

SOUTHERN AFRICA FLOW MONITORING REPORT 2021



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ACRONYMS

DTM – Displacement Tracking Matrix
FM – Flow Monitoring
FMP – Flow Monitoring Point
FMR – Flow Monitoring Registry
FMS – Flow Monitoring Survey
IOM – International Organization for Migration
PPE – Personal Protective Equipment

METHODOLOGY

FLOW MONITORING

Flow Monitoring is a data collection activity which seeks to gather key information on mobility and migrant profiles. It provides regular and updated indicative trends for mobility within and toward the Southern Africa region to support immediate response and decision making in development of policy processes that reflect a better understanding of risks, needs and drivers of migration. Flow Monitoring begins by identifying zones in which large mobility flows occur and highlighting the characteristics and journeys of travellers in these zones. DTM teams, with the support of local authorities and partners, identify strategic points of transit, where Flow Monitoring Points (FMPs) are set up. At each FMP, DTM conducts two main activities: Flow Monitoring Registry (FMR) and Flow Monitoring Surveys (FMS). This report is an overview of FMR and FMS data collected from January through December 2021 at the eight migration corridors that were active in 2021.

Flow Monitoring data provides indication of trends but does not replace and is not comparable with total numbers of migration stocks and flows in each country or region.

Flow Monitoring Registry (FMR)

The FMR collects data at FMPs through direct observation and interviews with key informants, including staff working at transit stations, border patrol officers, local authorities, bus or taxi drivers and travellers themselves. The FMR gathers data on the number of travellers crossing FMPs, as well as the provenance, next destination, vulnerabilities and means of transport of travellers. At each FMP, data is collected by a team of enumerators. Data collection is carried out daily, between 8:00 am and 5:00 pm. Enumerators collect data via a mobile data collection form to ensure data integrity and quality.

Flow Monitoring Survey (FMS)

The FMS collects data at FMPs to provide more in-depth information on the demographic and socio-economic profile, routes, migration drivers, unmet needs and protection risks of individuals crossing the FMPs at a given time, so to better characterize mobility dynamics and improve decision making response.

Data is collected through individual structured interviews with a purposive, non-probabilistic sample of travellers transiting through the FMPs. Therefore, the analysis of FMS data is based on total surveys conducted and is not generalized to the observed total movements in FMR results.

Flow Monitoring Point (FMP)

FMPs are points set up by IOM's Displacement Tracking Matrix in high mobility areas in each country covered (near borders or main travel routes).

LIMITATIONS

Flow Monitoring (FM) methods aim to provide information on mobility trends by capturing data at selected Flow Monitoring Points (FMPs). Selection of FMPs is based on a location assessment, indicative of relevance of different locations for establishment of FM exercises. Geographical coverage of FM activities is not exhaustive and is limited to selected FMPs. Information provided by FMR and FMS is representative only of the selected locations (FMPs) of data collection. Isolated FMR results are not indicative of movements in other non-monitored transit locations.

FM activities are not representative of all flows in the geographical region covered by the exercise. The combined results must be read as indicative of change in trends, rather than exact measurements of mobility. It must be noted that FMR does not replace official estimates at border crossing points. FM activities in Southern Africa only cover land transportation. Geographic coverage is limited by factors such as operational feasibility, collaboration with stakeholders, coordination with national authorities, security, access, human and financial resources.

IOM collects information on a volunteer basis and explains to the interviewees the objective of the exercise. There are multiple reasons for non-responses, including security, speed of movement, or refusal. When possible, these will be noted for more accurate analysis. It is expected that information on non-responses will be incomplete, since not all non-respondents will be willing to provide the minimum data needs detailed above on nationality, sex, and age. On occasions, demographic percentages do not sum to 100 per cent due to rounding in calculations, as well as when breaking down the relative flows of different nationalities through a border crossing.

The maps displayed in this report are for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

Source for maps: IOM, Esri, Garmin, GEBCO, NOAA NGDC and other contributors



Mzikiti FMP, Mulanje corridor, Malawi © IOM 2022

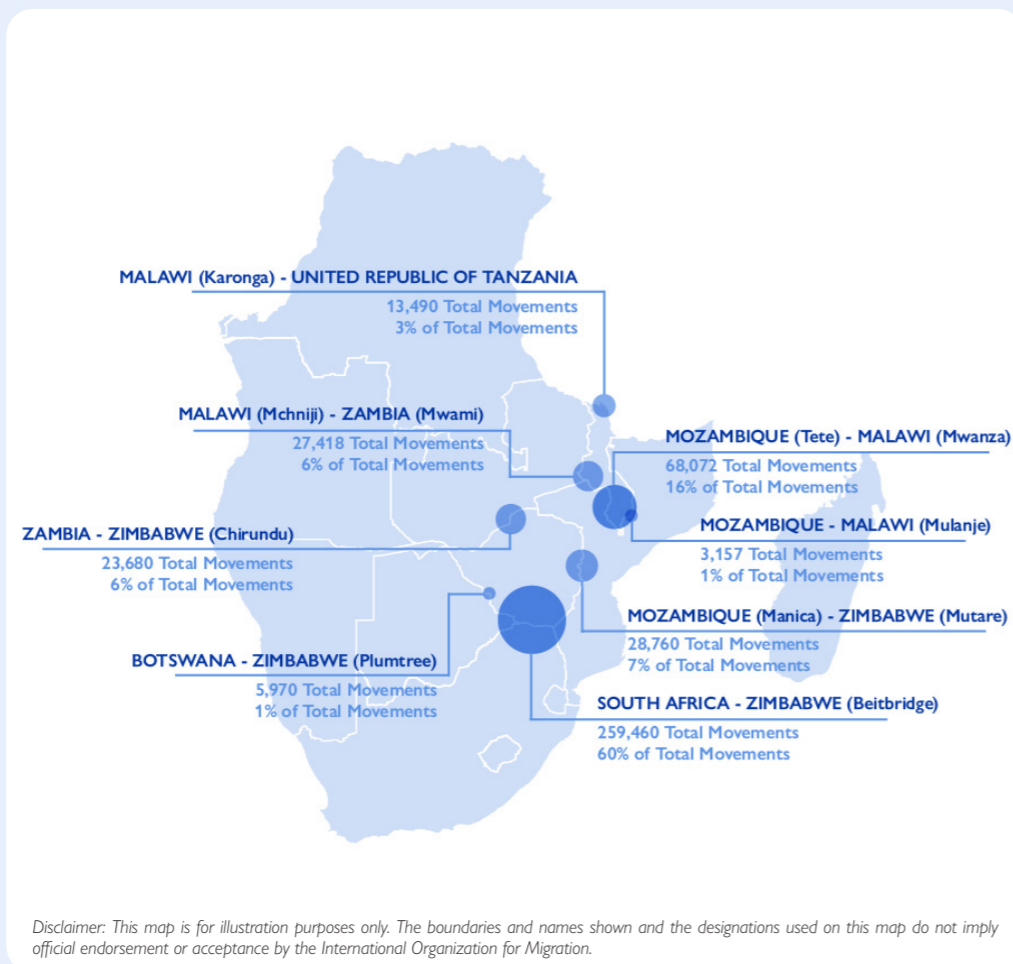


Beitbridge corridor, Zimbabwe © IOM 2022

REGIONAL OVERVIEW

FMP NETWORK

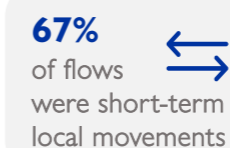
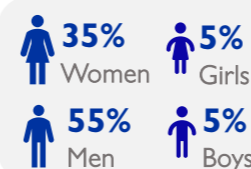
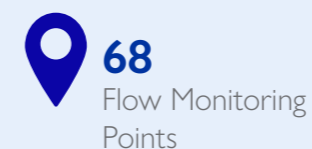
IOM works with national and local authorities in order to gain a better understanding of population movements throughout Southern Africa. Through the setup of Flow Monitoring Points (FMPs), IOM seeks to quantify migration flows, trends and routes and to gain a better understanding of the profiles of observed individuals at entry, transit or exit points (such as border crossing posts, bus stations, rest areas, police checkpoints and reception centres). This report is an overview of the data collected in these FMPs from January through December 2021.



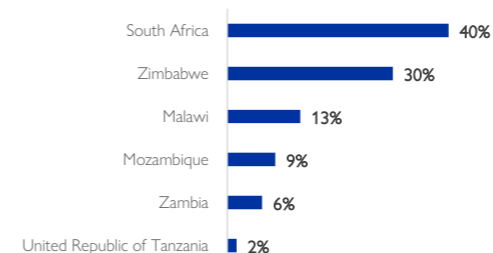
Inter-regional migration from and within Southern Africa is categorized along the following corridors. The Flow Monitoring Points (FMPs) were set-up in several key transit locations along the corridors to track the movements of passengers:

- Zimbabwe – Botswana (Plumtree)
- Zimbabwe (Mutare) – Mozambique (Manica)
- Zimbabwe (Chirundu) – Zambia
- South Africa – Zimbabwe (Beitbridge)
- Malawi (Mchinji) – Zambia (Mwami)
- Malawi (Karonga) – United Republic of Tanzania
- Malawi (Mwanza) – Mozambique (Zobue)
- Malawi (Mulanje) – Mozambique

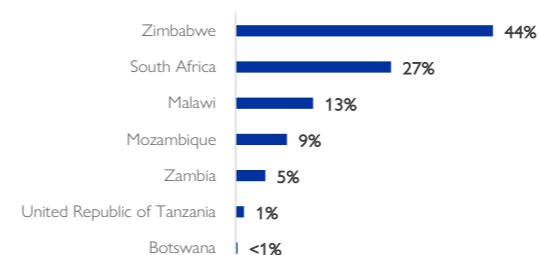
FMR KEY FINDINGS



MAIN COUNTRIES OF DEPARTURE



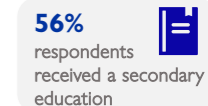
MAIN COUNTRIES OF DESTINATION



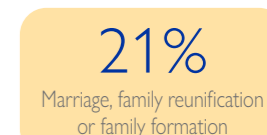
In 2021, a total of 430,007 movements were observed across 68 FMPs in the Southern African region. Sixty per cent of these movements were males while 40 per cent were females. Over two-thirds (67%) of flows were short-term local movements. The Zimbabwe – South Africa (Beitbridge) corridor hosted the largest number of movements with 259,460 (60%) followed by the Malawi (Mwanza) – Mozambique (Zobue) corridor with 68,072 (16%) and the Zimbabwe (Mutare) – Mozambique (Manica) corridor with 28,760 (7%) movements reported. South Africa (40%), Zimbabwe (30%) and Malawi (13%) and Mozambique (9%) were the top four countries of departure while Zimbabwe (44%), South Africa (27%), Malawi (13%) and Mozambique (13%) were the top four countries of intended destination of individuals passing through the different FMPs.

¹ Departure and destination FMR results include all movements observed, including short-term local movements which may explain why South Africa is the main departure country and Zimbabwe is the main destination country.

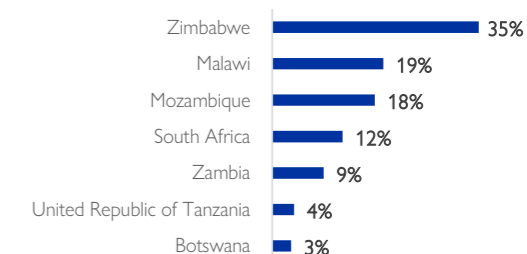
FMS KEY FINDINGS



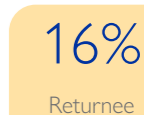
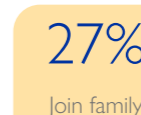
TOP REASONS FOR MOVEMENT



INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



A total of 12,881 surveys were conducted in 2021 at 54 FMPs. Sixty per cent were reportedly employed while 35 per cent were unemployed. Over half (56%) of the respondents indicated that they received a secondary education (lower or upper secondary education). Additionally, almost all (99%) respondents were aware of COVID-19 and the majority listed fever (70%) as the main symptom and handwashing (81%) as the main preventative measure. Seventeen per cent of respondents reported encountering challenges along their journey. Additionally, 40 per cent indicated that their main reason for migration was for commercial activities, and 21 per cent cited family reunification or family formation as their reason for movement. Zimbabwe was the top (35%) intended destination country, while Malawi (19%), Mozambique (18%) and South Africa (12%) were also common intended countries of destination. One of the most common reasons (27%) for choosing the final destination country was to join family.

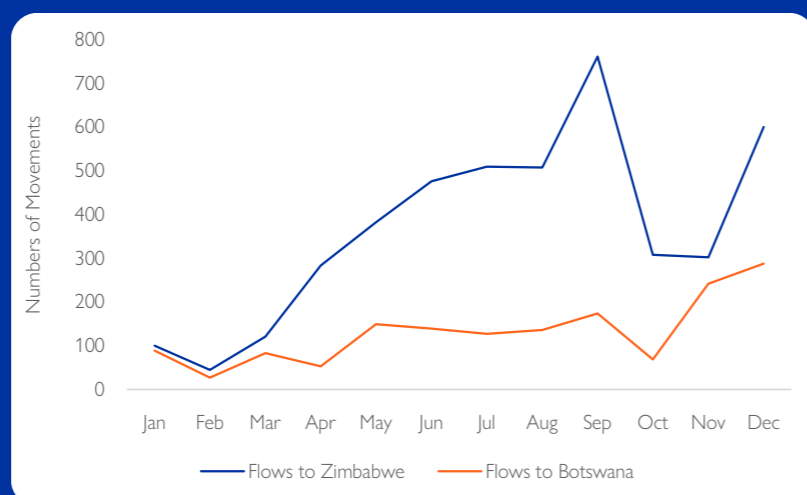


ZIMBABWE – BOTSWANA (PLUMTREE) CORRIDOR



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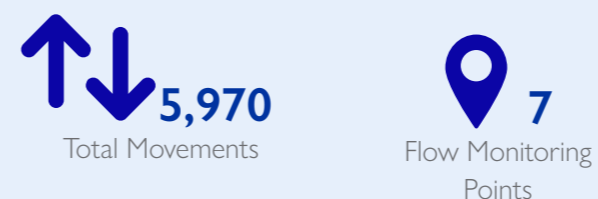
Monthly Observations from January – December 2021



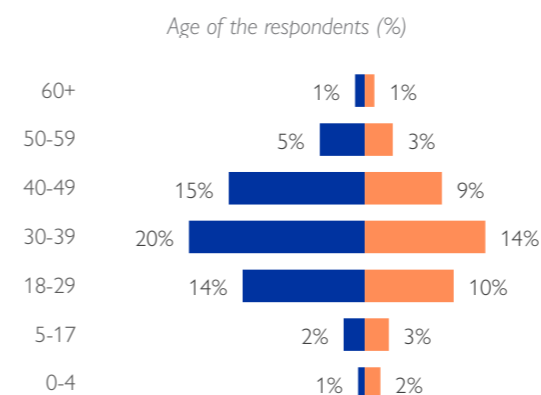
OVERVIEW

In 2021, the Zimbabwe – Botswana (Plumtree) corridor saw a total of 5,970 cross-border movements at the FMPs. Over the reporting period, there were a total of seven active FMPs. The corridor saw a significant increase in movements between August and September, which can be attributed to the relaxed COVID-19 restrictions and the opening of schools in Zimbabwe. Likewise, the increase in movements during the month of December can be attributed to the holiday season. **Botswana (51%), Zimbabwe (37%), South Africa (11%) and Namibia (1%)** were the main countries of departure while **Zimbabwe (73%), Botswana (22%) and South Africa (5%)** were the main countries of intended destination of individuals passing through the different FMPs.

Observations from January – December 2021

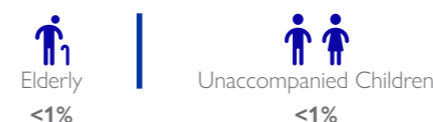


DEMOGRAPHIC PROFILE



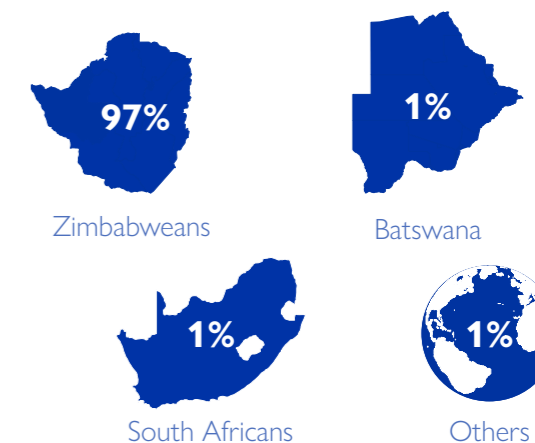
Out of the 5,970 cross-border movements observed at the seven FMPs, more than half (59%) were males while 41 per cent were females. Most respondents were between the ages of 30 and 39 (34%), 18 and 29 (24%) and 40 and 49 (24%). Boys and girls (males and females below 18) made up 8 per cent of the individuals observed. Likewise, the majority (67%) of children travelling with respondents were between five and 17, and the remaining 33 per cent were under four years old. Notably, the share of girls (N=106) was more than double the share of boys (N=44) for children under four years old.

VULNERABLE GROUPS



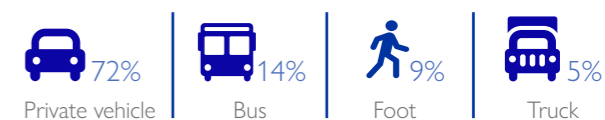
Out of the observed movements, 25 were elderly and four children were reportedly unaccompanied. Additionally, 2 per cent were reported to have diabetes or otherwise. Twenty-six individuals suffered from cardiac problems and 14 faced respiratory problems.

DECLARED NATIONALITIES



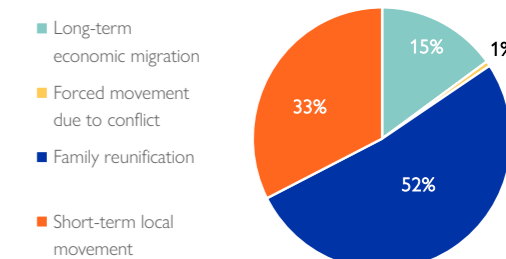
The majority (97%) of movements were self-declared as Zimbabwean nationals, while 1 per cent were declared as South Africans and 1 per cent Botswanans. Other nationals (less than 1%) reportedly came from India, Malawi, Namibia, United Kingdom of Great Britain and Northern Ireland and Zambia.

MAIN MODES OF TRANSPORT



The majority (72%) of observed movements travelled by private vehicle (car or taxi), while 14 per cent travelled by bus, 9 per cent on foot and 5 per cent by truck. Other modes of transportation included bicycles (<1%), animals (<1%) and and motorbikes (<1%).

REASONS FOR MOVEMENT



Family reunification was reported as the main reason for movement for just over half (52%) of the observed movements. Short-term local movement¹ (33%), long-term economic migration² (15%) and forced movement due to conflict (1%) were other main reasons for movement. Sixty-four per cent of observed movements travelling to Botswana reported long-term economic migration as the main reason for movement, while those travelling to Zimbabwe reported family reunification (59%) as their main reason.

¹ Short-term local movement refers to movement that is less than six months.

² Long-term economic migration refers to people planning to travel and stay away from their place of usual residence for longer than six months.

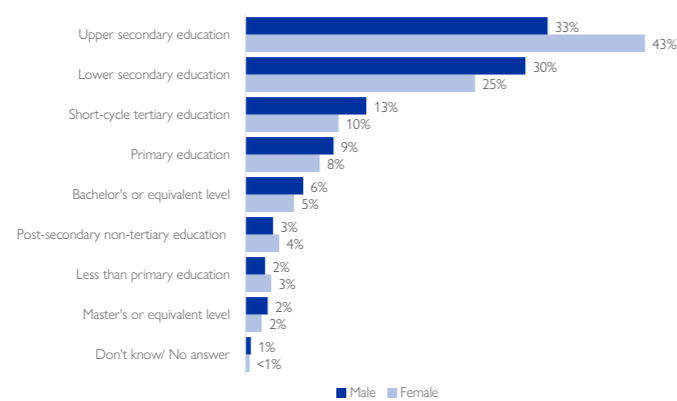


ZIMBABWE – BOTSWANA (PLUMTREE) CORRIDOR

Observations from January – December 2021

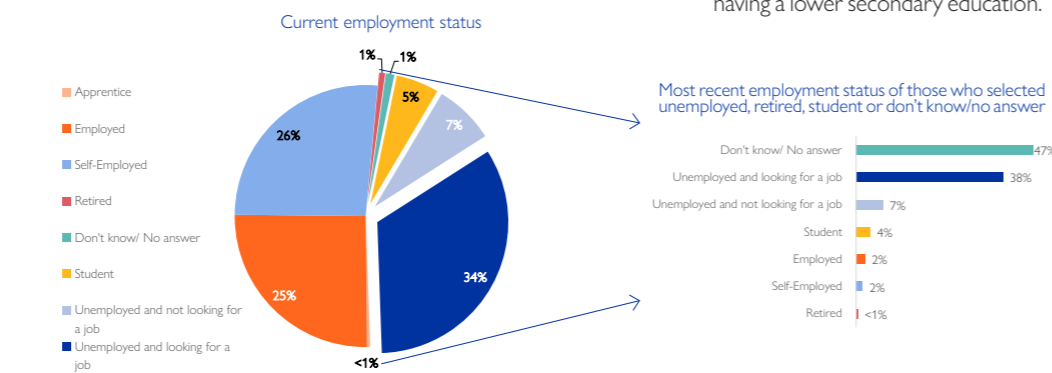


EDUCATION PROFILE



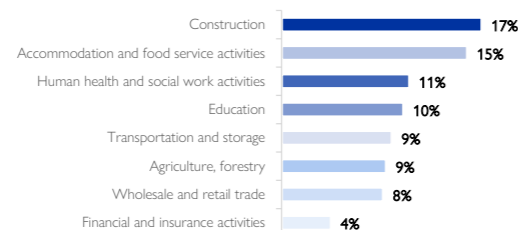
Two in three (65%) respondents indicated that they received a secondary education (lower or upper secondary education), 12 per cent had a tertiary-level education and 9 per cent had primary education. Eight per cent of respondents also reported having a bachelor's degree or higher. Males and females reported similar levels of education, although 10 per cent more females reported having an upper secondary education, while 5 per cent more males reported having a lower secondary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. Forty-one per cent were unemployed, with 34 per cent looking for a job and 7 per cent not looking for a job. The share of female respondents (45%) that were unemployed was higher than the share of male respondents (38%).

Main sector of most recent employment



Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Just under half (46%) were unemployed, with 38 per cent looking for a job and 7 per cent not looking for a job. Four per cent were employed. Almost half (47%) of these respondents did not respond to this question.

Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sectors they worked in included construction (17%), accommodation and food service activities (15%), human health and social work (11%) and education (10%).

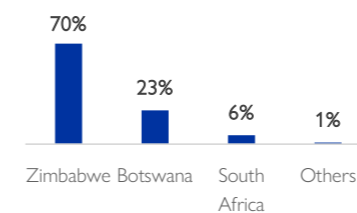
INTENTIONS

DETAILED REASONS FOR MOVEMENT

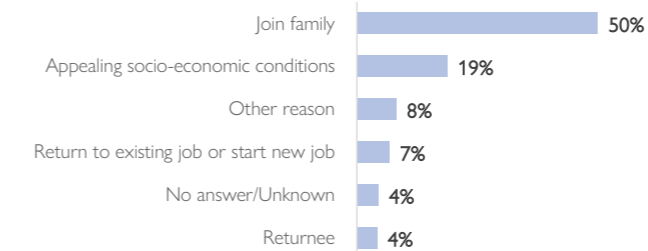


Just under two in five (38%) participants indicated that their main reason for migration was family reunification or family formation, and 19 per cent cited looking for a job or other livelihood opportunity as their reason for movement. This is in line with the FMR results that show that over half (52%) of all movements were for family reunification reasons.

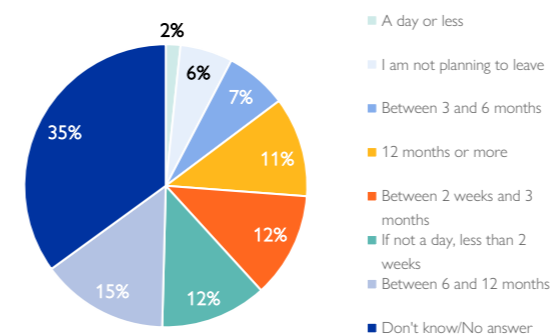
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY

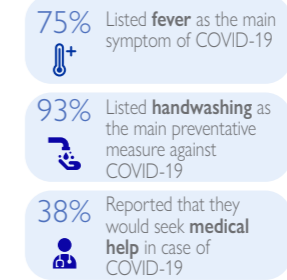


Zimbabwe was the top (70%) intended destination country. The most common reason (50%) reported by respondents for choosing the final destination country was to join family. Moreover, joining family was the main reason (64%) for those travelling to Zimbabwe, and appealing socio-economic conditions was the most cited reason for those travelling to Botswana (44%) and South Africa (42%). In addition, more than one in seven (15%) indicated that they intended to stay between six and 12 months in the final destination country.

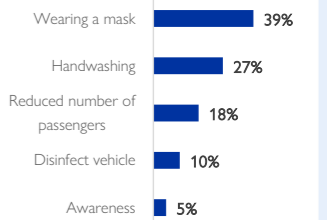
² Deportation was originally listed under the "other" type of movement category but due to frequency, it was re-classified as its own category.

COVID-19

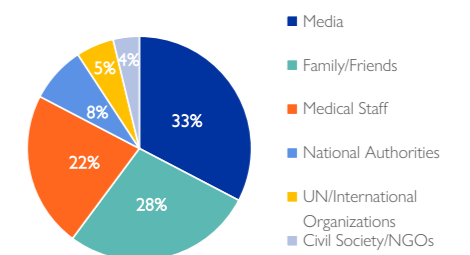
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?



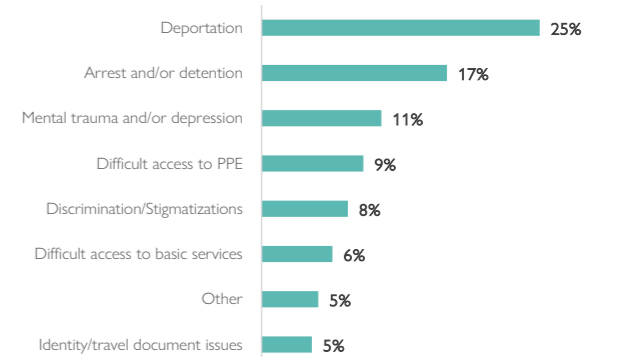
Sources of information on COVID-19



Almost all (99%) respondents were aware of COVID-19 and the great majority listed fever (75%) as the main symptom and handwashing (93%) as the main preventative measure. The majority (83%) declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, two-fifths (39%) reported wearing a mask and 27 per cent reported handwashing as some of the measures applied. In addition, media (33%), family and friends (28%) and medical staff (22%) were the three main sources of information on COVID-19.

CHALLENGES

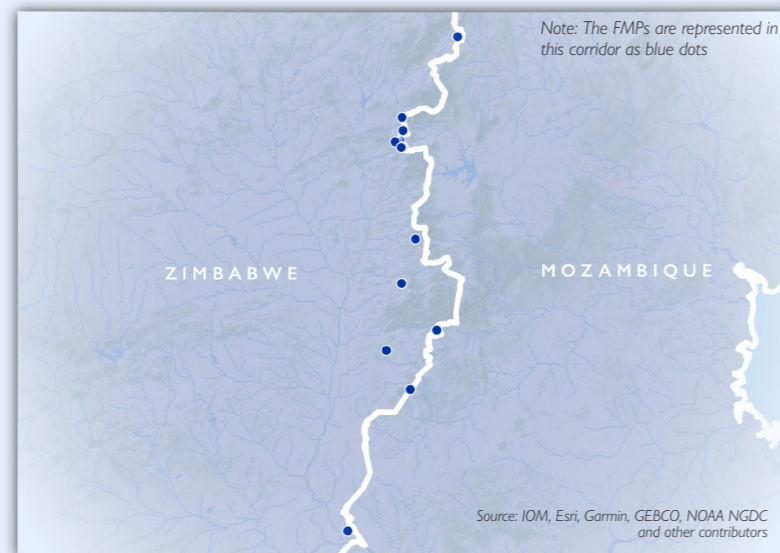
Challenges faced during the journey



Twenty-seven per cent of respondents reported encountering challenges along their journey. The main challenges included deportation (25%), arrest and/or detention (17%) and mental trauma and/or depression (11%), including homesickness or distress. Additional challenges included difficulty accessing PPE (9%) and discrimination/stigmatizations, including either physical or verbal abuse (8%) and difficult access to basic services, including food and water (6%).

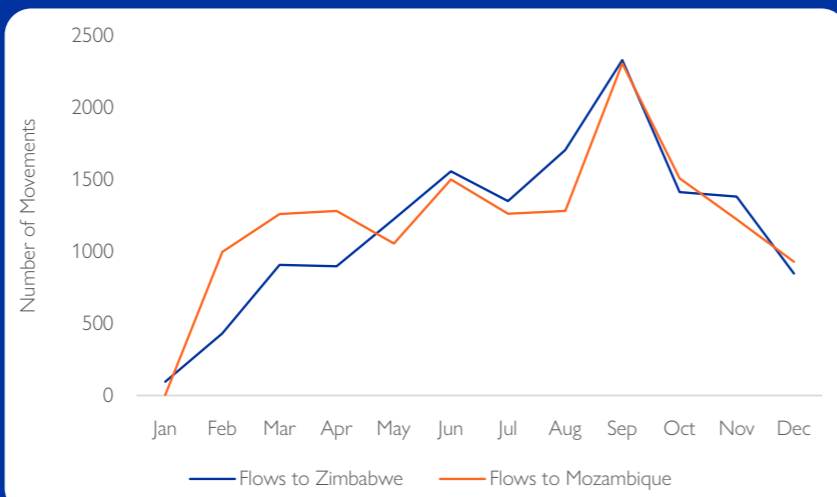


ZIMBABWE (MUTARE) – MOZAMBIQUE (MANICA) CORRIDOR



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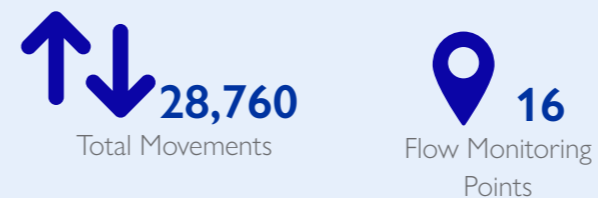
Monthly Observations from January – December 2021



OVERVIEW

In 2021, the Zimbabwe (Mutare) – Mozambique (Manica) corridor saw a total of 28,760 cross-border movements at the FMPs. Over the reporting period, there were a total of 16 active FMPs. The corridor saw a significant increase in movements between August and September, which can be attributed to the relaxed COVID-19 restrictions in both Zimbabwe and Mozambique. Additionally, the opening of schools in Zimbabwe also contributed to the increase in flows between August and September. **Mozambique (49%), Zimbabwe (47%), Zambia (2%), South Africa (1%) and Democratic Republic of the Congo (1%)** were the main countries of departure while **Mozambique (50%), Zimbabwe (46%), Zambia (2%), South Africa (1%) and Democratic Republic of the Congo (1%)** were the main countries of intended destination of individuals passing through the different FMPs.

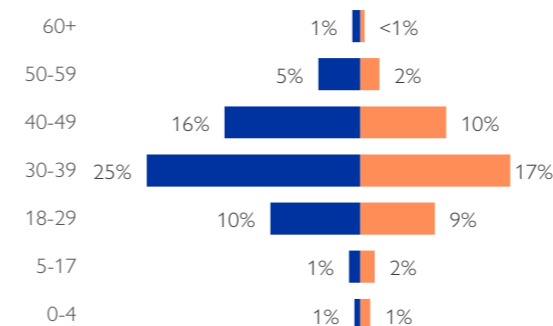
Observations from January – December 2021



DEMOGRAPHIC PROFILE



Age of the respondents (%)



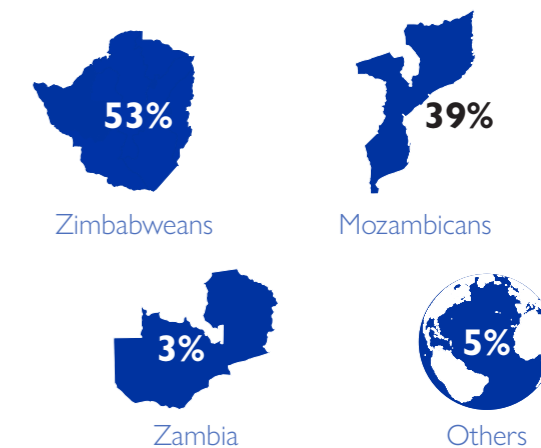
Out of the 28,760 cross-border movements observed at the 16 FMPs, more than half (59%) were males while 41 per cent were females. Most respondents were between the ages of 30 and 39 (42%), 18 and 29 (19%) and 40 and 49 (26%). Boys and girls (males and females below 18) made up 5 per cent of the individuals observed. Likewise, the majority (62%) of children travelling with respondents were between five and 17, and the remaining 38 per cent were under four years old. Notably, the share of girls (N=801) was greater than the share of boys (N=582) for all children.

VULNERABLE GROUPS



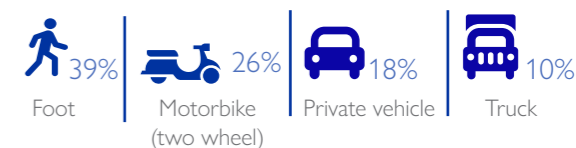
Out of the observed movements, 44 children were reportedly unaccompanied, 31 were elderly and 13 were pregnant. Additionally, 94 individuals were reported to have diabetes or otherwise. Twenty-four individuals suffered from cardiac problems and 24 faced respiratory problems.

DECLARED NATIONALITIES



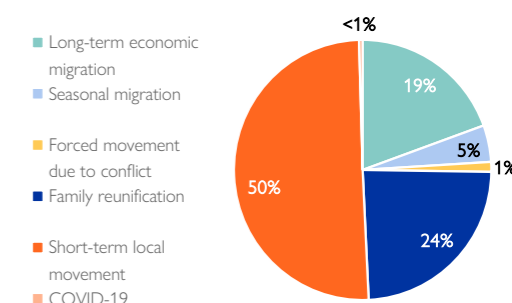
Just over half (53%) of all movements were self-declared as Zimbabwean nationals, while 39 per cent were declared as Mozambicans, 3 per cent were Zambians and 5 per cent were of other nationalities. Other nationals reportedly came from countries such as Democratic Republic of the Congo, Malawi and South Africa.

MAIN MODES OF TRANSPORT



Two in five (39%) observed movements travelled on foot, while a quarter (26%) travelled by motorbike, 18 per cent by private vehicle (car or taxi) and 10 per cent by truck. Other modes of transportation included buses (5%), bicycles (1%) and three-wheelers (1%).

REASONS FOR MOVEMENT

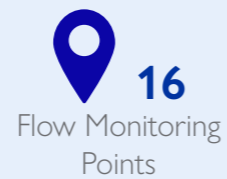


Half of the movements reported that short-term local movement was the main reason for their journey. Family reunification (24%), long-term economic migration (19%), seasonal movement (5%) and forced movement due to conflict (1%) were other main reasons for movement. Short-term local movement was reported as the main reason for migration by roughly half of the individuals travelling to Mozambique (52%) and Zimbabwe (49%).

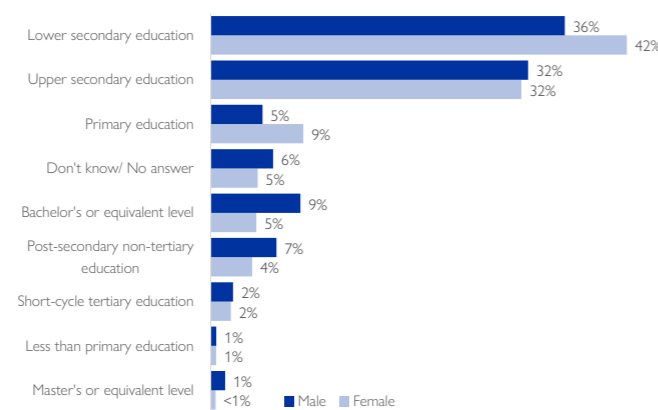


ZIMBABWE (MUTARE) – MOZAMBIQUE (MANICA) CORRIDOR

Observations from January – December 2021

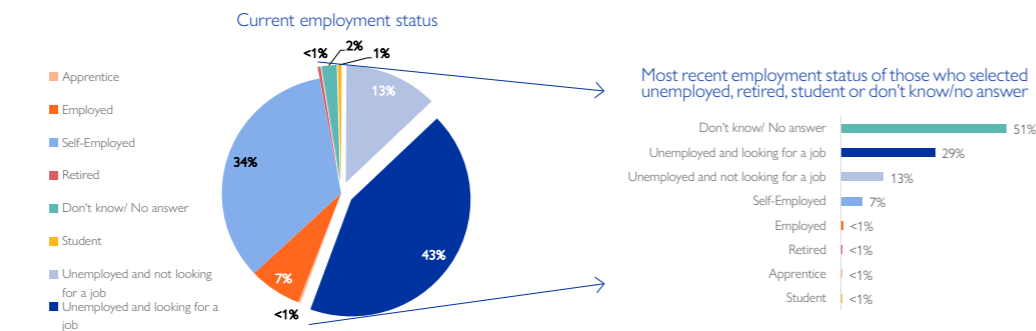


EDUCATION PROFILE



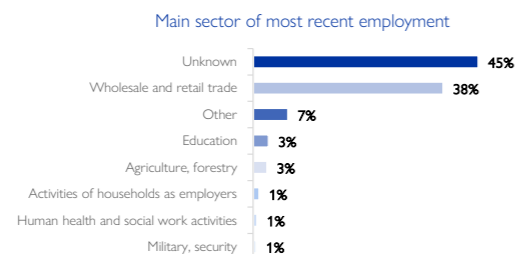
The majority of the respondents (71%) indicated that they received a secondary education (lower or upper secondary education), 8 per cent had a bachelor's degree or higher and 7 per cent had a primary education. Males and females reported similar levels of education. Nonetheless, 4 per cent more females reported having a primary education, while 4 per cent more males reported having a bachelor's or equivalent level of education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. Fifty-six per cent were unemployed, with 43 per cent looking for a job and 13 per cent not looking for a job. The share of female respondents (65%) that were unemployed was higher than the share of male respondents (48%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Forty-two per cent were unemployed, with 29 per cent looking for a job and 13 per cent not looking for a job. Eight per cent were employed (or an apprentice). Just over half (51%) of these respondents did not respond to this question.



Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sector they reportedly worked in was wholesale and retail trade (38%). However, 45 per cent of respondents did not answer this question.

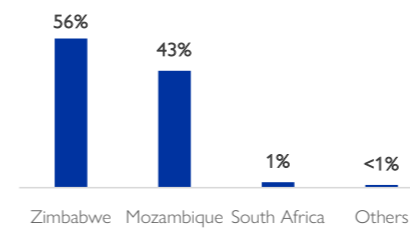
INTENTIONS

DETAILED REASONS FOR MOVEMENT

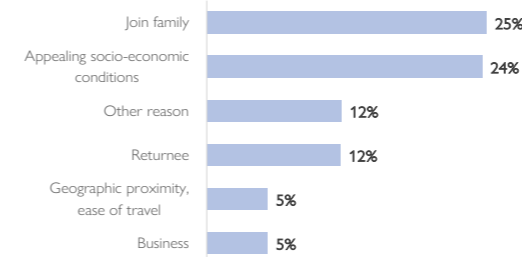


Over half (54%) the respondents indicated that their main reason for migration was for commercial activities, and 18 per cent cited family reunification or family formation as their reason for movement. This is in line with the FMR results that show that half of all movements were short-term local movements.

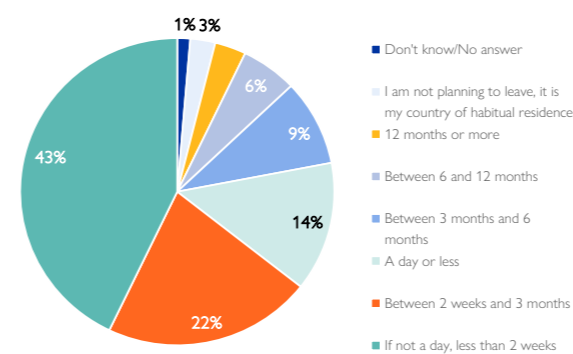
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



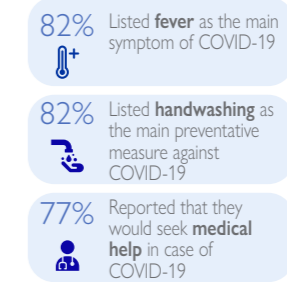
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



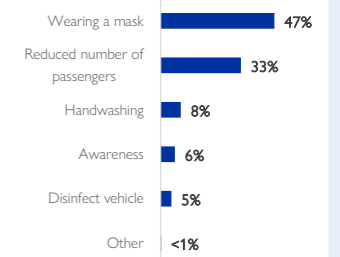
Zimbabwe was the top (56%) intended destination country. The main reasons for choosing the final destination country varied with almost half (49%) choosing it to join family or for the appealing socio-economic conditions. Moreover, appealing socio-economic conditions was the main reason for those travelling to Mozambique (51%), and joining family was the most cited reason (36%) for those travelling to Zimbabwe. In addition, almost half (43%) indicated that they intended to stay less than two weeks in the final destination country.

COVID-19

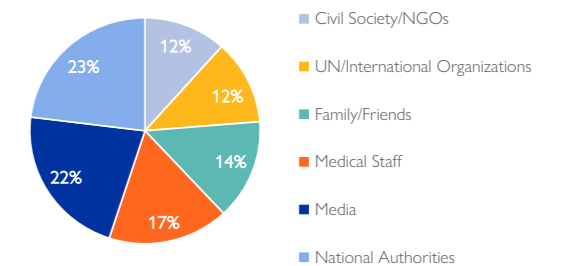
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?



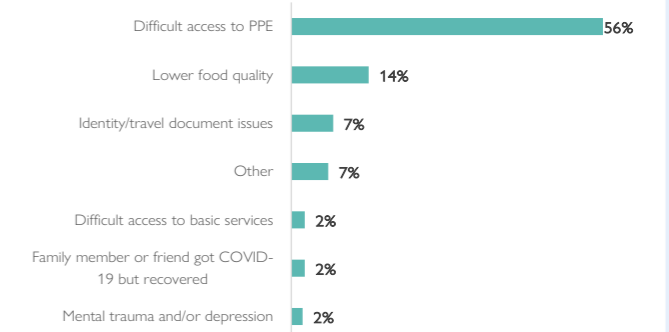
Sources of information on COVID-19



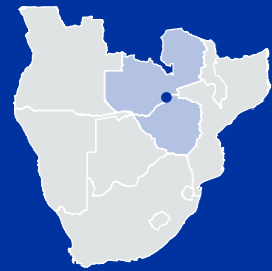
Almost all (99%) respondents were aware of COVID-19 and the great majority listed fever (82%) as the main symptom and handwashing (82%) as the main preventative measure. Over a third (35%) declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, just under half (47%) reported wearing a mask and a third reported reduced number of passengers in the vehicle as some of the measures applied. In addition, national authorities (23%), media (22%) and medical staff (17%) were the three main sources of information on COVID-19.

CHALLENGES

Challenges faced during the journey



Twenty-six per cent of respondents reported encountering challenges along their journey. The main challenge reported by more than half (56%) of the respondents was difficulty accessing PPE. Other challenges included lower food quality (14%) and identity/travel document issues (7%).

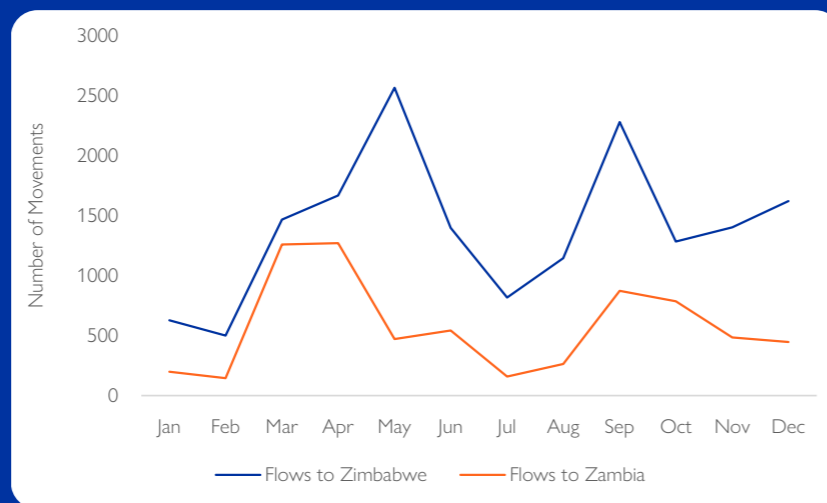


ZIMBABWE (CHIRUNDU) – ZAMBIA CORRIDOR



Disclaimer: This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

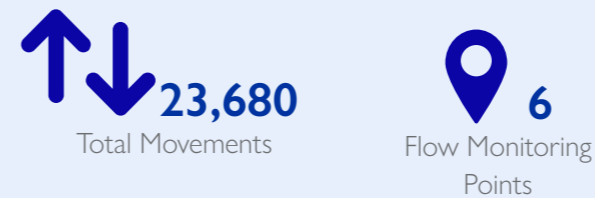
Monthly Observations from January – December 2021



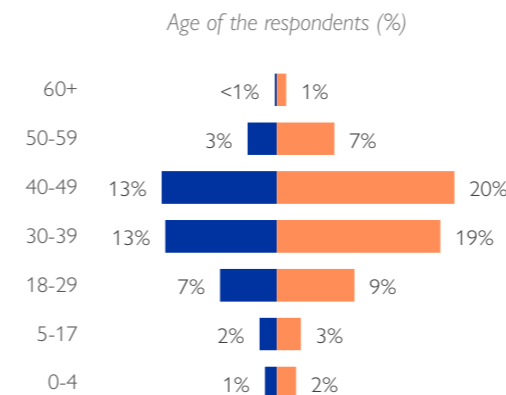
OVERVIEW

In 2021, The Zimbabwe (Chirundu) – Zambia corridor saw a total of 23,680 cross-border movements at the FMPs. Over the reporting period, there were a total of six active FMPs. The corridor saw a significant increase in movements between August and September, which can be attributed to the relaxed COVID-19 restrictions and the opening of schools in Zimbabwe. **Zambia (64%), Zimbabwe (27%), Democratic Republic of the Congo (5%), South Africa (2%), United Republic of Tanzania (1%) and Mozambique (1%)** were the main countries of departure while **Zimbabwe (64%), Zambia (28%), South Africa (6%), Democratic Republic of the Congo (1%) and Mozambique (1%)** were the main countries of intended destination of individuals passing through the different FMPs.

Observations from January – December 2021



DEMOGRAPHIC PROFILE



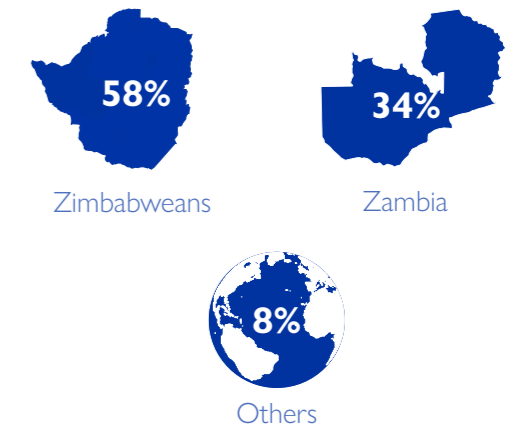
Out of the 23,680 cross-border movements observed at the six FMPs, the majority (61%) were females while 39% were male. Most respondents were between the ages of 40 and 49 (33%) and 30 and 39 (32%). Boys and girls (males and females below 18) made up 8 per cent of the individuals observed. Likewise, more than half (57%) of the children travelling with respondents were between five and 17, and the remaining 43 per cent were under four years old. Notably, the share of girls (N=1,176) was greater than the share of boys (N=788) for all children.

VULNERABLE GROUPS



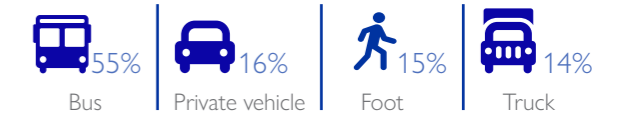
Out of the observed movements, 183 children were reportedly unaccompanied, 155 individuals were pregnant and 86 were elderly. Additionally, 1433 individuals were reported to have diabetes or otherwise, 573 suffered from cardiac problems and 96 faced respiratory problems.

DECLARED NATIONALITIES



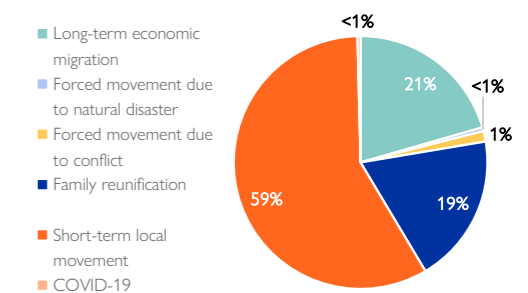
Over half (58%) of all movements were self-declared as Zimbabwean nationals, while 34 per cent were declared as Zambians and 8 per cent were of other nationalities. Other nationals reportedly came from countries such as Democratic Republic of the Congo (5%) and South Africa (1%).

MAIN MODES OF TRANSPORT



More than half (55%) of the observed movements travelled by bus, while almost a sixth (16%) travelled by private vehicle (car or taxi), 15 per cent on foot and 14 per cent by truck. Other modes of transportation included bicycles (<1%) and motorbikes (<1%).

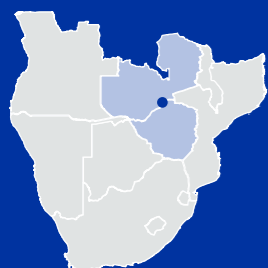
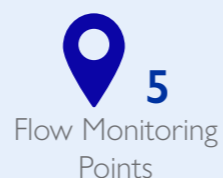
REASONS FOR MOVEMENT



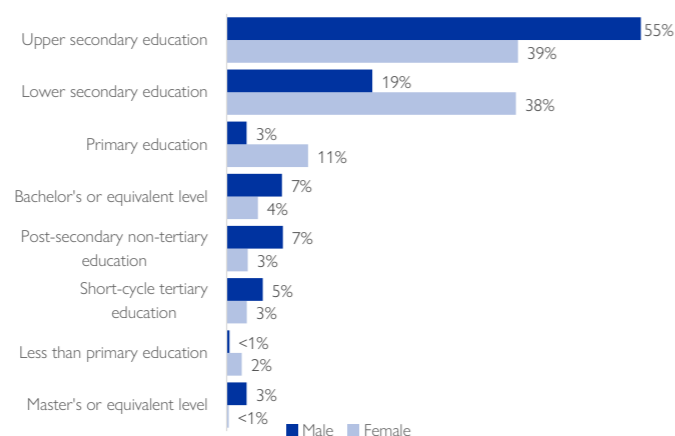
Just about three-fifths (59%) of the movements reported that short-term local movement was the main reason for their journey. Long-term economic migration (21%) and family reunification (19%) were other main reasons for movement. Short-term local movement was reported as the main reason for migration by 64 per cent of individuals travelling to Zimbabwe, and by 44 per cent for those travelling to Zambia. Additionally, 18 movements to Zimbabwe were forced movements due to conflict.

ZIMBABWE (CHIRUNDU) – ZAMBIA CORRIDOR

Observations from January – December 2021

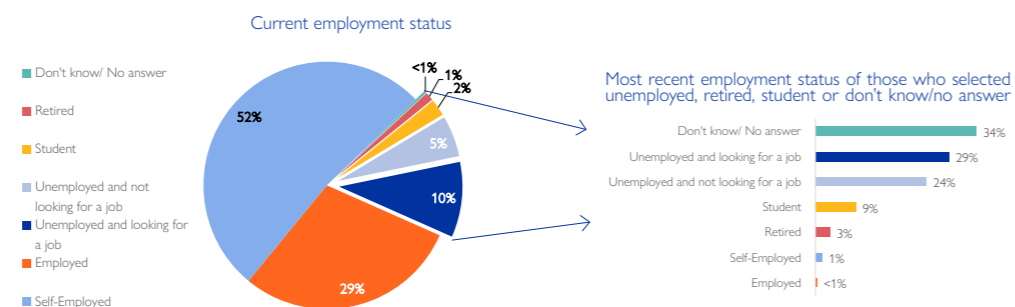


EDUCATION PROFILE



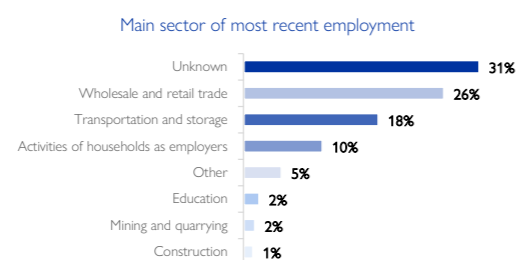
The majority of the respondents (76%) indicated that they received a secondary education (lower or upper secondary education), 7 per cent had a primary education and 7 per cent had a bachelor's degree or higher. Males and females reported similar levels of education, although 19 per cent more females reported having a lower secondary education, while 16 per cent more males reported having an upper secondary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. Fifteen per cent were unemployed, with 10 per cent looking for a job and 5 per cent not looking for a job. Notably, 81 per cent of respondents were either employed or self-employed. In addition, the share of male respondents (17%) that were unemployed was higher than the share of female respondents (13%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Fifty-two per cent were unemployed, with 29 per cent looking for a job and 24 per cent not looking for a job. Nine per cent were students. Thirty-four per cent of these respondents did not respond to this question.



Respondents who stated that they were either employed or self-employed were also asked about the sector of their most recent occupation. The main sectors they reportedly worked in were wholesale and retail trade (26%), and transportation and storage (18%). However, 31 per cent of respondents did not answer this question.

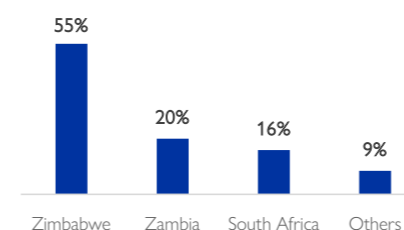
INTENTIONS

DETAILED REASONS FOR MOVEMENT

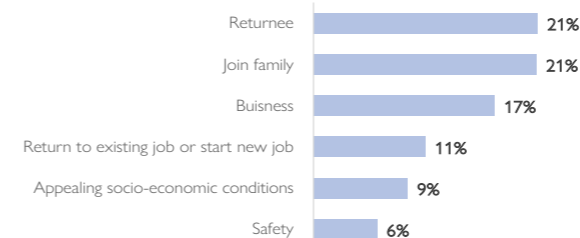


Just under three in five (58%) respondents indicated that their main reason for migration was for commercial activities, and 13 per cent cited looking for a job or other livelihood opportunity as their reason for movement. This is in line with the FMR results that show the main reason for movement as short-term local movement (59%).

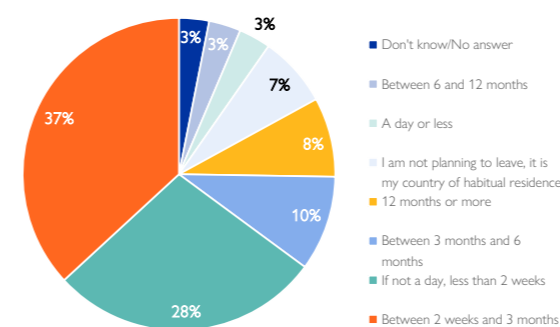
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



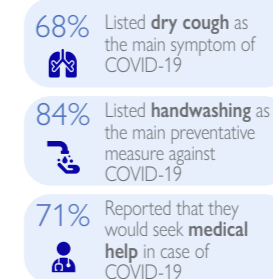
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



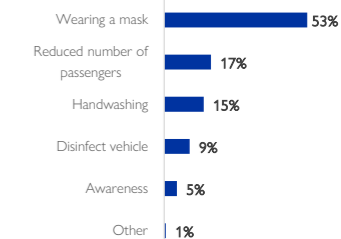
Zimbabwe was the top (55%) intended destination country. The main reasons for choosing the final destination country varied with over a fifth (21%) returning to their country of origin and another fifth (21%) choosing it to join family. Moreover, those travelling to Zimbabwe were largely returnees (28%), while joining family was the most cited reason (22%) for those travelling to Zambia. In addition, 37 per cent indicated that they intended to stay between two weeks and three months in the final destination country.

COVID-19

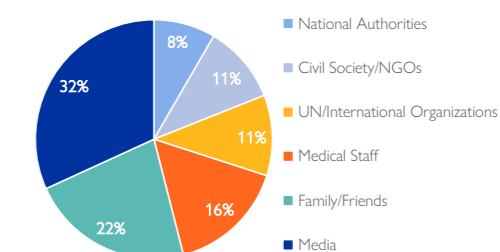
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?

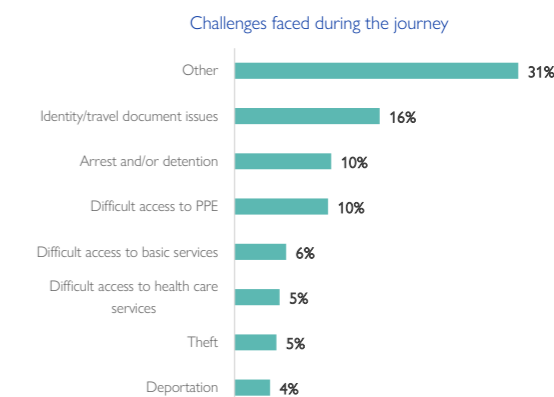


Sources of information on COVID-19



Almost all (99%) respondents were aware of COVID-19 and the majority listed dry cough as the main symptom (68%) and handwashing (84%) as the main preventative measure. The great majority (93%) declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, over half (53%) reported wearing a mask and 17% reported reduced number of passengers in the vehicle as some of the measures applied. In addition, media (32%), family and friends (22%) and medical staff (16%) were the three main sources of information on COVID-19.

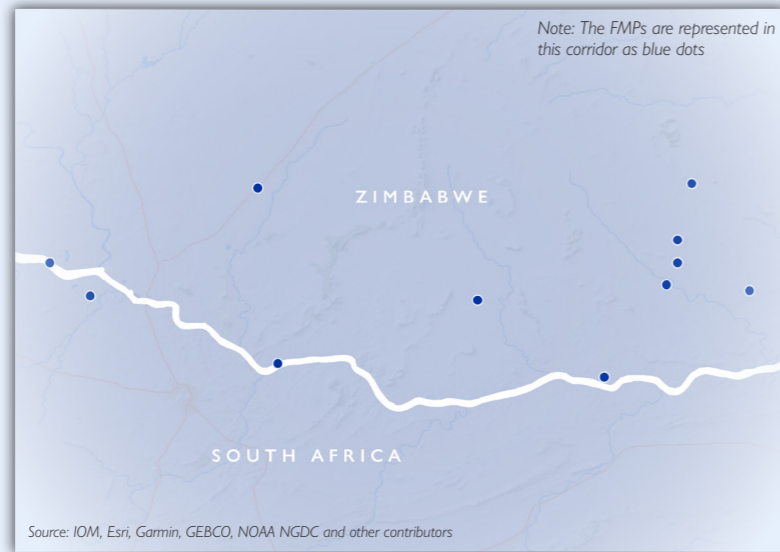
CHALLENGES



Fifteen per cent of respondents reported encountering challenges along their journey. These challenges varied, with 31 per cent reporting other challenges such as roadblocks and delays at the border, corruption (including bribery) and COVID-19 restrictions. In addition, 16 per cent cited identity and travel document issues. Other challenges included arrest and/or detention (10%) and difficulty accessing PPE (10%).

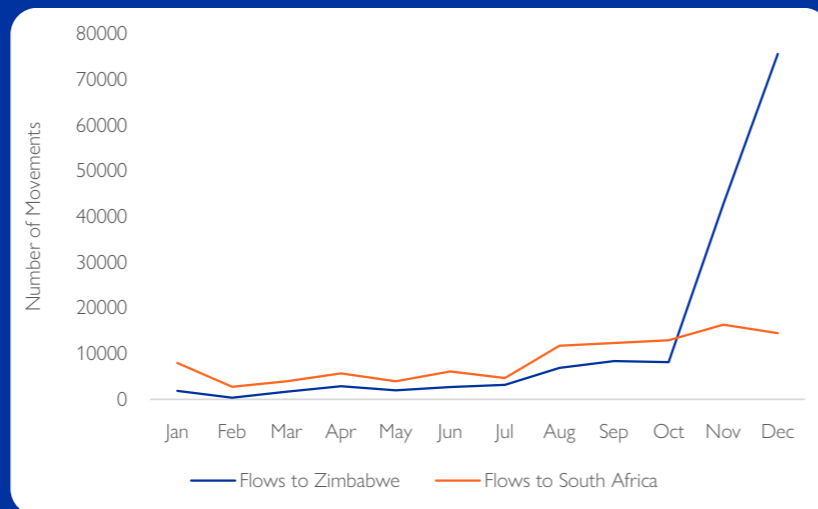


SOUTH AFRICA – ZIMBABWE (BEITBRIDGE) CORRIDOR



Disclaimer: This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

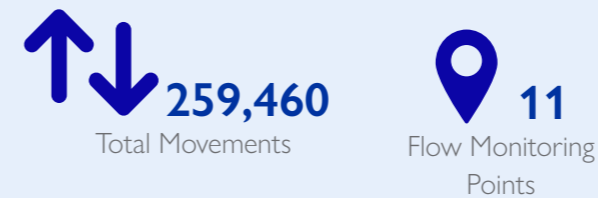
Monthly Observations from January – December 2021



OVERVIEW

In 2021, The South Africa – Zimbabwe (Beitbridge) corridor saw a total of 259,460 cross-border movements at the FMPs. Over the reporting period, there were a total of 11 active FMPs. The corridor saw a sharp increase in movements to Zimbabwe from early September, which can be attributed to the opening of schools in late August and the relaxed COVID-19 restrictions in September. **South Africa (60%) and Zimbabwe (40%)** were the main countries of departure while **Zimbabwe (60%) and South Africa (40%)** were the main countries of intended destination of individuals passing through the different FMPs.

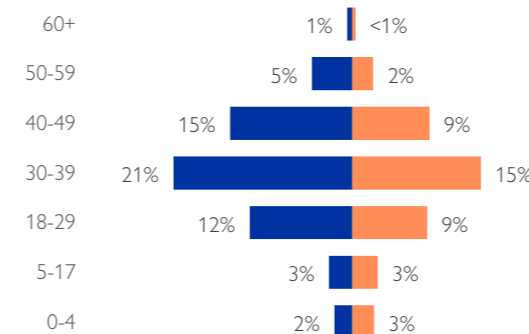
Observations from January – December 2021



DEMOGRAPHIC PROFILE

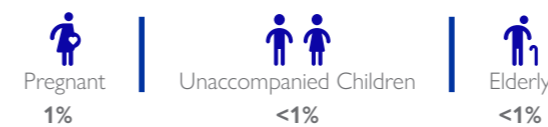


Age of the respondents (%)



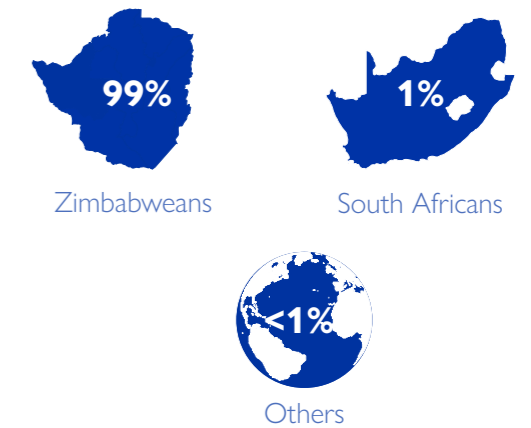
Out of the 259,460 cross-border movements observed at the 11 FMPs, more than half (58%) were males while 42 per cent were females. Most respondents were between the ages of 30 and 39 (36%), 40 and 49 (24%) and 18 and 29 (21%). Boys and girls (males and females below 18) made up 11 per cent of the individuals observed. Likewise, over half (55%) of the children travelling with respondents were between five and 17, and the remaining 45 per cent were under four years old. Notably, the share of girls (N=14,584) was greater than the share of boys (N=12,631) for all children.

VULNERABLE GROUPS



Out of the observed movements, 1,373 individuals were pregnant, 713 children were reportedly unaccompanied and 114 were elderly. Additionally, 255 individuals were reported to have diabetes or otherwise, 162 suffered from cardiac problems and 96 faced respiratory problems.

DECLARED NATIONALITIES



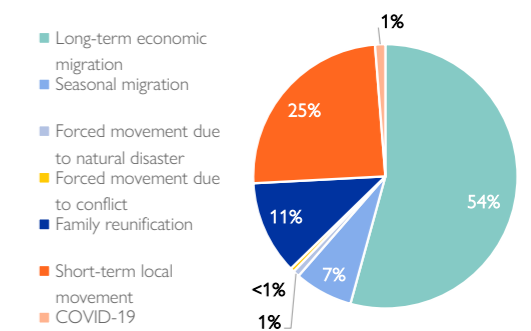
Almost all (99%) movements were self-declared as Zimbabwean nationals, while 1 per cent were declared as South Africans and less than 1 per cent were of other nationalities. Other nationals reportedly came from countries such as Malawi, Zambia and Somalia.

MAIN MODES OF TRANSPORT



Over a third (35%) of the observed movements travelled by private vehicle (car or taxi), while 29 per cent travelled by bus, 28 per cent by truck and 6 per cent on foot. Other modes of transportation included animals (3%), motorbikes (<1%) and bicycles (<1%).

REASONS FOR MOVEMENT

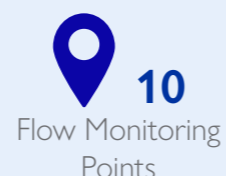


Over half (54%) of the movements reported long-term economic migration as the main reason for their journey. Short-term local movement (25%) and family reunification (11%) were other main reasons for movement. Long-term economic migration was reported as the main reason for migration by 61 per cent of individuals travelling to South Africa, and by 50 per cent for those travelling to Zimbabwe.

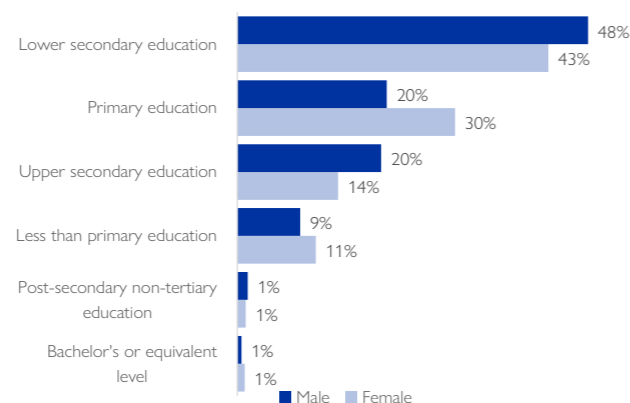


SOUTH AFRICA – ZIMBABWE (BEITBRIDGE) CORRIDOR

Observations from January – December 2021

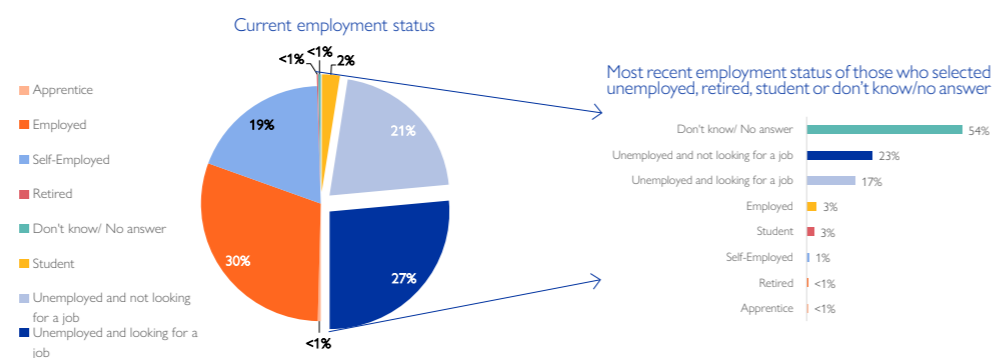


EDUCATION PROFILE



The majority of the respondents (63%) indicated that they received a secondary education (lower or upper secondary education), 24 per cent had a primary education and 9 per cent had less than a primary education. Males and females reported similar levels of education, although 12 per cent more males reported having an upper or lower secondary education, while 10 per cent more females reported having a primary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. Just under half (48%) were unemployed, with 27 per cent looking for a job and 21 per cent not looking for a job. The share of female respondents (61%) that were unemployed was higher than the share of male respondents (39%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Fourty per cent were unemployed, with 23 per cent not looking for a job and 17 per cent looking for a job. Three per cent were employed. Just over half (54%) of these respondents did not respond to this question.

Main sector of most recent employment



Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sector they reportedly worked in was agriculture and forestry (26%). However, 51 per cent of respondents did not answer this question.

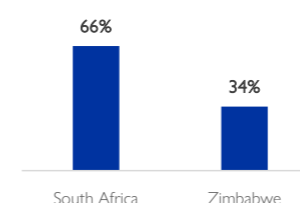
INTENTIONS

DETAILED REASONS FOR MOVEMENT

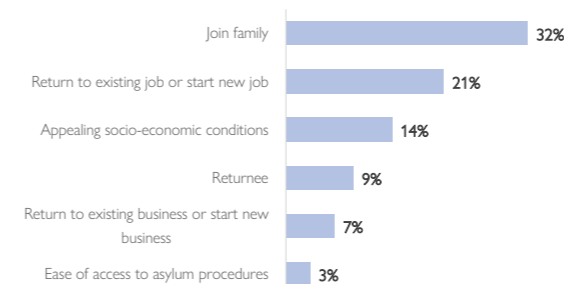


Fourty-three per cent of respondents indicated looking for a job or other livelihood opportunity as their main reason for migration, and 29 per cent cited family reunification or family formation as their reason for movement. This is in line with the FMR results that show that 54 per cent of all movements were long-term economic migration.

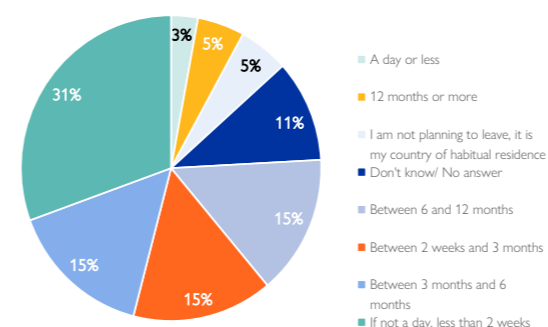
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



South Africa was the top (66%) intended destination country. The main reasons for choosing the final destination country varied with 32 per cent choosing it to join family and just over a fifth (21%) choosing it to return to an existing job or start a new job. Moreover, joining family was the main reason for those travelling to Zimbabwe (53%), and returning to an existing job or starting a new job was the most cited reason (31%) for those travelling to South Africa. In addition, less than two weeks was the most common (31%) intended length of stay in final destination country.

COVID-19

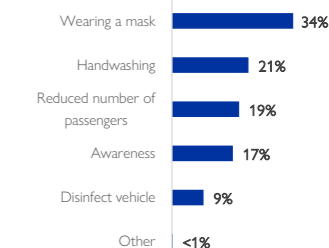
Awareness of COVID-19 symptoms and prevention measures

81% Listed **fever** as the main symptom of COVID-19

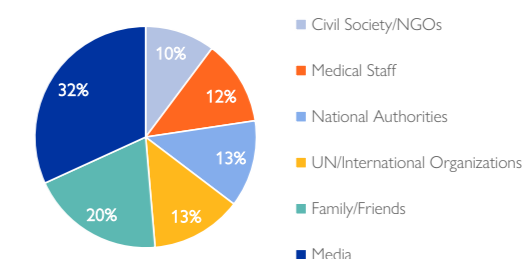
80% Listed **handwashing** as the main preventative measure against COVID-19

62% Reported that they would **stay home** in case of COVID-19

What COVID-19 measures were applied in the vehicle you travelled in?



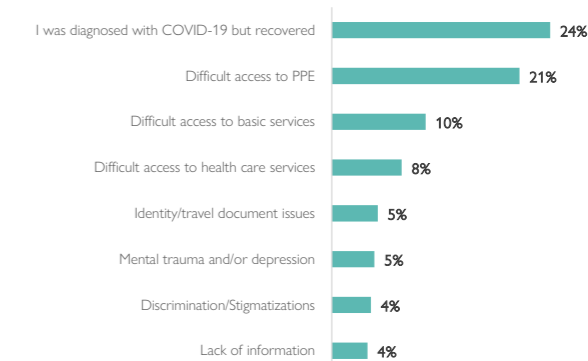
Sources of information on COVID-19



Almost all (98%) respondents were aware of COVID-19 and the great majority listed fever (81%) as the main symptom and handwashing (80%) as the main preventative measure. The majority (60%) declared that COVID-19 preventative measures were taking during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, over a third (34%) reported wearing a mask and more than a fifth (21%) reported handwashing as some of the measures applied. In addition, media (32%), family/friends (20%), UN/international organisations (13%) and national authorities (13%) were the main sources of information on COVID-19.

CHALLENGES

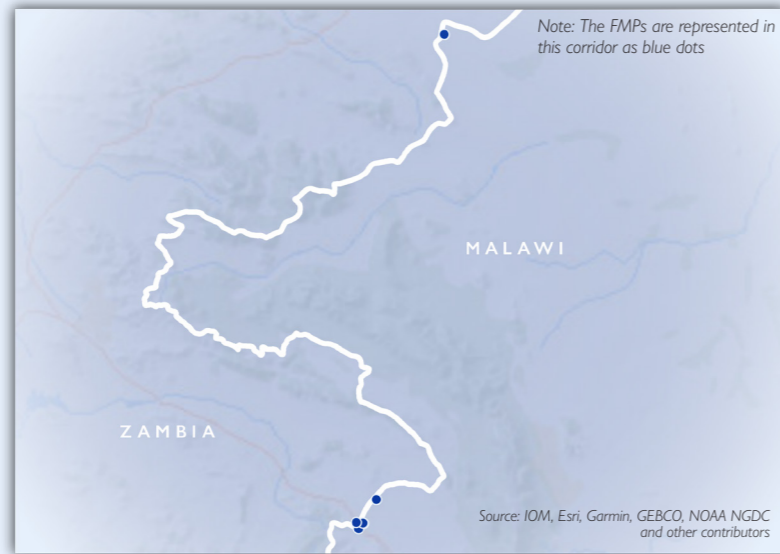
Challenges faced during the journey



A fifth (20%) of the respondents reported encountering challenges along their journey. The main challenge reported by almost a quarter (24%) of the respondents was having COVID-19 (but recovering). Other challenges included difficulty accessing PPE (21%), basic services (10%) and health care services (8%).

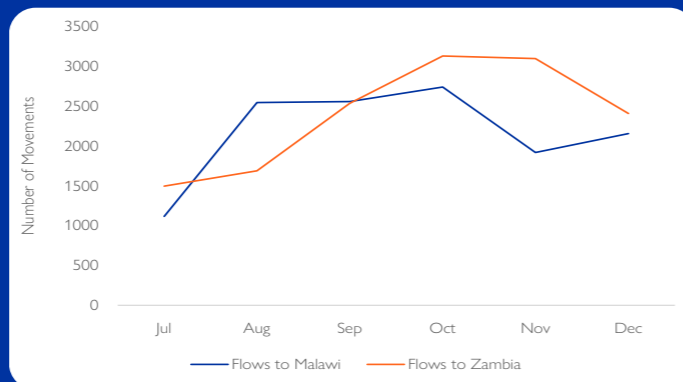


MALAWI (MCHINJI) – ZAMBIA (MWAMI) CORRIDOR



Disclaimer: This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

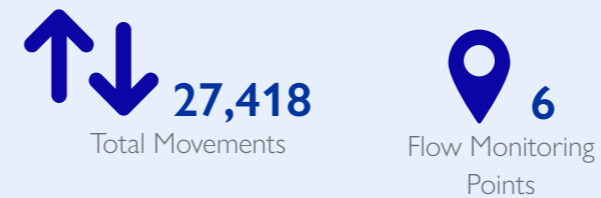
Monthly Observations from July – December 2021



OVERVIEW

In 2021, the Malawi (Mchinji) – Zambia (Mwami) corridor saw a total of 27,418 cross-border movements at the Flow Monitoring Points (FMPs). Over the reporting period, which started in July 2021, there were a total of six active FMPs. **Malawi (62%) and Zambia (38%)** were the main countries of departure while **Zambia (53%) and Malawi (47%)** were the main countries of intended destination of individuals passing through the different FMPs. July through September in Mchinji, Malawi is crop harvesting season, during which more farmers from Zambia travel to Malawi to buy and sell farm products. This period is generally characterized by higher flows, with more local flows to Malawi due to a demand for farm products. Moreover, there were a large number of flows on Wednesdays due to market day at Tikoliwe market in Malawi. From November to December, flows due to farm produce agribusiness activities were low, and farmers were busy on their farmlands preparing for the next harvesting period. Nevertheless, the slight increase in flows to Malawi during these months can be attributed to farmers in Zambia purchasing government subsidized fertilizers and other farm inputs which are relatively cheaper in Malawi. Additionally, Malawians travelling to Zambia travelled for local reasons, specifically to conduct commercial and small business activities with goods such as fish, clothes and vegetables. The increase in flows to Zambia between August and October can be attributed to but not limited to seasonal Malawian migrants coming to Zambia to work on farms. The closure of the health post on the Malawian side may have also contributed to a great number of Malawians coming to Zambia to access medical health services.

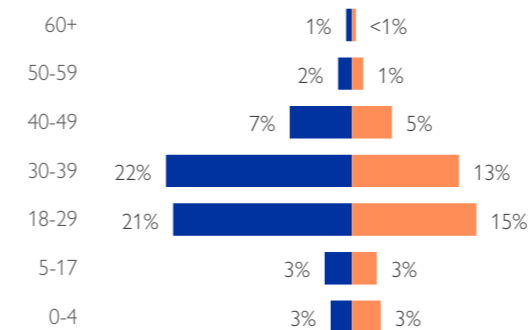
Observations from July – December 2021



DEMOGRAPHIC PROFILE



Age of the respondents (%)



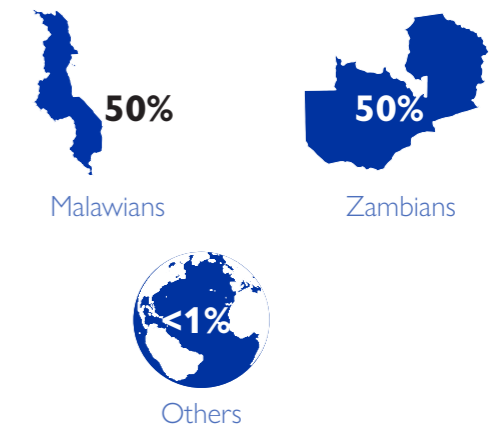
Out of the 27,418 cross-border movements observed at the six FMPs, almost three-fifths (59%) were males while just over two-fifths (41%) were females. Most respondents were between the ages of 18 and 29 (36%) and 30 and 39 (35%). Boys and girls (males and females below 18) made up 12 per cent of the individuals observed. Likewise, slightly over half (51%) of the children travelling with respondents were between five and 17, while the remaining 49 per cent were under four years old. Notably, the share of girls (N=1,772) was greater than the share of boys (N=1,586) for all children.

VULNERABLE GROUPS



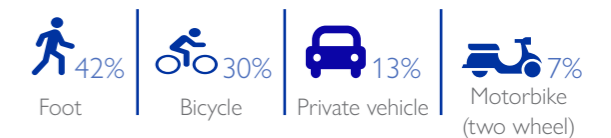
Out of the observed movements, 81 were elderly, 69 children were reportedly unaccompanied and 8 individuals were pregnant. Additionally, 431 individuals were reported to have diabetes or otherwise, 326 suffered from cardiac problems and 164 faced respiratory problems.

DECLARED NATIONALITIES



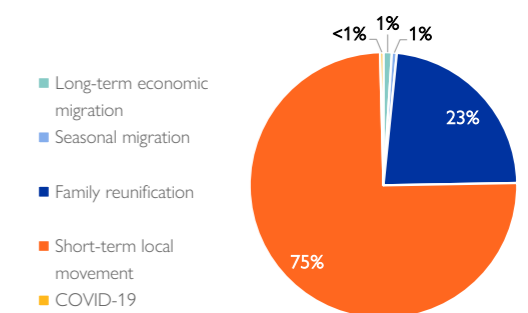
Half of all movements were self-declared as Malawi nationals, while half were declared as South Africans and less than 1 per cent were of other nationalities. Other nationals reportedly came from countries such as Zimbabwe, Mozambique and Burundi.

MAIN MODES OF TRANSPORT



Forty-two per cent of the observed movements travelled on foot, while just under a third (30%) travelled by bicycle, 13 per cent by private vehicle (car or taxi) and 7 per cent by motorbike. Other modes of transportation included trucks (4%), animals (2%), buses (1%) and three-wheelers (<1%).

REASONS FOR MOVEMENT



The majority (75%) of movements reported short-term local movement as the main reason for their journey. Family reunification was also reported as a main reason for movement by almost a quarter (23%) of the movements. Short-term local movement was reported as the main reason for migration by 78 per cent of individuals travelling to Malawi, and by 70 per cent for those travelling to Zambia.

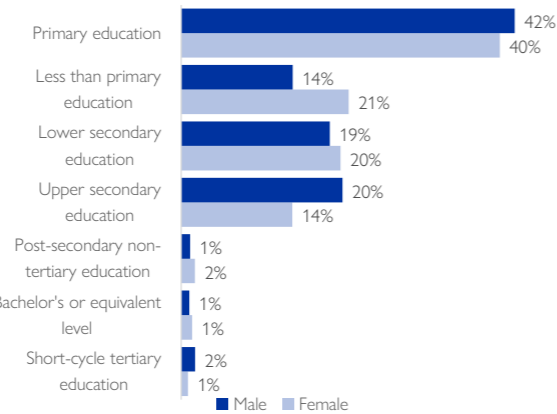


MALAWI (MCHINJI) – ZAMBIA (MWAMI) CORRIDOR

Observations from July – December 2021

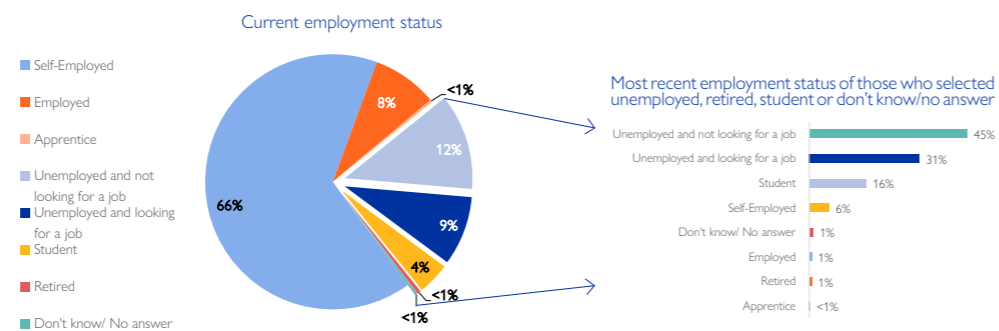


EDUCATION PROFILE



The largest share of respondents (42%) indicated that they received a primary education, 38 per cent had a secondary education (lower or upper secondary education) and 16 per cent had a less than a primary education. Males and females reported similar levels of education. Nonetheless, 6 per cent more males reported having an upper secondary education.

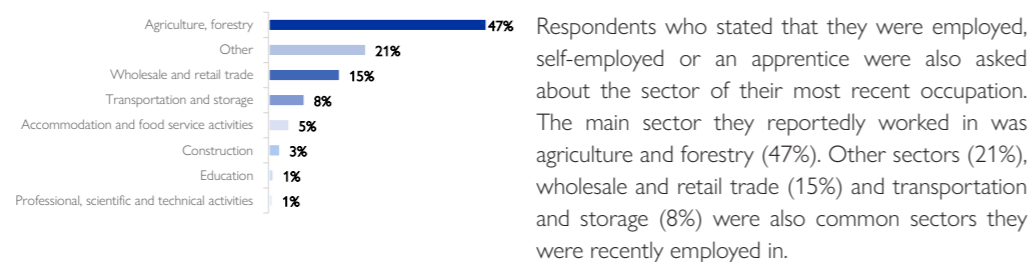
EMPLOYMENT PROFILE



Respondents were asked about their current employment status. The majority (74%) were either employed or self-employed. Just over a fifth (21%) were unemployed, with 12 per cent not looking for a job and 9 per cent looking for a job. The share of female respondents (42%) that were unemployed was higher than the share of male respondents (11%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Over three-quarters (76%) were unemployed, with 45 per cent not looking for a job and 31 per cent looking for a job. Six per cent were either employed or self-employed.

Main sector of most recent employment



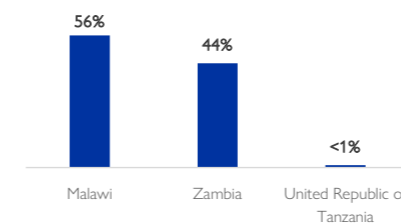
INTENTIONS

DETAILED REASONS FOR MOVEMENT

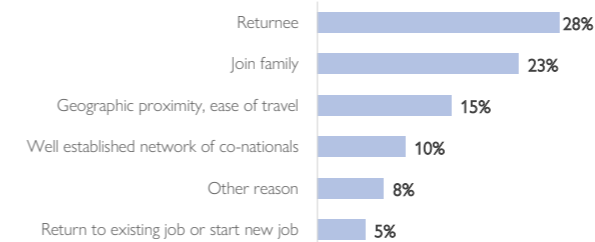


Over half (57%) the respondents indicated that their main reason for migration was for commercial activities, and 18 per cent cited family reunification or family formation as their reason for movement. This is in line with the FMR results that show that 75 per cent of all movements were short-term local movements and 23 per cent were for family reunification reasons.

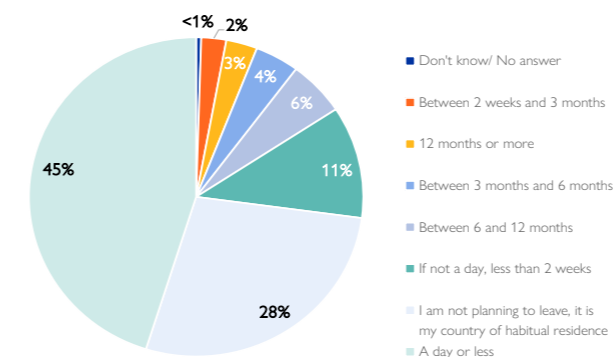
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



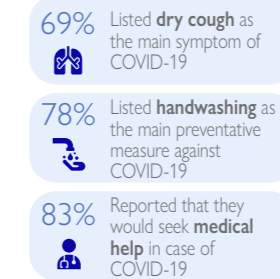
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



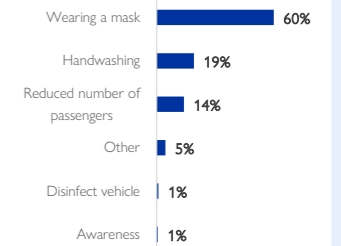
Malawi (56%) and Zambia (44%) were the top intended destination countries. The main reasons for choosing the final destination country varied with 28 per cent returning to their country of origin and 23 per cent choosing it to join family. Moreover, those travelling to Zambia (30%) and Malawi (26%) were largely returnees. Notably, almost half (45%) indicated that they intended to stay only a day or less in the final destination country.

COVID-19

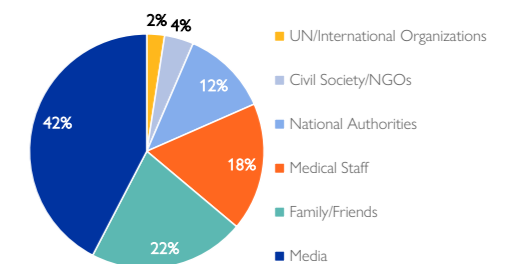
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?



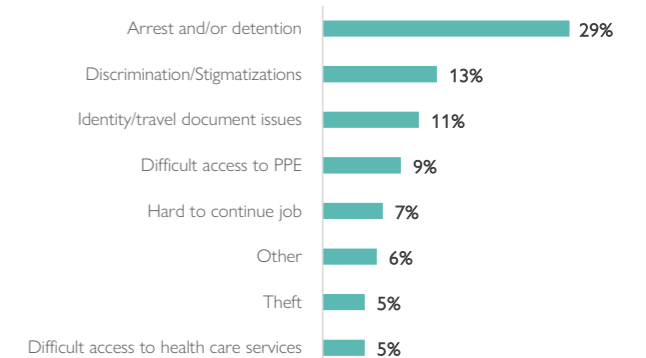
Sources of information on COVID-19



All respondents were aware of COVID-19 and the majority listed dry cough (69%) as the main symptom and handwashing (78%) as the main preventative measure. Only 29 per cent declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, the majority (60%) reported wearing a mask and almost a fifth (19%) reported handwashing as some of the measures applied. In addition, media (42%), family/friends (22%), medical staff (18%) and national authorities (12%) were the main sources of information on COVID-19.

CHALLENGES

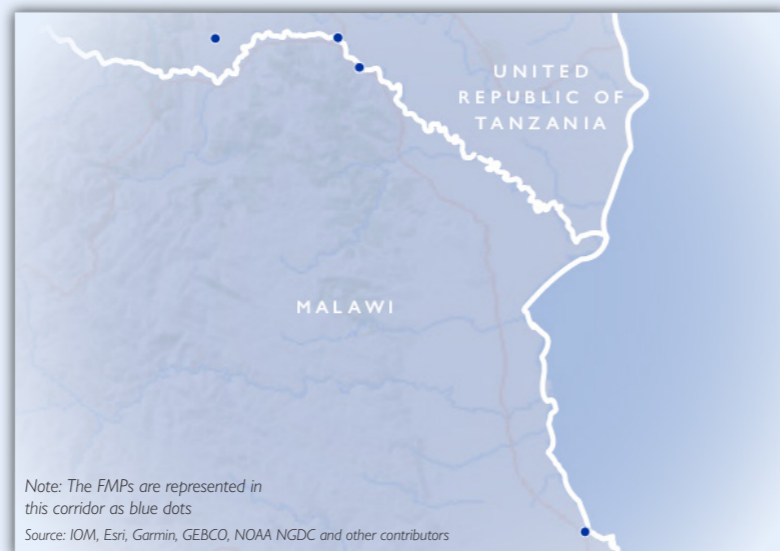
Challenges faced during the journey



Only 5 per cent of the respondents reported encountering challenges along their journey. However, the main challenge reported by 29 per cent of respondents was arrest and/or detention. Other challenges included discrimination/stigmatizations, including either physical or verbal abuse (13%), identity and travel document issues (11%) and difficulty accessing PPE (9%).

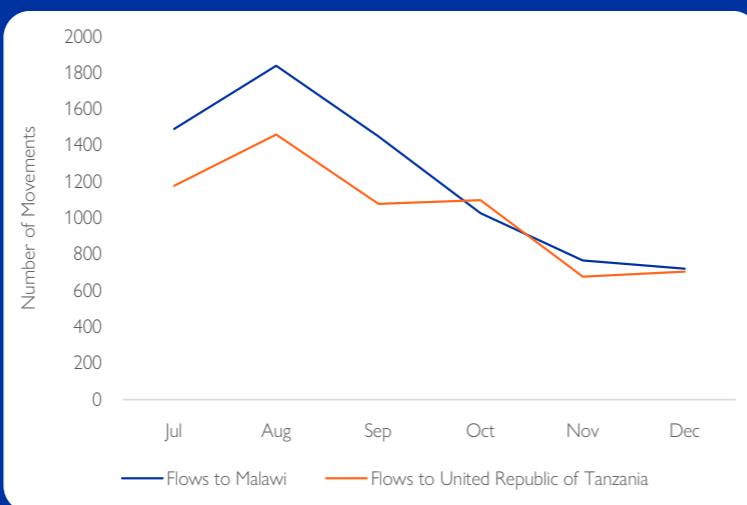


MALAWI (KARONGA) – UNITED REPUBLIC OF TANZANIA CORRIDOR



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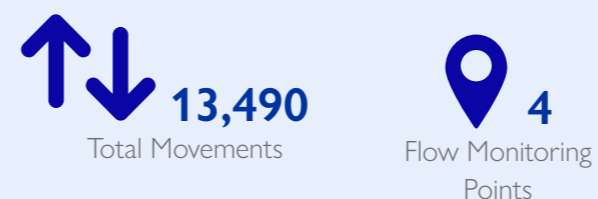
Monthly Observations from July – December 2021



OVERVIEW

In 2021, The Malawi (Karonga) – United Republic of Tanzania corridor saw a total of 13,490 cross-border movements at the FMPs. Over the reporting period, which started in July 2021, there were a total of four active FMPs. The fluctuation in flows over the reporting period were caused by the low levels and/or flooding of water in the Songwe river, storms, strong wind and/or the calmness of lakes. Like United Republic of Tanzania, Malawi is mainly used as a transit route to countries such as South Africa by predominantly North and East and Horn of African travellers. **United Republic of Tanzania (49%), Malawi (49%), Democratic Republic of the Congo (1%) and Burundi (<1%)** were the main countries of departure while **Malawi (54%), United Republic of Tanzania (45%) and Zambia (1%)** were the main countries of intended destination of individuals passing through the different FMPs. In addition to the flows to Malawi and United Republic of Tanzania, there were also five flows to Zambia. Short-term local movement influenced by cross-border irregular businesses, farming, fishing and movement for services (such as hospitals) have been observed across the FMPs. Inter-marriages and community gatherings (funerals, weddings and cultural ceremonies) have increased flows due to family reunification.

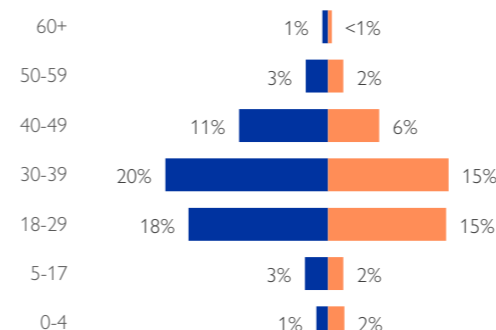
Observations from July – December 2021



DEMOGRAPHIC PROFILE



Age of the respondents (%)



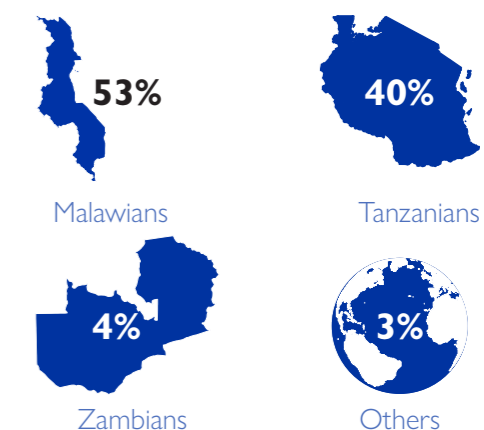
Out of the 13,490 cross-border movements observed at the four FMPs, 57 per cent were males while 43 per cent were females. Most respondents were between the ages of 30 and 39 (35%) and 18 and 29 (33%). Boys and girls (males and females below 18) made up 8 per cent of the individuals observed. Likewise, more than half (58%) of the children travelling with respondents were between five and 17, while the remaining 42 per cent were under four years old. The share of boys (N=589) was greater than the share of girls (N=537) for all children.

VULNERABLE GROUPS



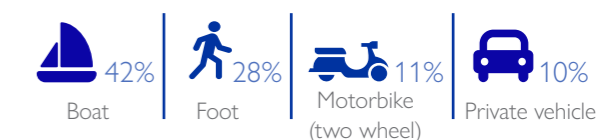
Out of the observed movements, 359 children were reportedly unaccompanied and 55 were elderly. Additionally, 689 individuals were reported to have diabetes or otherwise, 520 suffered from cardiac problems and 75 faced respiratory problems.

DECLARED NATIONALITIES



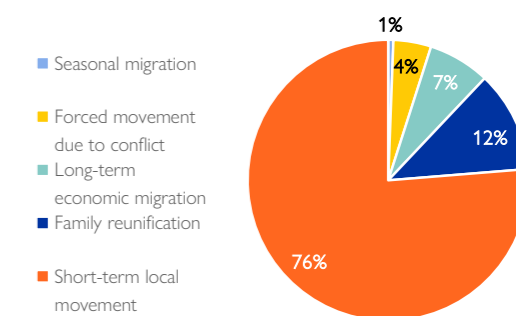
Over half (53%) of all movements were self-declared as Malawi nationals, while 40 per cent were declared as Tanzanians, 4 per cent were Zambians and 3 per cent were of other nationalities. Other nationals reportedly came from countries such as Burundi and Democratic Republic of the Congo.

MAIN MODES OF TRANSPORT



Forty-two per cent of the observed movements travelled by boat, while 28 per cent travelled on foot, 11 per cent by motorbike (two wheel) and 10 per cent by private vehicle (car or taxi). Other modes of transportation included bicycles (5%), buses (3%), three-wheelers (<1%) and trucks (<1%).

REASONS FOR MOVEMENT

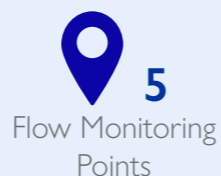


The majority (76%) of movements reported short-term local movement as the main reason for their journey. Family reunification was reported as a main reason for movement by 12 per cent of the movements. Short-term local movement was reported as the main reason for migration by 83 per cent of individuals travelling to United Republic of Tanzania, and by 71 per cent for those travelling to Malawi.

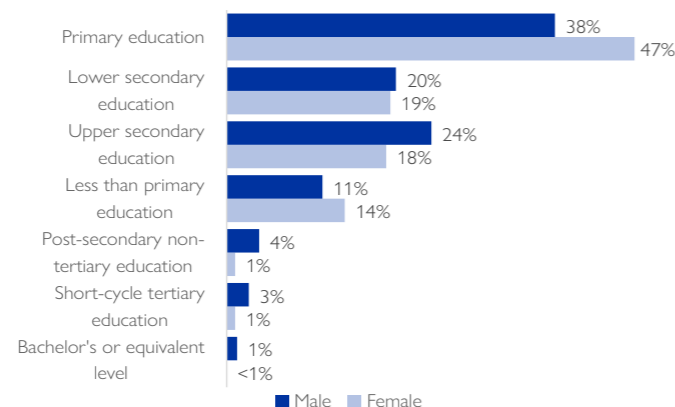


MALAWI (KARONGA) – UNITED REPUBLIC OF TANZANIA CORRIDOR

Observations from July – December 2021

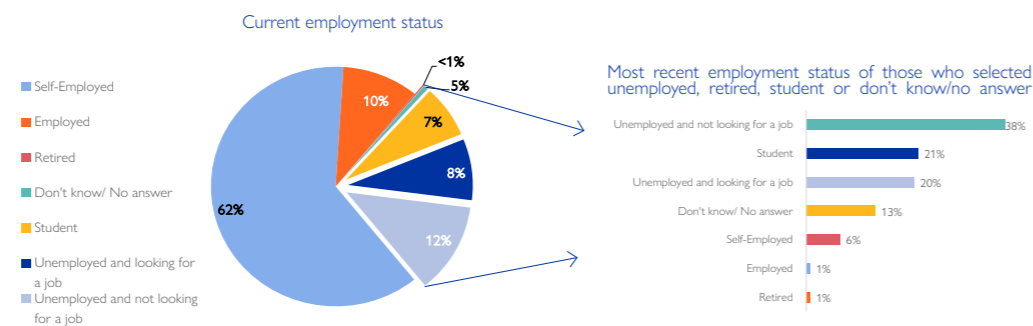


EDUCATION PROFILE



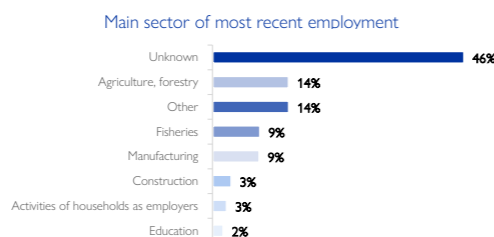
The largest share of respondents (42%) indicated that they received a primary education, 41 per cent had a secondary education (lower or upper secondary education) and 12 per cent had a less than a primary education. Males and females reported similar levels of education, Nonetheless, 6 per cent more males reported having an upper secondary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. The majority (72%) were either employed or self-employed. A fifth (20%) were unemployed, with 12 per cent not looking for a job and 8 per cent looking for a job. The share of female respondents (20%) that were unemployed and not looking for a job was higher than the share of male respondents (6%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Fifty-eight per cent were unemployed, with 38 per cent not looking for a job and 20 per cent looking for a job. Seven per cent were either self-employed or employed.



Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sectors they reportedly worked in were agriculture and forestry (14%) and other sectors (14%). However, 46 per cent of respondents did not answer this question.

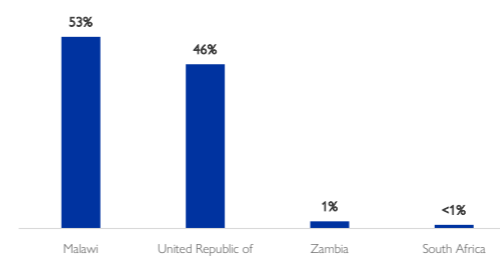
INTENTIONS

DETAILED REASONS FOR MOVEMENT

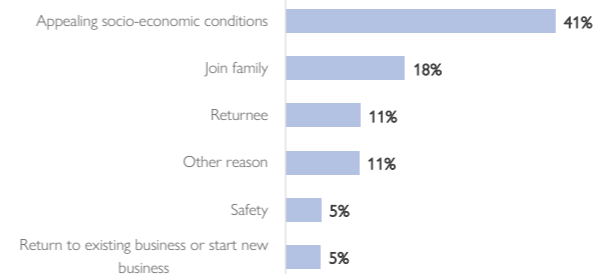


Sixty-two per cent of the respondents indicated that their main reason for migration was for commercial activities, and 18 per cent cited family reunification or family formation as their reason for movement. This is in line with the FMR results that show that 76 per cent of all movements were short-term local movements.

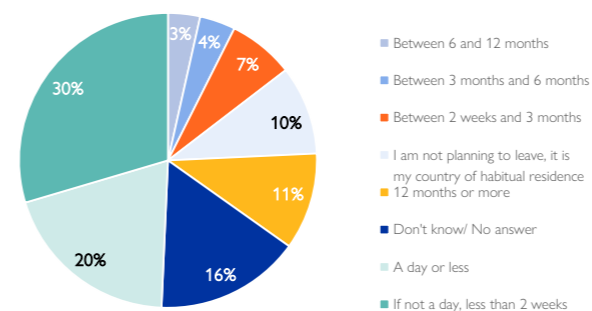
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



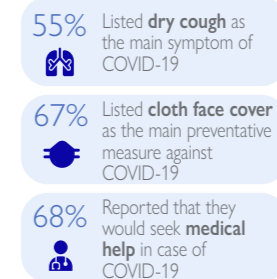
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



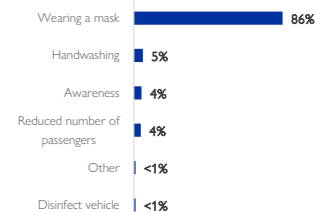
Malawi (53%) and United Republic of Tanzania (46%) were the top intended destination countries. The main reasons for choosing the final destination country varied with 41 per cent choosing it for the appealing socio-economic conditions. Moreover, appealing socio-economic conditions was the most cited reason for those travelling to Malawi (41%) and to United Republic of Tanzania (43%). In addition, less than two weeks was the most common (30%) intended length of stay in final destination country.

COVID-19

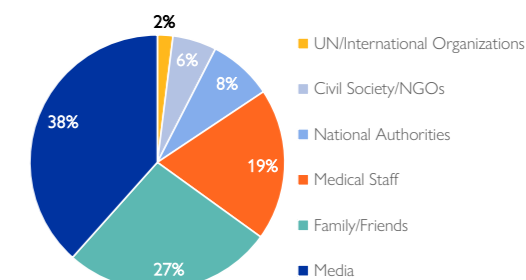
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?



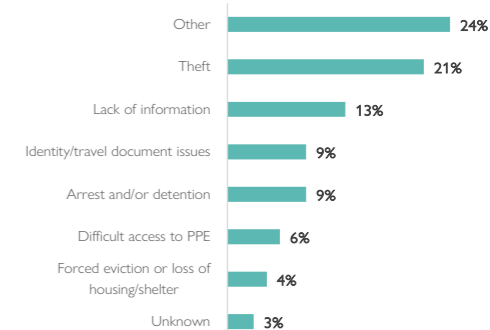
Sources of information on COVID-19



The great majority (97%) of respondents were aware of COVID-19 and the majority listed dry cough (55%) as the main symptom and wearing a cloth face cover when around others (67%) as the main preventative measure. Only 22 per cent declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, the majority (86%) reported wearing a mask as the main measure applied in the vehicle. In addition, media (38%), family/friends (27%) and medical staff (19%) were the main sources of information on COVID-19.

CHALLENGES

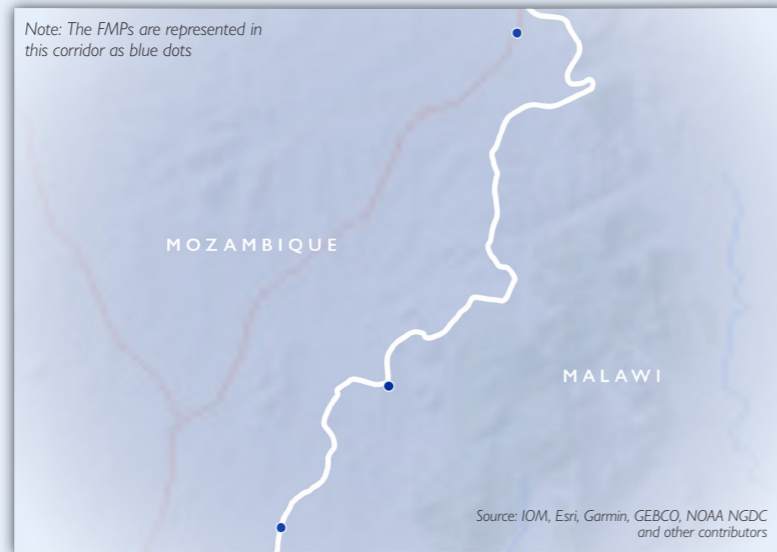
Challenges faced during the journey



Only 6 per cent of the respondents reported encountering challenges along their journey. These challenges varied, with 24 per cent reporting other challenges such as delays and loneliness. In addition, 21 per cent citing challenges related to theft. Additional challenges included lack of information (13%), identity and travel document issues (9%) and arrest and/or detention (9%).

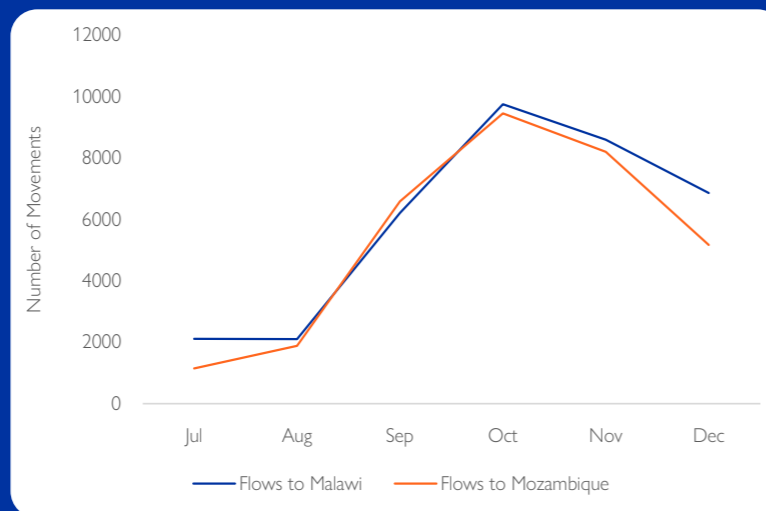


MALAWI (MWANZA) – MOZAMBIQUE (ZOBUE) CORRIDOR



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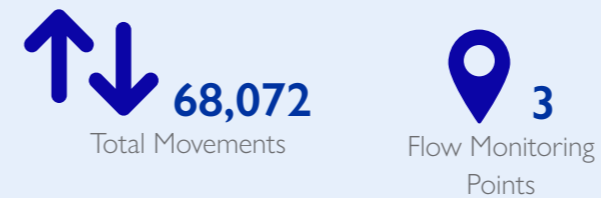
Monthly Observations from July – December 2021



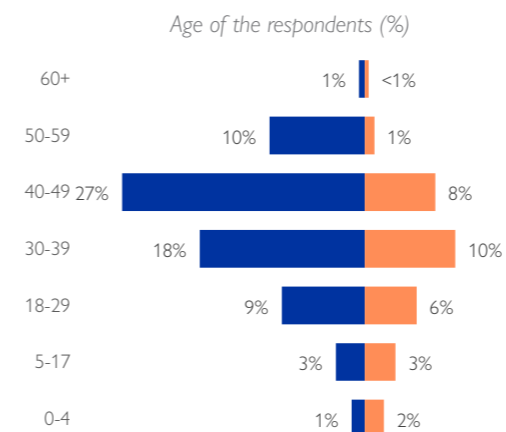
OVERVIEW

In 2021, The Malawi (Mwanza) – Mozambique (Zobue) corridor saw a total of 68,072 cross-border movements at the FMPs. Over the reporting period, which started in July 2021, there were a total of three active FMPs. The corridor saw a significant increase in movements between July and September, which can be attributed to the relaxed COVID-19 restrictions and the opening of schools. During this period, flows to Mozambique also increased as farm produce in the country had a low price and a high supply. In addition, Mozambicans observed travelling to Malawi were seeking services such as hospitals and different market services. Thursdays and Tuesdays saw a high number of flows in Malawi and Mozambique respectively due to market day at Sembezero market on Thursday and nearby market day in Mozambique on Tuesdays. **Malawi (45%), Mozambique (31%), South Africa (20%), Zimbabwe (2%), Zambia (1%) and United Republic of Tanzania (<1%)** were the main countries of departure while **Malawi (51%), Mozambique (32%), South Africa (14%) and Zimbabwe (3%)** were the main countries of intended destination of individuals passing through the different FMPs.

Observations from July – December 2021

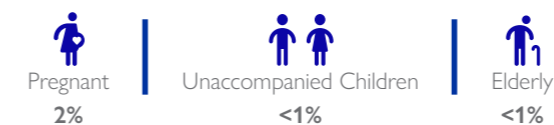


DEMOGRAPHIC PROFILE



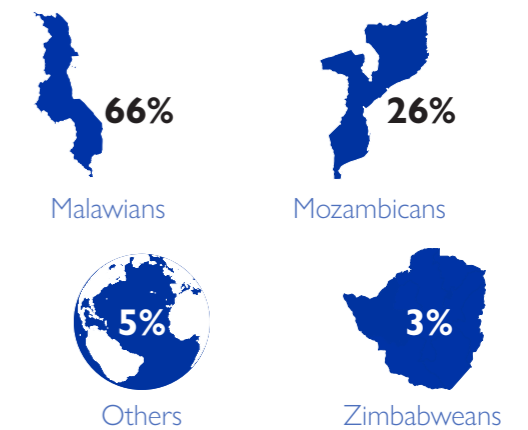
Out of the 68,072 cross-border movements observed at the three FMPs, 70% were males while 30% were females. Most respondents were between the ages of 40 and 49 (35%) and 30 and 39 (28%). Boys and girls (males and females below 18) made up 9 per cent of the individuals observed. Likewise, the majority (65%) of the children travelling with respondents were between five and 17, while the remaining 35 per cent were under four years old. Notably, the share of girls (N=3,724) was greater than the share of boys (N=3,137) for all children.

VULNERABLE GROUPS



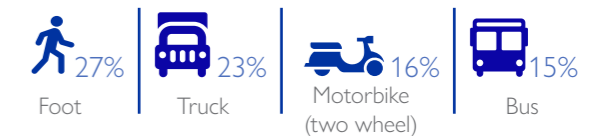
Out of the observed movements, 1,468 were pregnant, 220 children were reportedly unaccompanied and 10 individuals were elderly. Additionally, 294 individuals were reported to have cancer and 126 suffered from cardiac problems.

DECLARED NATIONALITIES



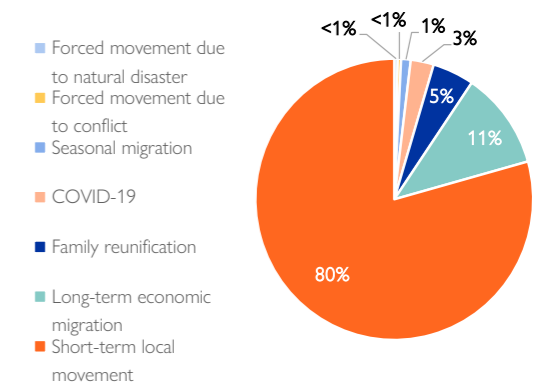
Two-thirds (66%) of all movements were self-declared as Malawi nationals, while 26 per cent were declared as Mozambicans, 3 per cent were Zimbabweans and 5 per cent were of other nationalities. Other nationals reportedly came from countries such as Zambia, South Africa and United Republic of Tanzania.

MAIN MODES OF TRANSPORT



Twenty-seven per cent of the observed movements travelled on foot, while just under a quarter (23%) travelled by truck, 16 per cent by motorbike and 15 per cent by bus. Other modes of transportation included private vehicles such as taxis or cars (14%), bicycles (3%), three-wheelers (<1%), boats (<1%) and airplanes (1%).

REASONS FOR MOVEMENT



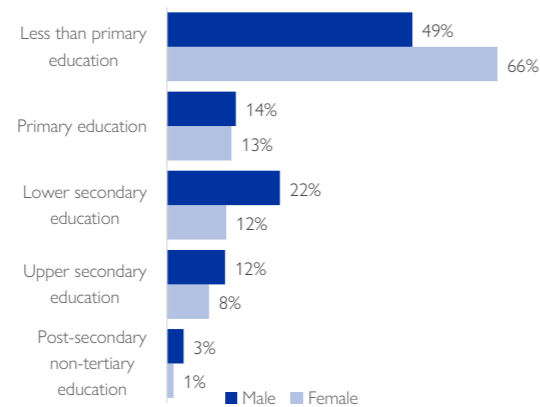
The majority (80%) of movements reported short-term local movement as the main reason for their journey. Seasonal migration (11%) was also reported as a main reason for movement. Short-term local movement was reported as the main reason for migration by 85 per cent of individuals travelling to Malawi, and by 74 per cent for those travelling to Mozambique.

MALAWI (MWANZA) – MOZAMBIQUE (ZOBUE) CORRIDOR

Observations from July – December 2021

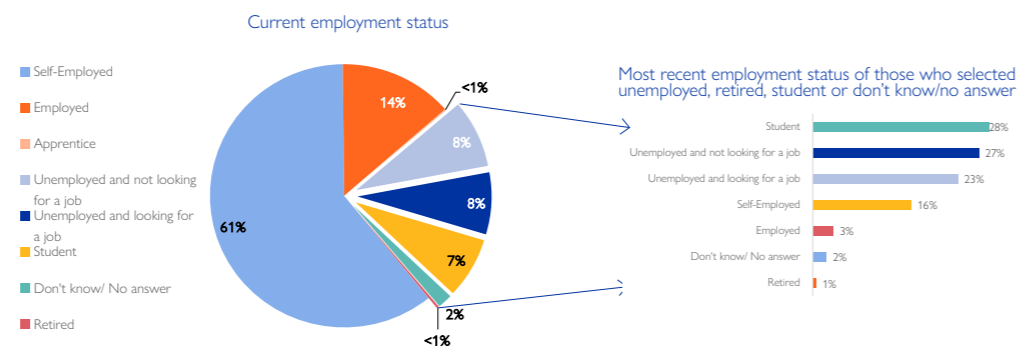


EDUCATION PROFILE



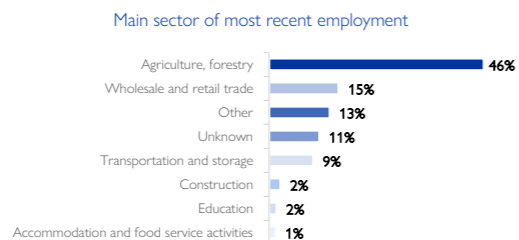
The largest share of respondents (53%) indicated that they received less than a primary education, 30 per cent had a secondary education (lower or upper secondary education) and 13 per cent had a primary education. Males and females reported similar levels of education. Nonetheless, 17 per cent more females reported having less than a primary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. The majority (74%) were either employed or self-employed. Sixteen per cent were unemployed, with 8 per cent not looking for a job and 8 per cent looking for a job. The share of female respondents (31%) that were unemployed was higher than the share of male respondents (10%).

Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking the journey. Half (50%) were unemployed, with 27 per cent not looking for a job and 23 per cent looking for a job. Nineteen per cent were either employed or self-employed.



Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sector they reportedly worked in was agriculture and forestry (46%). Wholesale and retail trade (15%), other sectors (13%) and transportation and storage (9%) were also common sectors they were recently employed in.

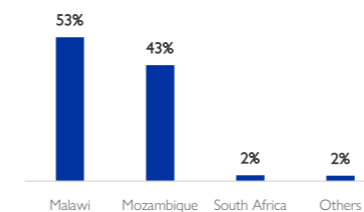
INTENTIONS

DETAILED REASONS FOR MOVEMENT

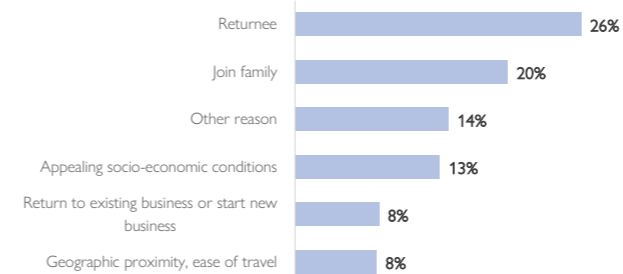


Twenty-seven per cent of the respondents indicated that their main reason for migration was for commercial activities, and 24 per cent cited attending a local family event as their reason for movement. This is in line with the FMR results that show that 80 per cent of all movements were short-term local movements.

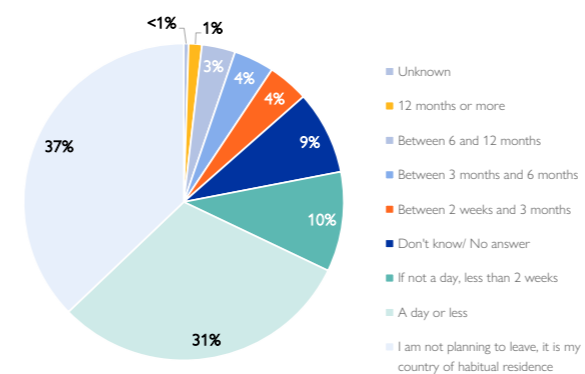
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



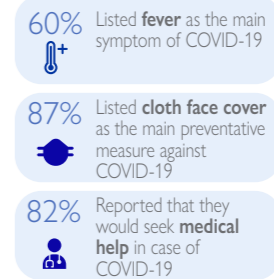
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



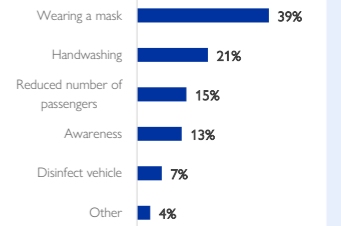
Malawi (53%) and Mozambique (43%) were the top intended destination countries. The main reasons for choosing the final destination country varied with 26 per cent returning to their country of origin and 20 per cent choosing it to join family. Moreover, those travelling to Malawi were largely returnees (33%), while joining family (19%) and returning to their country of origin (19%) were the most cited reasons for those travelling to Mozambique. Notably, 37 per cent of respondents indicated that they were not planning to leave their final destination country as it is their country of habitual residence.

COVID-19

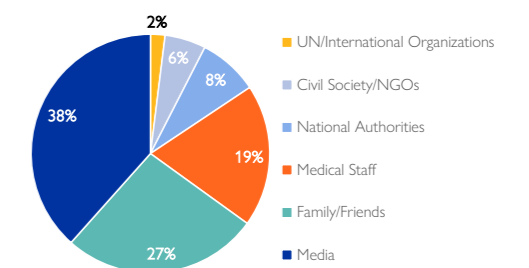
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?



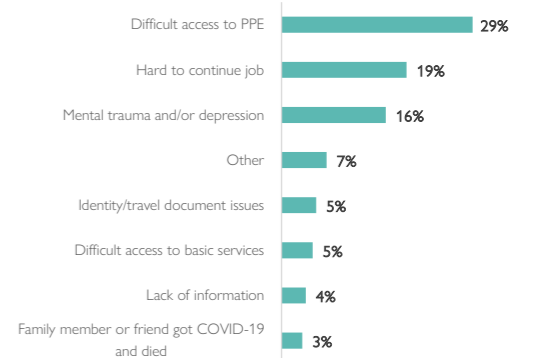
Sources of information on COVID-19



Almost all (99%) respondents were aware of COVID-19 and the majority listed fever (60%) as the main symptom and wearing a cloth face cover when around others (87%) as the main preventative measure. Almost half (47%) declared that COVID-19 preventative measures were taking during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, 39 per cent reported wearing a mask and over a fifth (21%) reported handwashing as some of the measures applied. In addition, media (38%), family/friends (27%), medical staff (19%) and national authorities (8%) were the main sources of information on COVID-19.

CHALLENGES

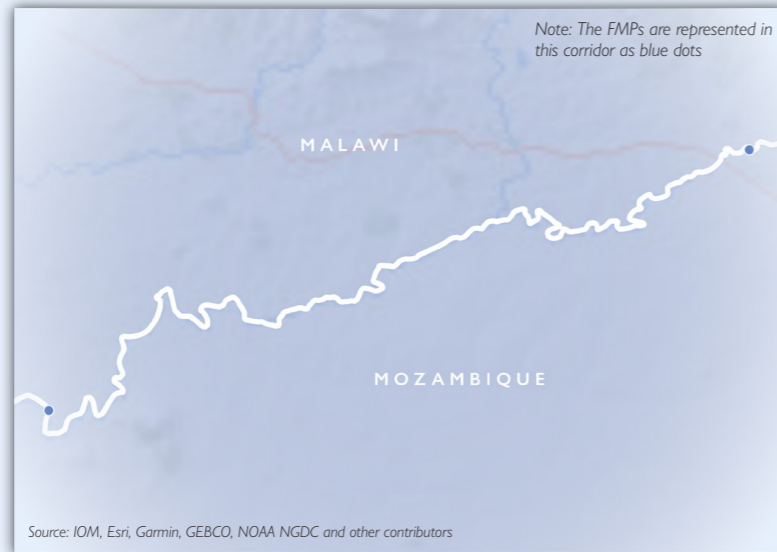
Challenges faced during the journey



Only 6 per cent of the respondents reported encountering challenges along their journey. However, the main challenge reported by 29 per cent of respondents was difficulty accessing PPE. Other challenges included difficulty continuing jobs (19%) and mental trauma and/or depression (16%), including homesickness or distress.

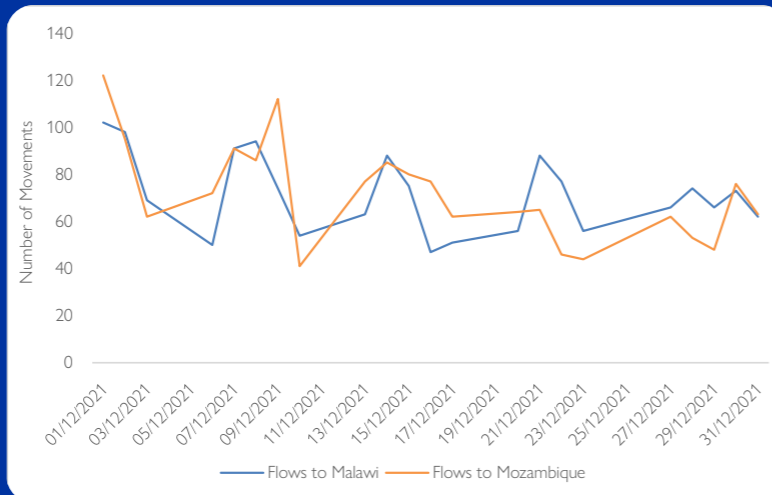


MALAWI (MULANJE) – MOZAMBIQUE CORRIDOR



Disclaimer: This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

Daily Observations for December 2021



OVERVIEW

During the month of December 2021, data collection activities were conducted for the first time at the Malawi (Mulanje) – Mozambique corridor. Over the reporting period, a total of 3,157 cross-border movements were observed at the two active FMPs. **Malawi (50%) and Mozambique (50%)** were the main countries of departure and intended destination of individuals passing through the different FMPs. As November through April is a crop growing season, Malawians who have farmlands in Mozambique were observed travelling to cultivate their crops in Mozambique. In addition, most Mozambicans rely on services in Malawi including, hospitals, market and schools. These factors contributed to the rise in short-term local movements and seasonal migration.

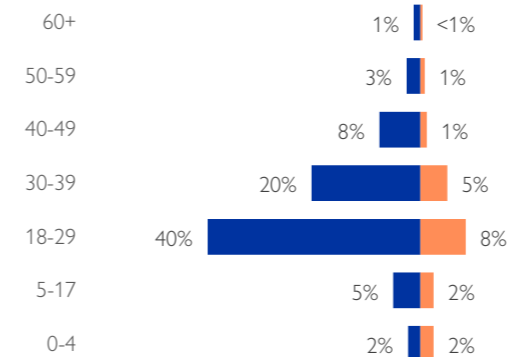
Observations from December 2021



DEMOGRAPHIC PROFILE



Age of the respondents (%)



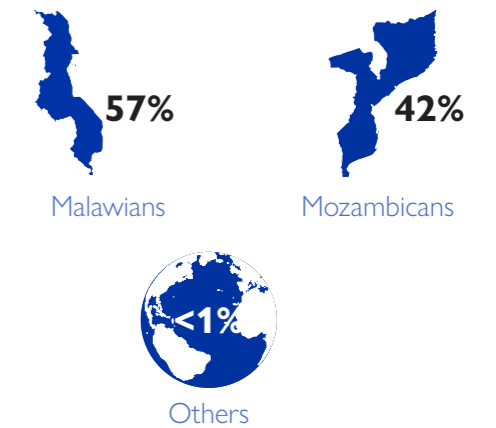
Out of the 3,157 cross-border movements observed at the two FMPs, 79% were males while 21% were females. Most respondents were between the ages of 18 and 29 (48%) and 30 and 39 (25%). Boys and girls (males and females below 18) made up 12 per cent of the individuals observed. Likewise, the majority (61%) of the children travelling with respondents were between five and 17, while the remaining 39 per cent were under four years old. The share of boys (N=235) was greater than the share of girls (N=155) for all children.

VULNERABLE GROUPS



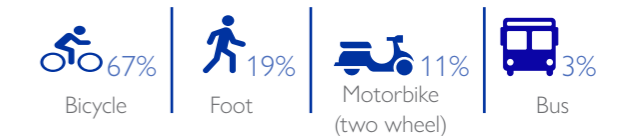
Out of the observed movements, 48 were pregnant, and 19 individuals were elderly. Additionally, 12 individuals were reported to have diabetes or otherwise, 81 suffered from cardiac problems and 29 faced respiratory problems.

DECLARED NATIONALITIES



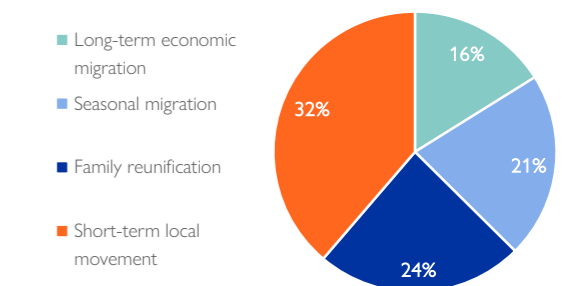
Over half (57%) of all movements were self-declared as Malawi nationals, while 42 per cent were declared as Mozambicans, and less than 1 per cent were of other nationalities. Other nationals reportedly came from countries such as Namibia, and Somalia.

MAIN MODES OF TRANSPORT



The majority (67%) of observed movements travelled by bicycle, while 19 per cent travelled on foot, 11 per cent by motorbike and 3 per cent by bus. Other modes of transportation included three-wheelers (<1%), private vehicles such as taxis or cars (<1%) and trucks (<1%).

REASONS FOR MOVEMENT



Just under a third (32%) of movements reported short-term local movement as the main reason for their journey. Family reunification (24%) was also reported as a main reason for movement. Short-term local movement was reported as the main reason for migration by 44 per cent of individuals travelling to Malawi, and by 33 per cent for those travelling to Mozambique.

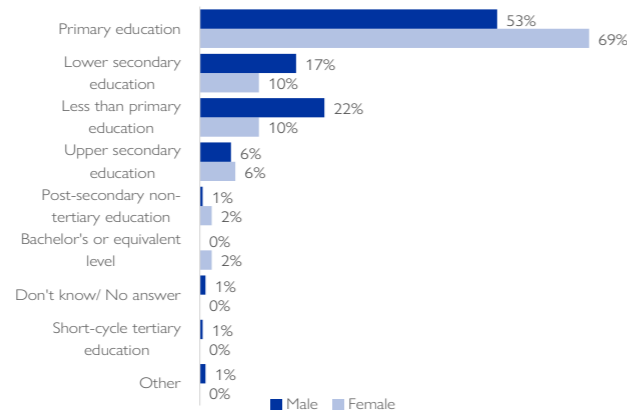


MALAWI (MULANJE) – MOZAMBIQUE CORRIDOR

Observations from December 2021

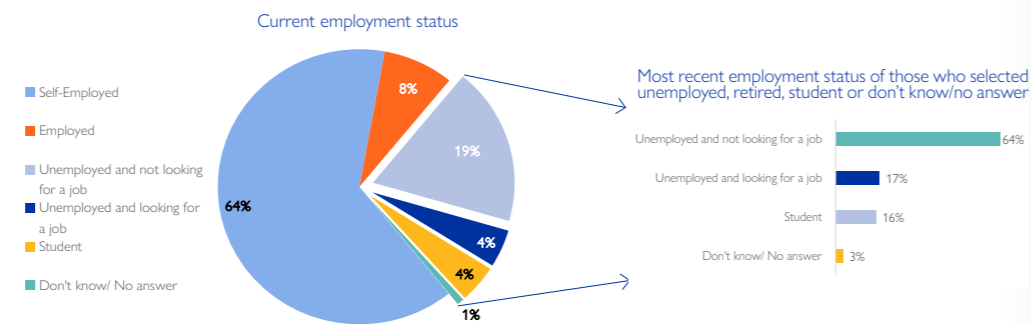


EDUCATION PROFILE



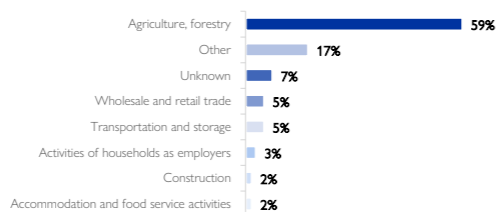
The largest share of respondents (56%) indicated that they received a primary education, 21 per cent had a secondary education (lower or upper secondary education) and 20 per cent had a less than a primary education. Males and females reported similar levels of education. Nonetheless, 12 per cent more males reported having less than a primary education.

EMPLOYMENT PROFILE



Respondents were asked about their current employment status. The majority (72%) were either employed or self-employed. Twenty-three per cent were unemployed, with 19 per cent not looking for a job and 4 per cent looking for a job. The share of female respondents (29%) that were unemployed was higher than the share of male respondents (22%).

Main sector of most recent employment



Respondents who indicated that they were unemployed, retired or students; or, if they did not answer were asked about their most recent employment status before taking their journey. The majority (81%) were unemployed, with 64 per cent not looking for a job and 17 per cent looking for a job. Sixteen per cent were students.

Respondents who stated that they were employed, self-employed or an apprentice were also asked about the sector of their most recent occupation. The main sector they reportedly worked in was agriculture and forestry (59%). Other sectors (17%), wholesale and retail trade (5%) and transportation and storage (5%) were also sectors they were recently employed in.

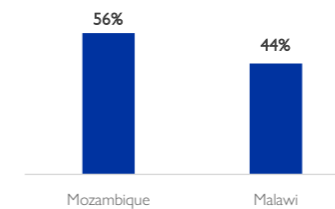
INTENTIONS

DETAILED REASONS FOR MOVEMENT

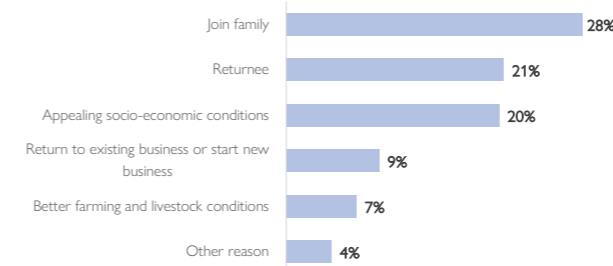


Forty-three per cent of the respondents indicated that their main reason for migration was for commercial activities, and 41 per cent cited family reunification or family formation as their reason for movement. This is in line with the FMR results that show that almost a third (32%) of all movements were short-term local movements, and 24 per cent were for family reunification reasons.

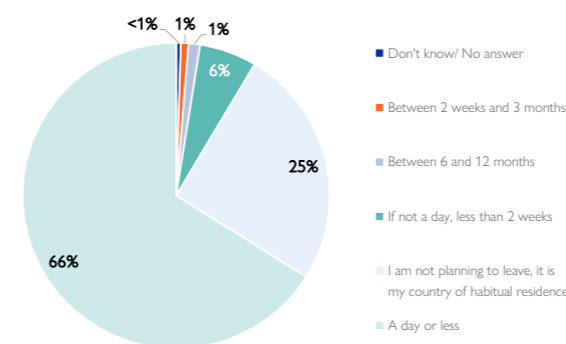
INTENDED COUNTRIES OF DESTINATION



MAIN REASONS FOR CHOOSING FINAL DESTINATION COUNTRY



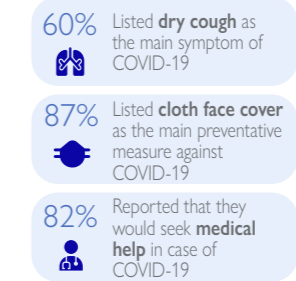
INTENDED LENGTH OF STAY IN FINAL DESTINATION COUNTRY



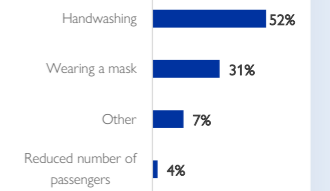
Mozambique (56%) and Malawi (44%) were the top intended destination countries. The main reasons for choosing the final destination country varied with 28 per cent choosing it to join family and just over a fifth (21%) returning to their country of origin. Moreover, joining family was the most cited reason for those travelling to Mozambique (30%) and to Malawi (26%). Notably, the majority (66%) indicated that they intended to stay only a day or less in the final destination country.

COVID-19

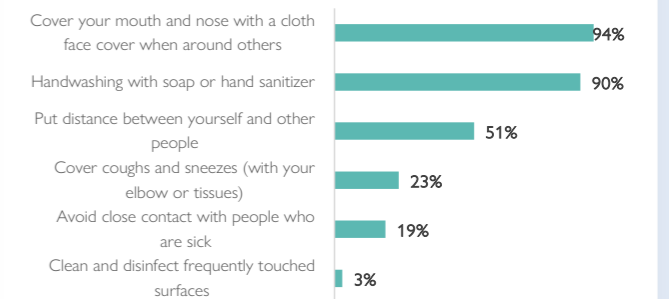
Awareness of COVID-19 symptoms and prevention measures



What COVID-19 measures were applied in the vehicle you travelled in?

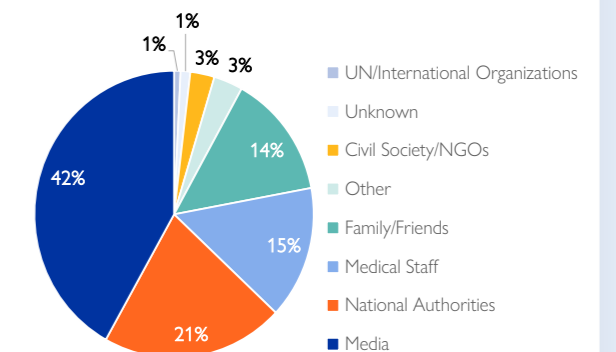


COVID-19 prevention measures



Almost all (99%) respondents were aware of COVID-19 and the majority listed dry cough (61%) as the main symptom and wearing a cloth face cover when around others (94%) as the main preventative measure. The majority (81%) also reported that they would seek medical help in case of COVID-19 symptoms. Only 16 per cent declared that COVID-19 preventative measures were taken during their trip/in the vehicle they travelled in. Out of those that cited experiencing these measures, over half (52%) reported handwashing and 31 per cent reported wearing a mask as some of the measures applied.

Sources of information on COVID-19



Media (42%), national authorities (21%), medical staff (15%) and family/friends (14%) were the main sources of information on COVID-19. No respondents reported encountering challenges along their journey in the month of December 2021.



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