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**FLOW MONITORING REPORT**  
*Impacts of COVID-19 on travellers across Chad*

**CHAD**

**OCTOBER – DECEMBER 2020**



 **IOM**  
UN MIGRATION

**CONTENT**

INTRODUCTION & KEY FIGURES	3
<b>REGISTRATION</b>	<b>4</b>
TRAVELLER PROFILES AND MOBILITY TRENDS	4
LOCALISATION AND QUARTERLY EVOLUTION OF FLOWS	5
MOBILITY TRENDS (2017 – 2020)	6
FMP OF FAYA	7
FMP OF ZOUARKÉ	8
FMP OF OUNIANGA KÉBIR	9
FMP OF BINDER	10
FMP OF FIANGA	11
FMP OF KOUTÉRE	12
FMP OF LÉRÉ	13
FMP OF PONT BONGOR	14
<b>INDIVIDUAL SURVEYS</b>	<b>15</b>
INTRODUCTION AND MIGRATION TRAJECTORY	15
DEMOGRAPHIC AND SOCIO-ECONOMIC PROFILE	16
TRAVEL CONDITIONS AND INFORMATION RELATED TO COVID-19	17
METHODOLOGY	18



A traveller in the desert in northern Chad © IOM 2020

### 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 (DTM) 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 October and December 2020, 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 October and December 2020** at these eight FMPs. The report is subdivided into **two sections**: a section presenting the data obtained through the **FMR**, and a section presenting the key results from the **FMS** conducted with travellers.

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

### KEY FIGURES



**8** FMPs active in Chad



**1,380** travellers observed daily on average



**2,242** individual surveys conducted



**55%** of travellers were headed to Chad



**44%** were travelling by truck



**96%** were aware of the COVID-19 pandemic



**54%** took at least one preventive measure related to COVID-19 during their travel



**43%** have encountered challenges since the beginning of the pandemic

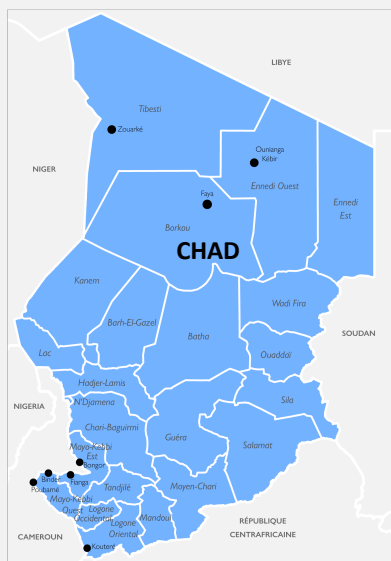
### TRAVELLER PROFILES AND MIGRATION TRENDS

**Migration trends:** From October to December 2020, an average of 1,380 individuals were observed at the eight FMPs active in Chad. This represents a 29 per cent increase compared to the third quarter (July – September 2020), during which the recorded daily average was 1,068 individuals. This increase is mainly explained by the flows of Chadian students headed towards Cameroon for the new academic year, as well as by the end of the rainy season resulting in improved road conditions.

**Types of flows:** Among the flows observed, the largest share (42%) were internal, 30 per cent entered Chad and 28 per cent left the country.

**Provenances and destinations:** Most of the flows observed (72%) were headed to Chad, and mainly the cities of Faya (13%) and Bongor (11%). In addition, 23 per cent were headed to Cameroon and 5 per cent to Libya. The flows mostly came from Chad (70%; mainly the cities of Faya and Bongor), 26 per cent originated from Cameroon and 4 per cent from Libya. The observed individuals travelled mainly by truck (44%) and by motorbike (25%). It should be noted that these figures represent the destinations and provenances of the transport vehicles (buses, taxis, etc) used by the observed individuals, rather than the places of initial departure and final destination of travellers. Information on the destinations and provenances 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, 18 per cent were adult females and 7 per cent were minors (5% of boys and 2% of girls).



● FMP    ■ Province boundaries    ■ Country boundaries

### TRAVELLER PROFILES



Adults		Minors	
Female	18%	2%	
Male	75%	5%	

DEMOGRAPHIC PROFILE

### PROVENANCE AND DESTINATION OF FLOWS

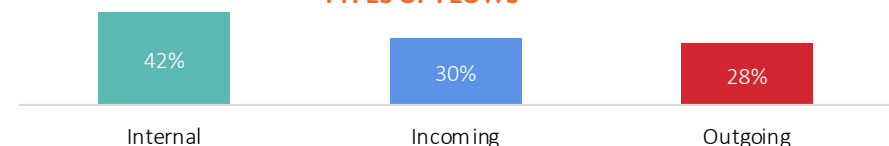
Main provenances of flows		
Country	City	%
CHAD	FAYA	13
CHAD	BONGOR	10
CHAD	ABÉCHÉ	10
CAMEROON	YAGOUA	7
CAMEROON	DOUALA	6
LIBYA	SEBHA	3
LIBYA	KOUFFRA	2
LIBYA	KILNDJA	1
NIGERIA	MOUBI	1

### MAIN MODES OF TRANSPORT

Truck 44%	Motorbike 25%
Boat 13%	Car 11%

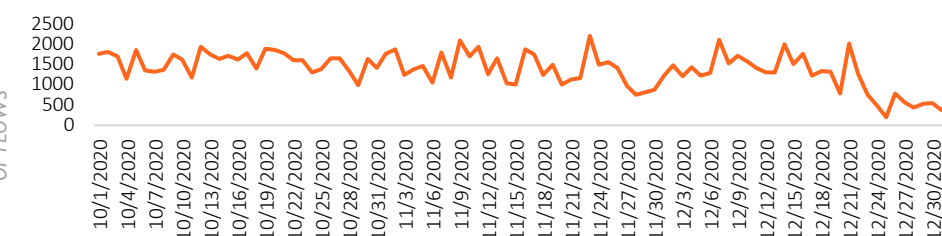
Main destinations of flows		
Country	City	%
CHAD	FAYA	13
CHAD	BONGOR	11
CAMEROON	YAGOUA	8
CHAD	ABÉCHÉ	7
CHAD	N'DJAMENA	7
LIBYA	SEBHA	2
LIBYA	KLINDJA	1
LIBYA	GIDRON	1
LIBYA	KOUFFRA	1

### TYPES OF FLOWS



TYPES OF FLOWS

DAILY EVOLUTION OF FLOWS



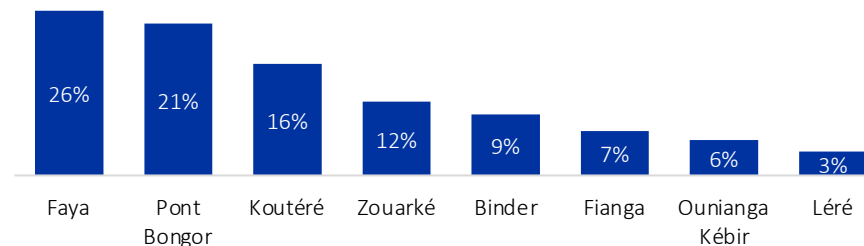
## LOCALISATION AND QUARTERLY EVOLUTION OF FLOWS

**Proportions and types of flows, by FMP:** The main FMPs through which the flows passed during the data collection period were **Faya** (26%) and **Pont Bongor** (21%). The Faya FMP is an important transit point located along migratory routes from and to gold mining sites in northern Chad and Libya, while the FMP of Pont Bongor recorded most of the flows of Chadian students headed to Cameroon for the new academic year in October 2020. These movements have resulted in an overall increase of the shares of flows passing through the FMPs located in the south. Furthermore, travellers' movements were fostered by improved road conditions in the south, compared to the previous quarter, during which they were in very poor condition due to damage caused by heavy rainfall in the middle of the year. As a result, the share of registered flows went from 9 per cent during the third quarter to 21 per cent this quarter at the Pont Bongor FMP, from 11 to 16 per cent in Koutéré and from 2 to 7 per cent in Fianga. However, a gradual fall in the number of flows was observed during the quarter: in October 2020, 48,504 individuals were recorded at the eight FMPs, while this figure was 41,920 in November and 36,495 in December. On the one hand, this decrease is primarily explained by reduced mobility in the north of the country, mainly following storms in the desert which made vehicle traffic difficult. On the other hand, this decrease results from a decline in the number of flows of students headed to Cameroon, which peaked at the end of October 2020 and the beginning of November 2020, and gradually decreased during the rest of the quarter.

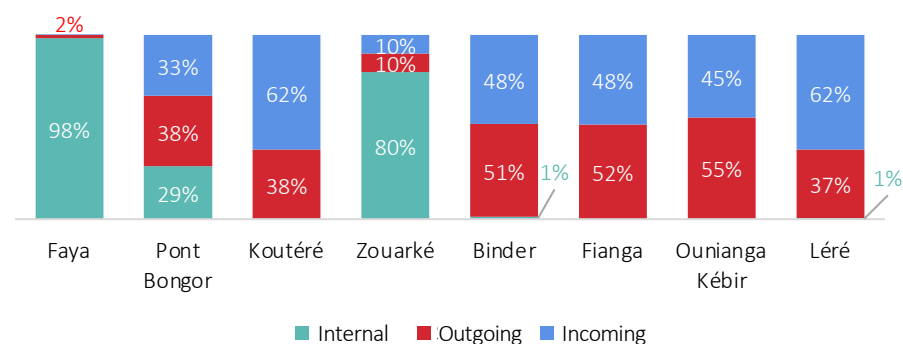
The data collected during the quarter show that internal flows were mainly observed at the FMPs located in northern Chad: almost all of the flows observed in Faya (98%) and most of those recorded in Zouarké (80%) were internal. Conversely, the FMPs located in the south of the country mainly recorded cross-border flows (incoming or outgoing). 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 reveals that a large number of outgoing flows were recorded in October 2020, which corresponds to the new academic year for Chadian nationals studying in Cameroon. Results indicate that 42 per cent of outgoing flows were observed during this month, while 32 per cent were recorded in November and 26 per cent in December. The distribution of internal and incoming flows was relatively balanced during the quarter: respectively 35, 33 and 32 per cent of internal flows, and 39, 33 and 28 per cent of incoming flows were observed in October, November and December 2020.

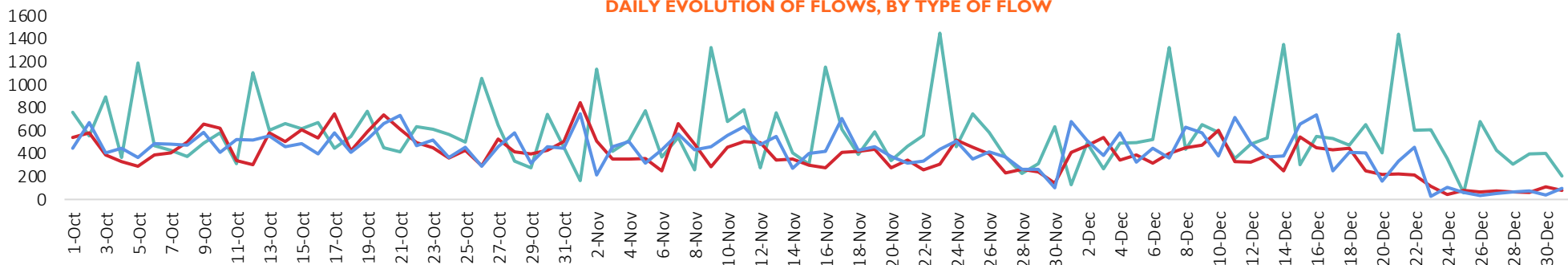
### PROPORTION OF FLOWS OBSERVED AT FMPs FROM OCTOBER TO DECEMBER 2020



### TYPES OF FLOWS OBSERVED AT FMPs FROM OCTOBER TO DECEMBER 2020



### DAILY EVOLUTION OF FLOWS, BY TYPE 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 have 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 Kalaït 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 recorded in August 2018 (42,506 individuals), since the FMPs observed a very large number of forced movements caused by conflict in northern Chad. **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 an 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.

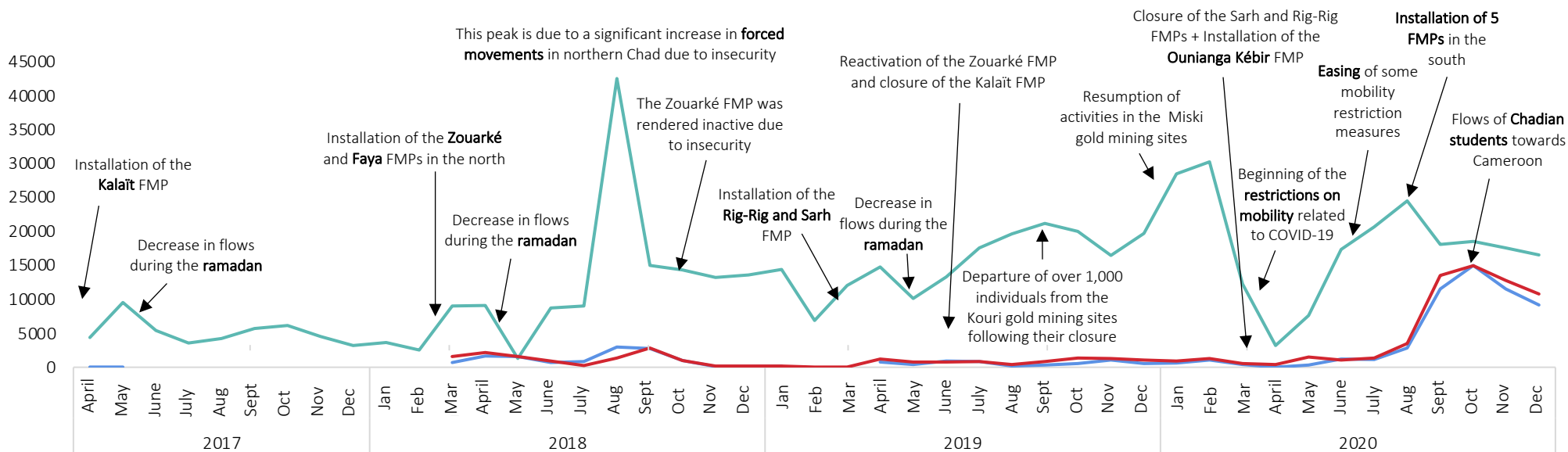
In 2020, the Onianga Kébir FMP was installed in March to strengthen the monitoring of flows in the north of the country. **The total flows recorded since the start of 2020 is 66 per cent higher than those observed during the previous year**, due to a sharp increase in outgoing (+865%) and incoming (+613%) flows, which were mostly observed at the FMPs located at the Cameroonian border (**peaking in October 2020**). This increase does not reflect a rise in flows across the country in 2020, since it results from the expansion of the geographic coverage of data collection activities: five FMPs (Binder, Fianga, Koutéré, Léré and Pont Bongor) were activated in August 2020 at the Cameroonian border, in order to observe travellers' cross-border flows in the context of mobility restrictions related to the COVID-19 pandemic. A large number of flows have been registered at this border since the beginning of the pandemic, notably those of Chadian nationals studying in Cameroon.

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. 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 (x157)	166,280 (+255%)
2019	185,999 (+31%)	5,686 (-54%)	8,794 (-27%)	200,479 (+21%)
2020	215,185 (+16%)	54,854 (+865%)	62,659 (+613%)	332,698 (+66%)

### NUMBER OF TRAVELLERS OBSERVED AT FMPs: APRIL 2017 – DECEMBER 2020



## FAYA

A Flow Monitoring Point 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 **fourth quarter of 2020** (October - December 2020).

**Migration trends:** During the period covered, an average of **375 individuals** were observed daily at the Faya FMP, compared to 464 travellers recorded in the third quarter of 2020. This **19 per cent decrease** results from storms in the desert which made vehicle traffic difficult.

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

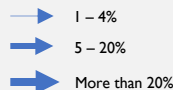
**Provenances and destinations:** Only 2 per cent of flows were headed to Libya. Faya (48%) and Abéché (31%) were the main cities of provenance of the flows, as well as their main destinations (respectively 49 and 21 per cent of flows were headed there). Cars were the main mode of transport used by travellers (82%), followed by trucks (18%).

**Traveller profiles:** Of the observed travellers, 9 per cent were adult females and 12 per cent were minors (9% of boys and 3% of girls).

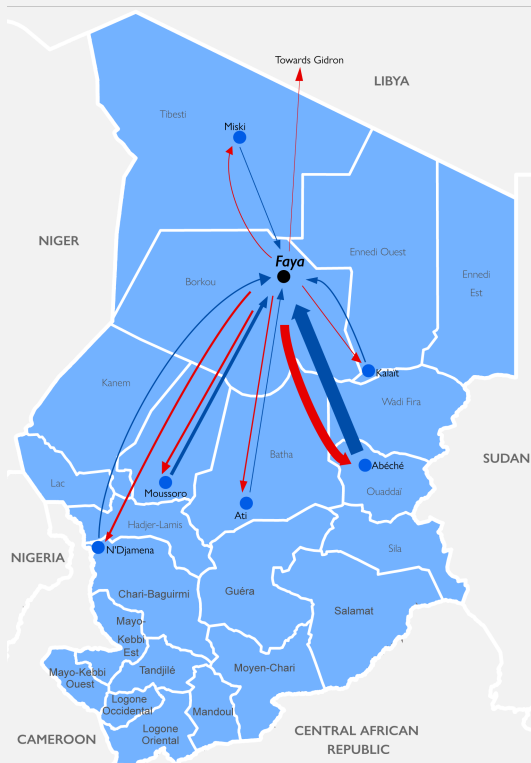
### Percentage of outgoing flows, by destination



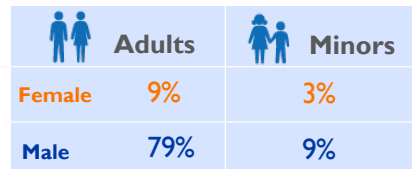
### Percentage of incoming flows, by provenance



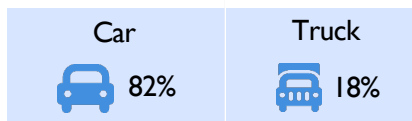
- FMP of Faya
- Provenance/Destination of observed flows



## TRAVELLER PROFILES



## MODES OF TRANSPORT



## PROVENANCE AND DESTINATION OF FLOWS

Main provenances of flows		
Country	City	%
CHAD	FAYA	48
CHAD	ABÉCHÉ	31
CHAD	MOUSSORO	8
CHAD	KALAÏT	3
CHAD	N'DJAMENA	3
CHAD	ATI	2
CHAD	MISKI	2

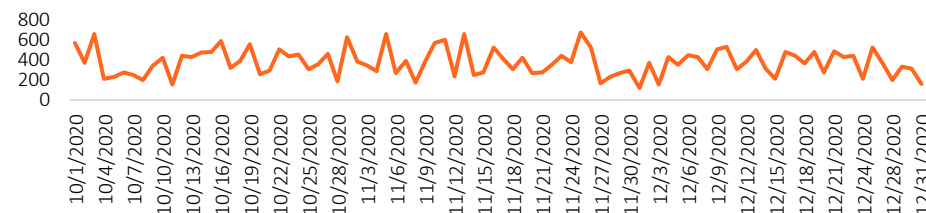
Main destinations of flows		
Country	City	%
CHAD	FAYA	49
CHAD	ABÉCHÉ	21
CHAD	MOUSSORO	5
CHAD	N'DJAMENA	5
CHAD	ATI	3
CHAD	KALAÏT	2
CHAD	MISKI	2
LIBYA	GIDRON	1

## TYPES OF FLOWS



## TYPES OF FLOWS

## DAILY EVOLUTION OF FLOWS



## ZOUARKÉ

A Flow 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 October and December 2020**.

**Migration trends:** During the period covered, **168 individuals** were, on average, observed daily in Zouarké, compared to 272 in the third quarter of 2020. As in Faya, this **38 per cent decrease** is due to storms in the desert which made vehicle traffic difficult.

**Types of flows:** Most of the flows (80%) that passed through Zouarké were **internal**, while 10 per cent of flows were leaving Chad and 10 per cent were entering the country.

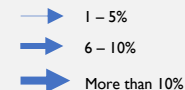
**Provenances and destinations:** The main destination cities of the flows were Kouri (21%) and Zouar (14%) in Chad. Zouarké (25%), Kouri (12%) and Abéché (12%) were the main cities of provenance of flows passing through Zouarké. Recorded individuals mainly travelled by car (81%) and 19 per cent used trucks.

**Traveller profiles:** Of the observed travellers, 3 per cent were adult females and minors accounted for 1 per cent of the total population.

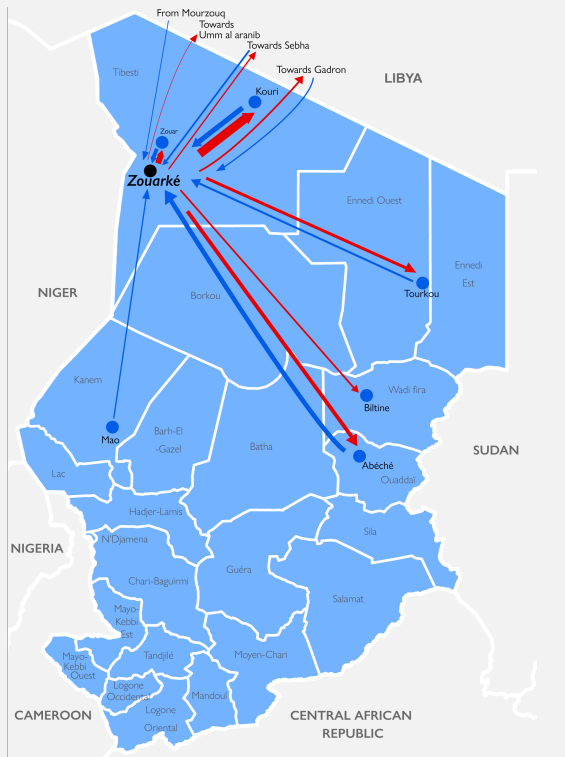
### Percentage of outgoing flows, by destination



### Percentage of incoming flows, by provenance



- FMP of Zouarké
- Provenance/Destination of observed flows

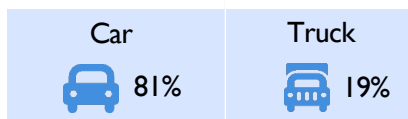


## TRAVELLER PROFILES



	Adults	Minors
Female	3%	<1%
Male	96%	<1%

## MODES OF TRANSPORT

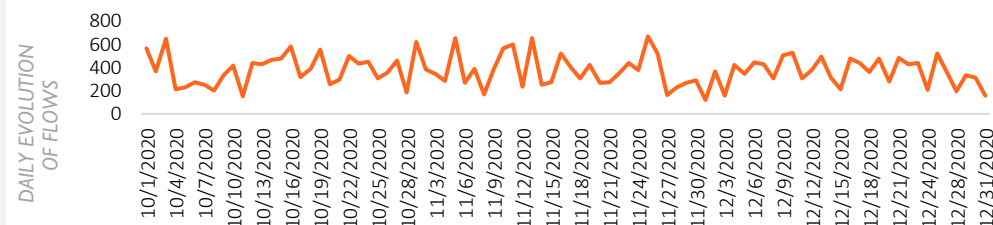
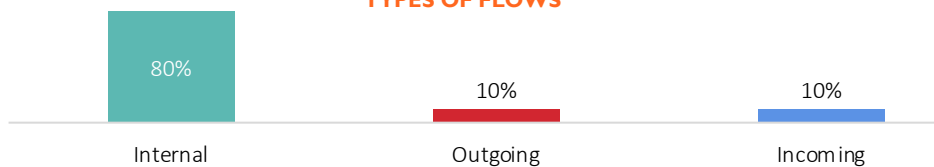


## PROVENANCE AND DESTINATION OF FLOWS

Main provenances of flows		
Country	City	%
CHAD	ZOUARKÉ	25
CHAD	KOURI	12
CHAD	ABÉCHÉ	11
CHAD	ZOUAR	9
CHAD	TOURKOU	5
LIBYA	SEBHA	4
CHAD	MAO	3
LIBYA	GIDRON	3
LIBYA	MOURSOUQ	2

Main destinations of flows		
Country	City	%
CHAD	KOURI	21
CHAD	ZOUAR	14
CHAD	ZOUARKÉ	13
CHAD	ABÉCHÉ	9
CHAD	TOURKOU	7
CHAD	BILTINE	4
LIBYA	GIDRON	4
LIBYA	SEBHA	3
LIBYA	OUMAL ARANIB	1

## TYPES OF FLOWS





## OUNIANGA KÉBIR

A Flow 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 **October and December 2020**.

**Migration trends:** During the period covered, an average of **81 individuals** were observed at the Ounianga Kébir FMP each day. This corresponds to a **29 per cent increase** compared to the third quarter of 2020, during which the observed daily average was 63 individuals. This increase is due to the rise in the number of deportation movements from Libya during the fourth quarter of 2020 (317 deported individuals, see Emergency Tracking Tool reports [79](#), [80](#), [84](#), [85](#) and [89](#)), compared to the previous quarter, during which 287 individuals were deported.

**Types of flows:** All of the flows passing through the Ounianga Kébir FMP between October and December 2020 were cross-border (55% were outgoing and 44% were incoming).

**Provenances and destinations:** The main cities of provenance of the flows were Sebha in Libya and Kalaït in Chad (21% each). These two cities were also the main destinations of flows, with 26 and 16 per cent of the flows headed there, respectively. Cars were the main mode of transport used by travellers (97%), followed by trucks (3%).

**Traveller profiles:** Among the observed travellers, 6 per cent were adult females and 10 per cent were minors (9% of boys and 1% of girls).

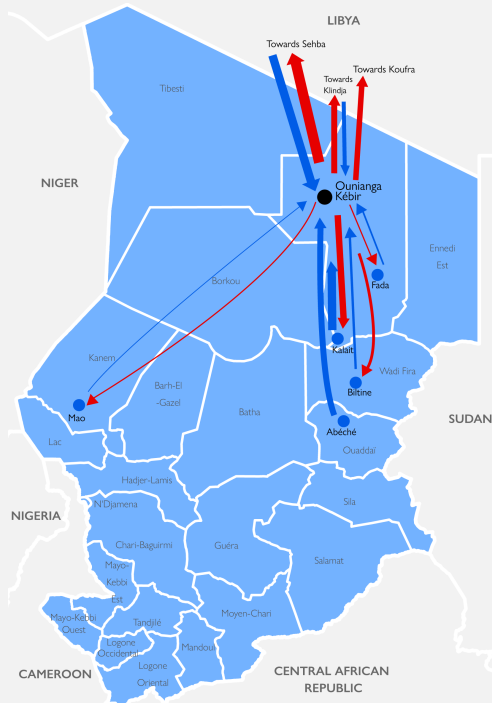
### Percentage of outgoing flows, by destination



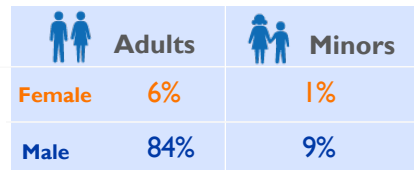
### Percentage of incoming flows, by provenance



- FMP of Ounianga Kébir
- Provenance/Destination of observed flows

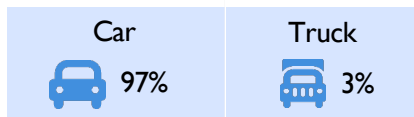


### TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

### MODES OF TRANSPORT



### PROVENANCE AND DESTINATION OF FLOWS

Main provenances of flows		
Country	City	%
LIBYA	SEBHA	21
CHAD	KALAÏT	21
CHAD	ABÉCHÉ	15
LIBYA	KLINDJA	10
CHAD	BILTINE	6
CHAD	FADA	4
CHAD	MAO	2

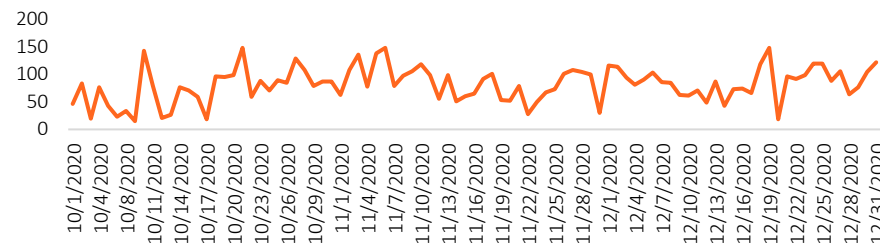
Main destinations of flows		
Country	City	%
CHAD	SEBHA	26
LIBYA	KALAÏT	16
LIBYA	KLINDJA	15
LIBYA	KOUFRA	14
CHAD	BILTINE	7
CHAD	FADA	3
CHAD	MAO	3

### TYPES OF FLOWS



TYPES OF FLOWS

DAILY EVOLUTION OF FLOWS



## BINDER

A Flow 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 related to COVID-19. This page presents a summary of the data collected at this crossing point between **October and December 2020**.

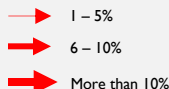
**Migration trends:** During the period covered, an average of **139 individuals** were observed at the Binder FMP each day, compared to 129 in the third quarter of 2020. This **8 per cent increase** observed at the Binder FMP (as in all the other FMPs in the south of the country) is due to the flows of Chadian students heading to Cameroon for the new academic year.

**Types of flows:** Of the flows observed, 51 per cent were outgoing, 48 per cent entered the country and 1 per cent were internal.

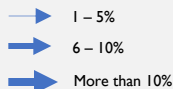
**Provenances and destinations:** The main cities of provenance of the identified flows were Binder in Chad (34%) and Kaelé in Cameroon (10%). These cities were also the main destinations of the flows, with 37 and 21 per cent of the flows headed there, respectively. Individuals arriving at this FMP mainly travelled by motorbike (70%).

**Traveller profiles:** Among the observed travellers, 26 per cent were adult females and 17 per cent were minors (11% of boys and 6% of girls).

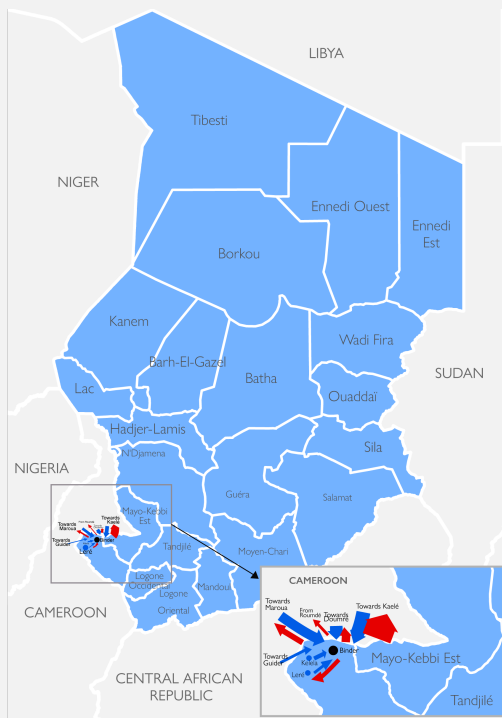
### Percentage of outgoing flows, by destination



### Percentage of incoming flows, by provenance



- FMP of Binder
- Provenance/Destination of observed flows



## TRAVELLER PROFILES



	Adults	Minors
Female	26%	6%
Male	57%	11%

## MODES OF TRANSPORT

Motorbike	On foot	Bicycle
70%	10%	7%
Animal's back	Car	Truck
4%	3%	3%
Tricycle		
3%		

## PROVENANCE AND DESTINATION OF FLOWS

### Main provenances of flows

Country	City	%
CHAD	BINDER	34
CAMEROON	KAELÉ	10
CAMEROON	DOUMROU	9
CAMEROON	MAROUA	7
CHAD	KELELA	3
CHAD	LÉRÉ	2
CAMEROON	GUIDER	2

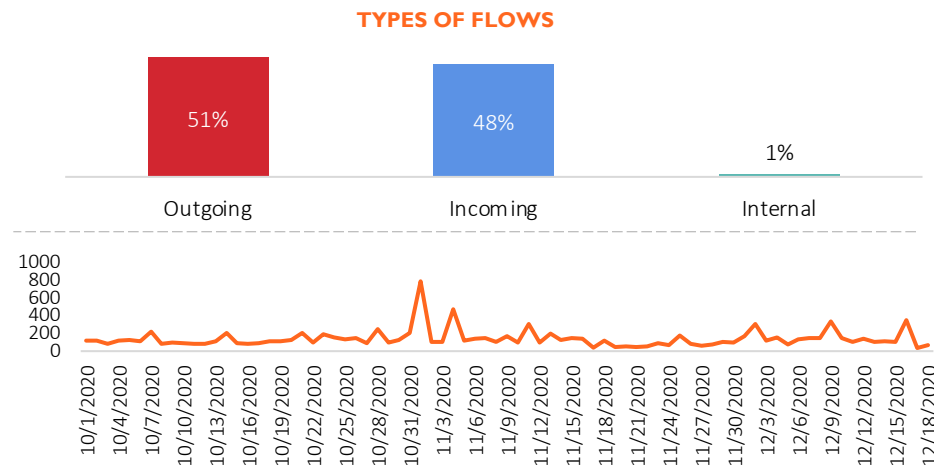
### Main destinations of flows

Country	City	%
CHAD	BINDER	37
CAMEROON	KAELÉ	21
CAMEROON	DOUMROU	6
CAMEROON	MAROUA	4
CHAD	KELELA	3
CHAD	LÉRÉ	3
CAMEROON	ROUMDÉ	2

DEMOGRAPHIC PROFILE

TYPES OF FLOWS

DAILY EVOLUTION OF FLOWS



## FIANGA

A Flow 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 related to COVID-19. This page presents a summary of the data collected at this crossing point between **October and December 2020**.

**Migration trends:** During the period covered, an average of **101 individuals** were observed at the Fianga FMP each day, compared to 63 in the third quarter of 2020. This **60 per cent increase** is due to the flows of Chadian students heading to Cameroon for the new academic year. In addition, improved road conditions, due to the end of the rainy season, also contributed to this rise.

**Types of flows:** Of the flows observed, 52 per cent left Chad and 48 per cent entered the country.

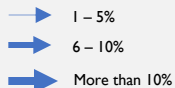
**Provenances and destinations:** The main cities of provenance of the flows were Fianga in Chad (47%) and Datchenga in Cameroon (16%). These two cities were also the main destinations of the flows, with 45 and 20 per cent of the flows headed there, respectively. Identified individuals mainly travelled by motorbike (73%).

**Traveller profiles:** Among the observed travellers, 21 per cent were adult females and 7 per cent were minors (4% of boys and 3% of girls).

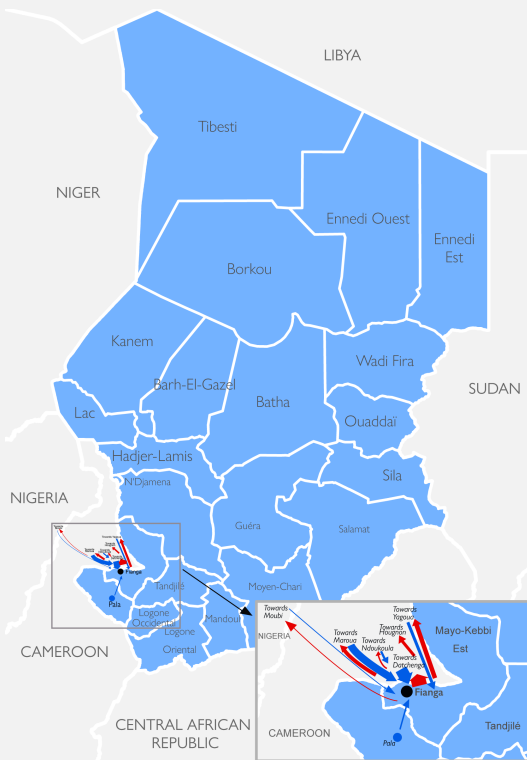
### Percentage of outgoing flows, by destination



### Percentage of incoming flows, by provenance



- FMP of Fianga
- Provenance/Destination of observed flows



### TRAVELLER PROFILES



	Adults	Minors
Female	21%	3%
Male	72%	4%

### MODES OF TRANSPORT

Motorbike	Bicycle	Tricycle
73%	9%	6%
Truck	Car	On foot
6%	4%	1%
Bus		
1%		

### PROVENANCE AND DESTINATION OF FLOWS

#### Main provenances of flows

Country	City	%
CHAD	FIANGA	47
CAMEROON	DATCHENGA	16
CAMEROON	MAROUA	10
CAMEROON	YAGOUA	4
CAMEROON	NDOUKOULA	3
CHAD	PALA	2
NIGERIA	MOUBI	1

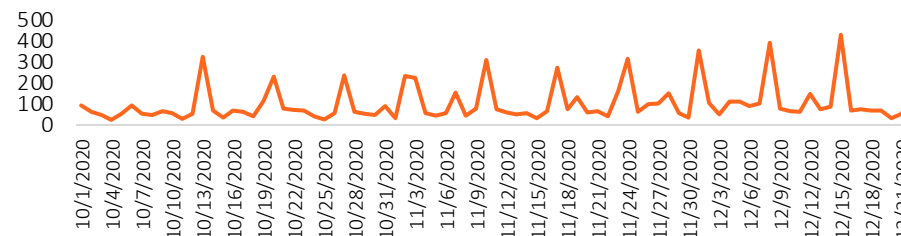
#### Main destinations of flows

Country	City	%
CHAD	FIANGA	45
CAMEROON	DATCHENGA	20
CAMEROON	YAGOUA	6
CAMEROON	MAROUA	5
CAMEROON	HOUGNON	4
CAMEROON	NDOUKOULA	2
NIGERIA	MOUBI	1

### TYPES OF FLOWS



### DAILY EVOLUTION OF FLOWS



## KOUTÉRÉ

A Flow 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 related to COVID- 19. This page presents a summary of the data collected at this crossing point between **October and December 2020**.

**Migration trends:** During the period covered, an average of **253 individuals** were observed at the Koutéré FMP each day, compared to 308 in the third quarter of 2020. This represents an **18 per cent decrease**. Koutéré is the only FMP which recorded a decline in flows during this quarter. This is due to the fact that the control of travel and health documents was reinforced at this FMP, prompting Chadian students headed to Cameroon to pass through other FMPs where the control was less strict.

**Types of flows:** Of the flows observed, 62 per cent entered Chad, while 38 per cent left the country.

**Provenances and destinations:** The main cities of provenance of the flows were Douala (40%) and Ngaoundéré (21%) in Cameroon. The main destination cities were N'Djamena in Chad and Douala in Cameroon, with 37 and 28 per cent of the flows headed there, respectively. All of the observed individuals travelled by truck (100%).

**Traveller profiles:** Almost all of the travellers observed were adult males. Minors represented 1 per cent of the total number of individuals who passed through the Koutéré FMP during the reporting period.

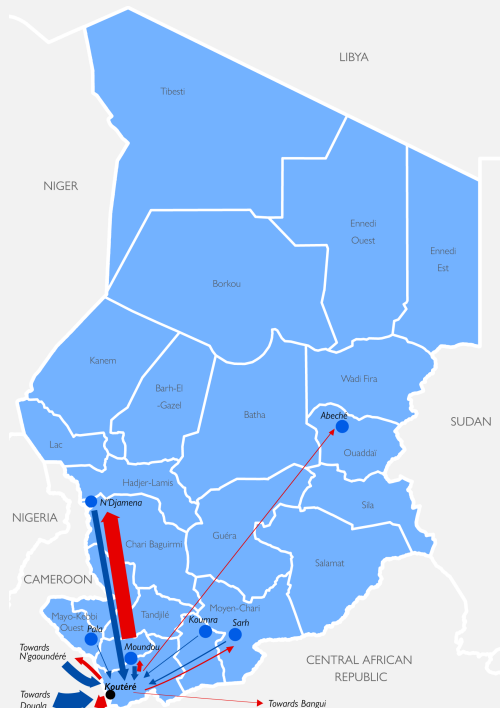
### Percentage of outgoing flows, by destination

- 1 – 3%
- 4 – 15%
- More than 15%

### Percentage of incoming flows, by provenance

- 1 – 3%
- 4 – 15%
- More than 15%

- FMP of Koutéré
- Provenance/Destination of observed flows



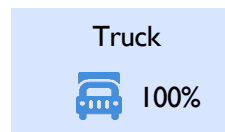
### TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

<b>Adults</b>	<b>Minors</b>
<b>Female</b> 0%	<b>&lt;1%</b>
<b>Male</b> 99%	<b>&lt;1%</b>

### MODES OF TRANSPORT



### PROVENANCE AND DESTINATION OF FLOWS

#### Main provenances of flows

Country	City	%
CAMEROON	DOUALA	40
CAMEROON	NGAOUNDÉRÉ	21
CHAD	N'DJAMENA	15
CHAD	MOUNDOU	11
CHAD	SARH	3
CHAD	KOUMRA	2
CHAD	PALA	2

#### Main destinations of flows

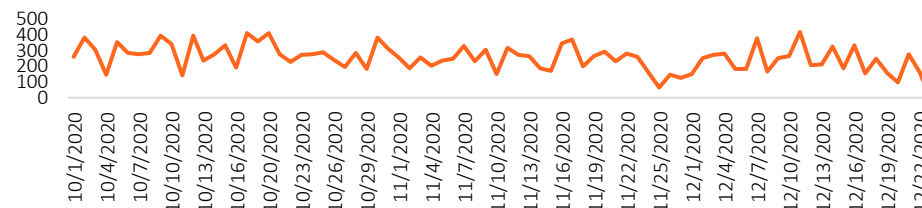
Country	City	%
CHAD	N'DJAMENA	37
CAMEROON	DOUALA	28
CHAD	MOUNDOU	10
CAMEROON	NGAOUNDÉRÉ	9
CHAD	SARH	3
CAMEROON	ABÉCHÉ	2
CENTRAL AFRICAN REP.	BANGUI	1

### TYPES OF FLOWS



TYPES OF FLOWS

DAILY EVOLUTION OF FLOWS



## LÉRÉ

A Flow 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 related to COVID- 19. This page presents a summary of the data collected at this crossing point between **October and December 2020**.

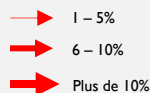
**Migration trends:** During the period covered, an average of **54 individuals** were observed at the Léré FMP each day, compared to 32 in the third quarter of 2020. This **69 per cent increase** is due to the flows of Chadian students heading to Cameroon for the new academic year. In addition, improved road conditions, due to the end of the rainy season, also contributed to this rise.

**Types of flows:** Of the flows observed, 62 per cent entered Chad, while 37 per cent left the country and 1 per cent were internal.

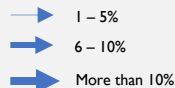
**Provenances and destinations:** The main cities of provenance of the flows were Figuil in Cameroon (18%), Moubi in Nigeria (18%) and Léré in Chad (11%). Léré was the main destination city of the flows, with 38 per cent of travellers heading there. The main modes of transport were motorbikes (62%) and trucks (33%).

**Traveller profiles:** Adult females made up 13 per cent of the individuals observed during this quarter. Minors represented 3 per cent of the total (2% of boys and 1% of girls).

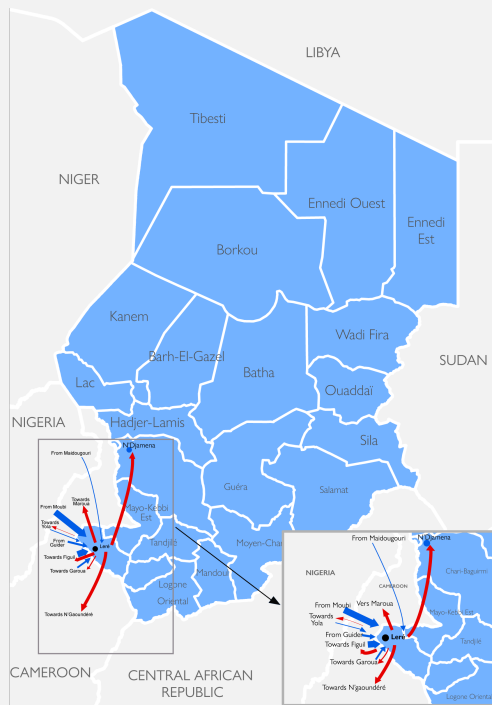
### Percentage of outgoing flows, by destination



### Percentage of incoming flows, by provenance



- FMP of Léré
- Provenance/Destination of observed flows



### TRAVELLER PROFILES



Adults		Minors	
Female	13%	Male	1%
Male	84%	Female	2%

### MODES OF TRANSPORT

Motorbike		Truck	
On foot	62%	Car	33%
Car	4%	Motorbike	1%

### PROVENANCE AND DESTINATION OF FLOWS

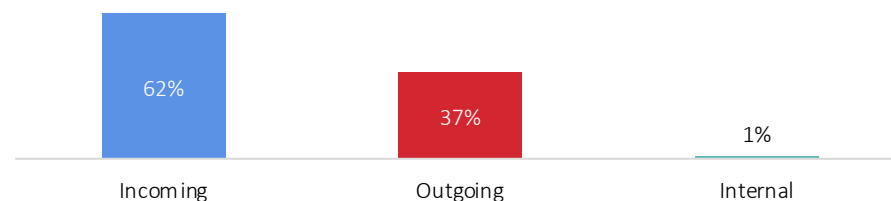
#### Main provenances of flows

Country	City	%
CAMEROON	FIGUIL	18
NIGERIA	MOUBI	18
CHAD	LÉRÉ	11
CAMEROON	GUIDER	6
CAMEROON	GAROUA	5
NIGERIA	YOLA	2
NIGERIA	MAIDUGURI	2

#### Main destinations of flows

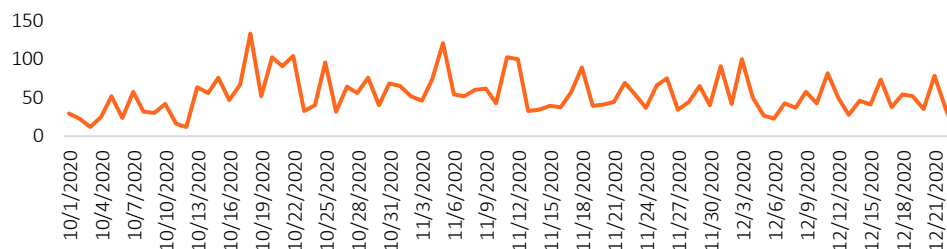
Country	City	%
CHAD	LÉRÉ	38
CHAD	N'DJAMENA	9
CAMEROON	FIGUIL	9
CAMEROON	NGAOUNDÉRE	9
CAMEROON	MAROUA	8
CAMEROON	GAROUA	3
NIGERIA	YOLA	1

### TYPES OF FLOWS



### TYPES OF FLOWS

### DAILY EVOLUTION OF FLOWS



## PONT BONGOR

A Flow 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 related to COVID- 19. This page presents a summary of the data collected at this crossing point between **October and December 2020**.

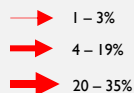
**Migration trends:** During the period covered, an average of **345 individuals** were observed at the Bongor FMP each day, compared to 305 in the third quarter of 2020. This **13 per cent increase** is due to the flows of Chadian students heading to Cameroon for the new academic year. In addition, improved road conditions, due to the end of the rainy season, also contributed to this rise.

**Types of flows:** Of the flows observed, 38 per cent were leaving Chad, while 33 per cent were incoming and 29 per cent were internal.

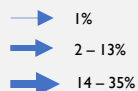
**Provenances and destinations:** The main cities of provenance of the registered flows were Bongor in Chad (48%) and Yagoua in Cameroon (33%). These two cities were also the main destinations of the flows, with 52 and 38 per cent of the flows headed there, respectively. Individuals arriving at the Bongor FMP mainly travelled by boat (89%), since this FMP is a bridge located at a river connecting Chad to Cameroon.

**Traveller profiles:** Adult females accounted for almost half of the travellers observed at this FMP (49%). Minors represented 7 per cent of the total (4% of boys and 3% of girls).

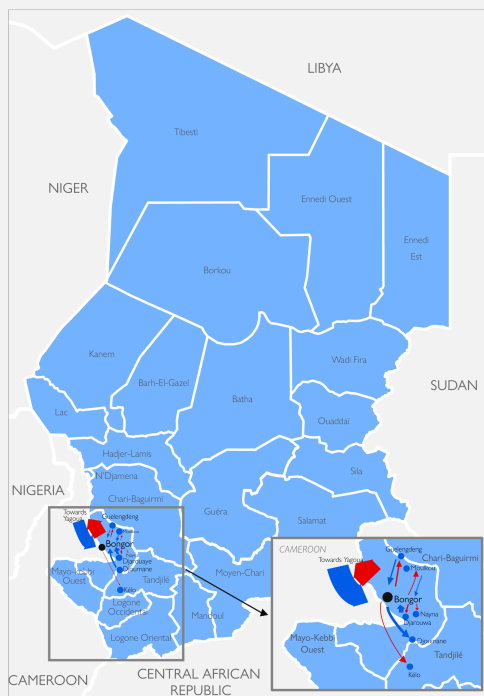
### Percentage of outgoing flows, by destination



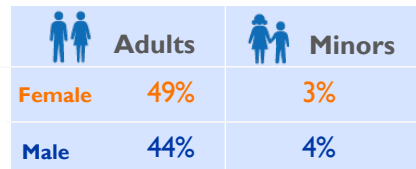
### Percentage of incoming flows, by provenance



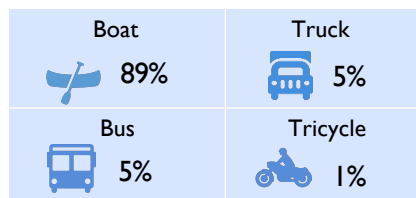
- FMP of Pont Bongor
- Provenance/Destination of observed flows



## TRAVELLER PROFILES



## MODES OF TRANSPORT



## PROVENANCE AND DESTINATION OF FLOWS

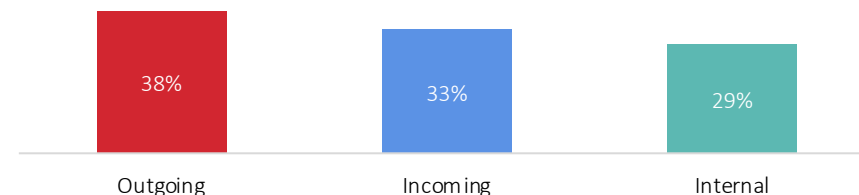
### Main provenances of flows

Country	City	%
CHAD	BONGOR	48
CAMEROON	YAGOUA	33
CHAD	DJARWAY	7
CHAD	DJOUAMAN	4
CHAD	GUELENDENG	2
CHAD	GOURNAÏTA	1
CHAD	MOULKOU	1

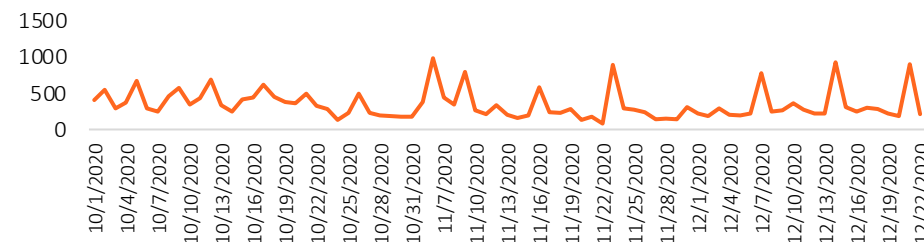
### Main destinations of flows

Country	City	%
CHAD	BONGOR	52
CAMEROON	YAGOUA	38
CHAD	GUELENDENG	2
CHAD	DJARWAY	2
CHAD	KÉLO	1
CHAD	NAYNA	1
CHAD	MOULKOU	1

## TYPES OF FLOWS



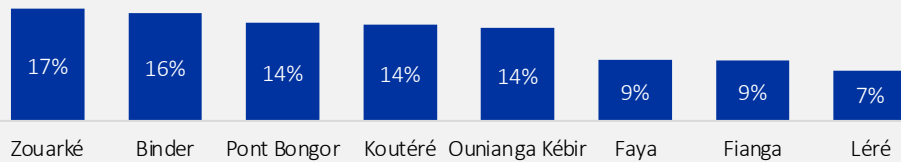
## DAILY EVOLUTION OF FLOWS



### INTRODUCTION & MIGRATION TRAJECTORY



SHARE OF TRAVELLERS INTERVIEWED AT EACH FMP

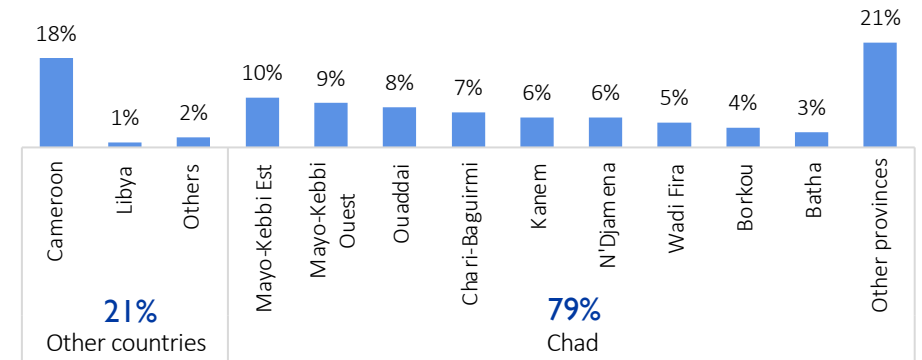


This report presents the key data obtained during individual surveys carried out with **2,242 travellers** aged between 16 and 73 years old, at the **eight FMPs active in Chad between October and December 2020**, in order to gain a better understanding of the profiles, migration routes and needs of migrants passing through these entry and transit points. The largest number of surveys were carried out at the FMPs of Zouarké (17%) and Binder (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 (which are presented on page 5).

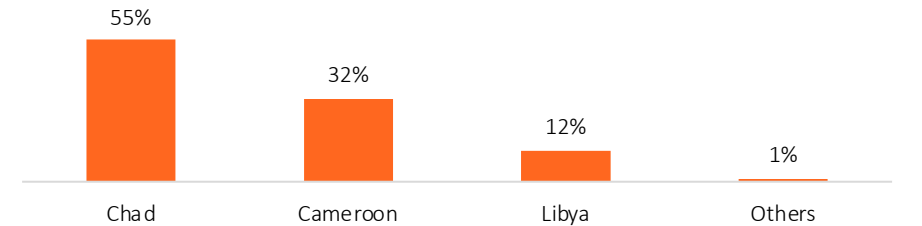
Most of the travellers surveyed (79%) **came from Chad**, predominantly from the provinces of Mayo-Kebbi Est (10%), Mayo-Kebbi Ouest (9%) and Ouaddaï (8%). The main country of departure for travellers outside of Chad was Cameroon (18%). **Chad was the intended final destination of more than half of the travellers** (55%), followed by Cameroon (32%) and Libya (12%).

With regards to the **reasons for travel**, results show that a large share (44%) of the travellers surveyed 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 for further education or vocational training and 19 per cent to join their families. By analysing travellers' reasons for travel according to their country of departure, notable differences are highlighted. For instance, the largest part of the individuals who came from Libya (55%) and Cameroon (45%) were travelling to join their families, while this proportion was only 13 per cent among the travellers who came from Chad (45% were travelling for economic reasons). In addition, Chad was the only country of departure recording a significant share of individuals travelling for further education or vocational training (32%). These travellers were predominantly Chadian students who were headed to Cameroon for the new academic year.

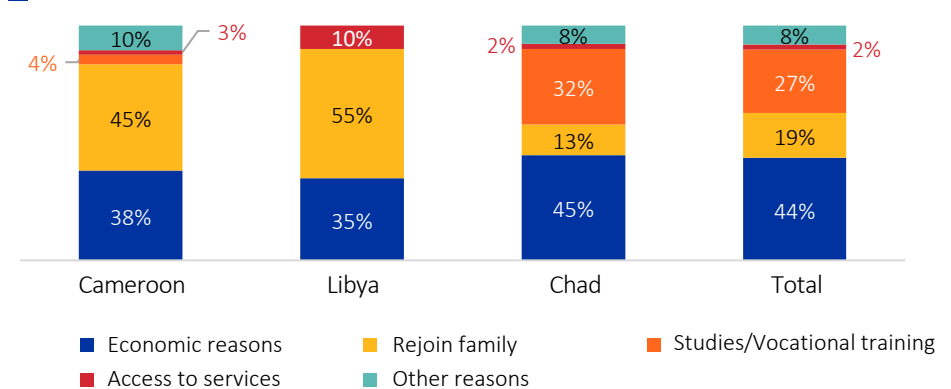
PLACES OF DEPARTURE OF TRAVELLERS



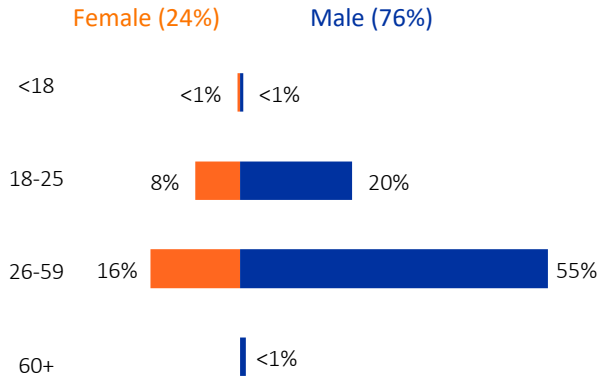
MAIN COUNTRIES OF INTENDED DESTINATION



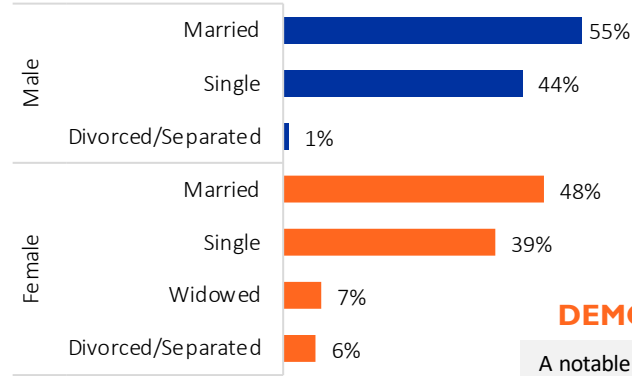
REASONS FOR TRAVEL, BY COUNTRY OF DEPARTURE



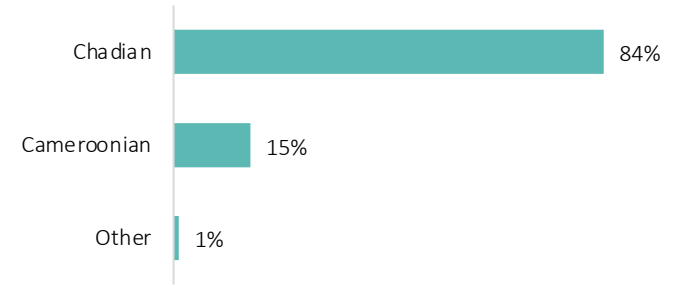
### SEX AND AGE



### MARITAL STATUS



### NATIONALITY



### DEMOGRAPHIC AND SOCIO-ECONOMIC PROFILE

A notable proportion (24%) of the travellers interviewed at the FMPs from October to December 2020 were **females**. Most travellers (71%) were aged **between 26 and 59 years old** (of which 55% were males and 16% were females). In addition, 28 per cent were between 18 and 25 years old. Minors and elderly persons (all males) each made up less than 1 per cent of the surveyed population. It is worth mentioning that minors younger than 14 years old are not interviewed in the framework of the FMS.

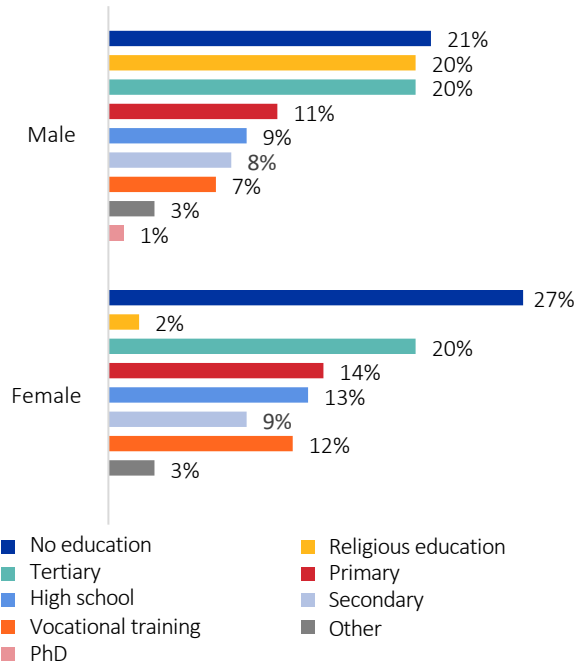
Overall, 53 per cent of travellers were **married** and 43 per cent were single. Analysis disaggregated by sex indicates that the proportion of divorced or separated individuals was higher among females (6%) than among males (1%). Data also show that among the females who were interviewed, 7 per cent were widows, while none of the surveyed males were.

Most of the travellers surveyed were **Chadian nationals** (84%) and 15 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.

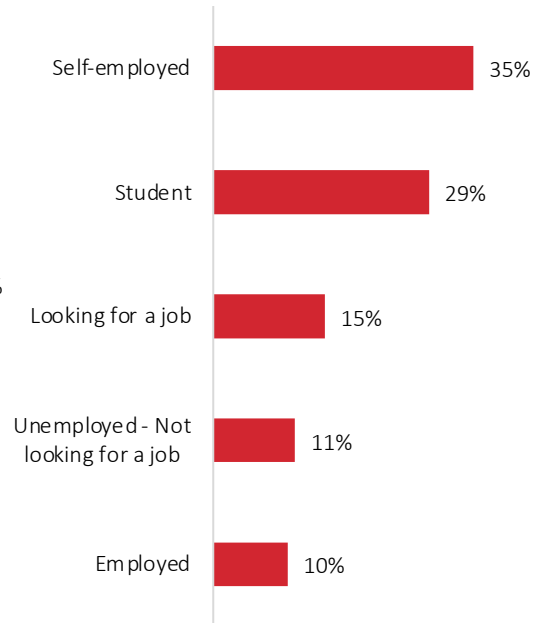
Overall, 22 per cent of the travellers surveyed had **not received any formal education**, while 20 per cent had a university level and 16 per cent had received a religious education. Results reveal differences in the education levels of travellers depending on the areas where the FMPs are located. For instance, 35 per cent of travellers passing through the FMPs in northern Chad had not received any formal education, while this proportion was 13 per cent at the FMPs located in the south. Similar differences can also be observed for the tertiary level (which accounted for 2% of travellers at the FMPs in the north; and 31% in the south) and religious education (37% in the north and 2% in the south).

**Self-employed** individuals accounted for a large share of travellers (35%), followed by students (29%) and individuals looking for employment (15%).

### EDUCATION LEVEL, BY SEX



### EMPLOYMENT STATUS





### TRAVEL CONDITIONS AND INFORMATION RELATED TO COVID-19

The majority of surveyed individuals (62%) were travelling **alone**. Forty per cent of those who were travelling in groups were accompanied by non-family members, while 37 per cent were travelling with members of their extended family, 21 per cent with their parent(s) and 12 per cent with their children.

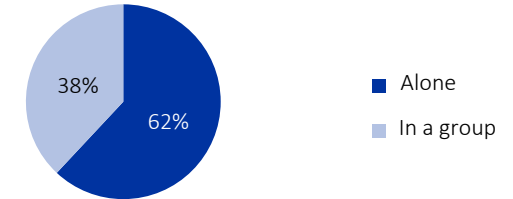
In the context of the **COVID-19 crisis**, additional questions were asked to travellers to better understand their knowledge of COVID-19 and the measures taken to protect themselves from the virus. Results indicate that **the vast majority of respondents (97%) were aware of the COVID-19 pandemic**. The main means through which travellers gained awareness of the existence of COVID-19 were the **media** (86%) and local or national authorities (49%).

The great majority (94%) of interviewees could cite one or more **symptoms** associated with COVID-19, including fever, cough (cited by 71% of individuals surveyed), sore throat (48%) and headache (45%). When asked about the **actions to take in the event of symptoms**, 63 per cent of respondents said that one should call the COVID-19 emergency number, 43 per cent that they should stay at home, 40 per cent that they should see a doctor and 35 per cent that they should self-isolate.

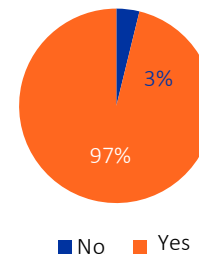
The main **protective measures** against COVID-19 cited by respondents were handwashing (84%), wearing a mask (70%) and social distancing (58%). However, nearly half of the travellers (46%) indicated that **no specific measures had been taken to prevent the spread of the virus during their travel**. Among the 54 per cent of individuals who indicated that such measures had been taken, the most frequent practices were wearing a mask in the vehicle (for 49% of individuals), reducing the number of passengers in the vehicle (22%) and handwashing before boarding (13%).

Among the 43 per cent of travellers who reported having encountered one or several challenge(s) since the beginning of the pandemic, the most commonly cited **challenges** were related to maintaining employment (57%) and accessing basic services such as water and food (29%).

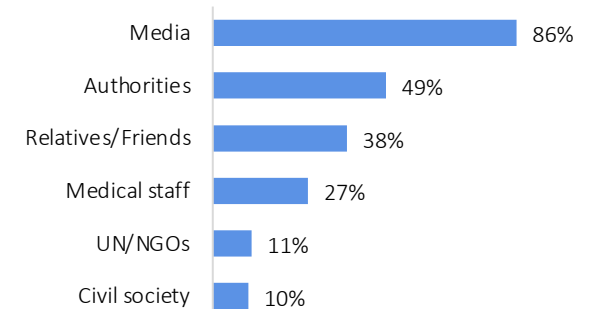
#### « WHO ARE YOU TRAVELLING WITH ? »



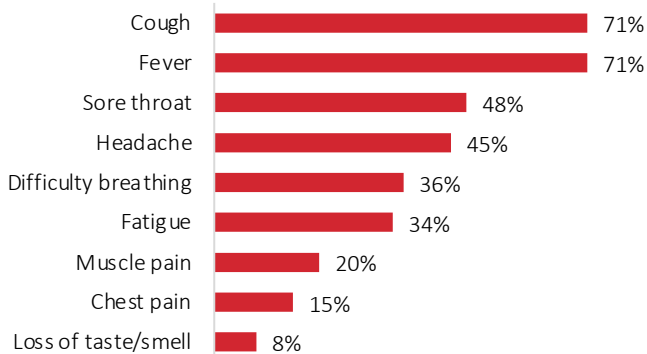
#### « ARE YOU AWARE OF THE COVID-19 PANDEMIC ? »



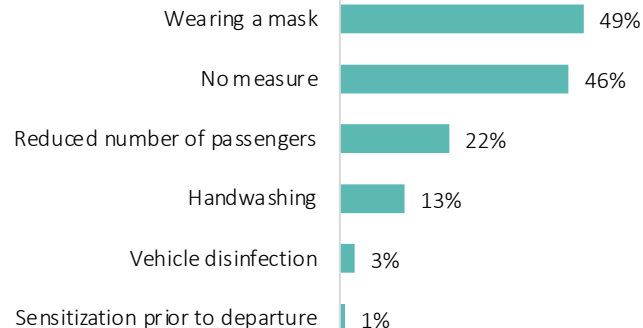
#### « IF YES, HOW DID YOU GAIN AWARENESS OF IT ? »



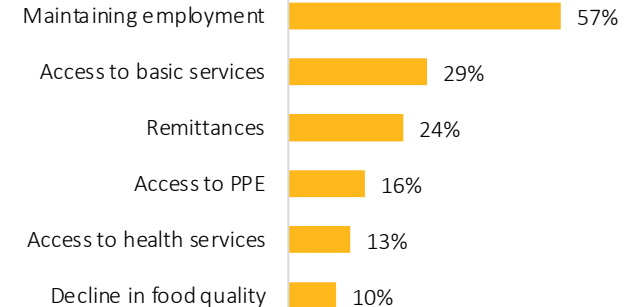
#### AWARENESS OF COVID-19 SYMPTOMS



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



#### CHALLENGES ENCOUNTERED SINCE THE BEGINNING OF THE COVID-19 PANDEMIC



\*PPE: Personal Protective Equipment

**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 October and December 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.

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 travelling in a means of public transport from a given origin to a destination. The initial origin and final destination of travellers are not necessarily those of the means of transport used when passing through an FMP, since travellers 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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