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ULAANBAATAR CITY

Rapid Assessment on Population, Migration and Needs

**September 2022 to February 2023
(Third Phase Data Collection)**



CONTENTS

Introduction and Methodology	1
1. Data Analysis Ulaanbaatar city	4
1.1 Population Baseline and Demographic Overview.....	4
1.2 Registration	5
1.3 Arrival.....	6
1.4 Departure.....	9
1.5 Employment	11
1.6 Financial Situation.....	12
1.7 Mobility-related Challenges.....	14
1.8 Services and Infrastructure.....	16
Conclusion and Recommendations	19

INTRODUCTION AND METHODOLOGY



INTRODUCTION

This report provides an overview of key thematic areas covered by the Ulaanbaatar city-wide rapid assessment on population, migration and needs between September 2022 and February 2023. Current data collection is the third phase of the Displacement Tracking Matrix (DTM) Mobility tracking assessment done by IOM Mongolia in Ulaanbaatar.

Similar to phase one, this study explores eight primary themes across Ulaanbaatar, namely, population baseline figures, registration, internal arrivals and departures (covered as separate themes), employment, financial situation, mobility-related challenges, and services and infrastructure. Data are collected through key informant interviews with kheseg leaders,¹ who are well-informed about their communities, resources and local context.

Previous IOM studies have found that a combination of complex factors, including land degradation and climate change, are altering traditional migration patterns in Mongolia. More frequent drought and dzuds,² insufficient job opportunities, inadequate living conditions, and the rural population's livestock dependency has directly increased the level of migration to urban areas and other aimags.³

Understanding the nature of these migration patterns has been hindered by discrepancies between census data, registration data, and the reality of people living in and migrating between different locations across Mongolia. By obtaining data on population and internal migration in Ulaanbaatar city, this study aims to bridge the gap in up-to-date data collection and analysis to inform policies and actions on internal migration.

RESEARCH METHODOLOGY

This report utilizes the IOM DTM Mobility Tracking methodology adapted for the Mongolian context. Information is collected at the kheseg level – the smallest administrative unit in Ulaanbaatar – through

¹ Kheseg is the smallest administrative unit in Ulaanbaatar. Kheseg leader usually refer to the governor of a kheseg.

² Dzuds are extreme winters characterised by freezing temperatures, heavy snow, and frozen ground, with temperatures reaching far below the average. While herders and animals living in Mongolia are resilient to environmental hazards, and are used to hot summers and cold winters, dzuds put an additional strain on the lives of herders.

³ An aimag is a Mongolian province-level administrative subdivision.

⁴ A khoroo is an administrative subdivision of Ulaanbaatar.

key informant interviews with kheseg leaders. Kheseg leaders were chosen as key informants due to their in-depth knowledge of their communities, as well as the resources and contacts in their possession and duties providing essential public services to the population. Kheseg leaders were asked to fill out the survey tool composed of seven parts – each outlined into separate sections in this report. Kheseg leaders filled in the data collection form on mobile devices after conducting observation within their respective regions **checking new arrivals and departures and the registration status**. Moreover, kheseg leaders were thoroughly trained on the survey tool prior to its implementation to ensure accurate and reliable data collection and entry.

After the data entry process, the DTM team conducted a series of quality assurance checks to identify any potential data entry errors, discrepancies or duplicates, and followed up with kheseg leaders for clarification. Data analysis was conducted at the kheseg level and then aggregated at the khoroo,⁴ district and city-wide levels. Notably, findings presented in this report at the district or city level are also available at the kheseg level.

LIMITATIONS

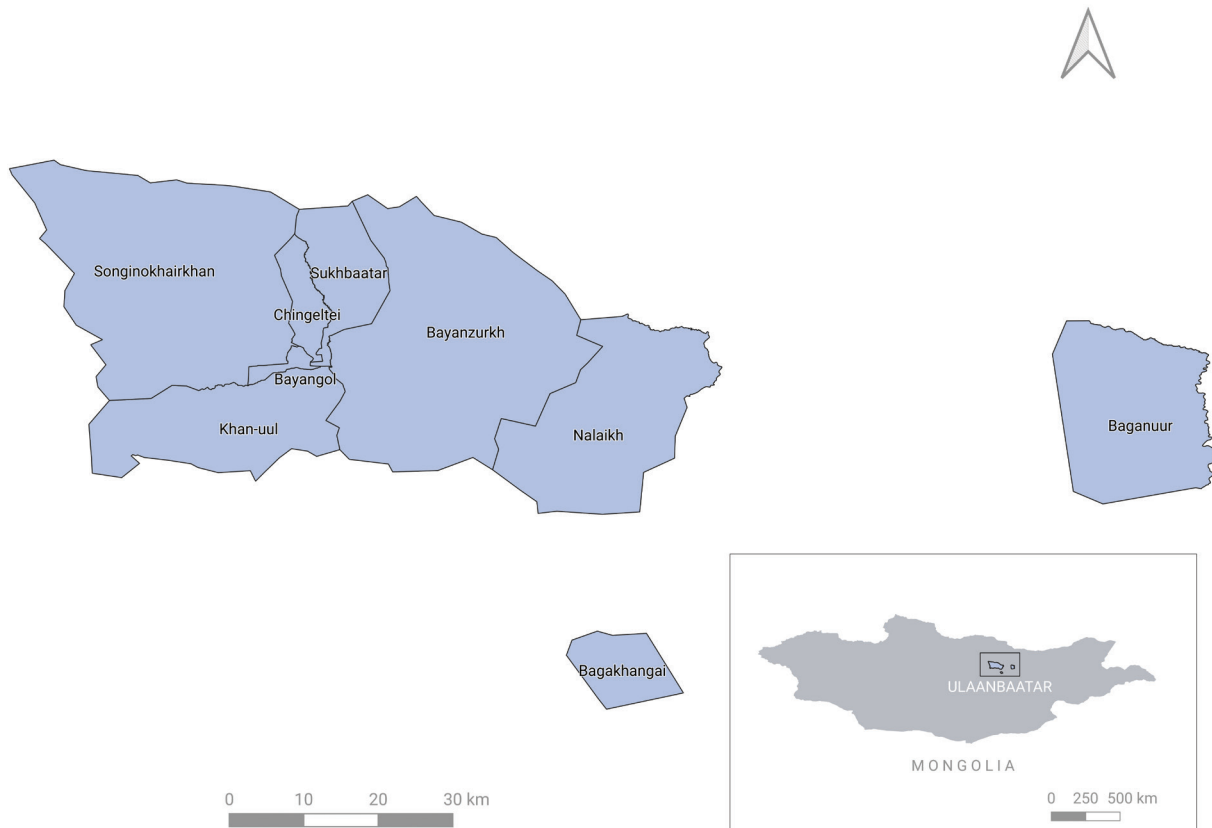
The adopted methodology relies on information provided by key informants and is intended to serve as one data source for triangulation with other available sources.

The data collected shows the estimates and perceptions of key informants, which are often subjective. Therefore, the data has limited external and internal validity since the reliability of the data will vary in line with a number of factors, including the size of the observational unit (i.e. the size and population of the kheseg) and the knowledge of the specific key informant, which might depend on the extent to which they are engaged with the community.

Additionally, the triangulation of results, which could otherwise serve as a useful counterbalance

against biases, was limited by the usage of only one key informant per assessed location.

GEOGRAPHICAL COVERAGE BREAKDOWN



Districts	Number of Khesegs	Total population <i>(Inclusive of unregistered temporary residents)</i>
Bayanzurkh district	508	420,793
Songinokhairkhan district	387	352,410
Bayangol district	268	259,931
Khan-Uul district	230	249,172
Chingeltei district	212	146,747
Sukhbaatar district	181	137,655
Nalaikh district	50	42,406
Baganuur district	34	27,105
Bagakhangai district	6	4,539
Total	1,876	1,640,758

DEFINITIONS

Baseline population figures: All residents of the location at the time of the assessment, irrespective of place of origin, document status, registration status, age, or any other socio-demographic characteristic.

Household: A group of individuals living under the same roof, sharing expenses and food.

Arrivals: Individuals who have arrived at a location (both registered and unregistered) with the intention of staying for at least four weeks, regardless of whether they arrived from another location within the same city or outside the city.

Departures: Individuals who have left a location and who do not intend to return for at least four weeks, regardless of whether they left for another location within the same city or outside the city.

Key informant: An expert source of information, which in this case refers to the kheseq leaders.

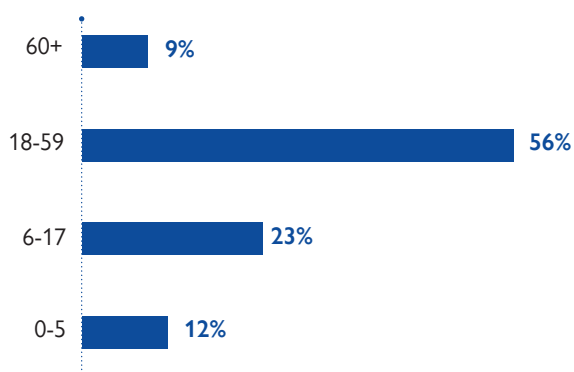
Enumerator: An individual who collects data. In this assessment the data collection is completed by the key informant, therefore the two terms overlap.

1. DATA ANALYSIS ULAANBAATAR CITY

1.1 POPULATION BASELINE AND DEMOGRAPHIC OVERVIEW



Figure 1. Population disaggregated by age group (% of individuals)

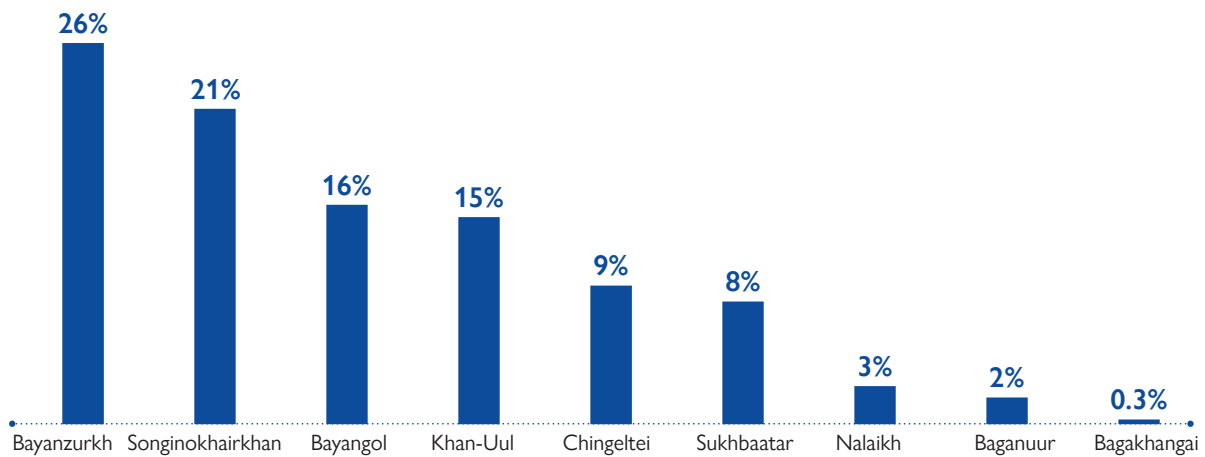


At the time of the assessment — between September 2022 and February 2023 — there were 1,640,758 individuals and 474,198 households living in Ulaanbaatar city. Fifty-three per cent were women and 47 per cent were men. A significant 35 per cent of the population registered as minors: 12 per cent aged 0-5 years, and 23 per cent aged 6-17 years. Adults aged 18-59 years accounted for 56 per cent of the population, whereas the elderly aged 60 years and above accounted for nine per cent.

Overall, 27,666 individuals were reported with disability — two per cent of the population. There were 12,027 women reported being pregnant (1% of the female population), 13,138 elderly reported having no caregivers (9% of all elderly aged 60 years and above), and 15,119 children reported being separated from their mother, father, or both (3% of children under 18 years old). Meanwhile, there were 21,151 single-parent and 55,004 elderly-headed households⁵ in the city, representing four and 12 per cent of all households, respectively.

Ulaanbaatar city has nine districts. The most populated districts were Bayanzurkh, Songinokhairkhan, and Bayangol, hosting 26 per cent, 21 per cent and 16 per cent of the total population, respectively. On the other hand, Nalaikh, Baganuur, and Bagakhangai were the least populated districts, hosting three per cent, two per cent, and 0.3 per cent of the total population, respectively.

Figure 2. Population by district (% of individuals)

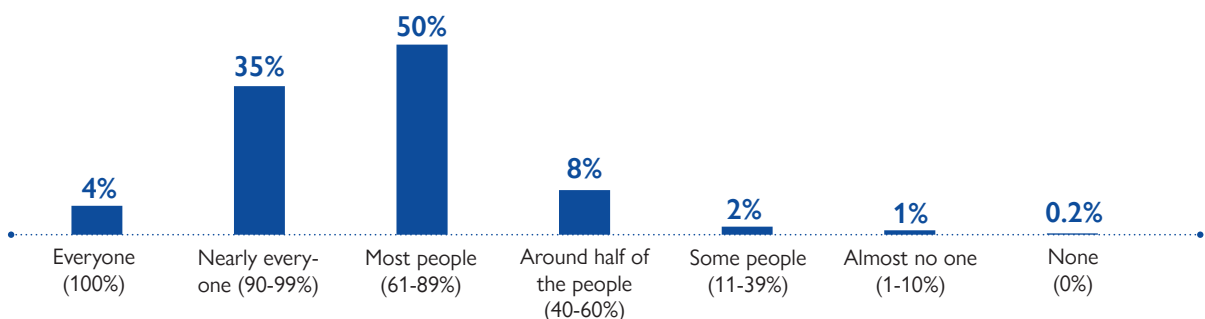


1.2 REGISTRATION

Overall, 39 per cent of khesegs across the city reported that almost all residents were registered (meaning a registration rate higher than 90%), including four per cent (83 khesegs) which reported that all residents were registered. Additionally, 50 per cent of khesegs

reported that most people (61–89% of residents) were registered, eight per cent of khesegs reported that around half of the people (40–60% of residents) were registered, and three per cent reported that less than 40 per cent of residents were registered, including six khesegs where no one was registered.

Figure 3. Estimated registration (% of khesegs)



⁵ Households which are headed by a person aged 60 and over.

Figure 4. Districts with more than 90% registration (% of khesegs)

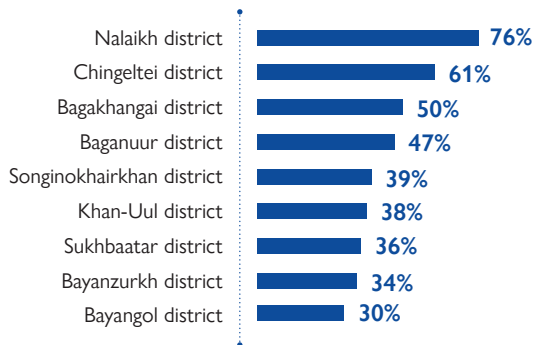
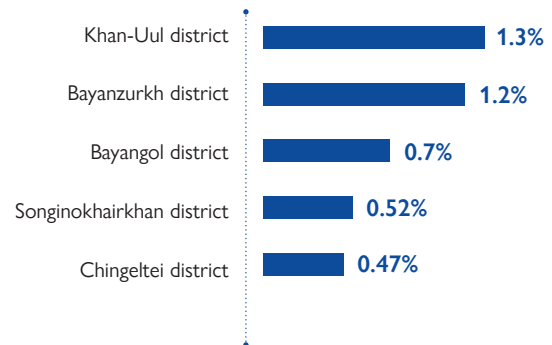


Figure 5. Districts with less than 10% registration (% of khesegs)



People considering themselves as temporary residents in the khesege was the main reason for not registering in the city — as reported by 26 per cent of responses. Other important reasons for non-registration included

residents considering registration irrelevant to their lives (14%), schooling/education reasons (14%), not knowing how to fill in registration forms (13%), and people considering filling in the form too cumbersome (10%).

Figure 6. Primary reasons for non-registration

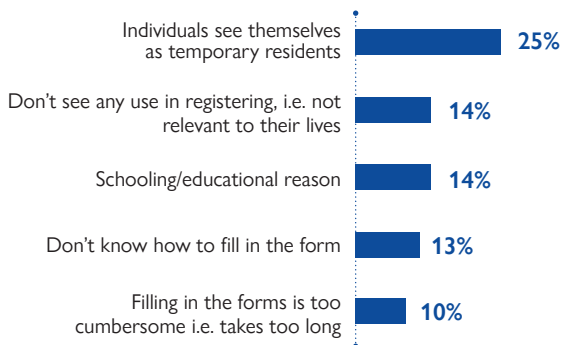
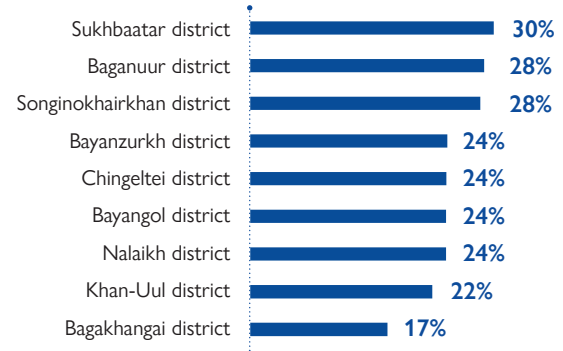


Figure 7. Non-registration because people consider themselves to be temporary residence by district (% of khesegs)



1.3 ARRIVAL

A total of 43,784 people arrived in Ulaanbaatar in the last six months prior to the interview. The highest number of arrivals was reported in Khan-Uul district

(26% of all arrivals in the city), followed by Bayanzurkh district (19%) and Songinokhairkhan district (16%).

Figure 8. Top districts of arrivals (% of total arrival)

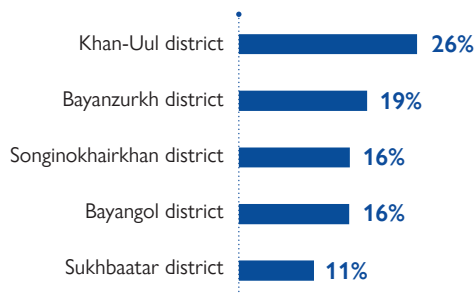


Figure 9. Top khorooos of arrivals – Khan-Uul district (% of total arrival in the district)

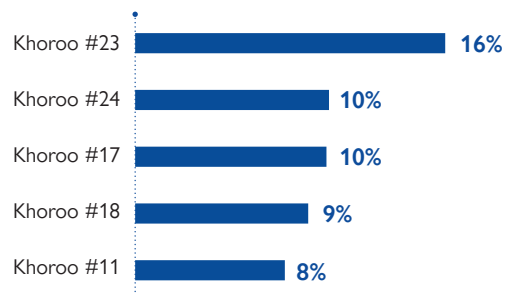


Figure 10. Top khoroods of arrivals - Bayanzurkh district (% of total arrival in the district)

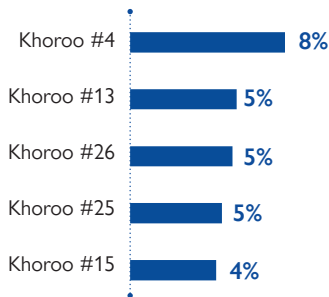


Figure 11. Top khoroods of arrivals – Songinokhairkhan district (% of total arrival in the district)

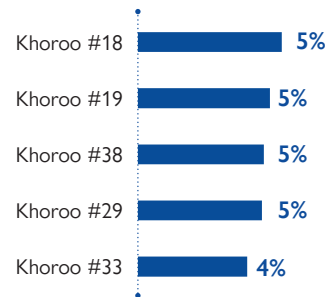


Figure 12. Top khoroods of arrivals – Bayangol district (% of total arrival in the district)

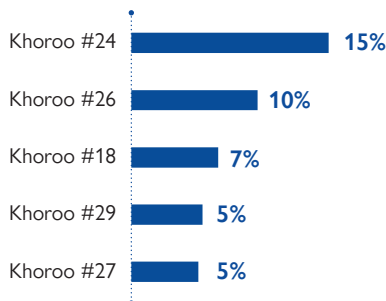
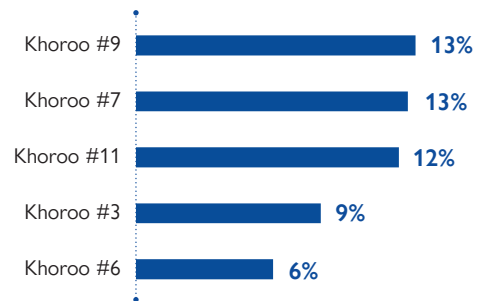
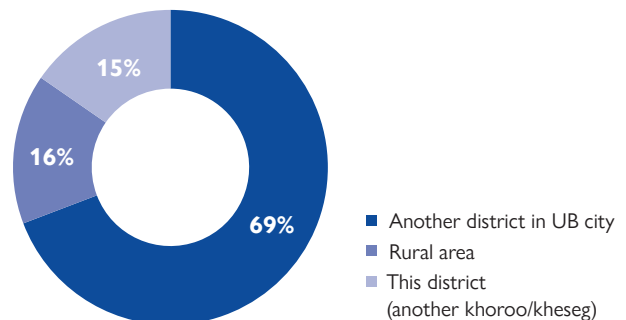


Figure 13. Top khoroods of arrivals – Sukhbaatar district (% of total arrival in the district)



Most arrivals (69%) came from another district within Ulaanbaatar city, followed by 16 per cent from rural areas, and 15 per cent from another khoroo or kheseg in the same district. Among those who arrived from Ulaanbaatar area, 50 per cent were from apartment khesegs, 39 per cent from ger khesegs, and 11 per cent from ger and apartment mix khesegs.⁶ Among those who arrived from rural areas, 45 per cent were from soum center baghs, followed by 45 per cent from aimag center baghs, and three per cent from rural baghs.⁷

Chart 1. Arrivals coming from (% of total arrivals)



⁶ Ger areas are the traditional Mongolian living arrangements where state heating and water are not provided. In ger areas, residents mostly use transported water and burn wood and coal for heating. In apartment areas, heating and water are provided by the state. Ger and apartment mix khesegs are khesegs where both living arrangements co-exist.

⁷ Bagh is the smallest administrative unit in the rural provincial area of Mongolia. Aimag center bagh is the smallest administrative unit located in the center of aimag, while soum center bagh is the second smallest administrative unit in rural Mongolia.

Chart 2. Arrivals coming from
(% of total arrivals from Ulaanbaatar area)

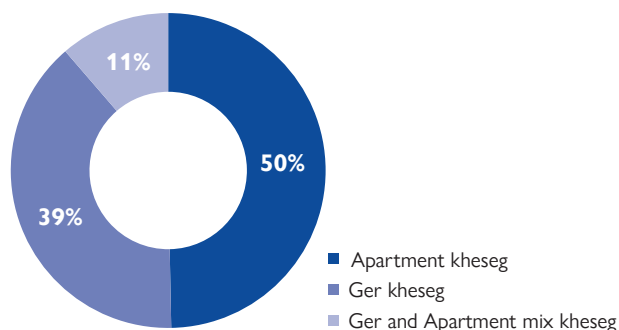
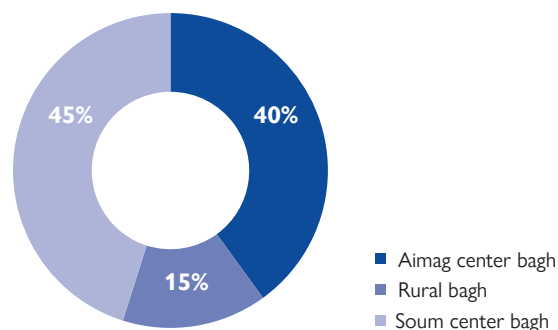


Chart 3. Arrivals coming from
(% of total arrivals from rural areas)



Between September 2022 and February 2023, a total of 172 individuals arrived in Ulaanbaatar city for otor reasons.⁸ This number shows a significant decrease compared to the number of otor arrivals from the phase two assessment (1,414 individuals). These otor arrivals were reported in seven districts - Chingeltei district received the most otor arrivals (33% of all reported otor arrivals), followed by Bayangol district (22%) and

Khan-Uul district (19%).

Of all otor arrivals, 39 per cent were due to no grazing land in their bagh of origin, 32 per cent were linked to usual seasonal movement, 24 per cent was in search for better grazing land in the destination land, and five per cent was due to dzuds and other harsh winter conditions in the bagh of origin.

Figure 14. Districts with otor arrivals
(% of all otor arrivals)

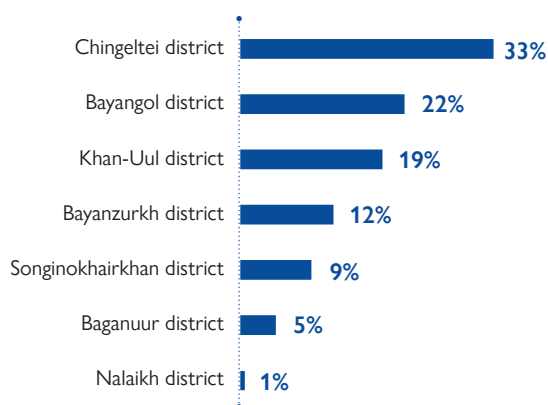
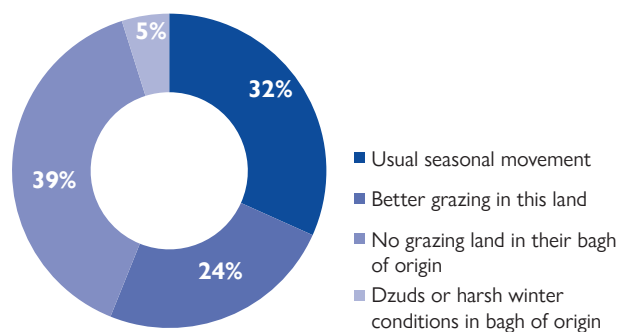


Chart 4. Reasons for otor arrivals



For the rest of the arrivals in Ulaanbaatar city (non-otor arrivals), education continued to be the predominant reason (as reported in 22% of all responses), followed by employment (18%) and housing, land or land issues (16%) - these findings are highly comparable to findings from the phase two assessment. For people who arrived for job opportunities, their employment was

concentrated in construction (24%), social work (20%), and education (14%) sectors.

Meanwhile, other arrivals were motivated by access to basic services — the share of which increase from previously 11 per cent during the phase two assessment to 14 per cent according to the current assessment.

⁸ Otor movement is a traditional mobility strategy developed by Mongolian herders when herders follow their livestock to different locations for better grazing land.

Figure 15. Primary reasons for arrival (non-otor reasons)

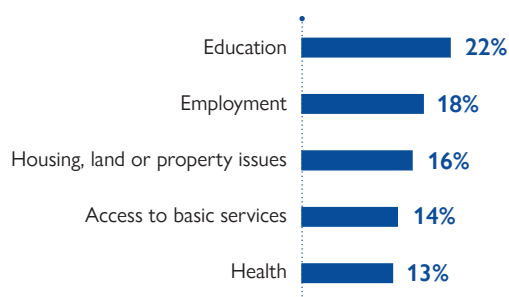


Figure 16. Main sectors of employment for those who arrived for employment reasons (% of responses)

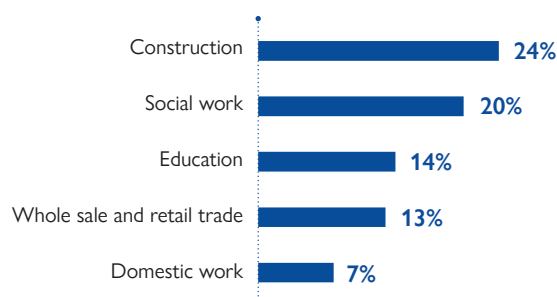


Table 1. Primary reasons for arrivals by district (% of responses)

● The most important reasons for non-herding arrivals ● The second most important reasons for non-hearing arrivals

OVERALL	Bayanzurkh District	Songinokhairkhan District	Bayangol District	Khan-Uul District
Education	Education	Education	Education	Education
Employment	Employment	Employment	Housing, land, or property issues	Housing, land, or property issues
Chingeltei District	Sukhbaatar District	Nalaikh District	Baganuur District	Bagakhangai District
Education	Education	Employment	Education	Education
Employment	Housing, land, or property issues	Education	Health	Family ties

1.4 DEPARTURE

A total of 24,885 people departed from Ulaanbaatar in the six months prior to the interview.⁹ The highest share of departures was reported in Songinokhairkhan district (20%), followed by Bayanzurkh district (19%), and Bayangol district (15%).

The majority (81%) of people departed for another district within Ulaanbaatar city, 16 per cent to another

khoroos or khesegs in the same district, and three per cent to rural areas. Among those who departed for Ulaanbaatar area, 59 per cent departed to apartment khesegs, 22 per cent to ger khesegs, and 19 per cent to ger and apartment mix khesegs. Meanwhile, among those who departed to rural areas, the majority (53%) left for aimag center baghs, followed by 29 per cent for soum baghs, and 18 per cent for rural baghs.

⁹ The number of departures was computed based on the estimate of kheseg leaders who were aware of such information. This number is likely underestimated as some of responses could not provide an estimated number of departures in their khesegs.

Figure 17. Top districts of departures (% of total departed)

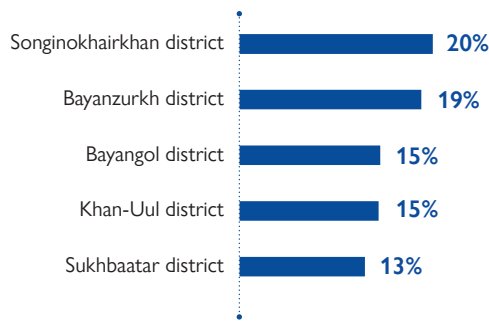


Chart 5. Departed for (% of total departures)

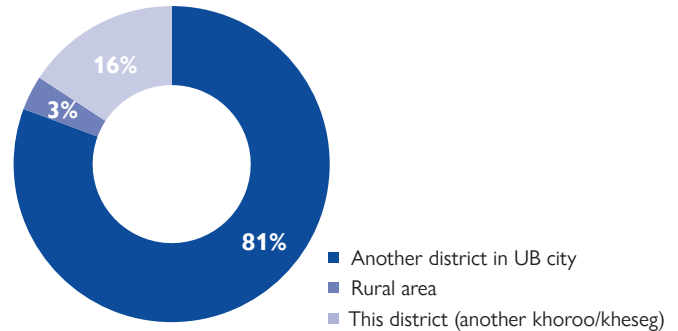


Chart 6. Departed for (% of total departures to Ulaanbaatar area)

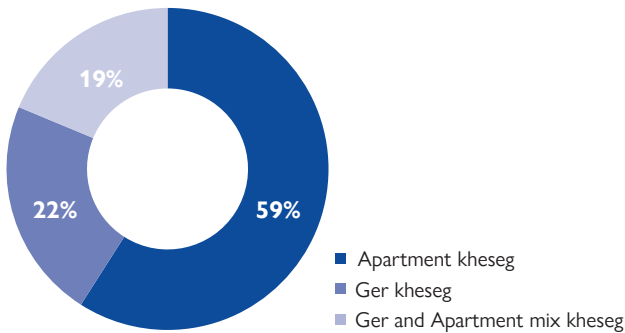


Chart 7. Departed for (% of total departures to rural areas)

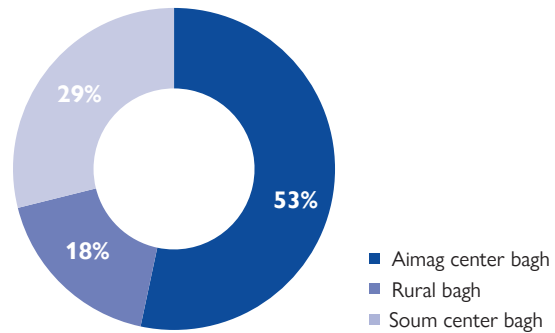
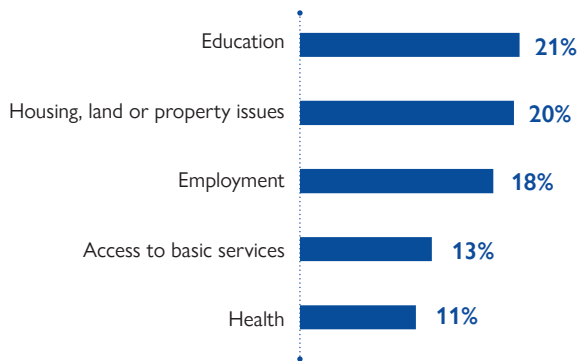


Figure 18. Primary reasons for departure (% of responses)



Similar to findings from the phase two assessment, education continued to be the predominant reason for departures across the city — a total of 21 per cent of responses reported it as the most important reason for departure. Furthermore, housing, land or property issues were another main factor for departures, as reported by 20 per cent of responses, followed by employment (18%) and access to basic services (13%). Health-related reasons, which was reported by less than 10 per cent of responses during the previous assessment, has become the fifth most important driver for departure (as reported by 11% of responses).

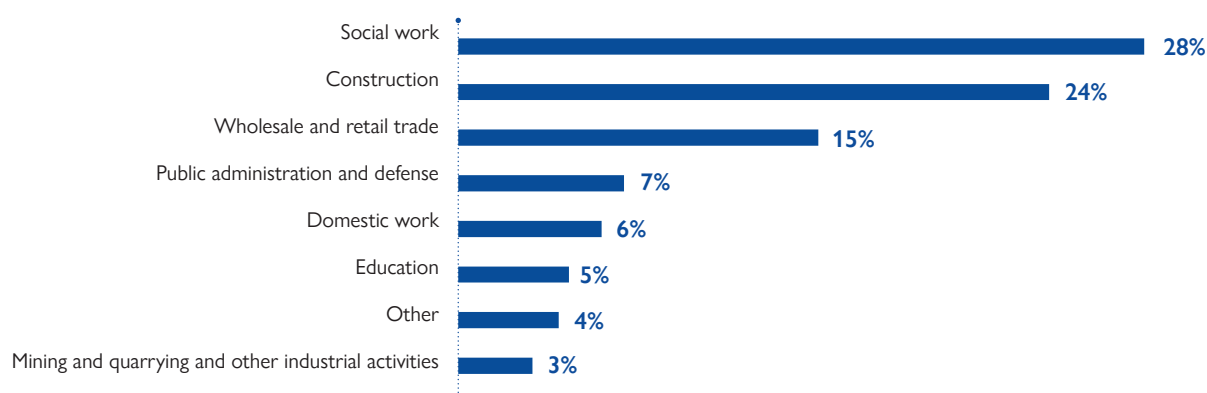
Table 2. Primary reasons for departure by district (% of responses)

● The most important reasons for departures ● The second most important reasons for departures

OVERALL	Bayanzurkh District	Songinokhairkhan District	Bayangol District	Khan-Uul District
Education	Education	Employment	Housing, land, or property issues	Education
Housing, land, or property issues	Housing, land, or property issues	Education	Education	Housing, land, or property issues
Chingeltei District	Sukhbaatar District	Nalaikh District	Baganuur District	Bagakhangai District
Housing, land, or property issues	Housing, land, or property issues	Employment	Education	Employment
Education	Education	Education	Employment	Family ties

1.5 EMPLOYMENT

Figure 19. Primary sector of employment (% of khesegs)



According to data from the phase three assessment, social work has become the predominant sector of employment in Ulaanbaatar city, as reported in 28 per cent of khesegs. Furthermore, the construction sector

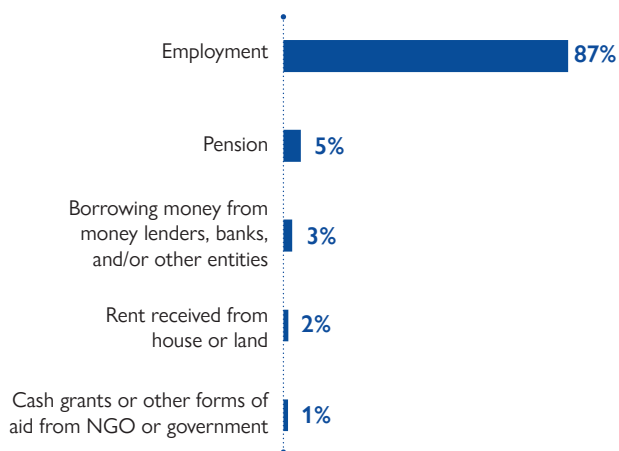
remained to be one of the major sectors of employment, dominating in 24 per cent of khesegs, followed by the wholesales and retail trade sector, which dominated in 15 per cent of khesegs.

Table 3. Top two sectors of employment by district (% of kheseqs)

OVERALL	Bayanzurkh District	Songinokhairkhan District	Bayangol District	Khan-Uul District
Social work (28%) Construction (24%)	Social work (27%) Construction (22%)	Construction (36%) Social work (29%)	Wholesale & retail trade (26%) Social work (22%)	Social work (30%) Construction (25%)
Chingeltei District	Sukhbaatar District	Nalaikh District	Baganuur District	Bagakhangai District
Social work (33%) Construction (24%)	Social work (32%) Construction (26%)	Social work (34%) Education (12%)	Mining and quarrying (29%) Public administration and defence (18%)	Herding (33%) Social work (17%)

1.6 FINANCIAL SITUATION

Figure 20. Primary source of income (% of kheseqs)

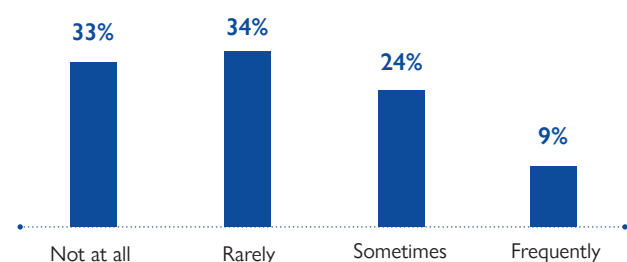


Across Ulaanbaatar city, employment was the most important source of income, dominating in 87 per cent of kheseqs. Additionally, five per cent of kheseqs in the capital city reported pensions as the predominant source of income, and three per cent of kheseqs reported loans from banks or other money lenders as the main source of income. Notably, one per cent of kheseqs (26 kheseqs) reported that aid from NGOs or the government were the main source of income. This phenomenon was especially prevalent in Nalaikh district (3% of kheseqs) and Chingeltei.

Table 4. Primary source of income by district (% of kheseqs)

	Employment	Pension	Loans from, banks or other money lenders	Rent received from house or land	Aid from NGO/ government
Overall	87%	5%	3%	2%	1%
Bayanzurkh district	88%	5%	2%	2%	1%
Songinokhairkhan district	87%	5%	5%	1%	1%
Bayangol district	88%	6%	1%	3%	1%
Khan-Uul district	88%	6%	2%	2%	1%
Chingeltei district	84%	3%	4%	3%	3%
Sukhbaatar district	89%	7%	2%	1%	0%
Nalaikh district	88%	2%	4%	0%	6%
Baganuur district	79%	21%	0%	0%	0%
Bagakhangai district	100%	0%	0%	0%	0%

Figure 21. Reduced food consumption (% of kheseqs)



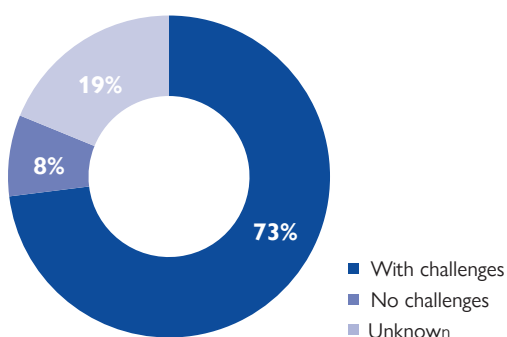
Significant food consumption reduction was reported in 66 per cent of kheseqs (a slight decrease from the previous assessment at 68%). In 168 kheseqs (9% of kheseqs), food consumption reduction was frequently reported, impacting nearly 158,000 people (or 10% of the population in the city). Songinokhairkhan district was most affected, with a total of 59 kheseqs reporting frequent food consumption reduction, representing 15 per cent of kheseqs in the district.

Table 5. Frequent food consumption reduction by district

OVERALL	Bayanzurkh District	Songinokhairkhan District	Bayangol District	Khan-Uul District
168 Khesegs (9% of khesegs)	34 Khesegs (7% of khesegs)	59 Khesegs (15% of khesegs)	15 Khesegs (6% of khesegs)	15 Khesegs (7% of khesegs)
Chingeltei District	Sukhbaatar District	Nalaikh District	Baganuur District	Bagakhangai District
26 Khesegs (12% of khesegs)	13 Khesegs (7% of khesegs)	3 Khesegs (6% of khesegs)	3 Khesegs (9% of khesegs)	0 Kheseg

1.7 MOBILITY-RELATED CHALLENGES

Chart 8. Khesegs reporting mobility-related challenges (% of khesegs)



Seventy-three per cent of khesegs in Ulaanbaatar city reported that they have at least one type of mobility-related challenges, eight per cent reported that no challenge was observed in their kheseg, while 19 per cent of khesegs reported that mobility challenges were unknown. The limited access to educational services remained to be the most pressing challenge (as 25% of responses reported such a challenge), affecting 486,000 people (30% of the population). The strain on health services was reported by 20 per cent of responses — an increase of 16 per cent from the previous assessment — affecting more than 359,000 people (22% of the population). Furthermore, air pollution was reported by 18 per cent of total responses, which increased by five percentage points from 13 per cent compared to the previous assessment.

Figure 22. Mobility-related challenges (% of responses)

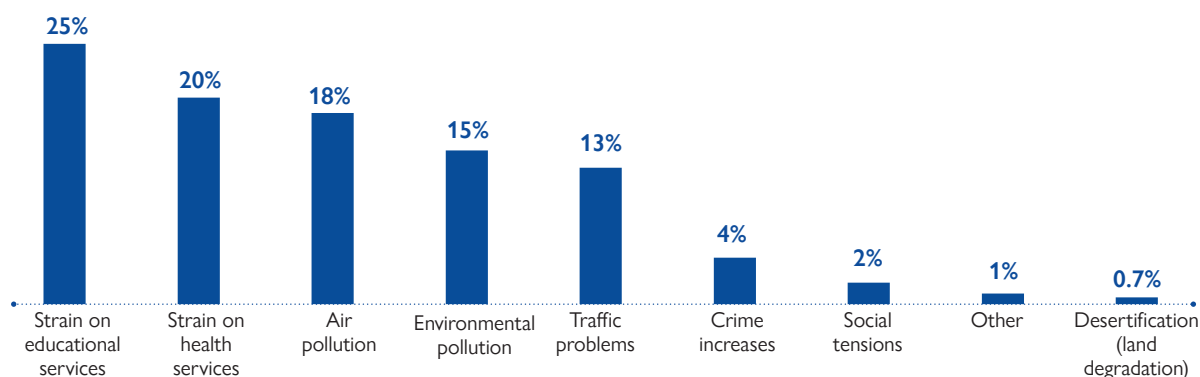


Table 6. Primary challenges upon arrival by district (% of responses)

	Strain on educational services	Strain on health services	Air pollution	Environmental pollution	Traffic problems	Crime increases	Social tension	Desertification
Overall	25%	20%	18%	15%	13%	4%	2%	1%
Bayanzurkh district	27%	20%	19%	12%	16%	2%	2%	0%
Songinokhairkhan district	21%	23%	18%	17%	9%	8%	2%	1%
Bayangol district	25%	22%	14%	15%	15%	5%	2%	0%
Khan-Uul district	27%	14%	24%	11%	21%	1%	1%	0%
Chingeltei district	24%	23%	17%	21%	8%	3%	2%	1%
Sukhbaatar district	35%	16%	17%	15%	10%	5%	1%	0%
Nalaikh district	23%	17%	19%	21%	4%	12%	2%	0%
Baganuur district	8%	17%	28%	6%	25%	8%	8%	0%
Bagakhangai district	0%	0%	0%	100%	0%	0%	0%	0%

Of all kheseqs that reported mobility-related challenges, 86 per cent of kheseqs reportedly that their administrative unit had taken actions to tackle mobility-related challenges, while 14 per cent of kheseqs reported there was no action taken (see appendix for details on khoroos where reportly no action was taken). Apart

from measures currently taken by the administration, 59 per cent of key informants reported that creating a favorable legal environment for migration registration should be considered by authorities, followed by improving traffic control to and from the centralized areas (22%).

Chart 9. Actions taken by administrative unit (% of kheseqs)

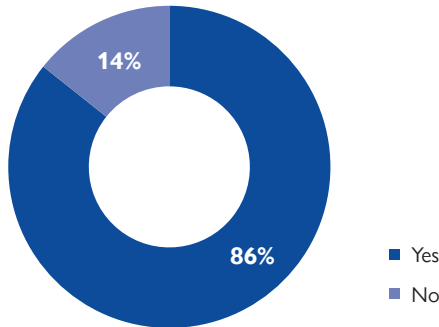
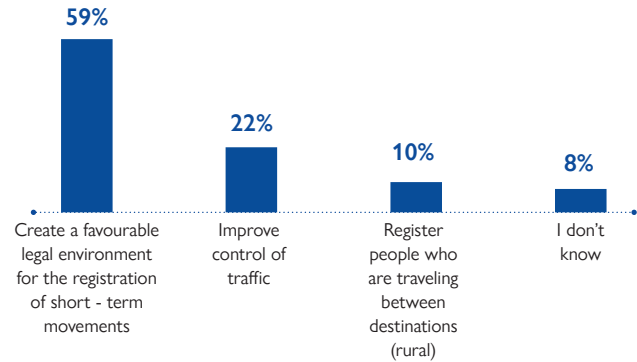


Figure 23. Other measures to address mobility-related challenges (% responses)



1.8 SERVICES AND INFRASTRUCTURE

Across Ulaanbaatar city, people had the most difficulties accessing income-generating opportunities — as reported by 19 per cent of kheseqs. Furthermore, 16 per cent of responses reported difficulties in accessing healthcare, 14 per cent reported difficulties in accessing car parks, while 13 per cent reported challenges in accessing education-related services. Accessing income-generating

opportunities was the most critical challenge in all districts across the city, apart from Bayangol district, where car parking was reported to be the top one facility that people have most difficulties accessing. These findings are comparable to the findings from phase one and phase two.

Figure 24. Services that people have difficulties accessing (% of responses)

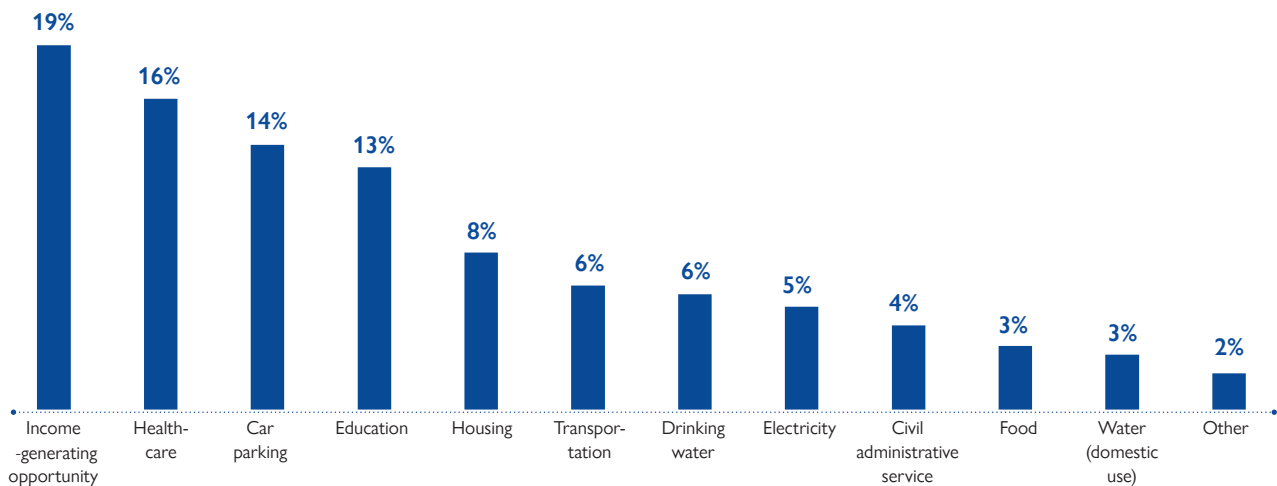


Table 7. Top five services that people have difficulties accessing by district (% of responses)

	Income-generating opportunity	Healthcare	Car parking	Education	Housing
Overall	19%	16%	14%	13%	8%
Bayanzurkh district	18%	18%	15%	14%	7%
Songinokhairkhan district	21%	14%	10%	10%	9%
Bayangol district	19%	18%	21%	16%	7%
Khan-Uul district	16%	14%	11%	14%	9%
Chingeltei district	21%	16%	11%	9%	11%
Sukhbaatar district	20%	17%	17%	15%	9%
Nalaikh district	22%	15%	10%	8%	7%
Baganuur district	28%	16%	10%	6%	8%
Bagakhangai district	18%	18%	6%	6%	24%

For people living with disability, the primary challenges were found to be the lack of infrastructure to safely access public areas — as reported by 37 per cent of all

responses, followed by the lack of specialized medical care (24%) and specialized transportation services (21%).

Figure 25. Challenges for people living with disability (% of responses)

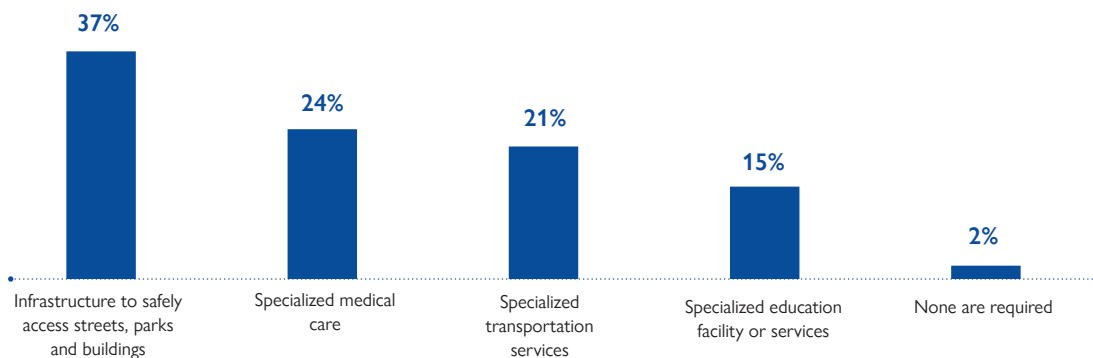


Table 8. Challenges for people living with disability by district (% of responses)

	Infrastructure to safely access public areas	Specialized medical care	Specialized transportation services	Specialized education facilities or services	None is required	Others
Overall	37%	24%	21%	15%	2%	1%
Bayanzurkh district	36%	22%	22%	13%	0%	2%
Songinokhairkhan district	33%	23%	25%	10%	1%	3%
Bayangol district	43%	25%	13%	17%	0%	0%
Khan-Uul district	43%	23%	23%	8%	2%	2%
Chingeltei district	32%	31%	22%	12%	2%	1%
Sukhbaatar district	46%	22%	15%	15%	0%	1%
Nalaikh district	13%	33%	36%	15%	1%	1%
Baganuur district	26%	19%	26%	28%	2%	0%
Bagakhangai district	0%	43%	43%	14%	0%	0%

CONCLUSION AND RECOMMENDATIONS

CONCLUSION

The key findings of the phase three assessment are corroborative of the phase two findings, especially with regards to migration trends and socioeconomic challenges in Ulaanbaatar city. The lack of access to income-generating opportunities is one key challenge which has been reported in the current assessment, as well as the previous assessment. This challenge has significant negative impacts on food security — a finding that is reflected by the data. Despite a decreasing trend, significant food consumption reduction was reported by more than half (66%) of kheseqs across the city, and the majority of those kheseqs also reported the challenge of accessing income-generating opportunities. Of all districts, Songinokhairkhan district reported the most severe food security problem, where 15 per cent of the kheseqs have reported frequent significant food consumption reduction. The limited access to education services and facilities continued to be another important challenge in Ulaanbaatar. This challenge has implications for migration trends in the city. As reported in both phase three and phase two assessments, education was the dominant reason for arrivals and departures in the majority of kheseqs across the city. The lack of healthcare access is likely to affect migration behaviors. Currently, 14 per cent of arrivals and 13 per cent of departures in the city were driven by access to basic services, of which healthcare was an essential one. At the same time, strains in accessing healthcare services were one of the most pressing challenges in the

city - almost half (46%) of kheseqs reported difficulties in accessing healthcare services. Lacking access to healthcare and health services can bring negative effects, such as poorer health, as well as less social cohesion.

RECOMMENDATIONS

- Given the challenge of a lack of income-generating opportunities, it is critical to support individuals by stimulating local economies, particularly that of the private sector. Special attention should be paid to kheseqs where the majority of residents rely on aid from NGOs or the government as their source of income.
- Providing short-term targeted support to the most vulnerable households, for example by distributing food baskets, is necessary to ensure the basic well-being of vulnerable groups. Special attention should be paid to Songinokhairkhan district where the most significant food consumption reduction was reported.
- Further investigation is needed to understand the barriers to strengthening educational facility capacities in all districts across the city.
- Further study on the capacity of healthcare facilities and services and its implication for migration trends and for migrants' wellbeing is necessary.

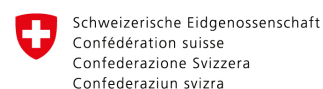


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This report is part of the outputs under the initiative “Understanding and managing internal migration in Mongolia”, which is funded by the Swiss Agency for Development and Cooperation and implemented by IOM. The objective of this project is to strengthen the evidence-based formulation and implementation by mainstreaming internal migration and development policy in Mongolia through the use of the Displacement Tracking Matrix (DTM). The report was designed by Yamei Du and National consultant Gereltogtokh Ganbat. Survey questions and designs were designed with key inputs from DTM team and Municipality of Ulaanbaatar. Survey data was collected and analysed using IOM’s Displacement Tracking Matrix (DTM) tool, with technical guidance and support from IOM’s Regional Office for Asia and the Pacific, and the Global DTM Support Team.



Swiss Agency for Development and Cooperation SDC