

# FLOW MONITORING SURVEY REPORT

Analysis of individual surveys conducted at 7 FMPs at the  
Ugandan border with the Democratic Republic of the Congo

May - August 2019

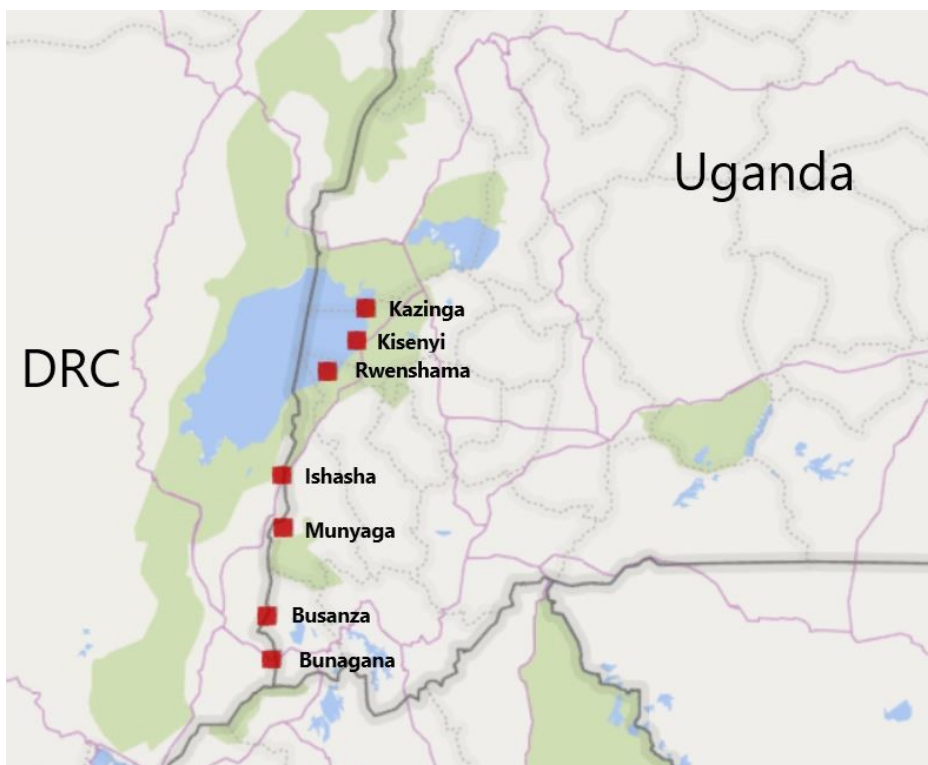


## INTRODUCTION

This document offers an analysis of the population movement dynamics and the profile of people moving across the Uganda border with the Democratic Republic of the Congo. The analysis is based on **1,470 individual surveys** carried out between May and August 2019 with populations crossing seven Flow Monitoring Points (FMPs) located at the Ugandan border with the Democratic Republic of the Congo, namely Bunagana, Busanza, Ishasha, Kazinga, Kisenyi, Munyaga and Rwenshama. These surveys are part of the Flow Monitoring activities implemented by IOM Uganda through the Displacement Tracking Matrix (DTM).

## KEY FINDINGS

Flow Monitoring Points at the Ugandan border with the Democratic Republic of the Congo



DISCLAIMER: The map is for illustration purposes only. Names and boundaries on the map do not imply official endorsement or acceptance by IOM

- **15%** of travelers reported to have **worked without getting the expected payment**.
- **3%** of respondents reported **working against their will**.
- **4%** of respondents stated to have received **false information** from their employer **about the nature, type or the location of their work**.
- **84%** of those who reported to have experienced of forced or unpaid work or received false information about their work used to work in the **informal sector**.
- **16%** of travelers reported to have received an offer to work in their intended destination. **28%** of them had a **job offer with expenses that needed to be repaid**.
- **2%** of respondents travelled for **medical reasons**.
- The **three most needed information** reported by respondents were: information on job opportunities (42%), risks at their intended destination (16%), and medical services (11%).
- The three main **challenges** faced by the respondents **during their journey** were: financial issues (30%), sickness (25%), and physical attacks (22%).



## STRUCTURE OF THE REPORT

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

- I. **Respondents' socio-demographic profile (p.4-5):** This section provides information about the gender, age and marital status of travelers, as well as their education level and employment status.
- II. **Origin, destination and reason for travel (p.6):** This section provides information about the area of origin, and intended final destination of travelers. The provenances of migrants are then correlated with the reasons for travel.
- III. **Vulnerability to exploitation and trafficking (p.7):** This section provides information on the reported experiences of exploitation, including forced or unpaid work, false information regarding the work performed, work in the informal sector, work to pay off a debt, and maltreatment in a domestic setting.
- IV. **Profile of people travelling for medical reasons (p.8):** This section provides information about the gender, age, marital status of those people travelling for medical reasons, as well as their education, employment status and nationality.
- V. **Challenges faced during the travel and information needed (p.9):** This section provides information on the main challenges faced by the interviewees during their journey and the type of assistance they were in most need of.

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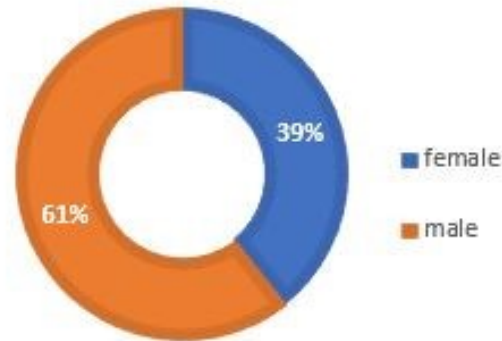
## RESPONDENTS' SOCIO-DEMOGRAPHIC PROFILE



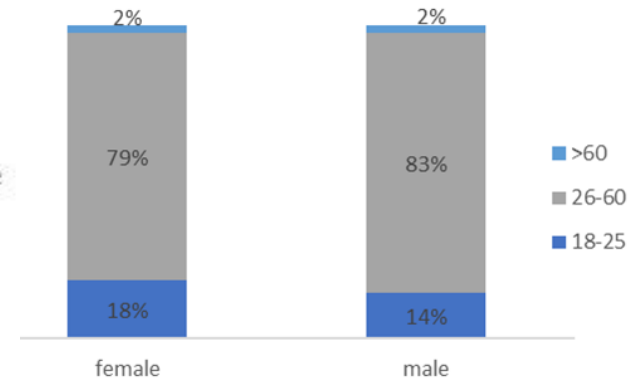
Most interviewees (61%) were men, while 39 per cent were women. The majority of travelers were aged between 26 and 60: 79 per cent of female respondents and 83 per cent of interviewed men. Less than 20 per cent of respondents were aged between 18 and 25: 18 per cent and 14 per cent of female and male respondents respectively. The remaining two per cent were aged 60 or above.

The majority of men (72%) as well as women (70%) were married. Men (23%) were more likely than women (18%) to be single, whereas the percentage of widowed women (9%) was more than double than that of men (3%). Only three per cent of female respondents and two per cent of male interviewees were divorced.

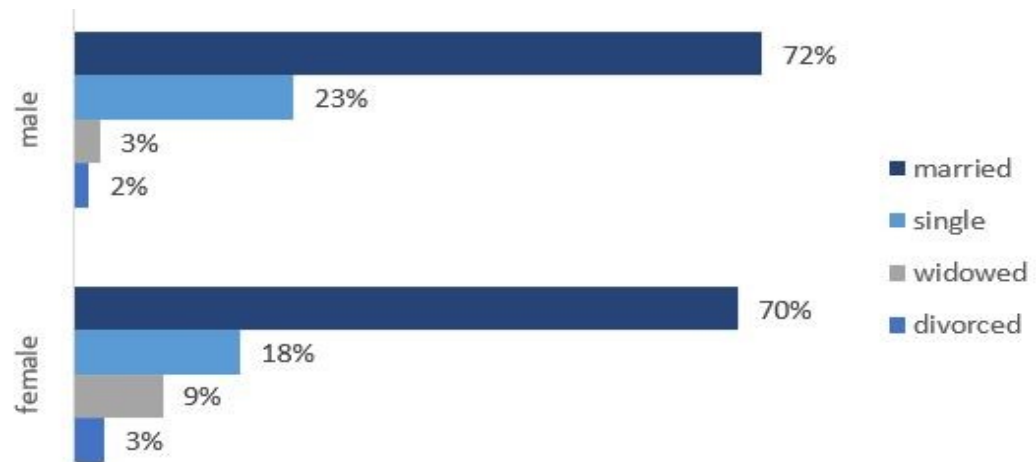
Sex of respondents



Age of respondents, by sex



Marital status of respondents, by sex



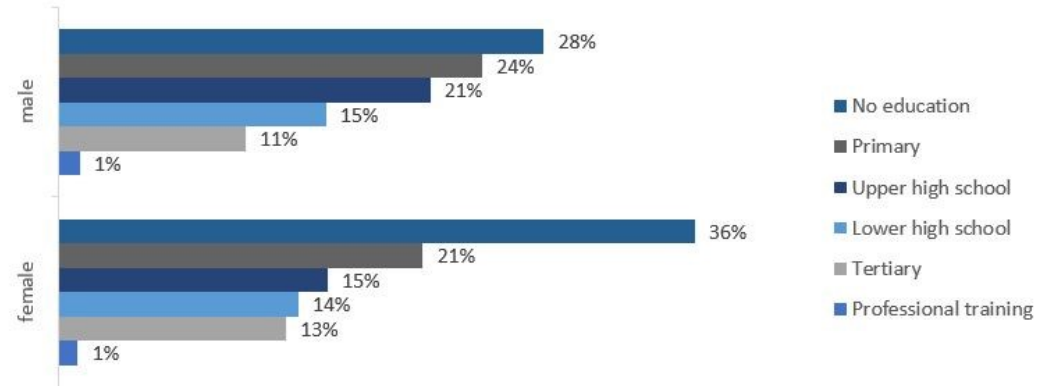
## RESPONDENTS' SOCIO-DEMOGRAPHIC PROFILE

A higher proportion of women (36%) than men (28%) reported that they have not attained any formal level of education. The highest completed level of education of 23 per cent of respondents (24% of women and 21% of men) was primary education, whereas 18 per cent (21% of men and 15% of women) reported to have completed upper-secondary school and lower-secondary school respectively. Thirteen per cent of women and 11 per cent of men stated to have attained tertiary education, whereas only one per cent of respondents reported to have completed professional training.

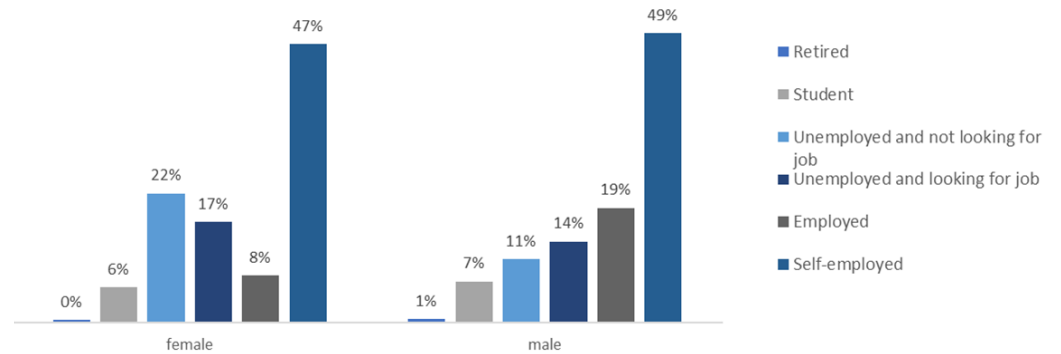
Before starting their journey, nearly half of both female (47%) and male (49%) respondents were self-employed. More than twice as many men (19%) as women (8%) were employed, whereas significantly more women (22%) than men (11%) were unemployed and not looking for a job. The rest were either students or retired.

Sixty-five per cent of respondents reported working in the informal sector prior to departure.

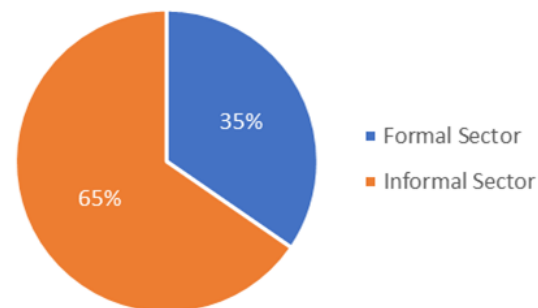
Education level of respondents, by sex



Employment status, by sex



Type of economy

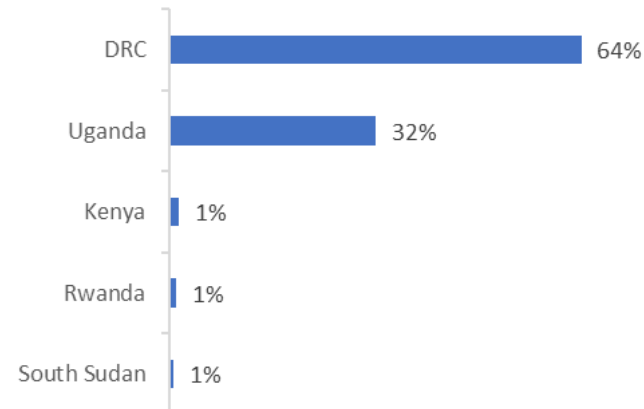


## AREA OF ORIGIN, INTENDED DESTINATION AND REASONS FOR TRAVEL

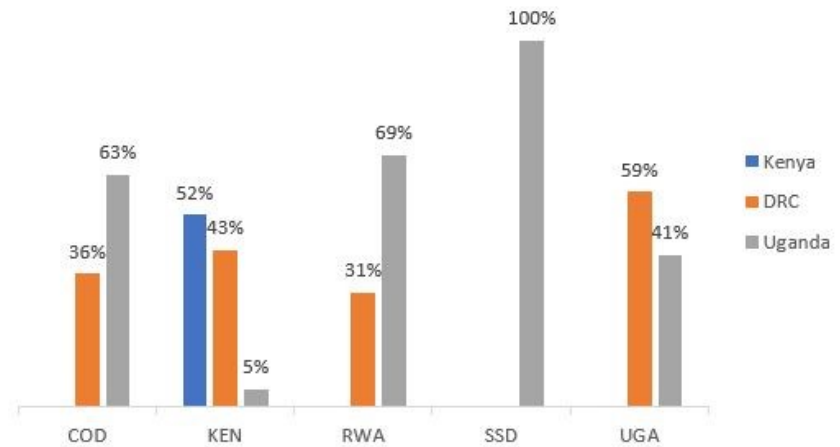
The majority of respondents (64%) came from the Democratic Republic of the Congo, followed by 32 per cent who came from Uganda and the remaining 3 per cent from Kenya, South Sudan and Rwanda. Economic reasons and the intention to return to the habitual residence were the two main reasons of travel (37% and 24% respectively). The desire to visit the family (13%) was also an important factor encouraging people to travel. It should be noted that a significant share of respondents coming from the Democratic Republic of the Congo were forced to move because of the sub-regional conflicts in the country (15%).

The main intended destinations for travelers were Uganda (56%) and the Democratic Republic of the Congo (43%). Uganda was the main intended destination for people coming from South Sudan (100%), Rwanda (69%), and the Democratic Republic of the Congo (63%), whereas the main intended destination of travelers coming from Uganda (59%) was the Democratic Republic of the Congo.

Country of origin



Country of intended destination, by country of origin



## VULNERABILITIES TO EXPLOITATION AND TRAFFICKING

### ***Work without pre-agreed payment***

Fifteen per cent of travelers reported to have worked or performed an activity without getting the expected payment. More male respondents (17%) than female interviewed (11%) reported to have been affected by this issue.

### ***Forced labour***

Three per cent of respondents reported working against their will. Slightly more female respondents (3%) than male travelers (2%) reported to have been forced to work.

### ***Employment offers with associated pre-existing debt***

Sixteen per cent of travelers reported to have received an offer to work in their intended destination. Twenty-eight per cent of them had a job offer with expenses that needed to be repaid. Employment offers involving accumulated debt prior to departure from the country of origin might indicate debt bondage. Service sales (25%) and farming/fishing (19%) were the two most common type of employment which involved expense repayment.

### ***False information***

Four per cent of respondents stated to have received false information from their employer about the nature, type or the location of their work.

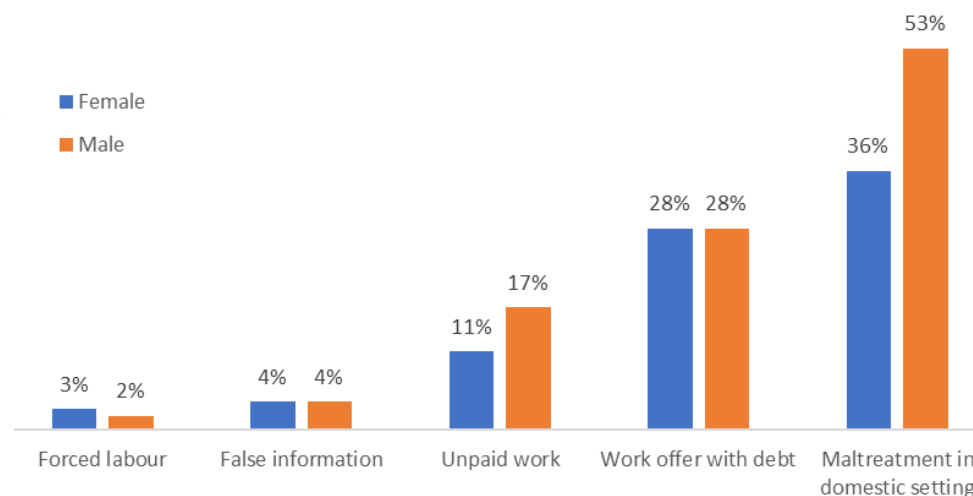
### ***Type of economy –informal economy***

Eighty-four per cent who reported to have experienced of forced or unpaid work or received false information about their work used to work in the informal sector.

### ***Maltreatment in domestic setting***

Nine per cent of respondents reported to have worked in a domestic setting and 45 per cent of them reported to have not been treated well while working. More men (53%) than women (36%) reported to have experienced this issue.

Respondents' experiences of exploitative practices, by sex

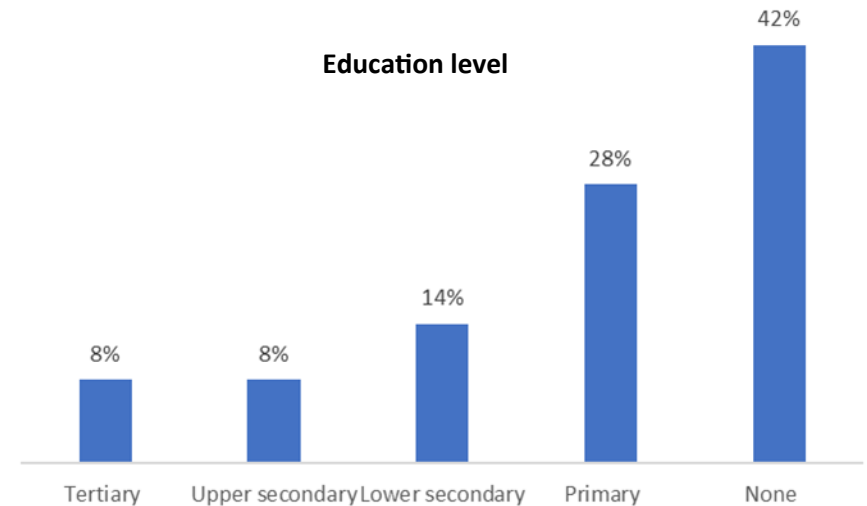
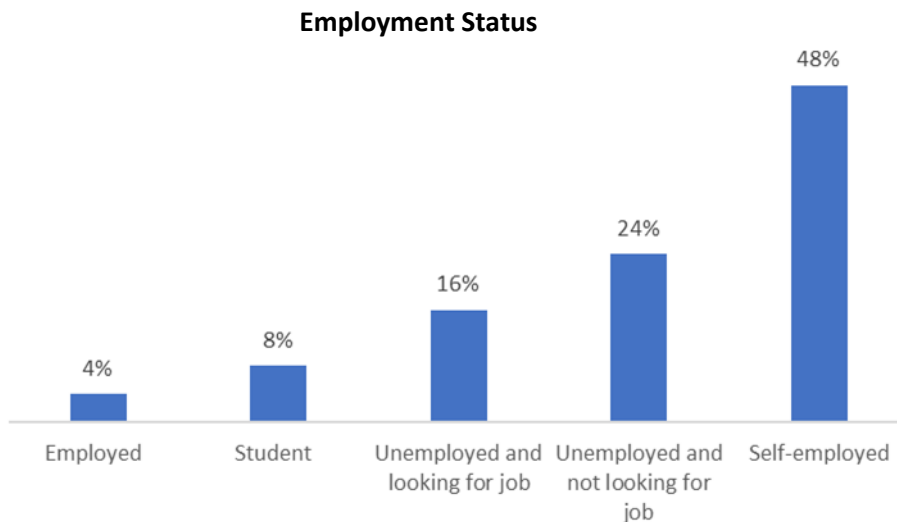
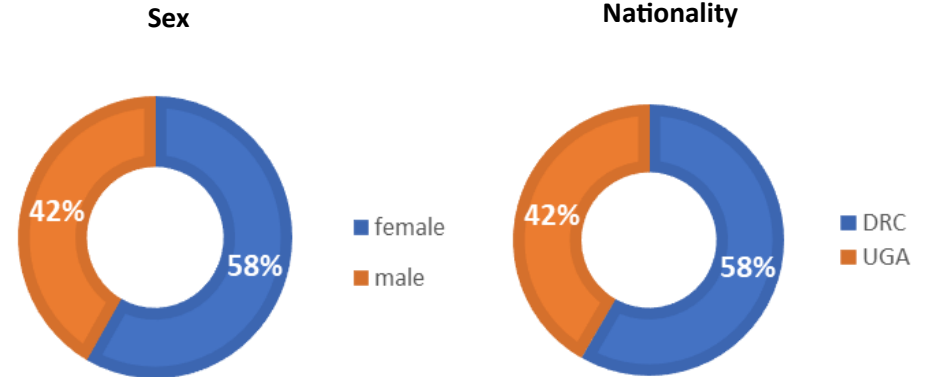


## PROFILE OF PEOPLE TRAVELLING FOR MEDICAL REASONS

Thirty-six people travelled for medical reasons, of which 58 per cent were women and 42 per cent were men. They were aged between 25 and 70, and they were either Congolese (58%) or Ugandan (42%).

Forty-two per cent of them did not complete any level of education. The highest completed level of education of 28 per cent was primary education, whereas 14 per cent reported to have completed lower secondary education. The remaining 16 per cent completed either upper secondary or tertiary education (8 % respectively).

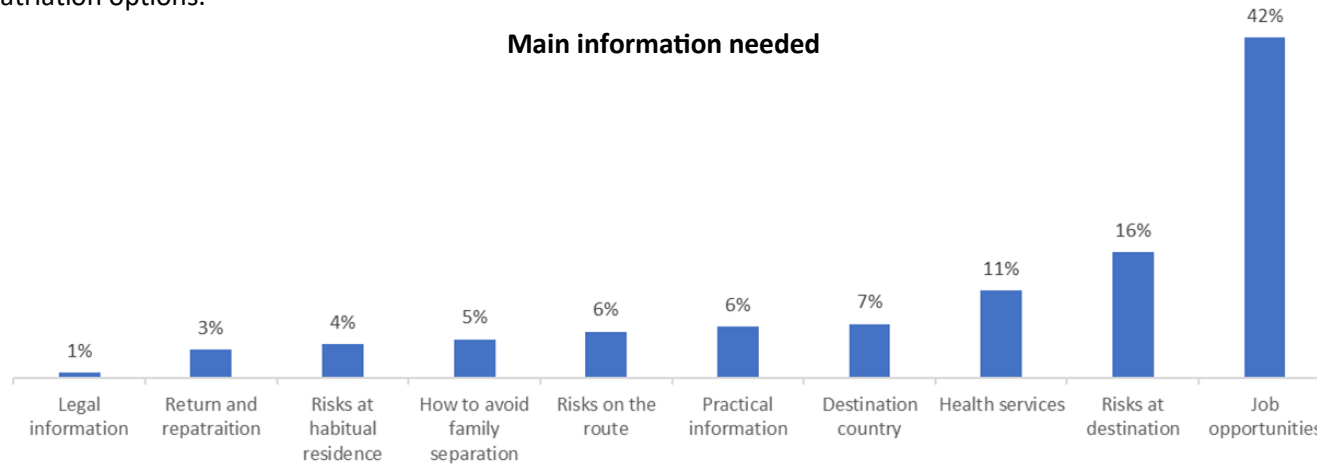
Before beginning their journey, 48 per cent of these respondents were self-employed, followed by 24 per cent who were unemployed and not looking for a job and 16 per cent who were unemployed and looking for a job. The remaining 12 per cent were either students or employed (8 per cent and 4 per cent respectively).



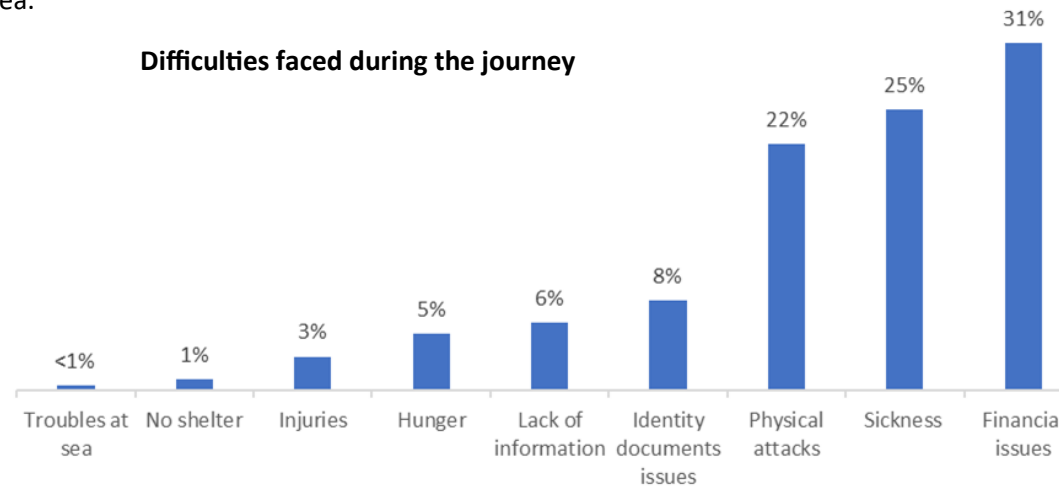


## CHALLENGES FACED DURING JOURNEY AND INFORMATION NEEDED

The most needed information reported by 42 per cent of respondents was related to job opportunities. Next in importance was information about potential risks at individuals' destination countries (16%) and on health services (11%). Seven per cent stated that information on respondents' countries of destination, such as how to get refugee status and how to remain in the country legally, was their priority need. Six per cent reported the need for practical information about accommodation, transport, reception and transit centers for migrants and the potential risks and dangers existing on the intended route to reach their destination. The rest of respondents mentioned that they needed legal assistance and help to avoid family separation, as well as on return and repatriation options.



In terms of the main challenges faced by the respondents since the start of their journey, 30 per cent reported that they faced financial issues, followed by sickness (25%), and physical attacks (22%). Some respondents also mentioned identity documents issues, lack of information, hunger, injuries, lack of shelter and trouble at sea.



**METHODOLOGY:** The DTM is a system to track and monitor displacement and population mobility, provide critical information to decision-makers and responders during crises, and contribute to better understanding of migration flows. DTM has been active since 2004 in more than 80 countries worldwide.

Since March 2018, IOM DTM Uganda has been implemented Flowing Monitoring activities, which provide quantitative estimates of the flow of individuals through specific locations and inform about the profiles, travel history, intentions and needs of people on the move. The data collected also supports the preparedness and response in public health emergencies by providing mapping and information on population movements, specifically in relation to the recent Ebola outbreak in the DRC.

Flow Monitoring is a data collection exercise aimed at identifying areas of high mobility and gain a better understanding of the profile and intentions of individuals travelling through these areas. High mobility areas are first identified in collaboration with key stakeholders through a Participatory Mobility Mapping Exercise. Together with the stakeholders, the DTM team then selects strategic points of entry (Flow Monitoring Points - FMP) at which data collection will be conducted. At each FMP, two activities are implemented: Flow Monitoring Registry (FMR) and Flow Monitoring Survey (FMS). For FMR, data is collected through direct observation and interviews with individuals crossing the border. Information collected includes the number of travelers observed crossing FMPs daily; origin and intended destination of travelers; nationalities; vulnerabilities; and means of transport. The FMS involves more in-depth interviews with a randomly chosen sample of migrants travelling through FMPs in order to collect more detailed information about their profiles and migration background. Data is collected on the demographic profile; nationality; level of education; employment prior to migration; reasons for migrating; route taken; needs and difficulties faced; and vulnerabilities of interviewed individuals.

The surveys are conducted on a daily basis with a randomly chosen sample of individuals observed at the FMPs, most of which are open from 7 am to 7 pm. Respondents are approached by DTM data collection team to explain the purpose of the survey and obtain explicit consent to be interviewed. An interview usually lasts 15 to 20 minutes.

**LIMITATIONS:** The data presented in this report stems from interviews conducted with a sample of travelers crossing through the seven FMPs mentioned above, from May to August 2019. Because interviews are conducted on a non-representative sample, the findings only apply to the migrants interviewed at specific locations.

Due to the sensitivity of some issues asked and the interview length, there is a high chance of underreporting. Respondents' willingness to share their experience may depend on the different cultural and religious norms, interest or fear of sharing. Underreporting may also be linked to possible fatigue among the respondents, time availability as well as gender and language spoken of both respondents and interviewee. This may lead to selection bias.

*The Displacement Tracking Matrix (DTM) is implemented by the International Organization for Migration (IOM) and is funded by the United Nations Central Emergency Response Fund (CERF).*