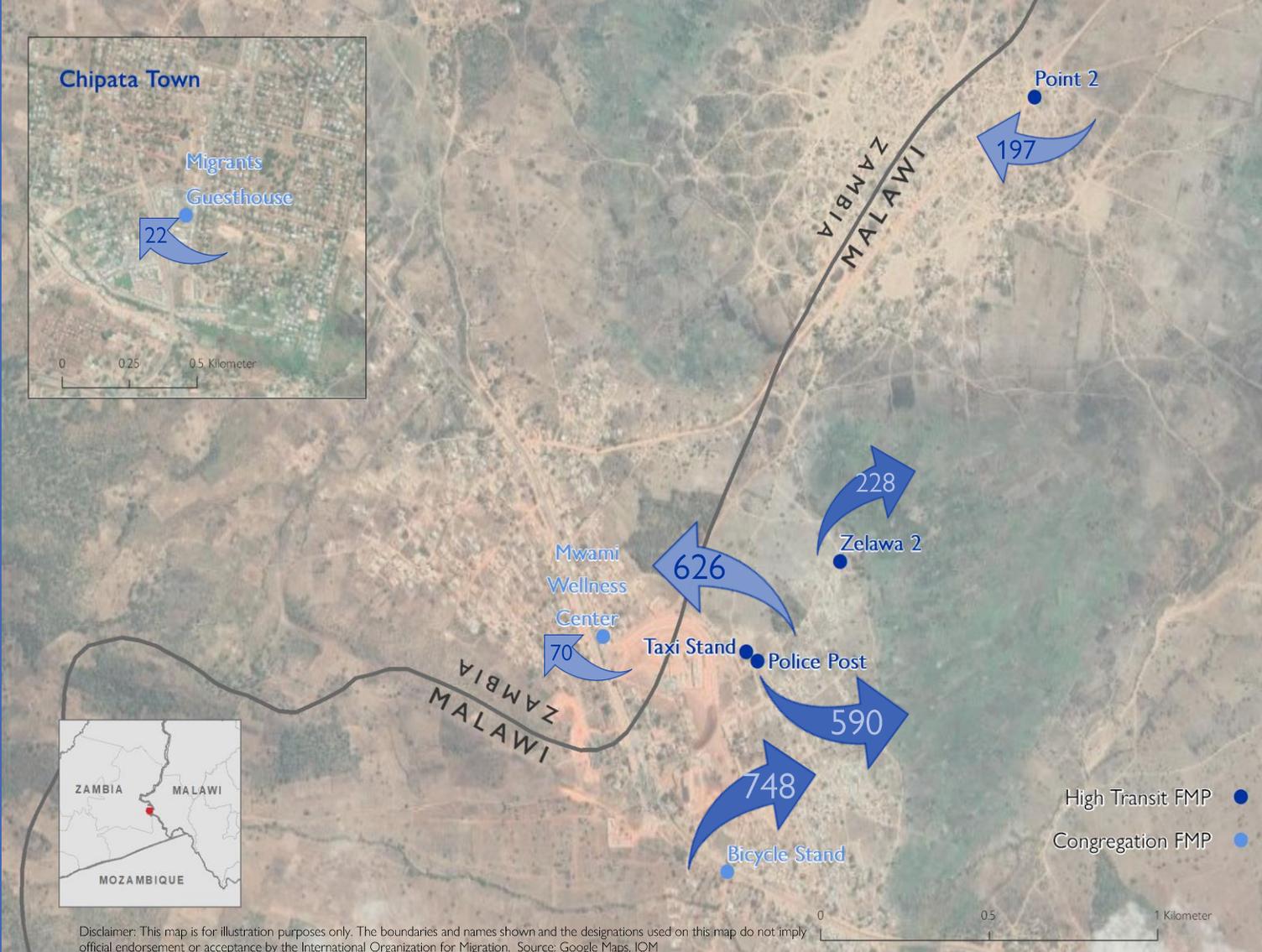
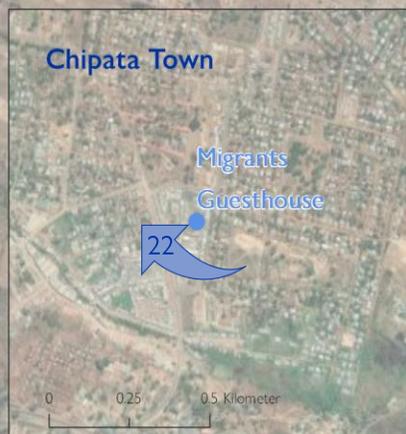


FLOW MONITORING DASHBOARD

PILOT PHASE:
MALAWI — ZAMBIA
Mchinji - Mwami Border Area

Data collection period:
26 October - 6 November 2020



OVERVIEW

In response to the Member State requests of the Southern African Development Community (SADC) to enhance the availability of migration-related data to develop policies and programming responses based on evidence and to improve migration governance at the national and regional levels, the International Organization for Migration (IOM), in close partnership with relevant government authorities, United Nations partners, and other relevant stakeholders including Non-governmental Organizations (NGOs), has established a pilot project to support the availability of evidence-based data related to intra- and inter-regional migratory movements and needs of individuals passing through the Mchinji, Malawi and Mwami, Zambia border area with data collection activities covered in this report spanning from 26 October to 6 November 2020.

METHODOLOGY

Flow Monitoring is a data collection activity which seeks to gather key information on mobility and migrant profiles. It begins by identifying zones in which large mobility flows occur and highlighting the characteristics and journeys of travellers in these zones. The Displacement Tracking Matrix (DTM) teams, with the support of local authorities and partners, identify strategic points of transit, where Flow Monitoring Points (FMPs) are set up. At each FMP, DTM conducts two main activities: Flow Monitoring Registry (FMR) and Flow Monitoring Surveys (FMS). The FMR collects data at FMP through direct observation and interviews with key informants, including staff working at transit stations, border patrol officers, local authorities, bus or taxi drivers and travellers themselves. The FMR gathers data on the number of travellers crossing FMPs, as well as the origin, next destination, vulnerabilities and means of transport of travellers. At each FMP, data is collected by a team of enumerators. Data collection is carried out daily, between 8:00 am and 5:00 pm. Enumerators collect data via a mobile data collection form to ensure data integrity and quality.

The purpose of the FMS is to collect detailed information on the profiles, migration journeys, needs and intentions of travellers. Data is collected through interviews with a random sample of travellers. Interviews with the traveller are conducted daily with a systematic sample of travellers crossing FMPs. Information is primarily gathered on the nationalities, age, sex, education level, professional status of travellers, as well as their reasons for travel, location of departure, intended destinations, and needs of travellers. The analysis comprises of the tabulation of indicators representing the entire FMR population as well as the generalization of FMS indicators to the observed FMR population based on a stratified survey sampling design, where every FMP represents a stratum.

LIMITATIONS

Data collected in the framework of Flow Monitoring activities are the result of direct observations and interviews conducted at FMPs between 8:00 am and 5:00 pm. The data are not representative of all population mobility in the border area, and, because they only reflect the situation of observed or surveyed individuals, cannot be generalized. Temporal coverage of the data collection exercises is also limited to a specific time window. While data is collected daily, Flow Monitoring activities do not capture all flows transiting through FMPs. Data on vulnerability is based on direct observation and should be understood as mainly indicative.

Data collected for these exercises should be understood as estimations only. IOM does not make any warranties or representations as to the appropriateness, quality, reliability, timeliness, accuracy or completeness of the data included in this report.

KEY FINDINGS

43% Females
57% Males

61% of observed individuals declared their nationality as Malawian

58% of observed individuals were travelling to Malawi

The largest proportion (37%) had primary education

A majority (72%) of individuals were currently self-employed

Only 5% of observed individuals were unemployed and looking for a job

63% of migrants were travelling for commercial activities

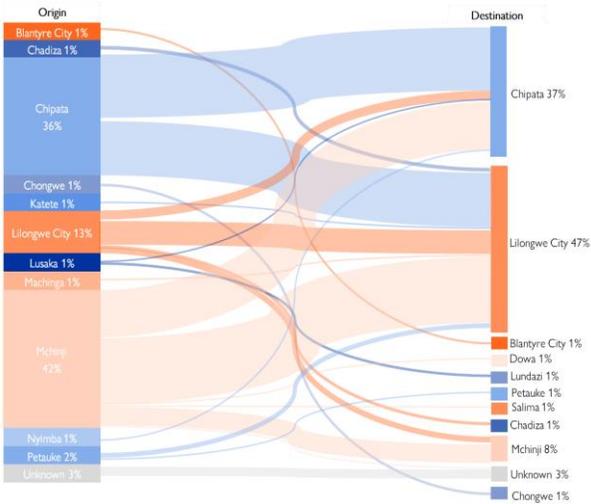
87% of the movements were intended to last less than 2 weeks

50% of migrants chose their usual residence as their final destination

97% of migrants were aware of COVID-19

MOVEMENT TRENDS

Main Areas of Origin and Intended Final Destinations



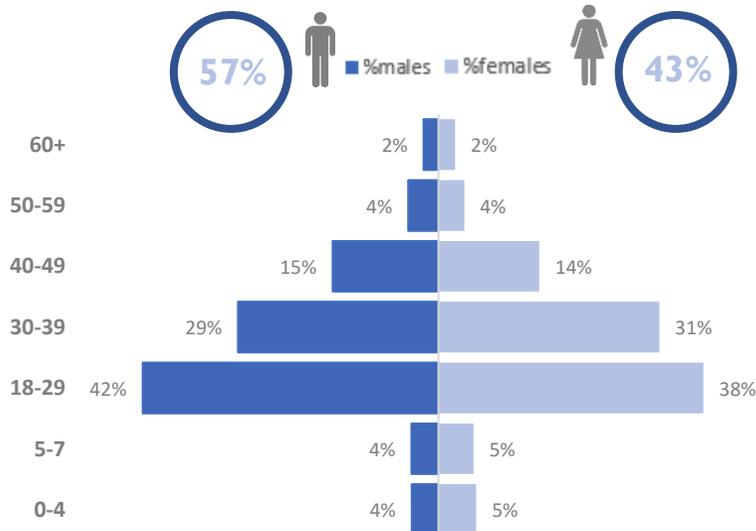
This chart portrays the areas of origin and intended final destinations of the observed flows. The shades of blue indicate the areas in Zambia whereas the shades of orange show the areas in Malawi.

During the reporting period, 57% of observed flows originated from Malawi, whereas 43% of migrants departed from Zambia. For the intended country destination, 58% of migrants reported their final destination as Malawi, while 41% mentioned that Zambia was their intended final destination.

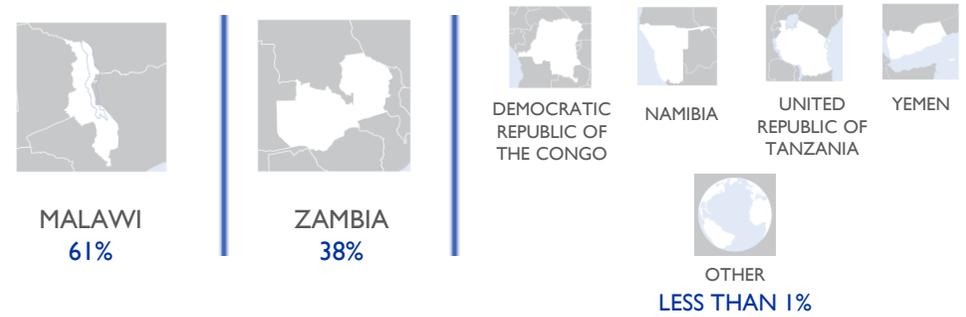
**Note: Observed flows of individuals departing from and intending to return to their origin location can be considered as return movements.*

MIGRATION PROFILES

Age and Sex Distribution



Declared Nationality



Vulnerabilities

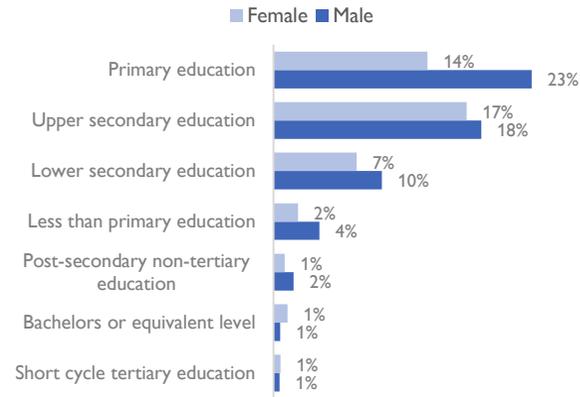


During the reporting period, a total of 87 vulnerabilities were reported and this information is important to help inform protection needs especially of the particularly vulnerable groups such as women and children. There were no unaccompanied children, persons with mental disabilities and elderly in need of care observed.

Chronic Diseases



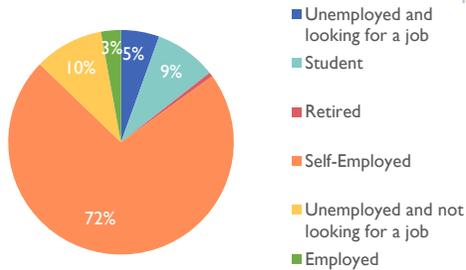
IOM in close cooperation with several host governments continue to play a critical role in addressing the health needs of people on the move through implementing its migration health programming which has benefited several thousands of migrants or travellers in many border locations in the SADC region. A total of 97 chronic diseases were self-reported by observed individuals. The numbers above represent the number of observations during the reporting period.



The largest proportion of observed migrants (37%) had primary education, while 35% had attended upper secondary education which is followed by lower secondary education (17%), less than primary education (6%), post-secondary non-tertiary education (3%), bachelors or equivalent level (2%), and short cycle tertiary education (2%). Female migrants tend to have higher education levels compared to males.

Employment

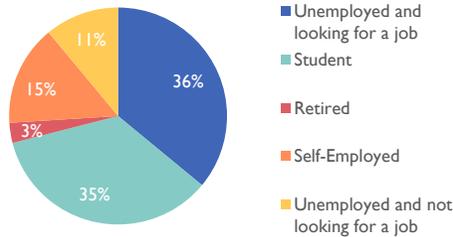
Current Employment Status



While the largest proportion of observed migrants were self-employed at the time of interview, this proportion was significantly lower (15%) for those who reported their employment status before the journey and were currently unemployed, a student or retired. Moreover, only 5% of observed individuals reported their current employment status as unemployed and looking for a job.

Employment Status Before the Journey

for those currently unemployed, a student or retired



Occupations



Please note that 37% of the observed individuals were engaged in "other" occupations.

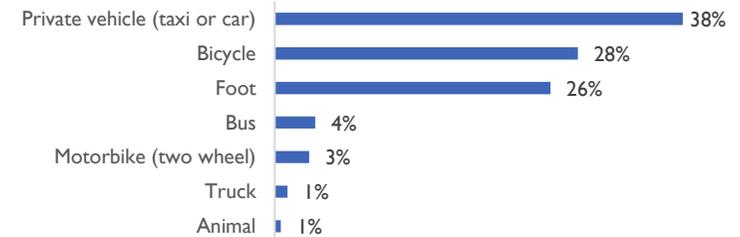
MIGRATION JOURNEY

| Primary reasons for journey | Percentage |
|---|------------|
| Short Term Local Movement (<6 months) | |
| Travelling to conduct commercial activities | 63% |
| Attend local family event | 3% |
| Commuting regularly for work | 3% |
| Access to services | 2% |
| Family Reunification (>6 months) | |
| Marriage, family reunification or family formation | 8% |
| Long Term Economic Movement (>6 months) | |
| Looking for job or other livelihood opportunity | 8% |
| Seasonal Migration | |
| Seasonal migration (e.g transhumance, harvesting, mining) | 1% |
| Other | 10% |
| Unknown | 3% |

The majority of observed movements during the reporting period were primarily for short term local reasons (70%), followed by family reunification for more than six months (8%), long term economic reasons (8%) and seasonal migration (1%). Ten percent of observed movements were categorized as other and 3% as unknown during the reporting period.

Means of Transportation and Funding

Main Means of Transportation During Entire Journey



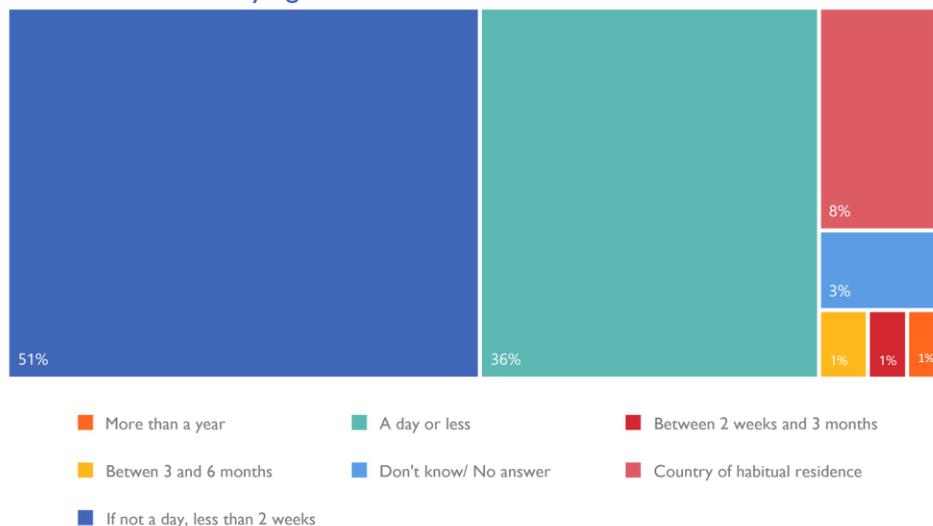
Funding Source for Entire Journey



Challenges Encountered

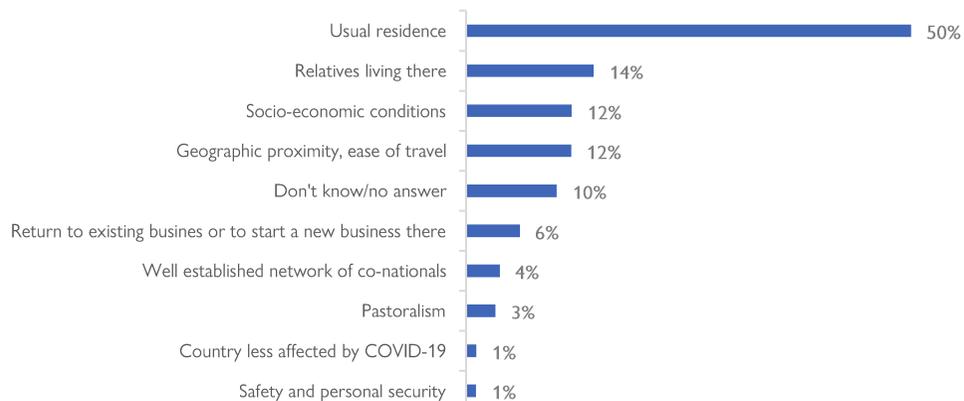
During the reporting period, challenges encountered throughout the journey were reported by some observed migrants. These challenges included difficulties accessing basic services, healthcare and personal protective equipment (masks, gloves, sanitizers, soaps), lack of food, loss of housing, mental trauma and depression, discrimination and stigmatizations, lack of information, difficulties sending and receiving remittances, limited economic activities, performed work without payment, and deportation.

Staying Intentions in the Final Destination



A large majority of the movements observed (87%) were intended to last less than 2 weeks including daily movements (36%). Only 3% of observed migrants were planning to stay in the final destination which is different from the country of habitual residence for more than 2 weeks. Most of the migrants chose their usual residence as the final destination (51%), followed by the areas where relatives live (14%). For 24% of observed movements, the main reasons to choose the final destinations were socio-economic opportunities and ease of travel (12% each). COVID-19 was also an affective criteria in choosing the final destination for 1% of migrants.

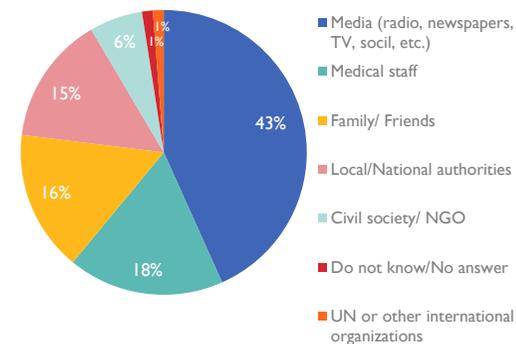
Reasons for Choosing the Final Destination



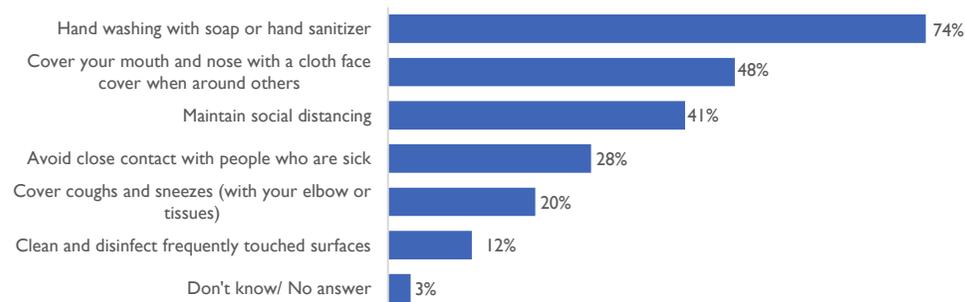
COVID-19

97% of observed individuals were aware of COVID-19

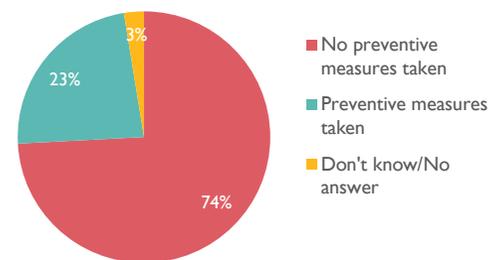
Information Source



Self Preventive Measures Known to Mitigate the Risk of COVID-19



Preventive Measures against COVID-19 in the Means of Transport



Preventive measures included reduced number of passengers and compulsory mask wearing in the vehicle, vehicle disinfection, cleaning hands before stepping into vehicle, and awareness raising on COVID by driver or other actor before the journey.