

POPULATION FLOW MONITORING

ANALYSIS OF
INDIVIDUAL SURVEYS
CONDUCTED FROM
JULY TO SEPT 2019
IN FAYA, RIG-RIG, SARH
AND ZOUARKE

PUBLISHED IN OCTOBER
2019



INTRODUCTION : This document offers an analysis of 775 individual surveys carried out between July and September 2019 with travellers crossing the four Flow Monitoring Points (FMPs) of Zouarke, Faya, 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 populations at strategic transit points located in areas of high mobility. 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. Areas 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) 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, bus drivers 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 the profiles, needs and migration background of travellers. Data is collected on the 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 July to September 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 to all travellers crossing FMPs. Further, interviews are conducted at a limited number of transit points, during a limited time frame (albeit conducted daily). For this reason, results cannot be extrapolated to all travellers.

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.

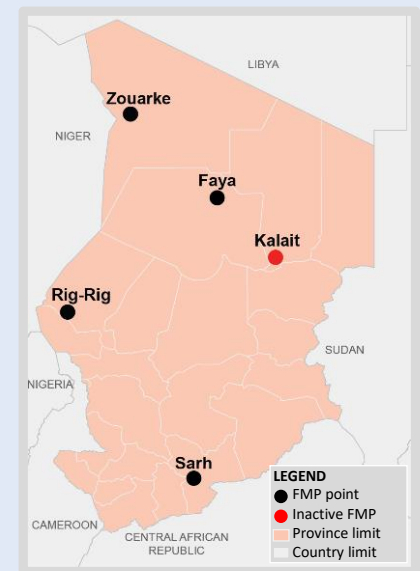
Origin, destination and reason for travel: This section provides information about the area of origin and intended final destination of travellers. The provenances of migrants are then correlated with the reasons for travel, while a cross-analysis compares the intended destinations of interviewees and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

Upon request by partners, more in-depth analyses (for instance by FMP) can be conducted by DTM teams.



775 SURVEYS

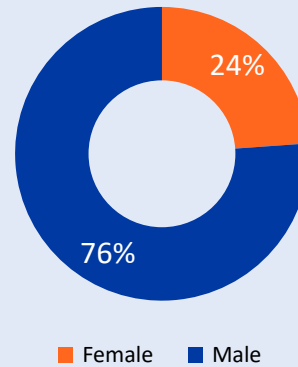
775 travellers were surveyed over the reporting period. Most travellers (76%) were men, while 24 per cent were women. Overall, the majority of interviewees (64%) were married, while a third (33%) were single, 2 per cent divorced and 1 per cent widowed. However, these percentages vary when broke down by gender: A greater share of men (68%) were married while 53 per cent of women were married. In contrast, a higher proportion of women than men indicated being single: 31 per cent of men were single while 35 per cent of women said they were single. Notably, 8 per cent of female travellers were divorced, while none of the male interviewees were divorced.

Religious education was the most common type of education received among the men (35%; only 6% of women) while for women high school level was the most common (26%).

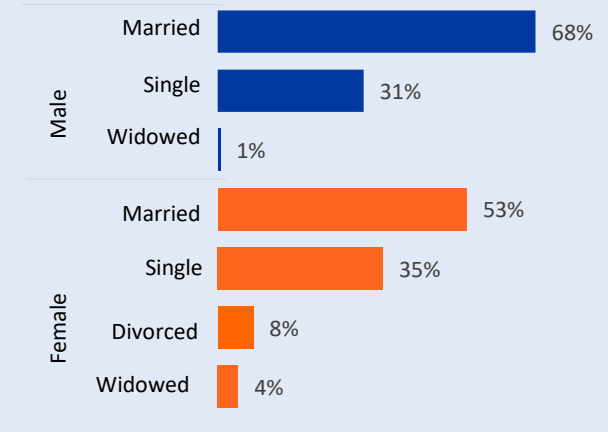
Overall, the vast majority of travellers (98%) were over the age of 18 (including 64 per cent of travellers aged 26 - 60 years old and 34 per cent aged 18 - 25 years old), while 2 per cent were 14 - 17 years old. Among both female and male travellers, the majority of individuals were aged 26 – 60 years old : 59 per cent of women and 65 per cent of men. It should be noted that the percentage of minors was higher among men (3% of men) than among women (1%).

PROFILE OF TRAVELLERS

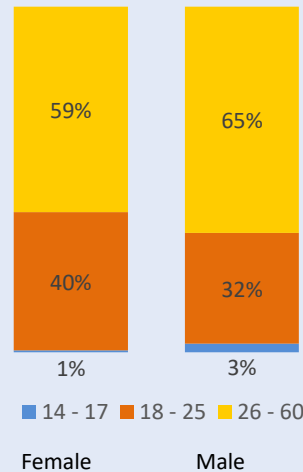
Gender of travellers



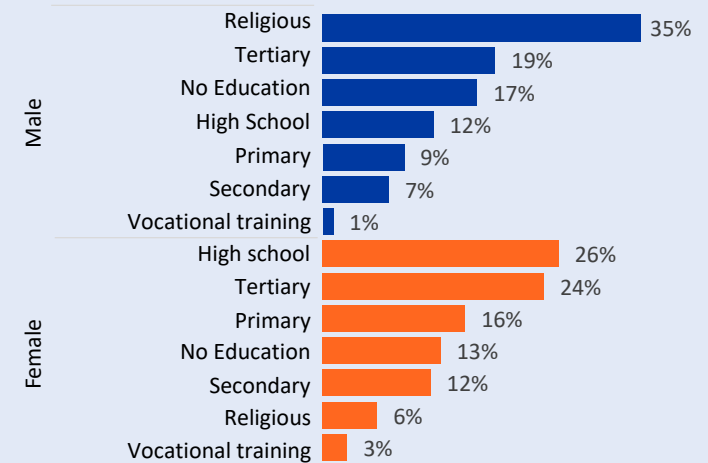
Marital status of travellers, by gender



Age of travellers by gender



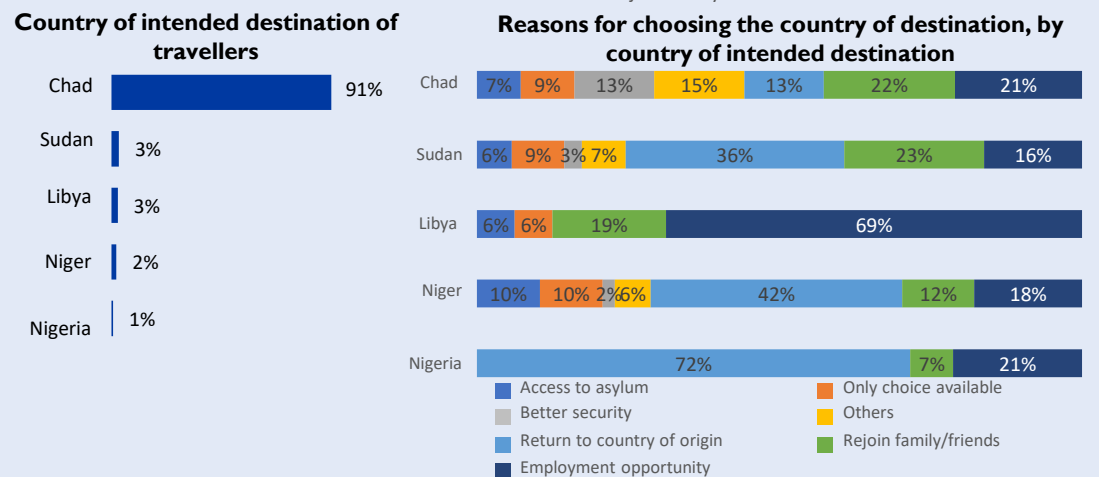
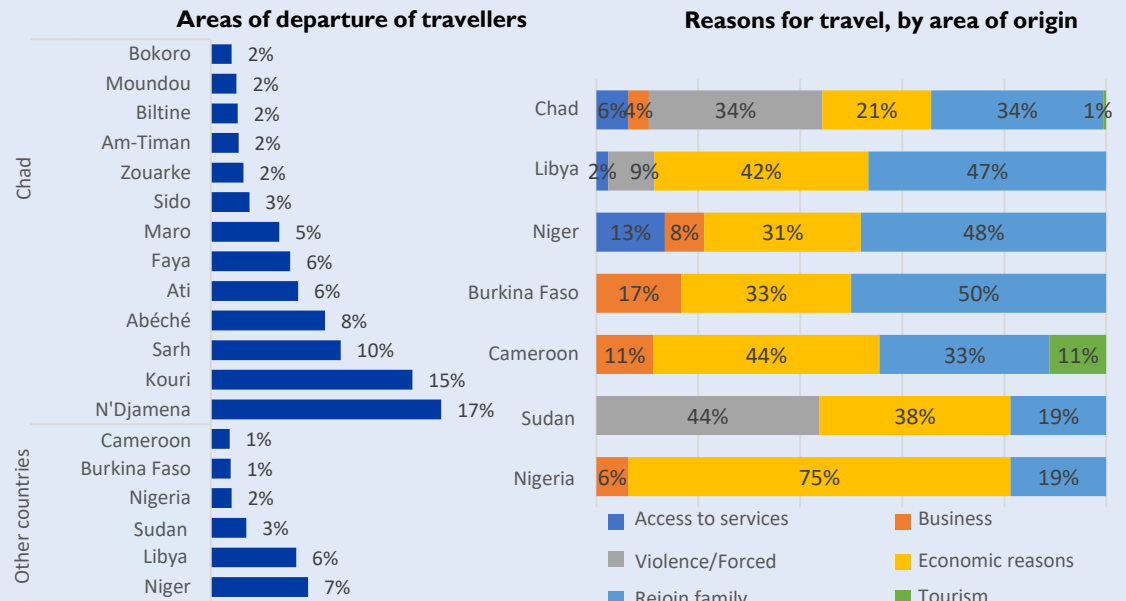
Education level of travellers, by gender



AREA OF DEPARTURE, INTENDED DESTINATION AND REASON FOR TRAVEL

The majority of interviewed migrants (75%) travelled from a city within Chad, with N'Djamena and Kouri being their main cities of provenance, representing 17 and 15 per cent of travellers respectively. The main countries of departure of travellers coming from abroad were Niger (7%) and Libya (6%). Most individuals left their place of departure to join family members (34%), because they were forcibly displaced (27%), or for socioeconomic reasons (24%). Thirty-four per cent of surveyed individuals who came from Chad were forced to leave their area of departure. This is due to the fact that access to gold mining areas was banned by the authorities, which drove the departure of a high number of gold panners from these zones. Forty-four per cent of travellers coming from Sudan were also forced to travel, while almost half of the individuals coming from Burkina Faso, Libya and Niger were travelling to gain better access to basic services, and 75 per cent of those coming from Nigeria did so for economic reasons.

Chad remained the country of intended destination for most travellers (87%), followed by Sudan (3%) and Libya (3%). Most of the individuals going to Libya (69%) did so for employment opportunities while those headed to Nigeria (72%) were returning home.



EMPLOYMENT STATUS OF TRAVELLERS

Most travellers observed during this period were self-employed (42%) or conducted salaried work (28%).

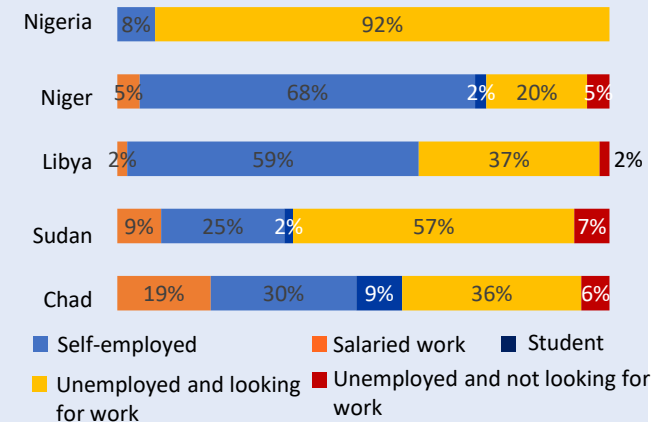
The majority of individuals headed to Niger (68%) and Libya (59%) were self-employed. Meanwhile, a significant share of migrants headed to Sudan (57%) or Nigeria (92%) were looking for work.

By examining the employment status of migrants together with their areas of origin, the following results were observed: a significant proportion of travellers coming from Cameroon (47%) and Burkina Faso (40%) were students. Most individuals coming from Chad were unemployed and looking for work (38%) or self-employed (29%).

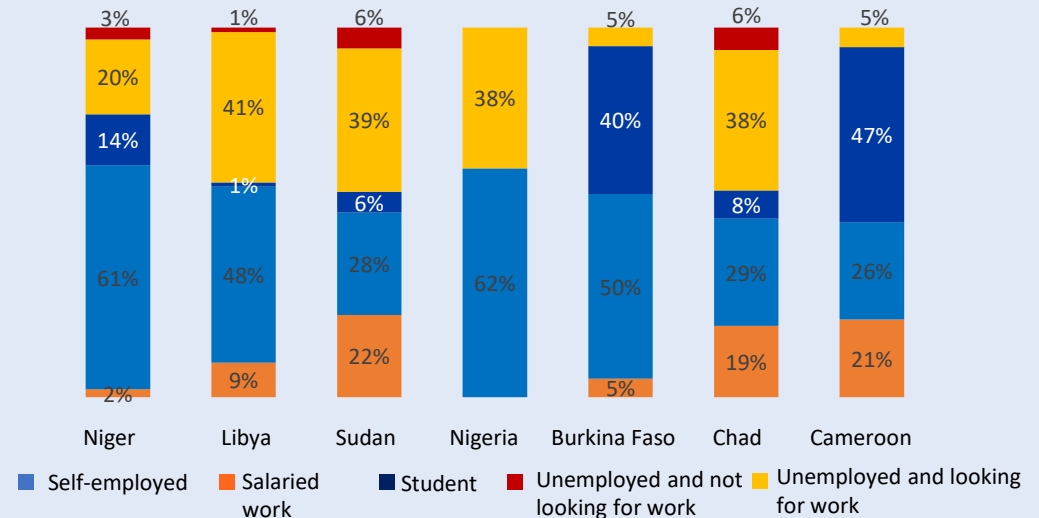
Employment status of travellers



Employment status, by country of intended destination



Employment status, by area of origin

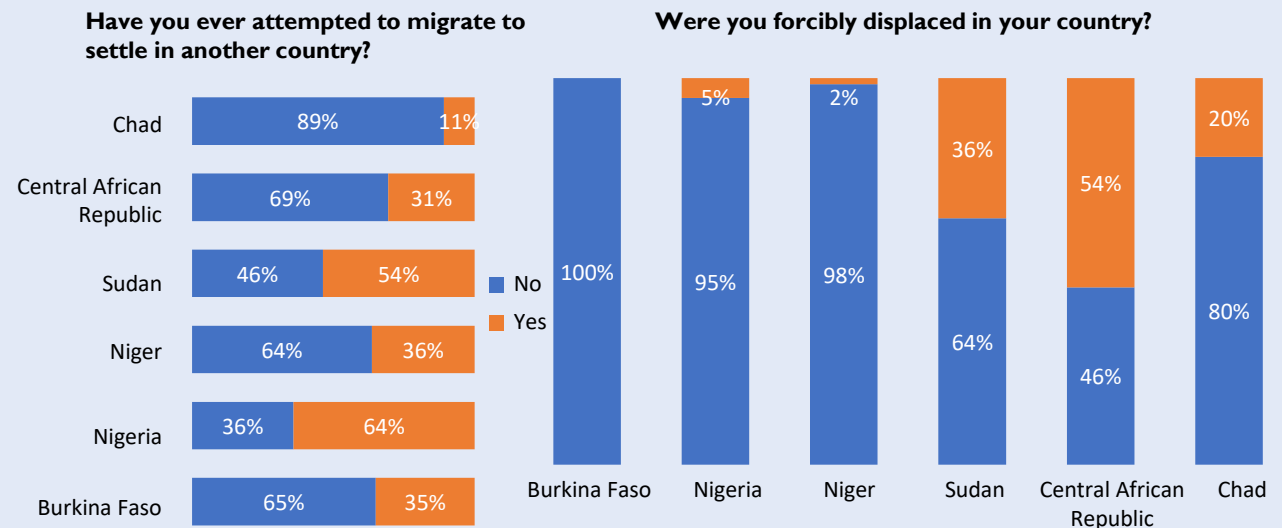
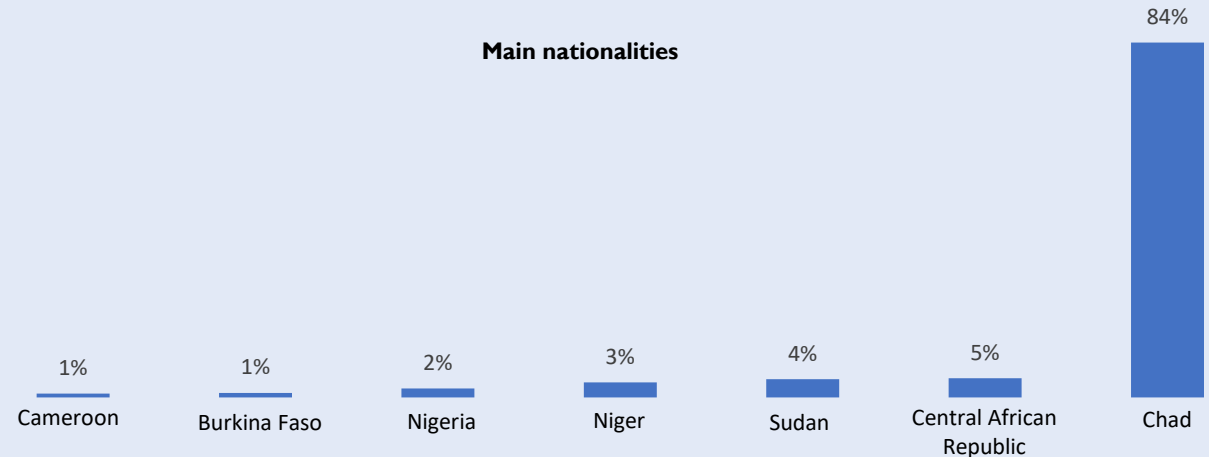


NATIONALITIES OF TRAVELLERS, PAST FORCED DISPLACEMENT AND PRIOR MIGRATION ATTEMPTS

The majority of travellers interviewed were Chadian nationals (84%). Central African (5%) and Sudanese (4%) nationals also represented a significant share of interviewed travellers. It should be highlighted that in the framework of the flow monitoring survey data collection exercise, nationalities provided are those declared by travellers. Surveyed individuals are not asked to provide proof of nationality and identity documents are not checked to substantiate or corroborate the information given by interviewees.

Sixteen per cent of travellers had already attempted to migrate to a country other than their country of residence. When coupling this analysis with the nationalities of travellers, it is observed that a significant share of Nigerian (64%) and Sudanese (54%) nationals had previously migrated abroad.

In addition, 21 per cent of travellers were forcibly displaced in their country at least once. This percentage is significant for Central African (54%), Sudanese (36%) and Chadian (20%) nationals.



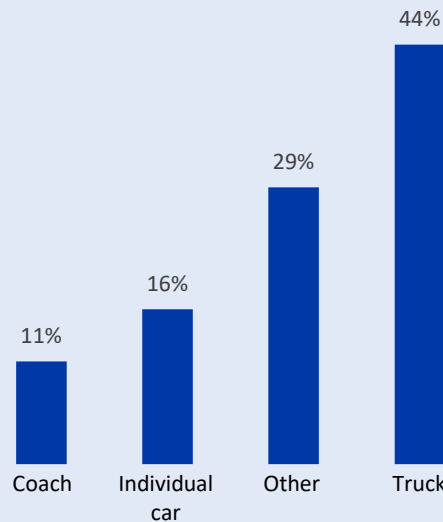
CHARACTERISTICS OF TRAVEL

Most travellers (by 44%) travelled on board truck. This is partly due to the fact that three of the four FMPs are located in the Sahelo-Saharan region (Zouarke, Faya and Rig-Rig) where trucks are the preferred means of transportation to ride through the desert.

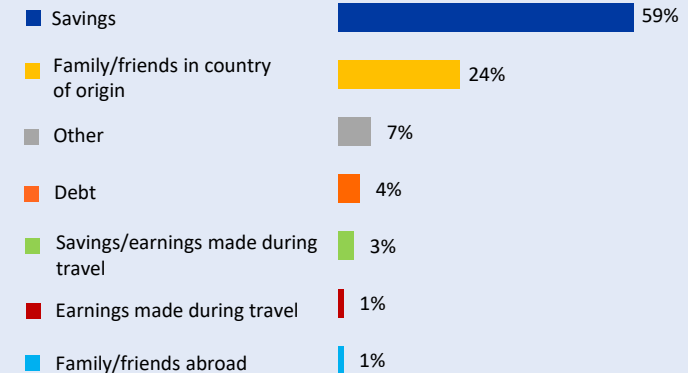
The majority of interviewees had funded their travel with savings accumulated prior to travel (59%). A number of individuals (24%) had paid for the journey thanks to the support of family or friends in the country of origin. This telling result seems to show that migration is also a project that is the result of careful thought, planification and organization, whereby migrants save up money to ensure the success of their journey.

During their travel, migrants faced various difficulties, the main ones being arrests (mentioned by 17% of interviewees) and hunger (15%).

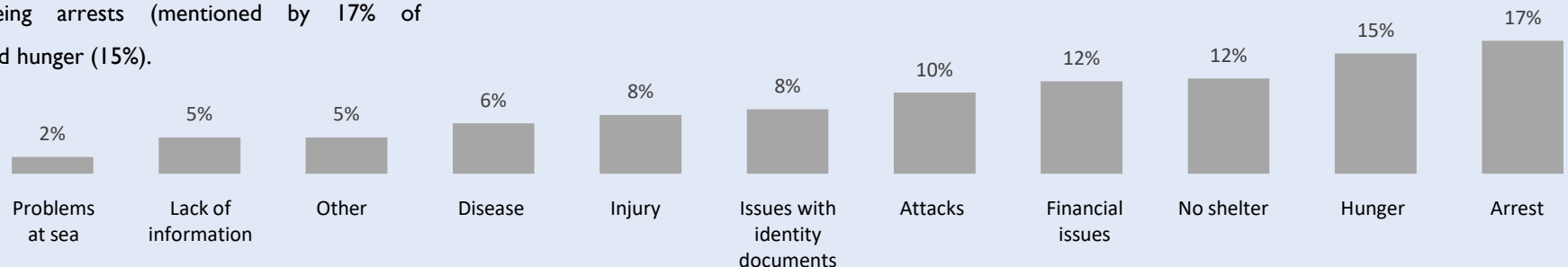
Means of transport of travellers



Funding of travel



Difficulties faced during the journey



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