



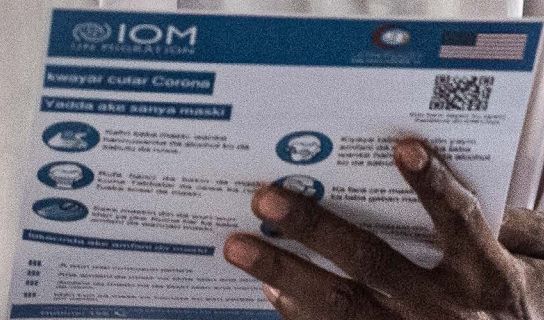
**DTM**



# LIBYA'S MIGRANT REPORT

*September - October 2020*

**MOBILITY TRACKING  
ROUND 33**



**Photo (cover page):**

In September, IOM launched a series of outreach campaigns and awareness raising sessions on COVID-19 prevention measures, key symptoms and how to seek medical help when needed. To ensure no one is left behind, informative leaflets were provided in six languages and “door-to-door” campaigns were carried out in remote areas.

Pictured is a Nigerian migrant who is the owner of a barber shop in Suq Aljumaa reading a COVID-19 prevention factsheet in Hausa. IOM in Libya conducted extensive outreach activities in collaboration with the National Centre for Disease Control (NCDC) in the municipality of Suq Aljumaa. The activities reached more than 1,000 Libyans and migrants, with an estimated 3,000 Information, Education and Communication (IEC) materials distributed in six languages (Arabic, English, French, Hausa, Tigrinya and Amharic).

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## OVERVIEW

A total of 574,146 migrants of over 43 nationalities were identified in Round 33 of DTM data collection (September and October 2020). Migrants' presence was recorded in all 100 Libyan municipalities and in 579 (out of 667) communities (muhallas).

The number of migrants in Libya has been declining since the start of the COVID-19 pandemic and continues to decline, but at a slower rate compared to the last three rounds of data collection. Overall, an estimated 80,000 migrants left Libya since the start of the pandemic, mainly to neighbouring countries. The economic downturn, including plummeting income-generating opportunities for migrant workers, tightened security controls and mobility restrictions due to COVID-19 are amongst the factors which have likely contributed to a number of migrants leaving Libya.

In parallel, the number of migrants arriving in Italy and Malta after having [crossed the Mediterranean Sea](#) from the Libyan and Tunisian shores between April and October 2020 is nearly three times that of the corresponding time period in 2019, up from 8,977 to 24,713 individuals.

In some cases, mobility restrictions at land border crossing points started to ease during the reporting period compared to previous months and since the start of the pandemic. For example, the [Emsaed Point of Entry \(PoE\)](#) (between Egypt and Libya) was open for entry and exit. In addition, several land border crossing points were periodically opened to allow groups of migrants to leave the country.

While the number of tracked migrants has decreased by fourteen per cent compared to [pre-pandemic levels](#), two thirds of migrants in Libya (384,013 individuals or 66%) remain from neighbouring countries: Niger (20%), Egypt

(17%), Chad (15%) and Sudan (14%). This highlights that despite mobility restrictions migration patterns remain heavily influenced by geographical proximity and diasporic ties.

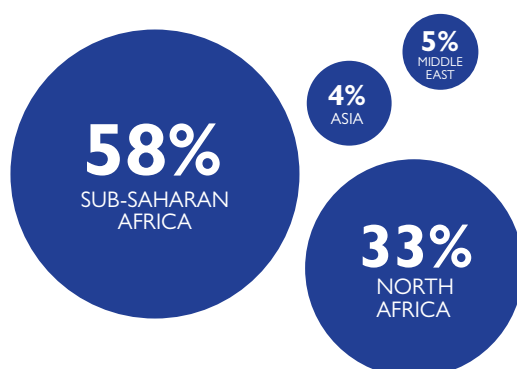
In line with a trend which has been consistent for the past year, the largest migrant populations were identified in the regions of Tripoli (15%), Ejdabia (12%), Misrata (10%), Azzawya (7%), Benghazi (7%) Murzuq (7%) and Sebha (6%).

Despite a [lull in hostilities](#) in recent months, the security situation in some cities in the western region remains tense due to military build-up, especially [around Sirte](#).

In parallel, the increasingly difficult living conditions, characterised by [fuel and water shortages and electricity outages](#) continue to exhaust migrants' coping capacity. In a recent [survey of migrants' housing conditions](#), the majority of respondents in Tripoli (all six baladiyas), Misrata and Sebha reported intermittent supply, or a lack of electricity in the past 30 days at the time of survey and in most cases (99%) because of power cuts.

A rise in the [well-documented](#) and constant risk of abduction, arbitrary arrest and detention which migrants face in Libya has been recorded in recent weeks. In late September, for example, more than 300 migrants were reportedly [kidnapped](#) when armed men stormed their homes in the town of Al Ajaylat and held in an [unofficial detention site](#). During the raid, at least [two people lost their lives](#). IOM medical teams provided assistance to those injured.

Fig 1 Regions of origin of migrants



## 52%

of migrants interviewed in September and October 2020 reported that financial concerns were amongst the three main issues they were facing at the time of the survey.

A recent DTM [survey of migrants' housing conditions](#) highlighted that more than half of migrants (55%) who reported facing accommodation challenges stated that security issues such as crime, violence or harassment in their neighbourhood were either the main or the second most important challenge they faced. Nearly one in five migrants (19%) reported having been the victim of a crime, such as theft, in their neighbourhood in the 30 days prior to the survey.

At the same time, as a result of constrained access to legal migration and asylum pathways, a number of [stranded](#) migrants may turn, as a last resort, to migration facilitators who, because of COVID-19 restrictions are more likely to take more dangerous routes to avoid checkpoints and medical checks. In September, for example, 83 migrants en route to Libya were rescued by [IOM's Search and Rescue team](#) after having been abandoned by migration facilitators in a remote area of the Sahara desert in Niger's Agadez region out of fear of being arrested after spotting military vehicles.

Over [4,800 stranded migrants](#) in Libya are registered with IOM's Voluntary Humanitarian Return (VHR) programme to return to their countries of origin amid the COVID-19 restrictions. The COVID-19 pandemic, its socio-economic impact as well as the mobility restrictions implemented to curb the spread of the virus may have led some migrants to become stranded. At the same time, the pandemic has added a layer of [complexity](#) for the VHR programme, a critical lifeline for migrants wishing to return home.



## 19%

of migrants reported having been the victim of a crime, such as theft, in their neighbourhood in the 30 days prior to the survey ([DTM study](#)).

### Socio-economic Impact of COVID-19

In a recent assessment that covers the period July – September, fewer migrants [reported](#) being unable to commute to work or travel within their municipalities to seek livelihood opportunities (13%) than in [June](#) (23%) or [May](#) (34%). Despite the ease of some restrictions, livelihood opportunities remain [constrained](#) and there

is increased competition for low-skilled jobs, which may limit migrant's capacity to provide for themselves.

The unemployment rate among migrants surveyed in this round stood at 21 per cent. While it represents a six per cent decrease compared to the previous round (27%) it remains four per cent higher than [prior to the onset of the COVID-19 pandemic](#) (17%). The unemployment rate of migrants in the South (41%) was significantly greater than in the East (13%) and West (13%).

The socio-economic impact of COVID-19 continues to exacerbate the vulnerabilities of migrants, particularly for those relying on daily casual work and who have suffered a loss of income and have limited access to social safety nets. In the majority of locations assessed by [DTM](#) (90%) between July and September, migrants who relied on daily labour opportunities reported they had been negatively impacted because of the pandemic, a rate which is marginally lower than in [May](#) (95%) or [June](#) (93%). Unemployment and the lack of access to livelihoods remains one of the main risks to [migrants' vulnerability](#) in Libya. Analysis of DTM data revealed that access to services such as health care and the ability to provide for their basic needs such as NFIs, WASH and [adequate housing](#) was consistently an issue affecting *unemployed* migrants to a greater extent than *employed* migrants.

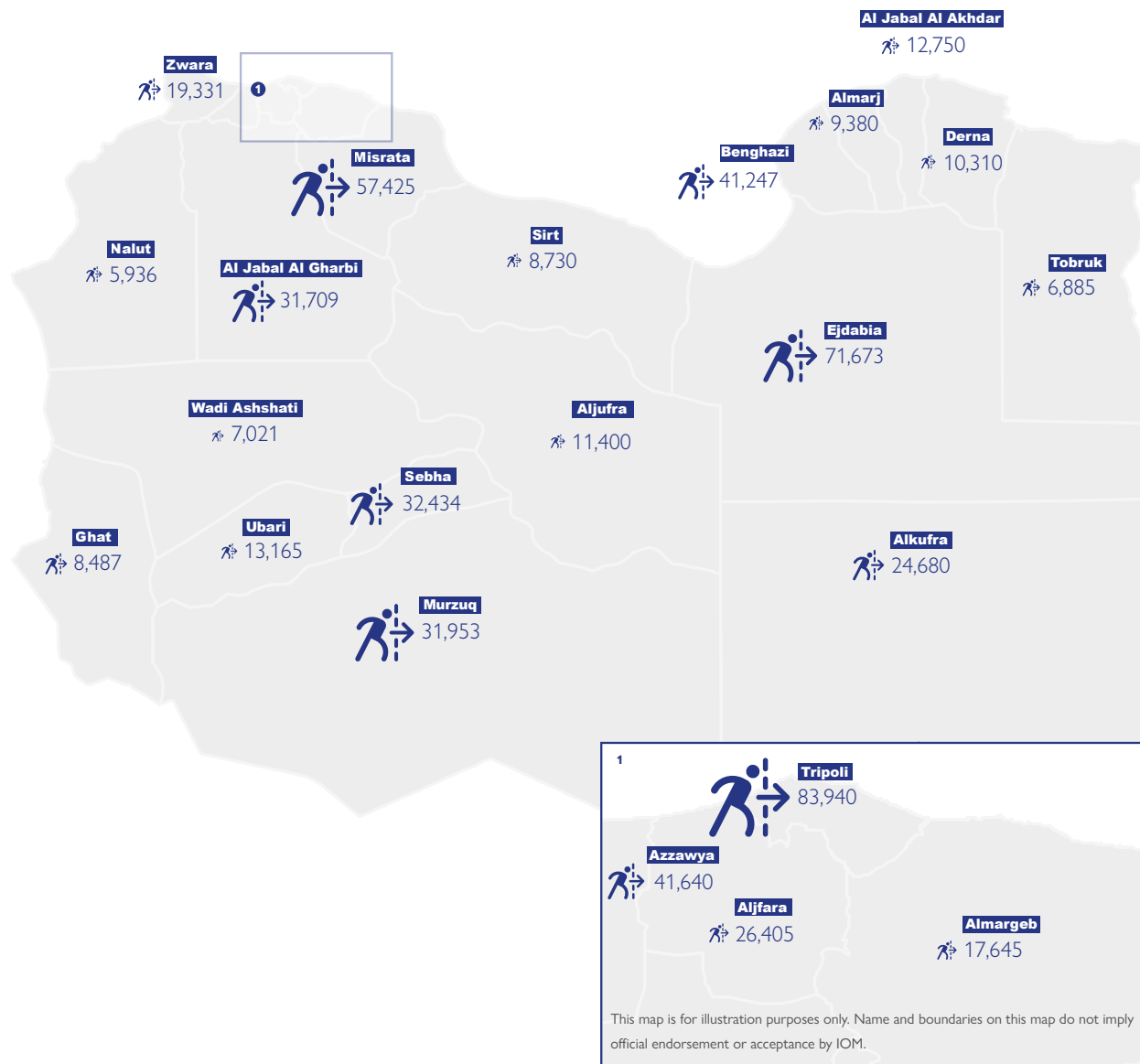
The majority of migrants interviewed (65%) reported working in sectors which are [considered to generally pose higher risks to health and safety](#) and provide less protection against violence, exploitation and abuse such as the construction sector (31%), agriculture and fisheries (11%), domestic and care work (9%), factories and manufacturing (8%) and retail (6%). The rest (35%) were employed in different functions including as kitchen staff, car mechanics, tailors and hairdressers, amongst others. The [benefits](#) of secure livelihoods reach far beyond financial stability and include psychosocial impacts such as improved well-being, richer social networks, a sense of pride and dignity and greater independence.

## 21%

### unemployment rate

which is 4% higher compared to prior to the start of the pandemic (17%) (Round 29, Jan - Feb 2020) but 6% lower than in Round 32 (27%) (July - Aug 2020).

Fig 2 Number of migrants per region (mantika) during DTM Round 33 data collection.



# KEY FINDINGS

Round 33 (September - October 2020)

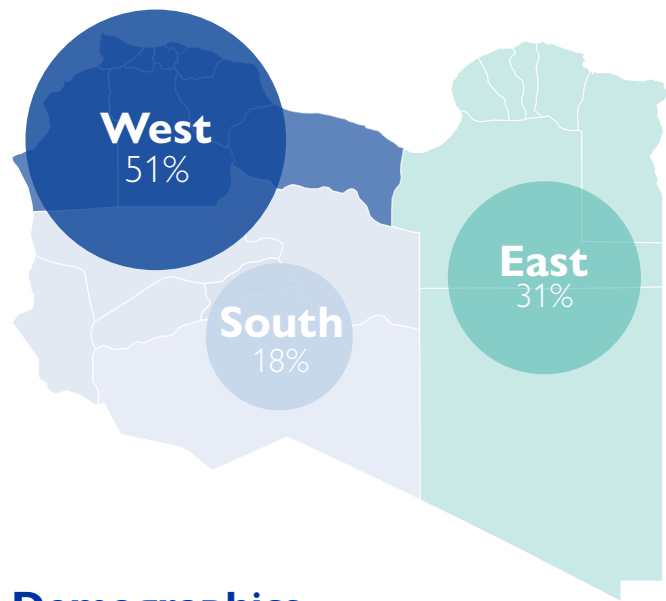


**574,146**  
migrants in Libya

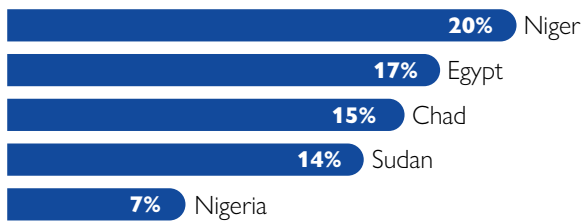
**US\$ 1,161**  
migration journey cost  
(average per person)

**31%**  
of migrants reported that the remittances they send home are the primary source of income for their household

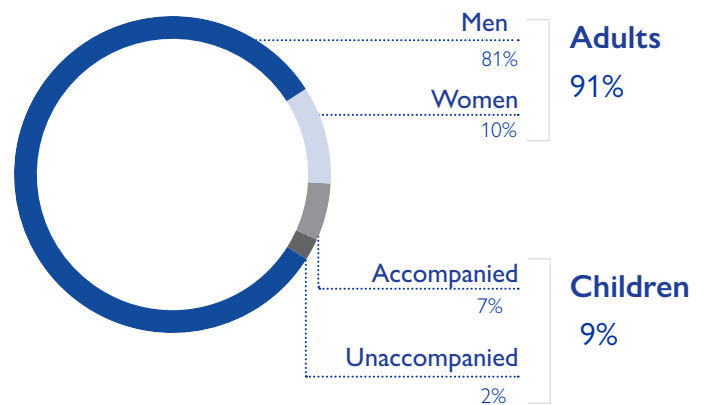
## Distribution of migrants per geographical areas



## Top 5 nationalities



## Demographics



Migrants were present in:

**579 communities**  
(out of 667)

**100 municipalities**  
(out of 100)

**2,148 Interviews with key informants**

(Round 33, Mobility Tracking)



# HUMANITARIAN NEEDS

**Photo:** For World Mental Health day, the Mental Health and Psychosocial Support (MHPSS) team visited a migrant household on the outskirts of Tripoli, in Janzour, where Sudanese families found shelter, but were disconnected and unable to access humanitarian services.

Faced with the socio-economic impact of the COVID-19 pandemic and the ongoing conflict in Libya many migrants report feeling hopelessness, helplessness, frustration, fear and isolation.

IOM's MHPSS programme responds to these needs by reaching out to migrants in their communities and offering psychosocial awareness and art-based activities. These services aim at creating a safe space for migrants to express themselves and get the needed support during this time.

During the visit pictured, MHPSS team read to the children from a UN-developed children's storybook and discussed practical ways for families to cope with stress. The team provided emotional support and acknowledged the recent hardship of the families, while IOM's Migrant Resource and Response Mechanism team offered core relief items and registered migrants for further assistance.



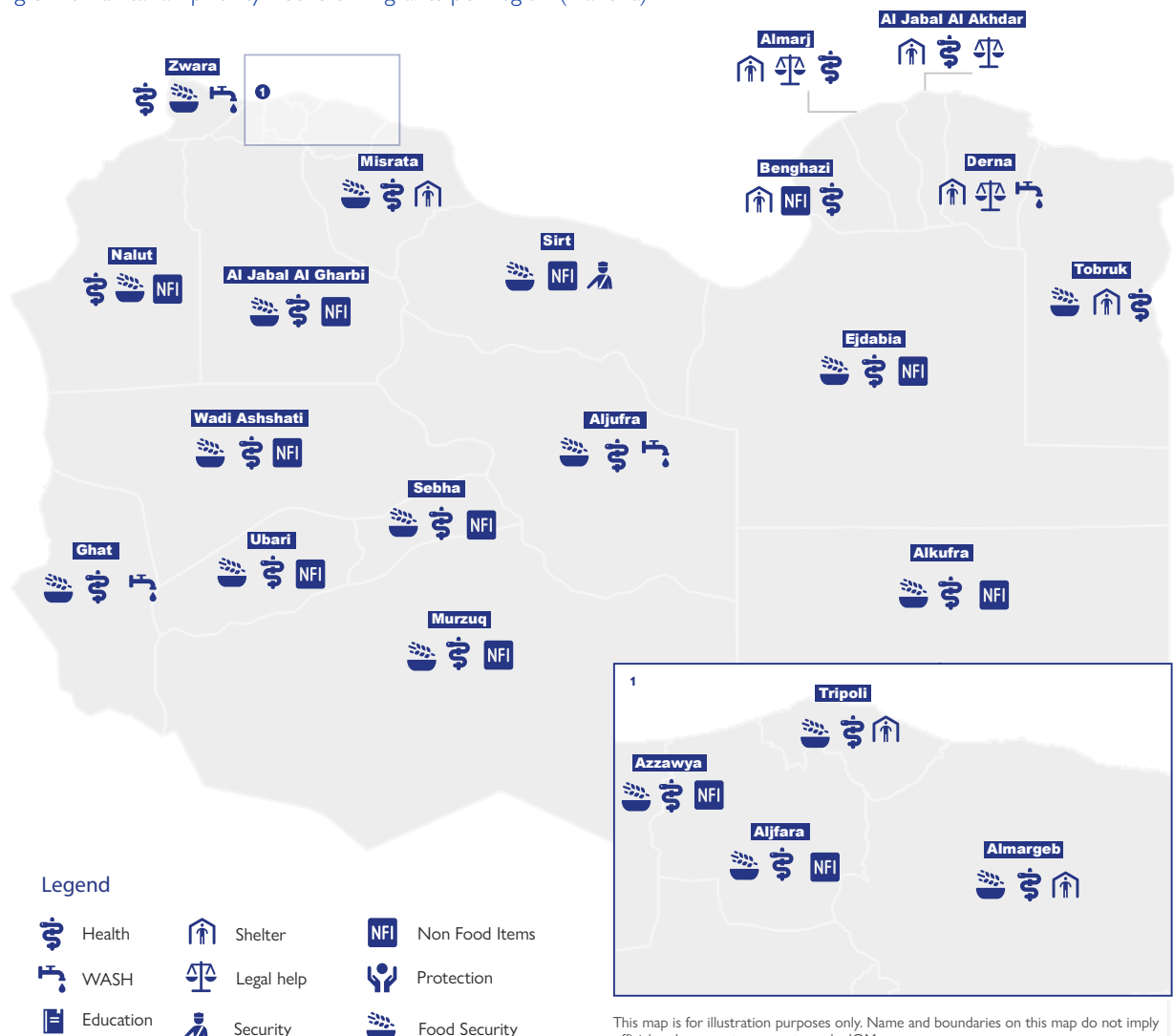
# MIGRANT VULNERABILITY AND HUMANITARIAN NEEDS

The analysis of DTM Mobility Tracking data confirms the impact of the pandemic and protracted crisis on migrants' ability to access services and fulfil their basic needs. The primary needs of migrants identified through 2,148 interviews conducted with key informants across Libya in September and October 2020 were centred around health services (84%), Non-Food Items (NFIs) 48%), shelter (31%) and Water, Sanitation and Hygiene (WASH) (24%). In addition, food insecurity, which was a concern for migrants in Libya before COVID-19, remains an issue. A [May 2020 DTM Libya study](#) found that 32 per cent of migrants had inadequate food consumption levels (poor and borderline), a slight increase compared to levels identified in a [2019 WFP/IOM study](#). The map below shows the humanitarian priority needs reported per region.

Key informants reported that overall the main issues faced by migrants in meeting their basic needs were related to the inability to afford needed services, such as health care and accommodation, or items, such as food and NFIs. Analysis of DTM data highlights that unemployed migrants consistently fared worse than employed migrants in terms of access to services, such as health care, and ability to provide for their basic needs, such as NFIs, WASH and [adequate housing](#). Overall, more than half of migrants (52%) reported that financial issues were amongst the three main issues they faced at the time of the survey, a proportion which remains similar to the [previous round of data collection](#) (51%).

In addition, interviews with key informants revealed that the inability to access NFIs, the limited supply of adequate housing and the lack of water available from the public network were also issues in fulfilling migrants' basic needs.

Fig 3 Humanitarian priority needs of migrants per region (mantika)



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

## Health

Consistent with previous reports, access to health remains an issue for the majority of migrants. More than two thirds (69%) of migrants reported only having limited or no access to health services, including adequate and timely diagnostics, testing and treatment (Fig 4). Affordability of health care services was an issue amongst a greater percentage of migrants who have no access to health services (84%) compared to the previous round of data collection (77%). Migrants may also be excluded or fearful to seek needed treatments and other social support services because of their irregular status.

In line with previous DTM reports, a greater proportion of migrants who were interviewed in the West (81%) and the South (66%) reported having limited or no access to health care facilities compared to those located in the East (43%). Analysis of DTM data also highlighted that unemployed migrants reported being unable to access or only having partial access to health services to a greater extent (77%) than employed migrants (67%).

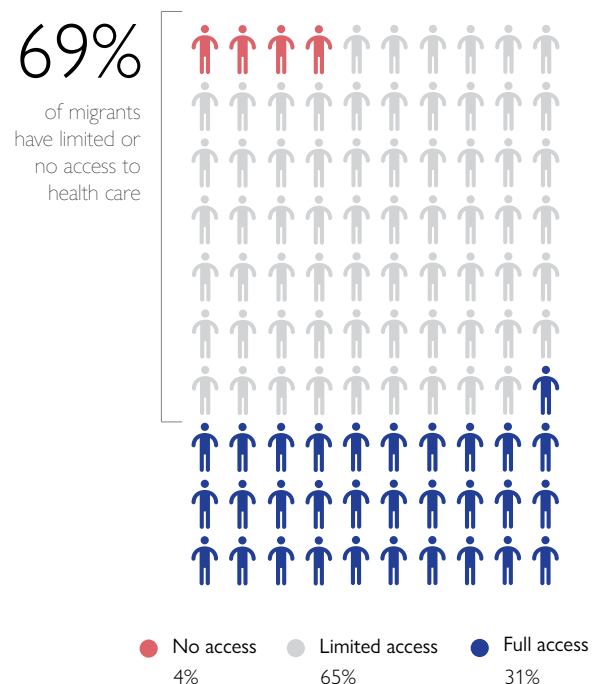
Half of key informants interviewed between July and September [reported](#) that health facilities in their municipalities were either not functional or closed in the seven days preceding the assessment. This is in line with [DTM's Multi-Sectoral Location Assessment \(MSLA\)](#) which shows that 46 per cent of hospitals assessed were either partially functional (40%) or non-functional (6%). In the South, all four designated isolation facilities [remained closed](#) during the reporting period because of a lack of protective equipment, staff and medical supplies. However, a temporary isolation centre has been opened in Sebha.

According to [OCHA](#), in September, the health sector reported the highest number of humanitarian access constraints for the fifth consecutive month. The number of attacks on health personnel and assets was highest in the region of Tripoli, Almargeb, Misrata and Sirt in the West as well as Ejdabia in the East. With more than [200 reported attacks](#) on health care facilities this year (as of 31 October 2020), Libya ranks second in the world for the largest number of attacks on health care facilities.

In addition to limited access to primary health care facilities, [WHO reports](#) that COVID-19 has increased levels of anxiety and stress among all population groups, including migrants while mental health services are severely limited. Throughout [September](#) and [October](#) Mental Health and Psychosocial Support (MHPSS) services were provided

to migrants through varied activities including individual counselling and psychological first aid, support group sessions, psychosocial awareness sessions on coping with stress during COVID-19, art-based psychosocial activities for children and referrals to specialized mental health care services.

Fig 4 Migrants' reported access to health services (sample size 1,982 interviews)



### 84%

of migrants who reported having no access to health care reported that **affordability** was amongst the main issues they faced



### 44%

of migrants who reported having no access to health care reported that **safety of access** was amongst the main issues they faced

## WASH

A quarter of migrants (25%) reported not having sufficient drinking water which is more than twice the rate than before the start of the pandemic in [January-February 2020](#) (11%). The problem was more severe in the South (40%) and in the West (23%) than in the East (8%) as well as for unemployed migrants (33%) compared those who were employed (contractual or self-employed) (23%).

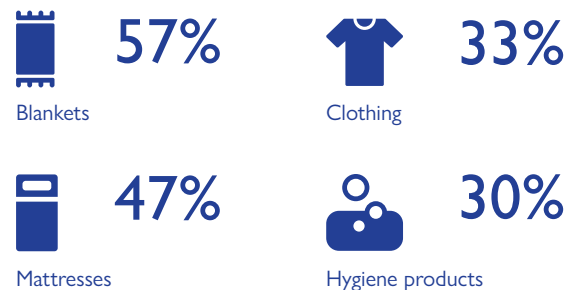
More than a fifth of migrants (22%) reported either having no (8%) or rare (15%) access to the public water network. The majority (78%) had access either on most days (51%) or daily (27%). Amongst migrants who reported having no or rare access to the public water network the majority stated relying on bottled water (75%) or using water trucking (20%) to fulfil their needs. Not being connected or suffering from interruption of connection to the piped water system is likely to result in additional costs for many who might need to buy water from vendors at a higher cost. All direct and indirect costs related to water and sanitation should not be an obstacle to [accessing safe drinking water](#). Moreover, tanked truck water and bottled water are generally not considered [improved drinking water sources](#), which are those that have the potential to deliver safe water by nature of their design and construction.

Not having adequate and regular access to water supply and sanitation may affect negatively migrants' health, hygiene and food safety as it is [essential](#) for hydration, preparing and cooking food and keeping clean. A total of eleven per cent of migrants reported that thirst or hunger was one of the three main issues they were facing at the time of survey.

## NFIs

Amongst migrants who reported being in need of NFIs during interviews conducted by DTM in September and October the most needed items were blankets (57%), mattresses (47%), clothing (33%) and hygiene products (30%) (Fig 6). A greater proportion of migrants who reported being unemployed were in need of NFIs (99%) than those who were employed (84%) or self-employed (76%).

Fig 5 Migrants' reported NFI needs



## Social networks

In line with previous reports, the majority of migrants (78%) reported having been most encouraged in their decision to migrate by their friends (39%) or family either at home or abroad (26%). More migrants reported having been encouraged in their decision to migrate by friends and family in their *home countries* (64%) than by their friends and family living *abroad* (14%). Very few migrants reported having been most encouraged in their decision to migrate by facilitators (2%), business promoters (3%) or community leaders (>1%).

While a minority of migrants reported having been most encouraged in their decision to migrate by migration facilitators, two-thirds (66%) of all migrants surveyed reported having hired their services. Migrants who travelled in a group reported having used the services of migration facilitators to a greater extent (71%) than those who travelled alone (29%). The majority of migrants hired migration facilitation services for transportation (89%), crossing difficult areas along the route (40%) and the provision of accommodation (36%) and food and water (35%). A minority of migrants reported having hired the services of migration facilitators for the provision of information (19%) and security (16%) en route.



*The majority of migrants (78%) were most encouraged in their decision to migrate by friends or family at home or abroad.*

## Accommodation

According to DTM Mobility Tracking data, the majority of migrants (76%) live in rented accommodation (Fig 6). Most of them (66%) pay for their own accommodation, while for a minority it is paid for by their employer (8%) or by others (2%). There is an overall larger proportion of migrants living in rented accommodation in urban settings (80%) compared to rural areas (64%). More migrants living in rural areas reported being sheltered in their workplaces (15%) or collective shelters (10%) than in urban areas (9% and 6%, respectively). Slightly more migrants in rural areas reported living in rented accommodation paid for by their employer (12%) or others (3%) compared to urban settings (7% and 1%, respectively).

DTM Libya conducted an [assessment](#) of migrants' housing conditions in urban areas in nine municipalities (baladiya) in the Tripoli, Sebha, Benghazi and Misrata regions. As part of this recent analysis of six dimensions of adequate housing the majority of migrants' housing conditions were classified as adequate or marginally adequate. However, several issues related to adequate living space, structural quality, security of tenure, affordability and, to a lesser extent, access to safe drinking water and improved sanitation, were identified.

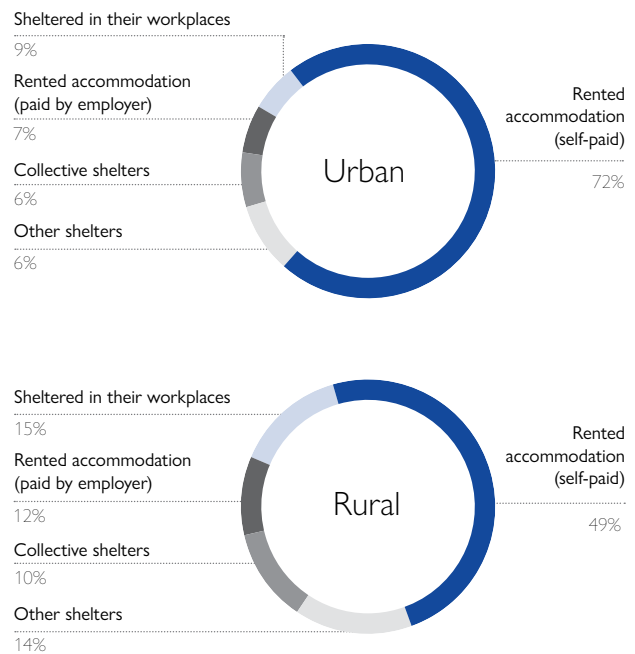
A total of 39 per cent of migrants [reported](#) living in severely overcrowded conditions, meaning more than six people per habitable room. Precarious and overcrowded housing conditions is a [marker of poverty and social deprivation](#) and can contribute to an increased risk of contracting and spreading COVID-19, especially when coupled with a lack of access to water and sanitation. Round 33 survey results highlight that a total of 98 per cent of migrants across Libya share a room (of varied sizes) -- two thirds of whom (67%) with between four and 10 people.

Employment and economic status, migration intentions as well as gender are factors that appear to lead to increased difficulty in accessing and securing adequate housing. In turn, living in inadequate housing can lead migrants to be exposed to unhealthy, unsafe and exploitative housing circumstances increasing their overall level of vulnerability.

# 39%

of migrants reported living in severely overcrowded conditions ([DTM study](#)).

Fig 6 Migrants' types of accommodation



## Food security

[According to WFP](#), access to food remains a constraint because of increasing prices and limited food availability, amongst other factors. WFP's rapid needs assessment found that on average [one in two refugees and asylum seekers](#) in Tripoli as well as in areas outside of Tripoli, including Azzawya, Misrata, Benghazi and Zwara had poor or borderline food consumption levels. In addition, the majority of respondents reported using negative coping strategies such as skipping meals to adapt to food shortages.

While the overall price of food and other basic goods decreased slightly in September compared to August, prices increased in October and remain [more than 14 per cent more expensive](#) than pre-COVID levels in March 2020.

A total of [40 per cent of key informants](#) surveyed between July and September reported that the prices for essential food and non-food items had increased compared with pre-pandemic levels. In comparison, 38 per cent of key informants surveyed in [June](#) and 78 per cent of those surveyed in [May](#) reported increased prices for essential food and non-food items compared to prior to the start of the pandemic.

**Photo:** In September, through the Migrant Resource and Response Mechanism (MRRM) programme, IOM medical teams provided 2,553 migrants (1,868 men and 685 women) with medical check-ups in Zwara, Sabha, Qatroun, Tripoli, Bani Walid and at the Hay Al-Andalus office, while referring 43 migrants to hospital. IOM medical teams also conducted health awareness sessions in these areas and distributed information, education and communication materials on COVID-19. Pictured is a 26-year-old Sudanese migrant who came to Libya four years ago and works at a stables on the outskirts of Tripoli.

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# MIGRANTS IN LIBYA

## ANALYSIS OF MIGRANT PRESENCE AND MOVEMENTS

The analysis of migration presence and movements is based on the mobility trends observed on the ground during the reporting period.

### SOUTHERN LIBYA

#### Ghat

The number of migrants present in the municipality of Ghat decreased by 32 per cent in September and October (Round 33) compared to July and August (Round 32), down from 12,392 to 8,487 migrants. This decline is likely to be the result of the spread of COVID-19 in the area during the reporting period and the difficult living conditions including frequent power and water supply outages.

#### Sebha

According to field observations, migrants in the municipality of Sebha, were among the most affected groups of people by the decreased availability of casual work opportunities because of the COVID-19 pandemic and measures implemented to curb its spread, including a partial lock down and mobility restrictions. Field observers reported that in September and October migrants have continued to be impacted by the deteriorating security situation in the municipality of Sebha. Several incidents threatening the safety of migrants have been reported. Moreover, migrants reported suffering from food shortages due to increased prices and low availability of cash, which may affect those whose salaries are paid fully or partially in cash. The combination of these factors has contributed to a fifteen per cent decrease in the number of migrants present in Sebha compared to Round 32 of data collection, down from 36,530 to 31,150 individuals.

### EASTERN LIBYA

#### Benghazi

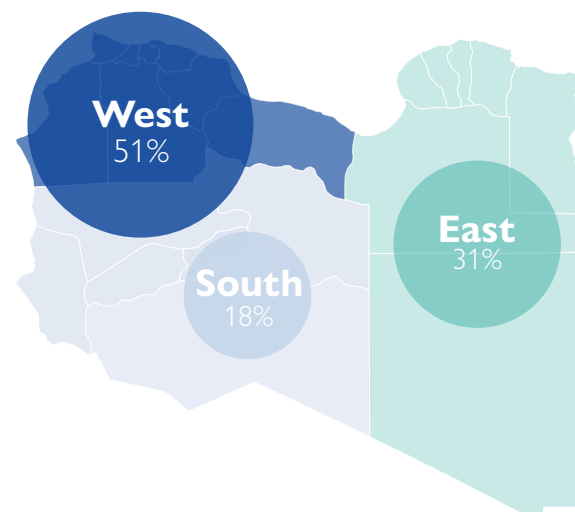
In September and October 2020, the number of migrants increased by four per cent compared to Round 32, from 32,047 to 33,417 individuals. This could likely be explained by the security situation which remained stable throughout the reporting period and improvements in the availability of labour opportunities.

#### Emsaed

During the reporting period, the number of migrants in the municipality of Emsaed rose significantly from 230 to 625 migrants, which is likely the result of the opening of the Emsaed point of entry as well as measures implemented to facilitate immigration procedures, particularly for Egyptians.

Field observers reported that the majority of migrants transiting via Emsaed intend to continue their journey onwards to Benghazi, Tobruk, Al Jabal Al Akhdhar as well as other countries in search of better economic conditions and livelihood opportunities.

Fig 7 Distribution of migrants by geographical area



## WESTERN LIBYA

### Misrata

During the reporting period, the number of migrants present in the municipality of Misrata remained largely stable.

Despite the security situation gradually stabilising and the improvement of power supply there was a drop in the number of migrants observed at work recruitment points. The enforcement of COVID-19 restrictions, which prevents people from congregating and heavy rainfall have increased the difficulty of reaching recruitment points.

### Sabratha

In Sabratha, the number of migrants decreased slightly compared to Round 32, down from 10,470 to 10,320 individuals. Though the security situation has stabilized in the area, job opportunities remain scarce and migrants reported difficulties in meeting their basic needs and accessing essential services.

### Abusliem

In September and October, the number of migrants present in the municipality of Abusliem has increased slightly compared to Round 32, up from 20,050 to 20,880 migrants.

According to the field observers, the availability of job opportunities in the municipality of Abusliem continues to attract migrants.

### Swani Bin Adam

In September and October, a large number of migrants, mainly from Somalia and Niger, travelled to Swani Bin Adam, reportedly attracted by the availability of livelihood opportunities. In parallel, previously displaced Libyans continue to return to Swani Bin Adam and rehabilitate their properties.

The total number of migrants recorded in Swani Bin Adam increased by 30 per cent compared to Round 32, up from 3,060 to 3,990 individuals.

Though field observers reported that migrants' conditions in this municipality were better than in many other areas, migrants still have limited access to health facilities .

## MIGRATION ROUTES TO LIBYA

This section of the migrant report presents an analysis of the major migration routes used by migrants from different countries of origin to reach Libya. This analysis is based on individual quantitative migrant interviews conducted at key locations including transit points throughout Libya (through DTM Migrant Surveys) between January and October 2020.

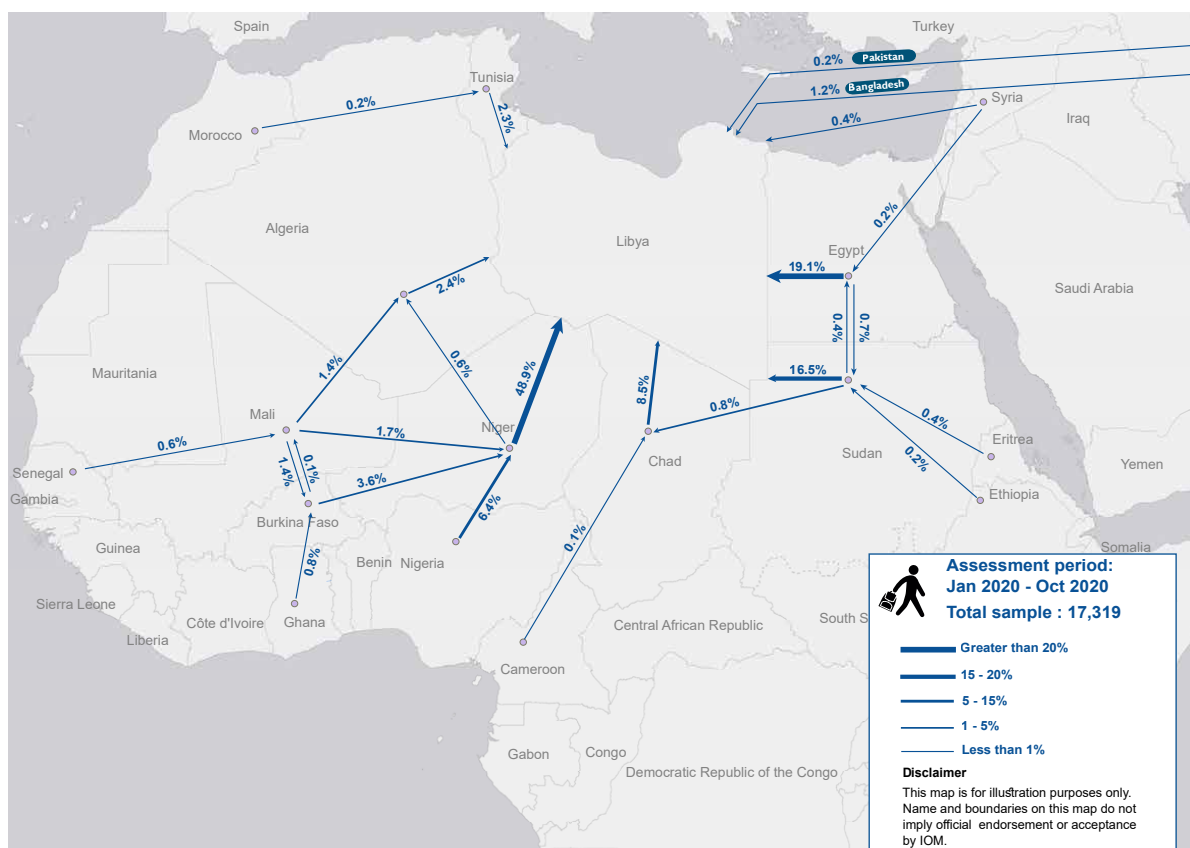
Analysis of the data collected on migration routes confirms that neighbouring countries play a key role as transit points along the main migration routes that lead to Libya as well as constitute the bulk of countries from which the majority of migrants in Libya come from.

The map below shows the main routes connecting Libya to its neighbouring countries and the other main countries from which migrants interviewed in Libya come from.

Fig 8 Major migration routes reported by migrants interviewed via DTM Migrant Survey

### How to read this map

The percentages shown along each route segment in the map below represent the percentage of migrants reporting to have travelled along the respective route. For example, more than 48 per cent of migrants in Libya reported having arrived directly from or transited through Niger, including almost all migrants from Niger and those from Burkina Faso, Ghana, and Nigeria.





## MIGRATION ROUTES: ANALYSIS AND TRENDS



### Algeria

All Algerian migrants reported having travelled to Libya without transiting through a third country, most of them (50%) by bus and a minority by air (25%) or car (25%). Algerian migrants reported having spent on average 688 USD per person for this journey. The majority of Algerian migrants (75%) were interviewed in the East of Libya and the rest (25%) in the West.



### Bangladesh

The majority of migrants from Bangladesh (98%) reported having reached Libya by air and through official points of entry. A total of 43 per cent of migrants from Bangladesh arrived alone -- a greater percentage than for any other nationality except Algerians. There were three main routes migrants from Bangladesh reported traveling on to reach Libya. A fifth of migrants (21%) reported having traveled to the United Arab Emirates (UAE) before entering Libya, and having spent on average 2,760 USD per person for their journey. Nearly a fifth of migrants (19%) reported having travelled to Turkey before reaching Libya, a trip that cost on average 4,500 USD per person. Thirteen per cent of migrants reported having reached Libya via the UAE and Egypt and having spent on average 4,417 USD per person. The remaining Bangladeshi (47%) reported having reached Libya through a variety of routes, including via Qatar, India, UEA, Sudan, Saudi Arabia and Jordan or a combination of these countries. Nearly two-thirds of migrants from Bangladesh (64%) were interviewed in the West of Libya while a third (34%) were interviewed in the East and a minority (2%) in the South.



### Burkina Faso

All migrants from Burkina Faso transited through Niger before reaching Libya, most of them directly (97%) while a minority (3%) travelled to Nigeria first. Migrants from Burkina Faso reported spending on average 1,110 USD per person to reach Libya. Migrants who travelled to Nigeria first reported spending significantly less (650 USD) than those who travelled directly from Niger to Libya (1125 USD). All respondents reported having reached Libya by road transport (cars or trucks). The majority of migrants reported having entered Libya through unofficial points of entry (94%). The majority of migrants from Burkina Faso (79%) interviewed were in the South while a fifth (21%) were in the West.



### Chad

All Chadian migrants travelled to Libya directly by road transport (cars, trucks or buses), a journey that cost on average 892 USD per person. The majority of migrants from Chad (98%) stated that they entered Libya through an unofficial point of entry. Most Chadians travelled with a group (93%) which included for the majority of migrants (55%) both family and non-family members. A total of 41 per cent travelled only with non-family members. A minority only traveled with family or relatives (4%). Nearly two thirds of Chadian migrants (65%) were interviewed in the West, while 18 per cent were both in the South and in the East.



### Egypt

The majority of Egyptian migrants (93%) travelled to Libya directly and spent on average approximately 1,050 USD per person for their journey. A minority (5%) reported having travelled through Sudan before entering Libya and having spent on average 2,228 USD per person. The remaining (2%) reported using a variety of other routes. Half of Egyptian migrants were interviewed in the East of Libya while 43 per cent were in the West and a minority (7%) were in the South.

Nearly a third of Egyptian migrants (30%) mentioned that they entered Libya through unofficial border-crossing points, whereas 67% entered through official ones. The majority of Egyptian migrants (85%) mentioned having travelled to Libya with a group. Amongst these, the majority (60%) travelled with a group composed of both family and non-family members while a minority travelled with either non-family members only (32%) or solely family members (8%).



### Mali

The most common route migrants from Mali reported taking to Libya was through Niger (48%). Fewer migrants reported traveling to Algeria (24%) or Burkina Faso and Niger (16%) before reaching Libya. More than half of Malian respondents (55%) were interviewed in the South, 41 per cent in the West and 3 per cent in the East.

The majority of migrants coming from Mali (97%) entered Libya through unofficial entry points and reported spending on average 1,454 USD for their journey.



## Niger

Nearly all migrants (99%) from Niger reported having crossed directly the Niger-Libya border to arrive in Libya. The rest (1%) travelled to Algeria, Nigeria or Chad first before reaching Libya. The average cost of the journey of migrants from Niger to Libya was estimated at 997 USD per person. Twelve per cent of Nigerien migrants reported having travelled to Libya alone while the rest (88%) travelled with a group. Amongst these, half travelled with a group composed of family and non-family members, while slightly fewer (47%) travelled with non-family members only and a minority (3%) travelled solely with family members. More than half of the migrants from Niger (52%) were interviewed in Western Libya and 46 per cent in the South while a minority (2%) were in the East.



## Nigeria

The majority of migrants from Nigeria (85%) reported having transited through Niger before reaching Libya and having spent on average 1,414 USD per person. A minority (13%) stated having travelled directly to Libya and having spent on average 1,090 USD per person. The rest (2%) reported having travelled through Niger and Algeria before going to Libya. Half of migrants interviewed were in the West, while 45 per cent were in the South and five per cent in the East. Eight per cent of Nigerian migrants reported having travelled to Libya alone while the majority (92%) reported having travelled with a group. Amongst these who traveled to Libya with a group, the majority (74%) traveled with both family and non-family members while a minority travelled with either non-family members only (24%) or solely with family members (2%).



## Sudan

The majority of Sudanese migrants interviewed in Libya (92%) reported having entered Libya directly, spending on average 960 USD per person. The rest (8%) reported having transited through either Chad, Egypt or Niger before reaching Libya. A total of 20 per cent of interviewed Sudanese migrants reported having entered through official border crossing points. Most migrants from Sudan (84%) reported having arrived in Libya in a group. Amongst these, the majority (57%) travelled with a group comprising both family and non-family members while a minority travelled with either non-family members only (33%) or solely with family members (10%).



## Tunisia

The majority of Tunisian migrants (85%) interviewed in Libya reported having entered Libya through official entry points, a journey which they reported cost on average 293 USD per person. All respondents reported having travelled using road transport (car or bus) and all were in the West of Libya at the time of the survey.

Fig 9 Nationality breakdown of migrants in Libya

Nationality	Number of Migrants (ind)	% Migrants
Niger	114,149	20%
Egypt	100,109	17%
Chad	88,624	15%
Sudan	81,131	14%
Nigeria	38,215	7%
Ghana	25,205	4%
Mali	23,886	4%
Syria	19,860	3%
Bangladesh	19,434	3%
Somalia	8,160	1%
Eritrea	6,623	1%
Palestine	5,346	1%
Morocco	5,286	1%
Guinea	4,968	1%
Senegal	4,126	1%
Tunisia	3,513	1%
Burkina Faso	3,478	1%
Ethiopia	3,394	1%
Côte d'Ivoire	2,773	0.5%
Gambia	2,575	0.4%
Mauritania	2,482	0.4%
Cameroon	2,069	0.4%
Pakistan	1,966	0.3%
Algeria	1,292	0.2%
Zambia	1,675	0.3%
Others	3,807	0.7%
<b>Grand Total</b>	<b>574,146</b>	<b>100%</b>



# REGIONAL ANALYSIS

**Photo:** As the number of confirmed COVID-19 cases in Libya rapidly increased over the last six months, the Libyan National Center for Disease Control launched a series of outreach campaign at municipality level to contain the spread of the virus. In September, to raise awareness about COVID-19 among migrants who often have limited access to information, IOM medical teams joined the campaign in Suq Aljumaa municipality. IOM staff informed migrant communities on prevention measures, key symptoms and on how to reach healthcare providers. IOM also distributed information, education and communication materials in Arabic, English, ..French, Hausa, Tigrinya and Amharic

## REGIONAL ANALYSIS - DISTRIBUTION

In line with previous reports, most migrants (51%) interviewed in September and October 2020 were located in the West, while nearly a third were in the East (31%) and less than a fifth (18%) in the South. In some instances, mobility restrictions at land border crossing points started to ease during the reporting period compared to previous months and since the start of the pandemic. Since [September](#), Emsaed Point of Entry (PoE) (Egypt-Libya) has been opened for entry and exit.

The land border crossing point of Altoum between Libya and Niger which was partially opened in [May](#) and closed in [June](#) and [July](#) has been partially opened since [August](#) and remained open in [September](#).

Fig 10 Migrants in Libya by region (mantika) (based on Mobility Tracking data)

Mantika (region)	Number of migrants (ind)	% by region
Tripoli	83,940	15%
Ejdabia	71,673	12%
Misrata	57,425	10%
Azzawya	41,640	7%
Benghazi	41,247	7%
Sebha	32,434	6%
Murzuq	31,953	6%
Al Jabal Al Gharbi	31,709	6%
Aljfara	26,405	5%
Alkufra	24,680	4%
Zwara	19,331	3%
Almargeb	17,645	3%
Ubari	13,165	2%
Al Jabal Al Akhdar	12,750	2%
Aljufra	11,400	2%
Derna	10,310	2%
Almarj	9,380	2%
Sirt	8,730	2%
Ghat	8,487	1%
Wadi Ashshati	7,021	1%
Tobruk	6,885	1%
Nalut	5,936	1%
<b>Grand total</b>	<b>574,146</b>	<b>100%</b>

# REGIONAL ANALYSIS - NATIONALITIES OF MIGRANTS

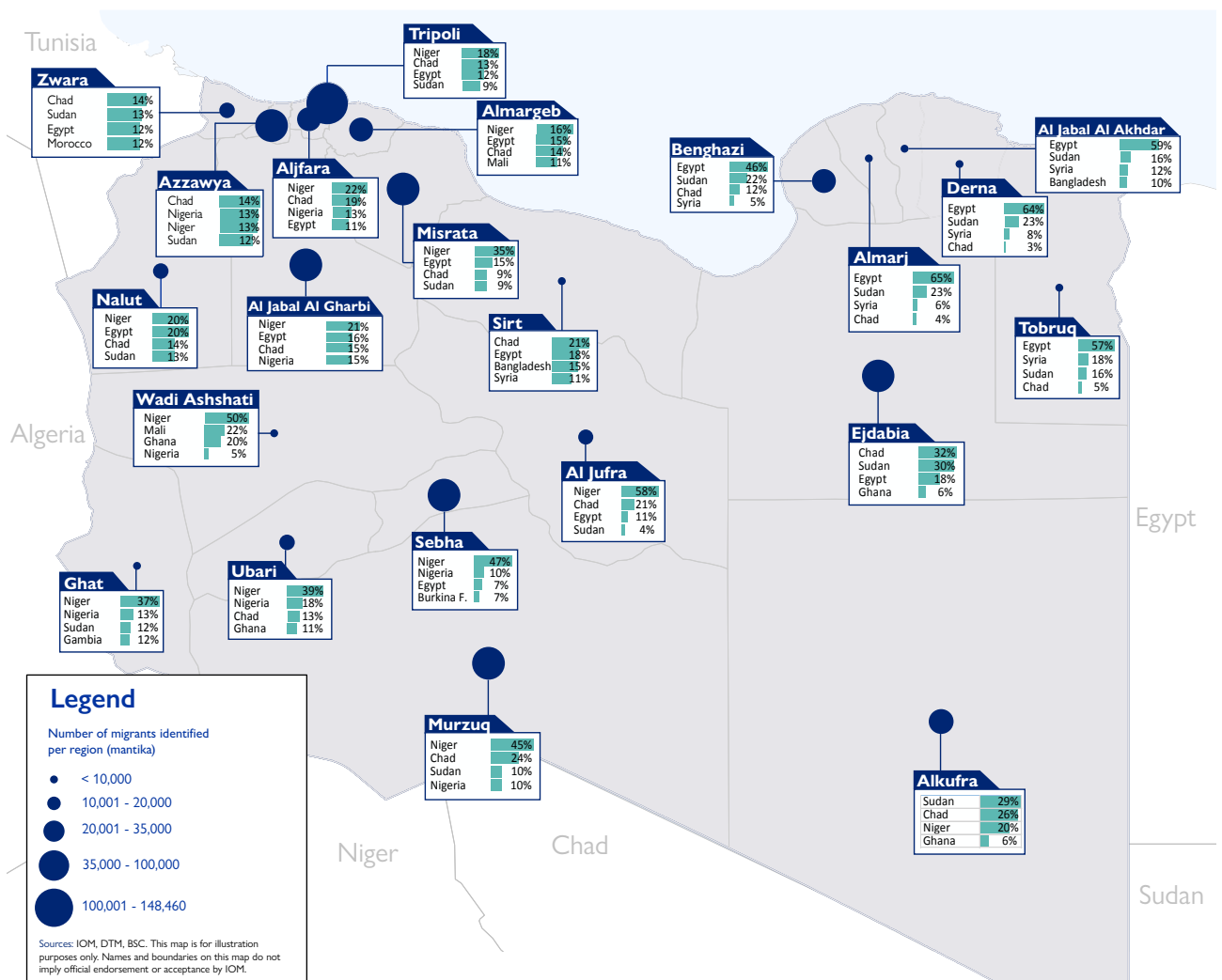
The map below shows the top four nationalities of migrants by region as per Mobility Tracking Round 33 data collection (September - October 2020). The geographical distribution of migrants by nationality remains heavily influenced by geographical proximity, despite the COVID-19 pandemic and associated mobility restrictions.

For example, the majority of migrants in the Southern and Western regions of Murzuq, Sebha, Al Jufra, Ubari, Nalut, Al Jabal Al Gharbi and Ghat are from neighbouring Niger. Chadians and Sudanese constitute the bulk of migrants in the region of Alkufra, which borders Chad and Sudan to the north. Migrants from Chad are also

the second most important cohort of migrants in most Southern and Western regions such as Murzuq and Al Jufra.

Egyptians constitute the bulk of migrants in the eastern coastal regions of Libya, such as Al Jabal Akhdar, Derna, Almarj, Tobruk and Benghazi. However, Tunisians and Algerians do not constitute the majority of migrants in bordering regions and only constitute one per cent or less of migrants in Libya (1% and 0,2%, respectively).

Fig 11 Map of top 4 migrant nationalities per region (mantika).



## REGION OF ORIGIN ANALYSIS

Consistent with previous reports, migrants from countries in North Africa (including Egypt and Sudan) constitute the majority of migrants in Eastern Libya (58%) while migrants from Sub-Saharan African countries (such as Niger and Chad) account for the majority of migrants in Southern and Western Libya (86% and 64% respectively). The complete disaggregation of migrants' region of origins by regions (mantika) of Libya is shown in the table below (Fig 12).

The land border crossing point of Essayen between Algeria and the region of Ghat in Libya and which lies on

one of the migratory routes which connects Northern and Western Africa, has been closed since the beginning of the pandemic and remained closed in [September](#).

Key informant [interviews](#) confirmed that the number of migrants in the key transit location of Murzuq decreased compared to pre-pandemic levels and that mobility restrictions and their impact on labour opportunities had negatively affected migrants seeking casual labour. The unemployment rate in the South (41%) was significantly greater than the average across Libya (21%).

Fig 12 Migrants' region of origin by regions in Libya

Region (Mantika)		Migrants from Asia and Middle-East		Migrants from Sub-Saharan Africa		Migrants from North Africa	
		#	%	#	%	#	%
East	Al Jabal Al Akhdar	2,770	2%	435	0%	9,545	5%
	Alkufra	-	0%	16,535	9%	8,145	5%
	Almarj	805	0%	375	0%	8,200	5%
	Benghazi	4,891	3%	8,185	5%	28,121	16%
	Derna	845	0%	530	0%	8,935	5%
	Ejdabia	6,972	4%	29,583	17%	35,118	20%
	Tobruk	1,370	1%	488	0%	5,027	3%
<b>Eastern Libya total</b>		<b>17,653</b>	<b>10%</b>	<b>56,131</b>	<b>32%</b>	<b>103,091</b>	<b>58%</b>
South	Aljufra	410	0%	9,176	9%	1,814	2%
	Ghat	3	0%	6,983	7%	1,501	1%
	Murzuq	25	0%	28,298	27%	3,630	3%
	Sebha	1,120	1%	27,254	26%	4,060	4%
	Ubari	-	0%	11,595	11%	1,570	2%
	Wadi Ashshati	-	0%	7,021	7%	-	0%
<b>Southern Libya total</b>		<b>1,558</b>	<b>1%</b>	<b>90,327</b>	<b>86%</b>	<b>12,575</b>	<b>12%</b>
West	Al Jabal Al Gharbi	552	0%	21,376	7%	9,734	3%
	Aljara	846	0%	19,719	7%	5,760	2%
	Almargeb	2,165	1%	12,144	4%	3,333	1%
	Azzawya	2,694	1%	28,383	10%	10,563	4%
	Misrata	4,385	2%	37,271	13%	15,669	5%
	Nalut	325	0%	3,499	1%	2,112	1%
	Sirt	2,986	1%	3,218	1%	2,239	1%
	Tripoli	13,390	5%	51,266	18%	18,705	6%
	Zwara	989	0%	10,792	4%	7,550	3%
<b>Western Libya total</b>		<b>28,332</b>	<b>10%</b>	<b>187,668</b>	<b>64%</b>	<b>75,665</b>	<b>26%</b>
<b>Total for Libya</b>		<b>47,543</b>	<b>8%</b>	<b>334,126</b>	<b>58%</b>	<b>191,331</b>	<b>33%</b>

Note: 1,146 migrants from other minority nationalities (including those whose nationalities could not be established) are not counted in the table above.

# NORTH AND SUB-SAHARAN AFRICA

In line with previous reports, the bulk of migrants in Libya (58% or 334,126) come from Sub-Saharan Africa and mainly from Niger (34%) and Chad (27%). The overall number of migrants from Sub-Saharan Africa has been declining since the start of the pandemic and continues to decline, most particularly those from Niger, Chad and Nigeria.

This is likely because of the mobility restrictions which were imposed due to COVID-19 and the subsequent economic slowdown which led to reduced labour opportunities.

This trend is also confirmed by [reports](#) from DTM Chad which recorded greater incoming flows of people on the move from Libya to Chad in Faya, Zouarke and Ounianga Kebir, three key transit locations for Libyan-bound migrants, than outgoing flows (from Chad to Libya).

Fig 14 Migrants from countries of origin in Sub-Saharan Africa

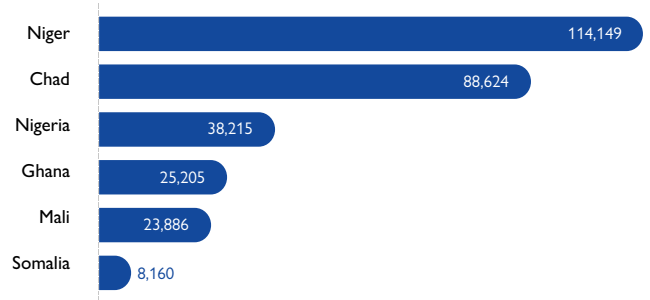
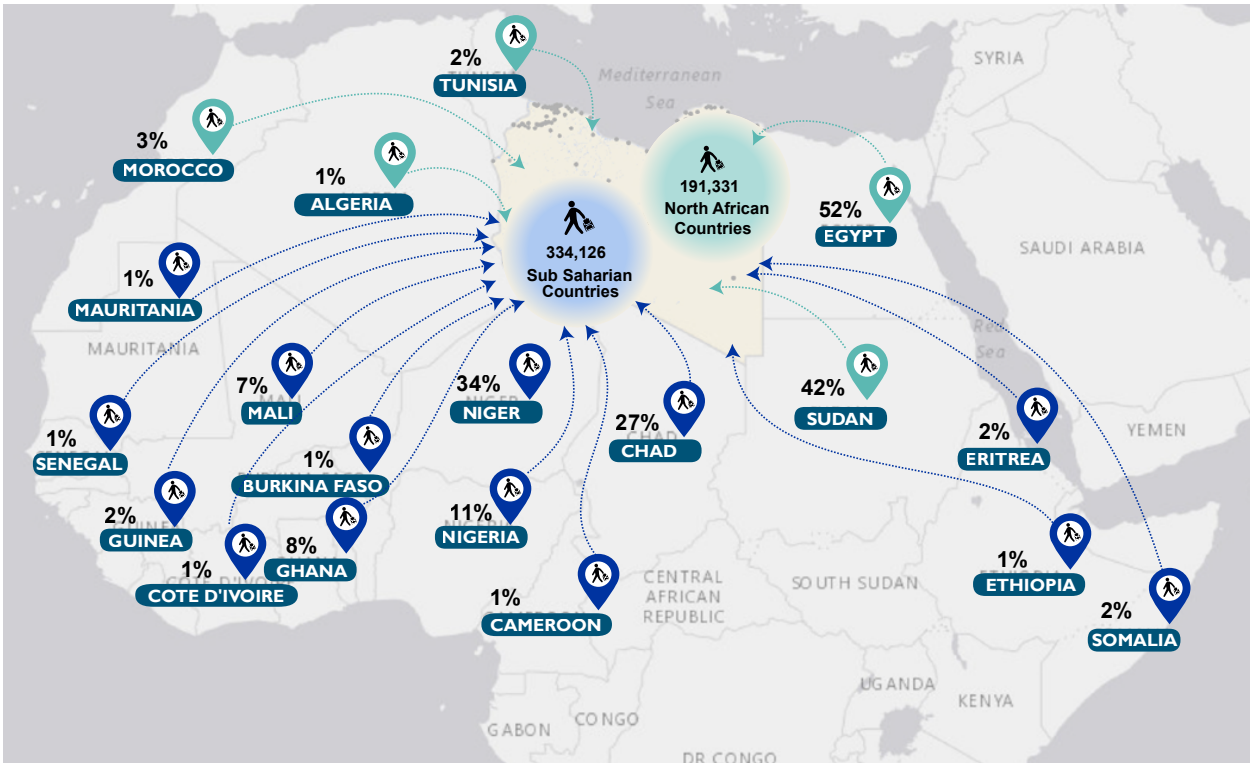


Fig 13 Percentages of migrants by country of origin for the North and Sub-Saharan Africa regions.



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

Consistent with previous reports, the bulk of migrants in Libya who are from North Africa are nationals of Egypt (52%) and Sudan (42%) while migrants from Tunisia, Morocco and Algeria together account for five per cent of the total number of migrants from North Africa. Among the total 574,146 migrants identified by DTM during Round 33 data collection, a total of 33 per cent of (191,331 individuals) were from North Africa.

While the overall number of Sub-Saharan African migrants has continued to decline, the number of Northern African migrants has increased by two per cent (or 3,757 individuals) compared to July – August 2020 (Round 32, 187,574 individuals). The number of Egyptian and Sudanese migrants has increased by three and one per cent (2,862 and 546 individuals) respectively, compared to Round 32. The [Emsaed Point of Entry \(PoE\)](#) (between Egypt and Libya) has been open for entry and exit.

Fig 15 Migrants from countries of origin in North Africa





# MIDDLE EAST AND SOUTH ASIA

In line with previous reports, a minority of migrants (8% or 47,543 individuals) identified during Round 33 were from Asia or the Middle East. The majority came from Syria (3%) and Bangladesh (3%) accounting for, respectively, 19,860 and 19,434 migrants (including refugees). Syrians and Bangladeshi migrants account for 42 and 41 per cent, respectively, of the total number of Asian and Middle eastern migrants in Libya. There were 5,346 migrants who self-identified as Palestinians (11%) and 1,966 from Pakistan (4%).

In September, 154 migrants from Bangladesh returned home through [IOM's Voluntary Humanitarian Return \(VHR\)](#) programme, including nine survivors of the Mizdah attack in which 36 migrants were shot and killed in a warehouse.

Fig 17 Migrants from countries of origin in Asia and the Middle East

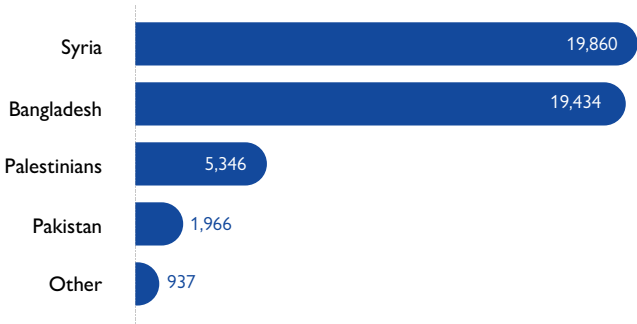
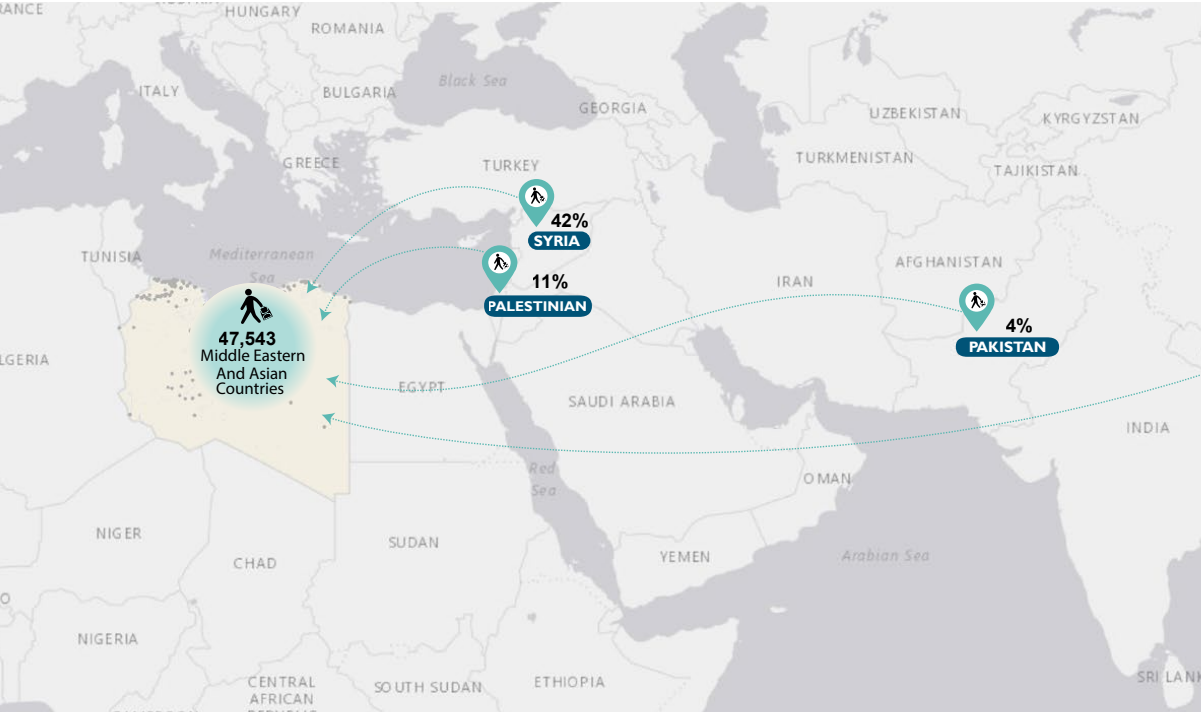


Fig 16 Percentages of migrants by country of origin for the Middle East and South Asia



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In October, 154 Bangladeshi and seven Indian migrants returned home through the Voluntary Humanitarian Return (VHR) programme on a charter flight from Benghazi Benina airport.

Over 4,800 stranded migrants in Libya are registered with IOM's Voluntary Humanitarian Return (VHR) programme to return to their countries of origin amid the COVID-19 restrictions.

With the COVID-19 pandemic, migrants can become stranded for a range of reasons, including mobility and travel restrictions, the reduced number of international flights as well as the loss of livelihoods and resources. As a result of this, being stranded can exacerbate pre-existing vulnerabilities, a lack of access to services and insecurity which in turn increases the risk of abuse, exploitation and neglect.

## MARITIME INCIDENTS

### Arrivals to Italy and Malta

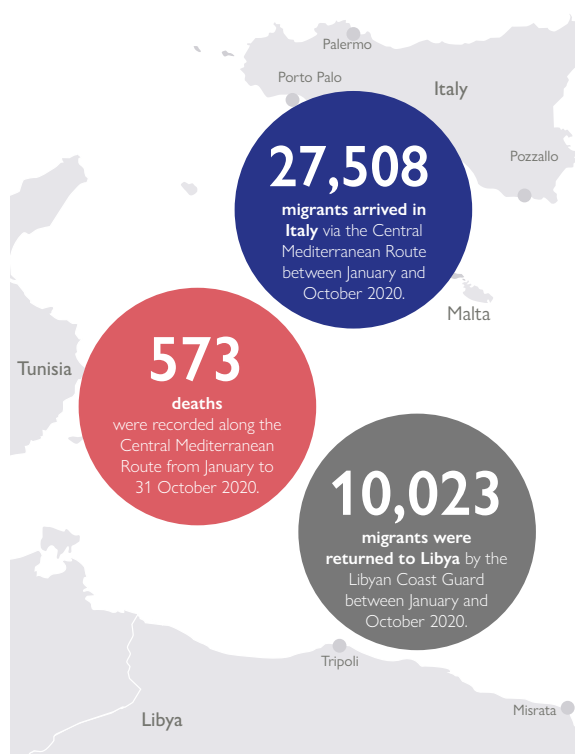
The number of arrivals from Libya and Tunisia in Italy and Malta via the Mediterranean Sea recorded between January and October 2020 (27,508 individuals) is nearly three times higher than that of the same period last year (9,501 individuals) (Fig 19) although it remains significantly lower than for the corresponding [period in 2017 \(111,302 individuals\)](#).

A number of factors are likely contributing to this increased number of departures from the Libyan shores, amongst which are the [lack of sufficient, safe and regular migration channels](#) and the deteriorating humanitarian and security conditions, according to [field reports](#). Moreover, access to legal pathways and asylum has been further [constrained](#) due to the socio-economic impact of COVID-19 and border closures.

### Rescue at sea

Since the beginning of this year (and as of 31 October 2020), a total of 10,023 migrants have been returned to the Libyan shores by the Libyan Coast Guard (LCG). Among the total number of rescued migrants, there were 8,816 men, 672 women as well as 535 children.

Fig 18 Arrivals by sea via Central Mediterranean Route to Italy (2019 / 2020) (number of individuals)

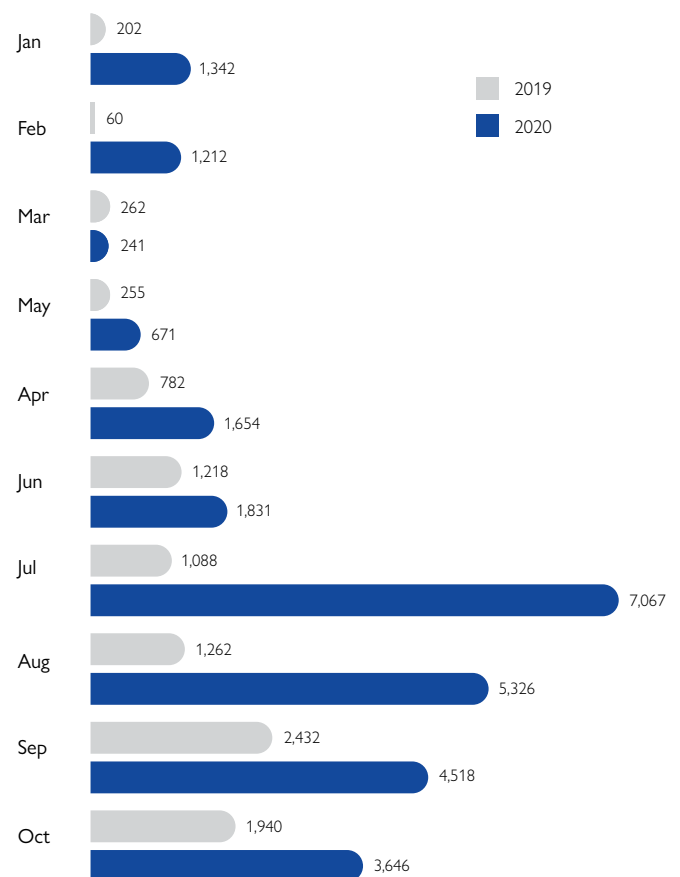


The number of migrants rescued at sea decreased during the month of October compared to previous months, which coincides with a reduction in attempted crossings during this season -- a [yearly occurrence](#) due to the deteriorating weather conditions at sea as winter approaches. However, despite this drop, the total number of migrants intercepted at sea so far in 2020 surpasses the total number of recorded interceptions throughout the [whole of 2019 \(9,225 individuals\)](#).

### Fatalities at sea

In mid-September, shortly after the [largest recorded shipwreck off the Libyan coast in 2020](#), over [20 migrants lost their lives](#) when their boat capsized while trying to cross the Mediterranean sea from Libya. This incident highlights the [need for increased search and rescue capacity](#) in the Mediterranean sea.

Fig 19 Arrivals by sea via Central Mediterranean Route to Italy and number of migrants returned to Libya



## METHODOLOGY

DTM's Migration Information Package includes DTM Libya Migrant Report and Migrant Public Dataset to ensure regular delivery of data and information on migration to, through and from Libya.

This DTM Libya Migrant Report utilizes data collected via different regular DTM data collection activities.

The migrant population figures (stock figures), and their analysis is based on the data collected via DTM Mobility Tracking (including Multi-Sectoral Location Assessment) that identifies the overall population figures in Libya including that of migrants, and helps identify priority humanitarian needs via Key Informant Interviews conducted at regional (admin 2: mantika), and municipality (admin 3: baladiya) levels.

Analysis of migrant routes along with other aspects of migration, including migrant vulnerabilities and humanitarian needs is based on the micro-level data collected through quantitative interviews with migrants.



### Definition of migrant

IOM characterizes 'Migrant' as an umbrella term, not defined under international law, reflecting the common lay understanding of a person who moved away from his or her place of usual residence, whether within a country or across an international border, temporarily or permanently, and for a variety of reasons. The term includes a number of well-defined legal categories of people, such as migrant workers; persons whose particular types of movements are legally defined, such as smuggled migrants; as well as those whose status or means of movement are not specifically defined under international law, such as international students.

For the purposes of collecting data on migration, the United Nations Department of Economic and Social Affairs (UN DESA) defines "international migrant" as "any person who changes his or her country of usual residence" (UN DESA, Recommendations on Statistics of International Migration, Revision 1 (1998) para. 32).

This report only takes into consideration the "international migrants" in Libya as defined above.

## IOM Data collection in numbers



**73**

Enumerators



**2,148**

**Interviews with key informants**

(Round 33, Mobility Tracking)

**100%**  
coverage



**3**

Team leaders



**5**

Implementing Partners

Funded by the UK, the Displacement Tracking Matrix (DTM) in Libya tracks and monitors population movements in order to collate, analyze and share information to support the humanitarian community with the needed demographic baselines to coordinate evidence-based interventions.

To consult all DTM reports, datasets, static and interactive maps and dashboards, please visit:

## DTM LIBYA

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