

## INTRODUCTION

The Internal Mobility Assessment (IMA) conducted in the district of Kurigram forms an integral part of the European Union-funded Displacement Tracking Matrix (DTM) project "Regional Evidence for Migration Analysis and Policy" (REMAP). In light of Kurigram's low rate of international migration, IOM has undertaken this effort to comprehend the situation of internal migration from the district. The goal is to explore possible correlations between internal mobility and development, in order to gather valuable insights for future studies and policy initiatives.

The data collection for the IMA spanned across a period of three months, commencing from November 2022, and concluding in January 2023. To ensure comprehensive coverage, five observation points were identified: Bot Tola Mor, Gosh Para, Kurigram Bus Terminal, Rajarhat, and Zila Parishad. Throughout this period, data was gathered at the mentioned five bus stations, resulting in the documentation of 336,083 departing passengers. Moreover, 33,224 departing passengers actively participated in the IMA survey. Overall, 90 per cent of participants were males with the remaining 10 per cent females.

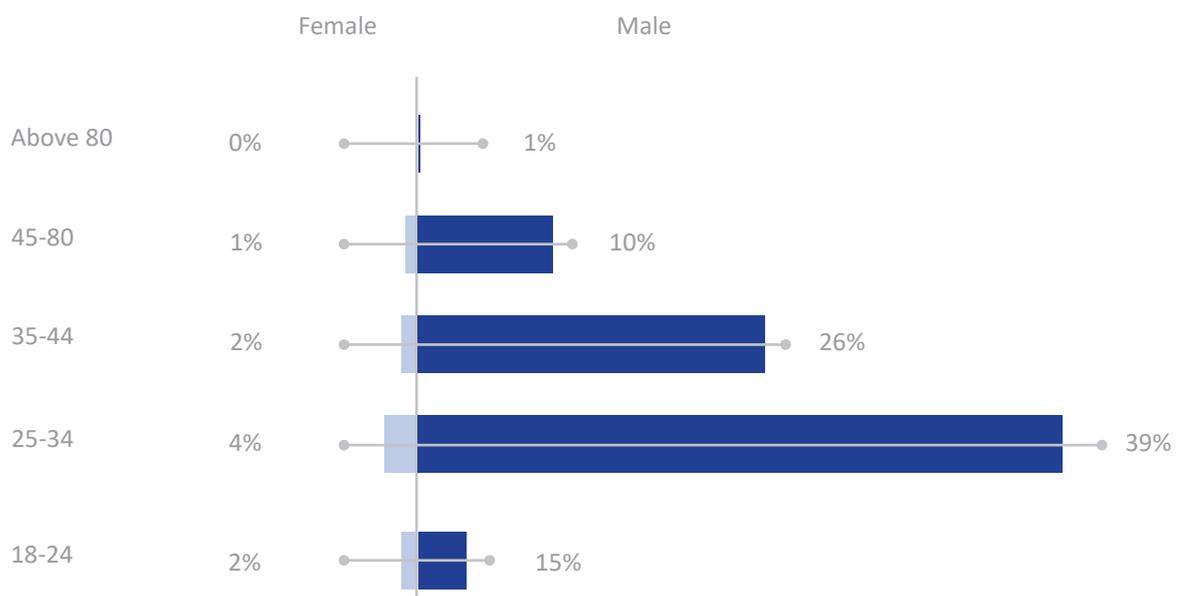
COVERAGE		
Passengers counted	Total Bus Stations	Passengers interviewed
336,083	5	33,224

## KEY HIGHLIGHTS



## SEX AND AGE DISAGGREGATION

The plurality of respondents (39%) were males between 25 to 34 years old. Twenty six per cent of the respondents were males between the ages of 35 and 44 years. Fifteen per cent were males between 18 to 24 years and 10 per cent were males between 45 to 79 years. Females comprised only 10 per cent of the overall sample. Four per cent of the overall sample were females aged between 25 to 34 years, 2 per cent were females between 18 to 24 years and the remaining 4 per cent were females between the ages of 35 to 79.



<sup>1</sup> Internal migrants are Bangladeshi nationals who have left their homes in other villages in Bangladesh and arrived and presently reside at a host community within Bangladesh.

## TOP TEN DISTRICTS OF DESTINATION

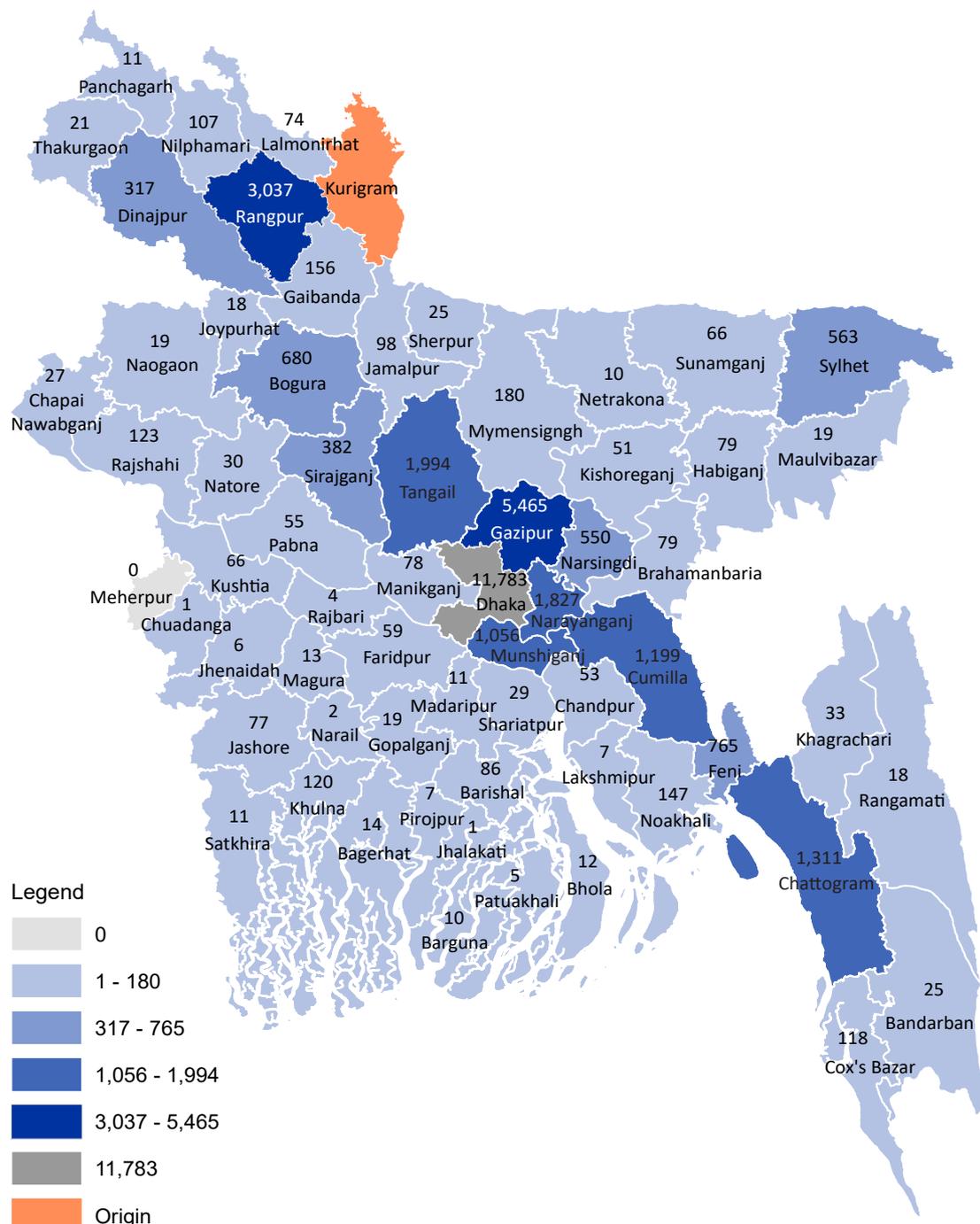
Eighty-eight per cent of all respondents at different bus stations in Kurigram district identified only ten districts as their intended destination. Dhaka, the capital, emerged as the top destination for the majority of the passengers interviewed (35%). This is likely due to the increased industrial development and better availability of job opportunities in Dhaka in comparison to other destinations. Of this 35 per cent, 32 per cent were males, and the remaining 3 per cent female.

The second most cited destination was Gazipur (16%), followed by Rangpur (9%), Tangail (6%), Narayanganj (5%), Chittagong (4%), Comilla (4%), Munshiganj (3%), Feni (2%), and Bogra (2%)

\*Note: The table on the right displays the top 10 destination districts and their corresponding percentages, calculated based on the overall total. As a result, the percentages may not sum up to 100%.

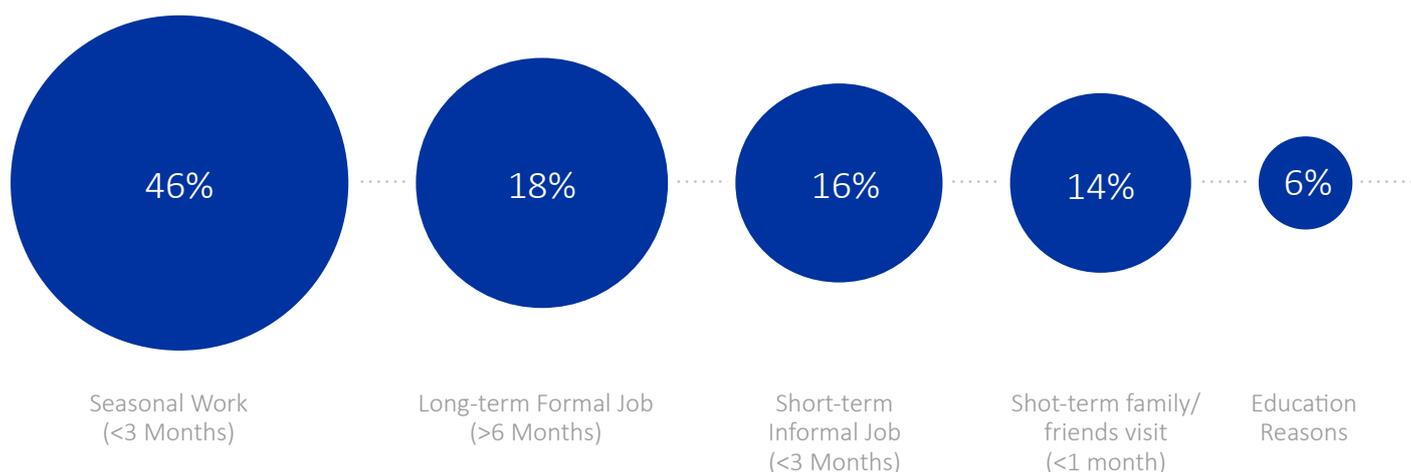
No	Districts	Individuals	Percentages
1	Dhaka	11,783	35%
2	Gazipur	5,465	16%
3	Rangpur	3,037	9%
4	Tangail	1,994	6%
5	Narayanganj	1,827	5%
6	Chittagong	1,311	4%
7	Comilla	1,199	4%
8	Munshiganj	1,056	3%
9	Feni	765	2%
10	Bogra	680	2%
<b>Total</b>		<b>29,117</b>	<b>88%</b>

## OUTBOUND TRAVELERS FROM KURIGRAM TO FINAL DESTINATIONS



## REASONS FOR TRAVEL AND INTENDED LENGTH OF STAY

Reasons for travel from Kurigram district to other parts of Bangladesh and the length of stay varied significantly among respondents. The majority of participants (80%) mentioned only five reasons as their primary motive for travel. Out of the 80 per cent, the plurality of respondents (46%) mentioned seasonal work as their primary motive for travel and expressed a desire to be away for a period of three months or less. The second largest group of respondents (18%) indicated that they were traveling for long-term formal employment and intended to stay away for six months or more. The third highest number of participants (16%) stated their intention to engage in short-term informal labor for a period of three months or less. Additionally, 14 per cent of respondents were traveling to visit family and friends in other districts for a period of one month or less. Finally, the remaining six per cent were traveling for education reasons.



## TOP FIVE REASONS FOR TRAVEL | BY SEX AND AGE

It is worth noting that the gender distribution of travelers varied significantly depending on the reason for travel. Nearly all respondents traveling for seasonal work were male (99.6%), with the majority of them falling within the age range of 20 to 40 (84%). In contrast, less than 1 per cent of female respondents were traveling for the same reason, and the majority of them were also between the ages of 20 to 40 (72%). On the other hand, ten per cent of respondents traveling for long-term job opportunities were female, with the majority falling within the age range of 20 to 30 (67%). The remaining 90 per cent were predominantly male, mostly between the ages of 20 to 40 (87%). Moreover, over 95 per cent of respondents traveling for short-term irregular employment were male, with the majority between the ages of 20 to 40 (88%). In contrast, five per cent were female, and most of them were between the ages of 20 to 30 (71%). Furthermore, 33 per cent of all travelers visiting family and friends for a short period were female, primarily between the ages of 20 to 30 (93%), while the remaining 67 per cent were male, mainly between the ages of 20 to 50 (83%). Finally, among all those traveling for educational purposes, 83 per cent were male, with the majority (87%) falling within the age range of 20 to 30. The remaining 17 per cent were female, primarily between the ages of 20 to 40 (77%).

Reasons for Travel	FEMALES	MALES
Seasonal Work (<3 Months)	0.4%	99.6%
Long-term Formal Job (>6 Months)	10%	90%
Short-term Informal Job (<3 Months)	4%	96%
Shot-term family/friends visit (<1 month)	33%	67%
Education Reasons	17%	83%
<b>Grand Total</b>	<b>8%</b>	<b>92%</b>

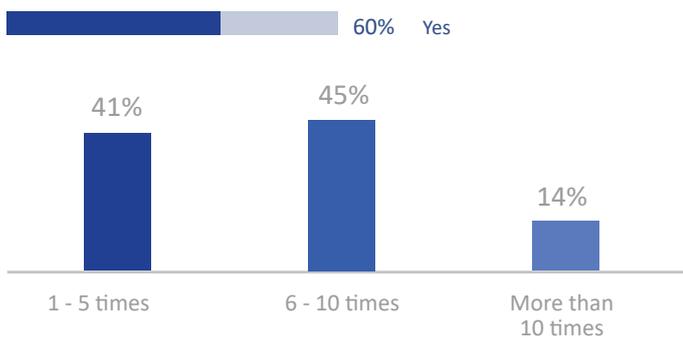
## PREVIOUS MIGRATION EXPERIENCE

When asked about previous internal migration experience for a period of three months or more in the last five years within Bangladesh, 60 per cent of the respondents confirmed the experience. Forty-one per cent of them had migrated 1 to 5 times in the last five years, 45 per cent had migrated 6 to 10 times and the remaining 14 per cent had migrated more than 10 times in the last five years.

In addition, 36 per cent of the respondents had migrated internally within Bangladesh for seasonal work for a period of 15 to 90 days in the last 5 years. Fifty eight per cent of them had done so 1 to 9 times, 41 per cent 10 to 19 times and 1% 20 times or more.

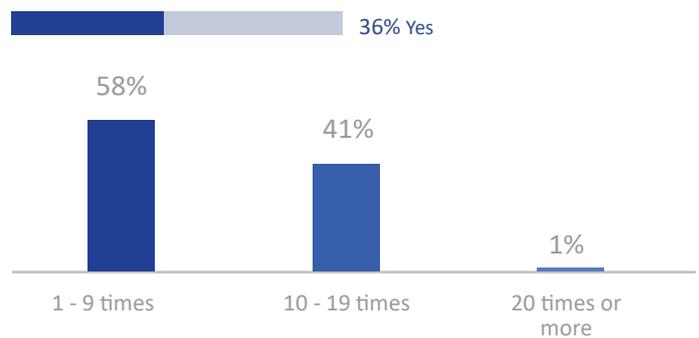
### INTERNAL MOBILITY

Previous internal migration experience in the last five years:  
3 months or more



### SEASONAL WORK

Previous internal migration experience for seasonal work in  
the last five years: 15 to 90 days



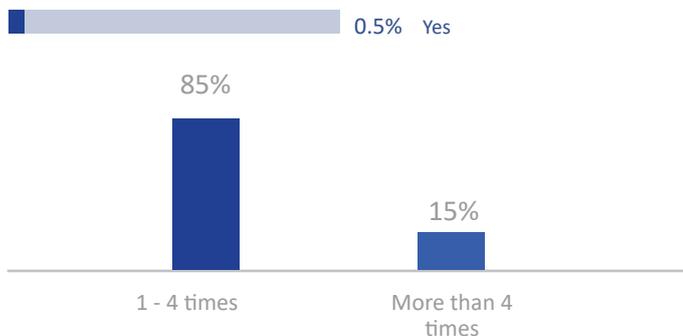
Moreover, only 0.5% of the respondents had experienced international migration for a period of 3 months or more in the last five years. Eighty five per cent of them had done so 1 to 4 times and 15% more than 4 times.

Six per cent of the respondents indicated that their household had to leave their house once for at least 15 days due to flooding in 2022. Three per cent of them mentioned that their household had to leave their house twice and the remaining less than one per cent mentioned that their household had to leave three times due to flooding.

When asked if they stayed inside or outside the upazila, 96 per cent of the respondents indicated that they stayed inside the upazila and the remaining 4 per cent had moved outside the upazila.

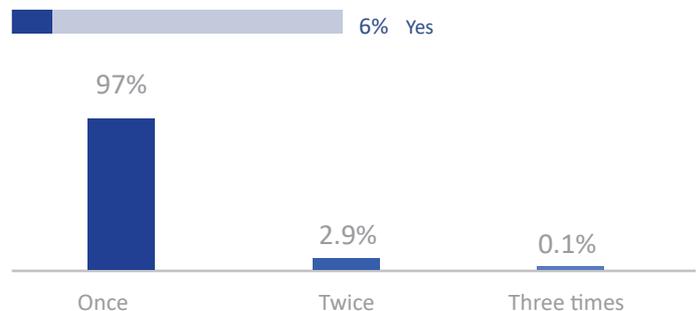
### INTERNATIONAL MOBILITY

Previous international migration experience in the last five  
years: 3 months or more



### ENVIRONMENTAL MOBILITY

Environmental migration due to flood for 15 days or more  
during 2022





## METHODOLOGY

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From November 2022 to January 2023, DTM REMAP conducted two assessments to evaluate internal mobility within Bangladesh, focusing on the Kurigram district. The assessments followed DTM's established methodologies on flow monitoring, which were adapted to suit the context of Bangladesh, resulting in the introduction of the 'Internal Mobility Assessment (IMA)' framework. The purpose of the assessment was to analyze Kurigram's internal mobility patterns.

The Internal Mobility Assessment consisted of two components: Observation and Registration. The Observation component involved monitoring bus points to determine the total number of outflow buses and estimate the daily number of passengers departing from Kurigram during the specified period. The Registration component involved collecting data from a sample of passengers on each bus, aiming to understand the reasons for their travel, planned length of stay, and past migration experiences.

To ensure comprehensive coverage, five observation points were identified: Bot Tola Mor, Gosh Para, Kurigram Bus Terminal, Rajarhat, and Zila Parishad. Enumerators were deployed from 6 a.m. to 12 a.m. over the 57-day observation period to capture all buses departing from these points.

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### **Disclaimer**

This report is part of the outputs under the European Union funded project "Displacement Tracking Matrix Regional Evidence for Migration Analysis and Policy (DTM REMAP)". The objective of DTM REMAP is to strengthen the evidence-based formulation and implementation of humanitarian and development policy and programming on migration and forced displacement in Afghanistan, Bangladesh, Islamic Republic of Iran, Iraq and Pakistan through the use of the Displacement Tracking Matrix (DTM).

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