

FLOW MONITORING SURVEY (FMS) REPORT - ETHIOPIA

ROUND 13: OCTOBER - DECEMBER 2022

INTERNATIONAL ORGANIZATION FOR MIGRATION (IOM)

DISPLACEMENT TRACKING MATRIX (DTM)



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DISCLAIMER

Data presented in this document are representative of the individuals transiting at the flow monitoring points during the timeframe indicated. Data should not be generalised and do not represent a full picture of inter and intra-regional migration, but rather of migration flows at the specific locations monitored. For example, while IOM aims to establish flow monitoring points at locations with high transit flows (based on information from informed stakeholders), flows are fluid and specific locations will provide an incomplete picture. The monitoring of flows in an assessed location should not lead to assumptions about flows in a non-assessed location or area without monitoring points.

Migrants adjust their routes according to opportunities and obstacles they encounter along their journey. Their intended transit and destination locations are often subject to change. This renders the systematic assessment of their mobility throughout the region complex.

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01. METHODOLOGY

Figure 1: Methodology and sampling



5 FMPs



October - December 2022



3,042 migrants approached



12 migrants did not know if they had already participated



3,030 actual sample size

When the label “DK/DWA” appears, this means the respondent did not know or did not want to answer the question. When the label “multiple answers” appears, respondents were allowed to answer with multiple answers and therefore the totals may not add up to 100%.

Flow Monitoring is one of the four components of IOM’s Displacement Tracking Matrix (DTM), a system that tracks and monitors displacement and population mobility. Flow Monitoring generally relies on two tools, (i) Flow Monitoring Registry (FMR), which observes migration flows and produces quantitative, observational data based on groups arriving or departing together and (ii) Flow Monitoring Survey (FMS) which produces qualitative data on intentions and profiles of individuals.

Both exercises are conducted at Flow Monitoring Points (FMPs), which are often major transport hubs or key border crossings points of high mobility, identified through extensive consultation with key informants. These key informants are often government officials, local community leaders, and humanitarian partners who have widespread knowledge about population mobility in their respective locations.

FMR data is collected daily between 8 a.m. and 5 p.m. FMS data is collected once a week. Both are collected by trained enumerators and supervised by designated field staff. It is important to note that this methodology allows for regular information on trends along or within a specific network of points that track a particular migratory route. However, the restricted geographic coverage, time constraint and self-reported nature of responses all constitute limitations to the methodology, which does not provide representative data but rather an indication of trends.

The findings in this report are reflective of FMS data collected between 1 October and 31 December 2022. During this period, a total of 95,038 movements were observed through FMR, and 3,042 migrants were approached to answer the FMS. However, of the migrants approached, 12 migrants did not know if they had already participated in the survey, so they were not interviewed. This brought the FMS sample size to 3,030 respondents. Children below the age of 14 years were not asked to participate in the survey.

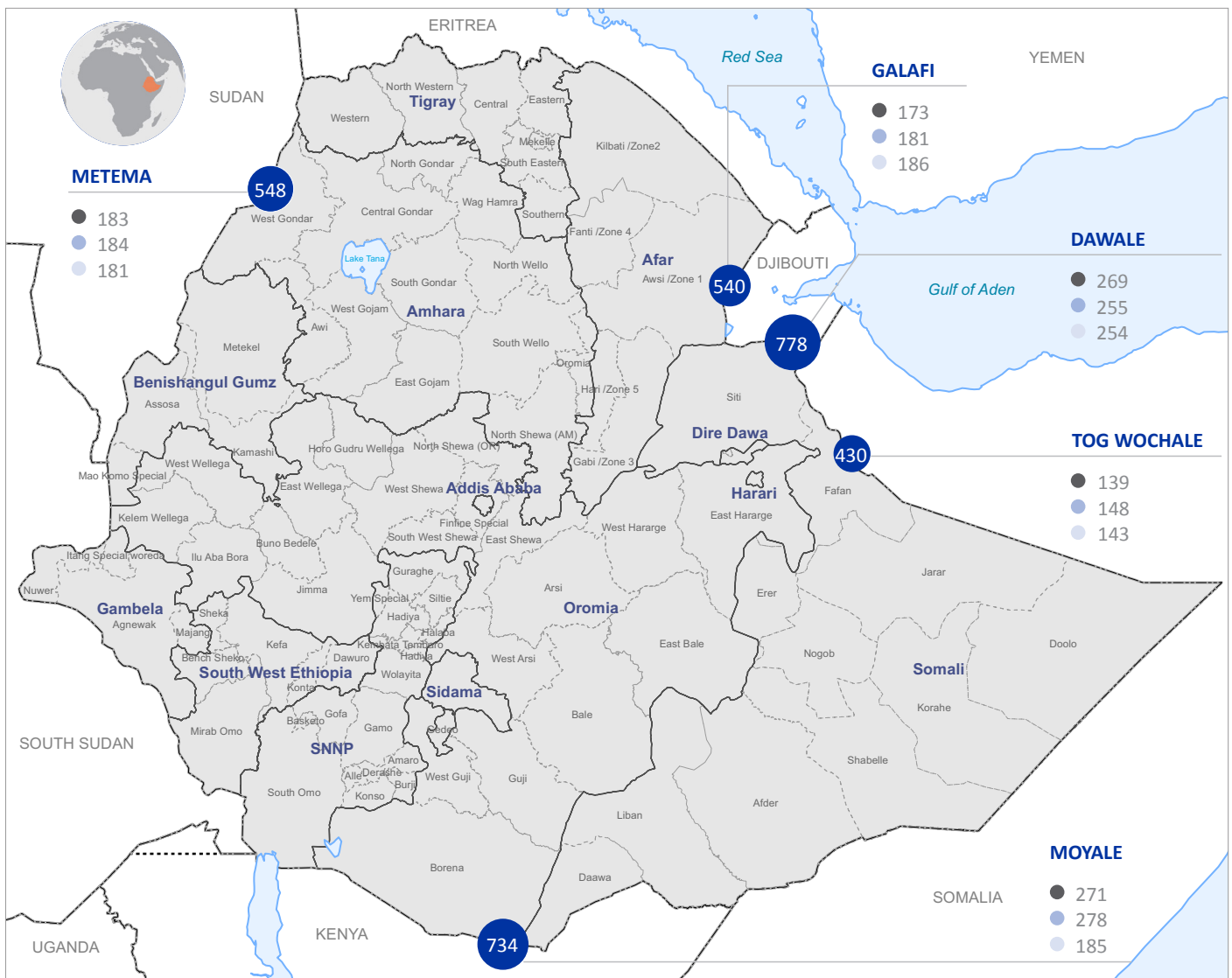
Figure 2 shows the number of migrants surveyed each week across the 5 FMPs (Dawale, Galafi, Metema, Moyale and Tog Wochale) throughout the reporting period, by total and month of assessment.

Note that changes in the number of surveyed migrants do not necessarily reflect broader migration trends. Note that there is a positive correlation between the number of flows captured through the FMR tool and the number of surveys answered through the FMS tool.

Legend:

# of respondents		Boundaries	
Total	By month	--- International	
● < 430	● October	- - - Disputed	
● 430 - 548	● November	— Regional	
● 549 - 778	● December	- - - Zonal	
		□ Water bodies	

Figure 2: Number of migrants surveyed at each FMP, by total and month



Disclaimer: The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

02. DEMOGRAPHICS

Between 1 October and 31 December 2022, DTM interviewed 3,030 migrants at 5 FMPs across Ethiopia. 66.1% of the sample population were male (2,003 respondents) and 33.9% per cent were female (1,027 respondents). Most migrants were male and between the ages of 18 and 34 years (60.1%).

Figure 3: Sex of migrants

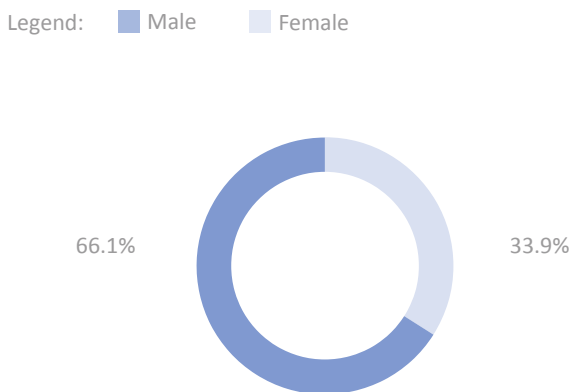


Figure 4: Sex and age of migrants

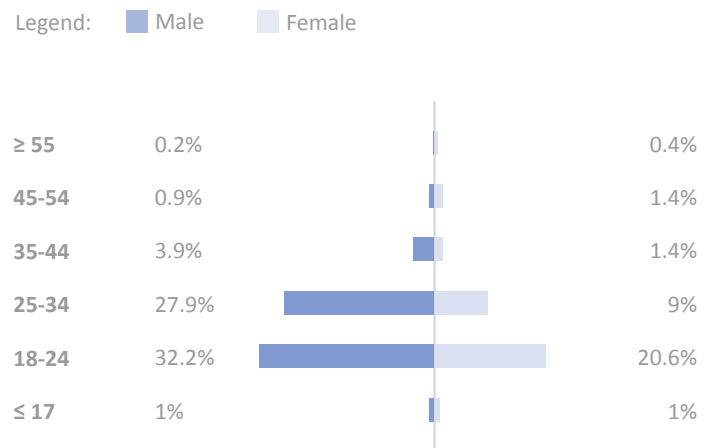


Figure 5: Marital status, by sex

Most reported marital statuses		
	Male	Female
Single/Never married	75%	71.7%
Married	22.3%	17.1%
Divorced	1.4%	5.3%
Widowed	0.3%	3.9%
Separated	0.9%	1.4%
DK/DWA*	0.1%	0.6%
Total	100%	100%

Overall, 2,003 male and 1,027 female respondents were interviewed. Most respondents were single or had never married (75% of males and 71.7% of females). This was followed by migrants who were married (22.3% of males and 17.1% of females). Female respondents were more likely to be divorced (5.3%), widowed (3.9%) and separated (1.4%) compared to their male counterparts (1.4%, 0.3% and 0.9%, respectively).

*When the label "DK/DWA" appears, this means the respondent did not know or did not want to answer the question.

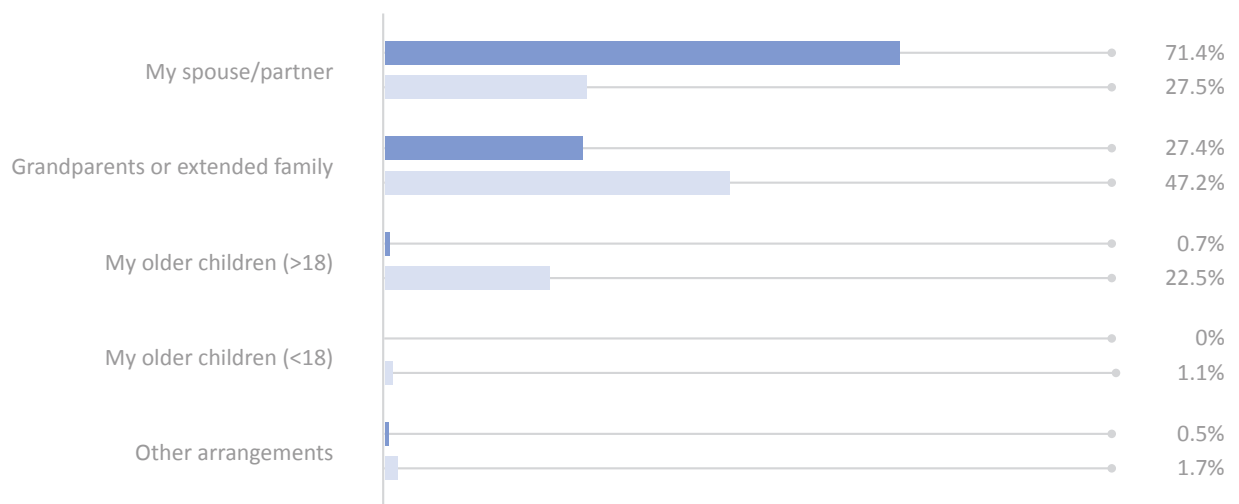
Respondents were also asked about their nationality and were allowed to select multiple options.* The majority of respondents reported to be Ethiopian nationals (98.4%). This was followed by Eritrean nationals (0.5%) and nationals of Somalia (0.3%). Very few respondents (0.8%) reported a different nationality.

Respondents were asked if they had children, or children they took care of, under the age of 18 years. 676 respondents out of 3,030 reported they did (22.3%). These 676 respondents were asked about the presence of children in their group and were allowed multiple answers. Most respondents reported that the children lived in their usual residence (81.8%), followed by children who were travelling with the respondent (13.9%), those who lived in intended destination (4.7%) and by those who had other arrangements (0.6%).

Among the 676 respondents who had children, the 587 respondents who did not bring their children on the journey answered questions about childcare. As seen in Figure 6, for male respondents, the most common childcare arrangement was that their spouse or partner was handling childcare duties (71.4%), followed by grandparents or extended family (27.4%). Female respondents instead cited more commonly grandparents or extended family support (47.2%), followed by their spouse/partner (27.5%) and their other children older than 18 years (22.5%).

Figure 6: Childcare responsibilities

Legend: ■ Male ■ Female

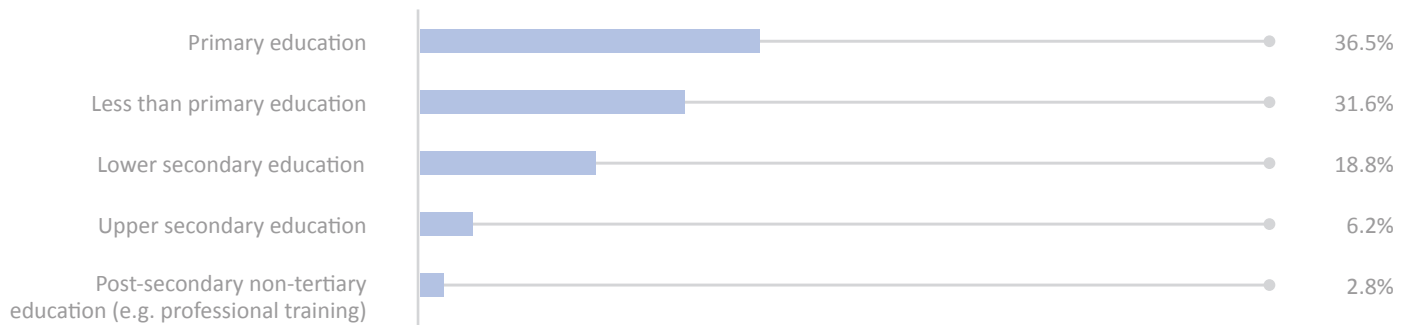


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Picture 1: A group of young Ethiopian migrants play volleyball at IOM's Migration Response Centre in Obock, Djibouti.

* Kindly note that the nationality is self-reported.

Figure 7: Top 5 most reported highest levels of education attained

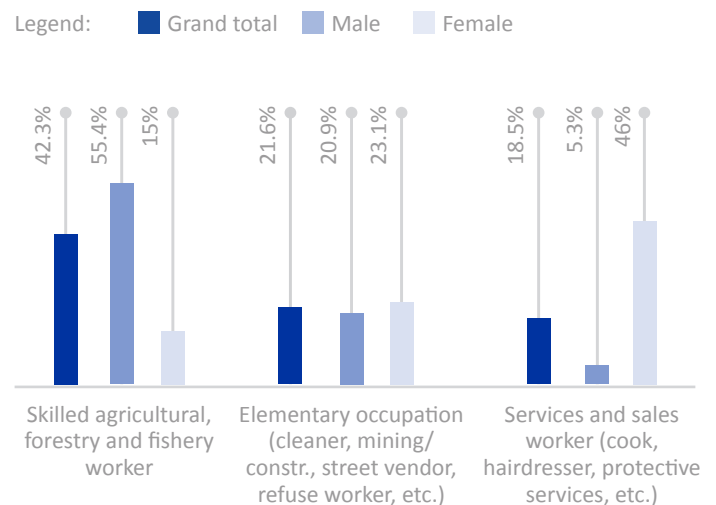


Similar shares of respondents had primary education (36.5%) and less than primary education (31.6%) as their highest educational level. Female respondents were more likely to have primary education (38.6%) and less than primary education (33.4%) as their highest educational level compared to male respondents (35.5% and 30.7%, respectively).

Figure 8: Current/most recent employment status

Employment status	Total	Male	Female
Unemployed and looking for a job	55.2%	58.1%	49.5%
Self-Employed	18.8%	20.6%	15.4%
Unemployed and not looking for a job	9.7%	6.5%	16%
Daily worker	7.2%	7.8%	6.1%
Employed	5.6%	4.4%	7.9%
Other	1.8%	1.4%	2.6%
Student	1.6%	1.2%	2.2%
Retired	0.1%	0%	0.2%
DK/DWA*	0%	0%	0.1%
Total	100%	100%	100%

Figure 9: Top 3 professions prior to departure



Overall, 2,003 male and 1,027 female respondents were interviewed. On average, most interviewed respondents were unemployed and looking for a job (55.2%). The second most common employment status for male respondents was self-employment (20.6%), and for female respondents it was unemployment (not looking for a job) (16%), closely followed by self-employment (15.4%).

The most common profession/occupation prior to departure reported by male respondents was skilled agricultural, forestry and fishery work (55.4%), followed by elementary occupation such as cleaning, mining/construction, street vending and refuse work (20.9%). Women mostly reported working in services and sales such as cooking, hairdressing and protective services such as guards (46%) and having an elementary occupation (23.1%).

*When the label "DK/DWA" appears, this means the respondent did not know or did not want to answer the question.

03. TRAVEL HISTORY

Overall, the majority of respondents departed from Ethiopia (2,673 respondents, 88.2%). The second and third most common reported countries of departure were Kenya (159 respondents, 5.3%) and Sudan (123 respondents, 4.1%). Fewer respondents left from Djibouti (38 respondents, 1.3%) and Yemen (23 respondents, 0.8%) and 14 respondents had departed from elsewhere.

In total, 1,232 out of 3,030 respondents intended to travel to the Kingdom of Saudi Arabia (40.7%). All respondents

travelling to the Kingdom of Saudi Arabia, except one respondent, had departed from Ethiopia.

Following the Kingdom of Saudi Arabia, the most reported countries of destination were: Ethiopia (346 respondents, 11.4%), Kenya (334 respondents, 11%) and Djibouti (240 respondents, 7.9%). Among the 346 respondents who reported migrating to Ethiopia, 159 of them had departed from Kenya (46%), 123 from Sudan (35.5%) and 38 from Djibouti (11%).

Figure 10: Countries of departure

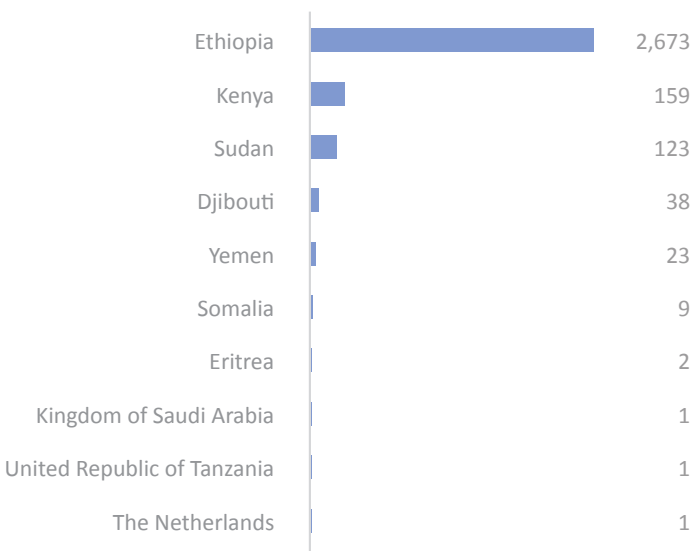


Figure 11: Top 10 countries of intended destination

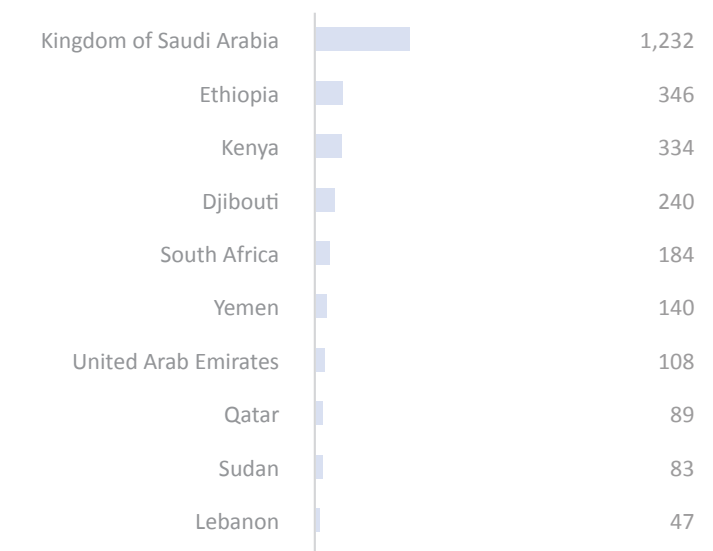
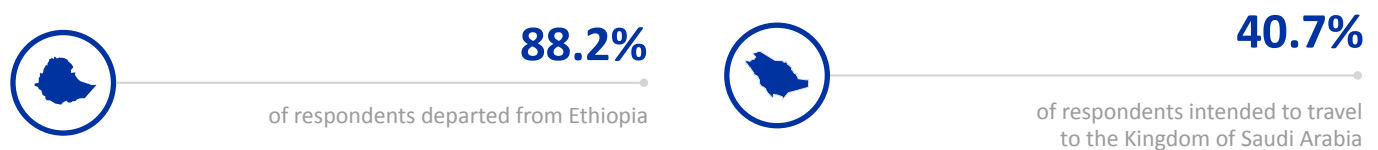
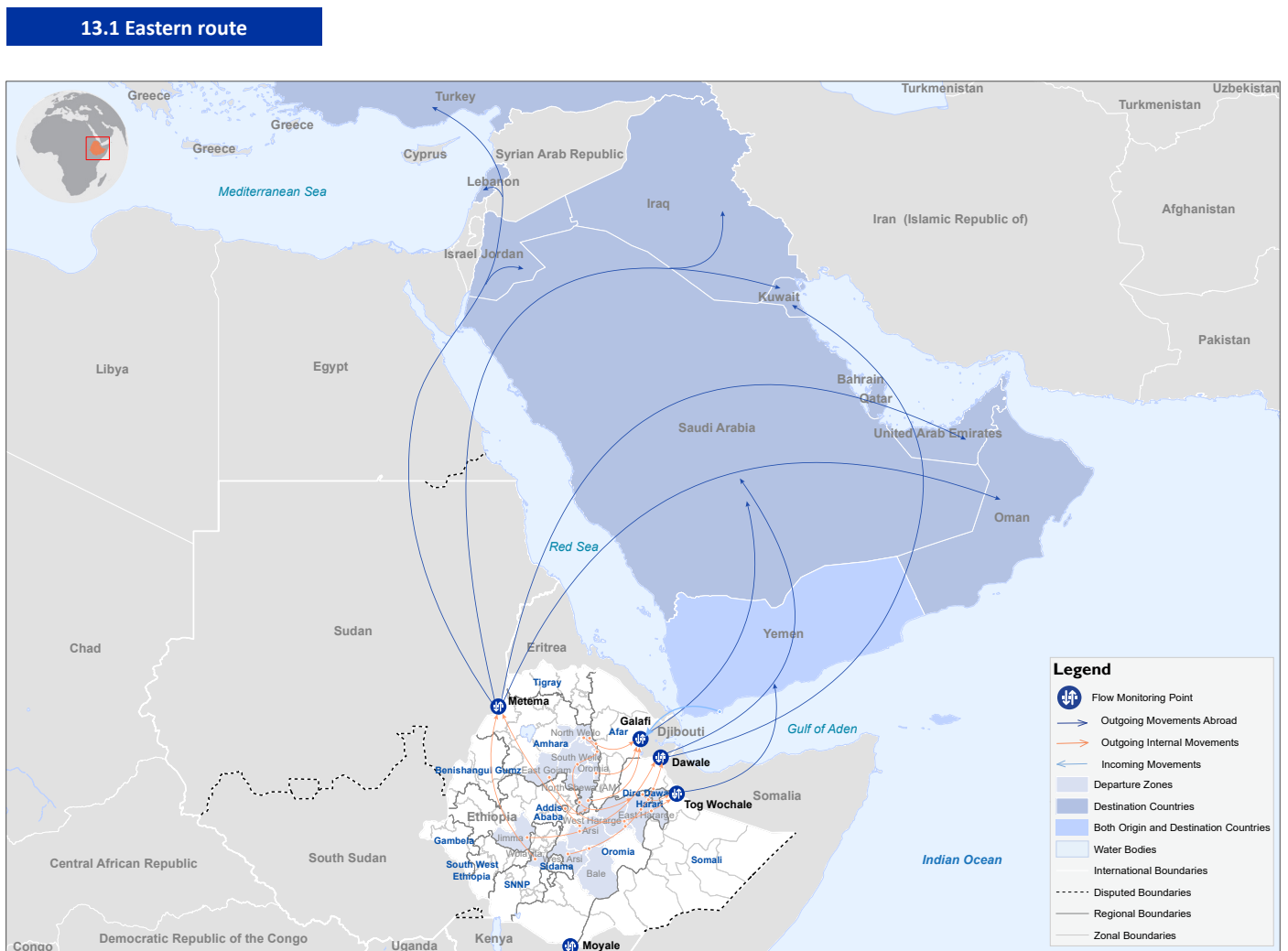


Figure 12: Key findings on countries of departure and intended destination



Incoming movements are defined as movements which have Ethiopia as their intended final destination or country of transit, outgoing internal movements are defined as movements which started inside of Ethiopia towards Flow Monitoring Points (FMPs)¹ and outgoing movements abroad are movements from third countries or Ethiopia to other countries of intended destination. For incoming movements which have Ethiopia as their final intended destination, the migration route is categorized based on the country of origin of the movement and, for outgoing movements abroad,² the migration route is categorized based on the country of intended destination of the movement.

Figure 13: Departure and intended destination, by route

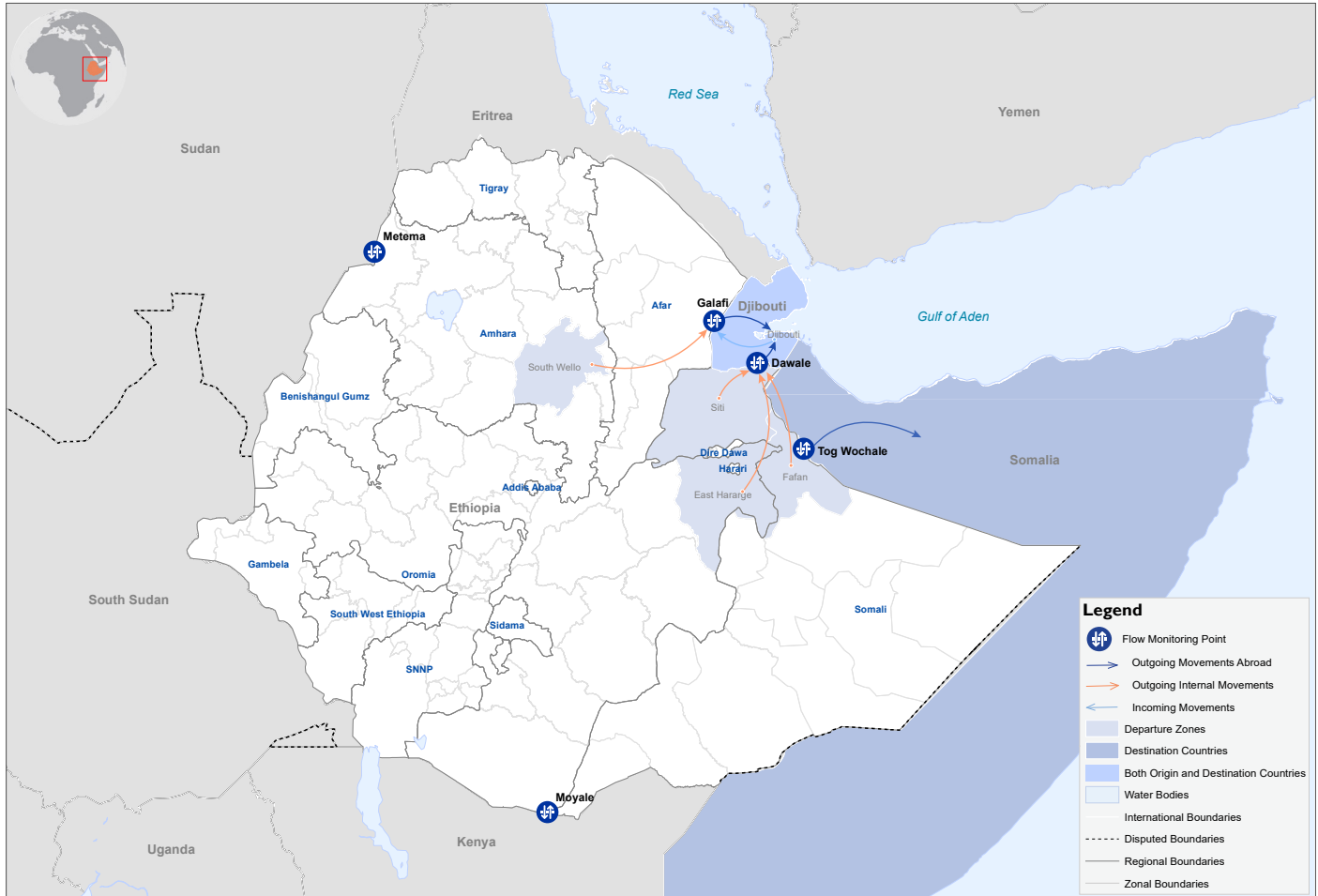


Disclaimer: The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

- Out of the 1,696 individuals travelling on the Eastern route, 1,671 respondents reported departing from Ethiopia (98.5%) and 23 respondents departed from Yemen (1.4%).³
- Among the respondents who had departed from Ethiopia, 41.8% had departed from Amhara region and 33.7% had departed from Oromia region.⁴
- Out of the total 1,696 respondents who were travelling on the Eastern route, the majority were intending to travel to the Kingdom of Saudi Arabia (72.6%), Yemen (8.3%), the United Arab Emirates (6.4%) and Qatar (5.3%).

1. To minimize the number of orange outgoing internal movement lines, 1 line is used from 2 or more departure zones. Multiple zones of origin from a single line are visualised with a dot.
 2. This includes movements which have Ethiopia as a country of transit or movements which started from Ethiopia towards other countries.
 3. The two migrants who had departed from elsewhere are not represented on the map.
 4. The zones from which less than 20 respondents had departed are not represented on the map.

13.2 Horn of Africa (HoA) route

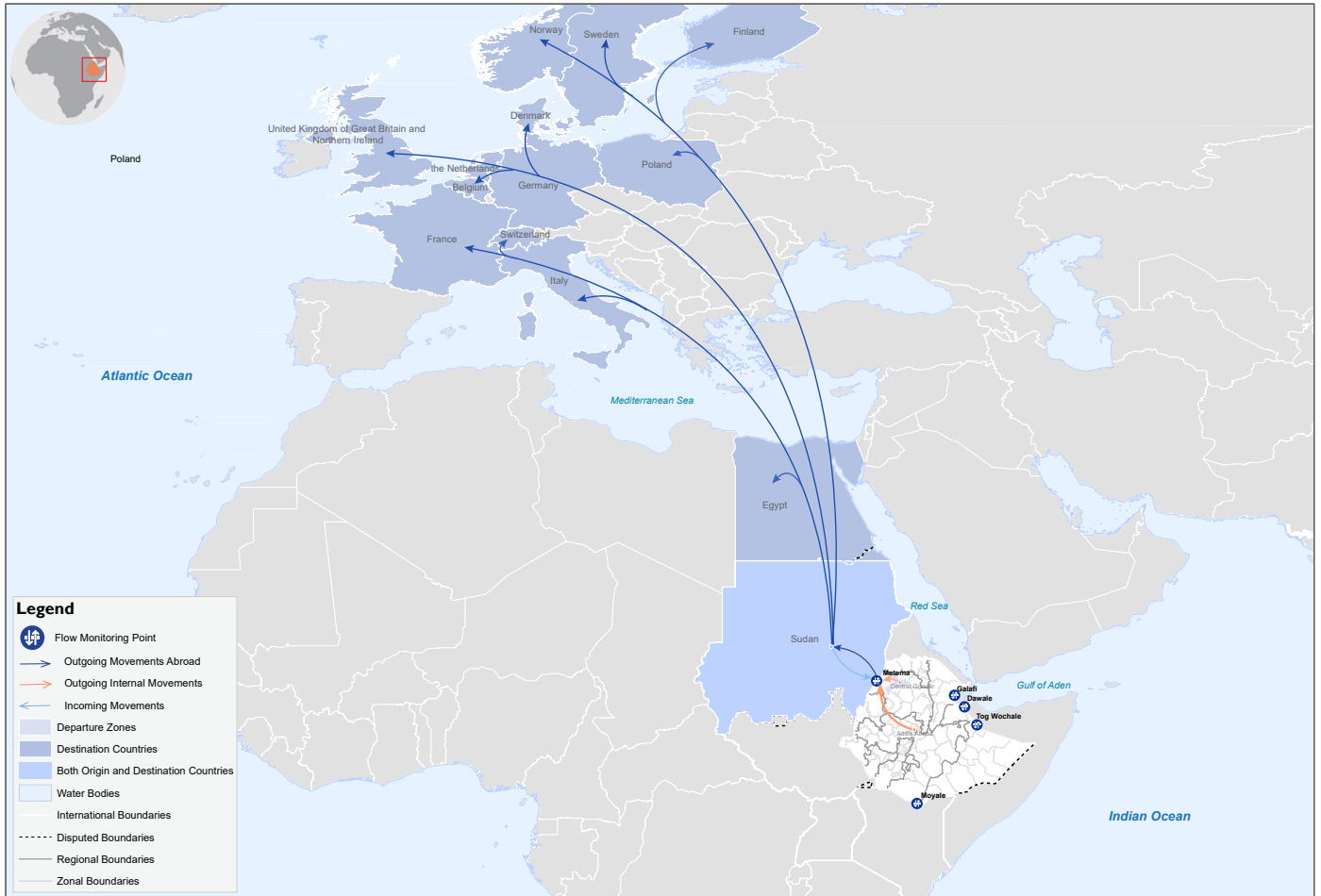


Disclaimer: The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

- Most of the 317 respondents travelling on the Horn of Africa (HoA) route reported departing from Ethiopia (87.4%, 277 respondents). This is followed by 38 respondents who had departed from Djibouti (12%).⁵
- Out of the 277 respondents who had departed from Ethiopia, the highest share came from Somali region (42.2%), in particular 22.7% out of the total who had departed from Siti zone. This is followed by 21.3% of respondents who had departed from Oromia region and 21.3% who had departed from Amhara region.⁶
- The intended destinations of those travelling on the Horn of Africa (HoA) route were Djibouti (75.7%), Ethiopia (12.3%) and Somalia (12%).

5. The two respondents who had departed from elsewhere are not represented on the map.
6. Zones from which less than 20 respondents had departed are not represented on the map.

13.3 Northern route



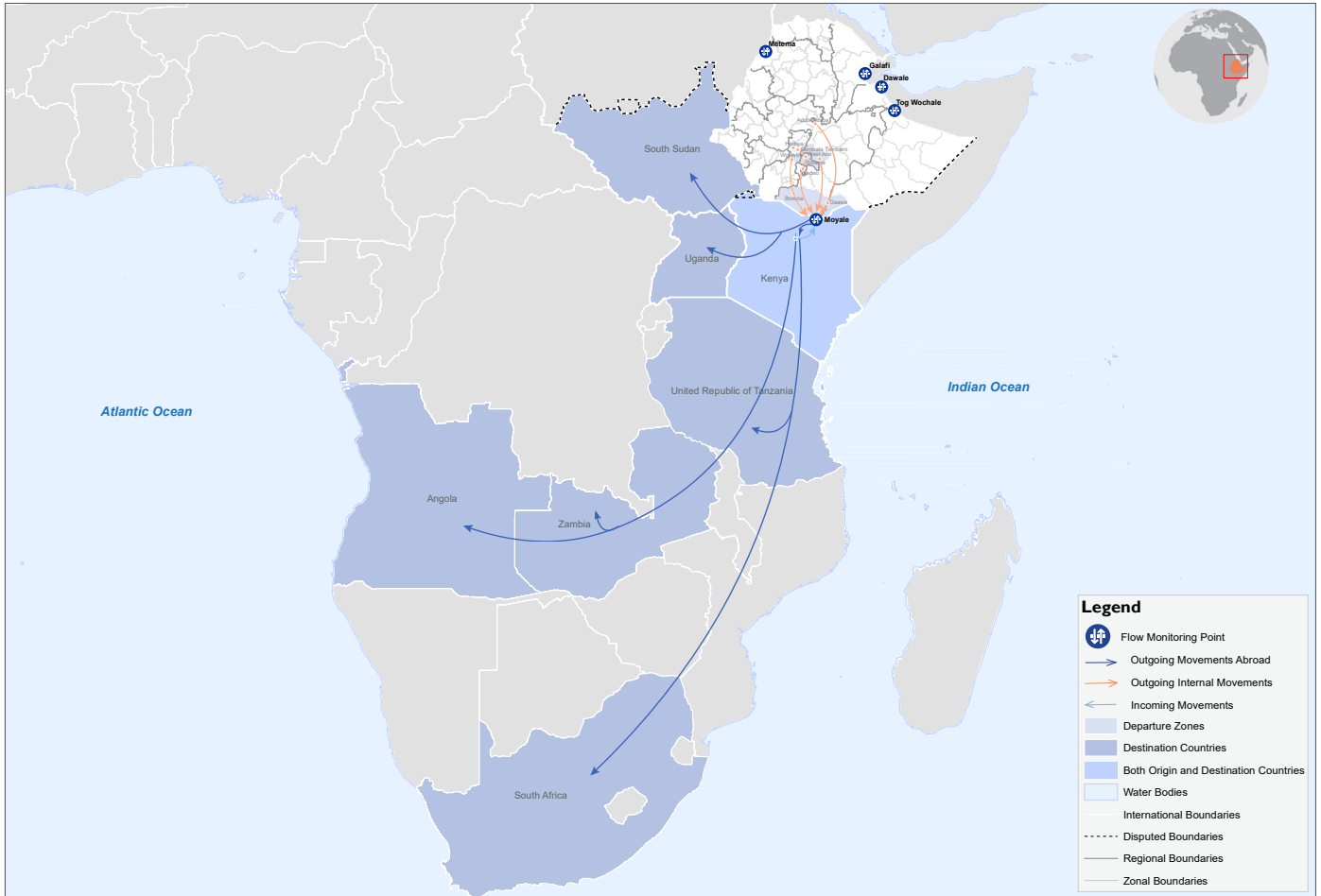
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- Out of the 299 respondents travelling on the Northern route, the majority had departed from Ethiopia (56.9%, 170 respondents) and Sudan (41.1%, 123 respondents).⁷
- Among the 164 respondents who departed from Ethiopia, the highest shares had travelled from Amhara (52.4%), Addis Ababa (15.3%) and Somali (15.3%) regions.⁸
- The main destinations of respondents travelling on the Northern route were Ethiopia (41.5%), Sudan (27.8%) and the United Kingdom of Great Britain and Northern Ireland (9.4%).

7. The six respondents who had departed from elsewhere are not represented on the map.

8. The zones from which less than 20 respondents had departed are not represented on the map.

13.4 Southern route



Disclaimer: The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

- Out of the 702 respondents travelling on the Southern route, 540 respondents had departed from Ethiopia (76.9%) and 159 respondents departed from Kenya (22.7%).⁹
- Among the 540 respondents who had departed from Ethiopia, the highest shares travelled from Southern Nations, Nationalities, and Peoples' (SNNP) region (47%) and Oromia (30%) regions.¹⁰
- The main destinations of those travelling on the Southern route were Kenya (47.6%), South Africa (26.2%) and Ethiopia (22.8%).

9. The three respondents who had departed from elsewhere are not represented on the map.

10. The zones from which less than 20 respondents had departed are not represented on the map.

Figure 14: Timeline of departure

The majority of interviewed migrants (74.2%) had departed under two weeks before the date of the survey, followed by 13.4% who had started their journey between two weeks and three months prior and those who had departed the same day of the survey (9.1%).



Figure 15: Rural or urban place of origin

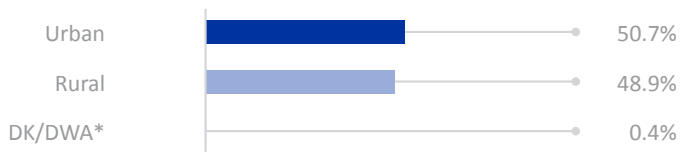
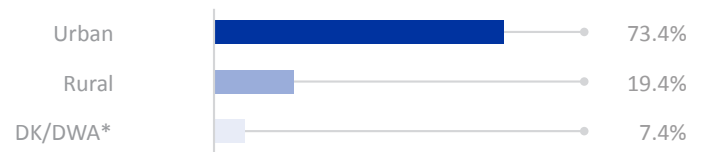


Figure 16: Rural or urban place of destination



Out of the total 3,030 respondents, 3,025 respondents answered whether their places of origin and destination were rural or urban locations. Just over half of the 3,025 migrants were departing from an urban location (50.7%), 48.9% departed from rural locations and 0.4% did not know or did not want to answer. Compared to those departing from an urban location (50.7%), those intending to migrate to an urban destination represented a higher share of the total (73.4%).

Moreover, the majority of those who had departed from an urban location were also migrating to another urban location (84.3%), whereas 62% of those who left from a rural location were migrating to an urban location. On the other hand, just less than a third of those that left from rural locations were migrating to another rural location (30.5%).

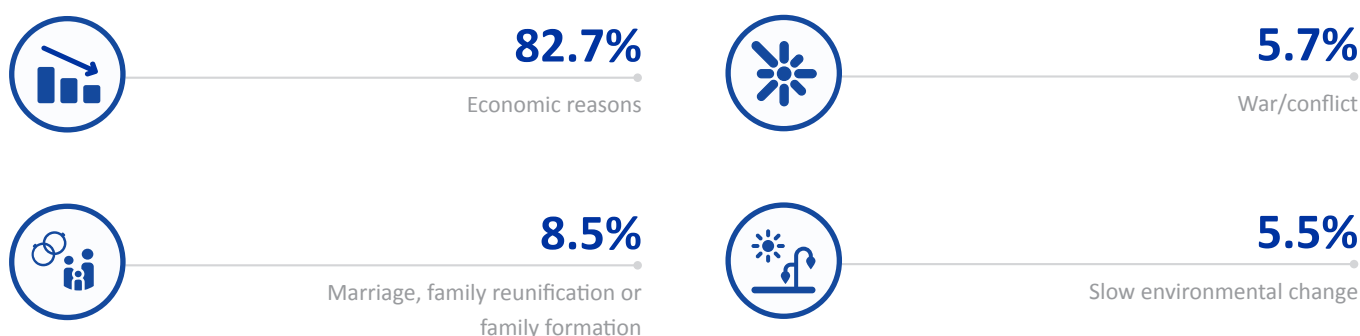


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Picture 2: View over Addis Ababa, Ethiopia

*When the label “DK/DWA” appears, this means the respondent did not know or did not want to answer the question.

Figure 17: Top 4 main reasons for migration



Respondents were asked their 3 main reasons for migrating. The most reported main reasons were economic reasons (82.7%), marriage, family reunification or family formation (8.5%), war/conflict (5.7%) and slow environmental change (5.5%). When asked specifically about what the main economic reasons for the journey were, 2,414 out of 2,507 respondents said they were looking for a job or other livelihood opportunities (96.3%).

Figure 18: Main reasons for migration, by route¹¹

Main reasons for migration	Route				
	Eastern	HoA	Northern	Other ¹²	Southern
Economic reasons	96.6%	54.3%	49.2%	84.6%	76.2%
Education or training	3.5%	1.6%	0.0%	15.4%	2.4%
Marriage, family reunification or family formation	3.4%	1.9%	39.5%	0.0%	11.1%
Access to services (health, food, water)	0.1%	0.3%	0.0%	0.0%	1.0%
Sudden onset natural disaster (flood, storm, landslide, earthquake)	0.0%	0.0%	0.0%	0.0%	0.0%
Slow environmental change (drought, poor rainfall)	1.9%	30.3%	0.3%	0.0%	5.3%
War/conflict	5.2%	5.0%	7.0%	61.5%	4.6%
Targeted violence or persecution	0.5%	0.6%	4.0%	7.7%	0.0%
Other	1.4%	12.9%	3.3%	0.0%	12.7%
No. of respondents	1,696	317	299	13	702

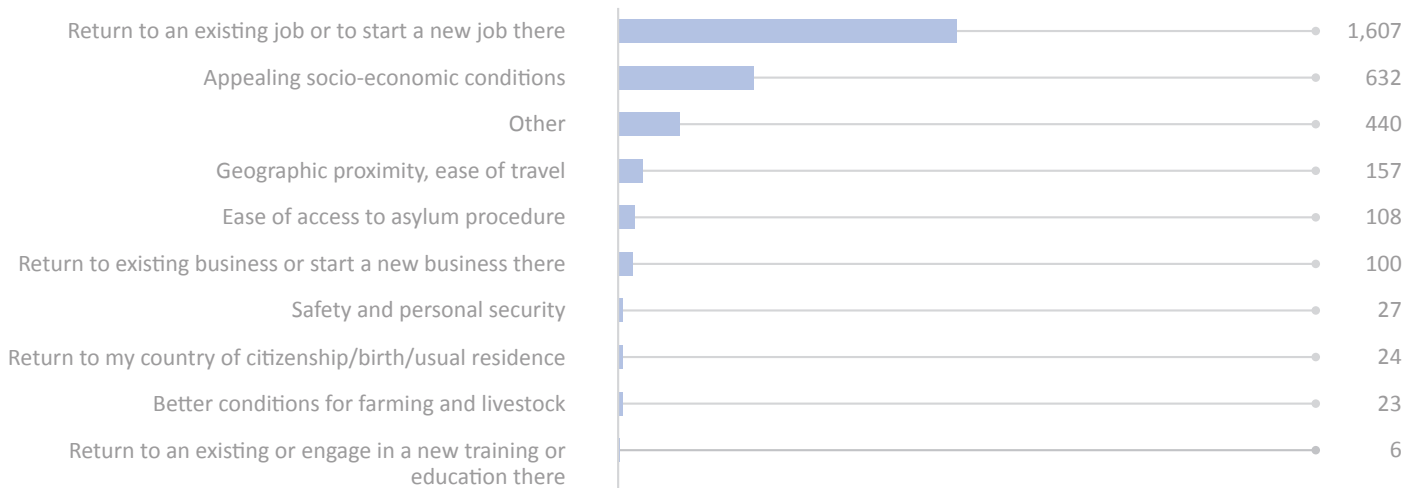
Significantly, slow environmental change was one of three main reasons for migration for 30.3% of respondents travelling on the Horn of Africa (HoA) route. Marriage, family reunification or family formation was cited by 39.5% of respondents travelling on the Northern route. Furthermore, 61.5% of respondents travelling on 'other' route reported war/conflict as one of three main reasons for migration.

11. The three respondents whose destination is not known are not considered in this analysis

12. The route category 'other' includes 13 respondents who intended to travel to the United States of America and Canada.

04. INTENTIONS

Figure 19: Reasons for choosing intended destination (multiple answers)



When asked about the reasons behind the choice of their destination country, a total of 1,607 migrants mentioned they were intending to return to an existing job or start a new job there (53%), and 632 respondents reported appealing socio-economic conditions in their intended destination (20.9%). Moreover, 440 respondents chose other reasons (14.5%), among which most were employment-related, and 157 migrants mentioned the geographic proximity of and ease of travel to the intended destination (5.2%).

Figure 20: Top 3 methods of awareness of job opportunities in intended final destination country (multiple answers)

Among respondents, 1,713 individuals responded on how they became aware of job opportunities in their final destination countries and were allowed to give multiple answers. 60.3% of respondents stated that they had become aware of job opportunities through a private individual or private recruitment agency, another 38.7% through friend and family networks in final destination and another 36.9% through friend and family networks back home.

Lower shares of respondents reported other methods (5.1%), internet sources (3.5%) and referral from a public employment agency (0.1%).

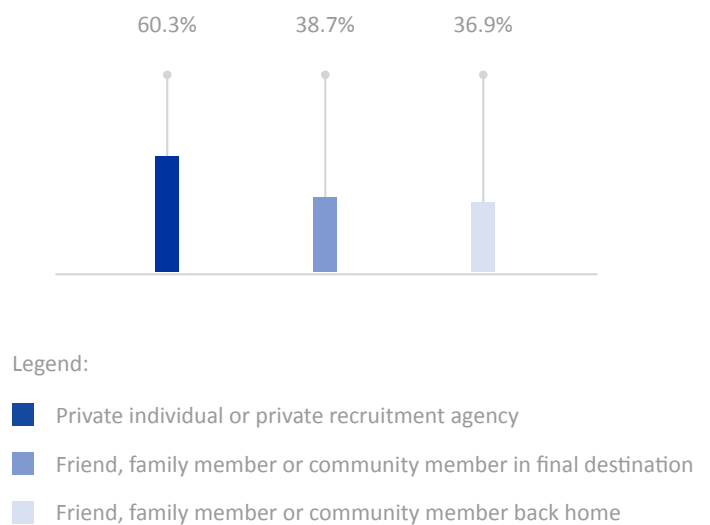


Figure 21: Return plans within the next 12 months

Among respondents, 2,655 migrants answered whether they planned to return to their country of usual residence within the next 12 months. The majority stated that they did not intend to return within the specified timeframe (71.5%) and 1 respondent in 5 reported that they did (19.5%). It is worth noting that a minor share also did not know or did not want to answer this question (9%), which demonstrates a degree of uncertainty surrounding return travel.

Legend:

- Yes (19.5%)
- No (71.5%)
- DK/DWA* (9%)

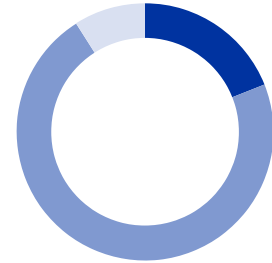
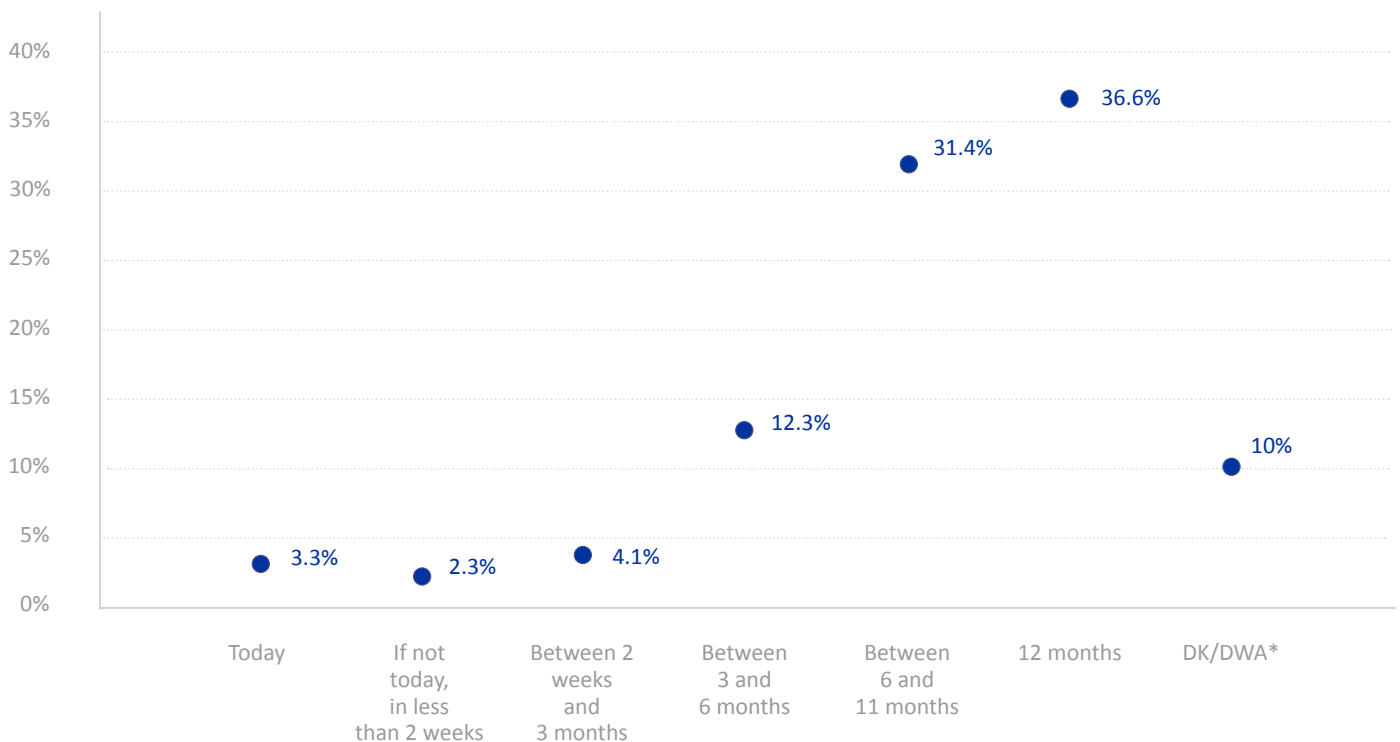


Figure 22: Intended timeline of return

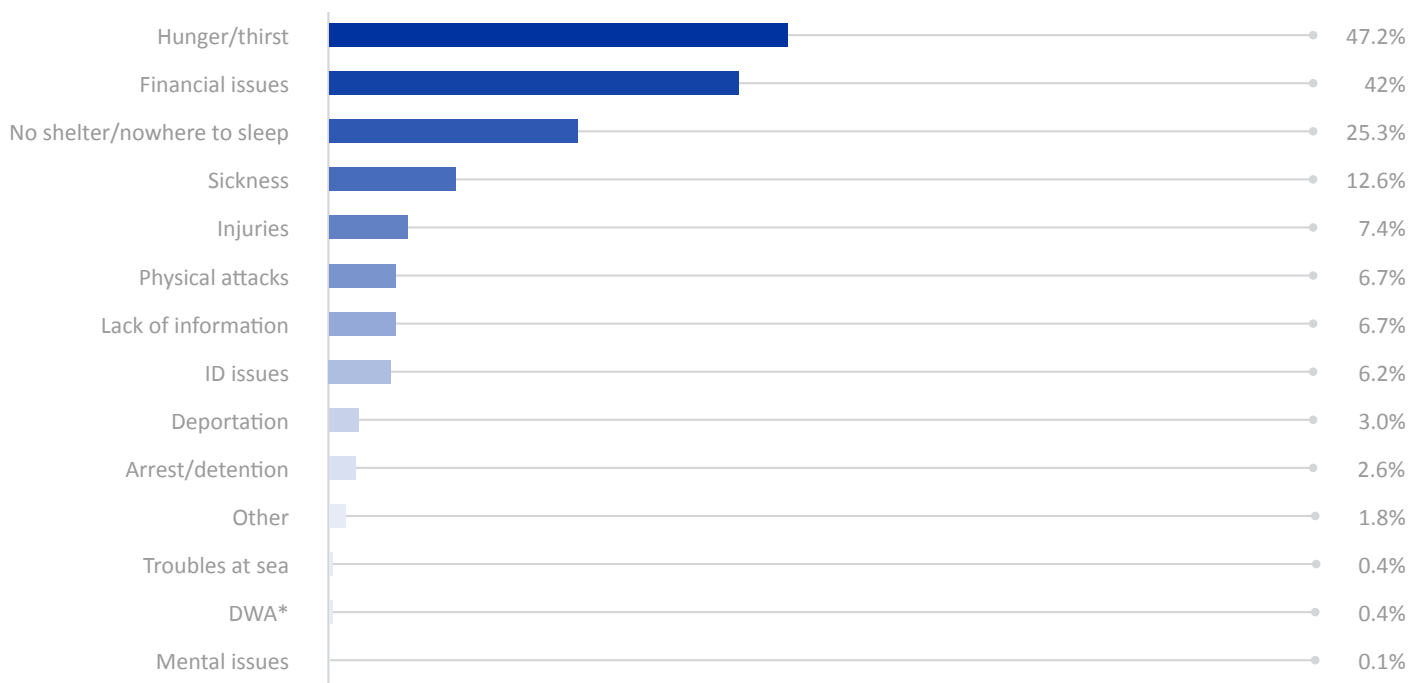


Out of the 519 respondents who specified their intention to return within 12 months, the majority of migrants (353 respondents, 68%) stated that they planned to return to their country of usual residence within the following 6 to 12 months. This is followed by 12.3% of respondents who intended to return between 3 and 6 months and 10% who did not know or did not want to answer.

*When the label "DK/DWA" appears, this means the respondent did not know or did not want to answer the question.

05. DIFFICULTIES AND CHALLENGES

Figure 23: Main difficulties faced by migrants in their journey (multiple answers)



When asked what the three main difficulties migrants had faced in their journey were, hunger/thirst (47.2%), financial issues (42%) and a lack of shelter or place to sleep (25.3%) were the key issues raised across both males and females.

Figure 24: Receive assistance in organizing the journey, by total, route¹³ and sex

Assistance	Route						Sex	
	Total	Eastern	HoA	Northern	Other ¹⁴	Southern	Female	Male
Yes	61.4%	73.6%	71.2%	66.9%	92.3%	46.5%	70.4%	56.8%
No	38.2%	25.8%	28.8%	33.1%	7.7%	53.5%	29.3%	42.7%
DK/DWA*	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.3%	0.5%

Overall, 61.4% of respondents reported receiving assistance in organizing their journey. Respondents travelling on the 'other' route were more likely to be receiving assistance (92.3%) compared to respondents travelling on other routes. Female respondents were more likely to report being assisted (70.4%) compared to male respondents (56.8%). Among the total respondents who received assistance (1,861 respondents), 1,146 individuals received help from a private individual or a private recruitment agency (61.6%), followed by friends/family member back home (20.2%) or in the final destination country (14.2%).

13. The three respondents whose destination is not known are not considered in this analysis

14. The route category 'other' includes 13 respondents who intended to travel to the United States of America and Canada.

*When the label "DK/DWA" appears, this means the respondent did not know or did not want to answer the question.

Figure 25: Documentation status

In addition, 1,940 respondents said they held a passport or another form of ID (64%). Among them, the majority were carrying the passport/ID with them during the journey (83.4%). Women were more likely to have a passport/ID (72.1%) compared to male respondents (59.9%), but the latter were more likely to be carrying it with them (87.3%) compared to female respondents (76.9%).

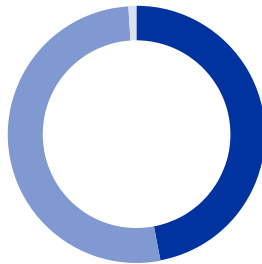


Figure 26: Repayment of journey expenses upon arrival

Figure 27: Repayment of recruitment fees

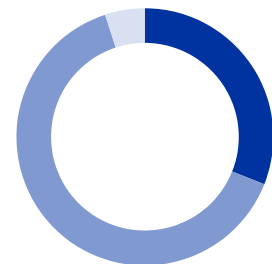
Legend:

- Yes (47%)
- No (52.4%)
- DK/DWA* (0.6%)



Legend:

- Yes (30.5%)
- No (64.3%)
- DK/DWA* (5.2%)



Overall, slightly more respondents stated they did not have to repay the journey expenses upon arrival at destination (52.4%) compared to those who said they were required to (47%). Men were slightly more likely (48.9%) than women (43.1%) to have to repay the journey expenses.

In addition, more respondents claimed they did not have to pay for the recruitment fees upon arrival (64.3%) compared to those who did (30.5%). Both female and male respondents reported similarly.

Moreover, most respondents (59%) reported not having an accommodation arranged in their country of destination, whereas 38.4% stated they did have an arrangement. This share is similar across female and male respondents.

*When the label "DK/DWA" appears, this means the respondent did not know or did not want to answer the question.



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