

POPULATION MOBILITY MAPPING

HURUNGWE DISTRICT, CHIRUNDU P_oE, ZIMBABWE

NOVEMBER 2020



INTRODUCTION

The spread of COVID-19 around the world continues to threaten the full reopening of borders and regular migration pathways. As of 29 November, the total numbers of cases confirmed in Africa are 1,494,524, including 33,512 deaths, with 9,950 cases and 276 deaths in Zimbabwe alone. As part of the response to the COVID-19 pandemic in Zimbabwe, the Ministry of Health in collaboration with its technical partners strengthened activities for the preparedness and response of COVID-19. To support these activities, the International Organization for Migration (IOM) is working closely with the local government of Zimbabwe, Ministry of Health, and the Immigration Department to support the government of Zimbabwe and other key partners with regards to understanding migration flows, as well as to respond to the outbreak in a way that is sensitive to current and emerging migration and mobility realities in multiple regions in Zimbabwe.

As part of the East Horn African route, Hurungwe district's Chirundu border post holds a particular significance for a greater understanding of mobility trends and migration practices, due to its strategic position of being the main point of access by road to Zambia which relies heavily on the continued and uninterrupted transport of freight and persons for a range of essential goods and services. Chirundu is the border post in Zimbabwe on the border with Zambia, in Mashonaland West province. Located on the banks of the Zambezi river, Chirundu is the second busiest border post in Zimbabwe and is also among sub-

Saharan Africa's busiest ports of entries and exits, linking the north and south corridor, with hundreds of commercial trucks passing through the border posts every day. Day traders from Zambia gather in Chirundu to exchange goods such as agricultural products, vegetables, and second-hand clothes. The livelihoods of people in Chirundu depend on trade in markets and cross border trade.

This report presents the findings and results of the population mobility mapping (PMM) of Zimbabwe's Northern region in the city of Chirundu in Hurungwe province on 25 and 26 November 2020.

APPROACH

The aim of the Population Mobility Mapping in Chirundu was to complement the Government of Zimbabwe's National Preparedness and Response plan for COVID-19 by providing the Government, communities, and humanitarian partners with information on population mobility and cross-border movements. More broadly, it aimed to enhance prevention, detection, and response to the spread of infectious diseases through an improved understanding of prevailing human mobility patterns in Zimbabwe and Chirundu Border districts.

The specific objectives of this exercise were to:

- Identify the points of entry and congregation areas within Hurungwe and at its borders with neighboring countries.



- Based on estimations on volume of flows and other criteria, provide a list of specific points of entry and congregation areas that are prioritized for public health interventions in times of public health emergency.
- Recommend immediate public health interventions for the identified prioritized congregation areas and ports of entry.
- Assess the feasibility of implementing Flow Monitoring and recommend locations of Flow Monitoring Points for the purpose of disease surveillance, interventions strengthening health system along mobility corridors and provide information on cross border mobility trends to support Government's evidence-based migration policy development.

Participatory mapping is a tool that collects information from key informants through a group discussion. This tool is based on IOM's Displacement Tracking Matrix (DTM) and IOM's past experience in Population Mobility mapping. Key informants are identified by the Government of Zimbabwe and IOM based on their knowledge of the community, population mobility and public health at local, regional and other levels, and come with a strong multisectoral working knowledge able to represent various diverse stakeholders.

For this exercise, key stakeholders were selected from the district and local councilors who oversee the community and are responsible for day-to-day operations in the community. Local councilors also assisted in mapping Points of Entry (PoEs) in Chirundu which help in tracking irregular and regular migrants. Stakeholders from government also participated in the one-day workshop to ensure that Flow Monitoring Points (FMPs) are selected based with their experience in dealing with migrants and flow of people. Population Mobility Mapping (PMM) aims to inform public health interventions through the analysis of the dynamics and characteristics of population



Bus station in Chirundu © IOM 2021

mobility. Flow monitoring aims to derive quantitative estimates of the flow of individuals through specific locations and to collect information about the profiles, intentions and needs of the people on the move. The mapping exercise was based on their understanding of the nearby region countries such as Zambia, DRC and South Africa and local population movement dynamics in the country. Participants represented the formal and informal, health and non-health sectors, including local authorities, community leaders.

The exercise began with a presentation by the Ministry of Health on the state of the epidemic and the actions taken in the region. Following an overview of Flow Monitoring (FM), data collection, target areas, and risk of communication emphasizing transmission of COVID 19 and other health related issues, key informants were then encouraged to relate the information shared with situations in their daily lives and contribute their knowledge of their communities by identifying and locating points of entry (PoE), axes of mobility (routes) and points of congregation on maps, to identify places where travellers could interact with other travellers and/or the local community.

Among the key points, participants selected priority sites for the implementation of public health measures and population mobility patterns and dynamics were then characterized. The exercise was followed by an assessment of

prioritized sites in the field with the following objectives:

- 1) Collect GPS coordinates of the sites identified during the exercise to develop the final map.
- 2) Verify the information collected during the exercise and make direct observations on site.
- 3) Collect any additional information for the introduction of FMPs.

FINDINGS

The findings are based on the contributions of 15 participants from the Zimbabwe Revenue Authority (ZIMRA), Ministry of Public Service, Labour and Social Welfare, Ministry of Health, District Development coordinator (DDC), ZRP (Zimbabwe Republic Police) and local authorities. Congregation points and mobility routes which connect Chirundu to other towns were named during the mapping exercise. Local congregation points were selected by stakeholders.

A total of 5 key points were selected and listed starting with highest mobility point of interest to the lowest mobility area. PoE, truck stop, bus station, marketplace and the shops were the high mobility points selected in Chirundu. Information collected was then confirmed with the maximum number of field verification visits possible following the participatory mapping exercise (PME), for the key sites along axes of mobility based on the estimated number of travellers and persons congregating.

Characteristics of population mobility (migration routes)

The contributions from the PME identified various mobility routes and patterns in the District based on the main places of origin of the population travelling in, within and out of the district. Chirundu is an important transit point for long distance travelers and trucks, daily traders, commerce which include regular and irregular cross border movements connecting people from different countries such as South Africa, Zambia, DRC, Burundi, Uganda, Malawi, Tanzania, Swaziland, Somalia, Lesotho, Mozambique and Ethiopia.

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Regional Mobility routes

The first theme identified routes of mobility and mobility patterns observed in the Chirundu district. The information gathered from the key information during the exercise include the main axes of mobility, the characteristics of this mobility and the main origin and destination of travellers.



Axes of mobility

One main mobility route traversing Chirundu was identified during the exercise:

Route A1

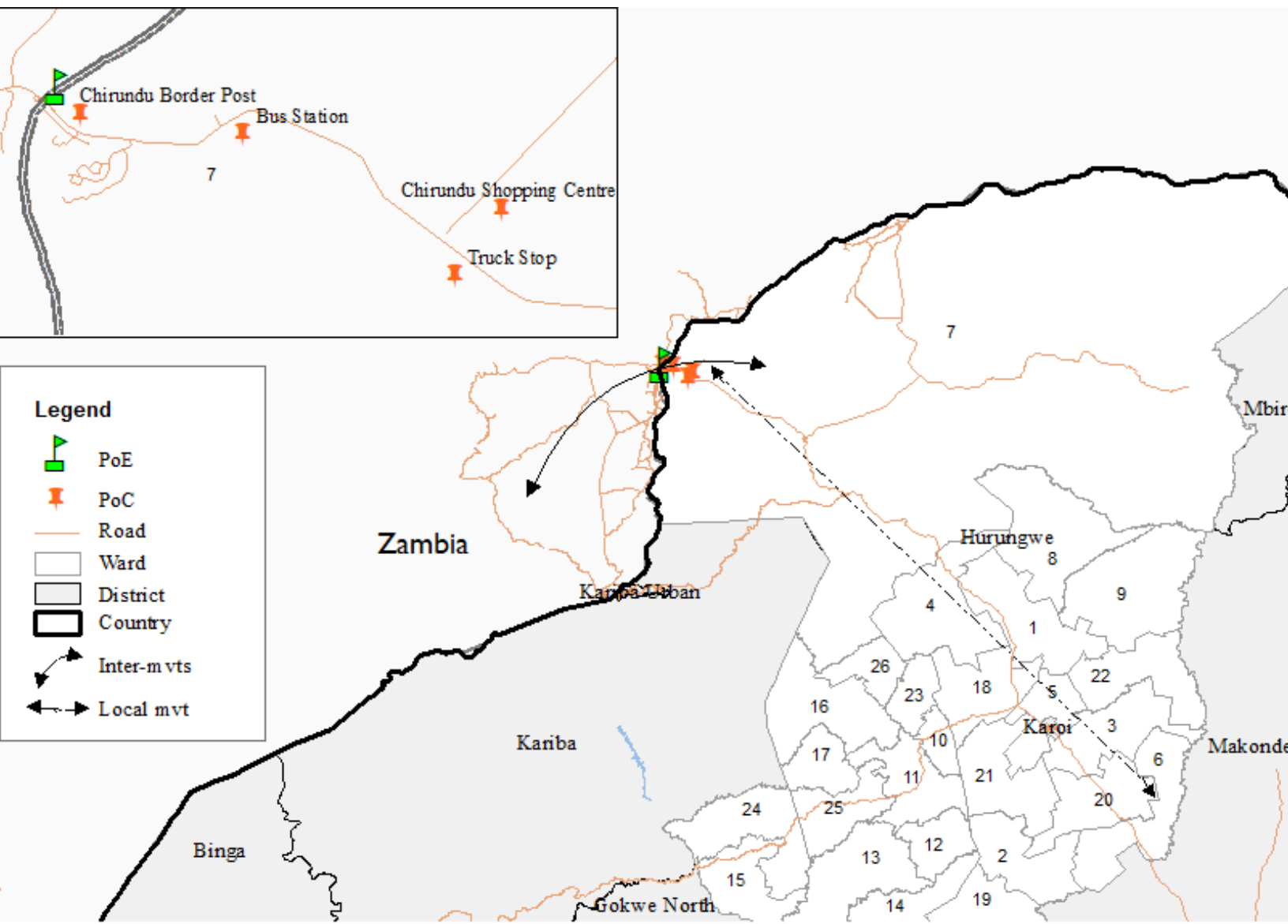
The main route connects Zambia and Zimbabwe through the Chirundu official Border post. This route includes commercial vehicles, buses and pedestrians travelling to Zimbabwe. The immediate town on the Zambia side on this route is also called Chirundu. Separated by the Zambezi river, on the Zimbabwean site, the route proceeds to Karoi, Chinhoyi, Harare which provides a direct connection between Chirundu and southern provinces. Small traders and irregular migrants from DRC are the most common groups using the irregular crossing points.

For trucks traveling along this axe, from Zimbabwe to South Africa, Mozambique or Botswana, they will stop and congregate for a variety of reasons including rest, sleep, meals and for administrative reasons. A truck driver will take two days to travel from Chirundu all the way to South Africa, meaning there are many sites for stoppage and congregation along those mobility corridors.

Points of entry

During the second theme of the exercise, the participants identified Chirundu Border Post as the only official point of entry between Zimbabwe and Zambia within Hurungwe district. Notwithstanding that, the participants highlighted that the city is surrounded by wildlife/safari areas and the Zambezi river along border line between Zambia and Zimbabwe which limits irregular cross border movements.

Map 1. Map of Chirundu





At Chirundu border post, on normal days, immigration clears near 1,500 migrants and over 450 commercial truck drivers. These 1,500 migrants include day trippers who attend market days on Monday and Friday in Chirundu. Immigration clears an average of 500-day trippers attending markets days in Chirundu.

Furthermore, the participants identified a few informal points of entry which are near the official border. Due to the wildlife present in the region, unofficial points of entries are all located near the official point of entry. It was reported that irregular migrants and traders crossing through the unofficial points of entry, usually cross the Zambezi river using boats during the night. Most irregular migrant then wait for the morning bus to catch a ride to towns along the AI route. Migrants do not travel by foot due to fear dangerous wildlife in the district.

Table 1: Points of entry

Points of entry				
Name	Category	Estimated daily traffic before COVID-19	Estimated daily traffic during COVID-19	Details
Chirundu Border Post	Official	1,500	450	<ul style="list-style-type: none"> The border post receives mainly commercial truck drivers and day traders. Screening and handwashing stations
Unofficial crossings near main PoE	Unofficial	N/A	N/A	<ul style="list-style-type: none"> Due to the wildlife present in the area and the river separating both lands, unofficial crossings by boat mostly happen in the evening near the border. No screening or handwashing stations.

Points of interest/congregation

The third theme of the PME identified and prioritized points of congregation along the key axes of mobility. A total of 4 main points of congregation were identified: the market, the bus station, the shopping centre and the truck stop which are all located within a 10-kilometer radius from the official point of entry.

Market

The market days in Chirundu happens on Mondays and Fridays. This market brings a lot of attention from intercity travelling from Chinhoyi, Karoi to Chirundu. Farmers travel from these nearby towns to attend the market days in Chirundu. The market also attracts nationals from Zambia called Mandenga from towns such as Kafuwe, Chilanga and Chirundu. On good market days, 1,500 people converge at the market to sell various items such as secondhand clothing, fruits, and vegetables. However, on average, the market can attract a total of 500 people both from Zimbabwe and nearby communities of Zambia. The market is located less than 1km from the border post which is easy to access by foot once the vendors arrive on Zimbabwean soil. There is 1 water source and 1 public toilet located at the market. The market is found 500 meters away from the local clinic and shortage of supply facilities was noted as the major challenge during the deliberation with stakeholders, thus posing high risks on contraction and spread of the COVID-19 pandemic.

Bus stations

The bus terminus attracts intercity travellers especially small traders and buses which connect Chirundu to other different cities such as Makuti, Karoi, Chinhoyi and Harare. The bus station, located inside the border post, receives 70 buses and 700 travellers daily. However, due to COVID-19 prevention measures, the bus station has been relocated less than 50m from the PoE. At the new location, there is only one functional toilet facility where travellers need to pay a small service fee. During COVID-19, a total of 12 buses arrive early in the morning and late in the evening. The bus station can attract up to 500 migrants. The bus station is located 500 metres away from the health clinic and the local board provides security for 24 hours. There are no hand washing stations at the bus station.

Shopping Centre

The shopping centre area located less than half a km from the border, attracts over 600 travellers and the local community daily. In this location, there are a variety of shops: a bar, a nightclub, a post office, an information centre, a food court, a grocery shop, a mobile network provider shop and a business centre. The shops are located 500 metres away from local health clinic and the CeSSHAR (a Non-Government Organization providing health service in Chirundu district). The shopping centre usually get crowded in the evening with the local

community and truck drivers. Hand washing services is emphasised in respective shops. The shops are protected by the Zimbabwe Republic Police (ZRP) which is located 500 metres away from the shops who normally conduct their patrols especially during the night.

Truck stop

The truck stop is located less than 1km from the border post. While waiting for their

paperwork, the commercial truck drivers can park their trucks in this location with a 2\$/fee which includes a toilet, water and shower amenities. A total of 70 commercial trucks drivers can spend up to 4-5 days to get their trucks cleared from the border post. The truck stop is located 500 metres away from CeSSHAR health clinic and 1 kilometre away from local Chirundu health clinic. There are no functional hand washing stations in this location.



COVID-19 messaging at Chirundu border post © IOM 2021

Table 2: Points of interest/congregation

Points of interest/congregation			
Location	Estimated Number Stopping	Distance to nearest health facility	Details
Market	500 on Mondays and Fridays	<0.5 km	<ul style="list-style-type: none"> The market is less than 0.5km from the PoE where traders from Zambia come to sell produce and clothing. No screening or handwashing stations.
Bus station	700/daily	<0.5 km	<ul style="list-style-type: none"> This bus station is the main bus station in the city, located 50m from the Chirundu point of entry. Buses depart to Harare, Maketi, Karoi, Chinoy early in the morning and in the evening. No screening or handwashing stations.
Shopping centre	600/daily	<0.5 km	<ul style="list-style-type: none"> This shopping centre includes a nightclub, a bar, post office, business centre, food court, grocery and Econet shop. Handwashing stations present in some shops.
Truck stop	70/daily	1 km	<ul style="list-style-type: none"> The truck stop is less than 1km from the PoE where truck drivers stop while waiting for border clearance. No screening or handwashing stations.



Conclusion and recommendations

The results of the PMM have provided a better understanding of the dynamics and characteristics of migration and population mobility mapping in Zimbabwe's Northern region.

Flow Monitoring Points (FMPs) will be established in high mobility locations identified during the PMM. Due to security restrictions on the informal points of entry, the FMPs shall be installed on prioritized congregation areas linking to prioritized informal points of entry.

With the contribution of participants, 1 point of entry and 4 points of interest have been prioritized for further public health measures due to a recognition of key sights where the transmission of communicable diseases is most likely due to the congregation of persons on the move.

Various improvements were identified by COVID-19 response actors that must be addressed for the more effective implementation of public health measures in

Chirundu:

- Provide additional material assistance to local medical centres including additional sets of gloves, facemasks, thermometers, hand washing stations, and other such items that are required.
- Develop risk communication with community engagement plans and strategies that follow bottom-up and decentralized approaches, putting communities first for the planning and roll-out of activities.
- Provide a greater level of Mental Health and Psychosocial Support (MHPSS) to beneficiaries for combatting COVID19 associated stigmatization, including the correct training in dealing with positive COVID-19 cases.
- Put in place COVID-19 prevention measures at the high mobility locations identified during the PMM. Bus stations, truck stop, market and shopping center need additional measures such as handwashing stations and temperature checks.



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