

FLOW MONITORING SURVEY REPORT

ANALYSIS OF
INDIVIDUAL SURVEYS
CONDUCTED FROM
APRIL TO JUNE 2019
IN FAYA, KALAIT, RIG-
RIG ET SARH

PUBLISHED IN
AUGUST 2019



INTRODUCTION : This document offers an analysis of 728 individual surveys carried out between April and June 2019 with populations crossing the four Flow Monitoring Points (FMPs), Faya, Kalait, Rig-Rig and Sarh. These surveys are part of Flow Monitoring activities implemented by IOM through the Displacement Tracking Matrix (DTM). The objective of these activities is to collect information on the number and profiles of mobile population at strategic transit points located in areas of high mobility. The surveys are conducted on a daily basis with a randomly chosen sample of individuals observed at the transit points.

METHODOLOGY : Flow Monitoring is a data collection exercise whose purpose is to identify areas of high transboundary and regional mobility and gain a better understanding of the profiles of migrants travelling through these areas. Zones of high mobility are first identified in collaboration with national authorities. DTM teams, together with local authorities, then select strategic points of transit (Flow Monitoring Points - FMP) at which data collection will be conducted. At each FMP, two activities are implemented: Flow Monitoring Registry (FMR) and Flow Monitoring Survey (FMS).

For the FMR, data is collected through direct observation and interviews with key informants (coach station staff, local authorities and migrants). Information collected includes the number of travellers observed crossing FMPs daily; origin and intended destination of travellers; nationalities; vulnerabilities; and means of transport.

The FMS involves interviews with a randomly chosen

sample of migrants travelling through FMPs in order to collect more detailed information about their profiles and migration background. Data is collected on the demographic profile; nationality; level of education; employment prior to migration; reasons for migrating; route taken; needs and difficulties faced; and vulnerabilities of interviewed individuals.

LIMITATIONS : The data presented in this report stems from interviews conducted with a sample of travellers crossing through the four FMPs mentioned above, from April to June 2019. Because it reflects the situation of interviewed migrants, the information does not apply to the migrant population as a whole and cannot be generalized.

ANALYSES : In order to provide an accurate and comprehensive picture of traveller profiles, the following analyses were conducted, the results of which are presented in this report:

Migrant profile: This section provides information about the gender, age and marital status of travellers, as well as their education level.

Origin, destination and reason for travel: This section provides information about the area of origin and intended final destination of travellers. The provenances of migrants are then correlated with the reasons for travel, while a cross-analysis compares the intended destinations of interviewees and the motives for choosing these destinations.

Employment status of travellers: This section provides information about the employment status of

travellers. This information is then correlated with the intended destinations and areas of provenance of interviewees.

Nationalities, forced internal displacements and previous migration attempts: This section presents the main nationalities. Analyses are then conducted to highlight forced displacements and previous migration attempts of travellers by nationality.

Characteristics of travel: This section provides information about the mode of transportation used for travel, the means by which migrants paid for travel and the difficulties faced by travellers in route.

It should be noted that upon request from partners, more in-depth analyses (for instance by FMP) can be conducted by DTM teams.

Flow Monitoring Points in Chad



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TRAVELLERS INTERVIEWED

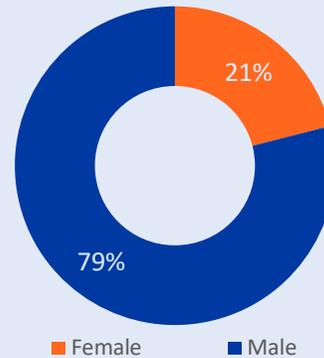
Most interviewees (79%) were men, while 21 per cent were women. The majority of travellers (men [59%] as well as women [66%]) were married. Men were more likely to be single than women: 40 per cent of men indicated being single, while only 20 per cent of women said they were single. Notably, 8 per cent of female travellers were divorced, while no male divorcee was interviewed.

A higher proportion of men (33%) than women (23%) had not received any education (scholastic or religious). Religious education was the most common type of education received among the men (29%) while for women high school and tertiary levels were the most common (17%).

The majority of travellers were adult: 68 per cent of interviewed women and 62 per cent of interviewed men were aged 26 - 60 years old.

TRAVELLERS' PROFILE

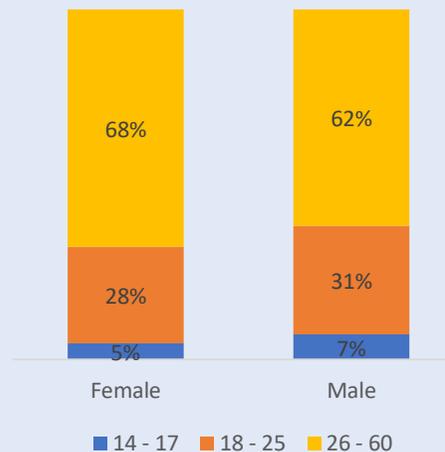
Sex of travellers



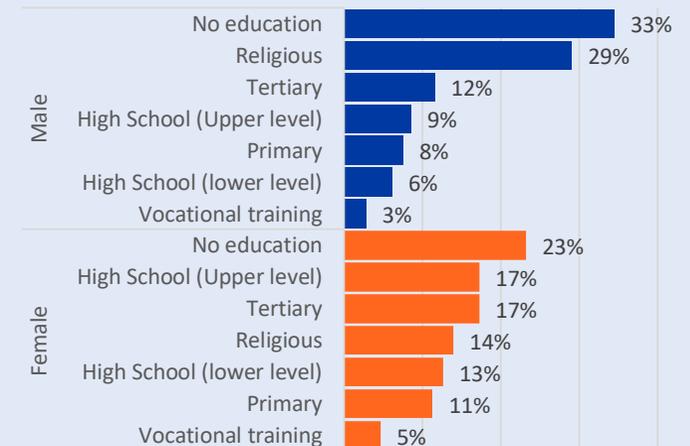
Marital status of travellers, by sex



Age of travellers, by sex

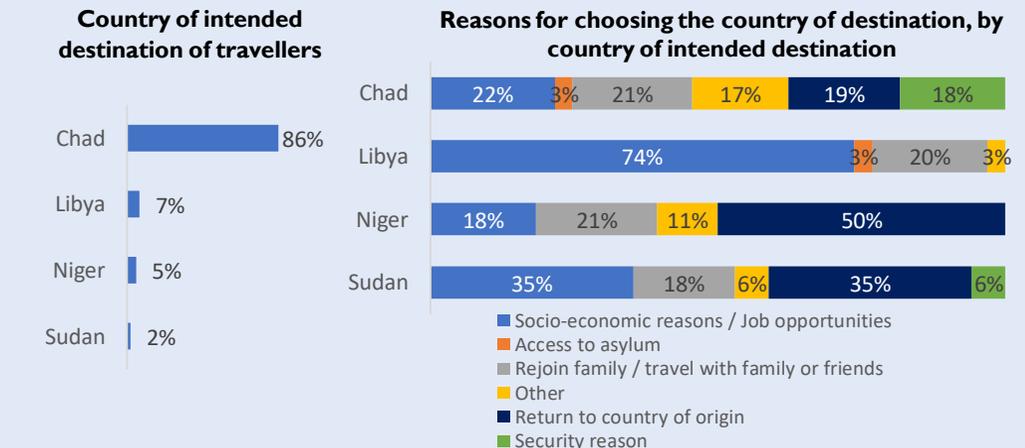
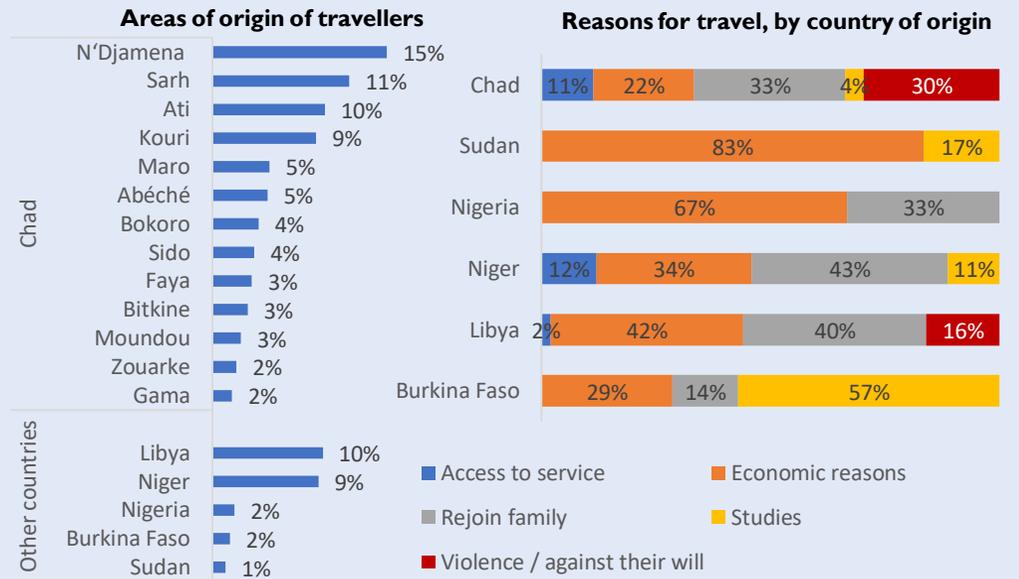


Education level of travellers, by sex



AREA OF ORIGIN, INTENDED DESTINATION AND REASONS FOR TRAVEL

The majority of interviewed migrants (76%) travelled from a city in Chad, with N'Djamena being the city where the largest share of travellers (15%) came from. Taking into account solely the FMPs in northern Chad (Kalait and Faya), the main cities of origin were Ati and Kouri (each representing 12% of the travellers). Apart from Chad, a significant share of interviewees (10%) were travelling from Libya. The desire to rejoin family and economic reasons were the two main reasons for travel, encouraging people to travel (34% and 26% of travellers respectively). It should also be noted that a significant share of individuals who left their area of origin were forced to do so (an average of 26%). That was the case of 30 per cent of travellers from Chad, especially from Kouri, an area in which gold exploitation is banned by authorities. Chad was the main destination of travellers (86%). Libya was the second one with 7 per cent of incoming travellers. Taking into account only the FMPs in northern Chad (Faya and Kalait), this percentage reaches 12 per cent. The travellers chose their intended destination for various reasons. While half of travellers headed to the Niger were returning to their country of origin, 74 per cent of those who were going to Libya did so for socioeconomic reasons, and in particular to look for employment opportunities. The individuals who were going to Chad did so for various reasons: 22 per cent of them for socioeconomic reasons, 21 per cent of them for family reasons and 19 per cent of them to return in their country of origin.



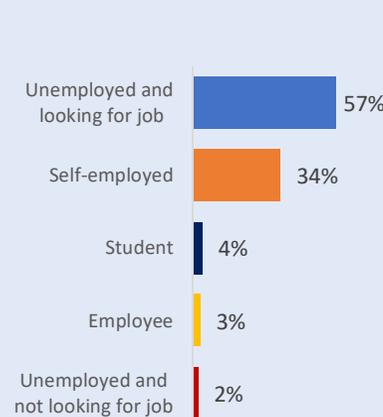
EMPLOYMENT STATUS OF TRAVELLERS

Prior to travel, most interviewees were either unemployed and looking for work (57%) or self-employed (34%).

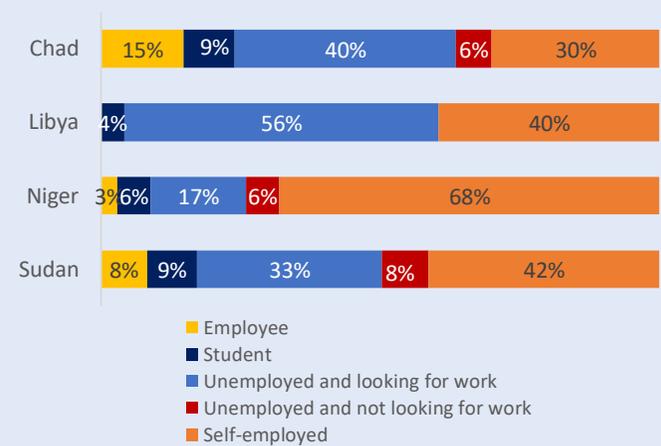
Crossing the employment status of migrants with their areas of origin brought about the following results: the majority of migrants travelling from a country other than Chad were self-employed prior to travel (53%), except for Sudan and Burkina Faso. Indeed, 67 per cent of individuals coming from Sudan were unemployed and looking for work, while half of the individuals coming from Burkina Faso were students. As for travellers coming from Chadian cities, 40 per cent of them were unemployed and looking for work and 30 per cent were self-employed.

In addition, it should be noted that Libya is the only country for which the majority of incoming travellers were unemployed looking for work (56%).

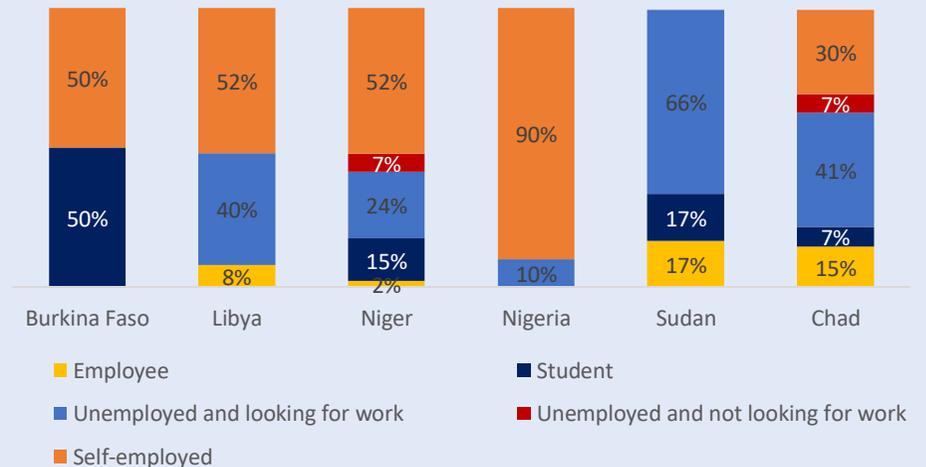
Employment status of travellers



Employment status, by country of intended destination



Employment status, by country of origin



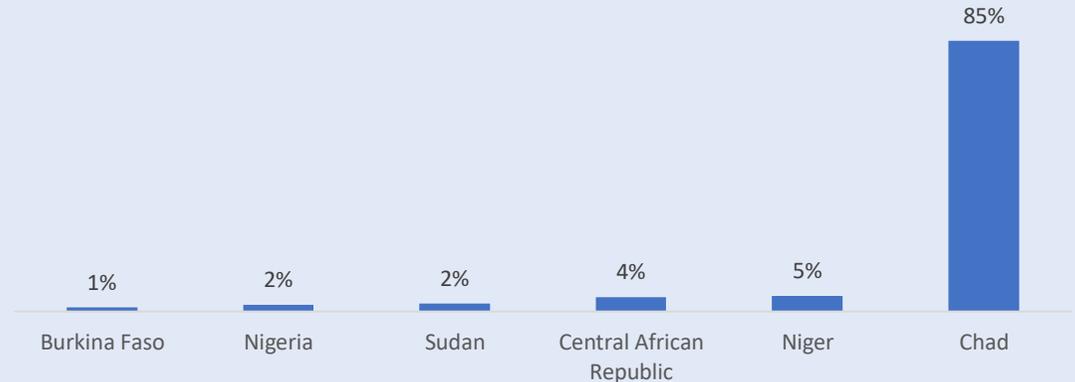
NATIONALITIES OF TRAVELLERS, FORCED DISPLACEMENT AND PREVIOUS MIGRATION ATTEMPTS

The majority of travellers interviewed were Chadian nationals (85%). Nigeriens (5%) and Central African (4%) nationals also represented a significant share of interviewed travellers. It should be highlighted that in the framework of this data collection, the nationalities taken into account are the ones declared by travellers. Identity documents are not verified to confirm or refute their nationalities.

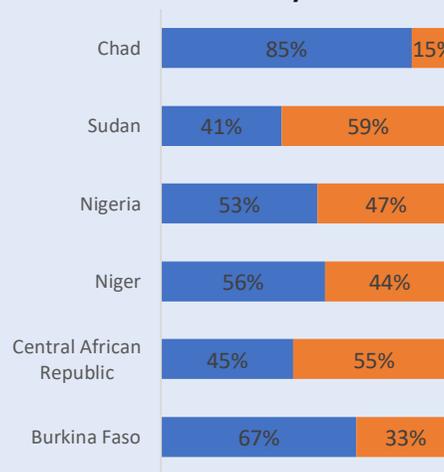
Twenty per cent of travellers had already attempted to migrate towards a foreign country (other than their country of residence). However, crossing this percentage with the nationalities, it is observed that this proportion is significant for Sudanese (59%), Central African (55%), Nigerian (47%) and Nigerien (44%) nationals.

Furthermore, 12 per cent of travellers had already been internally displaced in their country at least once. This percentage is significant for Central African (84%), Sudanese (18%) and Chadian (9%) nationals.

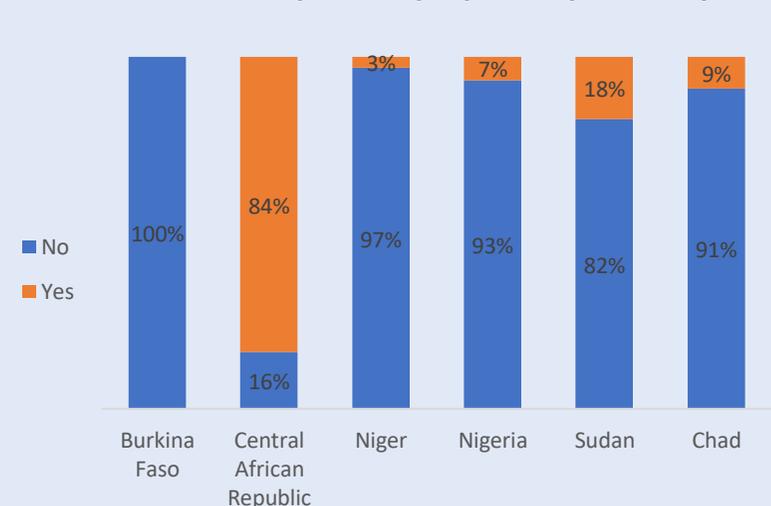
Main nationalities



Have you ever attempted to migrate to settle in another country ?



Were you forcibly displaced in your country ?



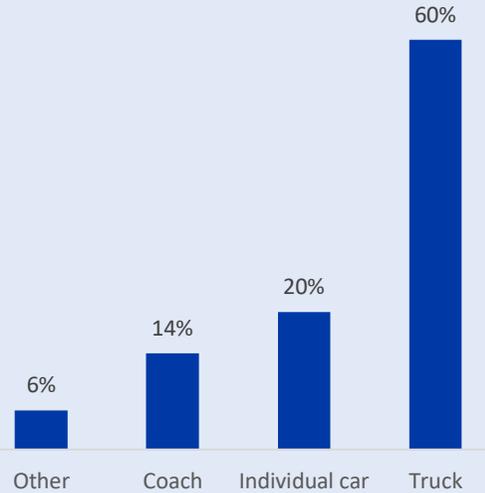
CHARACTERISTICS OF TRAVEL

Trucks (boarded by 60% of travellers) and individual cars (20%) were the main modes of transportation used by migrants.

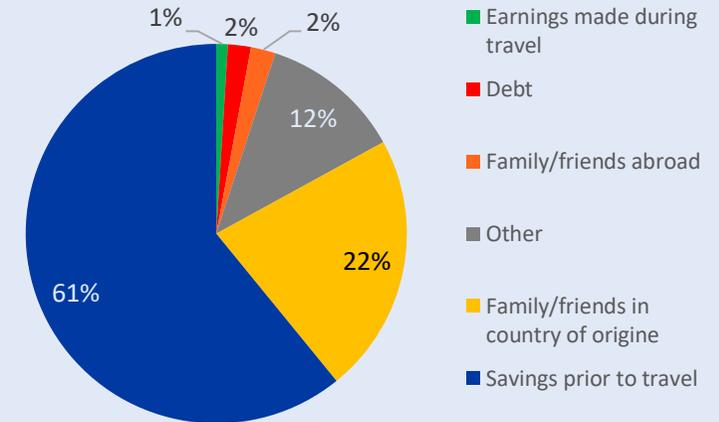
Most interviewees had funded their travel with savings accumulated prior to travel (61%). A number of them (22%) had paid for the journey thanks to the support of their family or friends in the country of origin.

During their travel, migrants faced various difficulties, the main ones being arrests (mentioned by 25% of interviewees), hunger (18%) and lack of shelter (17%).

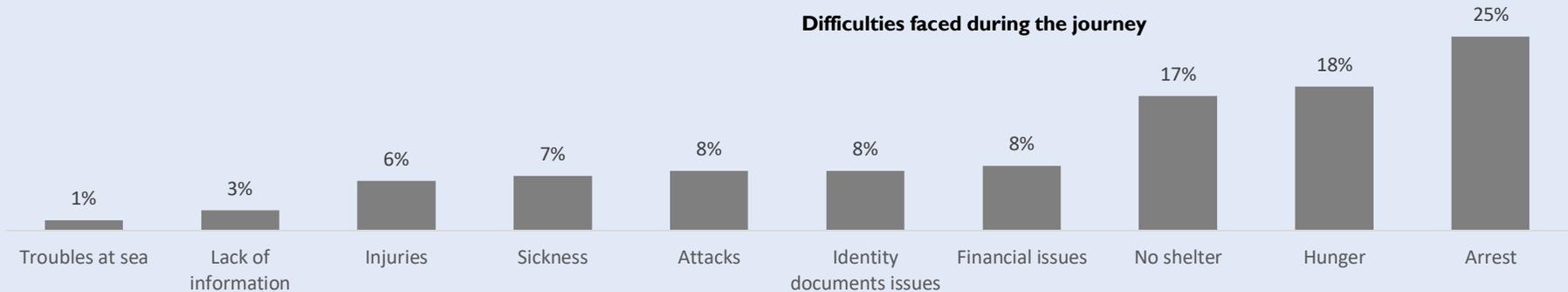
Means of transport of travellers



Funding of travel



Difficulties faced during the journey



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