International Women's Day

Displacement Tracking Matrix (DTM)

8 March 2019

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INTRODUCTION

To mark the occasion of International Women's Day, the Displacement Tracking Matrix (DTM)[1] teams at the International Organization for Migration (IOM), initiated an analysis of global DTM practices that contribute to ensuring the safety, dignity and wellbeing of women and girls on the move.

The potential of DTM to make a significant contribution to the protection and assistance of women and girls became clear during humanitarian response operations. This recognition of DTM's added value prompted a series of concerted efforts to systematically capture various protection risks that predominantly affect women and girls on the move – either internally displaced persons (IDPs) or migrants in countries of origin, transit or destination. DTM teams have worked with protection specialists, including counter-trafficking (CT), child protection (CP) and gender-based violence (GBV) specialists, and others to better understand how data from DTM can be analyzed and shared in order to inform evidence-based multisectoral action in response to identified risks.
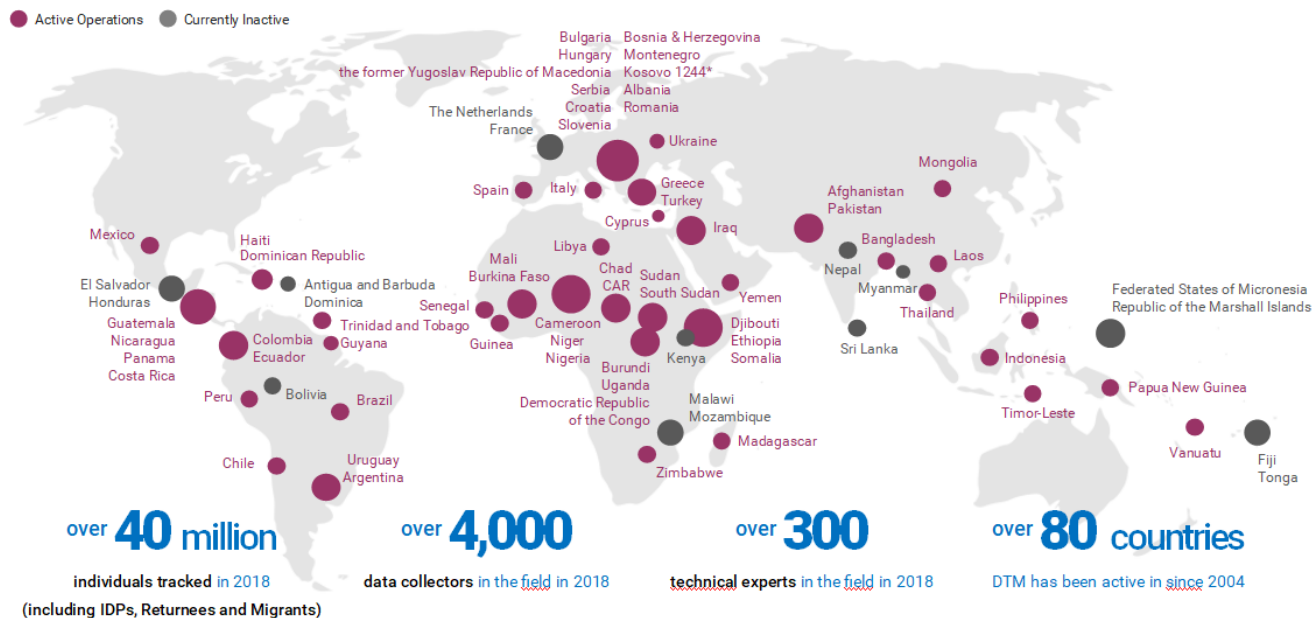
DTM collects inter-sectoral data (population, demographics, locations), in addition to core sector-specific data, which has been coordinated with global clusters and working groups to ensure that the data collected is consistent and relevant. Data is collected over time, at regular intervals, enabling historical analysis of trends and patterns as well as immediately actionable data to inform multisectoral responses.

The DTM's mission is to gather and analyze data to disseminate critical multi-layered information on the mobility, vulnerabilities, and needs of displaced and mobile populations that enables decision-makers and responders to provide these populations with better context-specific assistance. After being conceptualized in 2004 in Iraq for the IDP assessments and monitoring exercises, the DTM has been continuously refined and enhanced through years of operational experience (in both conflict and natural disaster settings) and is now active in 60 countries, tracking and monitoring displacement and needs of over 22 million IDPs and 11 million returnees; today DTM is the single most important source for IDP data in the humanitarian sector worldwide.

This report details the operational collaboration within IOM divisions and with external partners to better identify and mitigate protection risks faced by women and girls along migration routes and during displacement. The report also presents historical data on the different incidents of displacement among male and female populations as well as measures taken to better understand migrant women's patterns of movement, characteristics and the risks they may be exposed to along their journeys.

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[1] http://www.globaldtm.info/

over 40 million individuals tracked in 2018 (including IDPs, Returnees and Migrants)

over 4,000 data collectors in the field in 2018

over 300 technical experts in the field in 2018

over 80 countries DTM has been active in since 2004

MITIGATING RISKS OF GENDER-BASED VIOLENCE (GBV) FOR WOMEN AND GIRLS

Over recent years, the Gender Based Violence Area of Responsibility (GBV AoR) and IOM have been collaborating to integrate GBV risk indicators into DTM in order to gather better information on protection and GBV-specific risks related to displaced populations in displacement sites. This action stemmed from the need of front-line field staff to know how to mitigate risks of GBV and safely and ethically respond to protection incidents, particularly in those places that lack specialized services or referral mechanisms to services, as well as the need for GBV actors to further understand how to engage with DTM to make the most efficient use of DTM data.

During the response to Super Typhoon Haiyan in 2013, the DTM collected high impact data on the existence of protection concerns. This demonstrated the inherent value and need of the system as a highly operational information management tool for informing protection response planning and implementation.

Following this, in coordination with the GBV AoR, GBV risk indicators were integrated into standard DTM multi-sectoral location assessment forms and rolled out in nine pilot DTM operations between 2014-2015. These indicators related to site layout and infrastructure such as distance to water points or sex segregated bathing facilities, security, women's participation, and knowledge about and availability of GBV specialized services. This effort was expanded to incorporate CP and CT protection risk indicators too. By integrating these indicators IOM seeks to provide a more holistic understanding of the protection context in a given site to prompt operational response.

For example, in 2015, IOM Iraq piloted a gender assessment leading to the publication "Gendered Perspective: Safety Dignity and Privacy for Internally Displaced Persons (IDPs) Living in Camp and Camp-like Settings in Iraq", which identified risks and vulnerabilities of women and girls, and men and boys in displacement and informal sites in Iraq. Subsequently, IOM Iraq enhanced the protection component of the DTM methodology to support a more effective and accountable integration of GBV prevention and response and gender equality into its tools and products. Now, the DTM team has the capacity to collect site-level data that can assess GBV risks related to camp or site layouts and shelter as well as by service provision, such as Water, Sanitation & Hygiene (WASH) or core relief items. The DTM also contributes to identifying indications of trafficking at key migration flow points and provides countrywide statistics for sex-age disaggregation or estimated early marriage cases through proxy indicators. The information collected is non-identifiable, but it can point to risks that require more in-depth follow-up by GBV and protection specialists. It can also offer information for other sectors to mainstream GBV risk mitigation in their daily activities.

In Iraq, Standard Operating Procedures (SOPs) between DTM and the Protection cluster, GBV sub-cluster and Child Protection sub-cluster indicate the type of DTM data collected, sharing frequency, levels of data sensitivity, and data protection policies. The SOPs have prompted IOM and UNICEF to work together to contextualize what is understood by "unaccompanied and separated children" in Iraq in order to design more effective child protection responses, and DTM data is often used to inform cluster programming.

Furthermore, in 2016, the GBV sub-cluster was able to advocate for reducing the presence of armed groups within IDP sites by coupling GBV Information Management System aggregated data on incidents perpetrated by these groups with GBV focus group discussion findings on women and girls feeling insecure when armed groups are present and DTM Safety Audit findings on the percentage of IDP sites that have armed actors present. This contributed in part to persistent advocacy by the Protection cluster and the Humanitarian Country Team. In April 2017, the Government of Iraq issued a directive instructing that armed personnel be prohibited from entering all the camps.

As of September 2018, 75 per cent of active DTM operations worldwide include protection risk indicators, and the data collected is then shared with protection specialists and non-specialists to inform evidence-based responses to protection concerns such as GBV.

IDENTIFYING AND MITIGATING RISKS OF HUMAN TRAFFICKING

Over the last few years, DTM has significantly strengthened its collaboration with IOM's Migration Protection and Assistance Division (MPA) with the objective of improving available data on the types of vulnerabilities migrants face, and the factors that either put migrants at risk or protect them from harm.

With this purpose, DTM captures information about the types of experiences that may be associated with human trafficking or other exploitative practices during migrants' journeys, as well as the types of environments that enable predatory behaviour. DTM collects information on whether and where migrants or their family members

have experienced the following issues during their journeys: had been held against their will, had been forced to work or perform other activities against their will, had worked without being paid the agreed-upon wage, or had been offered an arranged marriage. The aim of this type of data collection is to provide operational information to colleagues working on Counter Trafficking, disaggregated by sex and age, about the migrants' vulnerability to human trafficking, exploitation, abuse and violence during the journey. These indicators can also provide information about potential child protection or GBV risks as underlying vulnerabilities to human trafficking can also make women and girls at risk of GBV and child abuse.

Analysis of DTM data has been contributing to global policy discussions and evidence-based responses, which in some cases has enabled more effective assistance for the most vulnerable women and children, and advocacy to uphold and protect their rights. For example, the joint IOM-UNICEF report Harrowing Journeys: Children and youth on the move across the Mediterranean Sea, at risk of trafficking and exploitation showed that nearly twice as many girls as boys were identified as trafficking victims. Female victims mainly suffered sexual exploitation, whereas male victims were likely to experience forced labour. In the past years, IOM has surveyed more than 30,000 migrants and refugees arriving in Europe about their experiences of exploitation, abuse and violence during their journeys. The surveys highlighted that the experiences of trafficking vary depending on whether victims are female or male.

Currently, CT indicators have been integrated in flow monitoring surveys in South America, Central America and the Caribbean, to provide operational data about Venezuelan's vulnerability to exploitation, violence, discrimination and other issues that might amount to human trafficking. Likewise, in West and Central Africa, Libya, North East Nigeria, Cameroon and Cox's Bazar DTM is capturing information on CT risks.

The joint DTM and MPA collaboration goes beyond changes in indicators and analysis and it has included awareness raising and technical skill exchange between teams. This collaboration has also resulted in operational changes, both in relation to program delivery and the ability of DTM to more directly inform responses to CT responses to counter-trafficking.

EVIDENCE OF HIGHER INCIDENCE OF DISPLACEMENT AMONGST WOMEN AND GIRLS

DTM maintains a central data warehouse that allows for global analysis. The preliminary analysis of historical data since 2010, on 55,624,323 IDP records from a sample of 20 countries (Chad, Malawi, Burundi, DRC, Nigeria, Bolivia, Haiti, Burkina Faso, Philippines, Ecuador, Ethiopia, Myanmar, Nepal, Pakistan, Madagascar, Peru, Indonesia, CAR, Dominica and Mongolia), shows a global difference of 7% more women and girls displaced than men and boys. In conflict situations, the difference rises to 8% more women and girls (54%).

Figure 1: IDP Male- Female Ratios by reason of displacement
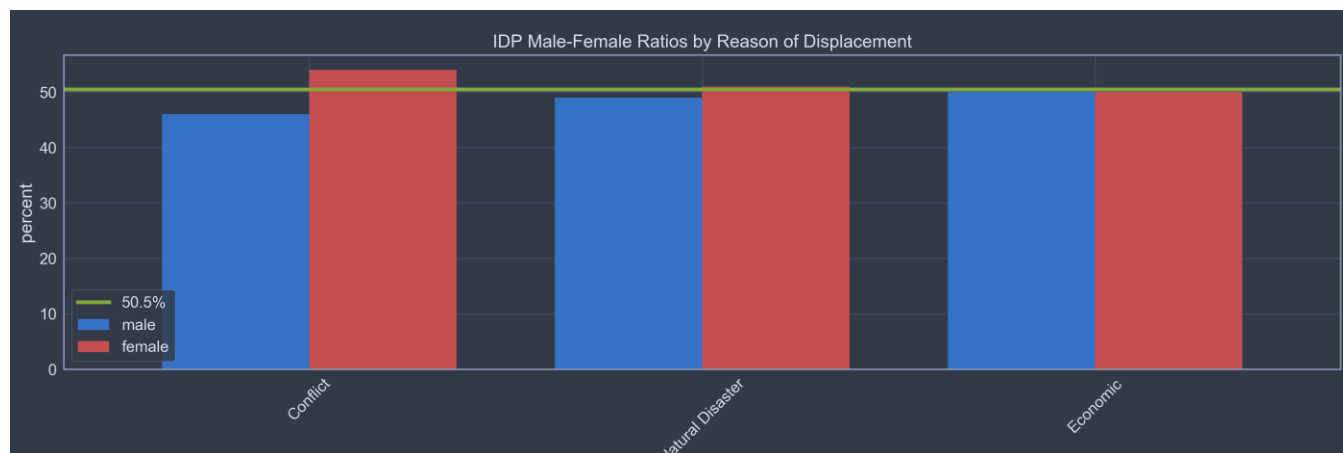
The figure above shows a summary of the reported primary reason for displacement (second and third reasons are not included in the analysis). There is a low number of records with reported displacement primarily for economic reasons, which can be attributed to the fact that DTM operations are mainly carried out during major humanitarian emergencies, triggered by conflict or natural disasters. In a second phase of analysis, the DTM will consider if economic factors reasons play a larger role during protracted displacement, even if the main cause continues to be reported as either conflict or natural disasters.

UNDERSTANDING MIGRANT WOMEN'S MOBILITY

DTM's Flow Monitoring Registry collects data about migrants including at transit point(s), next destination, and intended destination (where possible), means of transportation, as well as the number, sex and nationality of migrants. In order to understand broad migration patterns, in 2018, DTM recorded with detail the transit of a total of 2,902,458 persons through 90 locations along 12 different countries in West, Central, East and the Horn of Africa. About 30 per cent of those migrants were women.

Analysis of the Flow Monitoring Registry reveals interesting observations. When the direction of the total migration lux is disaggregated by sex, different patterns arise: women have their own migration paths. Figure (2) below shows the net direction of the total migration trend for women (purple) and men (green) during 2018, and it is clear that the direction is not always the same for women and men. Remarkably, in the west region of Libya, women go south, while men head north. A more complex pattern is found in Chad, and the border with Niger, where directions for men and women differ along all those areas.

Figure 2: Total net flux of migration reported by Flow Monitoring Registry (FMR) in 2018 in the 12 countries where FMR was active in West, Central, East Africa and the Horn during 2018, disaggregated by sex.
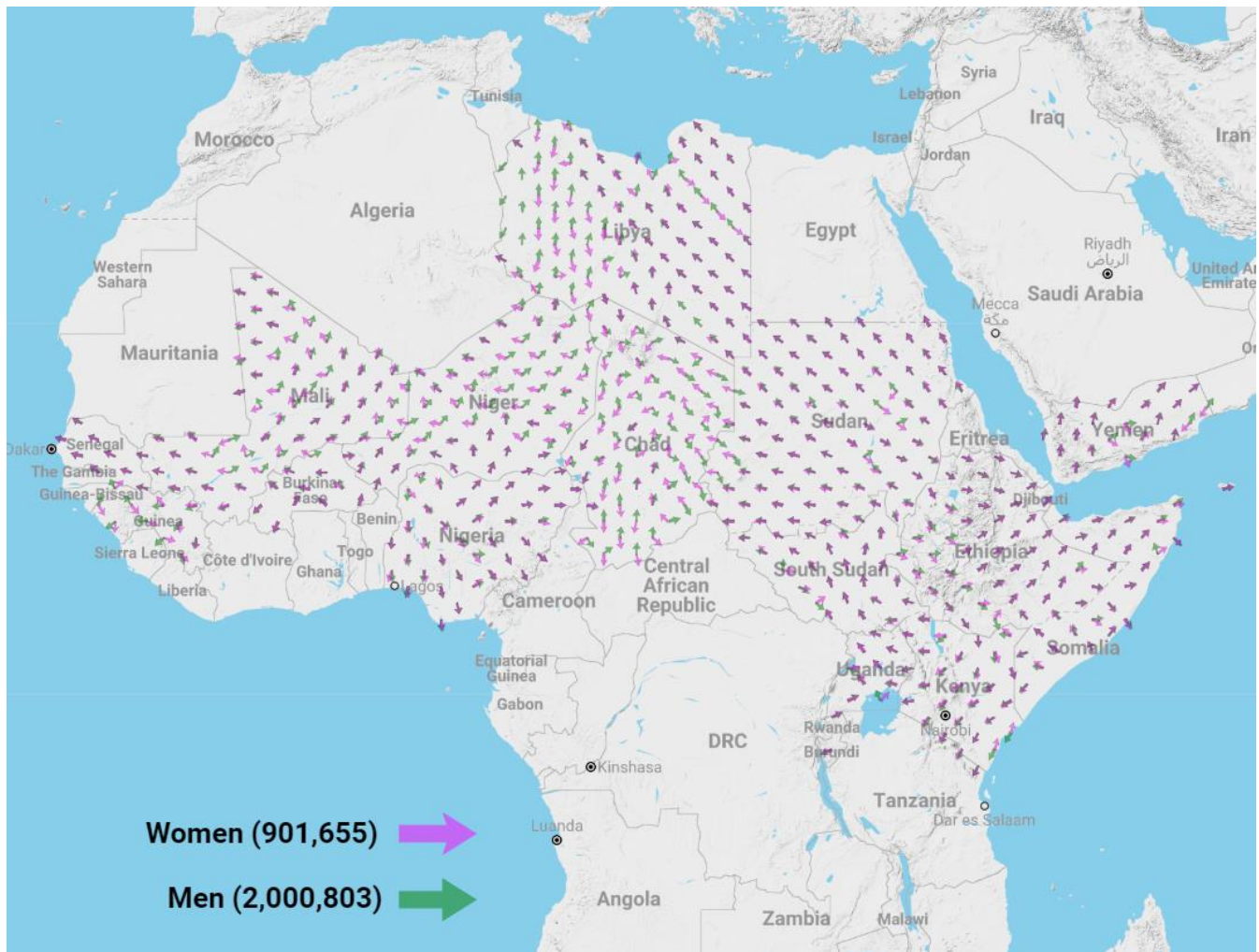
Additionally, the means of transportation depends on the sex of the migrants. This is clear by looking at the distributions in Figure (3) below, which shows the types of transport mostly used by women and men in the East and Horn of Africa. Women are less likely than men to move from one place to another by foot or by motorbike, whereas the use of other transport, including trucks, cars/taxi, boats, animals and trains, is approximately even for both males and females.

The sex of the migrants, therefore, is not independent of the means of transportation: an association between the sex of the migrants and the means of transport was observed with a $\chi^2(df) = 16,749, 23.57$, and df = 6, and a p value smaller than 2.2×10^{-16}. The following correlation plot for the residuals shows which are the most correlated means of transport accordingly with the sex.

Figure 3: Number of migrants by means of transport and sex for in East Africa and the Horn during 2018

means of transport	female	male
Truck	176,311	220,196
Car/Taxi	78,026	114,591
Foot	70,858	162,943
Boat	28,371	30,193
Animals	17,324	15,674
Train	9,439	9,922
Motorbike	8,768	11,164
Other	10,165	16,195
Total	399,262	580,878

The example below is only one of the multiple analyses that can be performed on the FMR data sets, where the differences (and similarities) between female and male migrants can be highlighted.

Figure 4: Correlation plot for the means of transport by sex in East Africa and the Horn during 2018. This correlation plot is based on the Pearson's residuals of the Chi square test of the contingence table.
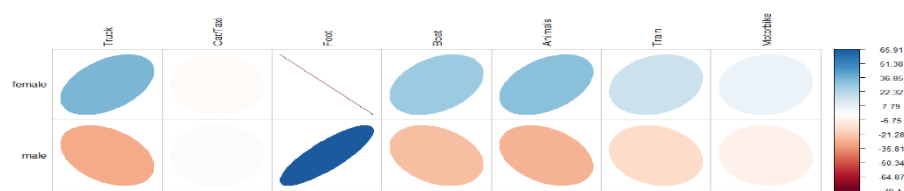
UNDERSTANDING MIGRANT WOMEN'S PROFILES

In West and Central Africa, DTM surveyed 6,615 women and girls across seven countries (Niger, Nigeria, Mali, Côte d'Ivoire, Mauritania, Guinea and Senegal) at more than 35 data transit points across the region. Majority of the female population (81 percent) on the move were over 25 years old while 17 percent of the group comprised of 18 to 24-year old, only 2 percent of the population comprised of adolescent girls between 14-17 years. At 63 percent, economic opportunities were the most common reason cited for travel, followed by family reunification at 24 percent. Other reasons included attending family occasions like weddings and funerals (6 percent); access to services was cited as a reason for 3 percent of the total population surveyed and a mere 1 percent cited tourism as a reason for travel. 64 percent of the women chose West and Central Africa as their intended region of travel, while 19 percent chose North Africa, and 17 percent chose Europe. The female respondents chose their destination based on job opportunities (38 percent), family ties in the desired destination (23 percent), appealing

socio-economic conditions (20 percent), returning to home country (10 percent) and following friends/family as (4 percent), and other reasons (6 percent).

Since 2017, DTM has been involved in a project funded by the UK Department for International Development (DFID), which focuses on 11 countries in North and West Africa, the overall objective of which is to improve the conditions of migrants that travel along the Central Mediterranean Route. As part of this effort DTM, together with the EU Emergency Trust Fund for Africa, is working on a research project focused on the "Feminization of Migration in the Ivory Coast" that aims to analyze Ivorian female returnee profiles and the social, economic, and cultural impact of female migration on the social and family structure in the Ivory Coast.

Data was collected between October and December 2018 through focus groups and individual interviews with female returnees. The surveyed sample group revealed that 81 per cent of women who had returned to the Ivory Coast were less than 35 years old, 82 per cent had formal education to different levels (48 per cent having at a secondary education), 65 per cent of them were single, and 85 per cent had at least one child.

Data collection also highlighted that female migration is an individual strategy to survive and a need to satisfy the basic needs of the family in a precarious socio-economic context. They also reported to suffer from different traumas caused by experiences lived during their journey, including, violence, difficult life conditions, lack of money, and racism among others. The research has also shown that there is a difficult socio-economic reintegration of female returnees and a sense of loneliness in the experience of return (including the challenges faced to talk about the violence they have been victims of during their journey); they felt embarrassed, sometimes rejected by their family, and often been stigmatized because they have decided to leave by themselves or because they have returned alone without their husband.

UNDERSTANDING MIGRANT WOMEN'S VULNERABILITIES ALONG EUROPEAN ROUTES

There are three main migration routes into Europe. They are referred to as the Eastern Mediterranean, Central Mediterranean and Western Mediterranean routes. Of these three routes, the Western Mediterranean route had the largest number of arrivals in 2018 (65,325 individuals) compared to the Eastern Mediterranean route (54,026 individuals) and the Central Mediterranean route (23,370 individuals).

Eastern Mediterranean Route

Between January – June 2018, 24 per cent of sea arrivals were women. In 2019, between January – February, according to data collected from DTM flow monitoring registry, 30 per cent of 1,110 land arrivals, to Greece from Turkey, were women.

Flow monitoring survey data shows that the percentage of reported instances of abuse and exploitation on the Eastern Mediterranean route decreased between 2017 and 2018. In 2017, 15 per cent of adult females responded positively to one of the human trafficking and other exploitative practices indicators versus 9 per cent of men.

Women interviewed in 2017 were also more likely to respond positively to 2 indicators, 12 per cent among adult females and 5 per cent adult males.

However, instances are still occurring. When interviewing individuals who had travelled the Eastern Mediterranean route, 11 per cent of men responded to one of the five vulnerability indicator questions, whereas only seven per cent of women reported a vulnerability. Male respondents were more likely than female respondents to report having worked without receiving the expected payment, having been forced to perform work against their will, and having been kept at a certain location against their will. Female respondents were more likely than male respondents to report having been offered an arranged marriage. Equal proportions of female (4%) and male (4%) respondents reported having experienced physical violence.

Central Mediterranean Route

Of the total arrivals through the Central Mediterranean route in 2018, 10 per cent were women (approximately 2,337 individuals). When interviewed by IOM to evaluate their vulnerability profile, women were more likely to respond to one of the five vulnerability indicator questions, 78 per cent female to 69 per cent male respectively. However, the type of maltreatment experienced, differed between men and women. Female respondents were more likely than male respondents to report having been kept in a certain location against their will (71% vs 53%) and having experienced physical violence (67% vs 60%). Fifty-two per cent of interviewed women reported witnessing threats of sexual violence. The mean age of women who reported instances of abuse, exploitation and violence was 24.5 years old.

In relation to travelling companions, female individuals who travelled with a group of non-family members were more likely to suffer during the journey (81% of those who travelled with non-family members reported instances of abuse, exploitation and violence). Some women travelled with family, one third of interviewed women travelled to Europe with their children (of which 64% travelled with one child and 25% travelled with two children).

West Mediterranean Route

When conducting evaluations to assess the vulnerability profile of individuals using this migration route, male migrants reported at least one of the five indicators, of instances of abuse, exploitation and violence, more than women (49% vs 40%). However, female respondents more often reported instances of arranged marriage offers and experiences of threats of sexual violence.

Of 187 interviewed women, one third travelled with their children (approximately 62 individuals), of which 66 per cent reported travelling with one child, 25 per cent with two and 8 per cent travelling with three children. Thirty per cent of adult females had experienced physical violence on their journey to Europe and 24 per cent of women had witnessed threats of sexual violence. Women from this interview group also reported that 9 per cent had worked without receiving the expected payment and 7 per cent had been held against their will.

Women and men have different vulnerability profiles, but these also change depending on circumstance/route. For example, in the Eastern Mediterranean route females and males reported similar rates of physical violence

(4%), in the Central Mediterranean route more women (67%) than men (60%) experienced physical violence, and in the Western Mediterranean route 30 per cent of adult females reported this issue.

Moreover, while in the Eastern Mediterranean route, men were more likely to report being kept at a certain location against their will, in the Central Mediterranean route, there were more female respondents than male respondents who experienced the same issue (71% vs 53%). These examples highlight the differences, not only between the sexes, but also of the varying risks, depending on which route was undertaken.

LOOKING AHEAD TO BETTER PROTECT WOMEN AND GIRLS

The global analysis that the DTM teams conducted for this report has also provided an opportunity to reflect on IOM's practices in relation to collecting and using data on women and girls and how this influences internal policy and operations to improve the safety, dignity and wellbeing of women and girls. DTM will continue to analyze data from the central data warehouse to explore patterns, including on access to services, in order to better respond to the specific needs of displaced and migrant women and girls.

For more information please contact: dtmsupport@iom.int or consult **https://www.globaldtm.info/**