

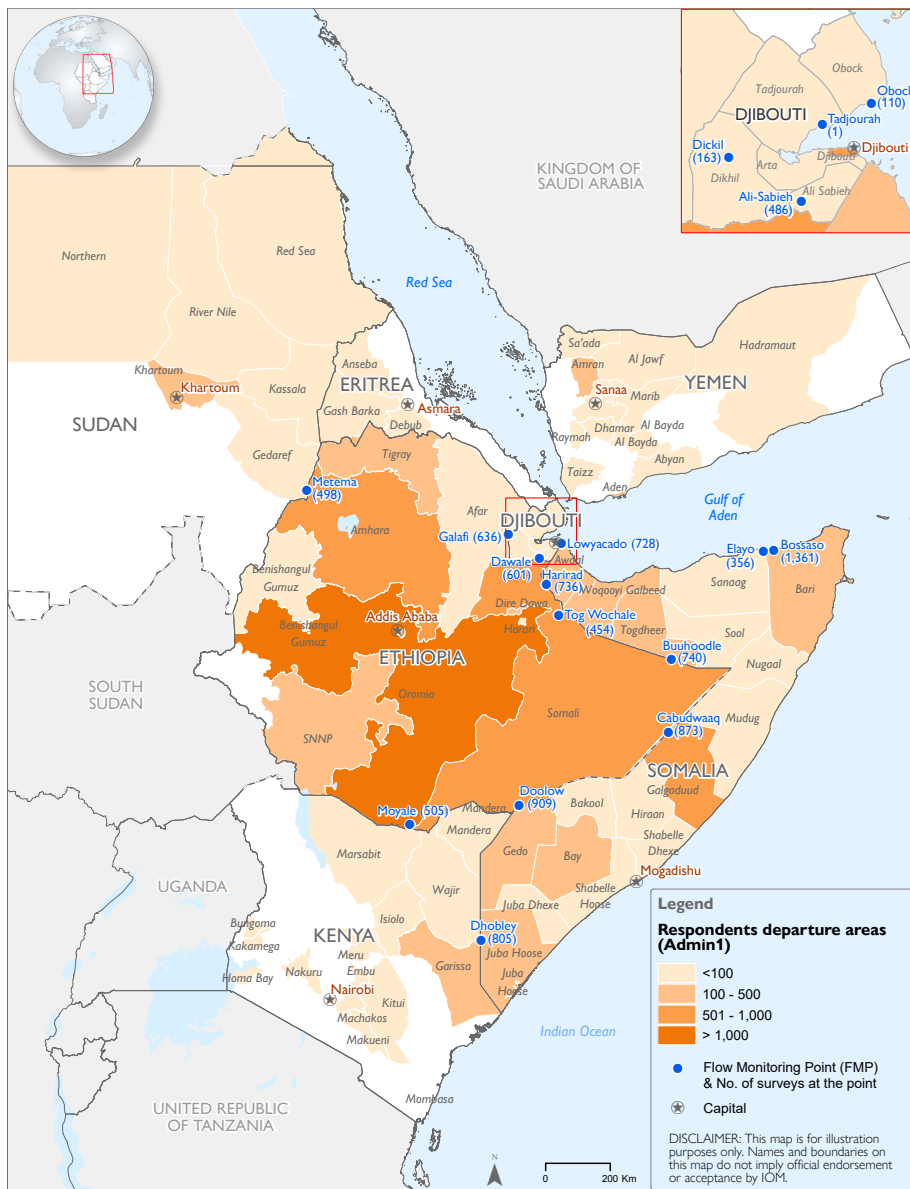
FLOW MONITORING SURVEY (FMS) QUARTERLY DASHBOARD

April – June 2021

IOM Regional Office for East and Horn of Africa

Publication: 23 July 2021

FMP NETWORK COLLECTING FMS DATA



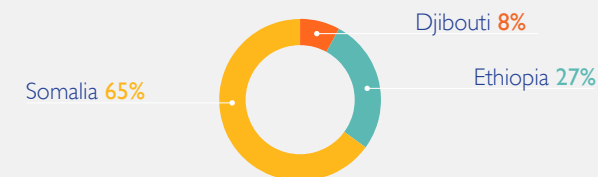
OVERVIEW



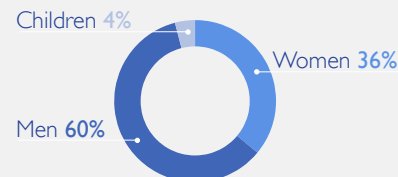
9,962

Surveys conducted between April and June 2021

Country of survey



Demographics



COVID-19 awareness

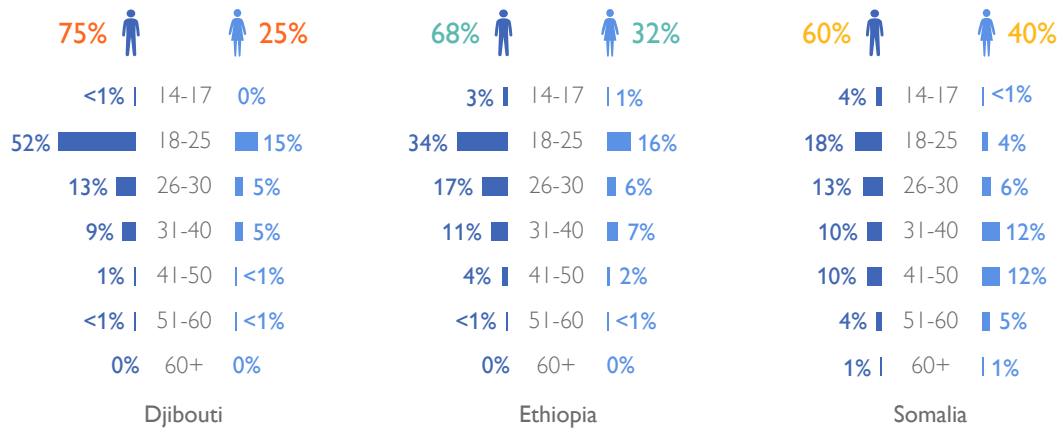


This dashboard compiles flow monitoring survey (FMS) data collected in Djibouti, Ethiopia and Somalia between April and June 2021, and provides an analysis of migrants' demographic and socio-economic profiles, including education and employment backgrounds; reasons for leaving their country of origin or habitual residence; future travel intentions; awareness of the COVID-19 outbreak; and challenges faced as a result of it. In addition, the revised FMS form has also been enhanced with labour mobility and human development (LHD) indicators with a particular focus on the migrants' highest level of education achieved and main subject areas, their labour status before migration, as well as the impact of COVID-19 on remittances.

Inter-regional migration from and within the East and Horn of Africa is categorized along three main routes: the Eastern Route towards the Arabian Peninsula; the Northern Route towards North Africa and Europe; and the Southern Route towards Southern Africa. Based on historical trends, the Eastern Route is traditionally travelled by the largest number of migrants each year, the majority of whom are Ethiopians. During the second quarter of 2021, a total of 9,962 surveys were conducted in Djibouti (760), Ethiopia (2,694) and Somalia (6,508). The overall number of surveys increased by 4 per cent since the previous quarter as the relaxation of mobility restrictions continued in the region. Similar to the previous quarter, most respondents displayed awareness of the ongoing COVID-19 pandemic (83%); males (86%) were on average more aware than females (77%).

DEMOGRAPHIC PROFILE

Sex and age distribution, by country of survey ¹

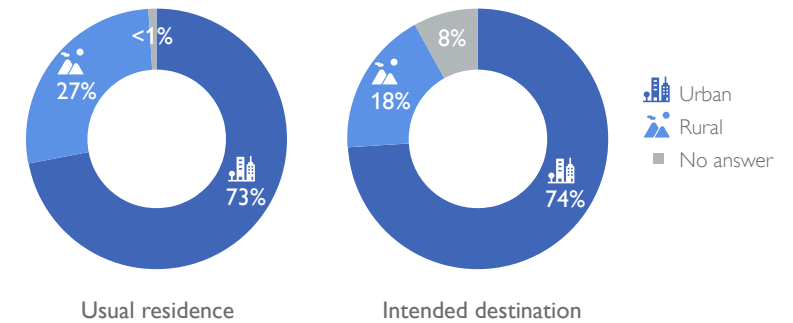


- Sex and age distribution:** The overall sample was predominantly male (63% versus 37% female); of the total, only 4 per cent were children between the ages of 14 and 17. Somalia, however, reported a slightly higher proportion of female interviewees (40%) compared to the other countries, which is similar to the previous quarter. In line with the migration trends observed through DTM flow monitoring, migrants observed in Ethiopia and Djibouti are predominately male. Conversely, a significant portion of the migration movements captured in Somalia include movements within the Horn of Africa where the migrant gender breakdown is more even, with many families passing through Somaliland.

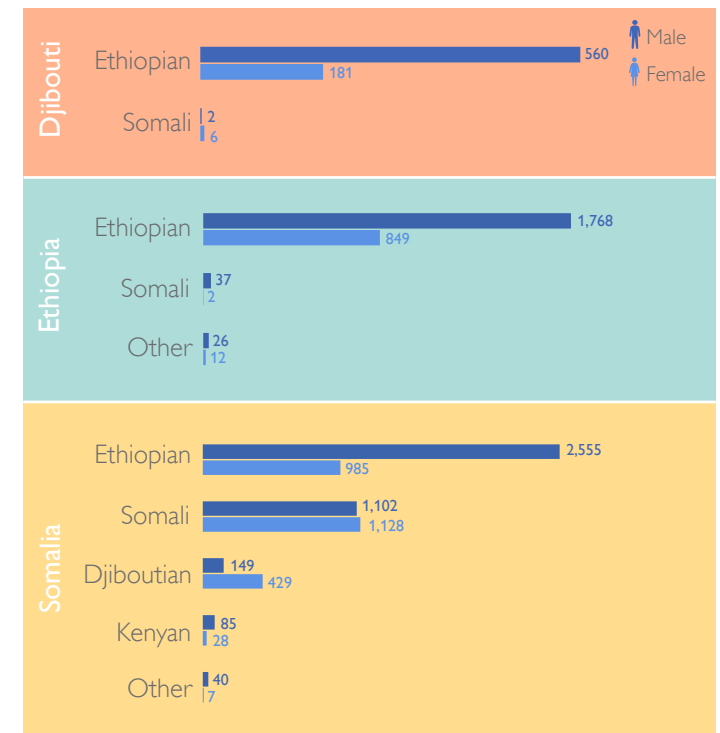
- Nationalities and routes:** Most migrants tracked in all three countries were Ethiopian nationals (69%), which is consistent with the findings established through other data sources. In addition, almost 23 per cent Somali nationals were also interviewed; most of these were present in Somalia (98%). Conversely, only 8 Somali nationals were interviewed in Djibouti, where predominantly Ethiopian migrants were interviewed. Generally, Ethiopian migrants departing from Ethiopia intend to use either Djibouti or Somalia as countries of transit for their onward travel along the Eastern Route; the choice is usually made on the basis of proximity. Somali migrants, however, barring exceptional circumstances, tend to travel directly from their country of origin through the coastal points in and around Bosasso; Berbera is rarely used as an outgoing point.

- Rural-urban distribution:** Most migrants interviewed moved between urban settlements. In particular, 73 per cent of migrants reported to have left from what they considered to be urban settlements and 74 per cent reported intending to migrate towards urban settlements. Migrants surveyed in Djibouti were most likely to have originated in rural locations (66%) and those in Somalia were least likely to have done so (15%), while 44 per cent of migrants in Ethiopia were from rural communities. The highest proportion of migrants that were intending to migrate to rural areas (43%) were those travelling back to Somalia.

Rural-urban distribution



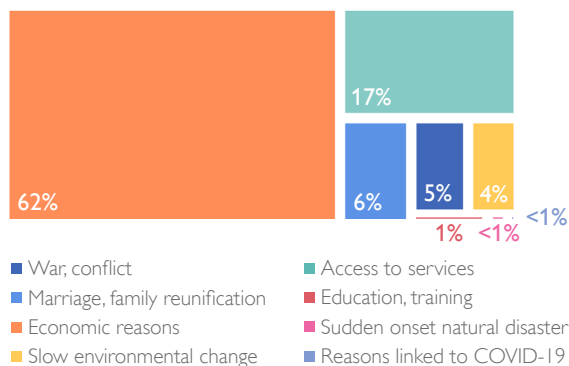
Main nationalities and sex, by country of survey



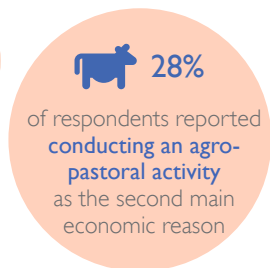
¹The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

REASONS FOR TRAVEL AND INTENTIONS

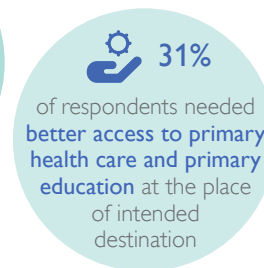
Main reasons for travel *



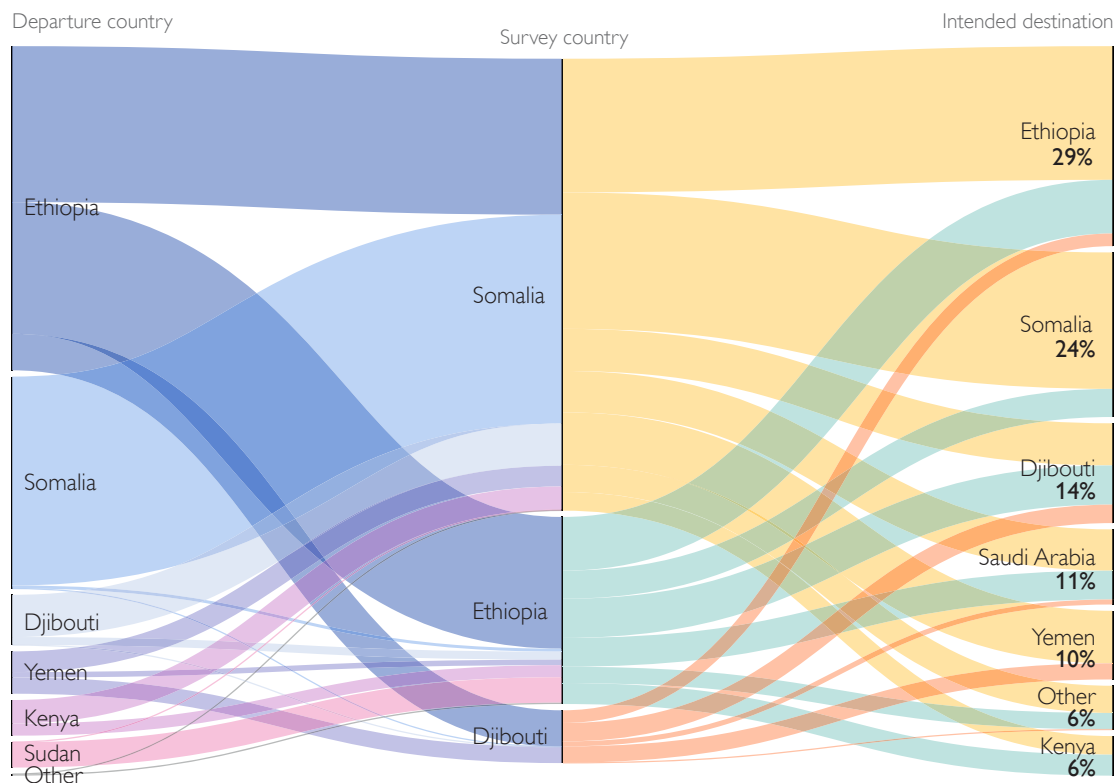
Economic reasons



Access to services



Departure and intended destination



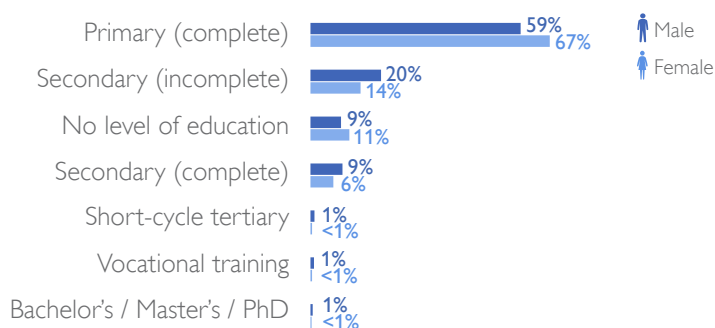
• **Reasons for travel:** Most migrants reported to be travelling for economic reasons (62%), while 17 per cent to access services (up from 10% in the last quarter). For both Djibouti and Ethiopia, a higher than overall average proportion of migrants were travelling for economic reasons (99% and 76%, respectively). In Somalia, a higher minority of migrants reported to be travelling for access to services (25%) and due to war and conflict (6%), while 6 per cent were travelling due to environmental reasons. Less than 1 per cent of all migrants were travelling due to reasons linked to COVID-19.

• **Gender aspects of the journey:** Female migrants were more likely to be travelling to an urban destination (85%) compared to male migrants (66%). Females were also less likely to be travelling for economic reasons (52% versus 67% for males), however, they were more likely to be travelling for access to services (23% versus 13%), family reasons (9% versus 5%) and environmental reasons (6% versus 3%).

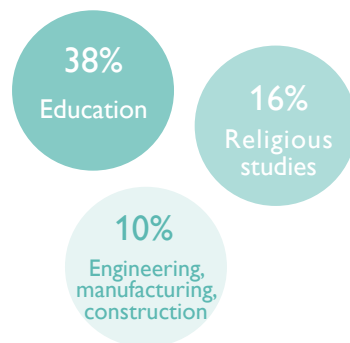
• **Mobility trends:** Posing new challenges to migrants along the main migratory routes that were already rife with danger, the COVID-19-related restrictions had an adverse impact on mobile populations and pushed many migrants to be stranded, stuck in transit and unable to continue their journeys or return home. As the sankey diagram shows, most movements were tracked within the Horn of Africa (67%), while only 21 per cent were tracked along the Eastern Route heading to Yemen (10%) and Saudi Arabia (11%). This marks a significant change in trends compared to previous years when movements intended towards the Arabian Peninsula represented the largest share of irregular flows monitored in the region.

* Multiple choice allowed.

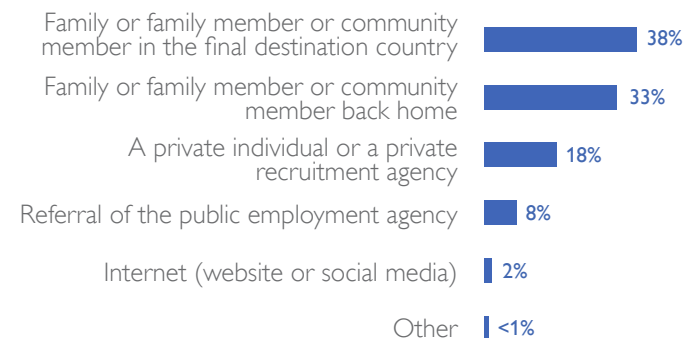
Highest level of completed education



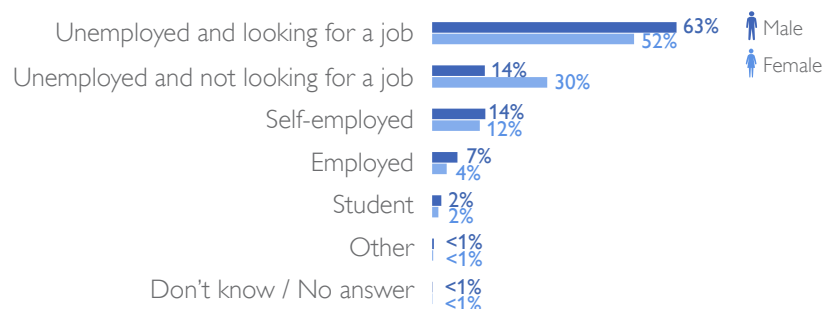
Main focus of education or training ²



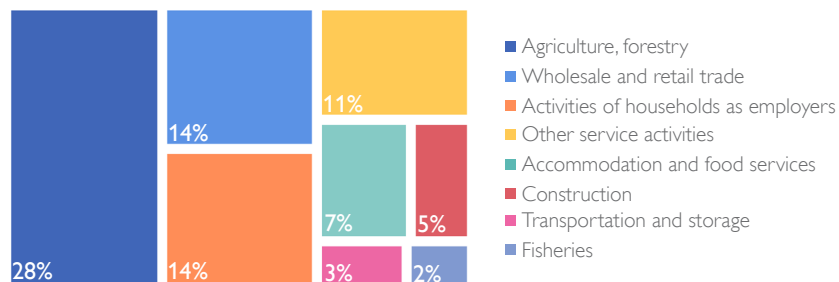
How did you become aware of this job/business opportunity in the final destination country?



Last employment status prior to migration



Main sectors of employment prior to migration

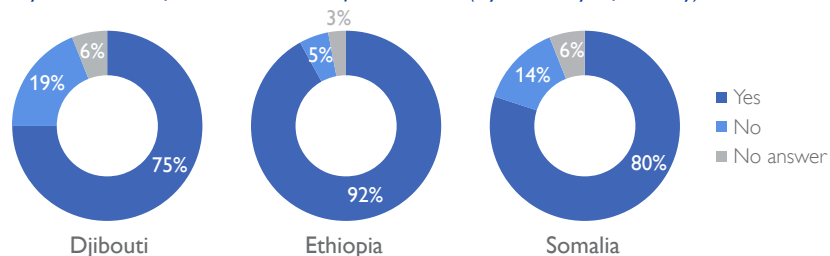


- **Education:** The average migrant interviewed is not highly educated. Of those surveyed, only 10 per cent had completed education at a level of secondary school or higher, while over half of the surveyed migrants had only completed primary school education (62%). Of those that reported having some education, most had specialized in education or religious studies, while 10 per cent had focused on fields related to engineering, manufacturing and construction.
- **Employment status prior to migration:** Most migrants reported they had been unemployed, but looking for jobs prior to migrating (59%), although a fairly high proportion had been unemployed but not looking for a job (20%). The latter was more than twice as high for females compared to males (30% versus 14%) which is likely indicative of the women's cultural status as a home maker. In addition, 14 per cent of females reported to be self-employed prior to migrating compared to males (12%). Most migrants had been employed in fields related to agriculture and forestry (29%) or worked in wholesale and retail trade (14%). Another 14 per cent of the respondents had worked in households producing goods and services for their own use; the majority of the former were male (76%) while the latter were mostly female (84%).
- **Information sources:** Migrants mostly reported hearing about job opportunities in their intended country of destination through word of mouth. Around 38 per cent heard about these from friends or family members in the country of final destination, while 33 per cent heard about them from family and friends in their home country.

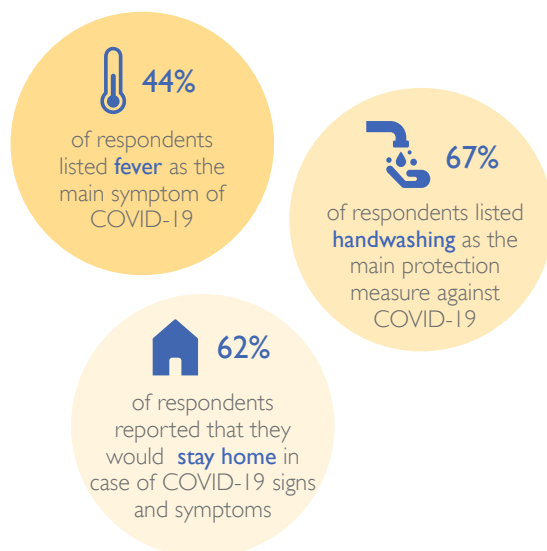
² Only applies to tertiary education, religious schools and post-secondary non-tertiary education.

COVID-19 AWARENESS AND CHALLENGES

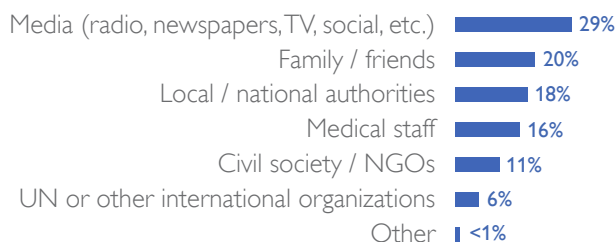
Are you aware of the COVID-19 pandemic? (by country of survey)



Awareness of COVID-19 symptoms and protection measures *



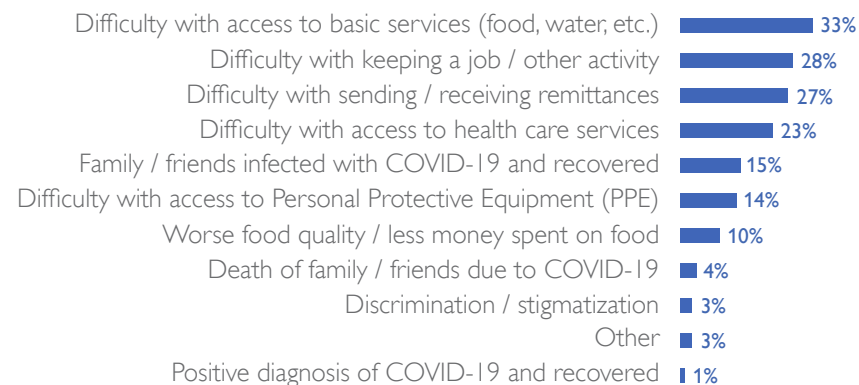
Sources of information on COVID-19 *



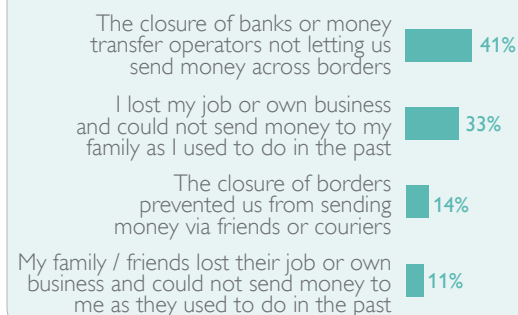
- COVID-19 awareness:** Overall, most migrants (83%) reported being aware of the pandemic with migrants in Djibouti displaying proportionally less awareness (75%) compared to Somalia (80%) and Ethiopia (92%). Only 14 respondents had no knowledge of the symptoms and 36 had no knowledge of protective measures. In general, radio and media were the main source of information about COVID-19 for over a quarter of the respondents (29%), followed by information from family and friends (20%).

- Impact of COVID-19:** More than half (55%) of the migrants reported being affected in some way by COVID-19. Of those, many reported difficulties in accessing basic services (33%), in finding a job (28%) and in sending or receiving remittances (27%). With regards to remittances, the closure of financial services allowing the transfer of money (41%) and loss of employment (33%) were the main barriers. The resulting reduced purchasing power of migrants impacted their ability to purchase quality food (22%), afford rents (21%), buy stock for trade (19%) as well as fund education (18%).

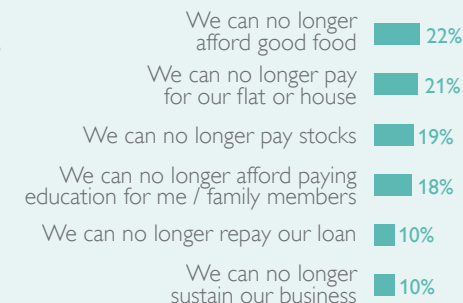
Challenges encountered since the onset of the COVID-19 pandemic *



Difficulties with sending and receiving remittances



Impact



* Multiple choice allowed.

ABOUT THE DATA COLLECTION

The Flow Monitoring Survey (FMS) is one of the methodological components implemented under IOM's Displacement Tracking Matrix (DTM) portfolio in the East and Horn of Africa (EHOA) region. The FMS aims to capture qualitative information through direct interviews with a sample of migrants passing through Flow Monitoring Points (FMPs). The FMS collects detailed information on the demographic and socio-economic profiles of migrants, including age, sex, highest level of completed education and employment status prior to migration, migration journeys, migration drivers, migrants' intentions and migrants' needs.

Since the onset of the COVID-19 pandemic, a new module with COVID-19 specific indicators has been added to the FMS tool to collect information on migrants' awareness of COVID-19, their understanding on how to manage being infected or in case serious symptoms develop, prevention measures undertaken, challenges encountered, etc.

The surveys are fully anonymous and voluntary. In all cases, the respondents are approached in an ad hoc manner by IOM field staff, with those who give their consent to be interviewed proceeding with the remaining questions (only migrants aged 14 and above are approached). The sample is not random and therefore is not representative (due to the fact that there is no sampling frame and the total population of reference is not known).

More information on flow monitoring data and reports can be accessed via DTM's [Flow Monitoring portal](#).

ABOUT THE DISPLACEMENT TRACKING MATRIX

The Displacement Tracking Matrix (DTM) is a system to track and monitor displacement and population mobility. It is designed to regularly and systematically capture, process and disseminate information to provide a better understanding of the movements and evolving needs of mobile populations, whether on site or en route. DTM in the East and Horn of Africa (EHOA) region is currently active in six countries (Burundi, Djibouti, Ethiopia, Somalia, South Sudan and Uganda).

DTM started operating in 2004, and has been continuously refined and enhanced through years of operational experience in over 80 countries in both conflict and natural disaster settings. DTM provides decision makers with primary data and information on human mobility, both in country and at the regional and global level. It has four distinct methodological components:

- 1) **Mobility tracking:** area-based assessment that regularly tracks numbers, locations and cross-sectorial needs of observed populations (stocks) to target assistance;
- 2) **Flow monitoring:** tracks movement tracking of mobile populations at key transit points (FMPs) to identify scale and direction of flows and reasons for movement;
- 3) **Registration:** individual and household-level information used for functional identity management in beneficiary selection, vulnerability targeting and programming;
- 4) **Surveys:** gather specific information through sampling from the population of interest, on return intentions, displacement solutions, community perceptions and other thematic areas of interest.

More information on the DTM methodological framework can be found [here](#).

FOR MORE INFORMATION

This product has been prepared by the Regional Data Hub.



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