

POPULATION FLOW MONITORING

AN ANALYSIS OF
INDIVIDUAL SURVEYS
CONDUCTED FROM
JANUARY TO
DECEMBER 2019
IN FAYA, KALAIT, RIG-RIG,
SARH AND ZOUARKÉ

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INTRODUCTION : This document offers an analysis of 2,443 individual surveys carried out between January and December 2019 with travellers crossing five key Flow Monitoring Points (FMP) in Faya, Kalait, Rig-Rig, Sarh and Zouarké. 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 through FMPs implemented in these areas.

METHODOLOGY : Flow Monitoring is a data collection exercise aimed to identify areas of high transboundary and regional mobility and gain a better understanding of the profiles of migrants travelling through these areas. Zones of high mobility are first identified in collaboration with national authorities. DTM teams, together with local authorities, then select strategic transit points where 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 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. The surveys are conducted daily among the sample. 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.

LIMITATIONS : The data presented in this report stems from interviews conducted with a sample of travellers crossing through the five FMPs mentioned above, from January to December 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 sex, 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 highlights the main nationalities represented. 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 from partners, more in-depth analyses (for instance by FMP) can be conducted by DTM teams.

The opinions expressed in this report are those of its authors and do not necessarily reflect the point of view of IOM, its sponsors or partner views. The IOM deeply believes in a humane migration that is orderly and beneficial to society. As an intergovernmental organisation, IOM acts in partnership with international communities so as to help resolve operational concerns and issues that migration poses; to bring greater awareness and understanding of the challenges and risks at stake; to encourage the economic and social development through migration; and to preserve the human dignity and the well-being of migrants.

This report presents key findings from the individual surveys conducted in 2019 with 2,443 travellers aged between 14 and 83 years old, at the Flow Monitoring Points (FMPs) of Faya, Kalait, Rig-Rig, Sarh and Zouarké. The objective of this report is to better understand the profiles, migration backgrounds and needs of migrants transiting through these FMPs.

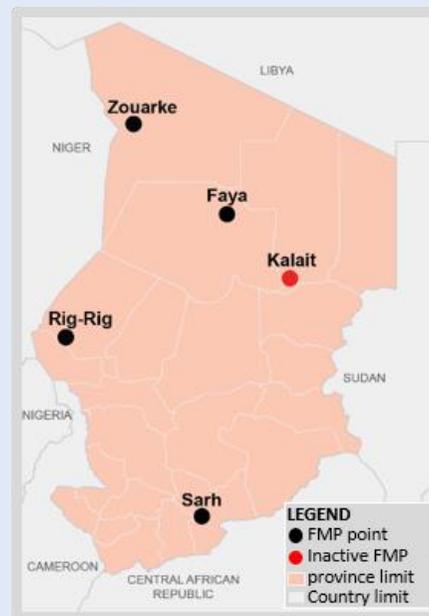
Overall, 32 per cent of the surveys were held at the FMP of Faya and 30 per cent were held in Sarh. The FMPs of Zouarké, Rig-Rig and Kalait respectively account for 16, 15 and 7 per cent of all of the surveys carried out in 2019. The discrepancy in the numbers of surveys conducted at the different FMPs can be explained by the fact that the FMP of Faya is situated along migratory routes in Northern Chad, and at the crossroads of several migratory axes*. The FMP of Sarh is located on the road where all of the movements between the South of Chad and the city of N'Djamena take place, and therefore records a large flow of travellers, which explains the high number of individuals who were surveyed at this transit point. It should also be noted that the FMP of Kalait was permanently closed in June 2019, explaining the relatively low number of travellers who were interviewed there.

*See report: “Mobility in Chad: Mapping of mobility trends and flows in Chad.” available [here](#).

METADATA

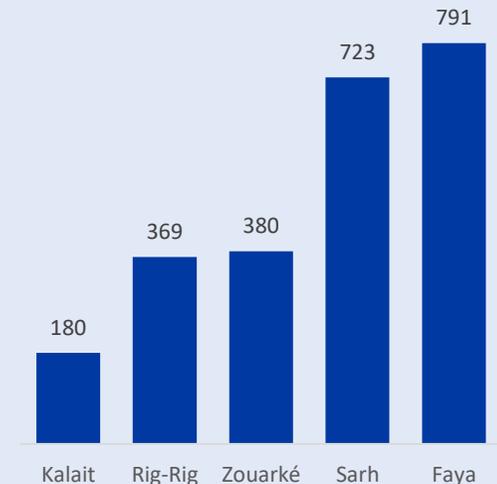
 **2,443** **TRAVELLERS INTERVIEWED**
out of **200,493** individuals observed at the FMPs of Faya, Kalait, Rig-Rig, Sarh and Zouarké between January and December 2019

Flow Monitoring Points in Chad



Disclaimer : This map is for illustration purposes only. The depiction and use of boundaries, geographic names and related data shown on maps and included in this report are not warranted to be error free nor do they imply judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries by IOM.

Number of travellers surveyed by FMP



EXECUTIVE SUMMARY



89% are Chadian nationals



64% are married



3% are minors aged between 14 and 17



1% are aged 60 or older



32% received a religious education



46% are self-employed



89% intend to go to Chad



48% travel for economic reasons



77% funded their travel using savings accumulated prior to travel



57% travel by truck



36% faced difficulties during their journey



71% need more information

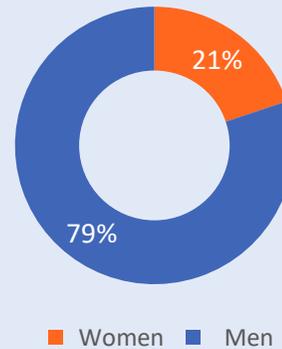
PROFILE OF TRAVELLERS

Most of the travellers surveyed (79%) were men and 21 per cent were women. Overall, 64 per cent of travellers were married and 33 per cent were single. Divorced and widowed travellers were all women and represented 1 per cent each of the total sample population. Though the proportion of married individuals does not vary significantly depending on sex (65% of men and 64% of women were married), results show that 35 per cent of men were single, compared to 26 per cent of women. Moreover, among the women surveyed, 5 per cent were divorced and 5 per cent were widowers, whereas there were no men recorded in either category.

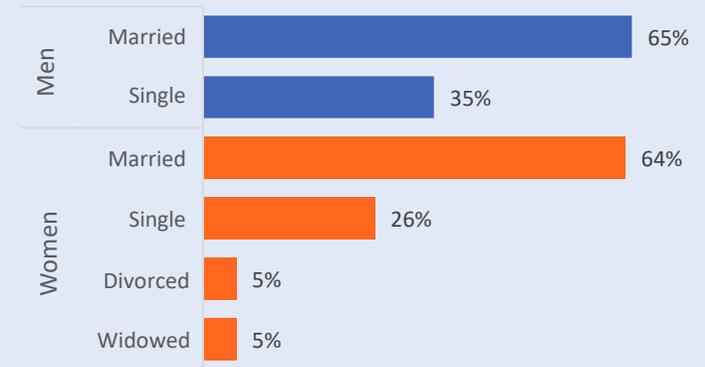
Among the travellers interviewed, 27 per cent indicated having received a religious education and 24 per cent had not received any education. The education received was recorded mostly for men, and was a religious education (32%; 9% for women). Among the women surveyed, 21 per cent had finished high school (whereas this proportion was 9% for men), 20 per cent had received no education (25% of men) and 19 per cent had received a tertiary education (15% for men).

The majority of travellers (67%) were aged between 26 and 60. This was the case for 65 per cent of women and 68 per cent of men. It should be noted that 3 per cent of both men and women were minors.

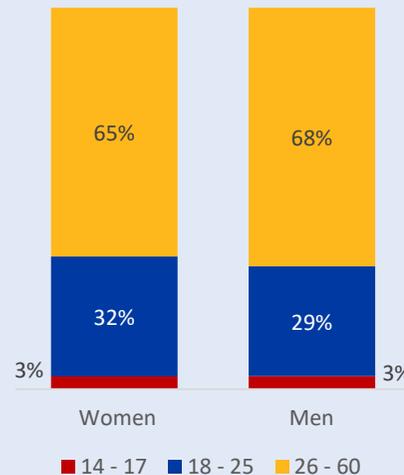
Sex of travellers



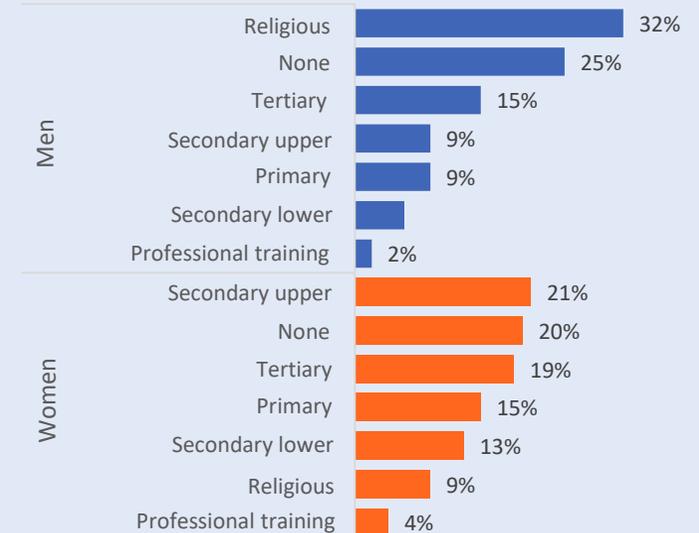
Marital status by sex



Age of travellers by sex



Education level by sex



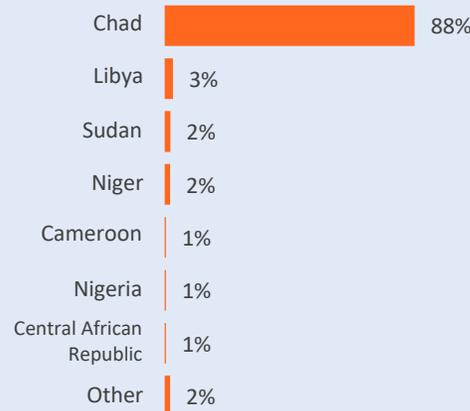
ORIGIN, DESTINATION AND REASONS FOR TRAVEL

Chad was identified as the country of intended final destination for the majority of travellers (88%), followed by Libya (3%), Sudan and Niger (2% each).

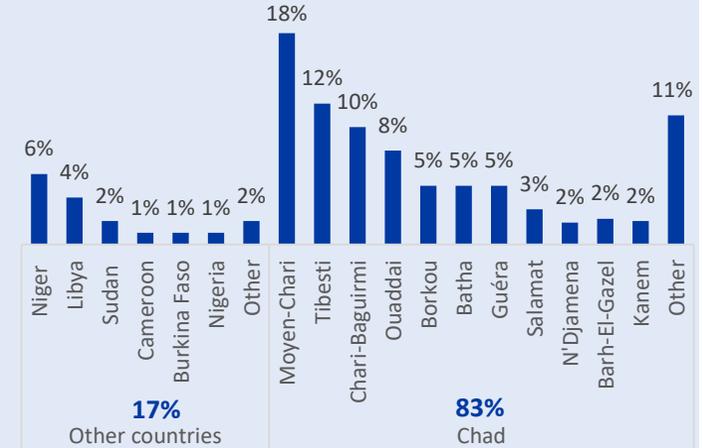
Most of the migrants surveyed (83%) were from Chad. Moyen-Chari (mostly the cities of Sarh and Maro) and Tibesti (mainly the city of Kouri) were the main provinces of departure of travellers, respectively accounting for 18 and 12 per cent of the total. The main countries of departure of the surveyed migrants, outside of Chad, were Niger (6%), Libya (4%) and Sudan (2%).

The findings indicate that a significant proportion of travellers left their place of origin to rejoin their family (34%), because they were forced to do so (20%) or for economic reasons (17%). It should be noted that differences appear according to the travellers' country of departure : many individuals who had left Burkina Faso (69%) and Niger (59%) were travelling to rejoin family, whereas most of the surveyed individuals who had left Nigeria (65%) mentioned economic reasons. Finally, a significant proportion of individuals who came from Sudan (40%), Chad (29%) and Libya (10%) were forced to leave.

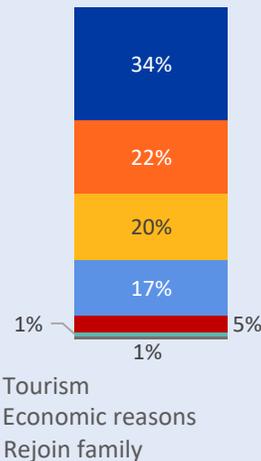
Intended final destinations



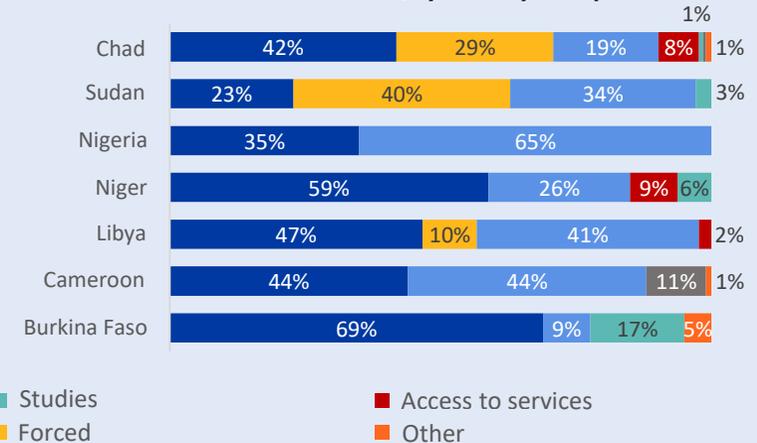
Places of departure of travellers



Reasons for travel



Reasons for travel, by country of departure



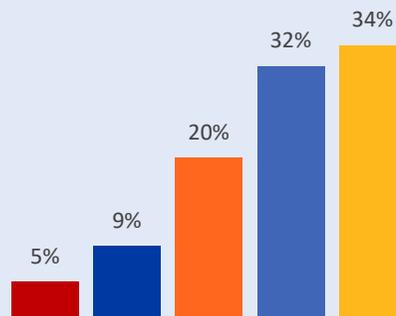
The largest number of travellers observed during the 2019 year were looking for employment opportunities (34%) or were self-employed (32%).

Most individuals who were headed to Nigeria (80%) and Sudan (56%) were looking for a job. Conversely, most of the travellers who intended to go to Libya (63%) and Niger (59%) were self-employed. Cameroon and the Central African Republic were the two countries which had a high proportion of students who had chosen them as their final destination (respectively 27% and 23%).

By analysing travellers' employment status according to their country of departure, it is highlighted that a high proportion of individuals who came from Cameroon (56%) and Burkina Faso (45%) were students. Results also show that a significant percentage of migrants from Nigeria (71%), Niger (52%) and Libya (49%) were self-employed. It is also worth mentioning that 40 per cent of individuals from Libya, 39 per cent from Sudan and 35 per cent from Chad were looking for employment opportunities.

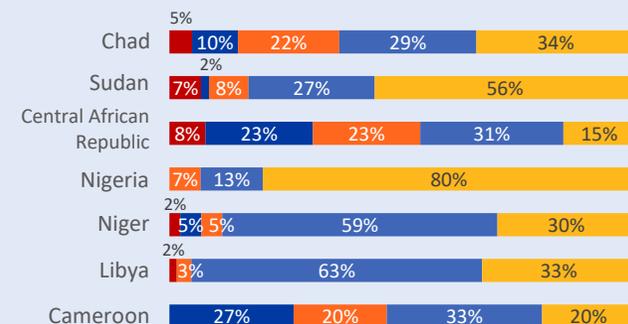
EMPLOYMENT STATUS

Employment status of travellers

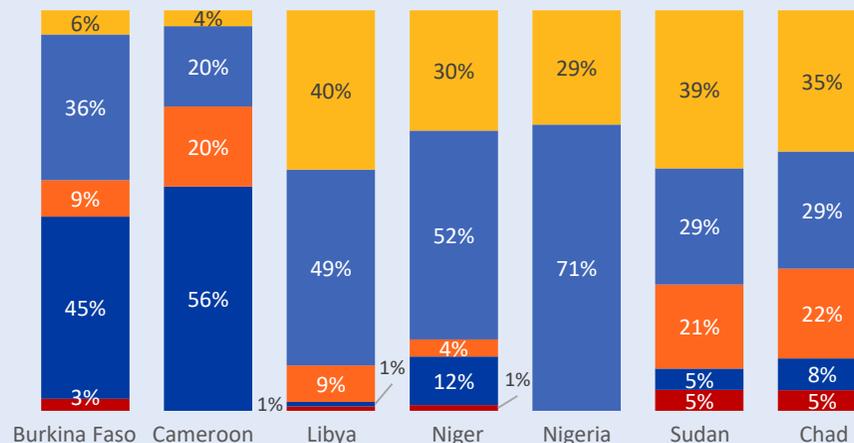


■ Self-employed ■ Employed
■ Unemployed – Looking for a job ■ Unemployed – Not looking for a job
■ Student

Employment status, by intended final destination



Employment status, by country of departure



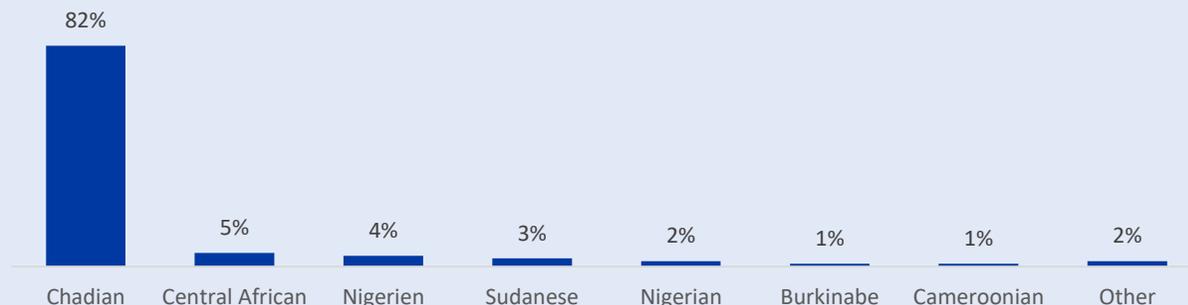
NATIONALITIES AND EXPERIENCES OF MIGRATION & DISPLACEMENT

The majority of the travellers surveyed were Chadian nationals (82%). Central African (5%), Nigerien (4%), Sudanese (3%) and Nigerian nationals (2%) were also interviewed. It should be highlighted that during data collection, the nationalities declared by the travellers were not duly verified through identity documentation.

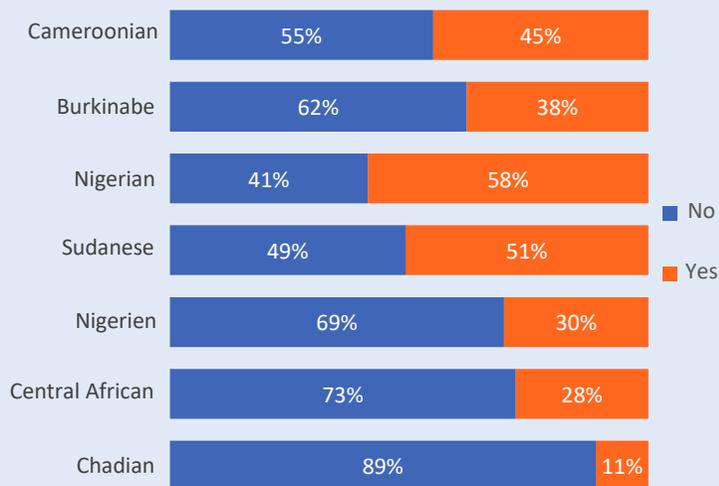
Sixteen per cent of travellers reported having already attempted to migrate abroad (to a country other than their country of residence). It is worth mentioning that this proportion is particularly high among Nigerian (58%) and Sudanese (51%) nationals. This percentage was lowest among Chadian nationals (11%).

Eighteen per cent of travellers mentioned having already been displaced within their own country at least once before. This percentage was highest among Central African (49%) and Sudanese (35%) nationals. Findings also suggest that the sex factor seems to have an important role to play: 21 per cent of the men surveyed declared having been forcibly displaced at least once; whereas this is only true for 7 per cent of women.

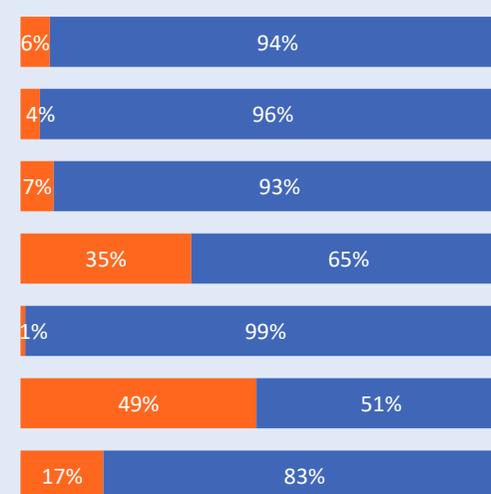
Nationalities of the surveyed population



« Have you ever tried to migrate to settle in another country ? »
(by nationality)



« Have you ever been forcibly displaced in your own country? »
(by nationality)



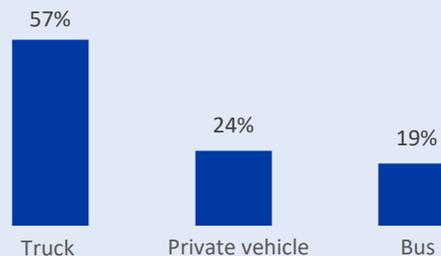
CONDITIONS OF TRAVEL

In 2019, more than half (53%) of surveyed migrants were travelling alone. Trucks (used by 57% of travellers) were the main means of transportation used. This is notably due to the fact that four out of the five FMPs are located in Sahelo-Saharan areas (Faya, Kalait, Rig-Rig and Zouarké), where trucks are the preferred means of transportation to ride through the desert.

Most travellers reported having funded their travel with savings accumulated prior to their departure (77%). A number of individuals (21%) had payed for the journey thanks the financial support of their family or friends in their country of origin.

Thirty six per cent of travellers (41% of men and only 13% of women) reported having faced difficulties during their journey. The main challenges that were encountered were hunger and thirst (mentioned by 32% of interviewees), arrests and detentions (32%), lack of shelter (24%) and financial difficulties (24%). Moreover, data shows that the main information needs are linked to return and repatriation assistance (mentioned by 57% of respondents). Thirteen per cent of respondents also reported lacking information on medical services available, and 10 per cent needed practical information on housing and means of transportation.

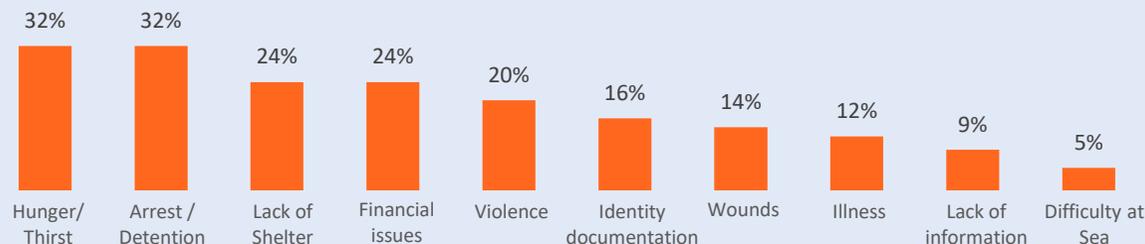
Main means of transportation



Sources of funding for travel



Main difficulties faced during travel



Main information needs





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