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FLOW MONITORING REPORT

CHAD

JULY – SEPTEMBER 2020



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Travellers deported from Libya arrive in the city of Ounianga Kébir (August 2020)
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INTRODUCTION

In order to gain a better understanding of mobility flows and trends through West and Central Africa, the International Organization for Migration (IOM) implements the Displacement Tracking Matrix's Flow Monitoring (FM) tool at key transit points across the region.

Flow Monitoring activities are conducted in close cooperation with national and local authorities, as well as local partners. The Flow Monitoring tool consists of two main components: the Flow Monitoring Registry (FMR), which captures key data on the magnitude, provenance, destination and mode of travel of mobility flows, and the Flow Monitoring Survey (FMS), individual surveys conducted with travellers to gather detailed information about the profiles, migration experience and intentions of migrants. Through these activities, the Flow Monitoring tool collects data on migration flows and trends, traveller profiles, migration journeys and intentions of migrants, so as to obtain a better understanding of mobility in West and Central Africa.

In **Chad**, between July and September 2020, the DTM collected data at **eight Flow Monitoring Points (FMPs)**. Among them, three are located in northern Chad (Faya, Zouarké and Ounianga Kébir), in order to observe the movements of mobile populations in the north of the country. In addition, in August 2020, five new FMPs were activated at the Cameroonian border (Binder, Fianga, Koutéré, Léré and Pont Bongor), in order to observe travellers' cross-border flows in the context of mobility restrictions related to the COVID-19 pandemic.

This report presents key data collected between July and September 2020 at these eight FMPs. It should be noted that for the five FMPs installed in the south of the country, data collection started at the end of August. The report is subdivided into **two sections**: a section presenting the data obtained during through the FMR, and a section presenting the key results from the FMS conducted with travellers.

Additional information on Flow Monitoring methodology is available on the last page of this report.

KEY FIGURES



8 FMPs active in Chad



1,068 travellers on average observed daily



1,575 individual surveys conducted



74% of individuals were headed to Chad



46% of migrants recorded travelled by truck



96% were aware of the COVID-19 pandemic



52% took at least one preventive measure related to COVID-19 during travel



46% have encountered challenges since the beginning of the pandemic

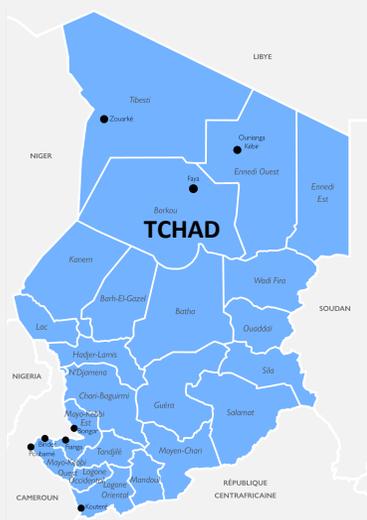
TRAVELLER PROFILES AND MIGRATION TRENDS

Migration trends: Between July and September 2020, an average of 1,068 individuals were observed at the eight active FMPs in Chad. This represents a **115 per cent increase** compared to the second quarter (April – June 2020), during which the recorded daily average was 496 individuals. This increase can be explained by the installation of **five new FMPs** (Koutéré, Pont Bongor, Binder, Fianga and Léré) in southern Chad in August 2020, as well as the **continued resumption of commercial activities** in the country, following the gradual lifting of certain mobility restrictions imposed by the Chadian government to prevent and contain the spread of COVID-19, which had significantly slowed down flows during the previous quarter. In addition, the **closure of the gold mines around Miski** by order of the authorities led to the return of gold miners through the town of Faya.

Types of flows: Among the flows observed, the majority (65%) were internal, 19 per cent entered Chad and 16 per cent left the country.

Provenances and destinations: The majority of the observed flows (84%) were headed towards Chad, and mainly the cities of Faya (23%) and Abéché (11%). In addition, 11 per cent were headed to Cameroon and 5 per cent to Libya. The flows mostly came from Chad (81%; mainly the towns of Faya and Abéché). In addition, 13 per cent came from Cameroon and 5 per cent from Libya. The main mode of transportation of flows were trucks (46%), followed by cars (27%). It should be noted that these figures represent the destinations and origins of the flows, and not necessarily those of travellers: a traveller can accumulate several flows to leave their place of origin and reach their final destination. Information on the destinations and origins of travellers is available on page 15. The definition of what is considered to be a flow in the context of this report is provided on the last page.

Traveller profiles: Among the travellers observed, 12 per cent were women and 9 per cent were minors (6% of boys and 3% of girls).



● FMP ■ Limites provinces ■ Limites pays

TRAVELLER PROFILES



| Adults | | Minors | |
|--------|-----|--------|--|
| Female | 12% | 3% | |
| Male | 79% | 6% | |

DEMOGRAPHIC PROFILE

MODES OF TRANSPORT

| | | |
|----------------|---------------|---------------------|
| Truck 46% | Car 27% | Motorbike 12% |
| Boat 8% | On foot 3% | Bicycle 1% |
| Tricycle 1% | Bus 1% | Animal's back 1% |

PROVENANCE AND DESTINATION OF FLOWS

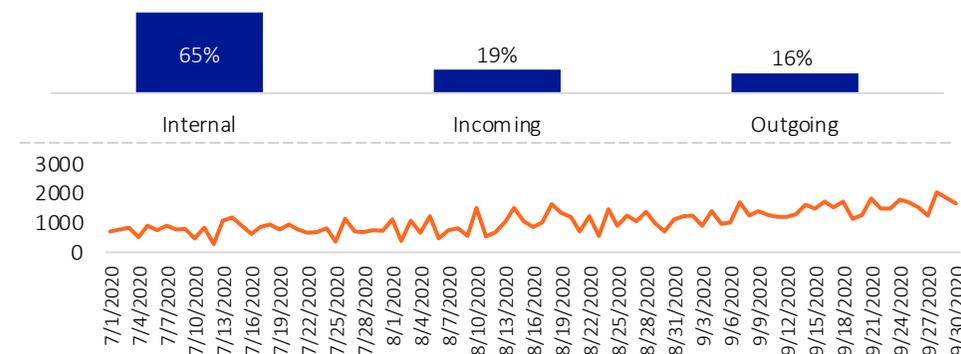
Main provenances of flows

| Country | City | % |
|----------|---------|----|
| CHAD | FAYA | 20 |
| CHAD | ABÉCHÉ | 15 |
| CHAD | ZOUARKÉ | 6 |
| CHAD | KALAIT | 6 |
| CHAD | BONGOR | 5 |
| LIBYA | SEBHA | 3 |
| CAMEROON | YAGOUA | 3 |
| CAMEROON | DOUALA | 4 |
| LIBYA | KOUFRA | 1 |

Main destinations of flows

| Country | City | % |
|----------|-----------|----|
| CHAD | FAYA | 23 |
| CHAD | ABÉCHÉ | 11 |
| CHAD | KOURI | 7 |
| CHAD | N'DJAMENA | 6 |
| CHAD | ZOUARKÉ | 5 |
| CHAD | BONGOR | 5 |
| LIBYA | SEBHA | 3 |
| CAMEROON | YAGOUA | 3 |
| CAMEROON | DOUALA | 2 |

DIRECTION OF FLOWS



REGISTERED FLOWS
DAILY MOVEMENTS

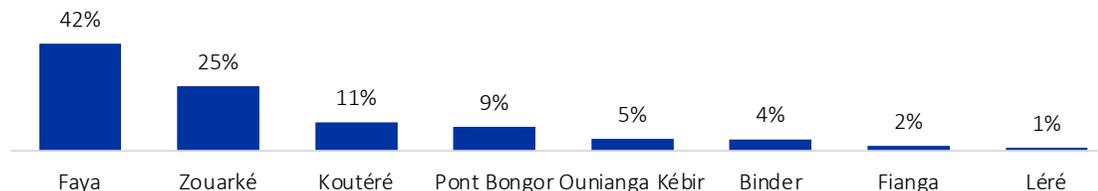
LOCALISATION AND QUARTERLY EVOLUTION OF FLOWS

Types of flows: The main FMPs through which the flows passed during the data collection period were Faya (42%) and Zouarké (25%). These FMPs are important transit points, because they are located along migratory routes from and to Libya and Europe (see the report "[Mobility In Chad: Mapping Of Mobility Trends and Flows in Chad](#)"). It is worth noting that the Koutéré, Pont Bongor, Binder, Fianga and Léré FMPs were only activated at the end of August 2020.

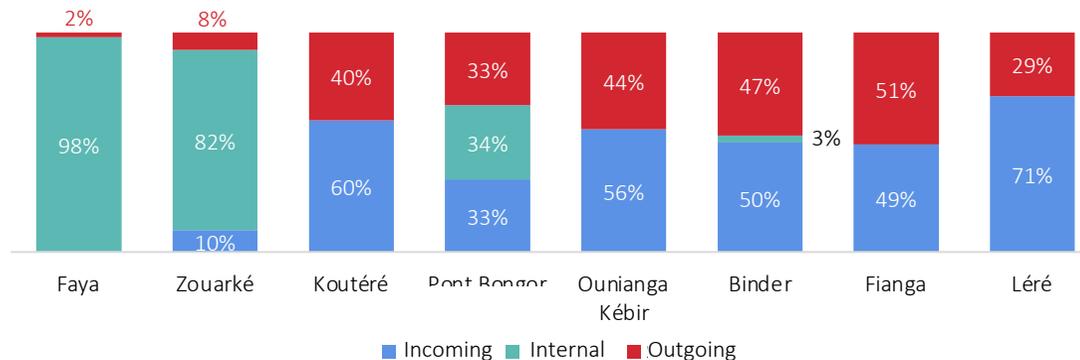
The data collected during the quarter show that internal flows were mainly observed at the FMPs in northern Chad: almost all of the flows observed in Faya (98%) and the vast majority of those recorded in Zouarké (82%) were internal. Conversely, the five FMPs located in the south of the country mainly recorded cross-border flows (incoming or outgoing), as they are located on the border between Chad and Cameroon. In addition, the town of Ounianga Kebir is a Point of Entry between Libya and Chad, which explains the fact that all of the flows recorded at this FMP were cross-border. Definitions of the different types of flows are available on the last page of this report.

Evolution of flows: The daily evolution of flows during the quarter shows that since the installation of the five FMPs at the border between Chad and Cameroon at the end of August 2020, cross-border flows have experienced a significant increase, the incoming and outgoing flows being the most important at the level of these FMPs. Thus, from 1 to 30 September 2020, outgoing flows increased by 122 per cent, and incoming flows grew by 69 per cent.

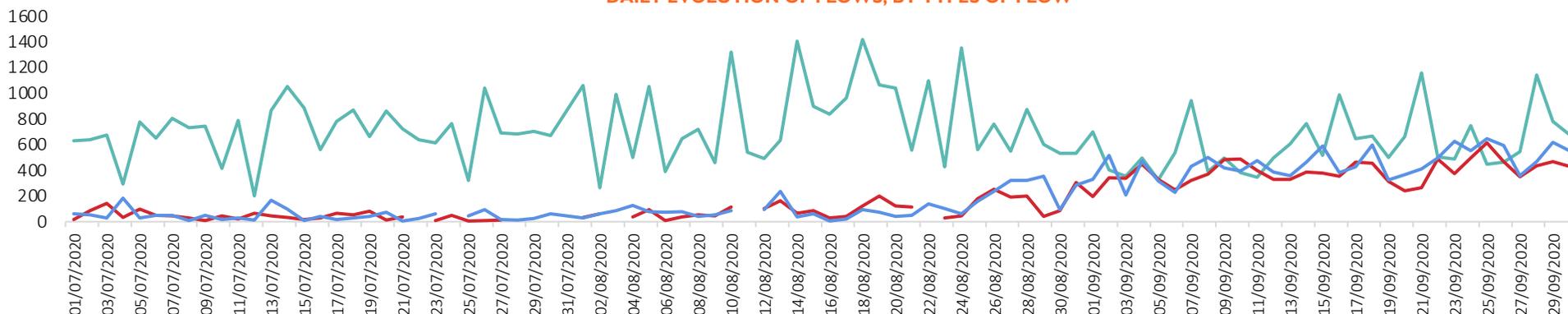
PROPORTION OF FLOWS OBSERVED AT FMPs FROM JULY TO SEPTEMBER 2020



TYPES OF FLOWS OBSERVED AT FMPs FROM JULY TO SEPTEMBER 2020



DAILY EVOLUTION OF FLOWS, BY TYPES OF FLOW



MIGRATION TRENDS (2017 — 2020)

The data presented in the graph below show the **evolution of the total number of travellers observed at active FMPs in Chad**. The number and location of FMPs has been evolving since the start of Flow Monitoring activities in April 2017, to adapt to the context and ongoing projects. Thus, from April 2017 to March 2018, only the Kalait FMP was active. It was closed in June 2019. The Zouarké and Faya FMPs were installed in March 2018 to observe the movements of travellers in transit in northern Chad. Over the entire period observed, the greatest peak of **internal movements** was observed in August 2018 (42,506 individuals), since the FMPs recorded a very large number of forced movements caused by conflict. **The total flows recorded at FMPs therefore increased by 255 per cent between 2017 and 2018.**

The 2019 year saw an increase of 21 per cent in recorded flows compared to 2018, due to the increase in internal flows (+31%). During this year, the Sarh and Rig-Rig FMPs were installed in March and April, respectively, and they then became inactive in March 2020. In addition, the Zouarké FMP, closed in October 2018 for security reasons, was reactivated in June 2019.

In **2020**, the Onianga Kebir FMP was installed in March to strengthen the monitoring of flows in the north of the country.

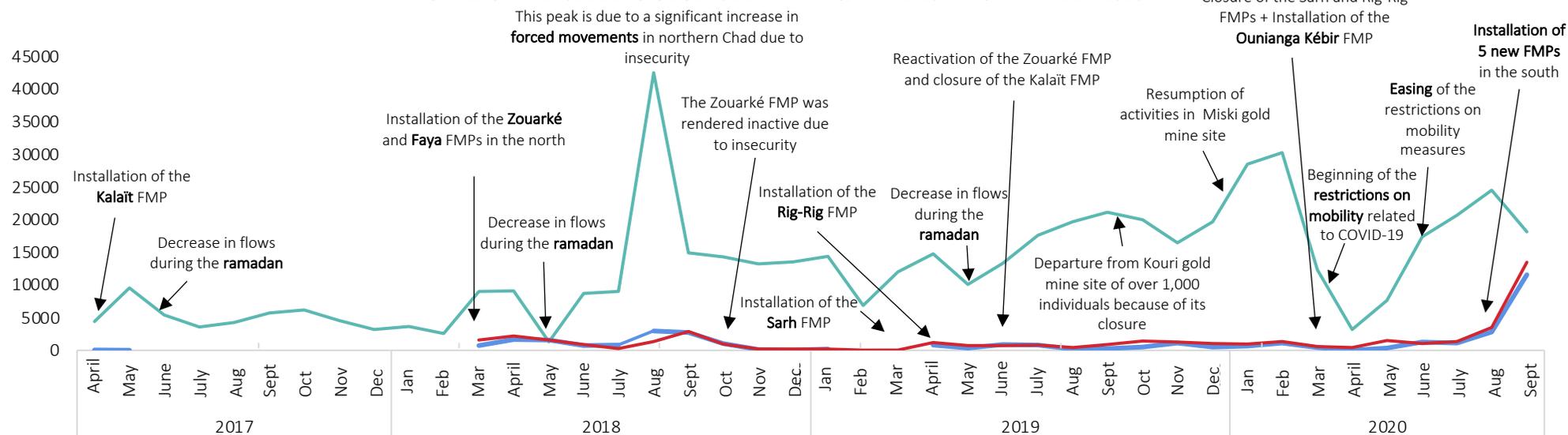
In addition, five FMPs (Binder, Fianga, Koutéré, Léré and Pont Bongor) were activated in August at the Cameroonian border, in order to observe the cross-border flows of travellers in the context of mobility restrictions linked to the COVID-19 pandemic. Indeed, many movements have been observed at this border since the start of the pandemic, and in particular those of Chadian students (see the [COVID-19 Event Tracking Tool Report #6](#)). **The total flows recorded since the start of 2020 is 3 per cent higher than those observed during the previous year**, due to a sharp increase in outgoing (+239%) and incoming (+175%) flows.

The graph below also highlights the impact of the **COVID-19 pandemic** on the movements of travellers passing through FMPs. The entry into force of the first government mobility restriction measures in mid-March 2020 had an immediate impact on the incoming flows recorded. This drop in flows is also due to the **suspension of activities at the FMPs between 22 March and 20 April 2020**, in order to adapt the methodology and data collection operations to the new sanitary context. The easing of restrictive measures in June 2020 explains the resumption in flows observed.

TYPES OF FLOWS OBSERVED

| Year | Internal | Outgoing | Incoming | Total |
|------|--------------------|-------------------|-------------------|--------------------|
| 2017 | 46,771 | 0 | 76 | 46,847 |
| 2018 | 141,889 (+203%) | 12,381 | 12,010 (x158) | 166,280 (+255%) |
| 2019 | 185,999 (+31%) | 5,686 (-54%) | 8,794 (-27%) | 200,479 (+21%) |
| 2020 | 162,568 (-13%) | 19,257 (+239%) | 24,142 (+175%) | 205,967 (+3%) |

TOTAL OF TRAVELLERS OBSERVED AT FMPs: APRIL 2017 – SEPTEMBER 2020



FAYA

An FMP was installed in early March 2018 in the town of **Faya** to observe the movements of travellers in northern Chad. This page presents a summary of the data collected in Faya during the **third quarter of 2020 (July - September 2020)**.

Migration trends: During this period, an average of 464 individuals were observed at the Faya FMP, compared to 319 travellers recorded in the second quarter of 2020. This increase of 45 per cent is explained by the closure of mines gold in northern Chad at the order of the authorities, resulting in numerous movements of gold miners returning to their places of origin.

Types of flows: The vast majority of flows observed at the FMP Faya were internal to Chad (98%).

Provenances and destinations: Only two per cent of flows went to Libya. Faya (46%) and Abéché (26%) were the main origins of the flows, as well as the main destinations for travelers (54 and 22% respectively of the flows going there). The car was the main mode of transportation used (87%), followed by the truck (13%).

Traveller profiles: Of the observed travellers, 11 per cent were women. Indeed, a number of travellers are motivated by the date collecting activity in Faya. In addition, 14 per cent were minors (10% boys and 4% girls).

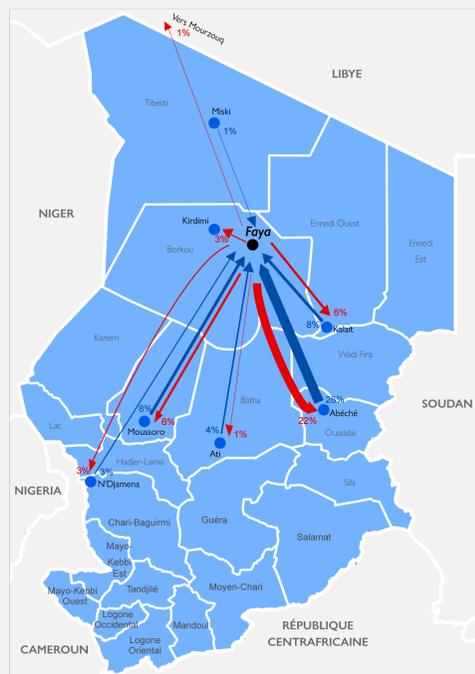
Percentage of outgoing flows, by destination



Percentage of incoming flows, by origin



- Faya FMP
- Origin/Destination of observed flows



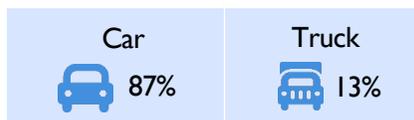
TRAVELLER PROFILES



| | Adults | Minors |
|--------|--------|--------|
| Female | 11% | 4% |
| Male | 75% | 10% |

DEMOGRAPHIC PROFILE

MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|-----------|----|
| Country | City | % |
| CHAD | FAYA | 46 |
| CHAD | ABÉCHÉ | 26 |
| CHAD | MOUSSORO | 8 |
| CHAD | KALAÏT | 8 |
| CHAD | ATI | 4 |
| CHAD | N'DJAMENA | 3 |
| CHAD | MISKI | 1 |

| Main destinations of flows | | |
|----------------------------|-----------|----|
| Country | City | % |
| CHAD | FAYA | 54 |
| CHAD | ABÉCHÉ | 22 |
| CHAD | MOUSSORO | 6 |
| CHAD | KALAÏT | 6 |
| CHAD | N'DJAMENA | 3 |
| CHAD | KIRDIMI | 3 |
| CHAD | ATI | 1 |
| LIBYA | MOURSOUQ | 1 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



ZOUARKÉ

A monitoring point has been installed since April 2017 in the city of **Zouarké**, in order to observe the movements of travellers in northern Chad. This point was inactive from October 2018 to June 2019 due to insecurity in the area. It was reopened in July 2019. This page presents a summary of the data collected in Zouarké **between July and September 2020**.

Migration trends: During the period covered, 272 people were, on average, observed in Zouarké, compared to 178 in the second quarter of 2020. This increase of 53 per cent is explained by the resumption of commercial activities in Zouarké.

Types of flows: Most of the flows (82%) that passed through Zouarké were internal, while ten percent of travellers came from Libya and 8 percent went there.

Provenances and destinations: The main destination cities of the flows were Kouri (29%) and Zouarké (21%) in Chad. Zouarké (23%) and Abéché (14%) were the main cities of origin of flows passing through Zouarké. The car was the main mode of transportation used (81%), followed by the truck (19%).

Traveller profiles: Among the observed travellers, two per cent were women and two per cent were minors (2% boys and less than 1% girls).

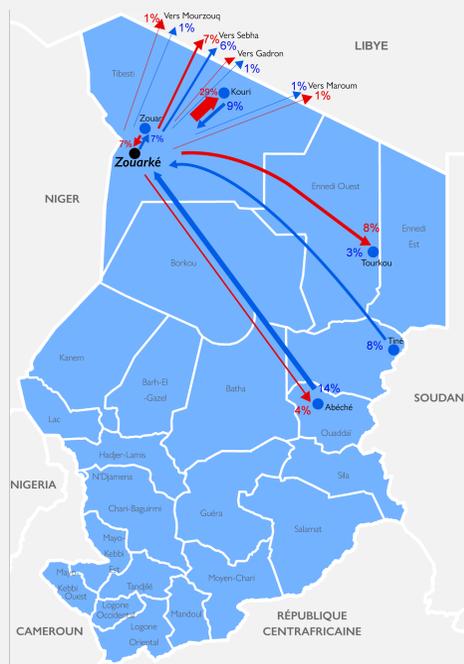
Percentage of outgoing flows, by destination



Percentage of incoming flows, by origin



- Zouarké FMP
- Origin/Destination of observed flows

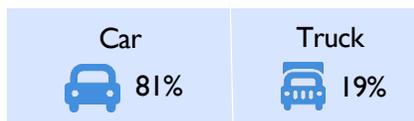


TRAVELLER PROFILES



| | |
|-----------|--------|
| Adults | Minors |
| Female 2% | >1% |
| Male 96% | 2% |

MODES OF TRANSPORT

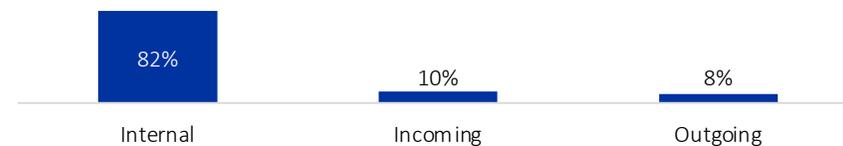


ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|----------|----|
| Country | Ville | % |
| CHAD | ZOUARKÉ | 23 |
| CHAD | ABÉCHÉ | 14 |
| CHAD | KOURI | 9 |
| CHAD | TINÉ | 8 |
| CHAD | ZOUAR | 7 |
| LIBYA | SEBHA | 6 |
| LIBYA | MOURZOUQ | 1 |
| LIBYA | MAROUM | 1 |
| LIBYA | GIDRON | 1 |

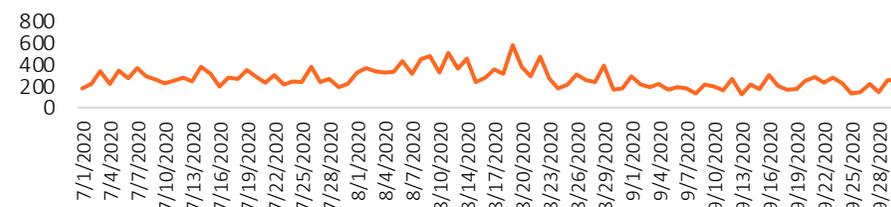
| Main destinations of flows | | |
|----------------------------|----------|----|
| Country | City | % |
| CHAD | KOURI | 29 |
| CHAD | ZOUARKÉ | 21 |
| CHAD | TOURKOU | 9 |
| CHAD | ZOUAR | 7 |
| LIBYA | SEBHA | 6 |
| CHAD | ABÉCHÉ | 4 |
| LIBYA | GATRON | 2 |
| LIBYA | MAROUM | 1 |
| LIBYA | MOURZOUQ | 1 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



OUNIANGA KÉBIR

A monitoring point was set up at the beginning of March 2020 in the town of **Ounianga Kébir**, in order to strengthen the monitoring of the movements of travellers in northern Chad. This page presents a summary of the data collected at this crossing point **between July and September 2020**.

Migration trends: During the period covered, an average of 63 people were observed at the FMPs each day. This corresponds to a decrease of five per cent compared to the period April - June 2020, during which the observed daily average was 66 individuals. This decrease is explained by the decrease in the number of deportations of people from Libya during the period July - September 2020 (287 people deported), compared to the second quarter, during which 424 people were deported.

Types of flows: All flows passing through the Ounianga Kébir FMP between July and September 2020 were cross-border (56% were in and 44% were out).

Sources and destinations: The main cities of origin of the flows were Kalaït in Chad and Sebha in Libya (32% each). These two cities were also the main destination cities for the flows, with 35 per cent of the flows going there, respectively. The car was the main mode of transport used (90%), followed by the truck (10%).

Traveller profiles: Among the observed travellers, four per cent were women and six per cent were minors (4% boys and 2% girls).

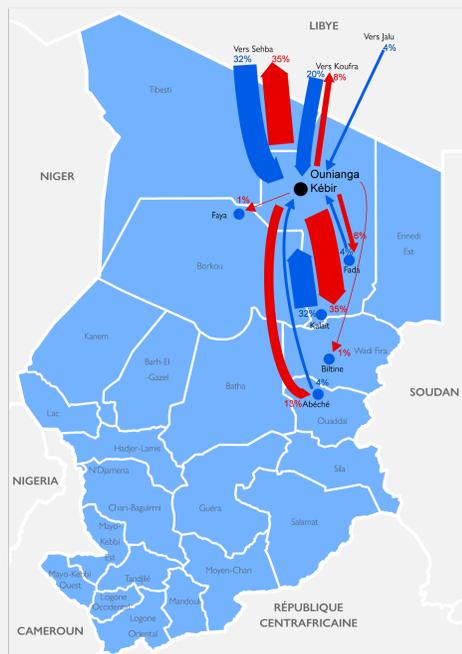
Percentage of outgoing flows, by destination



Percentage of incoming flows, by origin



- Ounianga Kébir FMP
- Origin/Destination of observed flows



TRAVELLER PROFILES



| | |
|-----------|--------|
| Adults | Minors |
| Female 4% | 2% |
| Male 90% | 4% |

MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|----------------|----|
| Country | City | % |
| CHAD | KALAÏT | 32 |
| LIBYA | SEBHA | 32 |
| LIBYA | KOUFRA | 20 |
| CHAD | DJALO | 4 |
| CHAD | ABÉCHÉ | 4 |
| CHAD | FADA | 4 |
| CHAD | OUNIANGA KÉBIR | 1 |

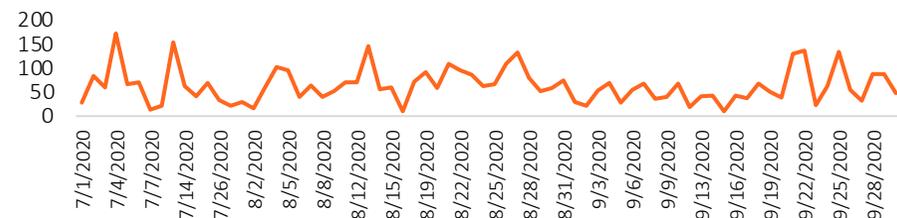
| Main destinations of flows | | |
|----------------------------|---------|----|
| Country | City | % |
| CHAD | KALAÏT | 35 |
| LIBYA | SEBHA | 35 |
| CHAD | ABÉCHÉ | 13 |
| LIBYA | KOUFRA | 8 |
| CHAD | FADA | 6 |
| CHAD | FAYA | 1 |
| CHAD | BILTINE | 1 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



BINDER

A monitoring point was installed at the end of August 2020 in the city of **Binder**, in order to observe the cross-border flows of travellers between Chad and Cameroon, in the context of mobility restrictions linked to COVID-19. This page presents a summary of the data collected at this crossing point **between July and September 2020**.

This crossing point is partially open to allow the transport of goods, but also the entry of Chadian nationals from Cameroon, as well as the return of individuals of Cameroonian nationality from Chad to their country of origin.

Migration trends: During the period covered, an average of 129 people were observed at the FMPs each day. These movements were mainly driven by trade flows.

Types of flows: Of the flows observed, 50 per cent entered Chad, 47 per cent left the country and three per cent were internal.

Provenances and destinations: The main cities of origin of the identified flows were Binder in Chad (32%) and Kaelé in Cameroon (20%). These cities were also the main destinations for the flows, with 37 per cent and 21 percent, respectively, of the flows going there. People arriving at this FMP travelled mainly by motorbike (56%) and on foot (30%).

Traveller profiles: Among the observed travellers, 40 per cent were women and 21 per cent were minors (11% girls and 10% boys).

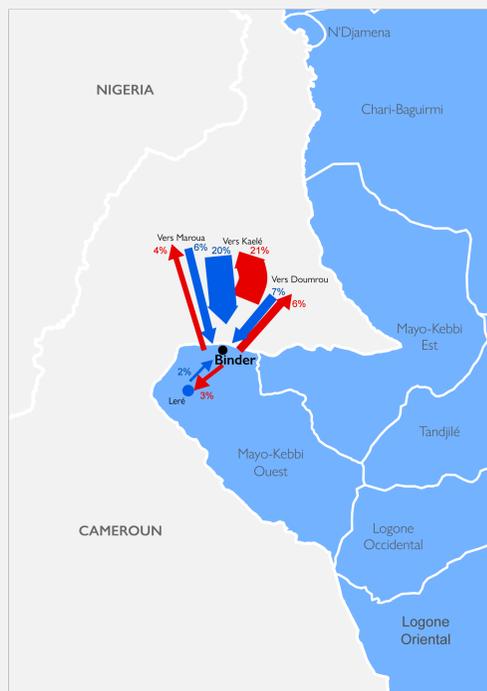
Percentage of outgoing flows, by destination



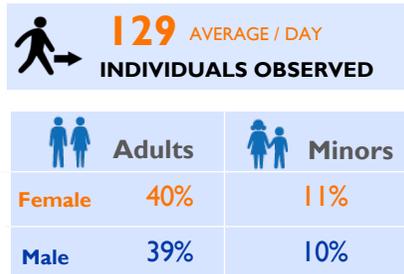
Percentage of incoming flows, by origin



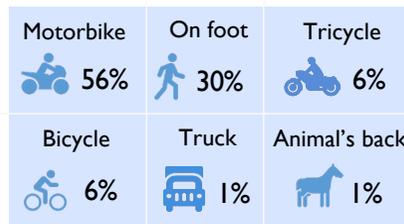
- FMP de Binder
- Origin/Destination of observed flows



TRAVELLER PROFILES



MODES OF TRANSPORT

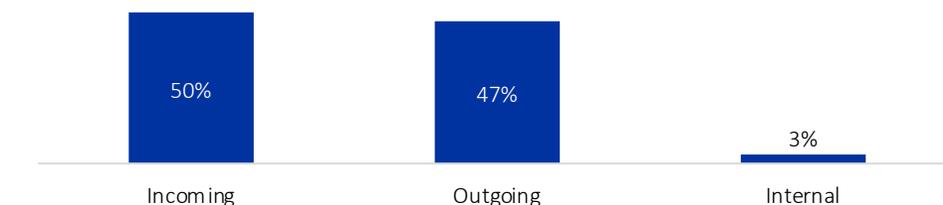


ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|---------|----|
| Country | City | % |
| CHAD | BINDER | 32 |
| CAMEROON | KAELÉ | 20 |
| CAMEROON | DOUMROU | 7 |
| CAMEROON | MAROUA | 6 |
| CHAD | LÉRÉ | 2 |
| CHAD | KELELA | 2 |
| CAMEROON | ROUMDÉ | 2 |

| Main destinations of flows | | |
|----------------------------|---------|----|
| Country | City | % |
| CHAD | BINDER | 37 |
| CAMEROON | KAELÉ | 21 |
| CAMEROON | DOUMROU | 6 |
| CAMEROON | MAROUA | 4 |
| CHAD | KELELA | 3 |
| CHAD | LÉRÉ | 3 |
| CAMEROON | ROUMDÉ | 2 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



FIANGA

A monitoring point was installed at the end of August 2020 in the city of **Fianga**, in order to observe the cross-border flows of travellers between Chad and Cameroon, in the context of mobility restrictions linked to COVID-19. This page presents a summary of the data collected at this crossing point **between July and September 2020**.

This crossing point is partially open to allow the transport of goods, but also the entry of Chadian nationals from Cameroon, as well as the return of individuals of Cameroonian nationality from Chad to their country of origin.

Migration trends: During the period covered, an average of 63 people were observed at the FMPs each day.

Types of flows: Of the flows observed, 51 per cent left Chad and 49 per cent entered.

Provenances and destinations: The main cities of origin of the flows were Fianga in Chad (50%) and Datchenga in Cameroon (24%). These two cities were also the main destination cities for the flows with 49 and 30 per cent of the flows, respectively, going to Sebha and Kalait. Travelers travelled mainly by motorbike (76%).

Traveller profiles: Among the observed travellers, 28 per cent were women and eight per cent were minors (4% girls and 4% boys).

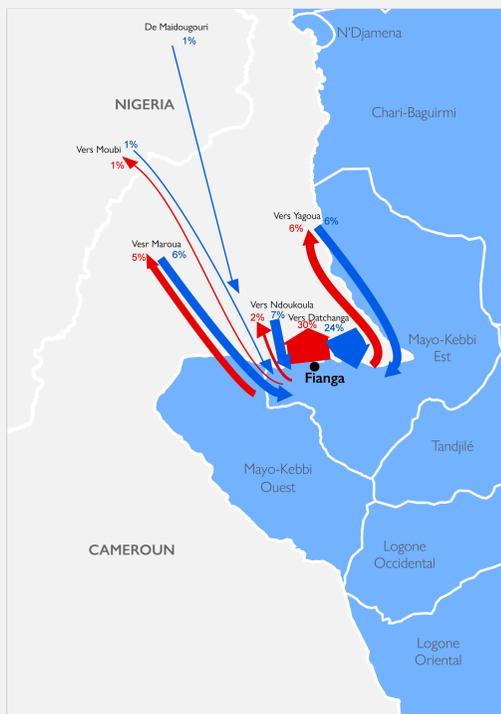
Percentage of outgoing flows, by destination



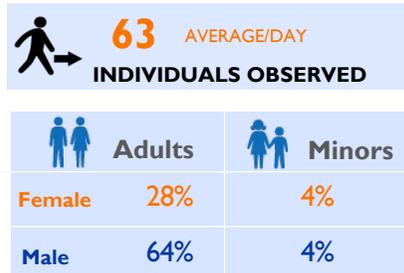
Percentage of incoming flows, by origin



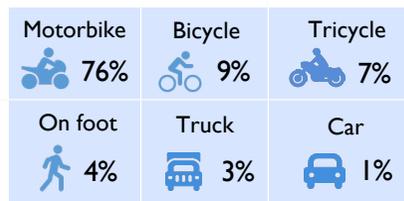
- FMP de Fianga
- Origin/Destination of observed flows



TRAVELLER PROFILES



MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|-----------|----|
| Country | City | % |
| CHAD | FIANGA | 50 |
| CAMEROON | DATCHENGA | 24 |
| CAMEROON | NDOUKOULA | 7 |
| CAMEROON | MAROUA | 6 |
| CAMEROON | YAGOUA | 6 |
| NIGERIA | MOUBI | 1 |
| NIGERIA | MAIDUGURI | 1 |

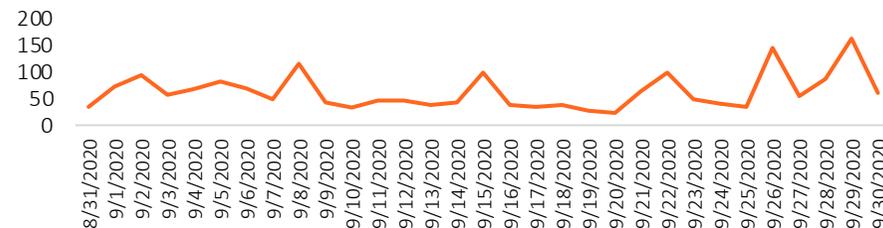
| Main destinations of flows | | |
|----------------------------|-----------|----|
| Country | City | % |
| CHAD | FIANGA | 49 |
| CAMEROON | DATCHENGA | 30 |
| CAMEROON | YAGOUA | 6 |
| CAMEROON | MAROUA | 5 |
| CAMEROON | HOUGNON | 4 |
| CAMEROON | NDOUKOULA | 2 |
| NIGERIA | MOUBI | 1 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



KOUTÉRÉ

A monitoring point was installed at the beginning of August 2020 in the city of **Koutéré**, in order to observe the cross-border flows of travellers between Chad and Cameroon, in the context of mobility restrictions linked to COVID-19. This page presents a summary of the data collected at this crossing point **between July and September 2020**.

This crossing point is partially open to allow the transport of goods, but also the entry of Chadian nationals from Cameroon, as well as the return of individuals of Cameroonian nationality from Chad to their country of origin.

Migration trends: During the period covered, an average of 308 people were observed at the FMPs each day. Among the FMPs installed at the Cameroonian border, this is the most frequented crossing point for trade.

Types of flows: Of the flows observed, 60 per cent entered Chad, while 40 per cent left the country.

Sources and destinations: The main cities of origin of the flows were Moundou (21%) and N'Djamena (17%) in Chad, as well as Ngaoundéré in Cameroon (21%). The main destination cities for the flows were N'Djamena, Moundou in Chad and Douala in Cameroon, with 43, 30 and 21 per cent of travellers, respectively. The main mode of transportation was the truck (96%), followed by the car (4%).

Traveller profiles: Almost all of the travellers observed were adult males. Minors represented one per cent of the total number of individuals who passed through the Koutéré FMP during the reporting period.

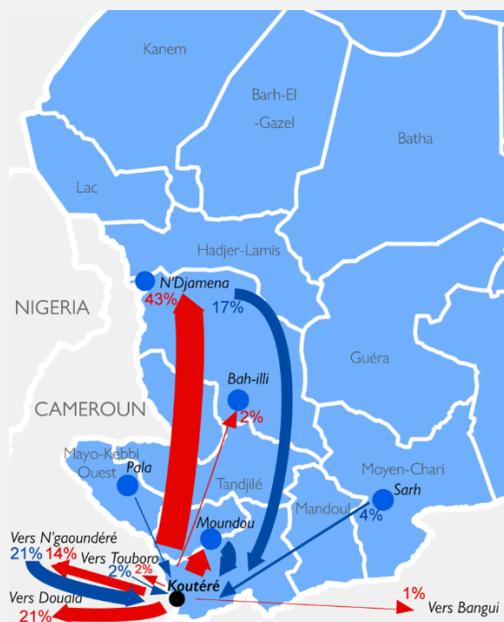
Percentage of outgoing flows, by destination



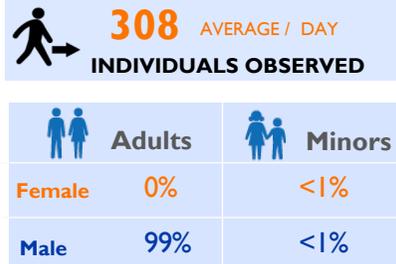
Percentage of incoming flows, by origin



- FMP de Koutéré
- Origin/Destination of observed flows



TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

| Main origins of flows | | |
|-----------------------|------------|----|
| Country | City | % |
| CHAD | MOUNDOU | 21 |
| CAMEROON | NGAOUNDÉRÉ | 21 |
| CHAD | N'DJAMENA | 17 |
| CHAD | SARH | 4 |
| CHAD | PALA | 2 |
| CHAD | KOUTÉRÉ | 2 |
| CAMEROON | TOUBORO | 2 |

| Main destinations of flows | | |
|----------------------------|------------|----|
| Country | City | % |
| CHAD | N'DJAMENA | 43 |
| CHAD | MOUNDOU | 30 |
| CAMEROON | DOUALA | 21 |
| CAMEROON | NGAOUNDÉRÉ | 14 |
| CAMEROON | BAH-ILLI | 2 |
| CAMEROON | TOUBORO | 2 |
| CENTRAL AFRICAN REP. | BANGUI | 1 |

DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY EVOLUTION



LÉRÉ

A monitoring point was installed at the beginning of August 2020 in the city of Léré, in order to observe the cross-border flows of travellers between Chad and Cameroon, in the context of mobility restrictions linked to COVID-19. This page presents a summary of the data collected at this crossing point **between July and September 2020**.

This crossing point is partially open to allow the transport of goods, but also the entry of Chadian nationals from Cameroon, as well as the return of persons of Cameroonian nationality from Chad to their country of origin.

Migration trends: During the period covered, an average of 32 individuals were observed at the PMFs each day. These movements were mainly driven by trade flows.

Types of flows: Of the flows observed, 71 percent entered Chad, while 29 per cent left the country.

Provenances and destinations: The main cities of origin of the flows were Figuil (22%) and Garoua (10%) in Cameroon and Léré in Chad (10%). Léré was the main destination city for the flows, with 26 per cent of travellers heading there. The main modes of transport were a motorcycle (41%) and a truck (40%).

Traveller profiles: Women made up 11 per cent of the individuals observed during this quarter. Minors represented 5 per cent of the total (3% of girls and 2% of boys).

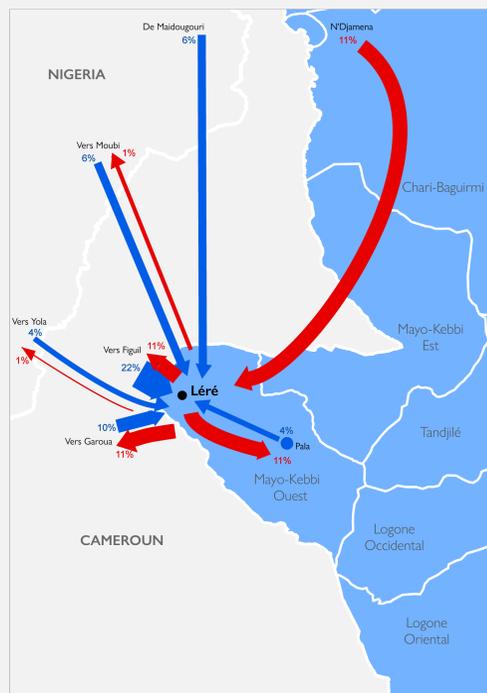
Percentage of outgoing flows, by destination



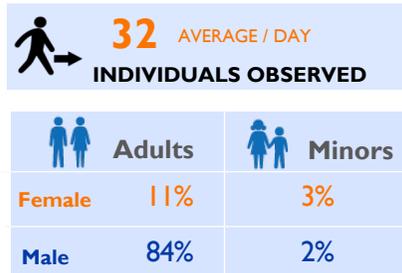
Percentage of incoming flows, by origin



- Léré FMP
- Origin/Destination of observed flows

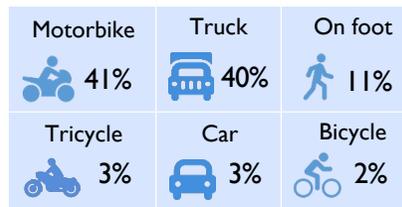


TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

Main origins of flows

| Country | City | % |
|----------|-----------|----|
| CAMEROON | FIGUIL | 22 |
| CAMEROON | GAROUA | 10 |
| CHAD | LÉRÉ | 10 |
| NIGERIA | MOUBI | 6 |
| CAMEROON | MAIDUGURI | 6 |
| CHAD | PALA | 4 |
| NIGERIA | YOLA | 4 |

Main destinations of flows

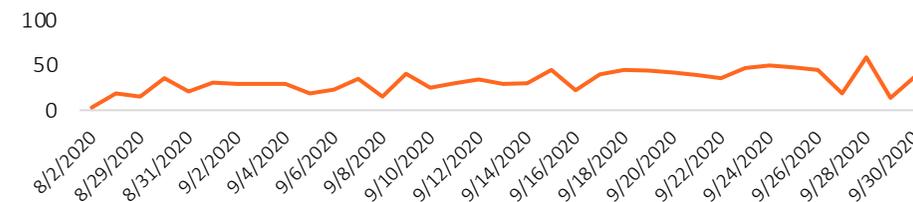
| Country | City | % |
|----------|-----------|----|
| CHAD | LÉRÉ | 26 |
| CHAD | N'DJAMENA | 11 |
| CAMEROON | PALA | 11 |
| CAMEROON | FIGUIL | 11 |
| CAMEROON | GAROUA | 11 |
| NIGERIA | MOUBI | 3 |
| NIGERIA | YOLA | 1 |

DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY EVOLUTION



PONT BONGOR

A monitoring point was installed at the beginning of August 2020 at the **Pont Bongor** (Bongor bridge), in order to observe the cross-border flows of travellers between Chad and Cameroon, in the context of mobility restrictions linked to COVID-19. This page presents a summary of the data collected at this crossing point **between July and September 2020**. This crossing point is partially open to allow the transport of goods, but also the entry of Chadian nationals from Cameroon, as well as the return of individuals of Cameroonian nationality from Chad to their country of origin.

Migration trends: During the period covered, 305 individuals were, on average, observed at the FMP each day.

Types of flows: Of the flows observed, 34 per cent were internal to Chad, while 33 per cent left the country and 33 per cent entered the country.

Provenances and destinations: The main cities of origin of the registered flows were Bongor in Chad (49%) and Yagoua in Cameroon (33%). These two cities were also the main destinations of the flows, with 51 and 33 per cent, respectively, of the flows headed to these cities. The main mode of transport was the boat (82%), since this FMP is a bridge located at a river connecting Chad to Cameroon.

Traveller profiles: Women made up almost half of the travellers observed at this FMP (48%). Minors represented 7 per cent of the total (4% of boys and 3% of girls).

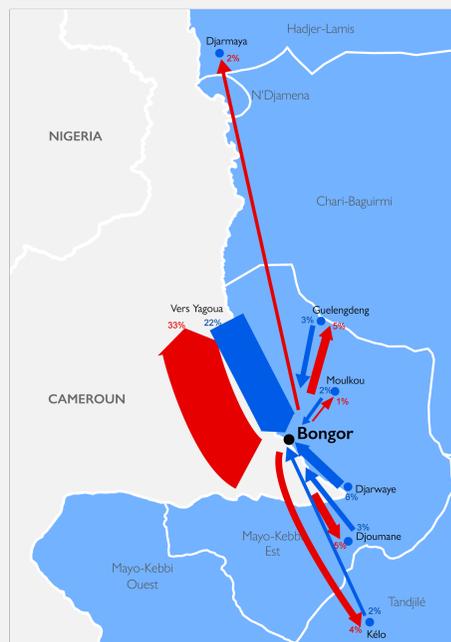
Percentage of outgoing flows, by destination



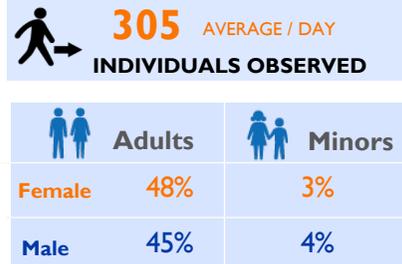
Percentage of incoming flows, by origin



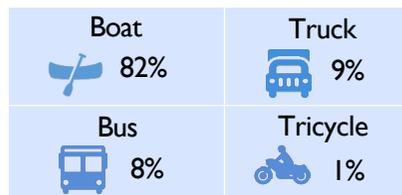
- Pont Bongor FMP
- Origin/Destination of observed flows



TRAVELLER PROFILES



MODES OF TRANSPORT



ORIGIN AND DESTINATION OF FLOWS

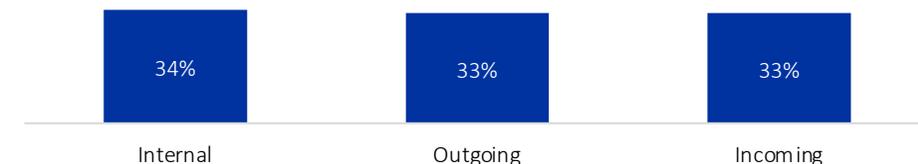
Main origins of flows

| Country | City | % |
|----------|------------|----|
| CHAD | BONGOR | 49 |
| CAMEROON | YAGOUA | 33 |
| CHAD | DJARWAY | 6 |
| CHAD | DJOUMAN | 3 |
| CHAD | GUELENDENG | 3 |
| CHAD | MOULKOU | 2 |
| CHAD | KÉLO | 2 |

Main destinations of flows

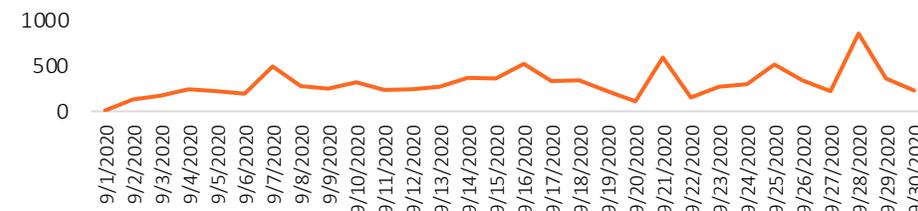
| Country | City | % |
|----------|------------|----|
| CHAD | BONGOR | 51 |
| CAMEROON | YAGOUA | 33 |
| CHAD | DJOUMAN | 5 |
| CHAD | GUELENDENG | 5 |
| CHAD | KÉLO | 4 |
| CHAD | DJARMAYA | 2 |
| CHAD | MOULKOU | 1 |

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY EVOLUTION



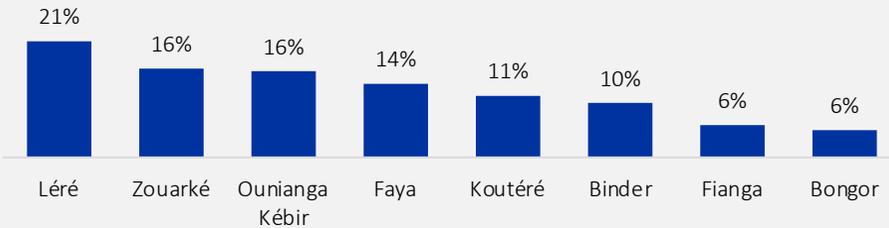
INTRODUCTION AND MIGRATION TRAJECTORY



1,575
SURVEYS

out of the **97,173** individuals
observed at the 8 FMPs active in Chad
from July to September 2020

SHARE OF TRAVELLERS INTERVIEWED AT EACH FMP

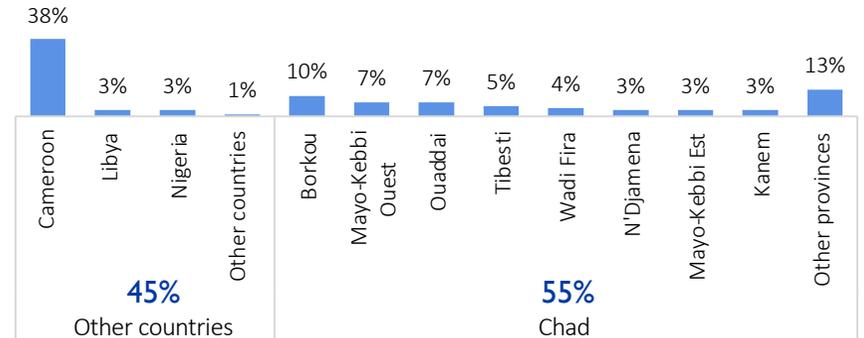


This report presents the key data obtained during individual surveys carried out with **1,575 travellers** aged between 15 and 72 years old, at the **eight FMPs active in Chad between July and September 2020**, in order to gain a better understanding of the profiles, migration routes and needs of migrants passing through these entry and transit points. The greatest number of surveys were carried out at the FMPs of Léré (21%), Zouarké (16%) and Ounianga Kébir (16%). It is worth mentioning that travellers respond to individual surveys on a voluntary basis, and their participation is based on consent. Thus, the size of the samples of travellers interviewed at the FMPs does not reflect the proportions of travellers who are registered there through the FMR.

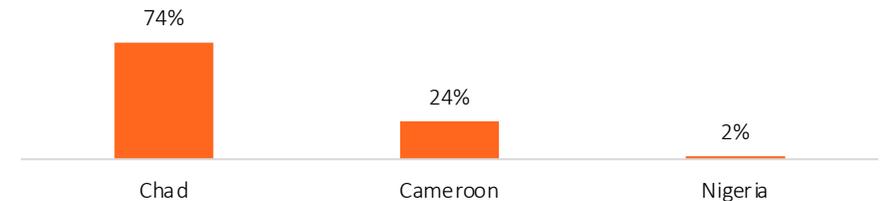
More than half of the travellers surveyed (55%) **came from Chad**, and mainly from the provinces of Borkou (10%), Mayo-Kebbi Ouest (7%) and Ouaddaï (7%). The main country of origin of travellers outside of Chad was Cameroon (38%), with five FMPs having been installed at the border with this country in August 2020. **Chad was the intended final destination of the majority of travellers (74%)**, followed by Cameroon (24%). In addition, two per cent of surveyed individuals were going to Nigeria.

With regards to the **reasons for travel**, results show that more than half (51%) of the travellers left their place of departure for **economic reasons**, mainly to carry out business activities or to seek employment or a livelihood. In addition, 27 per cent were travelling to join their families and 14 per cent had left for further education or vocational training. It is worth highlighting that most of the individuals who came from Chad, Libya and Nigeria travelled for economic reasons, while for Cameroon, the largest number (45%) were joining their families.

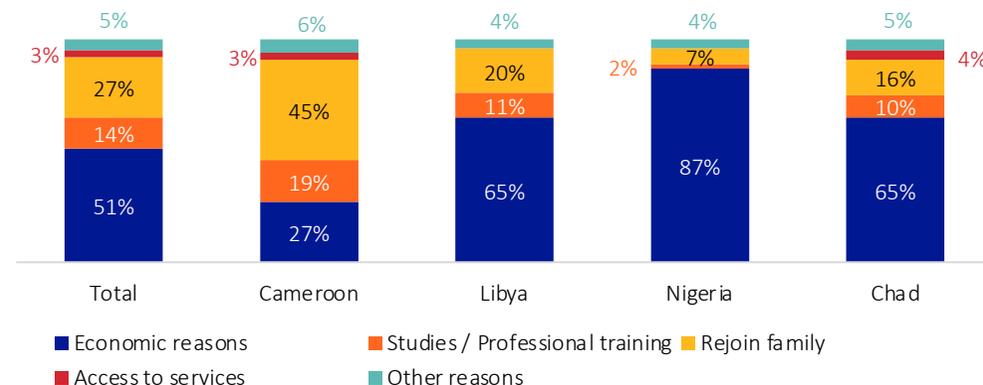
PLACE OF DEPARTURE OF TRAVELLERS



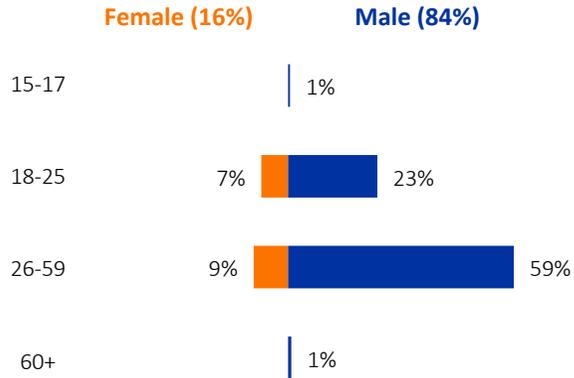
MAIN COUNTRIES OF DESTINATION INTENDED



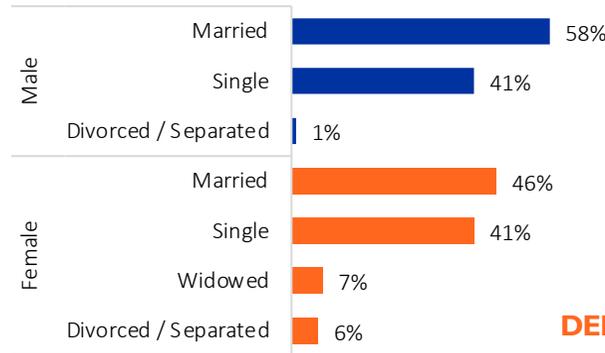
REASONS FOR TRAVEL, BY COUNTRY OF DEPARTURE



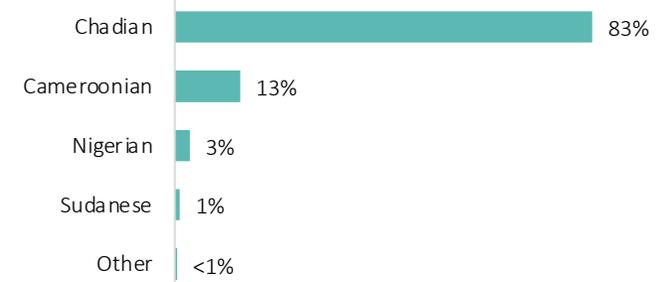
SEX AND AGE



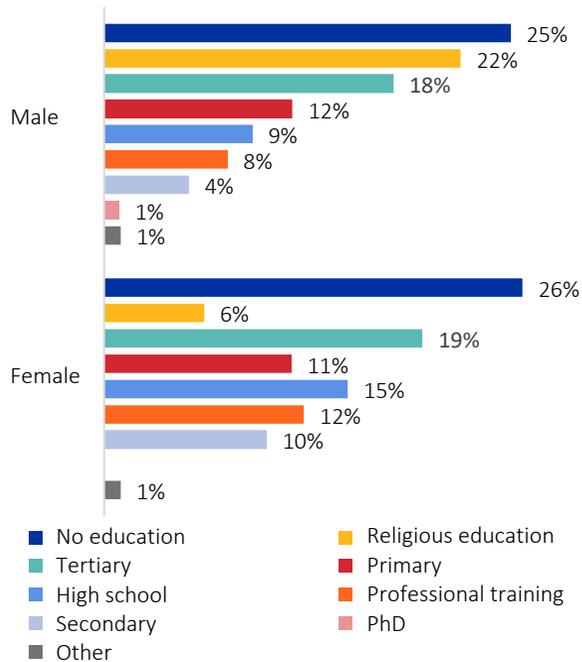
MARITAL STATUS



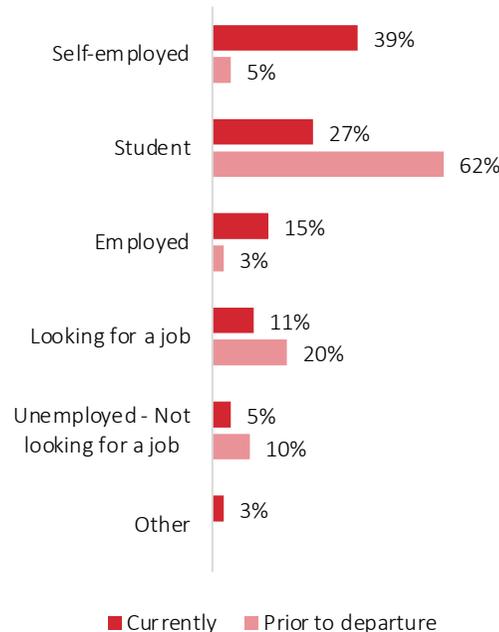
NATIONALITY



EDUCATION , BY SEX



PROFESSIONAL SITUATION



DEMOGRAPHIC AND SOCIO-ECONOMIC PROFILE

A notable proportion (17%) of the travellers interviewed at the FMPs between July and September 2020 were **women**. Most travellers (68%) were aged **between 26 and 59 years old** (of which 59% were men and 9% were women). In addition, 30 per cent were between 18 and 25 years old. Minors and elderly persons (all men) each made up 1 per cent of the surveyed population.

Overall, 56 per cent of travellers were **married** and 41 per cent were single. Analysis disaggregated by sex indicates that the proportion of divorced or separated individuals was higher among women (6%) than among men (1%). It should also be noted that among the women who were interviewed, 7 per cent were widows, while none of the men interviewed were.

Most of the travellers surveyed were **Chadians** (83%), and 13 per cent were of Cameroonian nationality. It should be noted that in the framework of this data collection, the nationalities taken into account are the ones that are declared by the travellers. No verification of identity documents was carried out to confirm or deny them.

Overall, a quarter of those surveyed (25%) had **not received any formal education**, while 19 per cent had received a religious education and 18 per cent had a university level. It should be noted that a much larger proportion of men (22%) than women (6%) had attended a Koranic school, while a larger proportion of women had a secondary education (10% against 4% of men) or had completed high school (15% against 9% of men).

Prior to departure, the majority of travellers surveyed (62%) were **students**, and 20 per cent were looking for work. At the time of the survey, travellers were predominantly **self-employed** (39%), and the proportions of students and job seekers were down to 27 and 11 per cent respectively. This may be correlated to the fact that, as noted on the previous page, many individuals were travelling for business or to look for employment. Among those in employment, the most cited occupations were skilled work in agriculture or fishing (32%) and transport or assembly of machinery (16%).

TRAVEL CONDITIONS AND INFORMATION RELATED TO COVID-19

The majority of individuals surveyed (62%) were travelling **alone**. More than half (51%) of individuals travelling in groups were accompanied by non-family members, while 16 per cent were travelling with relatives and 10 per cent were with their children.

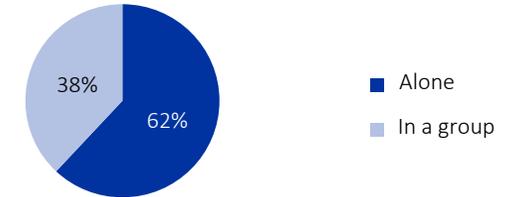
In the context of the **COVID-19 crisis**, additional questions were asked to travellers to better understand their knowledge of COVID-19 and the measures taken to protect themselves from the virus. Results indicate that **the vast majority of respondents (96%) were aware of the COVID-19 pandemic**, but 4 per cent were not aware of it. The main means through which travellers gained awareness of the existence of COVID-19 were the **media (87%)** and local or national authorities (56%).

The vast majority (94%) of interviewees could cite one or more **symptoms** associated with COVID-19, including fever (cited by 76% of those surveyed), cough (61%), sore throat (50%) and headache (43%). When asked about the **actions to take in the event of symptoms**, 54 per cent of respondents said that one should call the COVID-19 emergency number, 51 per cent that they should stay at home and 42 per cent that they should see a doctor.

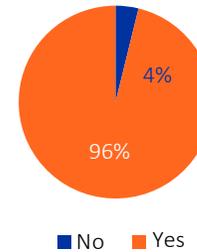
The main **protective measures** against COVID-19 cited by respondents were handwashing (86%), wearing a mask (73%) and social distancing (45%). However, nearly half of the travellers (48%) indicated that **no specific measures had been taken to prevent the spread of the virus during their travel**. Among the 52 per cent of individuals who indicated that such measures had been taken, the most frequent practices were wearing a mask in the vehicle (for 47% of individuals), reducing the number of passengers in the vehicle (30%) and handwashing before boarding (16%).

More than half of those surveyed (54%) have not encountered any **challenges** since the start of the COVID-19 pandemic. Nonetheless, a significant proportion faced difficulties, especially to continue working (20%) and to access basic services such as water and food (17%).

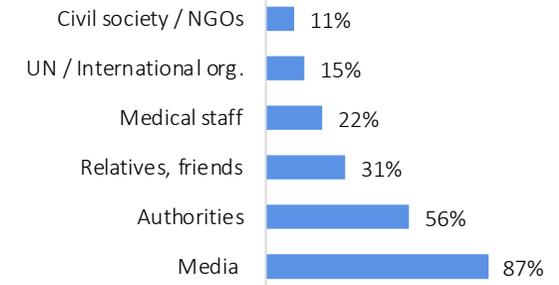
« WHO ARE YOU TRAVELLING WITH ? »



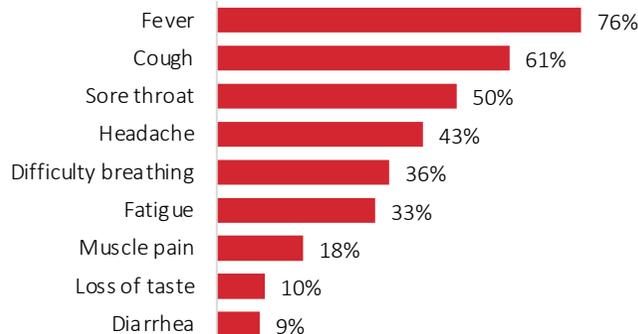
« ARE YOU AWARE OF THE COVID-19 PANDEMIC ? »



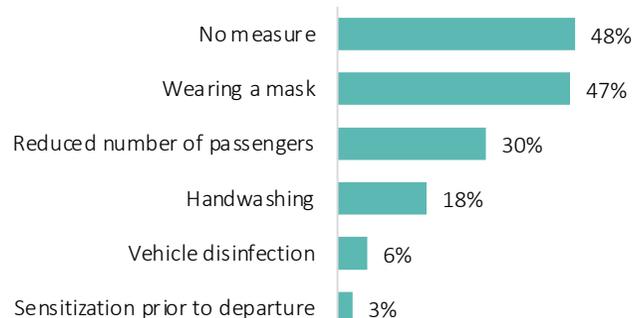
« IF YES, HOW DID YOU GAIN AWARENESS OF IT ? »



AWARENESS OF COVID-19 SYMPTOMS



PREVENTIVE MEASURES RELATED TO COVID-19 PUT IN PLACE DURING THE TRAVEL



CHALLENGES ENCOUNTERED SINCE THE BEGINNING OF THE COVID-19 PANDEMIC



INTRODUCTION: The monitoring of flows, implemented by IOM through the Displacement Tracking Matrix (DTM), aims to collect data on the number and characteristics of travellers observed in areas with high mobility, through monitoring points (FMP) installed in these areas.

METHODOLOGY: The monitoring of population flows is a data collection work that aims to identify areas subject to cross-border and international migration and to highlight the characteristics and journeys of people passing through these areas. Areas of high mobility are identified nationwide with the help of national authorities. The DTM teams, in partnership with local authorities, then carry out work to identify strategic transit points at the local level. At each of these FMPs, two main data collection methodologies are used: Flow Monitoring Registry (FMR) and Individual Surveys (FMS).

The FMR consists in collecting data at the level of the various crossing points via direct observations and from key informants: they can be the staff of the bus stations, state officials, bus drivers or migrants themselves. . The FMR collects information on the number of travelers passing through the crossing points, their nationalities, places of origin and intended destinations, as well as the means of transport used. At each FMP, data is collected by a team of two to five

enumerators. Data collection is carried out daily, between 7:30 a.m. and 5:30 p.m., which corresponds to the hours during which the greatest number of travelers pass through FMPs. However, these hours can be adapted according to the period and the context. Data is collected through a form administered to key informants, and direct observation.

FMS allow for more in-depth data collection through interviews with a sample of travellers passing through checkpoints in order to better understand their profiles. Surveys are conducted daily with a sample of travellers, chosen at random, who pass through these points. The main data collected are the traveller's nationality, age, sex, education level, professional status, reasons for travel, origin, destination, as well as their needs and vulnerabilities.

LIMITATIONS: The data used within the framework of this analysis come from surveys carried out among a sample of travelers who passed through the eight aforementioned crossing points, between July and September 2020. They cannot therefore be generalized to the migrant population as a whole, because they only present the situation specific to interviewees. The temporal coverage of these surveys is also limited to working days and a limited time window. Furthermore, when interpreting the results presented in this report, it is

important to keep in mind that during this quarter, the temporal coverage between the different FMPs varied, the three northern FMPs having been active during the three months, while the five southern FMPs did not start their data collection until the end of August 2020.

In addition, in the context of the COVID-19 crisis, IOM adapted its strategy and methodology by implementing precautionary and risk mitigation measures during data collection operations at FMP level, as well as during the training of interviewers. Thus, standard operating procedures were put in place to ensure compliance with the risk prevention and mitigation measures decreed by the Government of the Republic of Chad. These measures include the respect for social distancing, the distribution of personal protective equipment for interviewers, the sensitization of field staff and the conduct of training sessions with a limited number of participants.

DEFINITIONS:

Flow: In this report, a flow represents a group of individuals traveling in a means of public transport from a given origin to a destination. The initial origin and final destination of travelers are not necessarily those of the means of transport used when passing through an FMP, since travelers can use several means of transport during their journeys.

A flow represents the journey of an individual from an origin to a destination, whether the latter is intermediate or final.

Outgoing flow: This term refers to flows that are headed to a country other than Chad.

Incoming flow: This term refers to flows that originate from a country other than Chad.

Internal flow: This term refers to flows that originate in one area of Chad and are headed to another area of Chad.

Upon request, further analysis (e.g., by FMP) can be carried out by the DTM team.

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