioning national migration data governance framework and data sharing protocols across agencies. At the IGAD level, the TWG will support the production, harmonization and comparability of migration data among Member States, including mainstreaming migration into development plans, data collection and management. These initiatives were achieved through several workshops and technical meetings, during which relevant capacity development tools were presented, targeting Tanzania, Ethiopia, Djibouti and IGAD countries.


## INFORMATION MANAGEMENT SYSTEM SUPPORT

As part of the EU-IOM Joint Initiative, technical interventions have also been launched to improve the Information Management capacity of governmental counterparts involved in the provision of assistance to returning migrants alongside IOM. These operations generally entail the creation of software applications to systematically record information on returning migrants or facilitate referrals and service provision.




**National Return and Reintegration Database**

The EU-IOM Joint Initiative is supporting the development and deployment of a National Return and Reintegration Database for Ethiopia, an initiative led by the Ministry of Labour and Social Affairs (MoLSA) and the Administration for Refugee and Returnee Affairs (ARRA). The database and its related case management applications will increase government involvement in return and reintegration operations, while also informing and facilitating the implementation of the federal policy on the matter.



**Returning Migrant Registration System**

The RDH has created a registration and certification application for the National Displacement and Refugee Agency (NDRA) in Somalia, which is currently in use. NDRA is now able to issue registration certificates to returning migrants, which can be used to access services from government authorities.

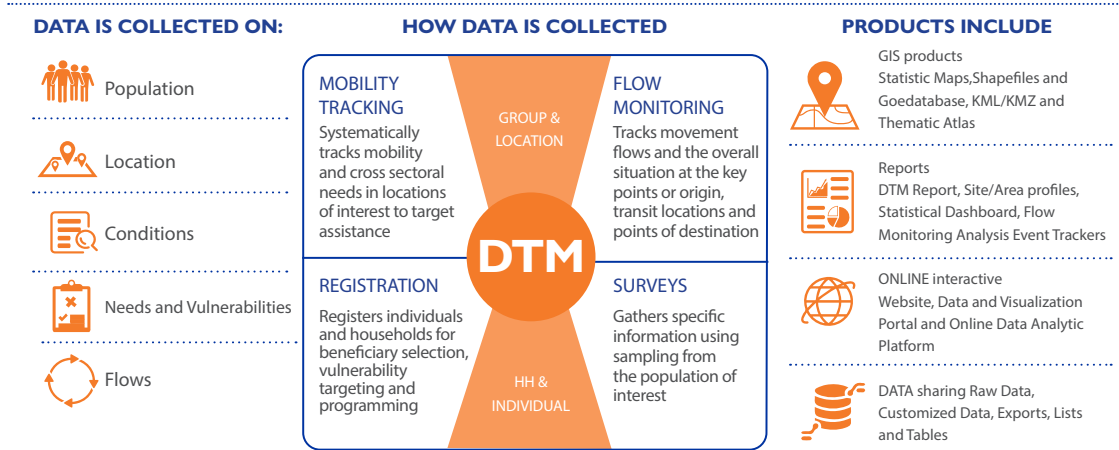
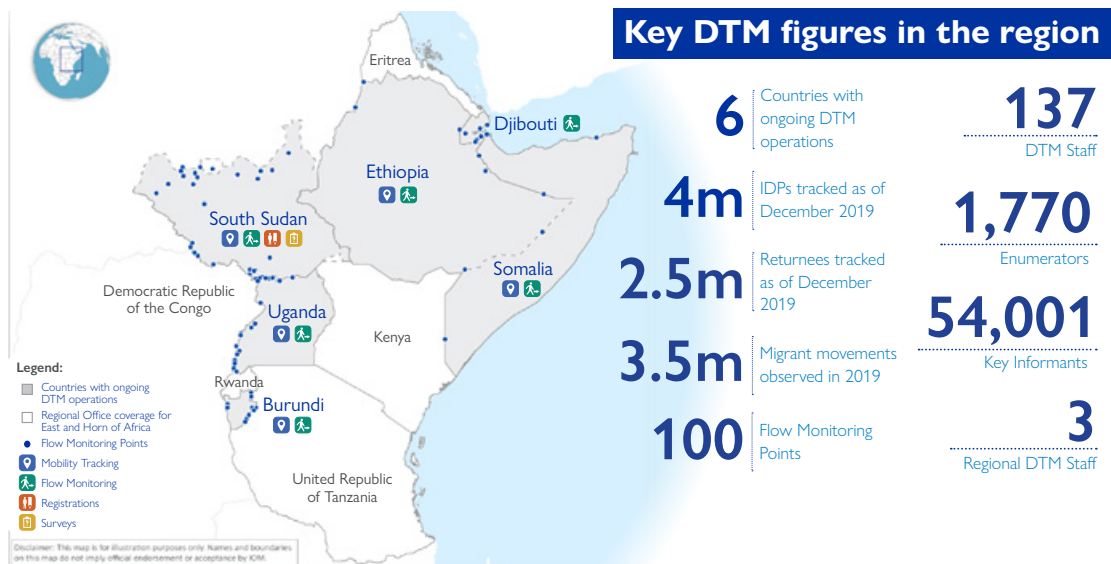
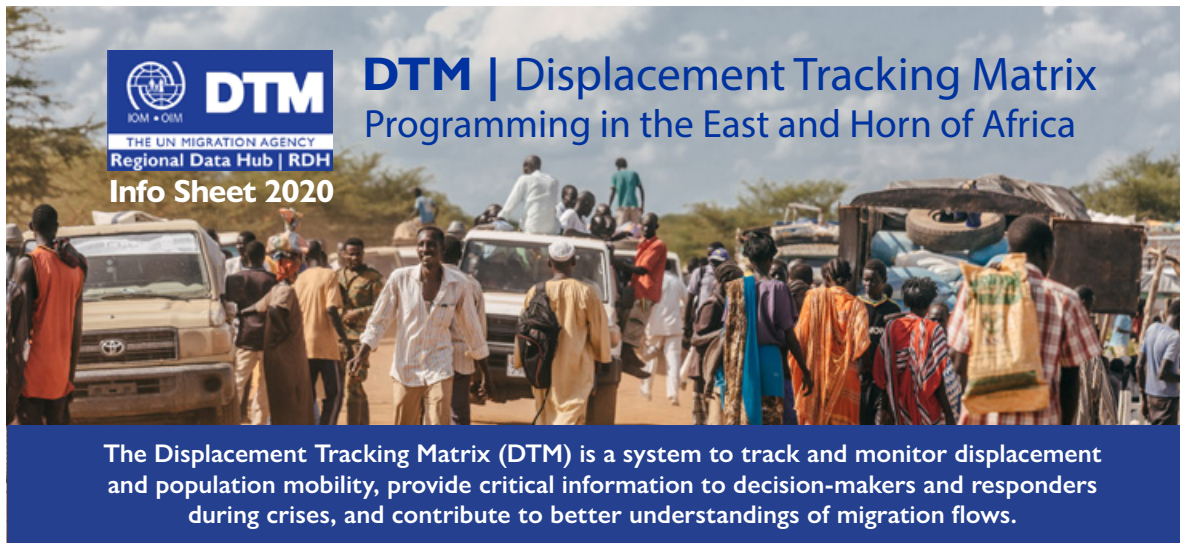


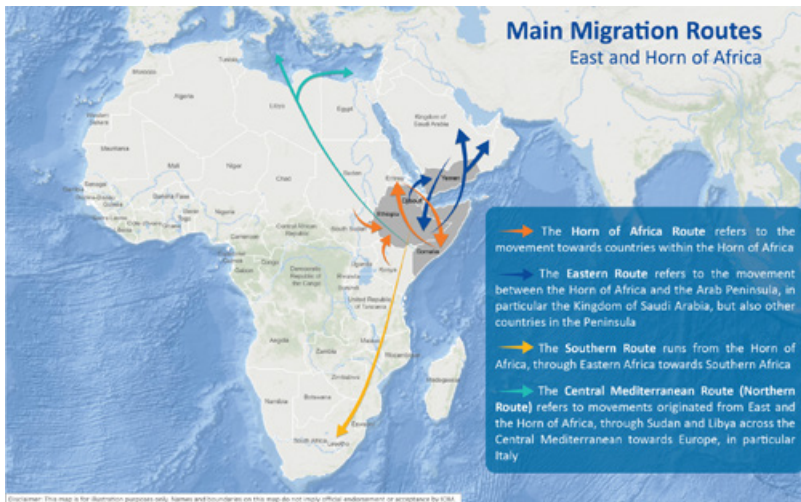
**Digitalizing Registration and Screening Process**

Technical support to the Secretariat of Sudanese Working Abroad (SSWA) is currently being provided with the aim to digitalize registration and screening processes involving Sudanese returning migrants.



## ANNEX 2: DTM EAST AND HORN OF AFRICA INFOSHEET 2020





**FLOW MONITORING**

DTM Regional office has supported the establishment of a network of 100 flow monitoring points along the four main migration corridors in the region in Burundi (13), Djibouti (5), Ethiopia (5), Somalia (7), South Sudan (47) and Uganda (23). Flow monitoring provides quantitative estimates of the flow of individuals through specific locations and informs about the profiles, travel history, intentions and needs of people on the move. In the region, this system also supports preparedness and response in public health emergencies by providing mapping and information on population movements in Burundi, Uganda and South Sudan, specifically in relation to the Ebola outbreak in the Democratic Republic of Congo.

**DISPLACEMENT AND MOBILITY TRACKING IN EMERGENCY**

Mobility tracking: in a region with approximately 6 million IDPs, DTM is the official provider of internal displacement figures countrywide in Burundi, Ethiopia and South Sudan. DTM coverage is being expanded in Somalia.

Emergency Tracking: a sub-component of mobility tracking, is deployed in Burundi, Ethiopia and Somalia in instances in which events cause sudden displacement outside of regular rounds of data collection.

**A SERVICE FOR HUMANITARIAN PARTNERS AND GOVERNMENTS**

DTM's added value is its contribution to a common definition of targets in a crisis, thus lowering entry costs for responders through the provision of reliable and regular data. DTM tools have been developed in close collaboration with Global Clusters to enhance data usability and support sectorial responses. Adaptations at local level are implemented in collaboration with the host governments and the humanitarian community.

**BIOMETRIC REGISTRATION**

From 2014 to date, DTM South Sudan has biometrically registered over 900,000 beneficiaries in displacement sites and host community locations across the country. Biometric registration enables humanitarian partners to conduct distributions of food and other items in an accountable manner, maximizing targeting capacity. IOM works in close collaboration with WFP, and both organizations have achieved full interoperability of their respective registration systems - BRAVE and SCOPE - for exchanging data.

**PROTECTION MAINSTREAMED**

DTM data is collected through protection-mainstreamed tools and approaches to improve operational responses to protection risks. These include sex and age disaggregated data, context-appropriate Gender-Based Violence (GBV) risk indicators and services relating to site layout and infrastructure; security and women's participation. GBV indicators are particularly used in Ethiopia and in South Sudan.

**CONTACT**

For more information on DTM in the region:  
[dtmronairobi@iom.int](mailto:dtmronairobi@iom.int) | [dtm.iom.int](http://dtm.iom.int)  
 For reports and datasets:  
[displacement.iom.int](http://displacement.iom.int) | [migration.iom.int](http://migration.iom.int)  
 If you want to support, contact Regional Data Hub RO Nairobi:  
[rdhronairobi@iom.int](mailto:rdhronairobi@iom.int)

**REGIONAL DATA HUB (RDH)**

At the regional level, DTM operates under the Regional Data Hub. Established in early 2018, the RDH aims to support evidence-based, strategic and policy-level discussion on migration through a combined set of initiatives. These include: strengthening regional primary and secondary data collection and analysis; increasing information management capacity across countries; conducting regional research and analysis on mixed migration topics; providing technical support to key governmental and non-governmental stakeholders to enhance their migration data portfolio in line with regional and global initiatives.

**DTM REGIONAL SUPPORT**

The Regional DTM Support team is based in Nairobi, working closely with DTM coordinators in country and with the DTM Global Support Team in headquarters. Composed of experts with various technical and operational backgrounds, the team strives to provide support services for DTM implementation in the region. Support includes strategy, methodology and tools design, deployment of technical expertise, capacity building support, quality control, analysis and development of information products, coordination of cross-border activities as well as intra-regional coordination.

**DTM GLOBALLY IN 2019**



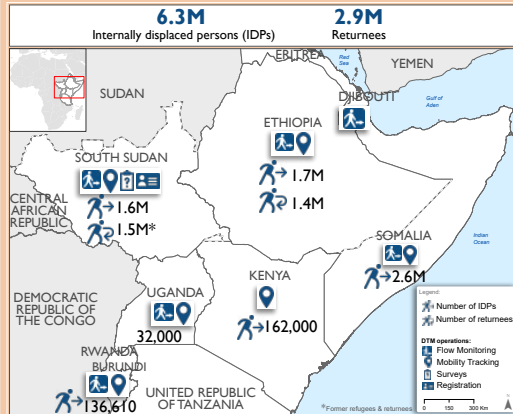
# ANNEX 3: DTM EAST AND HORN OF AFRICA AND YEMEN REGIONAL SNAPSHOT JUNE 2020



## Displacement Tracking Matrix (DTM) East and Horn of Africa: Regional Snapshot June 2020

Publication: July 2020

### DTM Overview



The Displacement Tracking Matrix (DTM) in the East and Horn of Africa (EHOA) region is currently active in six countries (Burundi, Djibouti, Ethiopia, Somalia, South Sudan, and Uganda), and its methodology includes four main components (mobility tracking, flow monitoring, registrations, and surveys).

As of June 2020, DTM in the region tracked 6.3M Internally Displaced Persons (IDPs) and 2.9M Returnees, as reported during the last round of DTM assessments for each country, or through secondary data sources. The figures of IDPs and returnees for Ethiopia are as of Round 21 (Feb 2020), and the figures for South Sudan are as of Round 8 (Mar 2020). The IDP figure for Burundi is as of Round 53 (June 2020). Displacement figures for Kenya and Uganda were reported as of December 2019. While DTM coverage is being expanded in Somalia, the IDP figure indicated on this map is the most up-to-date data available shared by the Information Management Working Group - Technical Working Group (IMWG-TWG) and endorsed by the National Commission for Refugees and IDPs (NCR) in Somalia, as of February 2018.

### Flow Monitoring Overview

Flow Monitoring (FM) continues in six countries with active DTM through a regional network of 47 Flow Monitoring Points (FMPs), with the main aim of tracking cross-border movements trends in the region. FMPs established at key areas of high mobility monitor different kinds of movements, including movements along the four main migration routes (Eastern, Horn of Africa, Southern, and Northern); movements to and from areas affected by Ebola Virus Disease (EVD); post-conflict movements of Burundi nationals returning from the United Republic of Tanzania; and other shorter-term cross-border movements, mainly tracked in South Sudan. The movements along the Northern and Southern routes, in particular, are likely under-represented due to lack of geographical coverage. The following sections will present findings across these FM networks for June 2020.

### Migration Routes Network

Total movements observed: 24,342 through 18 FMPs\*

#### Eastern Route (12%)

- Towards Yemen: 78%
- Towards Kingdom of Saudi Arabia: 22%

#### Other routes (7%)

- Southern Route: 5%
- Northern Route: 2%
- Other routes: <1%

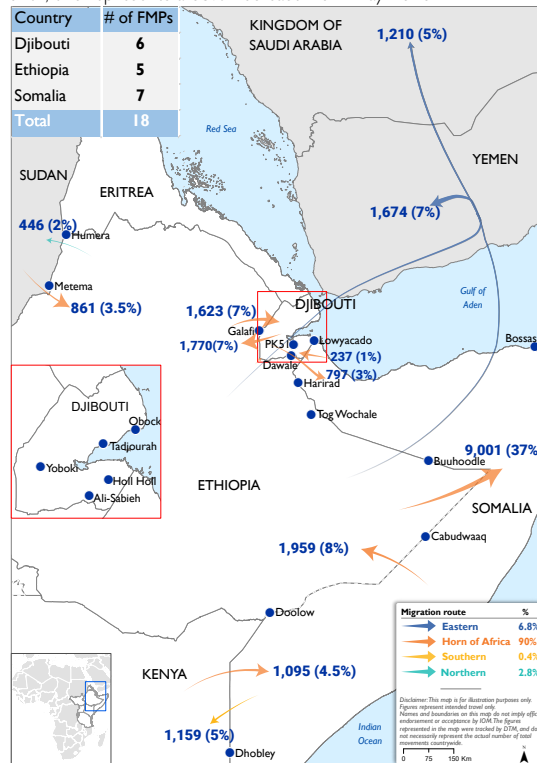
#### HoA Route (81%)

- Towards Djibouti: 44%
- Towards Somalia: 42%
- Towards Ethiopia: 14%

#### Migrants arriving in Yemen: 1,008

- Ethiopians (67%), Yemeni (25%), and Somali (8%) nationals
- From Somalia (74%) & Djibouti (26%)

There was a 12% decrease in overall movements in June as compared to May; the overall movements however represented a decrease of 61% as compared to June of 2019. The movements continue to be impacted by the COVID-19 outbreak. Arrivals to Yemen also decreased by 16%, as compared to May, and 90% as compared to June 2019. A significant proportion of movements tracked in June consisted of stranded migrants, or nationals moving within the country (9%). Only 15 migration movements were tracked along entry locations into Djibouti, although for the first time, 259 Yemeni nationals returning home from Djibouti were tracked upon arrival in Yemen. In Somalia, 5,486 movements, mostly Ethiopians, were tracked at FMPs along the border into Somalia, travelling eastward, while 749 migrant arrivals from Somalia were tracked in Yemen during this month; this represents a 35% decrease from May 2020.



\*The map above, and figures, should be considered as intentions as most cross-border movements are restricted. Internal movements not shown.

### Flow Monitoring Network in Public Health (EVD) Context

Total movements observed: **9,636** through **12 FMPs**

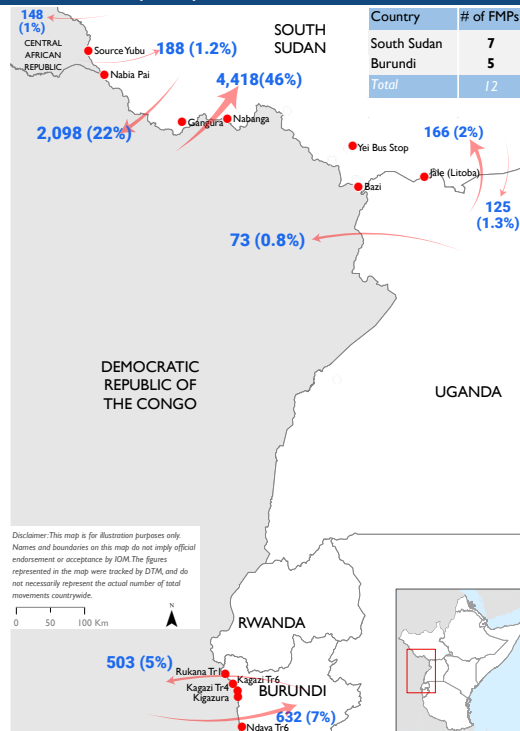
**Routes:**

- Movements between the Democratic Republic of the Congo (DRC) and South Sudan: 68%
- Movements between DRC and Burundi: 12%
- Movements between Central African Republic and South Sudan: 4%
- Movements between Uganda and South Sudan: 3%

The movements tracked in June represent an increase of 41% as compared to May, though this is still a 94% reduction as compared to March, before the COVID-19 outbreak. All the movements were tracked through FMPs in South Sudan and Burundi; the latter resumed flow monitoring operations along the DRC border after temporary closure in April due to movement restrictions related to the COVID-19 outbreak.

The most prominent reason of migration for overall movements was return to habitual residence (29%), followed by migration for economic reasons (22%), though 57% of these were for a duration of less than one day, while 6% were intending to travel for more than six months. A further 20% were visits related to medical care.

Male adults made up the largest portion of the migrants (42%), while adult females made up 35% of total movements, and female children were 14%, with the remaining 9% being male children; 10% migrants were children under the age of five, while 11% were pregnant and/or lactating women, and 0.5% were unaccompanied migrant children (UMCs). The average daily movements in June were 321, which is a reduction of 39% as compared to May, and 94% less than average daily movements tracked in March 2020.



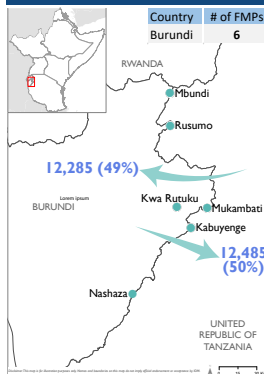
### Burundi Returns Network

Total movements observed: **24,821** through **6 FMPs**

The movements tracked in June represent a 49% increase as compared to May, but are still 42% less than the movements tracked in March. Most movements tracked in Burundi comprised of nationals of Burundi (83%), with the remaining being nationals of the United Republic of Tanzania (17%). Many were reportedly moving for economic reasons (65%), though of these, most intended to return within the same day (79%), or within a week (12%), while only 5% were travelling for six months or longer.

There was an even gender distribution, with 40% adult males, 36% adult females, 15% female children, and 9% male children. Of the total, 8% were pregnant and/or lactating women, and another 8% were children under five, and 3% of UMCs.

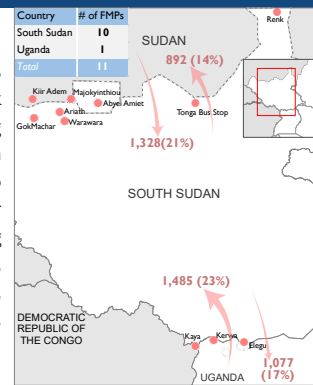
Most of the people tracked through these FMPs were travelling on foot (64%) or on boats (22%) with another 14% on bikes and motorbikes, while less than 1% were using other modes of transportation.



### South Sudan Situation Cross-Border Movements Network

Total movements observed: **6,413** through **11 FMPs**

The movements tracked in June represent a decrease of 48% as compared to May, and are still 80% less than the movements tracked in March. Most of the movements tracked through this network originated in Uganda, and were intended towards South Sudan (23%), with another 17% travelling from South Sudan towards Uganda. The second largest proportion of movement was between South Sudan and Sudan (34%), similar to the what was seen in the previous month, though contrary to what was observed in the past. In terms of departures, less than 1% were coming from camps or camp-like settings, with most from Sudan. In terms of intended destinations, around 4% were going to camps or camp-like settings. The most prominent reason for movements was economic (52%), though 64% of these were for a duration of less than week. Most migrants were adult males 78%, while 10% were adult females, 7% were male children, and the remaining 5% were female children. The largest proportion migrants were nationals of South Sudan (44%), while 30% were Ugandan, and over 14% were Kenyans.



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Two Ethiopian children outside their home in a shantytown in Burco, Somaliland. Photo: © IOM / Muse Mohammed

## VIII. METHODOLOGY

The East and Horn of Africa region, for IOM, is comprised of ten countries: **Burundi, Djibouti, Ethiopia, Eritrea, Kenya, Rwanda, Somalia, South Sudan, Uganda**, and the **United Republic of Tanzania**. The IOM Regional Office for the East and Horn of Africa is located in Nairobi, Kenya. DTM components are active in six out of the 10 countries, including **Burundi, Djibouti, Ethiopia, Somalia, South Sudan**, and **Uganda**. Yemen is part of the Middle East and North Africa region, and although not part of the EHoA region, is integral to understanding the regional migration dynamics.

IOM defines a **migrant** as any person who is moving or has moved across an international border or within a State away from his/her habitual place of residence, regardless of (1) the person's legal status; (2) whether the movement is voluntary or involuntary; (3) what the causes for the movement are; or (4) what the length of the stay is.<sup>118</sup> An **internally displaced person**, or an **IDP**, is a persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence, in particular as a result of or in order to avoid the effects of armed conflict, situations of generalized violence, violations of human rights or natural or human-made disasters, and who have not crossed an internationally recognized State border.<sup>119</sup> IDP is a specific kind of migrant, but for this report, 'migrant' is used to refer to any person, or group of persons, who have crossed an internationally recognized State border for any reason, whereas IDPs are displaced within their borders. Also, for the purposes of this report, a **returnee** (or returned IDP) is any person who was displaced internally or across an international border, but has since returned to his/her place of habitual residence.<sup>120</sup> The definition may vary at the country level and may encompass former-IDPs returning to the area of their habitual residence, and not necessarily their home, or hometown.

### FLOW MONITORING METHODOLOGY

The purpose of flow monitoring is to provide regular and updated information on the volume and profile of population movements. The information and analysis of flow monitoring data also aims to contribute to improved understanding of shortcomings and priorities in the provision of assistance along the displacement/migratory routes. Flow monitoring consists of three basic steps:

- **High Mobility Area/Location Assessments:** aimed at mapping locations of high mobility to establish where to set up Flow Monitoring Points (FMPs) through key informant interviews;

**Flow Monitoring Registry (FMR):** aimed at capturing quantitative data about certain characteristics such as the volumes of migrants, their nationalities, sex and age disaggregated information, their origin, their planned destination and key vulnerabilities. This is done by enumerators at FMPs;

- **Flow Monitoring Survey (FMS):** aimed at capturing qualitative information about the profiles of migrants, migration drivers and migrants' needs. This is done through interviews with a sample of migrants passing through the FMPs.

**Analysis was undertaken according to the migration routes** (Horn of Africa, Eastern, Northern and Southern).

**Limitations:** Geographical coverage of FM activities is not exhaustive and is limited to selected FMPs. Information provided by FMR cannot be generalized to the overall population passing through the selected locations (FMPs) where they were collected. Moreover, FMR results are not indicative of movements in other non-monitored transit locations. The combined results must be read as indicative of change in trends, rather than exact measurements of mobility.

118. IOM, *Who is a migrant?*, 2019. Available from [www.iom.int/who-is-a-migrant](http://www.iom.int/who-is-a-migrant).

119. *Guiding Principles on Internal Displacement*, UN Doc E/ CN.4/1998/53/Add.2.

120. IOM, *International Migration Law: Glossary on Migration*, 2004. Available from [https://publications.iom.int/system/files/pdf/iml\\_1\\_en.pdf](https://publications.iom.int/system/files/pdf/iml_1_en.pdf).



## POPULATION MOBILITY MAPPING METHODOLOGY

- **Population Mobility Mapping (PMM)** has been developed through an adaptation of the DTM model. PMM involves analyzing the characteristics and dynamics of population mobility to facilitate informed decision-making in public health interventions. More broadly, it aims to improve prevention, detection and response to the spread of infectious diseases through an improved understanding of spaces of vulnerability and prevailing human mobility patterns. PMM is comprised of three separate but related stages that combine qualitative and quantitative methods:
- **Participatory Mapping Exercise (PME):** aimed at identifying and prioritizing strategic transit points (e.g. Points of Entry (PoE), Points of Control (PoCs), etc.). PME is conducted to rapidly collect information on human mobility profiles and patterns in order to inform effective, more targeted resource allocation at a time of a public health risk. This is done through group discussion, using basemaps prepared ahead of time as basis for discussion;
- **Site Observation:** aimed at assessing spaces of vulnerability that were identified and prioritized through PME (e.g. Priority Sites Assessment, Priority Health Facilities Assessment, Priority Markets Assessment, Priority Traditional Healers Assessment);
- **Flow Monitoring:** aimed at profiling the volume and dynamics of human mobility at selected strategic transit points connecting spaces of vulnerability, which are formal or informal PoEs/PoCs covering land, water and air transportation.

## COVID-19 MOBILITY RESTRICTIONS OVERVIEW METHODOLOGY

The current outbreak of COVID-19 has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM developed a global mobility database to map and gather data on the locations, status and different restrictions at PoEs, globally.<sup>121</sup> In the EHoA region, IOM's DTM teams in nine of the ten countries covered by IOM Nairobi Regional Office are actively collecting information on various PoEs, internal transit locations, as well as other areas of interest in an effort to better understand the extent of these restrictions, as well as the impact on different types of population groups. This report is developed as a close collaboration between IOM's divisions and units, in particular: DTM, Migration Health Division (MHD), Immigration and Border Management (IBM), and Migrant Protection and Assistance Division (MPA).

Data is collected about the following locations:

- **Airports:** currently or recently functioning airport with a designated International Air Transport Association (IATA) code;
- **Blue Border Crossing Points:** international border crossing point on sea, river or lake;
- **Land Border Crossing Points:** international border crossing point on land;
- **Internal Transit Points:** internal transit point inside a given country, territory or area;
- **Areas of interest:** region, town, city or sub-administrative unit in a given country, territory or area with specific restrictions;
- **Sites with a population of interest particularly affected by or at risk of COVID-19:** stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers.

## MIGRATION NETWORKS

Migration in the East and Horn of Africa region has been broadly categorized in four main networks:

- **Migration Routes:** categorized as longer-term movement, migration along the four main routes (Eastern, Horn of Africa, Northern, and Southern) is mostly intended for relatively longer durations and may encompass border crossings of more than one country. Flow monitoring points in Djibouti, Ethiopia, Somalia, and Yemen are categorized as points that measure this kind of movement;
- **Flow Monitoring in Public Health (EVD) Context:** various points established in key locations in Burundi, South Sudan, and Uganda (as well as the Democratic Republic of the Congo), provide valuable

121. For more information, please consult: <https://migration.iom.int>.

information in terms of movements to and from areas affected by Ebola Virus Disease (EVD), though they operate under the standard FM methodology, similar to the PME described above;

- **South Sudan Situation Cross-border Movements:** FMPs established mainly in South Sudan, at the border with Sudan, track this kind of movement, which is usually shorter-term in nature, and confined to these two countries;
- **Burundi Returns:** following the conflict in Burundi, many Burundian refugees are currently making their way back from the United Republic of Tanzania. Eight FMPs established along the border between the countries track the returns of this population, as well as other kinds of movements between the two countries;
- **Internal Movements:** various points in the region, mainly in South Sudan, also track internal movements within the country, though that has not been included in this report.

*Note: Although the points have been categorized in specific ways as per the location, and purpose of establishment, they continue to operate as standard FMPs and monitor all kinds of movements. Categorization is based on generalization of movements, and does not exclude other kinds of movements.*

## MIGRATION ROUTES

The routes are categorized by looking at the countries of intended **destination** and have been done so in the following way:

- **Eastern Route:** Bahrain, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, United Arab Emirates, and Yemen;
- **Horn of Africa (HoA):** Djibouti, Eritrea, Ethiopia, and Somalia;
- **Northern Route:** Austria, Belgium, Denmark, Egypt, Finland, France, Georgia, Germany, Greece, Ireland, Israel, Italy, Libya, Morocco, Netherlands, Norway, Poland, Spain, Sudan, Sweden, Switzerland, Tunisia, Turkey, and United Kingdom of Great Britain and Northern Ireland;
- **Southern Route:** Angola, Congo, Eswatini, Ghana, Kenya, Liberia, Malawi, Mozambique, Nigeria, Rwanda, South Africa, South Sudan, Uganda, United Republic of Tanzania, Zambia, and Zimbabwe.
- **Other routes:** There are some movements that were tracked going to other countries, mostly to the Eastern hemisphere, and North America, but those have not been considered for the purposes of this analysis as they were outliers, and not part of the regional migration trends. About 0.1 per cent observations were observed of these 'other' destinations; thus they did not have a substantial impact on the analysis.

*Note: FMR and FMS data are likely to be biased, or incomplete, due to lack of operational coverage along these routes. In particular, the FMS data, which details the profiles of moving population, had a very small, highly unrepresentative sample along the southern route.*

## GEOGRAPHIC LOCATIONS

- **Arab Peninsula:** Bahrain, Oman, Qatar, Saudi Arabia, United Arab Emirates, Yemen;
- **East Africa:** Kenya, Rwanda, South Sudan, Uganda, United Republic of Tanzania;
- **Europe:** Austria, Belgium, Denmark, Finland, France, Georgia, Germany, Greece, Ireland, Italy, Netherlands, Norway, Poland, Spain, Sweden, Switzerland, Turkey, and United Kingdom of Great Britain and Northern Ireland;
- **HoA:** Djibouti, Eritrea, Ethiopia, and Somalia;
- **Middle East:** Iraq, Israel, Jordan, Kuwait, and Lebanon;
- **North Africa:** Egypt, Libya, Morocco, Sudan, and Tunisia;
- **North America:** Canada, Mexico, and United States of America;
- **Other:** Afghanistan, American Samoa, Argentina, Australia, China, India, Japan, New Zealand, Republic of Korea, and Thailand;
- **Southern Africa:** Eswatini, Malawi, Mozambique, South Africa, Zambia, and Zimbabwe;

- **West and Central Africa:** Angola, Congo, Ghana, Liberia, and Nigeria.

*Note: Turkey, for the purposes of the IOM regional network, is managed by the European regional office and is thus considered as part of 'Europe' for geographic classifications, and is categorized within the 'Northern Route' as it is often a transit country for migration towards Europe. For the United Nations, Turkey is considered as part of Central Asia, which is not a categorization used in this report.*

## MOVEMENT CATEGORIES

- **Outgoing/Exiting Migrants:** migrants originating from and travelling out of the country where the FMP is located. Nationality is irrelevant;
- **Transiting Migrants:** migrants travelling through the country where the FMP is located, where both departure point, and the intended final destination, are not the country of FMP. Nationality is irrelevant;
- **Incoming Migrants:** both entering (non-nationals of the country with the FMP) and returning (nationals of the country with the FMP) migrants, where the intended destination is the country containing the FMP;
- **Internal Migrants:** where both the departure and the destination country are the country with the FMP. This includes circular migration.

## CHANGE IN INDICATORS (TOOLS)

During February and March, the FMR tool was updated to include a wider range of options for relevant indicators. The various missions adapted the new tool at varying paces, hence the data collected during this period is not directly comparable. The likely impact on findings can be indicated through the following:

- **Flow Type:** additional options included a another option related to economic reasons (forced movement due to food insecurity), additional options for short-term movements (travel to collect aid, health care, market visits), and additional options for other kinds of movements (family visits, return visits, education related travel). A proportion of the change in reasons for movements, especially with relevance to economic, may be attributed to the addition of these new options, and should be interpreted in the same light;
- **Sex and Age Disaggregation:** additional age brackets were added;
- **Vulnerabilities:** additional options were added, including sex breakdown for unaccompanied migrant children (UMCs), and for mental disability, and the categories of pregnant and lactating women were separated;
- **Chronic Diseases/COVID-19:** later in the year, additional questions were added regarding health condition of the migrants, and if they suffered from any chronic diseases like heart disease, diabetes, etc. A question was also added about their knowledge of the COVID-19 outbreak.

## YEMEN ARRIVALS

IOM DTM teams in Djibouti, Ethiopia, and Somalia track movements along the Eastern corridor, and in Yemen. Yemen is the first country that is reached once the migrants cross the Gulf of Aden, or the Red Sea. DTM teams also monitor new arrivals. In this time period, Yemen DTM teams were able to capture arrivals from the Horn of Africa region in a more effective manner, which is why the analysis under the corresponding section is done using FMR data from Yemen FMPs only.

Yemen FM network covers the southern coast of Yemen only, which tracks new arrivals reaching the Peninsula from the HoA across the Gulf of Aden. Due to the ongoing conflict in the region, DTM teams do not have access to the Western coast of Yemen which borders the Red Sea. For this reason, it is likely that the figures reported by Yemen are under-estimating actual arrivals, and a large proportion of movements originating from Obock in Djibouti, likely headed across the Red Sea, are not captured through FM.<sup>122</sup>

<sup>122</sup> For more information, please consult: IOM, *DTM Yemen Flow Monitoring Points: Migrant Arrivals and Yemeni Returns from January to June 2020*, August 2020. Available from <https://migration.iom.int/reports/yemen-%E2%80%94-flow-monitoring-points-migrant-arrivals-and-yemeni-returns-january-june-2020> (accessed 18 Sep 2020).





**EU-IOM**  
Joint Initiative for  
Migrant Protection  
and Reintegration



United Nations  
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