

LIBYA 2016

MIGRATION PROFILES & TRENDS



140 stranded Nigerian migrants on their way home on 20 December.
Photo: ©Jawashi/ IOM 2016



المنظمة الدولية للهجرة
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International Organization for Migration
The UN Migration Agency

LIBYA
DISPLACEMENT
TRACKING MATRIX
FLOW MONITORING



LIBYA 2016 MIGRATION PROFILES & TRENDS

DISPLACEMENT TRACKING MATRIX | LIBYA

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ABOUT DTM LIBYA

Co-funded by the European Union¹ and the Department for International Development (DFID), the Displacement Tracking Matrix (DTM) in Libya tracks and monitors population movements in order to collate, analyze and share information packages on Libya's populations on the move.

Through Baseline Assessments and Profile Surveys, DTM Libya's Flow Monitoring assessments gather data on migrants' mobility patterns in Libya, their socio-economic profiles, and overall migratory trends in the country.

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¹ This document covers humanitarian aid activities implemented with the financial assistance of the European Union. The views expressed herein should not be taken, in any way, to reflect the official opinion of the European Union, and the European Commission is not responsible for any use that may be made of the information it contains.

FOREWORD

Throughout 2016, migration flows from Africa and the Middle East to Europe have been at the priority of policy agendas across the region. In Libya, an important country of transit for many of these journeys, this was particularly relevant. Much research has already been conducted in countries of origin and of destination to better understand the complex drivers behind these migration flows; however, an information gap had remained in Libya in particular, where ongoing instability meant limited access to information about migration.



Through its Displacement Tracking Matrix (DTM), IOM Libya has made progress over the past year to fill this gap in information and feed into an evidence-based regional policy response. With baseline data collection and surveys conducted with over 8,000 migrants, IOM has been able to provide a more nuanced picture of migration dynamics in the country. DTM's survey results have shown that most migrants surveyed in Libya over the course of 2016 had completed up to the secondary or vocational level of education. 77% of them had been unemployed prior to their departure, and 88% reported having left their countries due to economic reasons.

However, the term “economic migrants” hides the range of protection concerns that migrants face while in Libya; lack of documents and difficulty in obtaining them, along with the risk of being arbitrarily detained or exploited, puts migrants at heightened vulnerability and need of protection. For those migrants who do transit through Libya to Europe, 2016 was the deadliest for Mediterranean crossings to date, according to IOM's Missing Migrants Project. Although arrivals to Italy along the Central Mediterranean route increased by 16% between 2015 and 2016, the rate of deaths along the same route increased by 35% over the same time period.

All of this makes it imperative for policymakers in countries of origin, transit and destination to have a better understanding of both the complex dynamics of migration and the characteristics of migrants taking great risks in these journeys. IOM advocates for evidence-based policy that addresses root causes, is based on respect for the human rights and dignity of migrants, and promotes safe and legal migration channels to combat the exploitative business model of traffickers. To reach this goal in Libya, one of the key requirements is to have a more thorough understanding of migration and mobility dynamics, to help inform a holistic policy response. IOM Libya will continue to address this need in 2017 through its DTM data collection activities.

Othman Belbeisi
Chief of Mission
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The Southern Heritage Festival for Peace in Twaiva Village, which was part of a broader reconciliation process on 15 November.
Photo: ©LIAS 2016

INTRODUCTION AND KEY FINDINGS

Flow Monitoring is a component of IOM's Displacement Tracking Matrix (DTM). DTM is a suite of tools used to track and monitor populations on the move at key points of origin, transit and destination. It provides a common narrative to complex situations for all actors. As a country of destination and transit for migrant flows in the region, Libya is an important site for the study of regional flows to feed into a broader understanding of migratory drivers and dynamics.

DTM Libya's Flow Monitoring module was initiated in July 2016. Two data collection methodologies were employed: statistical analysis tracking the number of migrants passing through key migrant crossing points in Libya on a daily basis, and regular surveys of a sample of those migrants that obtain a more holistic picture of their backgrounds, intentions, and demographic profiles.

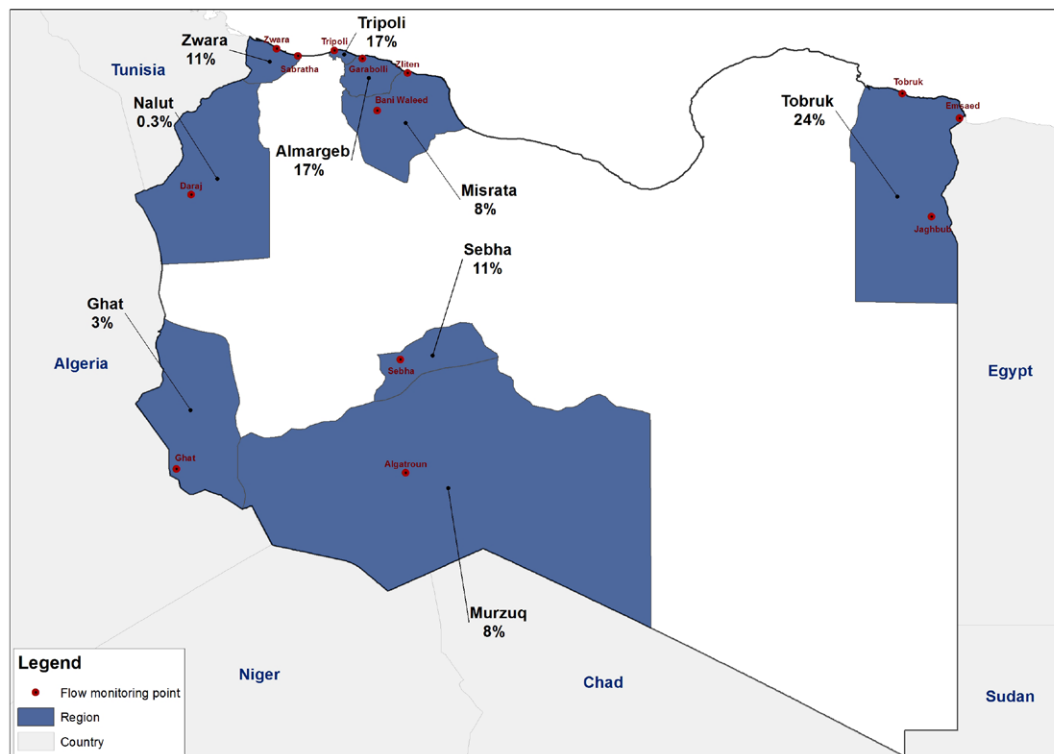
This report presents a cumulative quantitative analysis of baseline data and migrant-focused DTM surveys carried out between the 12th of July and the 15th of December, 2016. During this reporting period IOM Libya conducted 8,306 interviews using simple random sampling across 10 different regions, some consisting of several Flow Monitoring Points (FMPs): Tobruk (Emsaed, Tobruk), Almageb (Garaboli), Tripoli (Abusliem, Ain Zara, Hai Alandalus, Suq Aljumaa, Tajoura, Tripoli), Zwara (Sabratha, Zwara), Sebha (Algurdha Ashshati, Sebha), Murzuq (Algatroun), Misrata (Bani Waleed, Zliten), Ghat (Ghat),

Nalut (Daraj), and Aljara (Qasr Bin Ghasheer) (see Figure 1 for the proportion of surveys conducted per region).

This report presents findings on 98% (8,135 individuals) of all individuals interviewed. The remaining 2% (171 individuals) are excluded from the report to avoid double counting, as they had previously responded to IOM's Flow Monitoring Survey.

The aim of this document is to provide a migration profile of Libya: it gives an overview of the origins, routes, intentions and characteristics of the journey (cost, duration, mode of transport) of mobile migrants in Libya, along with the drivers of migration. Further, it provides a situation analysis providing context to the socio-political environment migrants experience in Libya, and an overview of their mobility patterns within the country, as recorded in DTM Libya's statistical baseline reports.

FIGURE I: DISTRIBUTION OF SURVEYS CONDUCTED BY REGION



DTM’s Mobility Tracking module complements Flow Monitoring by collecting and regularly updating baseline data on internally displaced persons (IDPs), returnees and migrants in Libya¹.

Mobility Tracking provides a baseline on the migrant stock in the country while Flow Monitoring captures the volume of flows. Mobility Tracking assessments first identify locations with migrant populations and gather data on the number of migrants present in each location along with main nationalities observed in each one.

The two modules work together to provide a nuanced picture of the complex migration context in Libya. Migrants may be in Libya having intended to engage in circular labor migration, whereby they travel to and from their country regularly as a way of gaining income. Along their journey or once in Libya, they may decide or be coerced into embarking on a journey to Europe. Other migrants may arrive to Libya intending only to transit, with Europe as their final destination.

Yet for a number of reasons that could include a shortage of money, detainment, or fear of making the risky journey across the Mediterranean, they may decide instead to prolong their stay in Libya to work, accumulate savings or choose to return home. The wide range of circumstances and motivations of migrants are thus important to keep in mind when looking at migrant statistics in Libya. Awareness is also necessary of migrants’ often precarious situation and heightened vulnerability as visible minorities.

IOM estimates that there are between 700,000 to 1 million migrants in Libya, of whom Mobility Tracking tracked and identified 245,242 migrants by Decemebr 2016². Of those, 6,620 migrants were reorded as residing in detention centres at the time of reporting.

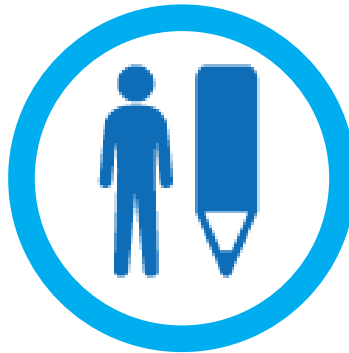
¹ DTM’s Mobility Tracking module collects and provides regular updates to baseline data on populations on the move. Data collected includes numbers, locations, demographic profiles, primary needs, shelter settings, along with key migrant gathering points. Mobility Tracking data is collected through area and location assessments, and data is collected through Key Informants. Currently DTM Libya’s coverage extends to 100% of the country. For DTM’s Mobility Tracking reports, refer to <http://www.globaldtm.info/libya/>

² Round 7 data was collected in November - December 2016

KEY FINDINGS



11,250 CROSSING
MIGRANTS IDENTIFIED
THROUGH 489 FMP
BASELINE ASSESSMENTS,
JULY – DECEMBER 2016¹



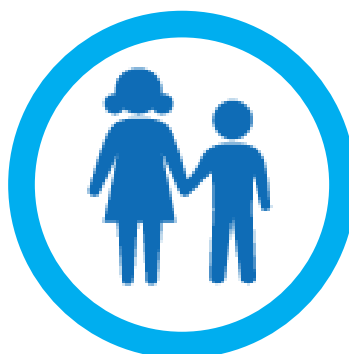
8,135 MIGRANT
SURVEYS ANALYZED,
JULY – DECEMBER 2016



245,242 MIGRANTS
IN LIBYA
IDENTIFIED IN DTM
MOBILITY TRACKING
ROUND 7



MAIN NATIONALITIES:
NIGER (24%), EGYPT
(21%), SUDAN (13%),
NIGERIA (9%), CHAD
(6%)



AVERAGE AGE:
29 YEARS (MALES)
26 YEARS (FEMALES)



PRE-DEPARTURE
EMPLOYMENT STATUS:
77% UNEMPLOYED,
23% EMPLOYED
MAIN SECTOR
OF EMPLOYMENT:
AGRICULTURE,
PASTORALISM, FISHING,
AND FOOD INDUSTRY
(52%)

10 | For data on migrant flows between Niger and Libya during 2016, please refer to DTM Niger's Flow Monitoring Statistical Report at <http://www.globaldtm.info/dtm-niger-flow-monitoring-statistical-report-1-december-30-december-2016/>



AVERAGE COST
OF JOURNEY FOR
MAJORITY: LESS THAN
USD 1,000 (63%)



DRIVERS OF
MIGRATION FROM
COUNTRIES OF
ORIGIN: ECONOMIC
(88%), LIMITED ACCESS
TO BASIC SERVICES
(6%), WAR (3%), OTHER
(3%)



MAIN COUNTRIES
OF INTENDED FINAL
DESTINATION: LIBYA
(60%), ITALY (15%),
GERMANY (7%),
FRANCE (6%)



LENGTH OF STAY OF
MAJORITY IN LIBYA:
OVER 6 MONTHS
(71%)



DRIVERS OF MIGRATION
TO COUNTRIES OF
INTENDED DESTINATION:
APPEALING SOCIO-
ECONOMIC
CONDITIONS (80%), EASE
OF ACCESS TO ASYLUM
PROCEDURES (9%),
PRESENCE OF RELATIVES
(6%), OTHER (5%)



CONSIDERATIONS
OF RETURN: 25%
HAD CONSIDERED
RETURNING TO
THEIR COUNTRY
AT SOME POINT
DURING THE
JOURNEY, 98% OF
THEM WHILE THEY
WERE IN LIBYA



DTM Flow Monitoring Training in 2016.
Photo: ©IOM 2016

METHODOLOGY

IOM defines a migrant as any person who is moving or has moved across an international border or within a state away from his/her habitual place of residence, regardless of (1) the person's legal status; (2) whether the movement is voluntary or involuntary; (3) what the causes for the movement are; or (4) what the length of the stay is. For DTM programmatic purposes in Libya, a migrant is considered any person present in Libya who does not possess Libyan nationality.

DTM does not differentiate between migrant statuses, length of residence in the country, or migratory intentions. It counts as migrants those who may have come from refugee producing countries, along with long-term residents and labour migrants who engage in a circular migration pattern between Libya and their homes.

DTM's Flow Monitoring Module tracks migrants irrespective of the causes of migration, and the means used to facilitate movement. Its methodology to track migrants is two-fold: it first aims to regularly identify and map locations and estimates of numbers of migrants transiting through a selected location during the reporting period. Secondly, it seeks to regularly identify and profile sample caseloads of migrants transiting through each location.

IOM's Flow Monitoring methodology includes a Baseline Assessment and Flow Monitoring Survey conducted at identified Flow Monitoring Points (FMP). Both tools strive to provide a comprehensive understanding of migrant routes, key entry, exit and transit locations and numbers, as well as information on demographics, vulnerabilities, drivers of migration, countries of origin and departure, challenges confronted and average length of journey.

DTM identified and selected FMPs through the project's Mobility Tracking assessments, classified as locations where migrants are known gather within a city for various purposes (arrival, departure, seeking recruitment or gathering information). Flow Monitoring teams are deployed to the FMP's to interview migrants directly and gather both quantitative and qualitative information.

In June 2016, IOM trained 26 enumerators on IOM's Flow Monitoring methodology and approach. Data collected at each FMP is triangulated with information collected through key informants, verified by IOM in Libya and cross-referenced with IOM's Mobility Tracking data by DTM's experts in Tunis.

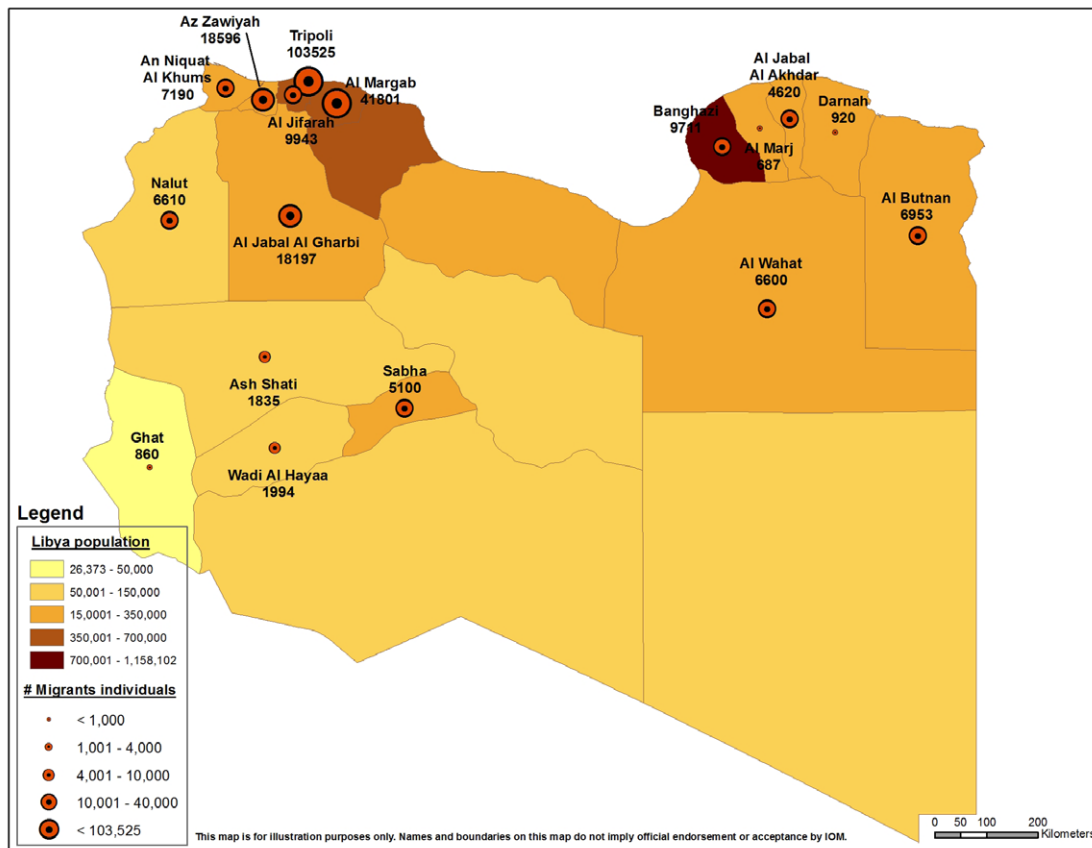
Baseline Assessments gather cumulative information on the number of migrants arriving at a specific area. The Baseline Assessment gathers information on the migrants' nationalities, demographic breakdown, countries of origin intended destination and mode of transport. Baseline Assessments are carried out daily for five days a week by enumerators in order to gauge and quantify the flow of migrants at specific points. Enumerators visited several different points in their area where migrants were known to gather to observe numbers and fluctuations in the migrant flows. This information provides an indication of the trends in migrant flows in the country. Flow Monitoring's Baseline Assessment provide quantitative information that is analyzed in the IOM's Statistical Reports.

Flow Monitoring Surveys gather information about migrant profiles, including age, sex, areas of origin, levels of education, key transit points on the migratory route, cost of journey, motives

driving migration, and intended countries of final destination. Responses are analysed by nationality and disaggregated by sex or by location where the interviews were conducted. The same interview questions are used with migrants in all areas. It should be noted that to ensure informed consent of participants and protection of their interests, migrants below the age of 14 are not surveyed.

The Flow Monitoring Survey questionnaire contains 20 questions translated into Arabic, French and English. Respondents are approached in an ad hoc manner by IOM field staff. Those who give their consent to be interviewed proceed with the remainder of the questions. This may constitute a selection bias, since those willing to respond tend to be young adult males who are confident enough to be interviewed in a public space, and who speak Arabic. Not all locations where interviews are conducted have translators available, and although the interview forms are translated, in practice many interviews are by necessity initiated by field staff striking up a basic conversation in Arabic. The Flow Monitoring Survey enables the identification of interesting trends worthy of further investigation, and the findings can be compared with other sources of information for a fuller picture.

FIGURE 2: MIGRANTS PRESENT IN LIBYA, MOBILITY TRACKING ROUND 7





On 21 January, women and children at Abu Salim detention centre in Tripoli participated in dancing and singing, as well as individual PSS sessions through local partner PSS. Photo: ©PSS/IOM2016

SITUATION OVERVIEW: MIGRATION IN LIBYA

Libya has traditionally been an important country for migrants in search of livelihood opportunities. It has been a country for migrants on temporary economic and circular migration routes from many countries in Africa and the Middle East and hosts large populations particularly from Niger, Egypt, Sudan and Chad, who have integrated with their local communities over time, with some sharing familial ties or social networks with local communities.

Since 2011 Libya has continued to be an important hosting country for migrants driven to migrate due to economic reasons: the lack of access to livelihood opportunities in countries of origin can be the result of many factors, including climate change, ongoing conflict, or fragile state structures. For many migrants, trying to attain access to livelihoods elsewhere can often be a matter of survival¹. Therefore, in spite of the ongoing conflict in Libya, the country has continued to present opportunities for migrants to earn income and support their families back home.

The distribution of migrants across different parts of Libya varies: the East of Libya does not host as many migrants as the Western coastal region, which acts as one of the most popular transit points for those hoping to cross the Mediterranean to Europe. The port of the city of Benghazi remains closed and the sea passage to Europe is far longer than from coastal locations in the West. Furthermore, the conflict in the

Banghazi² region over the last two years has acted as a deterrent to smugglers and migrants alike. However, there is frequent migrant movement between the borders of Libya and Egypt, near Emsaed, with migrants continuing through Tobruk towards the West.

Libya's south-western borders have been sites of frequent cross-border movement, although recent reports indicate that a tighter security presence along the borders has reduced the flow of migrants into Libya from those areas. Crossing the border into Libya, some migrants face the danger of landmines left behind by past warfare, and risk dehydration in the desert due to long and dangerous journeys, during which vehicles can break down.

¹ See Alexander Betts on survival migration <http://www.fmreview.org/fragilestates/betts.html>

² A note on spellings: "Banghazi" refers to the broader region while "Benghazi" refers to the municipality within the region.

Migrants face challenging conditions during their journey, confronting major security concerns including detention¹, extortion, and kidnappings for ransom, which have been linked to the worsening economic situation in Libya. Those who remain in Libya to work are vulnerable due to challenges in obtaining valid residence or work permits. On the other hand, those who choose to continue to Europe are at risk of exploitation at the hands of traffickers.

Since the outbreak of conflict in 2011, Libya's institutional capacity to manage migration has been weakened. With a weakened capacity for checking and/or issuing legal papers, migrants continue to enter Libya irregularly, while others may carry soon-to-expire documentation papers with little ability for renewal. Migrants who successfully seek out livelihoods in Libya are primarily reported as engaging in casual labor as daily workers, undertaking plumbing, cleaning, construction work, agricultural labor, mechanics and welding; others work in the health, hospitality or service industries.

Following the outbreak of civil war, and with the escalation of armed clashes in mid-2014, Libya remains a key transit country for those attempting to cross the Central Mediterranean route to Europe. The general lack of stability has enabled traffickers to exploit migrants and asylum seekers fleeing poverty and human rights abuses², setting out from source countries in the Horn of Africa and West and Central Africa. Migration patterns in and through Libya are interlinked with regional migrant activity, with the 'flow' of migrants stemming from areas within sub-Saharan Africa, Asia and the Middle East.

The situation in Libya has created optimal conditions for the commoditization of migrant trafficking, with smugglers enjoying virtual impunity. The complex migration routes that

stretch from sub-Saharan Africa to Europe and beyond have continued to fuel this illicit business, with migrants and asylum seekers paying thousands of dollars to networks of smugglers to cross through.

The majority of migrants who arrived from Libya from West and Central Africa in 2016 passed through Niger. Agadez was a key transit point for those migrants, the majority of whom continued to Al Qatrun in Libya through Séguédine. The usual route from Al Qatrun through the country went through Sebha, Bani Waled, and up to Tripoli where migrants were more likely to have access to livelihood opportunities.

Migrants who decide to continue to Europe are often charged not only for their passage across the Mediterranean, but also for individual life-vests, basic needs and their onward journey.

When they reach the coastal areas in the West, many migrants board dangerously overcrowded and unseaworthy boats, paying smugglers thousands of dollars for their onward passage. Many die while making the journey as the small boats regularly stall, capsize or deflate.

In 2016, 181,436 migrants arrived to Italy's shores, most of them having departed from Libya³ with the main countries of origin being Nigeria, Eritrea, Guinea, Ivory Coast and Gambia. IOM's Missing Migrants Project recorded more deaths in the Mediterranean than ever before: 5,082 individuals were reported as dead or missing in the Mediterranean in 2016, 90% of whom had been travelling on the Central Mediterranean route (4,579 deaths in the Central Mediterranean⁴). Survivors who do reach Europe report violence and abuse by people traffickers⁵.

1 In the latest round of data collection, conducted in December 2016, DTM's Mobility Tracking assessments identified 6,620 migrants in detention centres across the country.

2 http://migration.iom.int/docs/Analysis_Flow_Monitoring_and_Human_Trafficking_Surveys_in_the_Mediterranean_and_Beyond_3_November_2016.pdf

3 http://migration.iom.int/docs/2016_Flows_to_Europe_Overview.pdf

4 <http://missingmigrants.iom.int/>

5 http://migration.iom.int/docs/Analysis_Flow_Monitoring_and_Human_Trafficking_Surveys_in_the_Mediterranean_and_Beyond_3_November_2016.pdf



140 stranded Nigerian migrants on their way home on 20 December. Photo: ©Jawashil IOM 2016

NUMBER OF MIGRANTS OBSERVED

Between 12 July and 15 December 2016 IOM conducted 489 Flow Monitoring Baseline Assessments across 13 Flow Monitoring Points (FMPs), capturing a total of 11,250 migrants as having transited these points.

FIGURE 3: NUMBER OF MIGRANTS OBSERVED IN 2016



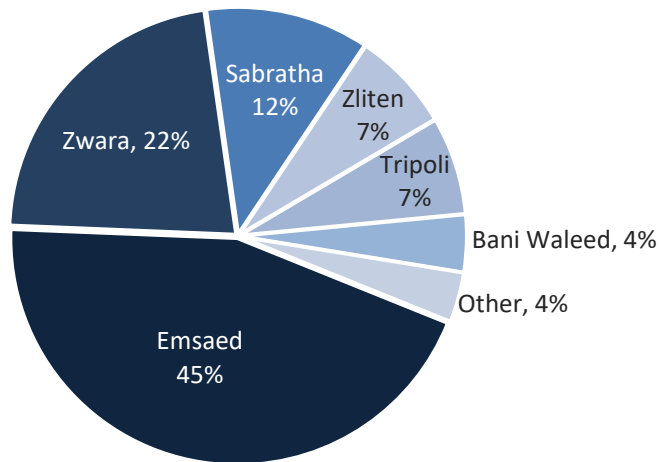
The above chart displays the weekly flow of migrants recorded across FMPs in Libya between July and December 2016. DTM Flow Monitoring data is collected five days a week; due to frequent power cuts and problems with network connectivity, data may not be received from some FMPs for some of the weeks.

to these factors or due to the variances in migrants present in different Flow Monitoring Points.

While this chart is not meant to provide an overall number of migrants transiting through Libya it provides an indication the trend of migrant flows in Libya during the reporting period.

45% of the total number of crossing migrants was recorded in Emsaed, 22% in Zwara, 12% in Sabratha. The remaining 21% were recorded in the 10 other FMPs.

FIGURE 4 PROPORTION OF MIGRANTS OBSERVED AT EACH FMP



98% of the 11,250 individuals crossing through IOM's FMPs were adults and 2% were minors. 94% of the adults were male and 6% were female, as shown in Figure 5. 60% of the minors observed were reported to be accompanied and 40% were unaccompanied.

FIGURE 5: MALE-FEMALE RATIO OF MIGRANTS OBSERVED

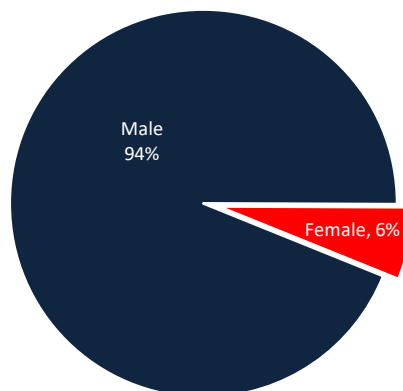
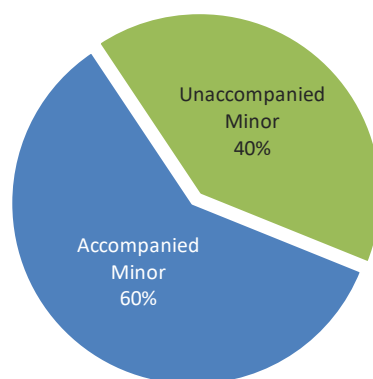


FIGURE 6: PROPORTION OF ACCOMPANIED-UNACCOMPANIED MINORS OBSERVED



FLOW MONITORING SURVEY ANALYSIS

The following is an analysis of results gathered from the 8,135 migrant surveys conducted in Libya between July and December 2016

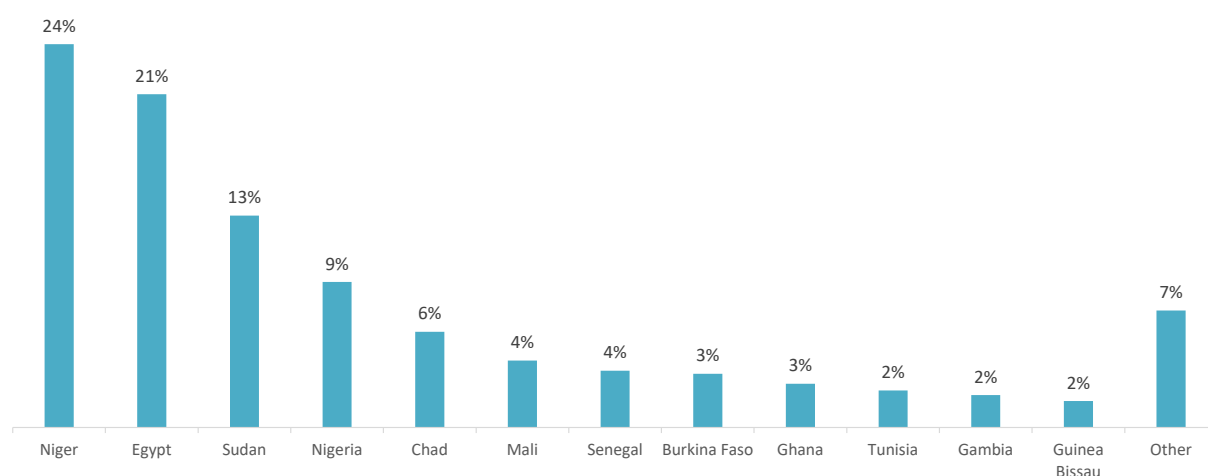
MAIN NATIONALITIES

The primary nationalities identified through DTM's surveys were Nigerien, Egyptian, Sudanese, Nigerian and Chadian. A further 33 African nationalities were recorded at transit points between July and December 2016¹. Proximity is an important factor in facilitating migration into Libya. It is recognized that nationalities bordering Libya have traditionally had better access to migratory opportunities and knowledge about Libya, such as the types of economic opportunities available

and connection to existing social networks.

The below chart demonstrates the 12 predominant nationalities recorded by Flow Monitoring surveys. This report will present the results of all migrant surveys, and will add an additional disaggregation for migrants from the countries listed below.

FIGURE 7: MIGRANTS SURVEYED DISAGGREGATED BY NATIONALITY



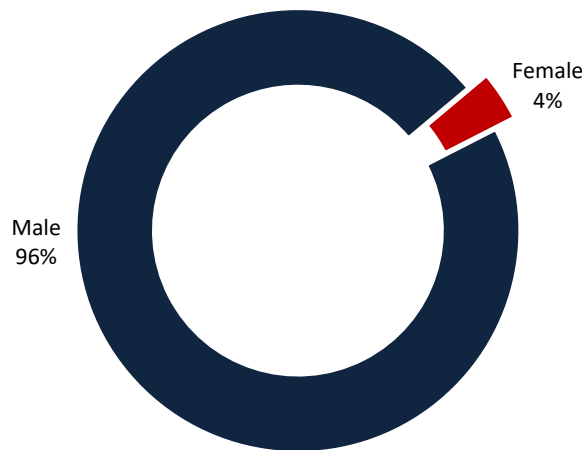
¹ Senegal, Burkina Faso, Ghana, Tunisia, Gambia, Guinea Bissau, Morocco, Algeria, Guinea, Cameroon, Côte d'Ivoire, Togo, Ethiopia, Central African Republic, Eritrea, Mauritania, Benin, Sierra-Leone, Uganda, Bangladesh, Somalia, Republic of Congo, Congo Dem Rep, Liberia, Pakistan, Zimbabwe, Zambia, Equatorial Guinea, Tanzania, Gabon, Angolan, South Africa.

DEMOGRAPHICS

The majority of migrants surveyed were male and in their twenties. The high representation of male migrants in the surveys can be explained by the methodology of random sampling in public spaces, where more male than female migrants may be found who are willing to participate in the survey.

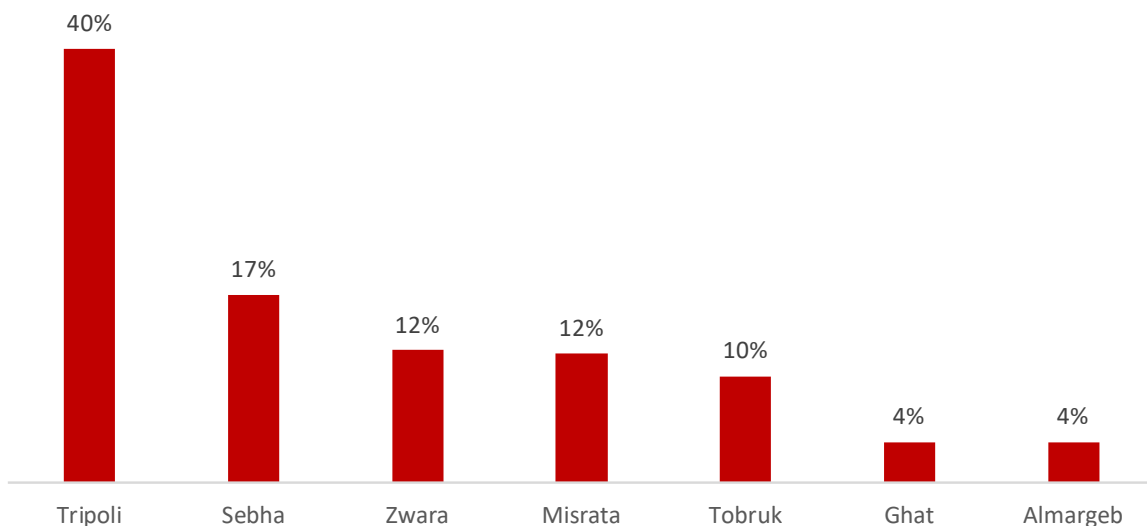
The number of women interviewed at transit points in Libya was low, as indicated in only 4% of the surveyed population being female (292 women)¹. This is also reflected in the overall trend of more male migrants coming to Libya than female migrants.

FIGURE 8: SEX DISAGGREGATION OF MIGRANTS SURVEYED



Out of all women surveyed, 40% were located in the region of Tripoli, with half surveyed in the capital itself while the other half was recorded in the rest of the municipalities (baladiyas) within the region.

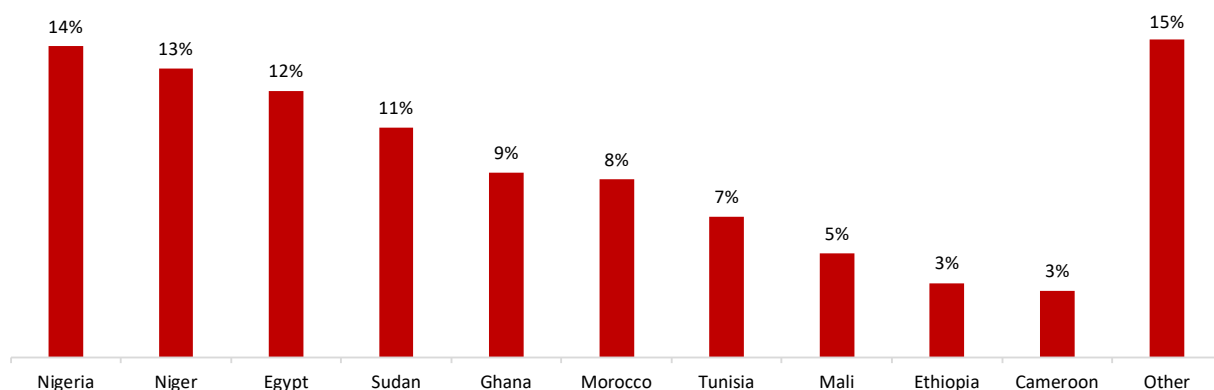
FIGURE 9: DISTRIBUTION OF FEMALE MIGRANTS SURVEYED BY REGION OF



It is worth noting that Nigeria is the primary nationality for female migrants surveyed (14%) and the fourth most prevalent nationality for all migrants surveyed in 2016. The following chart presents an analysis of females surveyed, disaggregated by nationality.

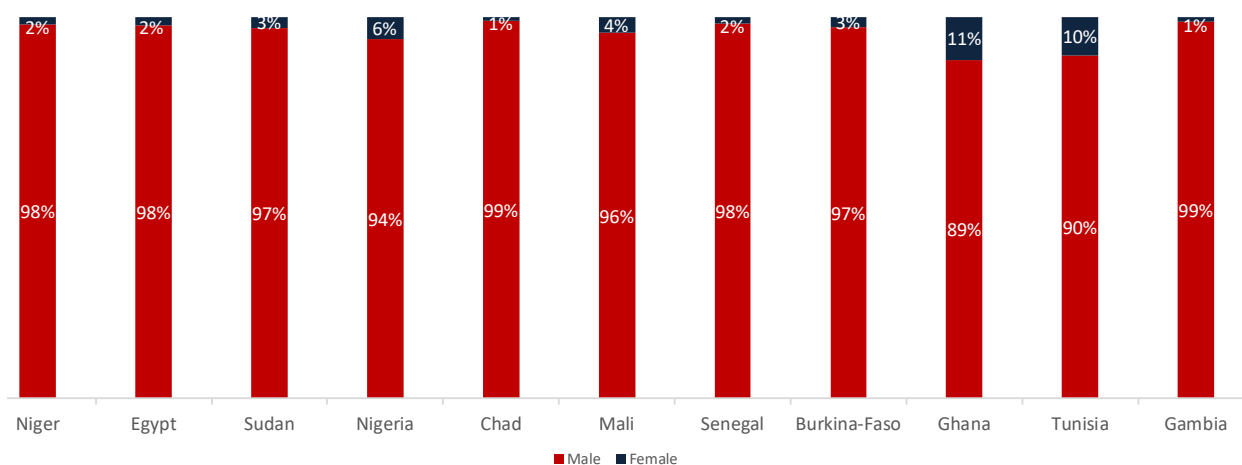
¹ The relatively low percentage of females in this survey is explained by the added difficulty of locating and interviewing female migrants in public settings in the Flow Monitoring points.

FIGURE 10: FEMALE MIGRANTS SURVEYED DISAGGREGATED BY NATIONALITY



When disaggregating migrant nationalities by sex, a variance between nationalities can be observed: only 2% of Nigeriens and 1% of Chadians surveyed were females. Migrants from Ghana had the largest proportion of female migrants surveyed, at 11%.

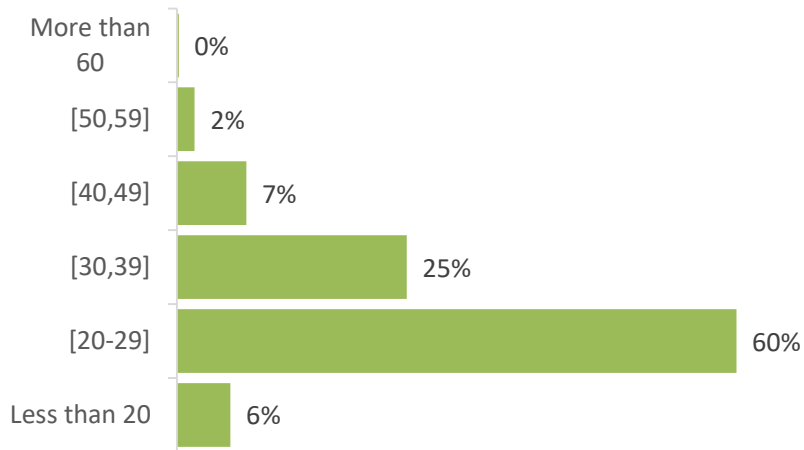
FIGURE 11: SEX DISAGGREGATION OF MIGRANTS BY NATIONALITY



The average age of migrants was 29 years. When disaggregated by sex, the average age for males was 29, while that of females was 26 years¹.

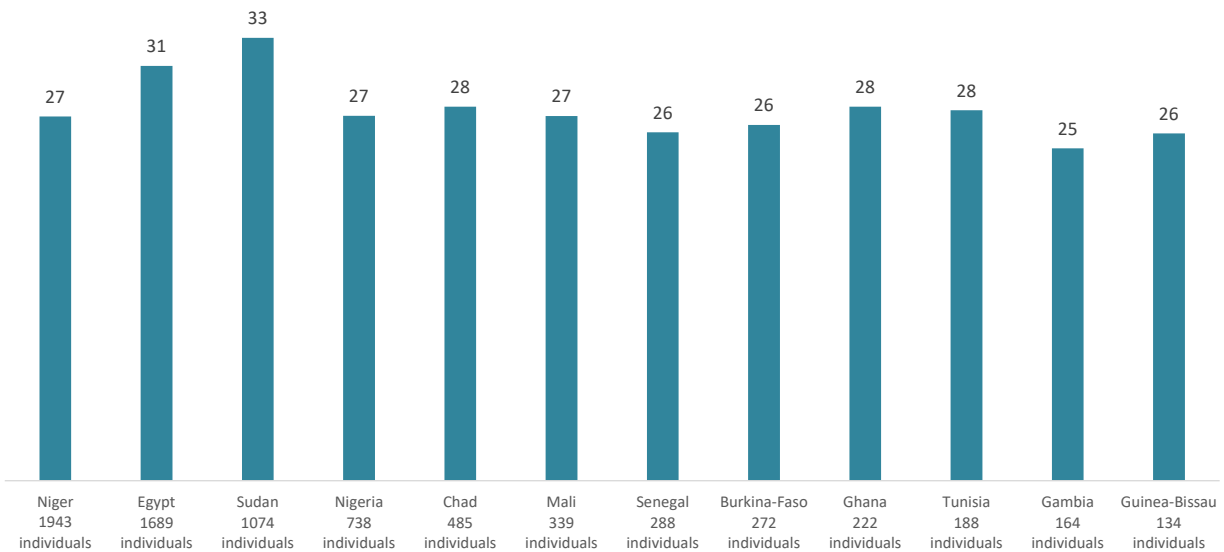
¹ Migrants below the age of 14 are not surveyed to ensure that the principle of informed consent is upheld. However, the number of crossing migrant minors observed is noted in the Baseline Assessments.

FIGURE 12: AGE DISAGGREGATION OF MIGRANTS SURVEYED



Disaggregating average age by nationality, individuals coming from countries bordering Libya were generally older than those coming from the other countries, as can be seen in Figure 12 below.

FIGURE 13: AVERAGE AGE DISAGGREGATED BY NATIONALITY



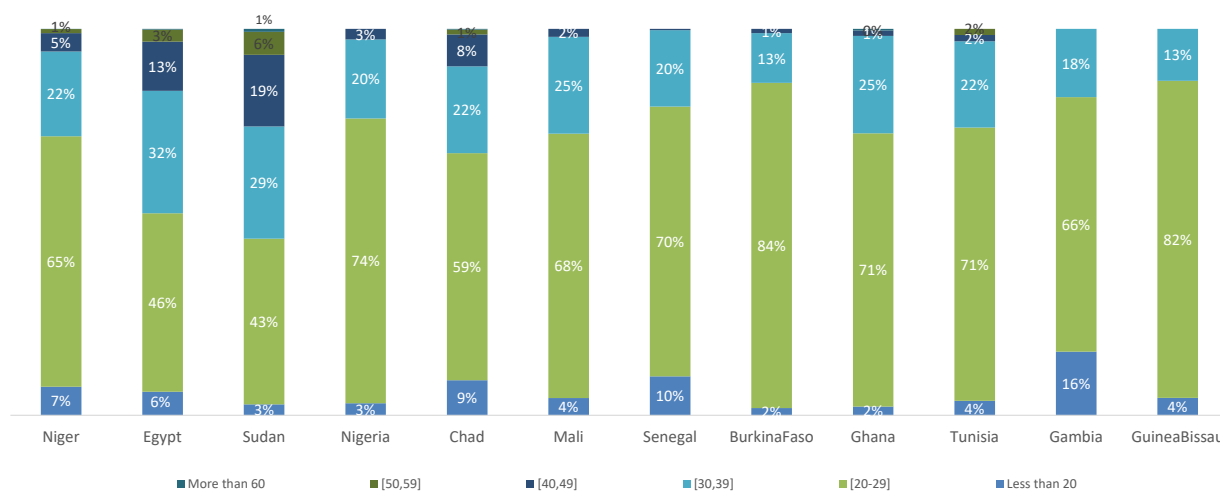
While the age pyramid depended on the country of origin, the proportion of individuals in their twenties was the highest for all nationalities.

Only 5% of Nigeriens were older than 40 years, while 25% of Sudanese migrants fell within that age group.

For other nationalities such as Nigeria, Mali or Senegal the percentage of individuals older than 40 is very low, at 3% and 2% respectively.

On the other hand, the highest percentage of individuals under 20 years was recorded for migrants originating from Burkina-Faso and Guinea-Bissau (86%) while the lowest percentage was recorded for Sudanese nationals (46%).

FIGURE 14: AGE DISAGGREGATION BY NATIONALITY



6% of migrants surveyed reported being single, and 42% were married or in a union, as shown in Figure 14. The highest proportion of married respondents was recorded for Sudanese migrants (59%), and migrants with the highest proportion of single individuals being nationals of Burkina-Faso and Gambia (75%), as outlined in Figure 15.

FIGURE 15: MARITAL STATUS OF MIGRANTS SURVEYED

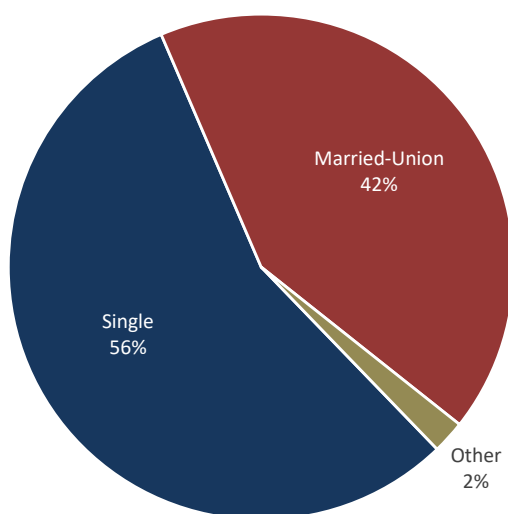
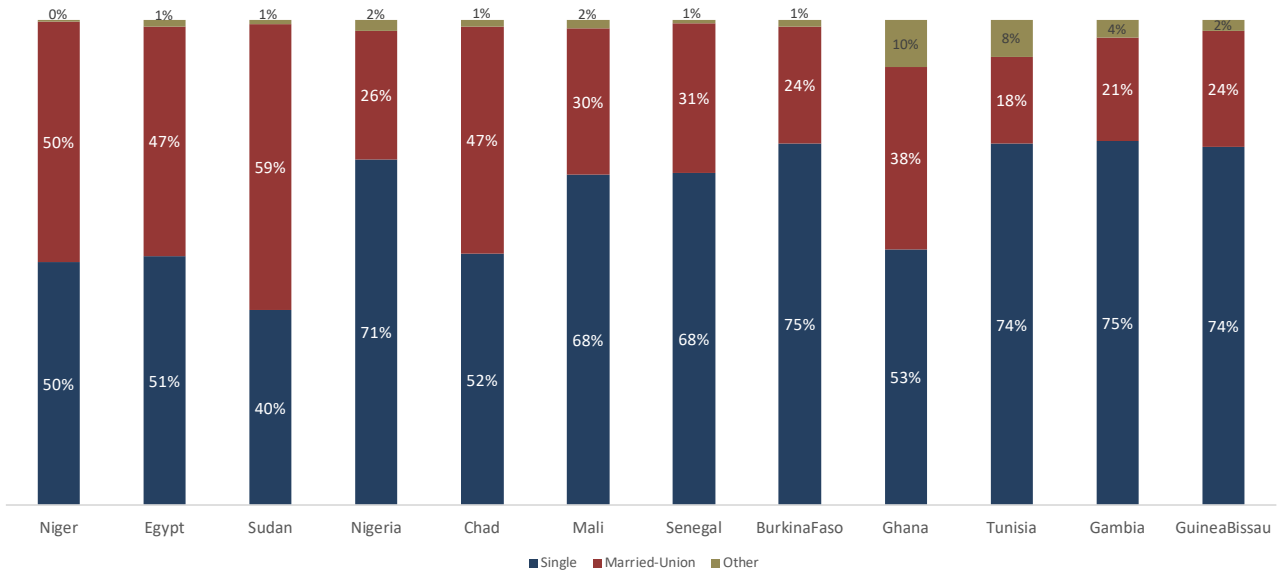


FIGURE 16: MARITAL STATUS DISAGGREGATED BY NATIONALITY



Migrants play football at Triq Al Matar detention centre on the International Migrants Day, 18 December 2016.
Photo: ©Jawashi/ IOM 2016



EDUCATION

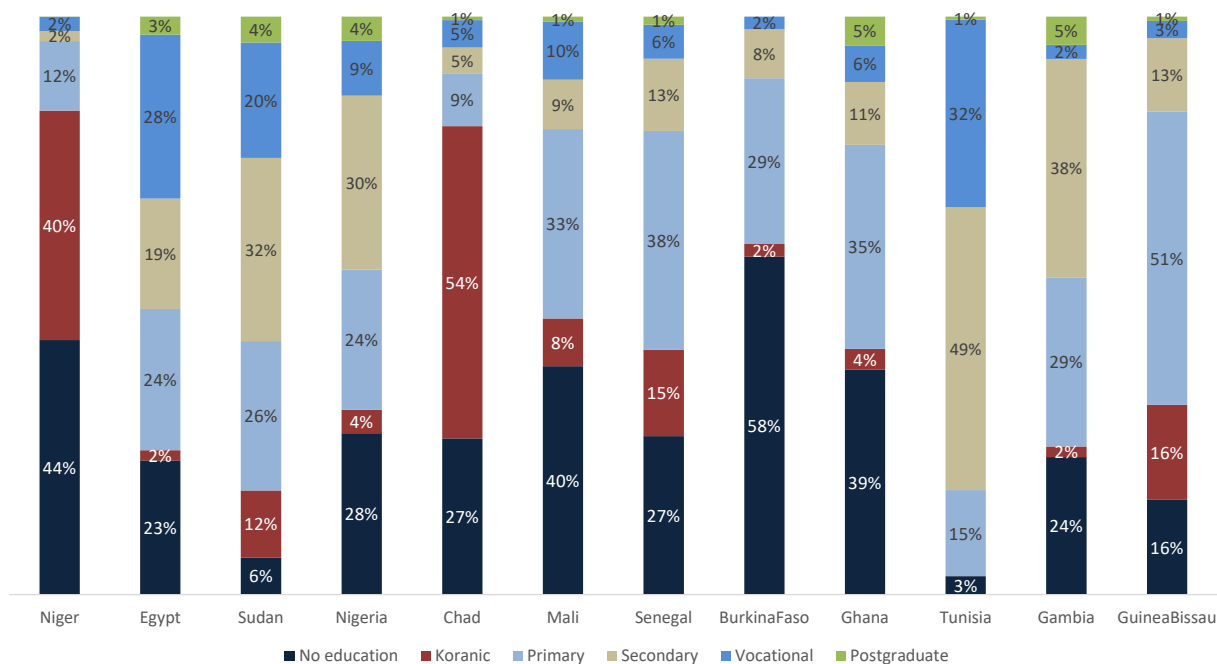
Almost one third of respondents (29%) reported not having obtained any formal education. 22% completed their education only up to the primary level, 17% attended Koranic schools, 17% had completed up to secondary education, 13% had attended vocational education, and 2% obtained higher education.

Unlike the other indicators, the migrants' education profiles differ significantly from one country of origin to another. The following chart demonstrates the variation in the levels of education for each one of the main 12 countries from which migrants in Libya originate. For the top 12 represented nationalities, Tunisia has the lowest proportion of migrants with no education (3%), and Burkina-Faso has the highest (58%). Ghana had the highest proportion of respondents with postgraduate education (5%).



IOM's Recreation Centre and Psychosocial Support Teams in Sabha and Al Qatrun conducted five mobile activities in the elementary and secondary schools, reaching 230 pupils aged between 6 and 16 years old.

FIGURE 17: LEVEL OF EDUCATION DISAGGREGATED BY NATIONALITY



LABOUR MARKET

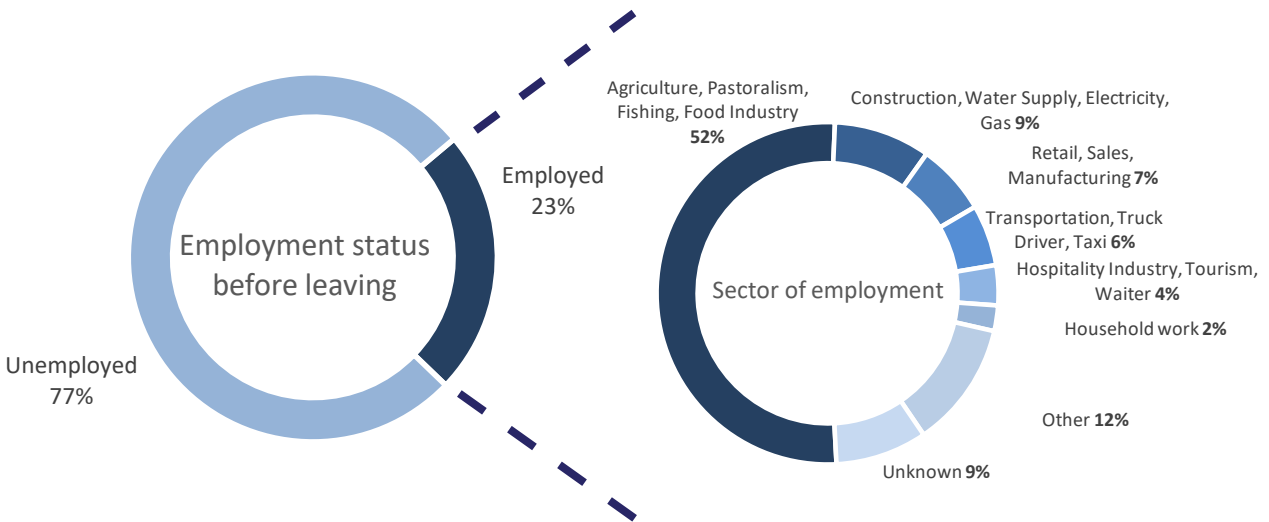
77% of migrants surveyed reported being unemployed in their country of origin prior to leaving and 23% had been employed or self-employed.

Migrants reported working across several domains: agriculture, pastoralism, fishing and the food industry provided work for about half of all those surveyed (52%). Another 9% reported

having worked in the construction, water supply, electricity or gas sector, and the rest worked in other professions¹.

12% of respondents selected reported an “Other” sector of employment. Half of them reported working as daily workers without specifying the sector of employment.

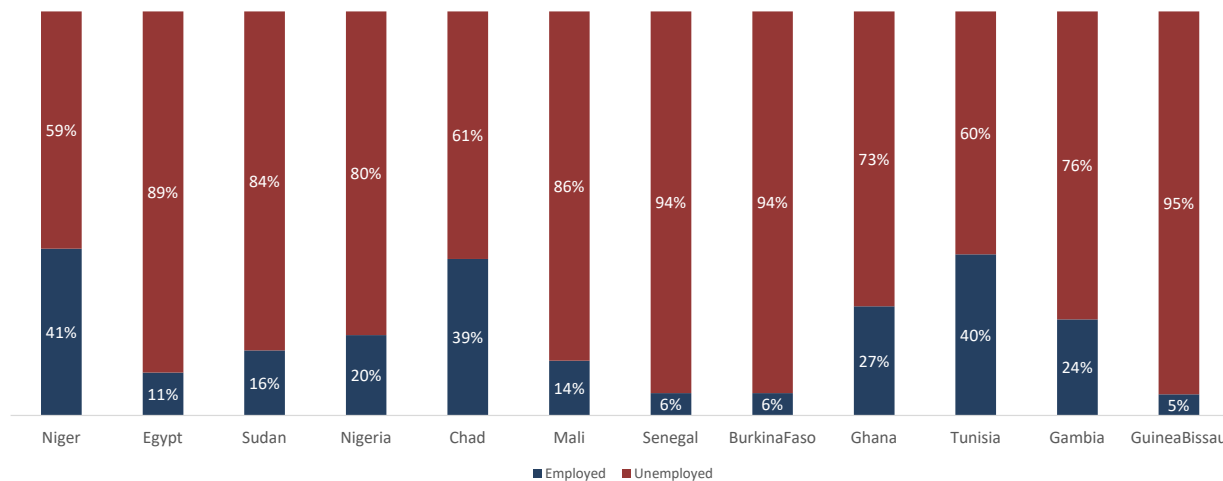
FIGURE 18: EMPLOYMENT STATUS AND SECTOR OF EMPLOYMENT IN COUNTRIES OF ORIGIN



¹ Other professions include: professions mentioned in the chart besides other sectors such as: public sector (civil servant, governmental institutions), engineer-architecture, professor, teacher, school jobs, social work, hairdresser, finance, banking, accounting, medical doctor, nurse, pharmacist, paramedical, artist, IT, communication, computer, electronics, lawyer, legal adviser, administration, secretariat, translator, interpreter and other.

From across the top 12 nationalities, the highest percentage of individuals recorded as having been unemployed before leaving (95%) were from Guinea-Bissau, and 94% from Senegal and Burkina-Faso. The lowest proportion of those unemployed was among Nigeriens (59%).

FIGURE 19: PRE-DEPARTURE EMPLOYMENT STATUS BY NATIONALITY

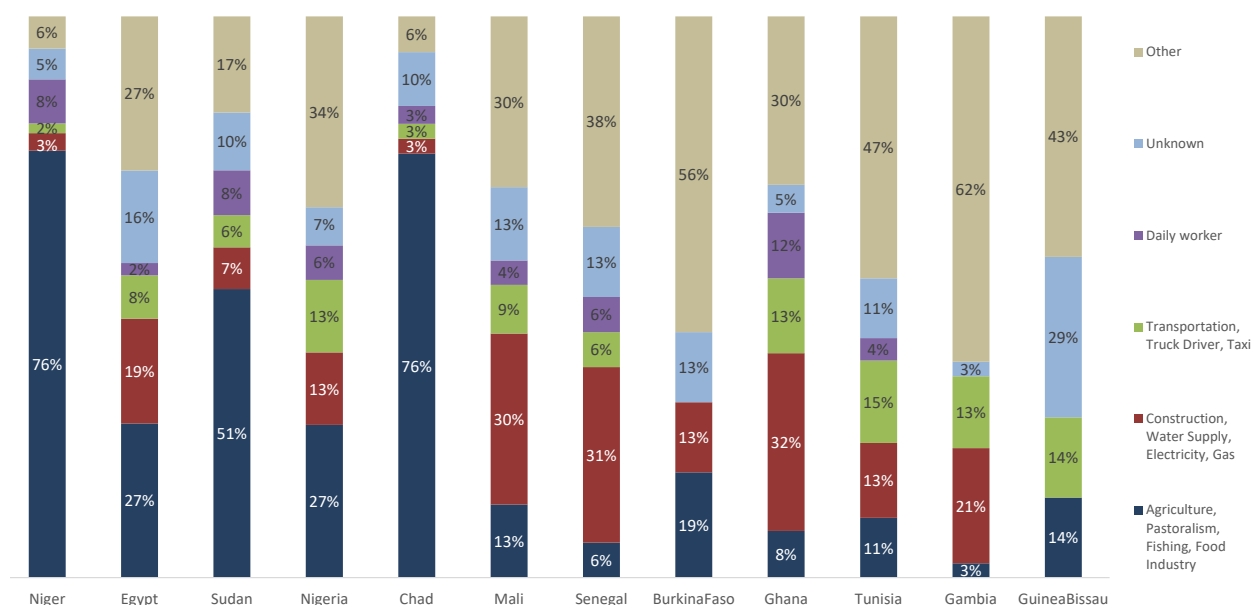


The following chart presents the distribution by nationality of sectors in which respondents were employed prior to departing their countries.

Agriculture, pastoralism, fishing and the food industry were the main sectors of work for individuals from Niger (76%), Chad (76%) and Sudan (51%).

The main sector for individuals coming from Ghana (32%) was construction, water supply, electricity and gas, with another 12% reporting employment as daily workers, higher than the proportion of daily workers from all other nationalities.

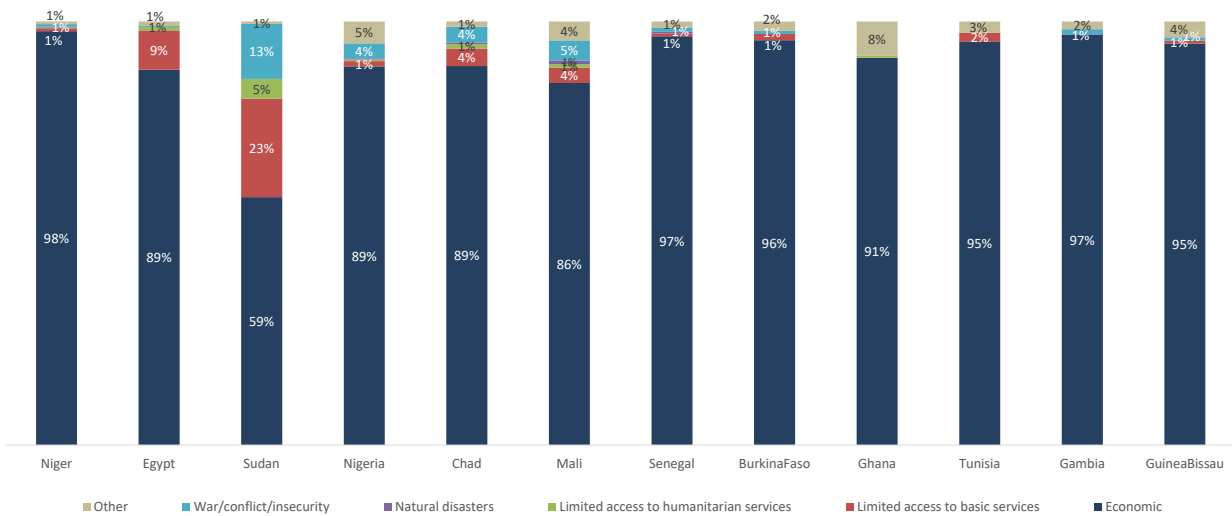
FIGURE 20: SECTOR OF EMPLOYMENT DISAGGREGATED BY NATIONALITY



MIGRATION DRIVERS: REASONS FOR LEAVING COUNTRIES OF ORIGIN

The reasons for leaving the country of origin were similar for all surveyed. The majority of respondents (88%) reported having left their countries of origin due to economic reasons, which could include poverty and lack of access to livelihood opportunities, 6% reported limited access to basic services, 3% reported war or political reasons for leaving, and the remaining 3% of respondents reported other reasons for leaving.

FIGURE 21: REASONS FOR LEAVING COUNTRY OF ORIGIN, DISAGGREGATED BY NATIONALITY



Migrants' reasons for leaving their countries of origin did not vary significantly when disaggregated by nationality; economic reasons were the most frequently cited across all countries of origin. The percentage of individuals that reported economic reasons reached 98% for Nigerian nationals and 89% for Egyptians.

The proportion of Sudanese nationals who left due to economic reasons at 59% was lower than that of other nationalities. Another 23% reported limited access to basic services as the main reason they left Sudan. Additionally, the highest percentage of individuals reporting war and political reasons behind leaving their country was recorded for Sudanese nationals (13%).

CHARACTERISTICS OF THE JOURNEY

COUNTRIES OF DEPARTURE

In Flow Monitoring Surveys data is collected on countries of origin as part of obtaining a demographic profile of migrants. To better articulate the migration profile Flow Monitoring Surveys capture information on migratory journeys by asking questions that investigate both the country of origin of a migrant, and if different, the country in which they were residing prior to departing on their journey. In 98% of surveys conducted with migrants in Libya, the country of departure and country of origin were the same. The remaining 2% of respondents made the journey to Libya from a country other than their country of origin. The analysis below presents information about the journeys from migrants' countries of departure.

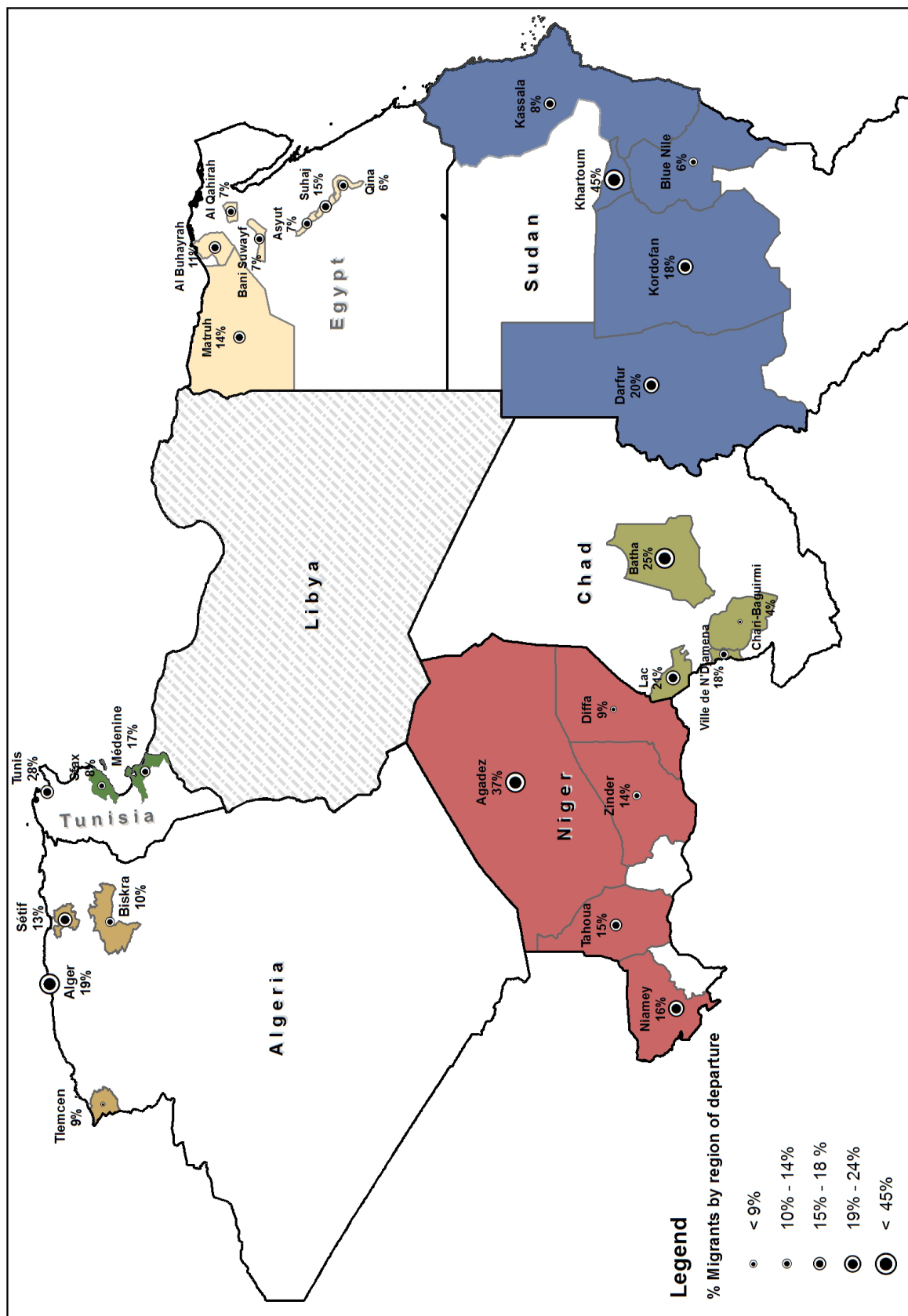
COUNTRIES BORDERING LIBYA: NIGER, EGYPT, SUDAN, CHAD, TUNIS AND ALGERIA

68% of the 8,135 respondents reported to have departed from countries that border Libya: 24% of respondents departed from Niger, 21% from Egypt, 14% from Sudan, 6% from Chad, 2% from Tunis and 1% from Algeria. The remaining 32% began their journeys from other African countries further afield.

Figure 22 shows the distribution of migrants by the region that they departed from. Only the main regions of departure from each country are shown. The proportion refers to the proportion of migrants who departed from each region from the total number of respondents per country.



FIGURE 22: MAIN REGIONS OF DEPARTURE FOR MIGRANTS FROM COUNTRIES BORDERING LIBYA



Note: Percentages in the map refer to the poportion of respondents by region of departure out of the total number of respondents from each country.

Photo, left page. Tripoli main port, 24 November 2016.

Photo: ©Jawashi/ IOM 2016



COUNTRIES NOT BORDERING LIBYA: NIGERIA, MALI, SENEGAL, BURKINA-FASO AND GHANA

Figure 23 shows the most common routes migrants who departed from Nigeria, Mali, Senegal, Burkina-Faso and Ghana took to reach Libya. These were the main countries of departure for migrants from West and Central Africa.

Individuals departing from Nigeria mainly reached Libya passing through Niger (83%). The remaining 17% used various other routes to reach Libya.

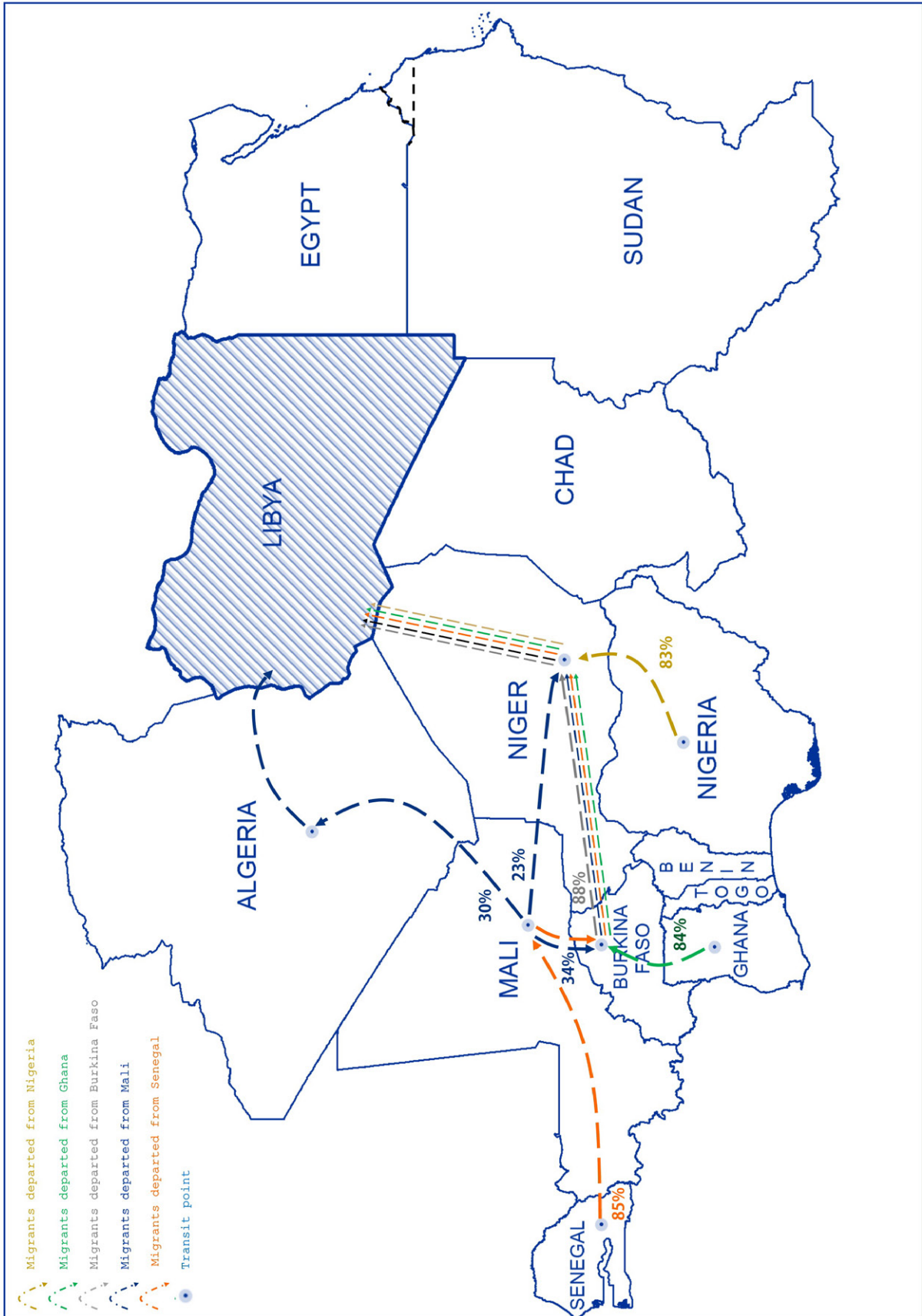
Those who departed from Mali followed three different routes to reach Libya: 34% of them travelled through Burkina-Faso and Niger and 30% crossed Algeria to reach Libya. The remaining 23% reported having passed through Niger.

85% of individuals departing from Senegal reached Libya passing through Mali, Burkina-Faso and Niger. The remaining 10% reported having crossed Algeria or Morocco to reach Libya.

88% of migrants who departed from Burkina-Faso travelled to Libya only through Niger. Another 8% of them reported passing through Algeria as well to reach Libya. The remaining 4% who reached Libya reported using various other routes.

84% of migrants who departed from Ghana travelled to Libya through Burkina-Faso and Niger. The remaining 16% who reached Libya used various other routes.

FIGURE 23: MAIN TRANSIT ROUTES USED BY MIGRANTS FROM WEST AND CENTRAL AFRICA



ENTRY INTO LIBYA

76% of migrants surveyed reported having entered Libya through an unofficial entry point and 24% reported passing through an official border crossing point. 99% of migrants coming from Guinea-Bissau, and 97% from Senegal and Burkina-Faso reported entering Libya through an unofficial entry point.

On the other hand, 95% of Tunisians and 49% of Egyptian nationals surveyed reported entering through official border crossing points.

FIGURE 24: STATUS OF ENTRY POINT USED TO ENTER LIBYA

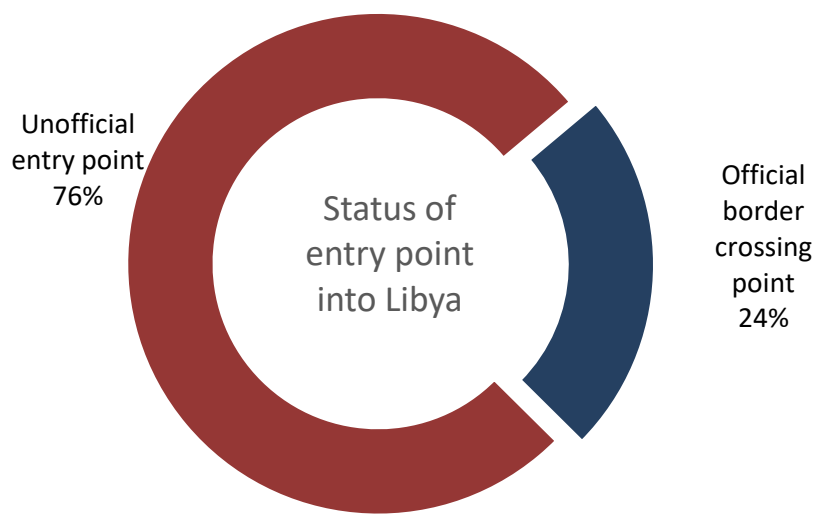
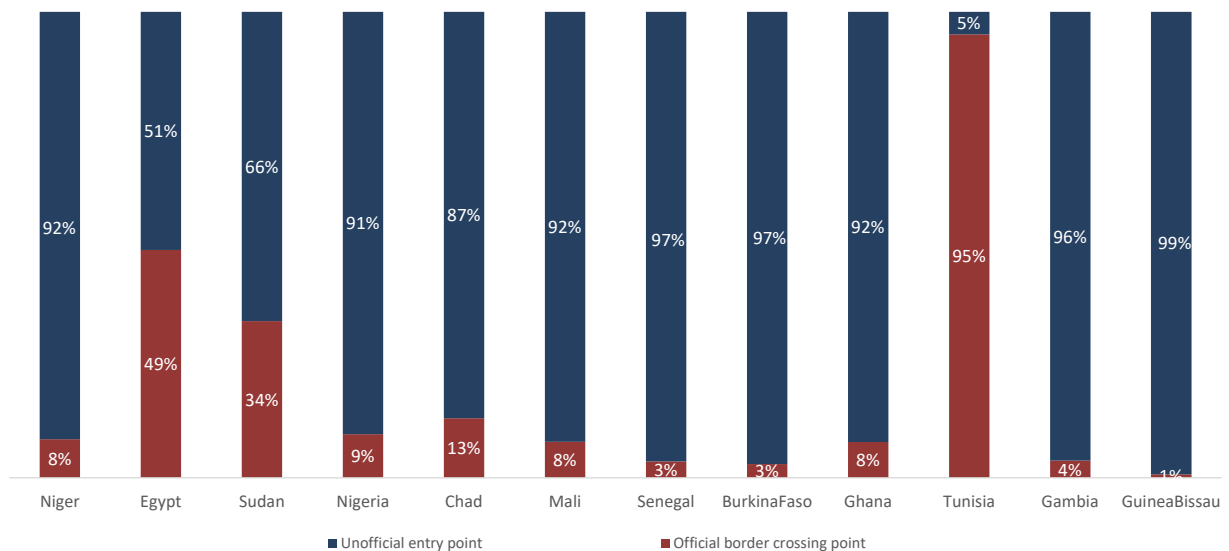


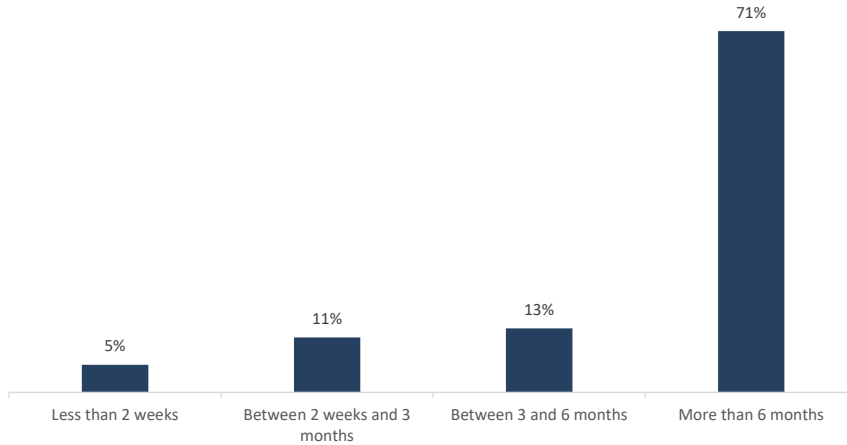
FIGURE 25: STATUS OF ENTRY POINT USED TO ENTER LIBYA DISAGGREGATED BY NATIONALITY



LENGTH OF STAY IN LIBYA

The survey results show that once migrants arrived in Libya they typically stayed there for a period lasting longer than six months.

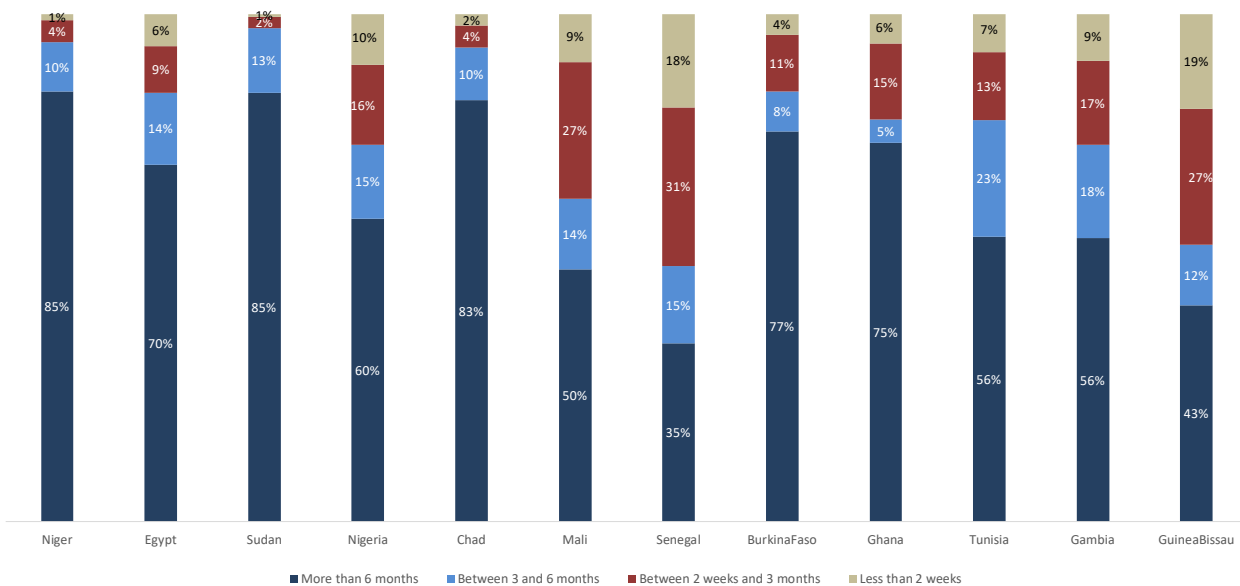
FIGURE 26: DISAGGREGATION OF MIGRANTS BY LENGTH OF STAY IN LIBYA



The majority (71%) of respondents came to Libya over 6 months prior to having been surveyed. 13% came within 3 to 6 months of being surveyed, 11% had arrived between 2 weeks and 3 months previously, and only 5% came within the last 2 weeks of being surveyed. Across nearly all nationalities the length of stay in Libya was similar: the majority had been in Libya for over six months, and only a small percentage had arrived in the last 2 weeks prior to being surveyed.

However, there is a more varied distribution of length of stay for Senegalese and Malian nationals. 50% of migrants coming from Senegal reported arriving to Libya within the last three months. Furthermore, 50% of migrants from Mali reported had been in Libya for less than six months prior to being surveyed. The following chart presents the percentage of migrants by length of stay in Libya for the main nationalities surveyed.

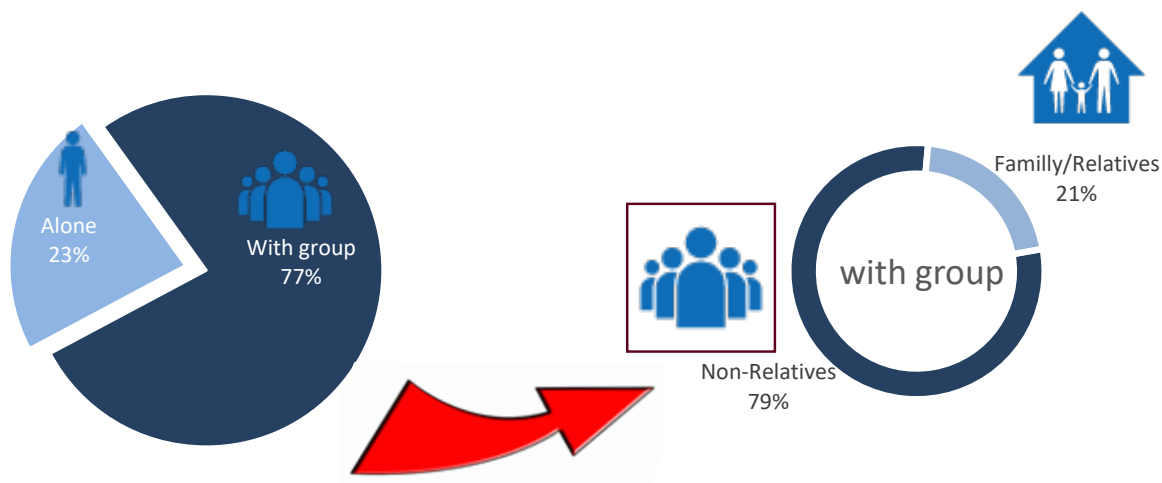
FIGURE 27: LENGTH OF STAY IN LIBYA BY NATIONALITY



TRAVEL WITH GROUPS OR INDIVIDUALS

The majority of respondents (79%) reported to be travelling with a group: 82% of them reported travelling with others who were not relatives, while 18% reported travelling with family members.

FIGURE 28: MODE OF TRAVEL TO LIBYA



MODE OF TRANSPORT

91% of individuals surveyed reported using land vehicles as their main mode of transport to enter Libya, 8% reported travelling by airplane. The remaining 1% reported walking as the main mode of transport to Libya.

When disaggregated by nationality, 30% of Sudanese and Tunisian nationals listed airplanes as their main mode of transport to reach Libya,

which was higher than the proportions of other nationalities who reported travelling by air.

The largest proportion of those who reported having arrived to Libya on foot was for Egyptian nationals (4%).

FIGURE 29: MAIN MODE OF TRANSPORT USED TO ARRIVE TO LIBYA

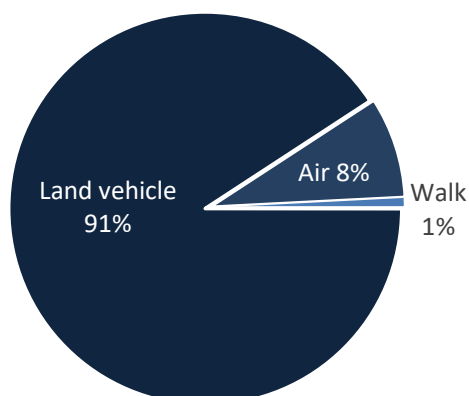
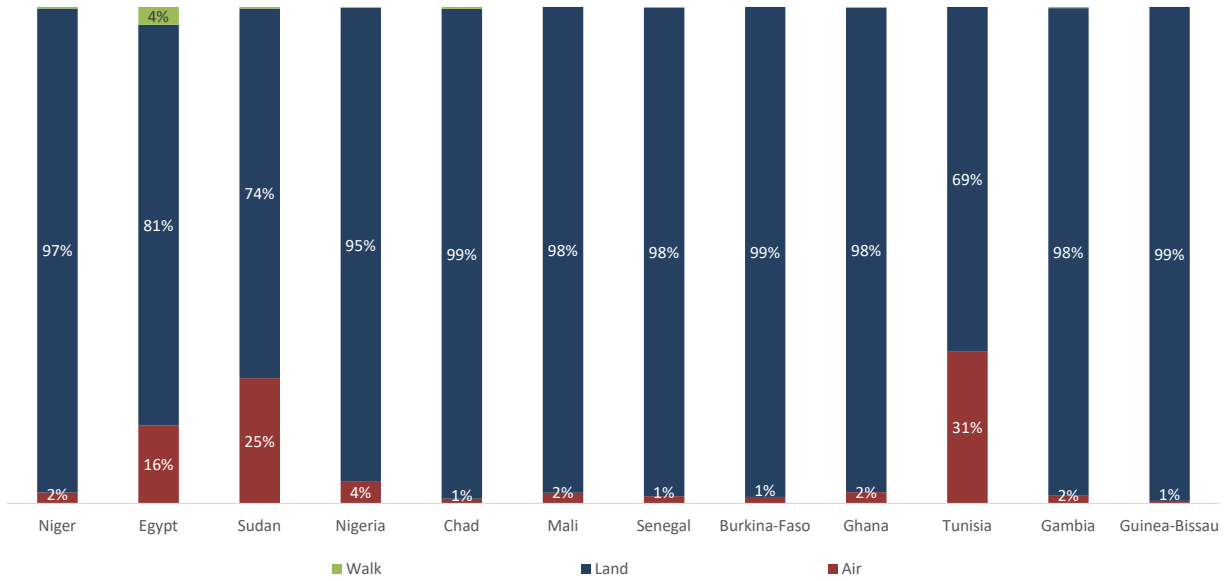


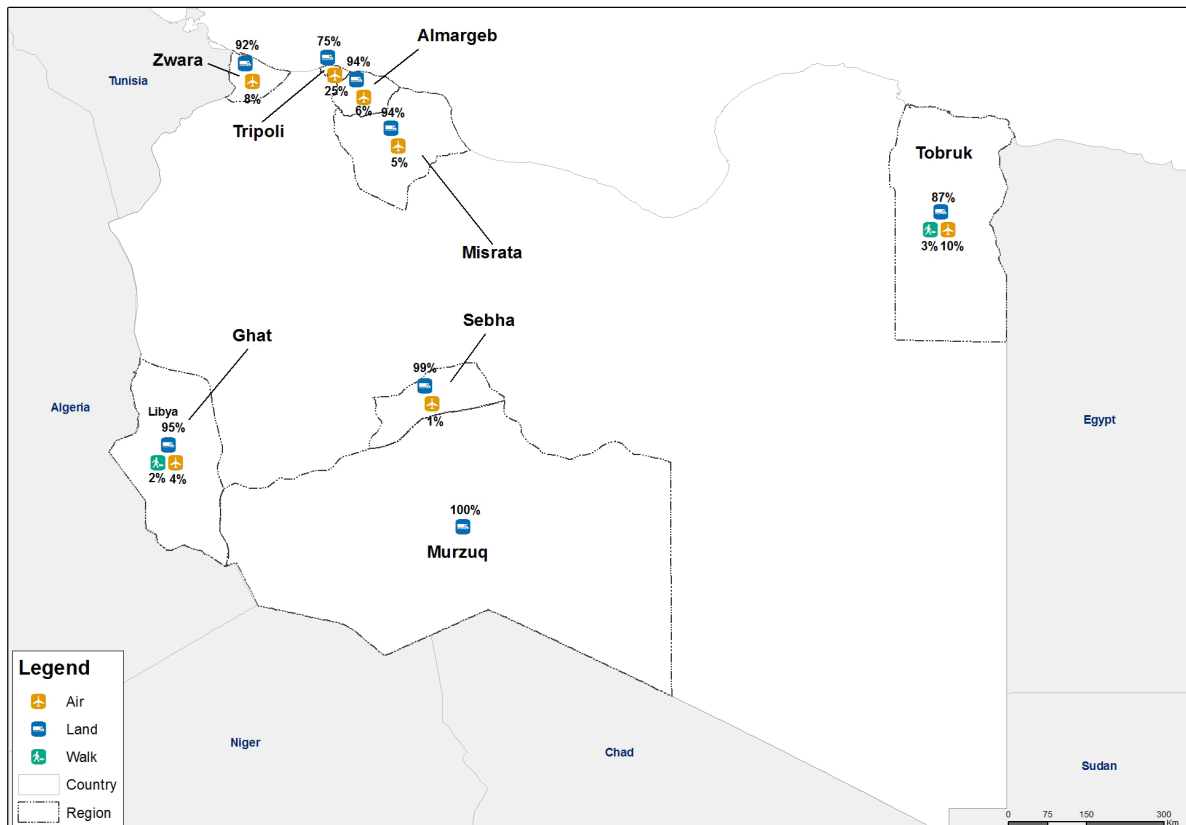
FIGURE 30: MAIN MODE OF TRANSPORT DISAGGREGATED BY COUNTRY OF DEPARTURE



The disaggregation by region in which migrants were surveyed showed a slight variation in the mode of transport migrants used to arrive to the country. The highest proportion of migrants who reported travelling by air (25%) to reach the country

was recorded in Tripoli, while 3% of those surveyed in Tobruk and 1% in Ghat reported walking. On the other hand, all the migrants surveyed in Murzuq reported using land vehicles as their main mode of transport to reach Libya.

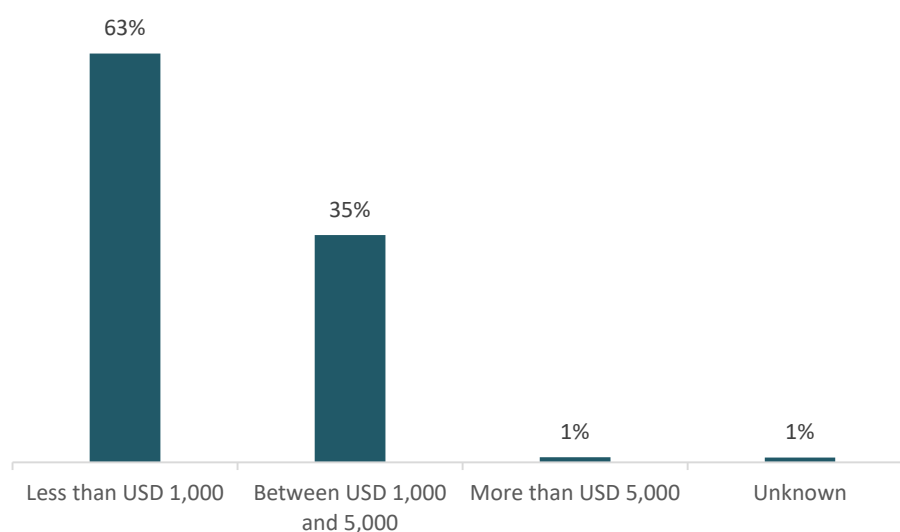
FIGURE 31: MODES OF TRANSPORT USED TO ARRIVE TO LIBYA MAPPED BY REGION OF ASSESSMENT



COST OF JOURNEY

The majority of respondents (63%) reported the estimated cost of their journey to reach Libya as being less than 1,000 USD per person. 35% reported the estimated cost of their journey to be between USD 1,000 and 5,000. A further 1% of respondents reported paying over USD 5,000. The remaining 1% did not answer.

FIGURE 32: COST OF JOURNEY TO LIBYA FOR MIGRANTS SURVEYED



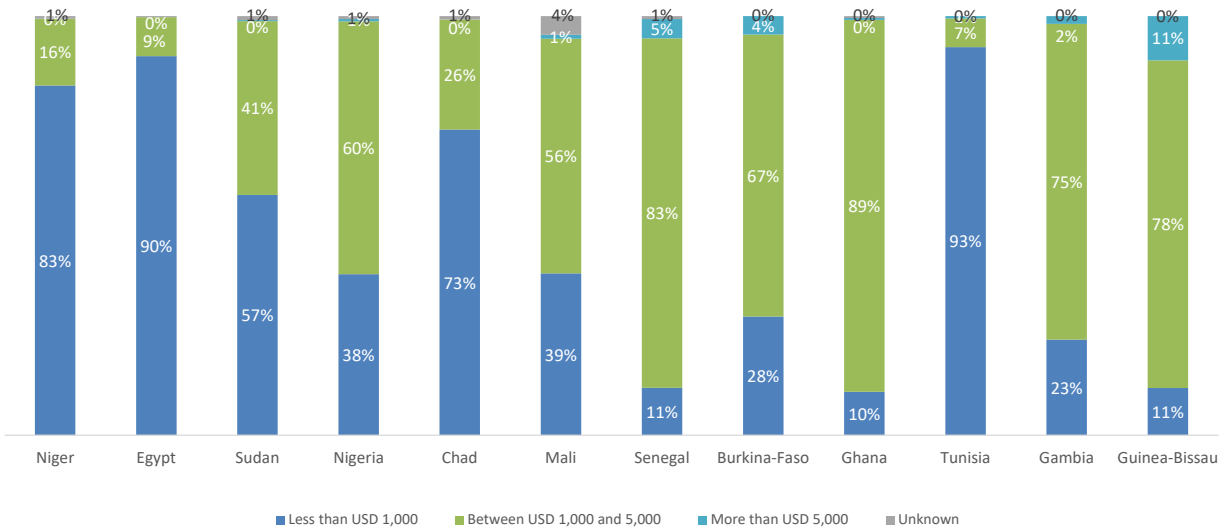
This money may cover the cost of being transported by smugglers, passing checkpoints and other logistical costs, as well as the basics needed for survival, including food and accommodation. Journey length and distance inevitably influence the total cost for the individual, with the 1% stating that their journey cost more than USD 5,000 likely to have covered greater distances than the 98% surveyed who indicated a lower overall cost of USD 1,000 to 5,000.

When disaggregated by nationality, 83% of individuals who departed from Niger, 90% who departed from Egypt, 73% who departed from Chad and 93% who departed from Tunisia all reported paying less than USD 1,000 for the

journey to Libya. 57% of individuals who departed from Sudan spent less than USD 1,000 during the journey while 41% of them spent between USD 1,000 and 5,000. 60% of individuals who departed from Nigeria reported spending between 1,000 and 5,000 USD while 39% of them spent less than 1,000 USD. 89% of individuals who departed from Ghana, 83% of those who departed from Senegal and 67% of those from Burkina-Faso reported spending between USD 1,000 and 5,000 during their journey.

The highest proportion of those who paid over USD 5,000 was for migrants from Guinea-Bissau (11%), followed by Senegal (5%) and Burkina-Faso (4%).

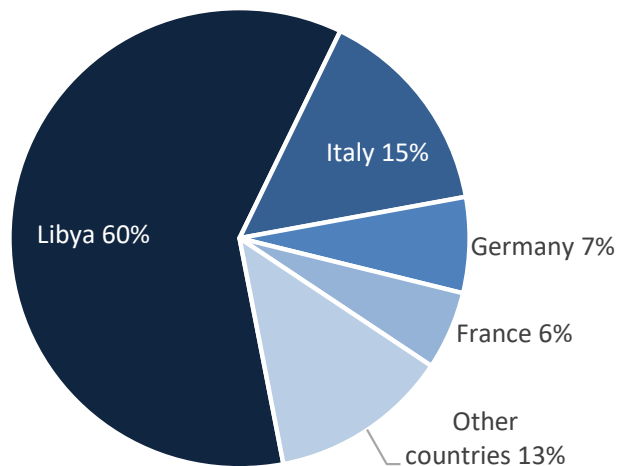
FIGURE 33: COST OF THE JOURNEY BY COUNTRY OF DEPARTURE



INTENDED DESTINATION COUNTRIES

Out of all the migrants surveyed 60% reported Libya as their country of intended destination. 15% reported Italy as the country of intended destination, 7% reported Germany and 6% reported France. The remaining 13% reported 60 other countries.

FIGURE 34: COUNTRIES OF INTENDED FINAL DESTINATION

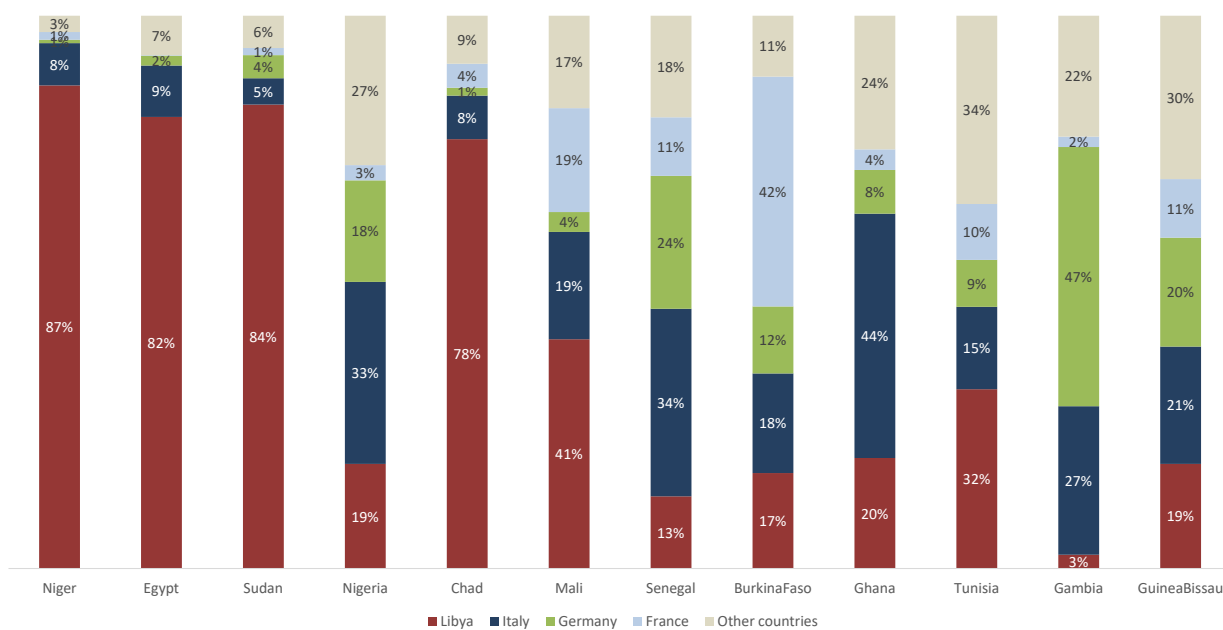


When disaggregated by nationality, the majority of Nigeriens (87%), Egyptians (82%), and Sudanese nationals (84%) cited Libya as their country of intended destination, with Italy coming in as the secondary intended country of destination.

On the other hand, the main planned destination for Nigerians (33%) was Italy while 19% reported their intention to remain in Libya, and 18%

planned to continue to Germany. The remaining 30% of Nigerians reported various other countries as intended destinations. Additionally, the main intended destination of Senegalese nationals (34%) and Ghanaians (44%) was Italy. Germany was the main intended destination of Senegalese nationals (34%) and Ghanaians (44%) was Italy. Germany was the main planned destination for Gambians (47%), while the majority of migrants from Burkina-Faso (42%) reported France as their intended destination.

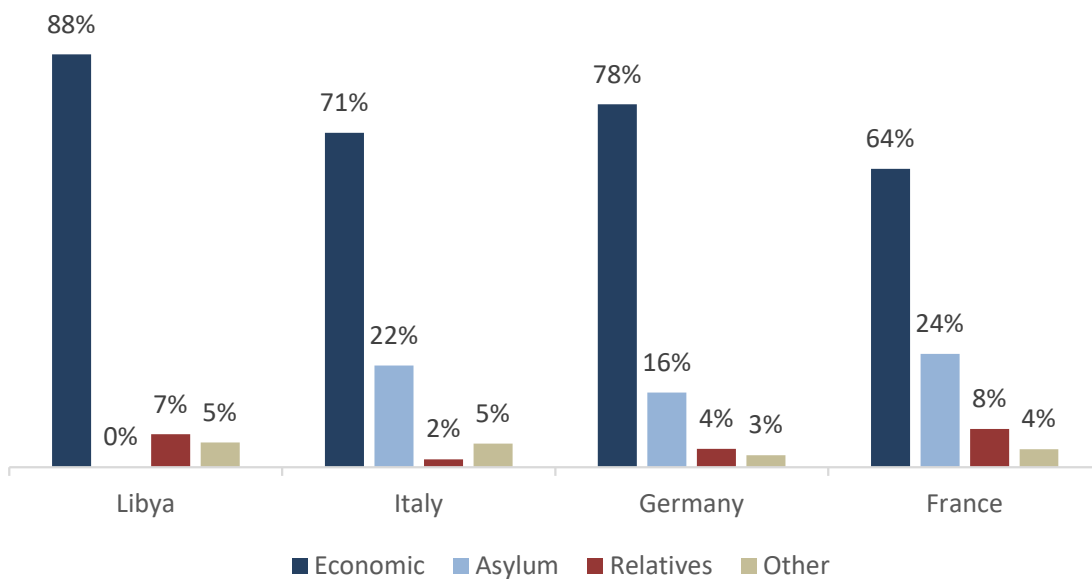
FIGURE 35: COUNTRY OF INTENDED FINAL DESTINATION DISAGGREGATED BY NATIONALITY



MIGRATION DRIVERS: REASONS FOR CHOOSING DESTINATION COUNTRIES

Appealing socio-economic conditions appeared to be the main reason determining migrants' choice of destination country (80%). 9% of the respondents cited the ease of access to asylum procedures as a motivating factor, 6% having relatives in the country of intended destination. The remaining 5% reported other reasons.

FIGURE 36: REASONS FOR CHOOSING COUNTRIES OF INTENDED DESTINATION



88% of migrants surveyed who chose Libya as destination cited economic reasons as the primary motivating factor; the other 7% reported having relatives in the country, and the remaining 6% reported other reasons. The breakdown of drivers of migration was quite similar for those who intend to go to Italy, Germany and France.

71% of those who chose Italy as destination cited economic reasons, 22% mentioned asylum, and 2% the presence of relatives as motivating factors. The remaining 5% reported other reasons. Those who cited Germany as their intended destination also reported economic reasons as the main motivation behind their choice (78%); 16% reported ease of access to asylum as a driver,

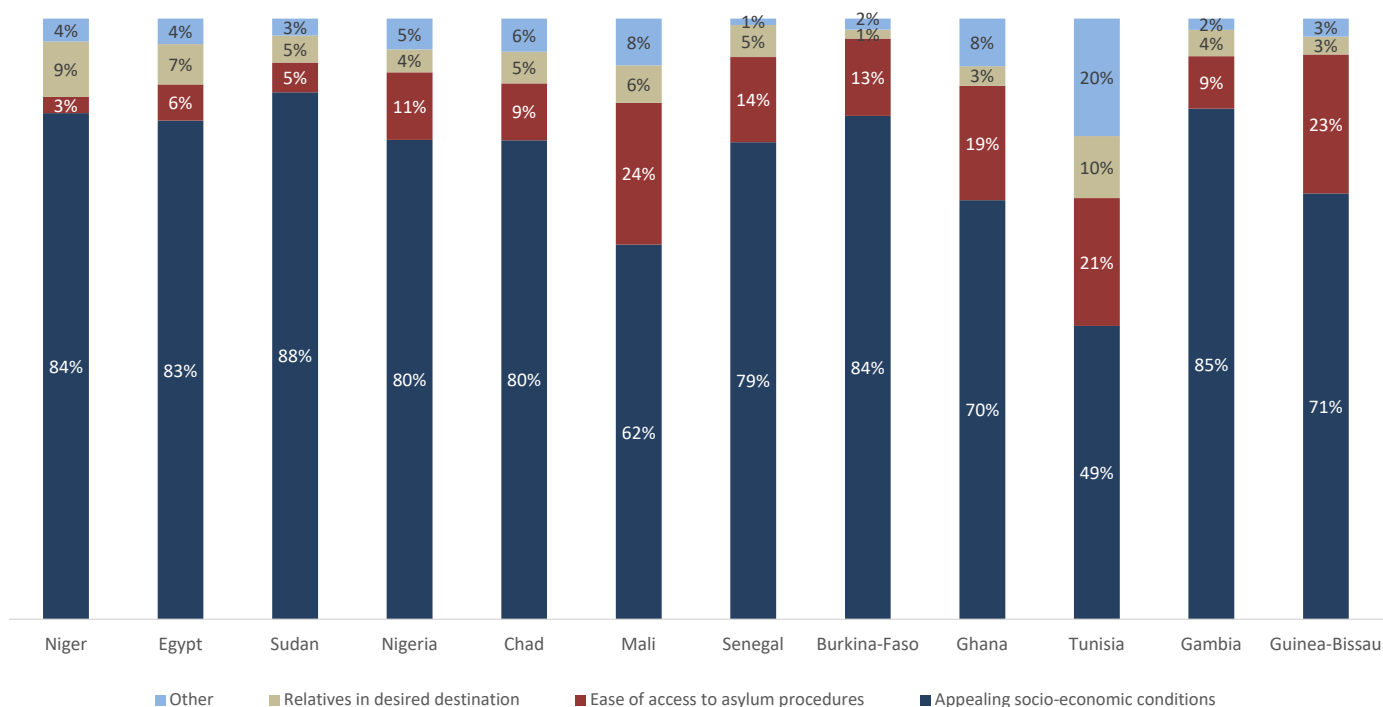
and 4% reported having relatives in Germany. The remaining 3% reported other reasons.

A slight variation is recorded for migrants who intended to continue to France. The proportion of those citing economic reasons was lower at only 64%, and the proportion of those seeking asylum or planning to join relatives was higher, with 24% citing asylum and 8% planning to join their relatives. The remaining 4% reported other reasons.

The reason for choosing the country of destination does not differ significantly when disaggregated by nationality as shown in the following chart.

Photo, left page, 140 stranded Nigerian migrants on their way home on 20 December.
Photo: ©Jawashii IOM 2016

FIGURE 37: REASONS FOR CHOOSING COUNTRY OF INTENDED DESTINATION, BY NATIONALITY



The majority of individuals from Niger, Egypt, Sudan and many other countries reported economic reasons. The sample was the most heterogeneous for Tunisian nationals, of whom 49% reported economic reasons, 21% the intention of seeking asylum, 10% to join relatives; the remaining 20% reported other reasons. Malian nationals had the highest proportion of those

intending to seek asylum (24%). The proportion of individuals from Guinea-Bissau planning to seek asylum was also high compared to the other nationalities (23%).

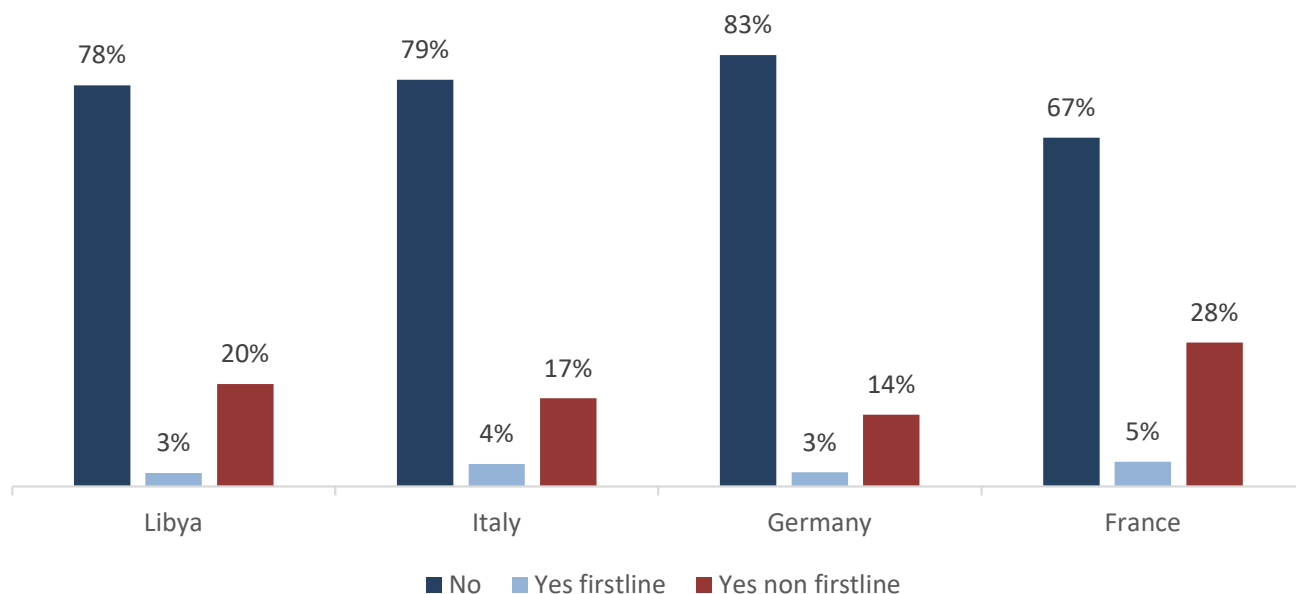
PRESENCE OF RELATIVES IN COUNTRIES OF DESTINATION

77% of migrants surveyed reported not having relatives in their intended country of destination. 20% reported having non-nuclear relatives and 3% having nuclear family members.

Disaggregated by country of intended final destination, only 3% of migrants who chose Libya and Germany as their intended destination, and 4% of those who chose Italy reported having nuclear relatives living in the country.

On the other hand, France appears to be the country most chosen for the presence of relatives. 5% of individuals who reported France as their country of intended final destination have nuclear family members in the country and 28% have non-nuclear relatives. 67% do not have any relatives.

FIGURE 38: PRESENCE OF RELATIVES IN COUNTRY OF INTENDED FINAL DESTINATION



CONSIDERATIONS OF RETURN

25% of individuals surveyed reported that they had considered returning to their country of origin at some point during their journey. 98% considered returning while they were in Libya and the remaining 2% considered returning when they were in another transit country. Also, while 98% reported their intention to return to their city of origin, the remaining 2% reported their intention to return to another city within their country of origin.

The highest proportion of migrants who considered returning were those from Egypt and Chad, with 34% of respondents having considered returning. The lowest percentage of those who considered return were migrants from Ghana, with only 13% of respondents having considered returning.

FIGURE 39: PROPORTION OF MIGRANTS WHO HAD CONSIDERED RETURNING





*On 29 December, 152 migrants received voluntary return assistance home to Mali.
Photo: ©Jawashil IOM 2016*

CONCLUSION

DTM Libya's Flow Monitoring module feeds into regional research and data collection efforts on migration by highlighting migration dynamics in Libya.

In spite of security and logistical constraints in the country over the past year, DTM was able to conduct surveys with over 8,000 migrants, some of whom had recently arrived to the country, and others who had been in Libya for a longer period of time.

Results show that migrants in Libya, predominantly young males from neighboring countries who have been in the country for several months have arrived in search of livelihood opportunities, having been unemployed prior to embarking on their journey. The majority have left due to economic reasons, coming to Libya or intending to continue to Italy, Germany, France, and other European countries either due to appealing socio-economic conditions or ease of access to asylum procedures.

While the above-mentioned characteristics were relatively similar among the migrants surveyed, the analysis presented in the report has highlighted the more complex layers underpinning the multi-faceted profile of migrants in Libya. For example, disaggregating by nationality shows that those from Sudan, Nigeria, Chad and Mali were more likely than other migrants surveyed to have left due to war, conflict, and insecurity or limited access to basic services. Migrants from Guinea-Bissau and Mali were more likely than others to consider access to asylum in their choice of destination country, while many from Tunisia and Niger considered the presence of relatives in countries of destination as a motivating factor.

The analysis has shown that migrants interviewed had gained employment experience in a wide range of sectors and industries in their countries of origin, and had a diversity of educational backgrounds, with a significant proportion having completed vocational, secondary, and higher education.

Flow Monitoring Surveys have highlighted the various journeys migrants have taken to reach Libya. Understanding the most commonly used migratory routes, the cost of the journeys, and the modalities in which migrants were travelling facilitates awareness-raising about points in the journey or routes that may be particularly dangerous for migrants.

It is expected that these trends and profiles will continue to evolve in adjustment to the fluid social, economic, and political environment in Libya and the region. Having a nuanced understanding of these dynamics of migration enables policy-makers and humanitarian actors alike to target their migration management policies and life-saving interventions to beneficiaries more effectively. With a complete field coverage and regular updates, DTM Libya will continue supporting evidence-based interventions by disseminating accurate and timely data, and reporting on new developments and shifts in trends through its Flow Monitoring and Mobility Tracking assessments, providing a holistic narrative to Libya's complex mixed-migration story.



*A young migrant in Triq Al Matar detention centre in Tripoli on the International Migrants Day, 18 December, 2016.
Photo: ©Jawashil IOM 2016*



LIBYA 2016 MIGRATION PROFILES & TRENDS

DISPLACEMENT TRACKING MATRIX | LIBYA

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