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# MIXED MIGRATION IN THE HORN OF AFRICA AND THE ARAB PENINSULA

## IOM Regional Office for the East and Horn of Africa, Nairobi, Kenya

January - June 2018

The report has been published with the support of:

german humanitarian assistance
DEUTSCHE HUMANITÄRE HILFE

Ministry of Foreign Affairs of the Netherlands

International Organization for Migration (IOM)

The UN Migration Agency

# MIXED MIGRATION IN THE HORN OF AFRICA AND THE ARAB PENINSULA

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Front cover photo: Displaced Somali beneficiary wears Little Sun around her neck and looks smilingly into the horizon. Photo: © Rikka Tupaz / IOM

Back cover photo: Jamal and Ahmed are two Ethiopian migrants travelling across the border into Djibouti. Photo: ©Muse Mohammed

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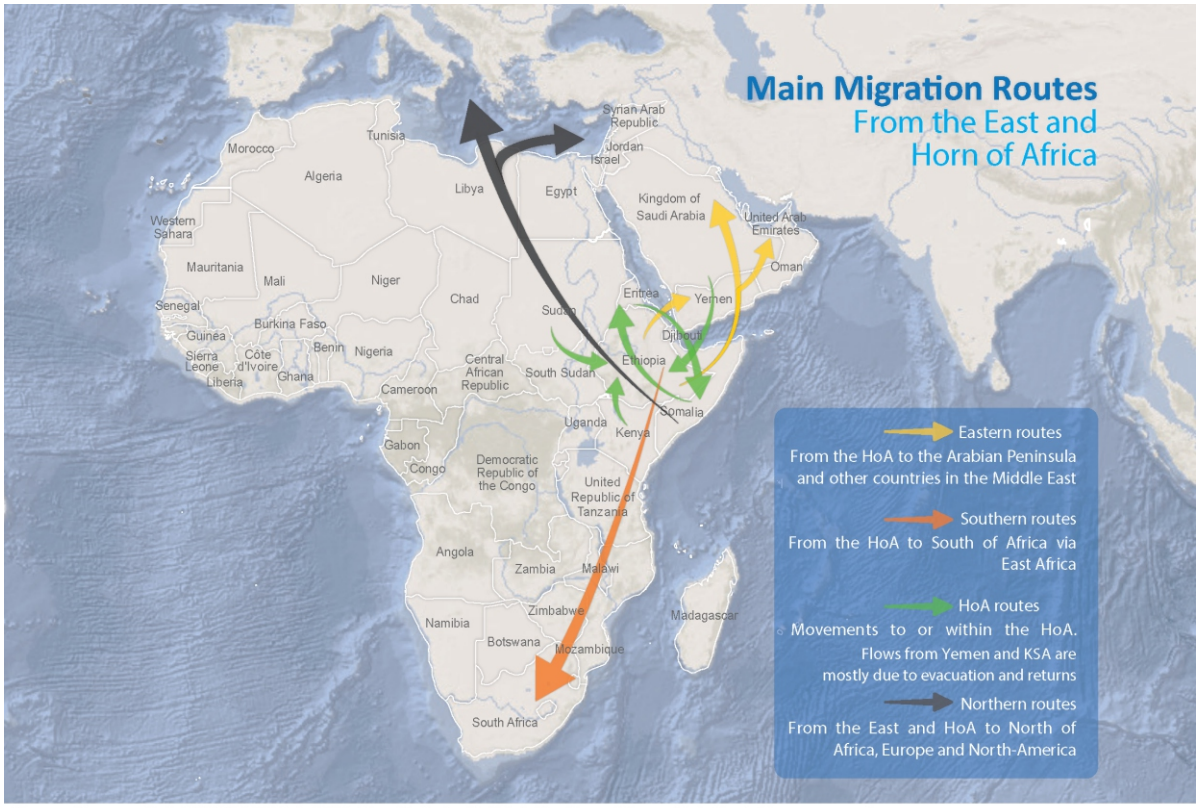
## GLOSSARY OF ACRONYMS

| | |
|---|---|
| ASR: | Assisted Spontaneous Return |
| AVR: | Assisted Voluntary Return |
| AVR/R: | Assisted Voluntary Return and Reintegration |
| DTM: | Displacement Tracking Matrix |
| EHoA: | East and Horn of Africa |
| FM: | Flow Monitoring |
| FMP: | Flow Monitoring Point |
| FMR: | Flow Monitoring Registry |
| FMS: | Flow Monitoring Survey |
| GCC: | Gulf Cooperation Council |
| GoKSA: | Government of the Kingdom of Saudi Arabia |
| HoA: | Horn of Africa |
| HNO: | Humanitarian Needs Overview |
| IPNA: | Immigration Passport and Naturalization Authority |
| IOM: | International Organization for Migration – The UN Migration Agency |
| KSA: | Kingdom of Saudi Arabia |
| MENA: | Middle East and North Africa |
| MRC: | Migrant Response Centre |
| MRP: | Migrant Response Point |
| ND: | Natural Disaster |
| SADD: | Sex/Age Disaggregated Data |
| SQ KM: | Square Kilometer |
| UAE: | United Arab Emirates |
| UMC: | Unaccompanied Migrant Children |
| UNHCR: | United Nations High Commission for Refugees |
| UNK: | Unknown |
| WCA: | West and Central Africa |

## HIGHLIGHTS

The International Organization for Migration (IOM) continues to be actively involved in a number of Migrants' Assistance projects and Human Mobility data collection activities in the Horn of Africa (HoA) and in the Arab Peninsula. This report aims at providing an overview of the trends observed in the first half of 2018 in the region, across Ethiopia, Somalia, Djibouti, and Yemen.

**Region: 444,490** migration movements were observed between January and June 2018 through the network of around forty two (42) flow monitoring points (FMPs) – in Ethiopia (9), Djibouti (14), Somalia (12), and Yemen (7)[1]. **45 per cent** of the movements observed were towards the Horn of Africa, and **43 per cent** on the Eastern route, including Yemen and the Kingdom of Saudi Arabia (KSA) and other Gulf Cooperation Council (GCC) Countries. Minor percentages corresponding to **7 per cent** and **5 per cent** of movements were recorded along the Southern and the Northern routes respectively.




Source: Base map (Esri, USGS, NOA); Data (DTM - Flow Monitoring Registry). Disclaimer: This map is for illustration purposes only. Names and boundaries on this map do not imply official endorsement or acceptance by IOM.

Figure 1: Map of Main Migration Routes from the East and Horn of Africa

On the Eastern route, most of the flows **(91%)** are driven by economic reasons, and the migrant population is mostly made of young men looking for jobs. Similar to the Eastern route, the Northern route is, to a great extent, also taken for economic purposes **(64%)**. Furthermore, IOM observed the highest proportion of women on this route. Children regionally made up for 2**3 per cent** of the migration flows (**4.7%** under the age of 5 years), with an even divide between boys and girls. Conversely, male adults **(51%)** outnumbered female adults **(26%)** by a factor of two. In addition, a total of 8,400 (**1.99%)** unaccompanied children were also tracked during this time – the majority in Djibouti **(44.5%),** followed by Somalia **(35.8%)**, Yemen **(10.3%)**, and Ethiopia **(9.4%).** While the Eastern route accounts for only 11 per cent of the vulnerabilities, the type of vulnerability identified is alarming, with **58 per cent** of the overall unaccompanied children taking this route. 1 out of 3 respondents or **32 per cent** has been displaced previously, and almost half of the respondents **(43%)** has attempted to migrate in the past.

[1] The number of points in each country varied over the 6-month period as per the volume of flows. For more information, see the flow monitoring methodology.

**Ethiopia:** **94,565** migration movements were observed in Ethiopia. The majority was outgoing **(56.4%)**, followed by **43.5 per cent** incoming, and only **0.1 per cent** of the movements were registered within Ethiopia[2]. Most movements were directed towards the Horn of Africa **(63%)**, followed by movements along the Northern route **(21%)**, the Eastern route (10%), and the Southern route **(6%)**. Ethiopian nationals made up for **74 per cent** of the movements, followed by Somalis **(131%)**. Almost half of the migrants were adult males **(49%),** whereas children represented **15 per cent** of the flows.

**Somalia:** of the **170,577** migration movements observed in Somalia, the largest flows were incoming **(60.2%)**, followed by outgoing **(36.6%)** and internal **(3.3%)**. Reasons for migration among migrants moving within countries in the HoA were split in similar proportions. Reasons included forced movements due to both natural disaster as well as conflict, seasonal migration, short term local movements and long term economic migration. On the Eastern route, many of the migrants observed were moving for economic reasons. Meanwhile on the Southern route, apart from economic reasons, important push factors such as conflict and natural disasters were identified. Somali nationals made up for **63 per cent** of the movements, followed by Ethiopians (29%). Age and sex breakdown in Somalia was more evenly split then in other countries. Adults were representing **59 per cent** of the movements (30% male and 29% female), and children **41 per cent** (20% male and 21% female).

**Djibouti:** the large majority of the **129,009** migration movements observed consisted of outgoing migrants **(92%)**, followed by incoming migrants **(7%)**, while only less than **1 per cen**t were internal migrants. Most of the migration flows captured in Djibouti were moving on the Eastern route **(88.6%)** and were most likely headed to KSA. The most common reason for migration was economic **(92.3%)**, followed with a large margin by forced movement due to conflict and natural disaster (less than 6%). Almost all migrants observed were Ethiopians **(97.9%)**, while other nationalities, including Somalis and Djiboutians, made up for less than **1 per cent** each. Adult males made up for **71 per cent**, while adult females accounted for **17 per cent**. Children made up for **12 per cent** of the flows observed, and an alarmingly 3,735 were unaccompanied migrant children (UMCs).

**Yemen:** during the first half of 2018, IOM observed **50,339** new arrivals, which was in line with figures from 2017. However, these numbers were significantly lower than the intended destinations reported by migrants observed in the Horn. The FMR data does not suggest there was any outgoing migration from Yemen towards Africa, though there is anecdotal evidence to suggest that there is migration towards KSA. Of the new arrivals entering Yemen, the majority declared wanting to travel onwards **(95%)**, and only a small proportion of incoming migrants **(5%)** reportedly planned on staying in Yemen. Most of the new arrivals in Yemen were traveling from Somalia **(86.4%)**, while the rest were traveling from Djibouti **(13.6%)**. **88 per cent** of the migration flows were reported to be Ethiopian nationals, while **12 per cent** were Somalis.

[2] FMPs in Ethiopia are mostly located at the borders and hence they tend to record mostly internal and external movements rather than internal ones.

## REGIONAL OVERVIEW

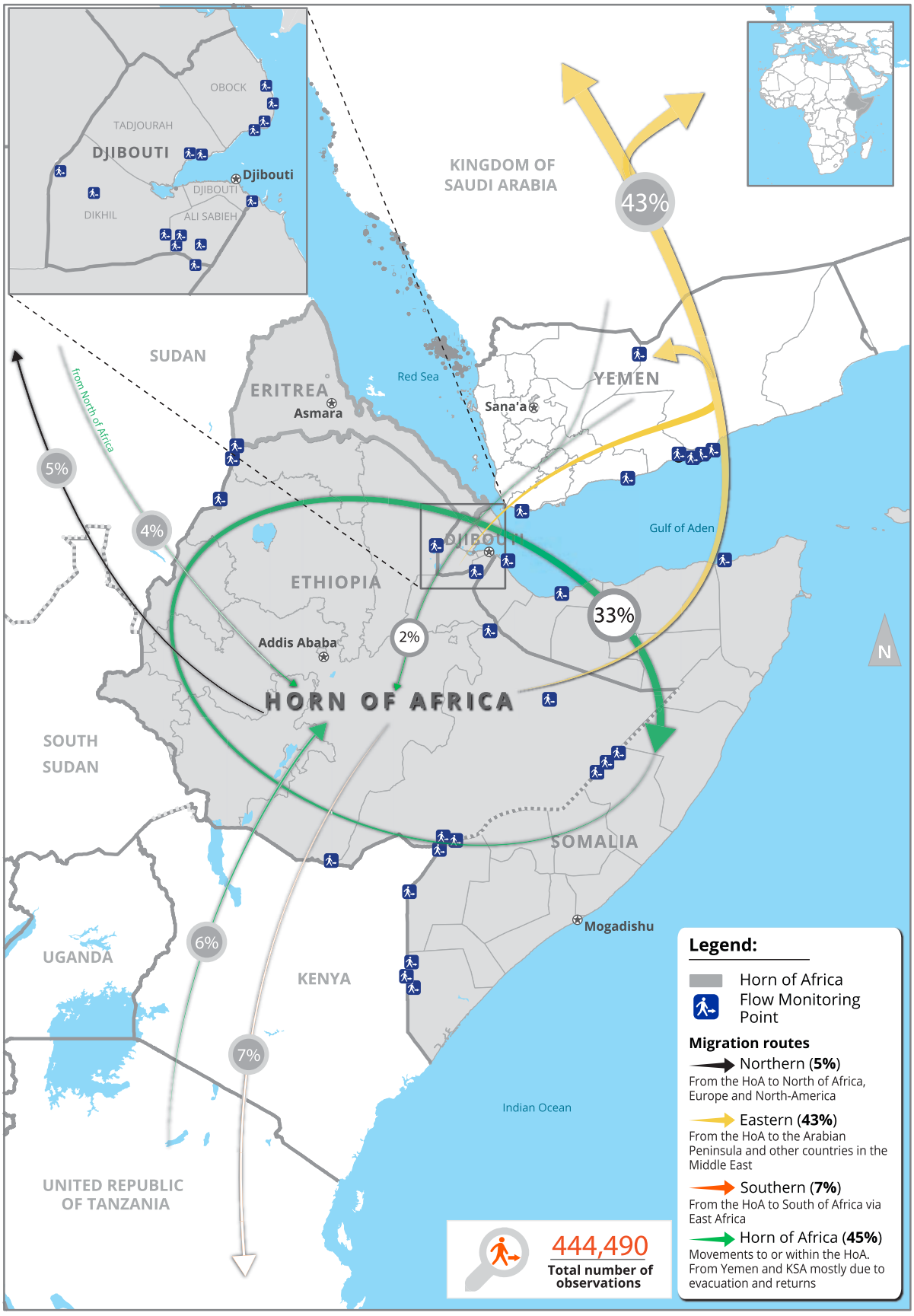



Figure 2: Map of Regional Flows by Route for largest volume of flows

## MIGRATION ROUTES

Historically, migrants in the Horn of Africa have mainly moved through four routes: the **Eastern route** through Yemen, the Middle East and beyond; the **Northern route** through Sudan and either through Libya and on to Europe (also known as the 'Central Mediterranean Route') or through the nowadays less used Egypt to Israel (also known as "the Sinai Route"); and the **Southern route** through Kenya, Tanzania and further onwards to South Africa. Besides these routes, a very significant but overlooked portion of the movements takes place within the Horn of Africa. These are often originating from and moving towards countries in the **Horn of Africa.**

IOM has observed a total of 444,490 migration movements over the first 6 months of 2018[3] through a network of at least **42[4] Flow Monitoring Points (FMPs)** located in Ethiopia (9), Djibouti (14), Somalia (12) and Yemen (7).

## MIGRATION MOVEMENTS AND TYPE OF MIGRATION

Flow monitoring data from the first half of the year shows that most migration movements observed (45%) were towards the Horn of Africa (Eritrea, Ethiopia, Djibouti and Somalia). The largest movement outside the region was observed towards the Eastern route (43%). Many migrants, most of whom were Ethiopian nationals, intended to travel through Djibouti, and sometimes Somalia, to reach the KSA and other Gulf Countries. The Southern and Northern routes respectively accounted for 7 per cent and 5 per cent of the movements observed.

When looking more specifically at high departure areas, data shows that most migrants started their journeys from Ethiopia (55%), followed by Somalia (25%). Similar to the 2017 observations, the preferred intended destinations remained KSA (38%), Somalia (27%) and Ethiopia (13%). In the country sections of this report more information is provided on the departure and destination areas.

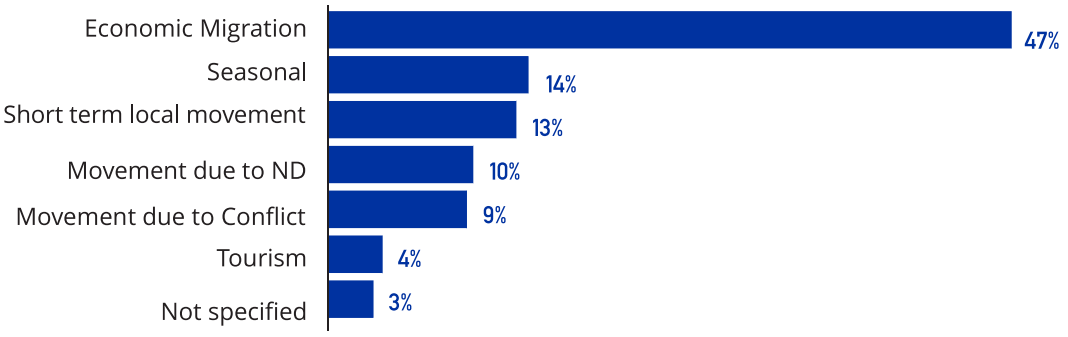



Figure 3: Types of Flows Observed in East and Horn of Africa

**Type of flows:** IOM observed that overall, the main reason for migration were economic (47% of the movements), 14 per cent was seasonal migration, 13 per cent were short term local movements, 10 per cent were forced by natural disaster or conflict, 4 per cent tourism and 3 per cent not specified[5]. When analyzing the type of flows by migration route, it was observed that movements in the Horn of Africa and along the Southern route were characterized by a broad variety of reasons: economic for periods of more than 6 months (20.8% and 24.7% respectively), seasonal (22.3% and 20.2% respectively), short term local movements (19.6% and 18.7%

[3] While this network does not provide comprehensive information on the movements towards and from the countries in which the monitoring is conducted, it does provide data on movements through regular observations at fixed transit points over an extended period of time, which inform on the migration trends in the Region.

[4] FMPs changed through the 6-month period as flows shifted and needs changed.MPs in Ethiopia are mostly located at the borders and hence they tend to record mostly internal and external movements rather than internal ones.

[5] It should be understood that this finding is influenced by the fact that the selection of the Flow Monitoring Points was carried out by prioritizing locations in which there are flows of migrants intending to migrate for more than 6 months.

respectively) forced movements due to natural disaster (15.1 and 15% respectively), conflict (11.4% and 10% respectively) as well as tourism (5.1% and 10.6% respectively).

However, when looking particularly at the Northern and Eastern routes, long term economic flows are the most common movement type (64.3% and 90.7% respectively). The graphic bar below shows the proportions of the types of flows per migration route, as declared by migrants over the reporting period.

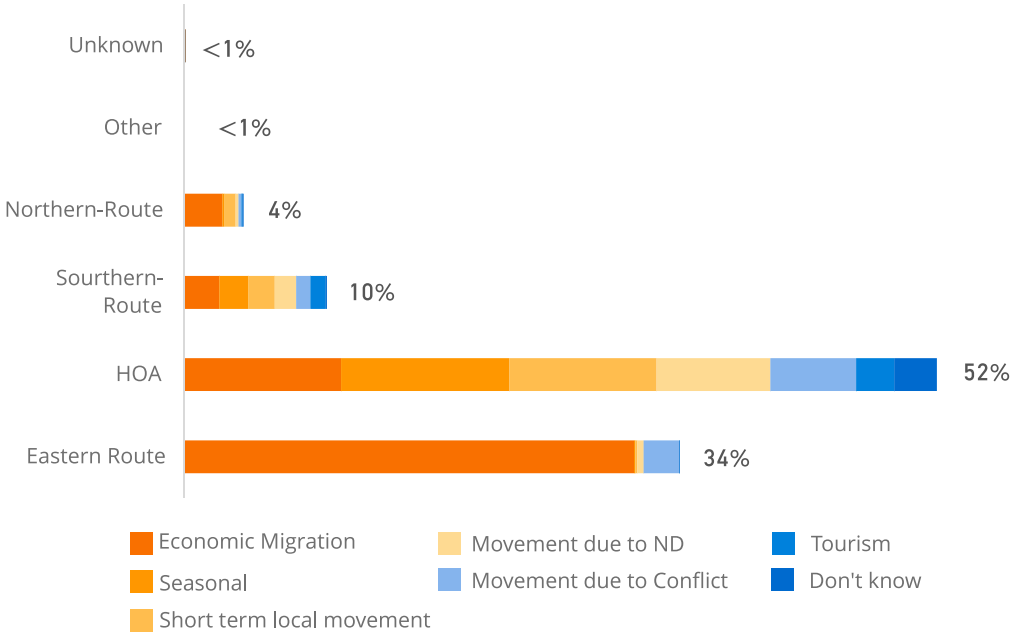



Figure 4: Migration Routes by Type of Migration Flow (potentially overlapping categories)

## WHO IS ON THE MOVE: MIGRANTS' PROFILES

Of the 444,490 migrant movements observed in the Horn of Africa and Yemen, the two main nationalities recorded were Ethiopians (61%), followed by Somalis (20%). The Sankey graphic below shows migrants by nationality, their country of departure and their country of intended destination.

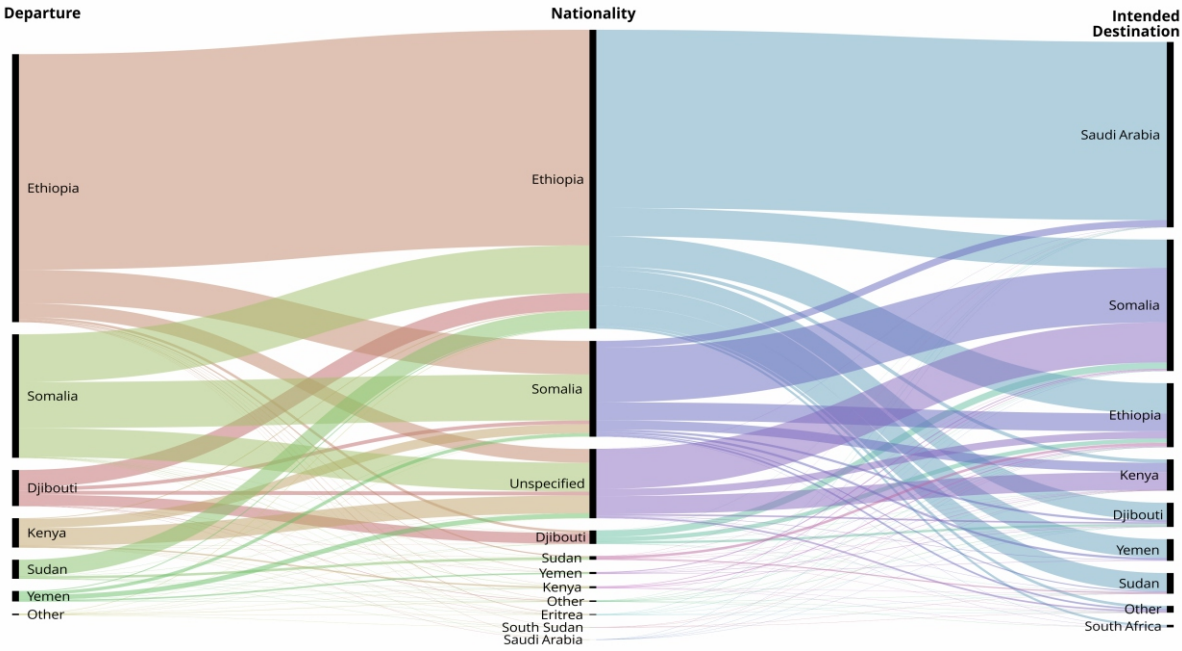
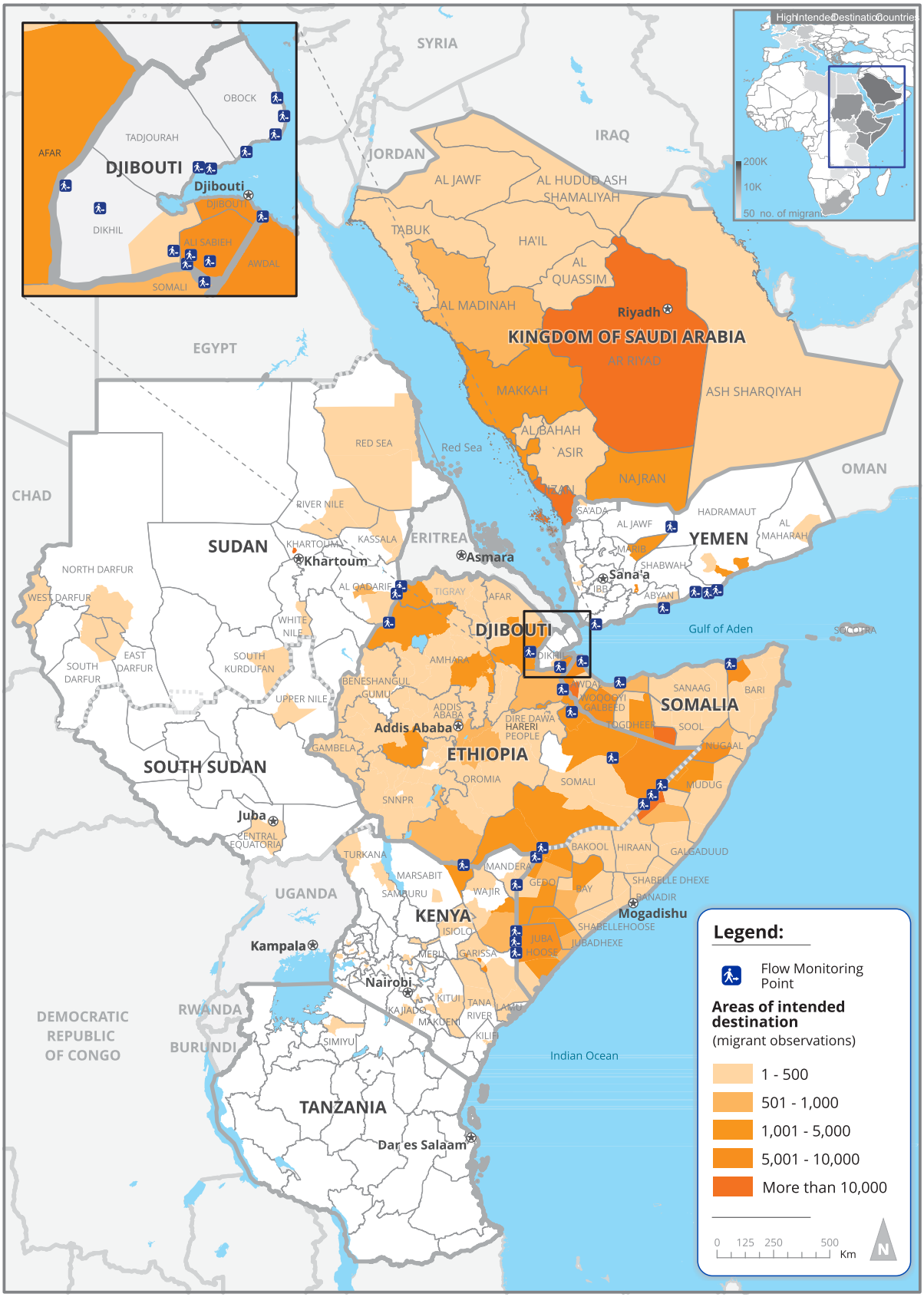



Figure 5: Areas of Departure and Intended Destination by Nationality-Regional




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM

Figure 6: Map of Areas of Intended Destination for Areas with largest volume of flows - EHoA

**Sex and Age Disaggregated Data (SADD):** Adult men constituted more than half of the population (51%). Adult women represented roughly a quarter of people on the move (26%), while boys and girls were 12 per cent and 11 per cent respectively. SADD was further analyzed by route to see whether there was any difference in the breakdown. The graphic below shows that the **Eastern route** had a significantly higher proportion (30.12%) of young adult males compared to the other routes, in which there was almost a 10 per cent difference between adult male migrants and female migrants. This difference was also reflected, though to a lesser extent, in the breakdown between boys and girls. On the contrary, in the **Horn of Africa** and on the **Northern** and **Southern routes**, the proportion between men and women was more balanced in both the adult and the children populations. Overall, the highest proportion of women was observed in the Horn of Africa and on the Northern route. A high proportion of children was mostly observed in the Horn of Africa route and on the Southern route.

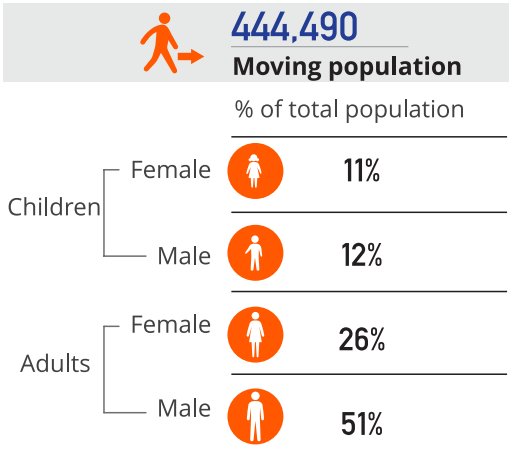



Figure 7: Sex and Age Disaggregation (SADD) for Migration Movements Observed in EHoA

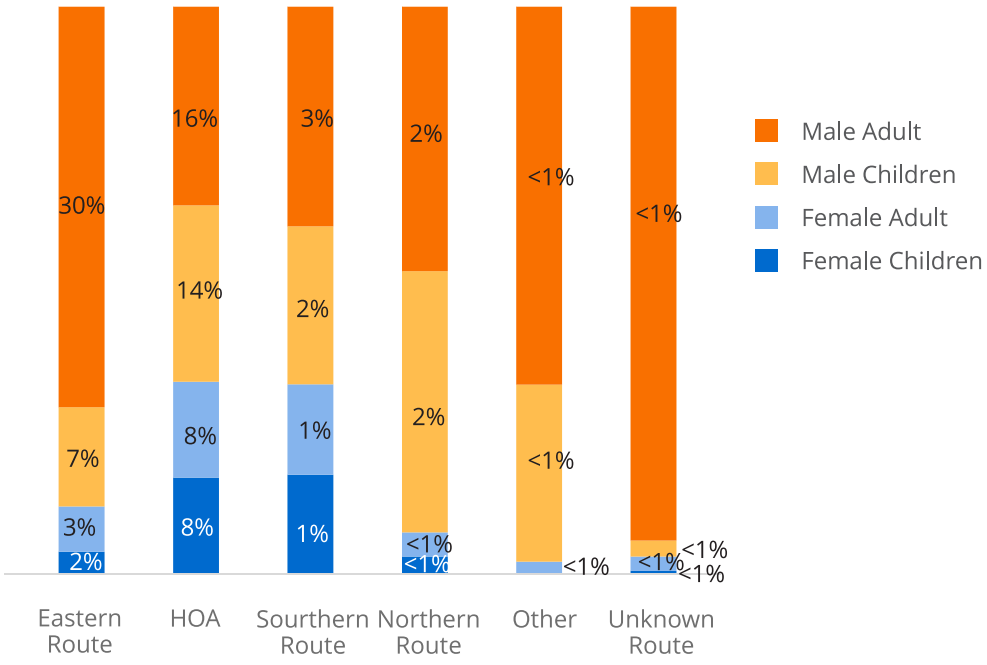



Figure 8: SADD by Migration Route for EHoA

## Socio- economic profiles

**Education:** IOM data showed that, while migrants moving towards the Northern route had a higher level of education, for migrants moving on the Eastern and Southern routes, education did not seem to be a determining factor. In particular, migrants moving within the Horn of Africa were comparatively the ones with the lowest education (65% had no education). Only 16 per cent of the respondents had primary education, and 12 per cent reported having completed secondary

education. On the contrary, people with the highest level of education were observed on the Northern route. 47 per cent of the respondents obtained a degree from a secondary school, 38 per cent from a primary school, 5 per cent had a Bachelor or a Master's degree, and 8.5 per cent reported not having any type of education. On the Eastern route, surveys showed a fairly even situation, with 29 per cent of migrants with no education, 37 per cent who completed primary school, 32 per cent with secondary education, and 1.5 per cent with a Bachelor or Master's degree. 0.5 per cent went through a tertiary type of training. On the Southern route, the proportion of migrants with no education, primary education or secondary education was, similarly to the Eastern route, quite even, with respectively 27 per cent, 27 per cent and 34 per cent. The graphic below shows the education breakdown per route.

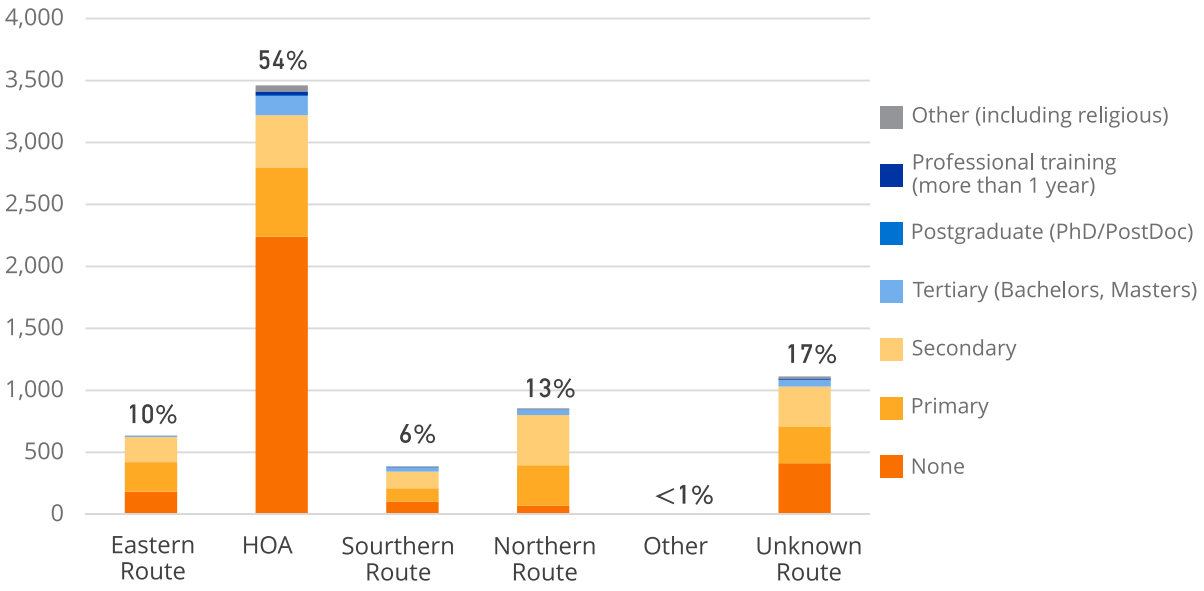



Figure 9: Education Level prior to Migration by Route (Somalia and Ethiopia)

**Employment:** more than half of the migrants surveyed in the region were unemployed (52%) and more than 60 per cent of them were looking for a job. The self-employed accounted overall for 27 per cent of the respondents, 10 per cent was employed with a contract and 7 per cent were students. When looking at the employment status by route, on the Eastern route, more than half (56%) of the respondents were unemployed and looking for a job. A quarter reported being self-employed (24%), 14 per cent were students, and 3 per cent stated to be employed with a contract. Only 2 per cent were unemployed and not looking for a job[6]. In the Horn of Africa, more than half (58%) of the migrants surveyed reported being unemployed, where 31 per cent was looking for a job. 24 per cent was self-employed and 9 per cent was employed with a contract. Along the Southern route, unemployment was reported by 50 per cent of the respondents. Contrary to the Eastern route, the proportion of those not seeking for a job was significantly higher (27%). 27 per cent of the respondents reported being self-employed, 9 per cent were formally employed, and 12 per cent were students. On the Northern route, 57 per cent reported being unemployed, but of these 83 per cent was looking for a job. 33 per cent of the respondents reported being employed in either a formal or an informal sector, and the percentage of those formally employed was significantly higher than observations on other routes (40% of the employed population). Students represented 9 per cent of the respondents. The graphic below provides a breakdown of the employment status of survey respondents broken down per route.

[6] This category can include homemakers, retirees, etc....

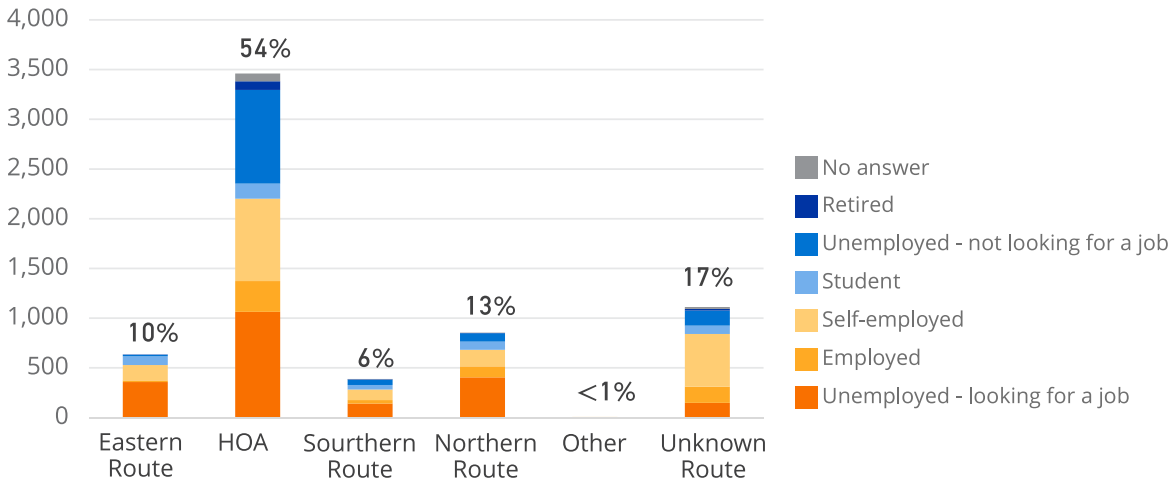



Figure 10: Employment Status Prior to Migration by Route (Somalia and Ethiopia)

**History of Displacement and Migration:** migrants were asked about whether prior to their travel they had been forcibly displaced and whether they had attempted migrating before. Of the respondents, 1 in 3 (32%) had been displaced in the past and less than half of the respondents had attempted migrating before (43%).

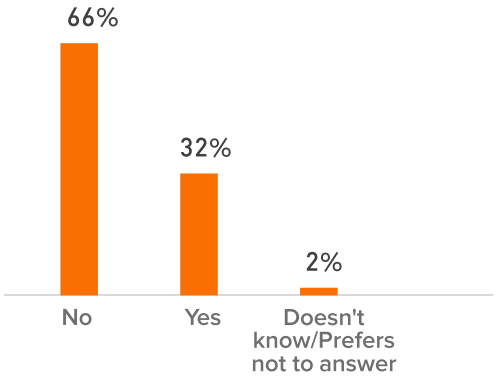



Figure 11: Responses to if the migrant had been displaced previously- Somalia and Ethiopia

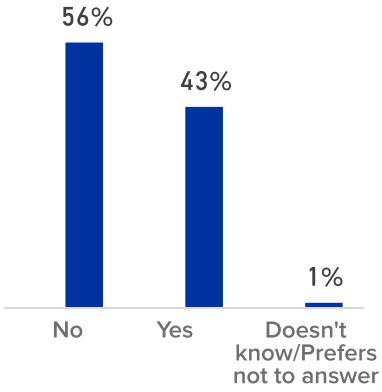



Figure 12: Responses to if the migrant had migrated previously- Somalia and Ethiopia

## MIGRATION DECISIONS

The factors influencing the choice of destination country were primarily the availability of job opportunities (21%), followed by safety (17%), access to humanitarian assistance (14%), perceived access to asylum procedures (13%), and presence of family and friends in the destination country (11%). The graphic below shows in which percentage different factors drive the decision to migrate to a specific country.

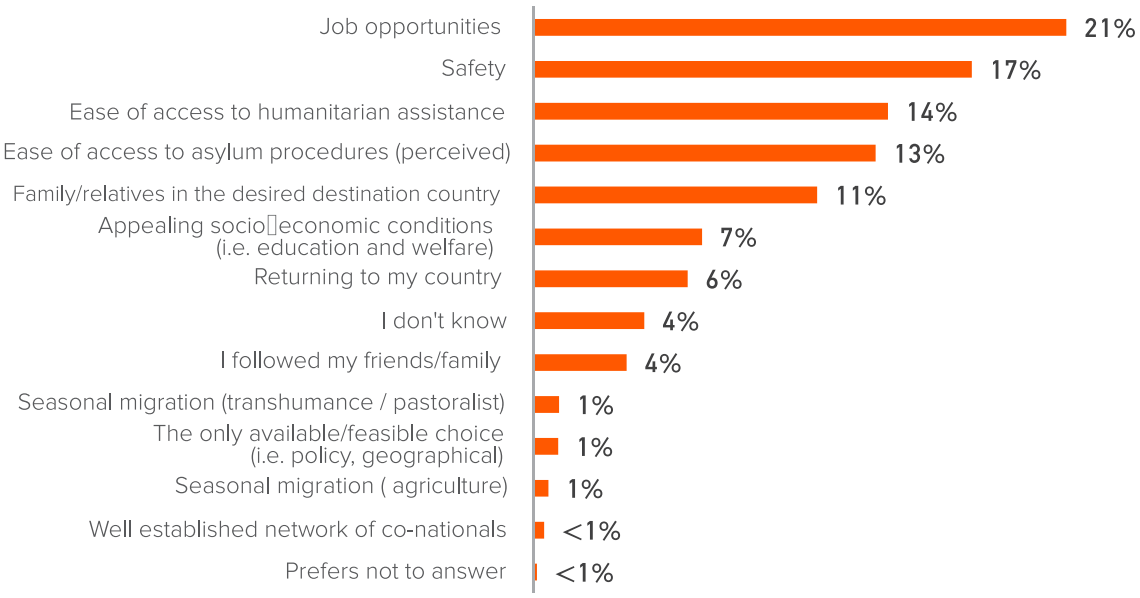



Figure 13: Perceived Factors Influencing the Choice of Country of Migration– Somalia and Ethiopia

Migrants surveyed reported funding their journey mainly through own savings (54%), followed by contributions from family and friends in the country of departure (22%), and relatives and friends residing abroad (9%). Because interviews with migrants were held mostly during their journey at points of transit, earnings during the travel accounted only for 1 per cent. A significant percentage (10%) preferred not to answer.

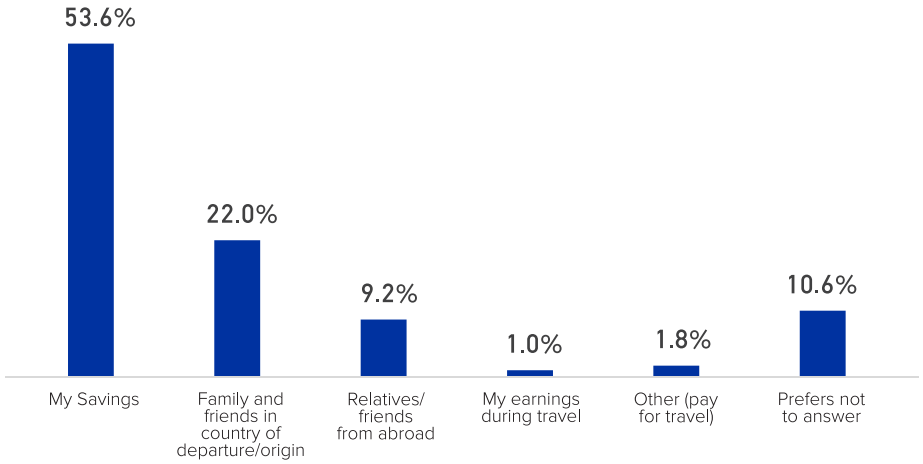



Figure 14: Source of Funding for the Journey – Somalia and Ethiopia

## PROTECTION

**Vulnerabilities:** when analyzing vulnerabilities by route[7], 73 per cent of the vulnerabilities accounted were reported by migrants moving through the Horn of Africa as many travelled with children under 5. The Southern route accounted for 15 per cent of the vulnerabilities reported. While the Eastern route accounted for only 11 per cent of the vulnerabilities, the type of vulnerability identified was alarming, with 58 per cent of the overall unaccompanied children taking this route. Unaccompanied children represented 2 per cent of the overall migrant observations during the reporting period, the majority of which were going towards Yemen and onwards, but with a substantive 34 per cent being identified within the Horn of Africa.

[7] Vulnerabilities are overlapping categories, and the percentages are calculated from the entire population. Also, since this is self-reported, margin of error is higher.

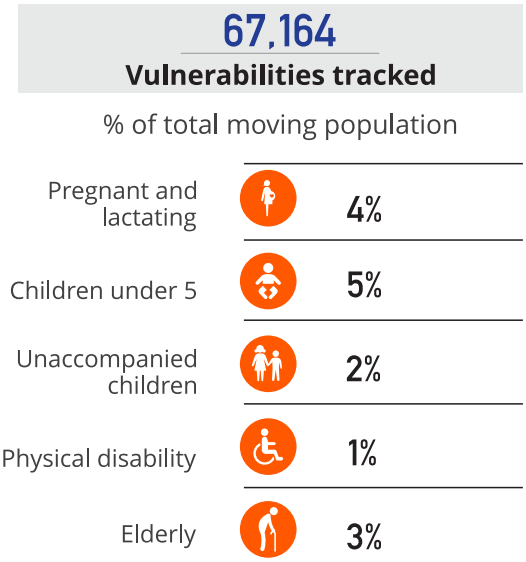



Figure 15: Vulnerabilities tracked in the Region

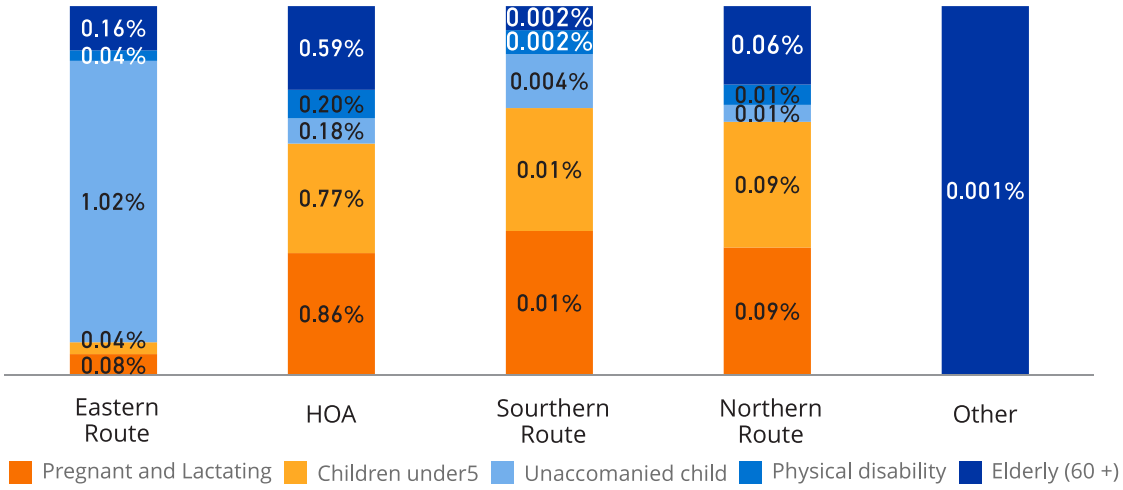



Figure 16: Vulnerabilities tracked by Route in EHoA (Note: Overlapping categories of vulnerability)

The most reported challenge during the migratory journey were hunger and thirst in 31 per cent of the cases, and sickness during the journey which affected 26 per cent of the respondents. Lack of shelter was a challenge for 18per cent of the respondents, followed by financial difficulties (11%). Injuries and mental issues affected respectively 4.5 per cent and 2.3 per cent of the respondents, while lack of information was an issue in 1.9 per cent of the cases. The graphic below illustrates the challenges that most affected migrants surveyed during the journey, with a breakdown of the respondents per nationality.

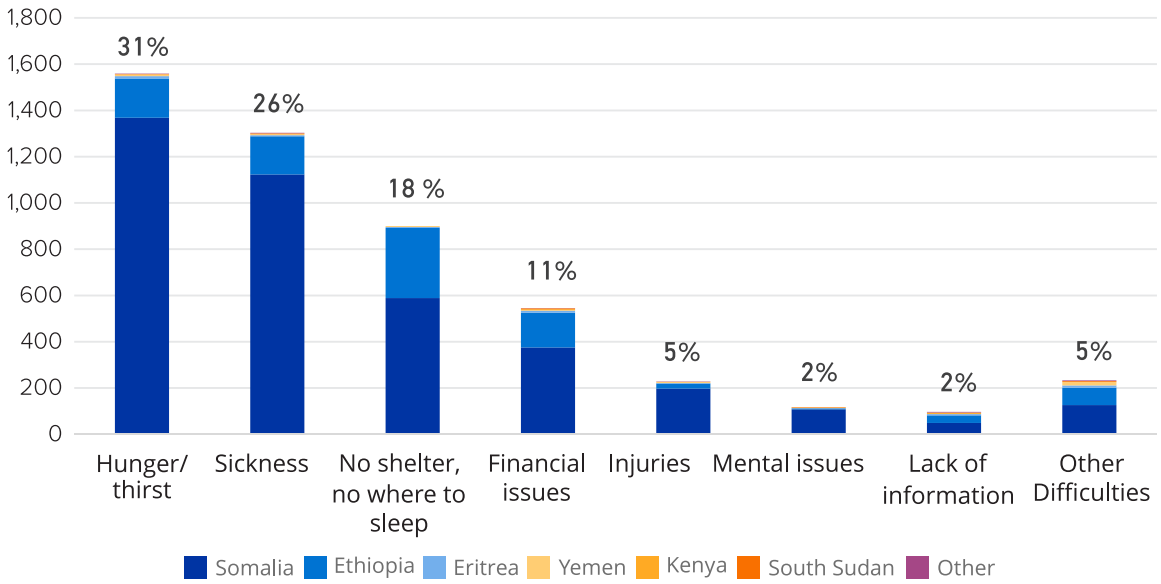


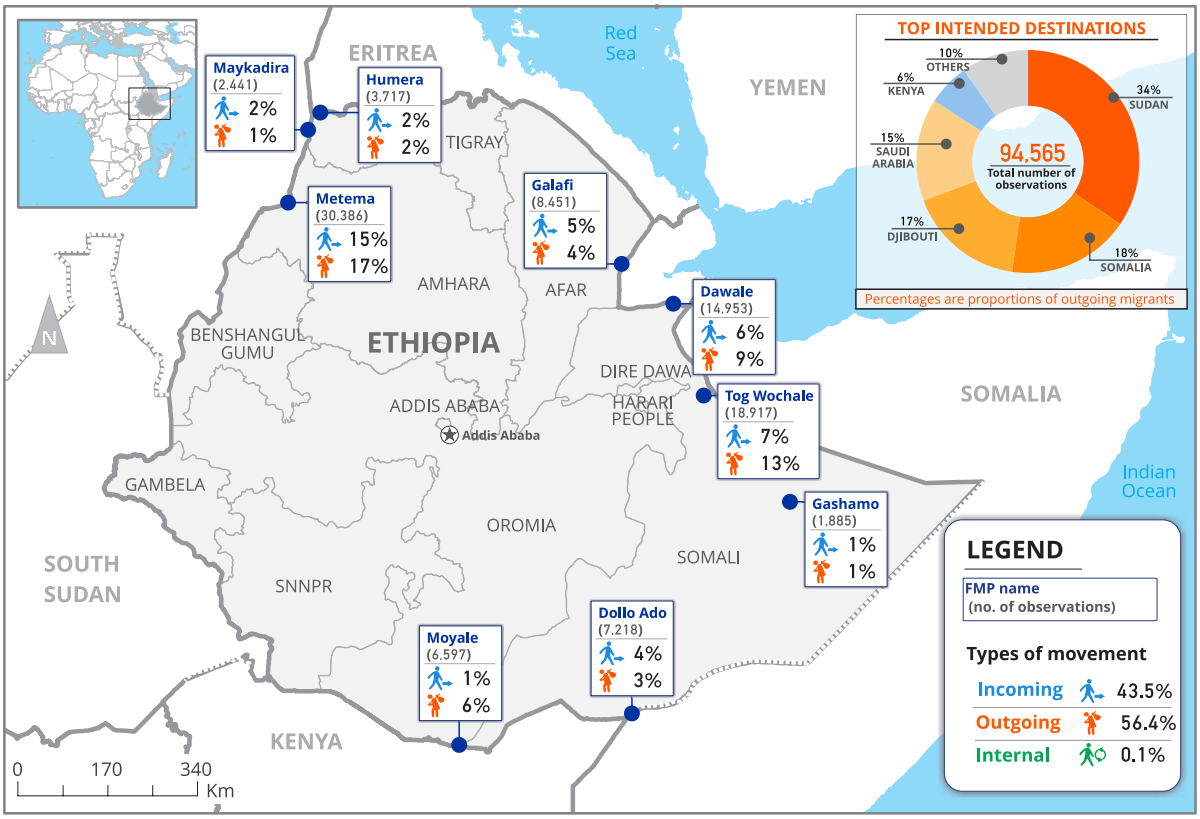

Figure 17: Difficulties Faced, by Nationality, in Ethiopia and Somalia

## ETHIOPIA

Ethiopia is arguably the most important country in terms of migration in the East and Horn of Africa region. It is the second largest country in Africa in terms of population, with an estimated population of over 100 million[8]. A combination of natural, political, and regional factors makes it the largest source country for outgoing migration. In addition, it is also one of the larger destination countries for migrants as thousands of returning and incoming migrants flock, either to stay or to transit, through to another country.

### MIGRATION FLOWS

During the six-month period a total of **94,565 migration movements** were identified in Ethiopia through flow monitoring. During this period various diverse factors continued to impact migration trends. Flash flooding due to heavy rains and ongoing inter-communal violence affected both internal displacement and cross border migration. In addition, the ongoing economic issues, coupled with the culture of migration, resulted in fairly high migration flows during the first half of 2018.




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM. The figures for percentages of flows are rounded to the nearest decimal point.

Figure 18: Map of Migrant Categories by FMP - Ethiopia

The majority of migrants observed were outgoing (56.4%), followed by incoming migrants (43.5%), while only 0.1 per cent were migrants moving within Ethiopia. In terms of nationality, migrants were mostly Ethiopian (74%) and Somali (13%).

The chart below shows the areas of high departure and destination by migrant category. Interestingly, Ethiopia is the only country in this region, which has a high percentage (21%) of migrants traveling towards the Northern route. In this particular case, those traveling towards the North report their intended destination to be Sudan (92%), of which the majority are Ethiopian nationals (90%), though it cannot be determined whether they intended to travel further

[8] https://data.worldbank.org/indicator/SP.POP.TOTL?locations=ET

northward. For the population intending to travel towards Sudan, economic reasons were reported as the driver for migration for almost 65 per cent of the flows, and 22.5 per cent was reportedly short term local movements, while a little over 7 per cent are forced movements due to conflict (4%) or natural disaster (3%). Similarly, a large proportion of the incoming migrants were from Sudan (42%), and were Ethiopian nationals (86%), hence, there is evidence of a strong migratory connection between the two countries that needs to be further explored. A large proportion of incoming migrants also originated from Somalia (26%) and were in equal proportions motivated by conflict and natural disasters (20% and 25% respectively), as well as short term local movements (28%). The economic migration from Somalia made up only 20 per cent of the flows. This seems to suggest that movements observed between the two countries were mostly a coping mechanism.

Ethiopia was also the only country in the region with a significant population that is reportedly headed towards the Southern region of Africa (2.22%), with most heading to South Africa (2,049 observations).

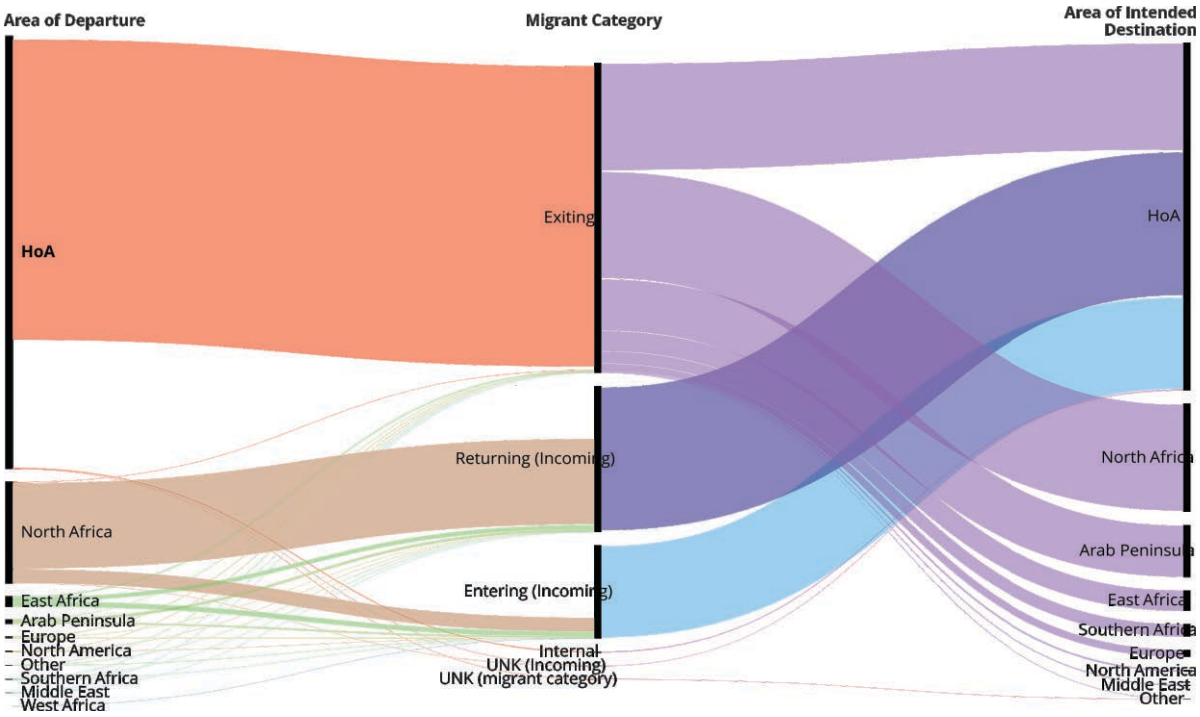
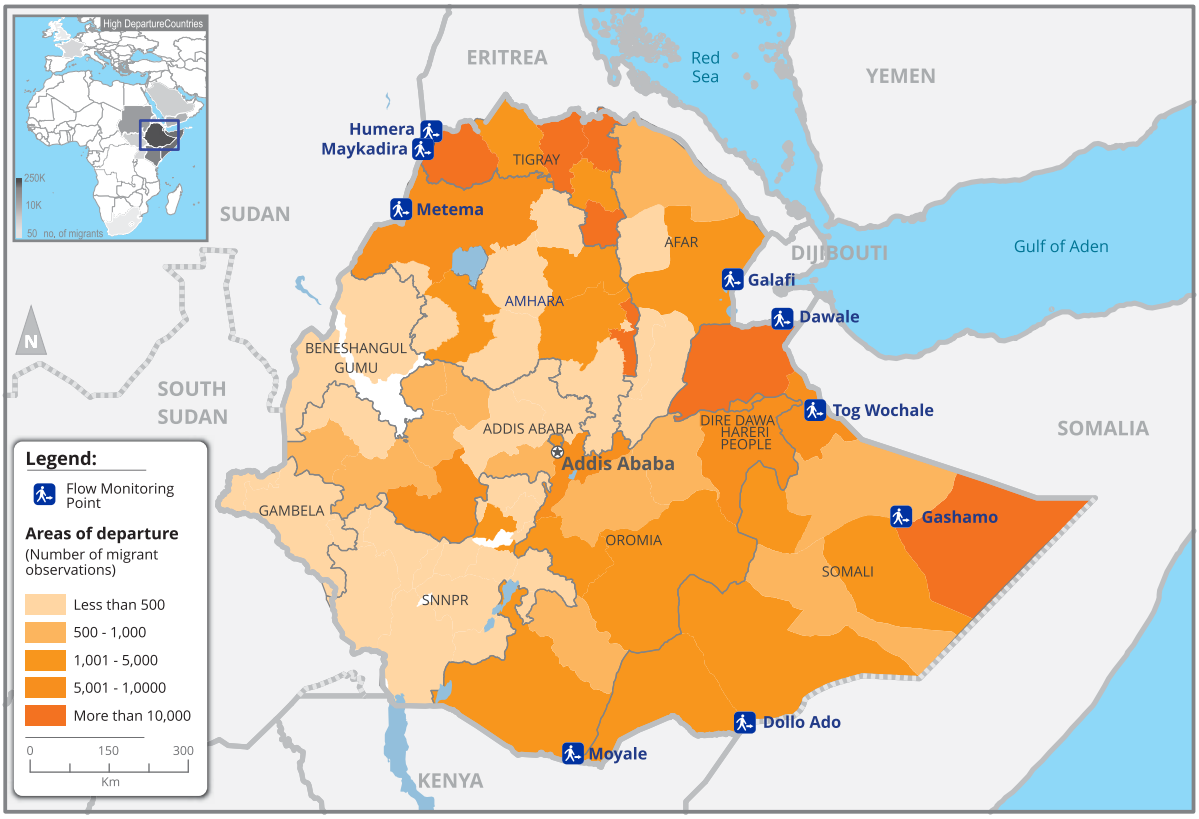



Figure 19:Ethiopia- Areas of Departure and Destination by Migrant Category

Apart from the Northern route, many outgoing migrants observed in Ethiopia are intending to travel towards the Eastern route, with a combined 34 per cent traveling to Saudi Arabia (15%), Djibouti (17%) and Yemen (2%). Of those traveling on the Eastern route, most were Ethiopian nationals (99.2%). A further 18 per cent also reported intending to travel to Somalia, where many may cross the Gulf of Aden for the Arab Peninsula, as the Yemen data shows.

Similarly, of the total migration observed, the clear majority were Ethiopians (74%). Of the non-Ethiopians, the majority were Somalis (13%) and mainly headed to Ethiopia (66.5%) or Somalia (18.6%). Only 1.26 per cent of migrants were observed traveling to Europe, most of whom were either Ethiopians (43.5%), Somalis (31.8%), or Djiboutians (14%).




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM

Figure 20: Map of Ethiopia Areas of Departure by number of Migration Movements observed

## MIGRANT PROFILES

According to FMR data, the migrants moving in and out of Ethiopia were evenly divided in terms of **sex and age**, with 57 per cent males, and 43 per cent females. Children make up (14%) of the observations. In terms of **means of transport (MoT)** most of the migrants used land-based vehicles, the large majority using trucks or buses (72.2%).

**Education:** while the percentage of uneducated females is similar to males, there is a slightly higher proportion of men with a higher level of education as compared to women. In particular, only 4.6 per cent women had tertiary education, as compared to 9.5 per cent of men. Although this figure was not surprising, as economic and cultural considerations usually result in more education for men as compared to women, the divide in this case was smaller than usual. The one possible conclusion that can be drawn from this is that the women that end up migrating are more educated than the general public.

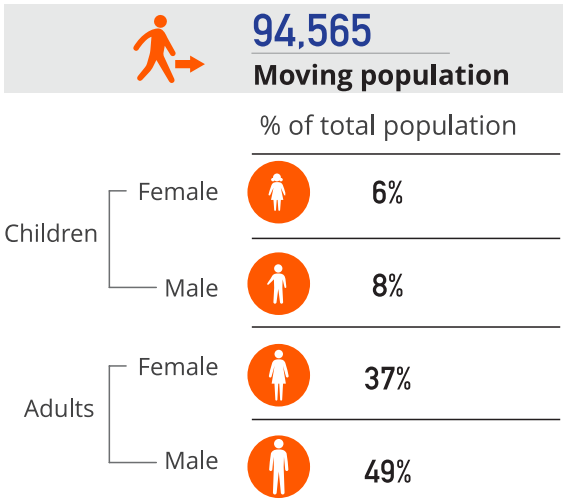



Figure 21: Sex and Age Disaggregation (SADD) for movements observed in Ethiopia

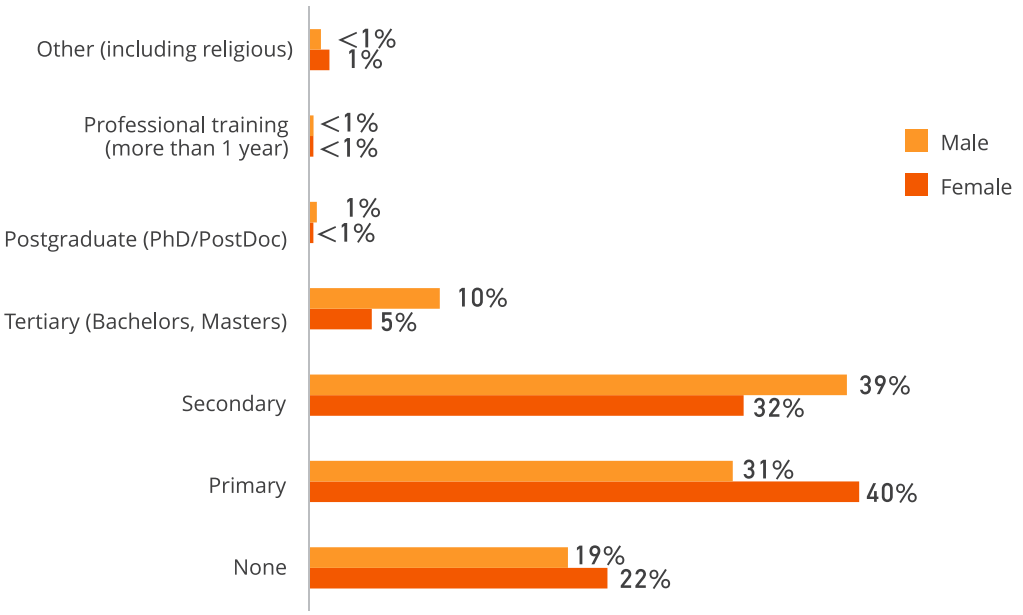



Figure 22: Highest Level of Education attained prior to Migration by Sex for individuals surveyed in Ethiopia

**Employment:** Unemployment between men and women looking for a job was evenly distributed, however there was a much higher proportion of women who were unemployed and not looking for a job (14.4%) as compared to men (4.6%). Most female respondents were employed as service workers or unskilled manual workers while most males were employed in skilled manual labor, or other professional and semi-professional jobs.

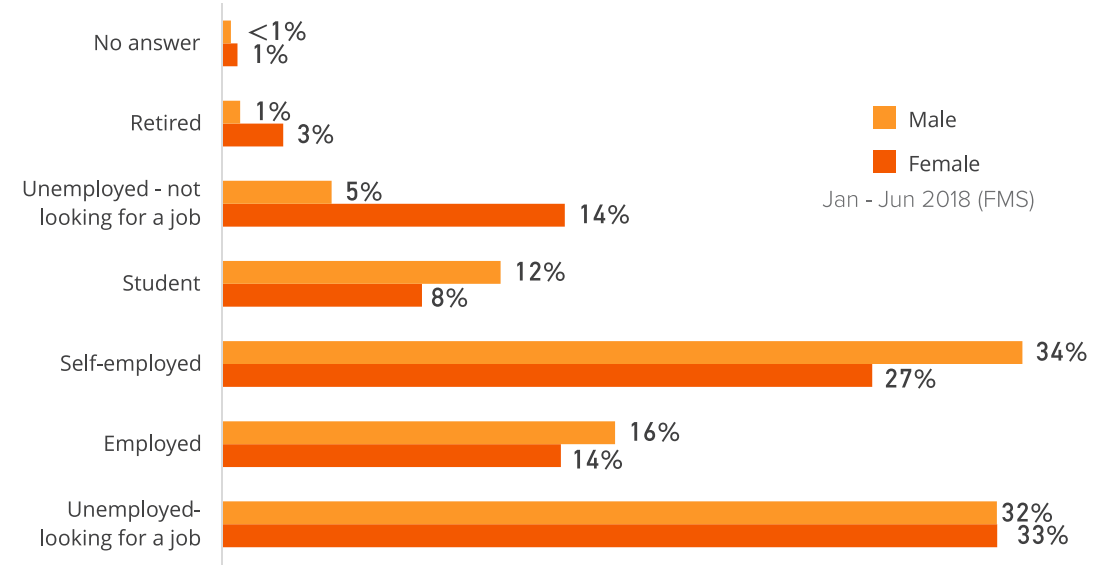



Figure 23: Employment Status prior to Migration by Sex for individuals surveyed in Ethiopia

**Vulnerabilities and Difficulties:** Migrants are amongst one of the most vulnerable population groups in the world. Most people only leave their homes under tough circumstances and when few choices remain for them at home, including in the case of voluntary migration. Even those that had no specific vulnerabilities become much worse off as they undertake the tough, dangerous, long, and expensive journey that is inevitable when migrating in an irregular manner. Many often face life-threatening conditions whilst migrating.

Migrants were asked about their specific vulnerabilities, and although only a small subset of the 94,565 contacts reported being vulnerable, the most common vulnerable groups included

pregnant and lactating mothers (4.1%) followed by children under 5 (3.8%) and elderly people (2.8%). Despite the big volume of flows monitored in Ethiopia during this time period, less than 1 per cent of migrants were unaccompanied children. This can be compared to Djibouti, where the highest percentage of unaccompanied migrant children (UMC) of the four countries was observed, most of whom were traveling towards the Eastern route (2.7%).

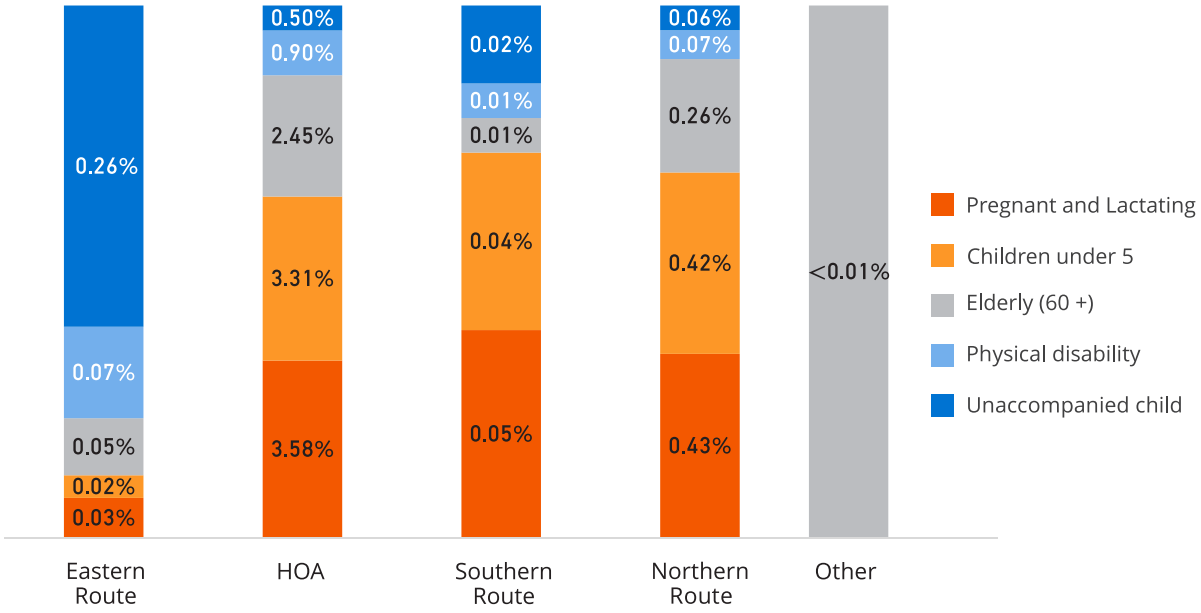



Figure 24: Vulnerabilities tracked in Ethiopia by Route

When asked about difficulties[9] faced during the journey, the majority of the respondents reported facing challenges related to their health and financial means, followed by lack of basic needs like food and water, or shelter. It should be noted, however, that since Ethiopia is mostly a country of origin when looking at the set-up of the FM network and at the flows, outgoing migrants are likely just beginning their journey, and hence are not likely to have faced any major difficulties yet. In the same vein, it was interesting to also compare difficulties faced with the question regarding history of migration. Most outgoing migrants were, reportedly, attempting migration for the first time. The proportion of difficulties faces by both groups was fairly even. Despite the small sample size, it can be seen that those who had attempted the journey before were more likely to have faced difficulties like deportation or loss of documents.

[9] Only 241 respondents out of a total of 3265 answered to this question.

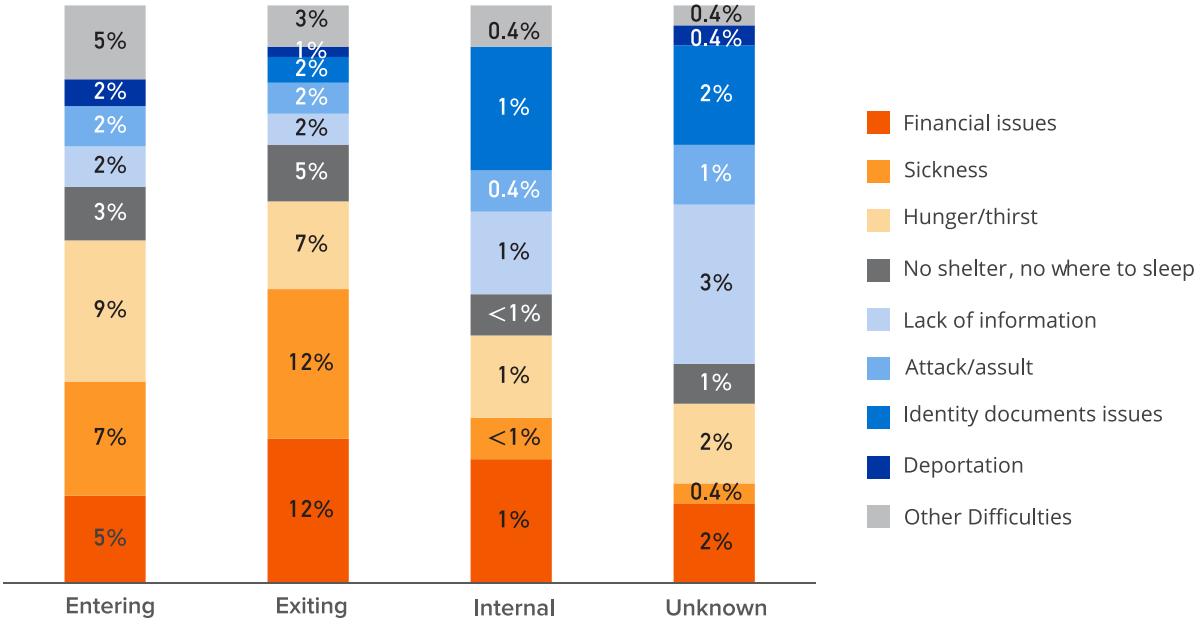



Figure 25: Difficulties faced by Migrant Categories for Individuals Surveyed in Ethiopia

**Flow Types:** Interestingly, in Ethiopia, despite intercommunal violence, political challenges, and frequent natural disasters in the country, a large majority of the migrants said they were mainly moving due to economic reasons[10]. Respondents could choose more than one reason, yet overall economic opportunities counted for 43 per cent of the reasons for migrating, short term local movements for 23 per cent, forced movements for 15 per cent (evenly split between natural disaster and conflict), 6 per cent seasonal and 4 per cent because of tourism, while more than 7 per cent didn't specify. It should be noted, however, that the factors that impact the lack of economic opportunities are often inextricably linked with political, security, and natural disaster related reasons. The chart below shows the reasons for migrating by route.

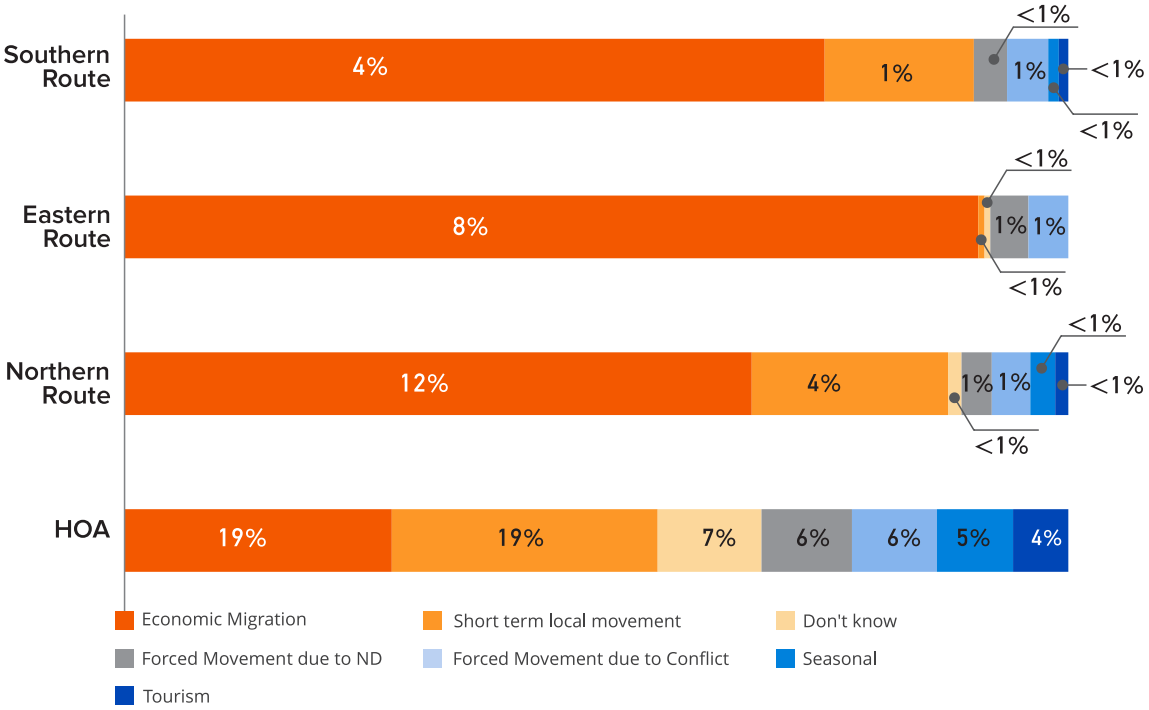



Figure 26: Types of Flow by Route for Migration Movements Observed in Ethiopia

[10] Almost 80 per cent of the migrants reported to be traveling for only one main reason, while only a little over 12 percent gave two or more reasons for migration.

## Ethiopian Post-Arrival Registrations from the Kingdom of Saudi Arabia (KSA)

In March 2017, the Government of the Kingdom of Saudi Arabia (GoKSA) launched the campaign 'A Nation without Violations', granting all irregular migrants residing in KSA an amnesty period of 90 days to either regularize their status or leave the country voluntarily without penalties. The GoKSA extended the amnesty period four times until it ended in November 2017. The Government of Ethiopia estimated that 500,000 Ethiopian migrants in KSA were affected at the time of issuance of the decree. Migrants returning to Ethiopia arrive at Bole International Airport in Addis Ababa, and are registered by IOM staff members, as well as provided with post-arrival, emergency assistance.

Between January and June 2018, IOM registered and interviewed 59,538 Ethiopian migrants upon their arrival at Bole International Airport. The total number of arrivals per month decreased slightly during the assessment period from 11,613 migrants in January to 9,723 and 7,615 migrants in May and June respectively. Of the registered returnees 98 per cent reported that their return was involuntary. Consistent with data from other sources covering migratory movements along the Eastern route, the majority of returnees were young adult males (65% of the total population) between 18-29, with adult females and children accounting for 15 per cent and 7 per cent of the population respectively.

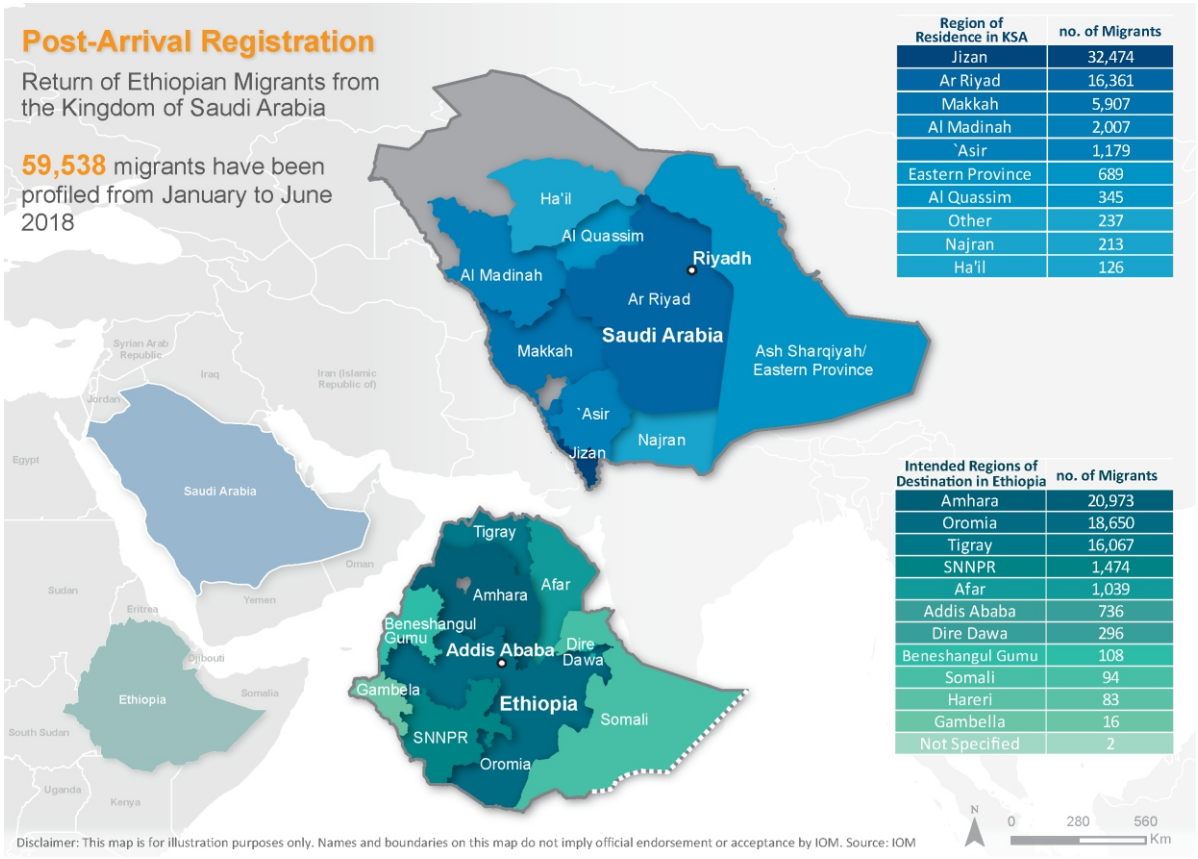



Figure 27: Map of departure areas, and intended destinations, for Ethiopian migrants returning from KSA

Most migrants were returning from the Saudi Arabian cities of Jizan (28%), Riyadh (27%) and Jeddah (26%) and headed to the Amhara (35%), Oromia (31%) and Tigray (27%) regions. The majority of registered migrants were traveling alone (84%). Just over half of the interviewed migrants (56%) reported having lived in Saudi Arabia for more than a year and some (13%) had lived there for five years or more.

[11] IOM has registered 133,222 returnees since the beginning of the operation in April 2017.

Of the surveyed female migrants, a vast majority (85%) were employed as domestic workers in KSA. Male migrants tended to perform labour intensive jobs in the agricultural sector (26%), as daily laborers (19%) or other unskilled, manual work (15%). Slightly less than a third of all migrants had reportedly been unemployed in KSA (34% of registered men and 11% of registered women). 96 per cent of those who had reportedly been unemployed had lived in KSA for less than a year.

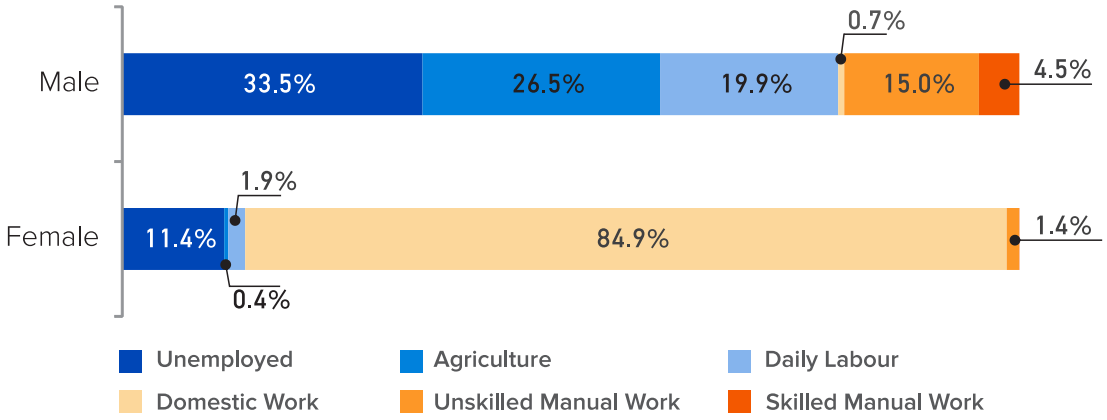



Figure 28: Type of Employment in KSA by Sex for Ethiopian KSA returns to Ethiopia

When asked about their plans following their return to their communities of origin, 63 per cent of migrants reported having no plan and 35 per cent reported wanting to stay in their home country. Plans for the future varied slightly based on final region of return, with migrants returning to the Tigray region being almost twice as likely to report intending to stay in Ethiopia as those returning to Addis Ababa.

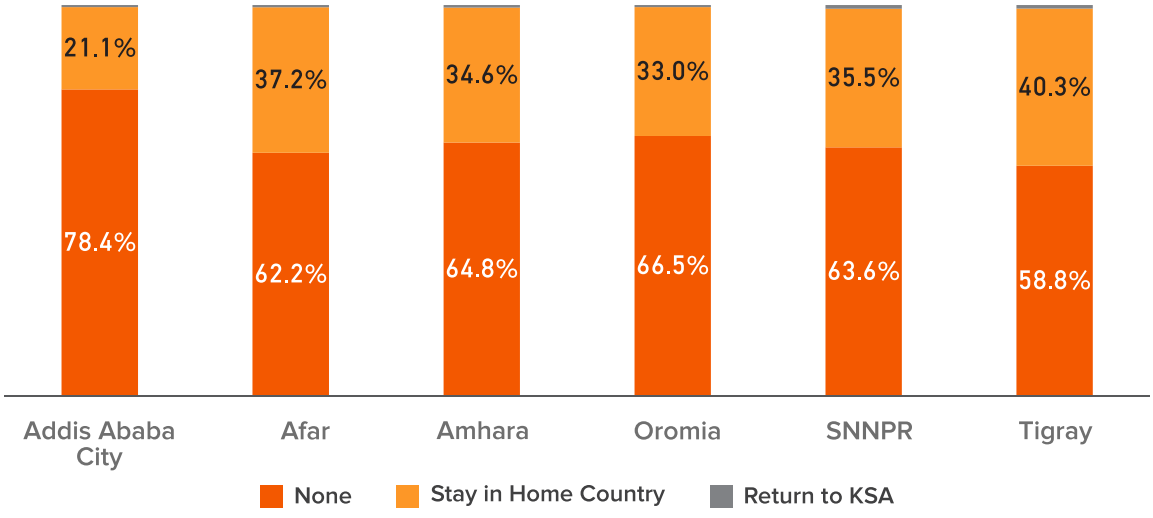


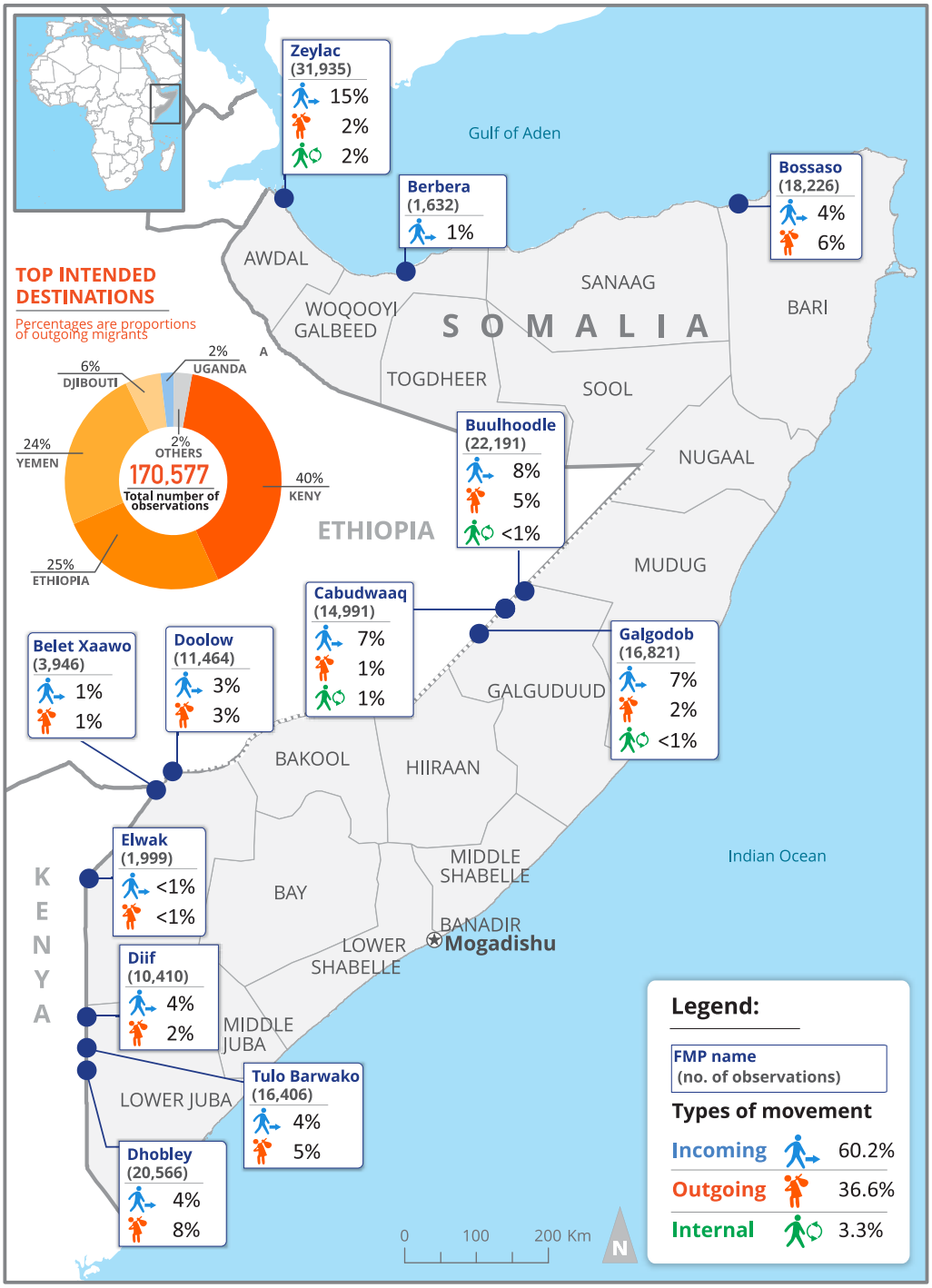

Figure 28: Future plans of Ethiopian KSA returnees by Area of Intended Return in Ethiopia

## SOMALIA

Somalia is unique in terms of its migration profile and routes. Although Somali migrants are not free of political and security related issues as well as natural disasters, however, they are more likely to partake in circular and season migration than any other migrants in the region. However, reasons for migration are often nuanced, and are often tied in with economic reasons. As will become apparent in the following section, Somali nationals are much less interested in traveling towards the Arab Peninsula as compared to their Ethiopian neighbors.

### MIGRATION FLOWS

During the period January – June 2018, DTM observed, through flow monitoring, 170,577 movements through twelve official flow monitoring points in Somalia along the borders with Ethiopia, Kenya, and Djibouti and at seaports.




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM. The figures for percentages of flows are rounded to the nearest decimal point.

Figure 30: Map of Migrant Category by FMP - Somalia

The majority of migrant flows observed were incoming (60.2%), followed by outgoing migrants (36.6%), while only 3.3 per cent were internal migrants. With regards to nationalities, 40 per cent of the migrants were Somalis, and almost 19 per cent were Ethiopians, while 37 per cent of the nationalities were unspecified, though highly likely to be majority Somali. The rest of the flows consisted of other African nationalities (4%), and some non-African nationalities (<1%). This may be explained by the profile of migrants and the location of the country. Like Djibouti, Somalia is an important transit country, but unlike Djibouti, it has a fairly high proportion of its own nationals migrating, as well as many other countries that choose to cross though the much larger Somalia for proximity, opportunity and affiliation reasons.

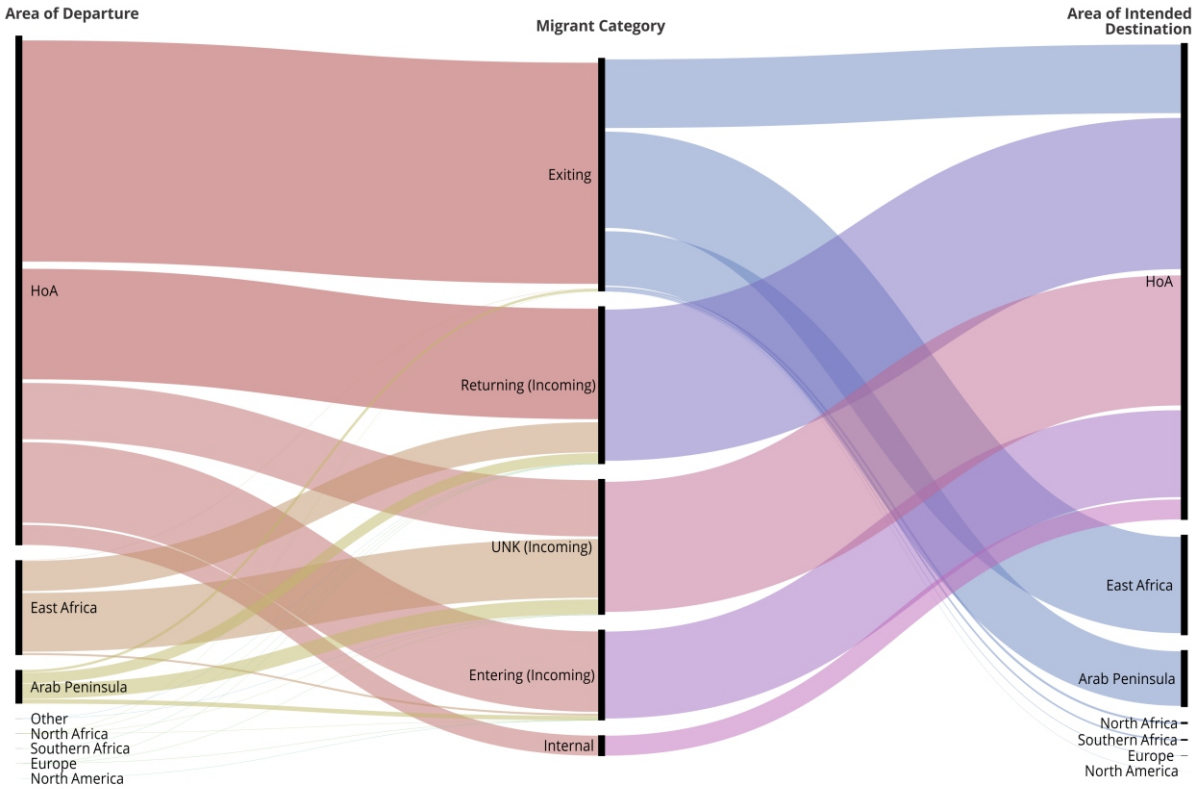



Figure 31: Somalia- Areas of Departure and Destination by Migrant Category

Most outgoing migrants originated in Somalia (79.2%), though the data shows more variety in this indicator as compared to other countries. A lot of incoming and returning migration is originating from Ethiopia (55.8%), tracking both Somali migrants returning from Ethiopia (27.4%) and Ethiopians travelling to Somalia (27.6%). This matches what has been seen so far, that much of the migration in the country is seasonal or short term, with neighboring countries. Most migration observed in Somalia is driven by seasonal factors (26.3%) or is forced movement due to natural disasters (16.5%) or conflict (15.5%) and only 16.2 per cent is economic.

Somalia is the main country of intended destination (63.4%), followed by Kenya (14.8%) and Ethiopia (9.2%). Very few migrants observed shared their intentions to travel to Yemen or KSA. Just over 15,000 (8.9%) observations were made regarding travel towards the Arab Peninsula. Most of the migration observed in Somalia moves within the Horn of Africa (74.6%) or towards the Southern route (16%), most of which is capturing the migration with Kenya.

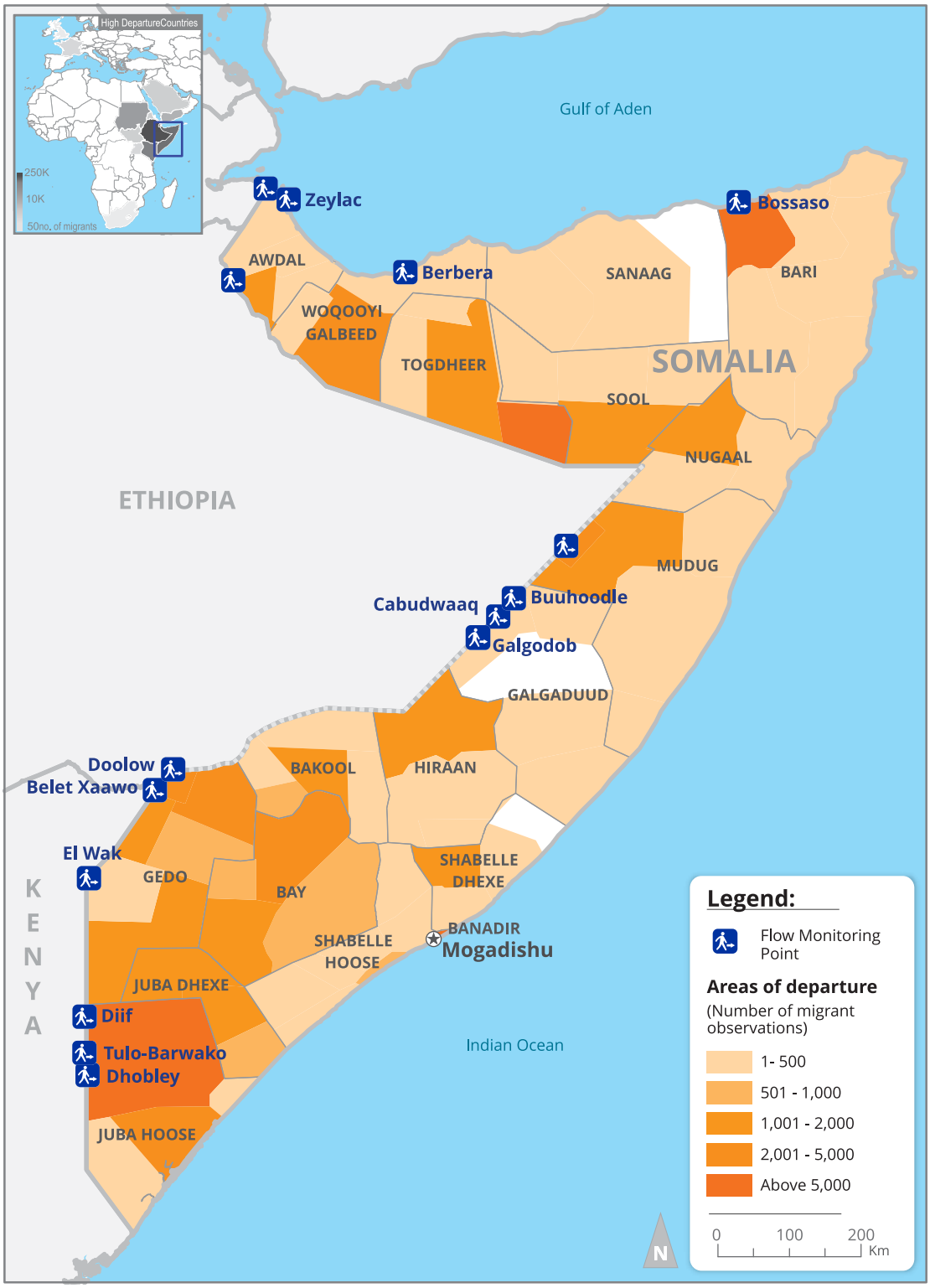



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Figure 32: Map of Somalia -Areas of Departure by largest volume of migration movements observed

## MIGRANT PROFILES

Migrants observed through flow monitoring in Somalia were the most diverse. Over 170,000 observations show a rather even age and sex breakdown. With adults representing 59 per cent of the migrant population observed and children accounting for 41 per cent, Somalia was the country which, comparatively, had the youngest migrant population on the move. The means of transport were mostly concentrated around land vehicles. Trucks and buses were the most popular (62.5%) followed by personal cars and taxis (19.8%) and animals (8.9%).

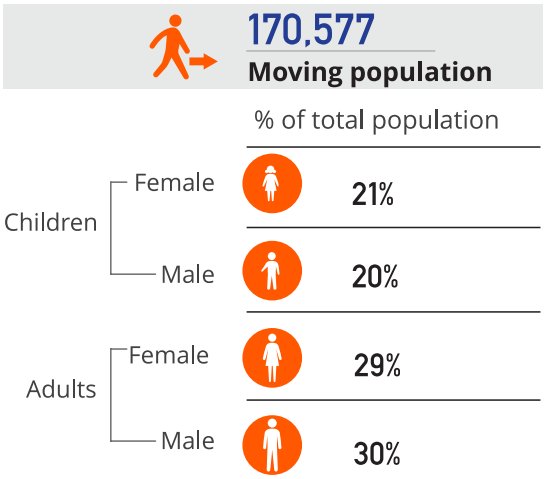



Figure 33: Sex and Disaggregation for Migration Movements observed in Somalia

**Education:** survey data showed a significantly higher percentage of uneducated women (84%) as compared to men (55%). Women in the sample were mostly uneducated, while men had at least primary (19%) or secondary (19%) level education. While hardly any women were educated at a higher level, around 3 per cent of men had tertiary level education, and around 2 per cent had a post graduate degree. This points to the fair representation of the migrant population in comparison with the education profile of the overall Somali population and suggests that the cross section that migrates is not very different from the general population in terms of profile. Somalia has one of the world's lowest enrollment rates for primary school-aged children[12], with only 30 per cent of children at primary education level and 26 per cent for secondary education[13]. Likely, migration is a way of life for those living along the borders and for the general population as pastoralism is a common practice. Although the majority of migrants in the sample were Somali nationals, there was also a fairly high proportion of Ethiopians. Percentage wise across both sexes more Ethiopians than Somalis seem to have received no (or less) formal education.

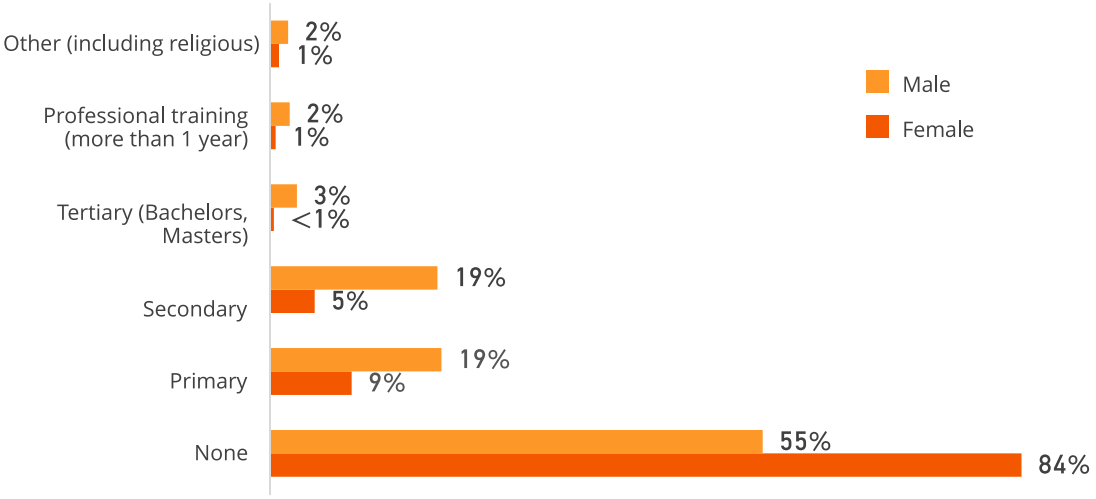



Figure 34: Highest level of Education Attained by Sex, Prior to Migration for Individuals Surveyed in Somalia

[12] https://www.unicef.org/somalia/education.html

[13] https://reliefweb.int/sites/reliefweb.int/files/resources/somalia_education_cluster_annual_report_2016.pdf as registered 133,222 returnees since the beginning of the operation in April 2017.

**Employment:** Females, again, rate higher in unemployment and in being outside of the labour force (35.3%) than men (28.8%). This is likely because, in the Somali traditional cultural context, women tend to be the home makers and work only when economically required. According to a study commissioned by UNESCO, "the male is considered the head of the household, except where it is headed by a divorced or widowed woman... Somali women are expected to submit to men and to fulfil their duties as daughters, wives, and mothers, though there has been a slow evolution of attitudes".[14]

Somali men (36.2%), more than other nationalities, and slightly more than Somali women (17.6%), are more likely to be self-employed. Only 1.8 per cent of women, and 8 per cent of men self-categorized as being employed prior to migration. It is also interesting to see that most employed women were working in professional jobs. The most common employment field for men was armed forces (18%), followed by education-related fields (16%), while 12 per cent were employed at managerial level. These findings point at a large divide between the nature of work between the unemployed/self-employed and the employed. Those that were self-employed were more likely to be part of the informal sector, while those that were employed were more likely part of the formal sector, and worked in a mid to high level job.

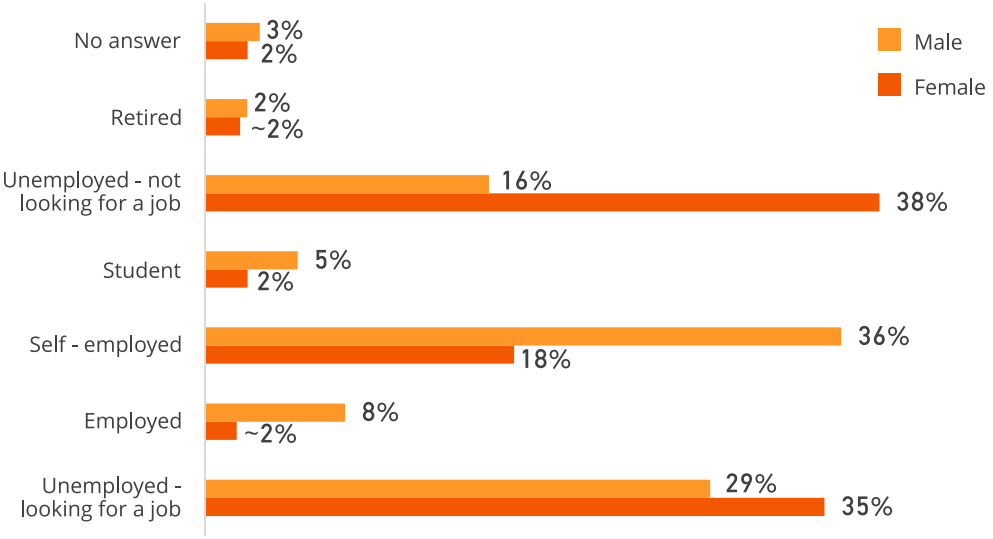



Figure 35: Employment Status prior to Migration by Sex for Individuals surveyed in Somalia

**Vulnerabilities and Difficulties:** Data showed that, of the total movements observed, almost 10 per cent were children under the age of 5, and 1.8 per cent are unaccompanied children, which is not surprising considering the high overall proportion of children. Elderly people made up 7 per cent of the population, significantly higher than in other countries as in Somalia the migrant population often travels in families, which also explains the higher percentage of pregnant and lactating mothers (6.6%). Physical disability was highest among the 4 countries, with 3 per cent of the migrating population being disabled.

[14] http://unesdoc.unesco.org/images/0022/002291/229187e.pdf

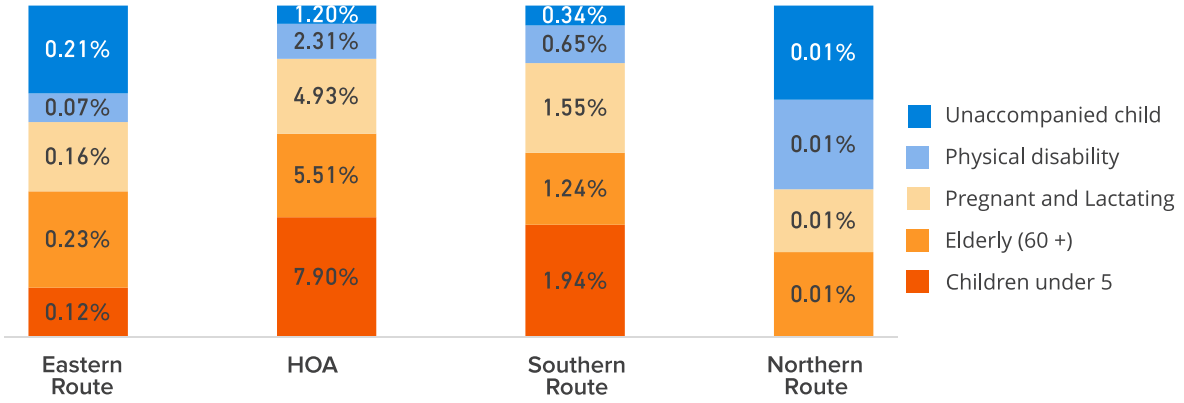



Figure 36: Vulnerabilities tracked in Somalia, by Route

According to survey data, the most common difficulties faced by respondents during their journey were related to financial issues, sickness and arrest or detention, followed by lack of access to basic needs like food, water, or shelter. People who admitted to having attempted migration before were more likely to have issues such as financial, arrest or detention, or loss of identity documents, and injuries. Even so, a larger sample size would be needed to make a definite connection between these indicators. As Somalis were the majority, they dominated all reported needs, though Ethiopians reported issues concentrated around financial difficulties, arrests/detentions, attacks and injuries. However, due to missing information on nationalities, the data under this indicator is too small to draw conclusions

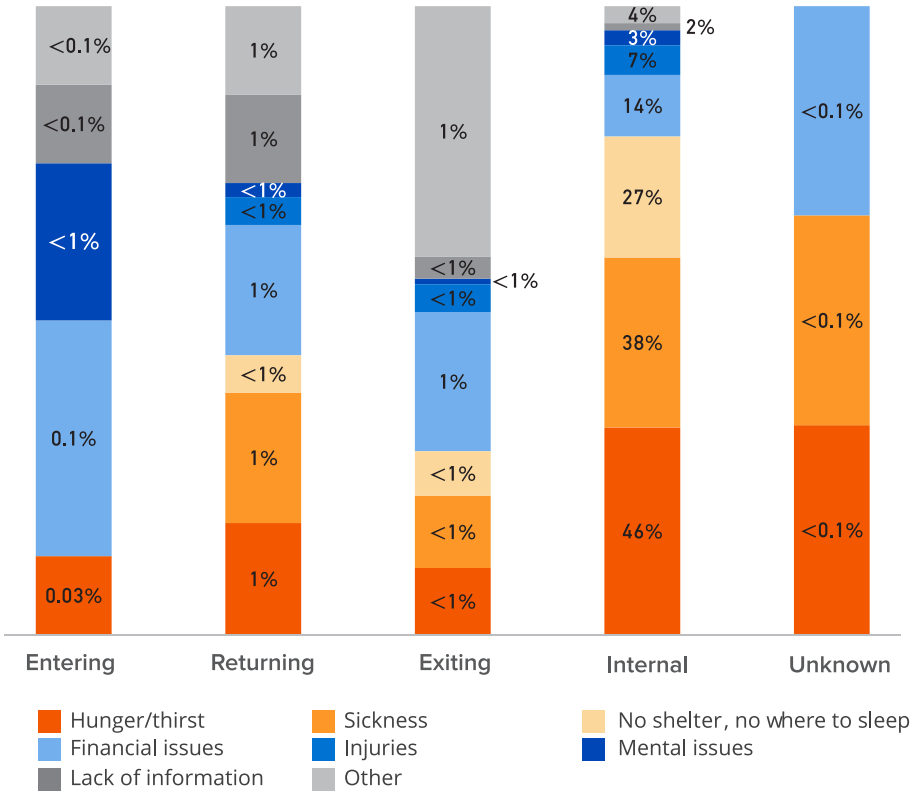



Figure 37: Difficulties faced by Migrant Category, for Individuals surveyed in Somalia

**Flow Types:** migration reasons were fairly evenly divided between all categories. Only 26.3 per cent of the movements were triggered by economic reasons. Natural disaster, conflict, or taking part in short term local migration were respectively stated as the main reasons for migration of around 16 to 17 per cent of respondents each, while 6 per cent was reportedly seasonal. There ws also high proportion of observations that did not report on the reason for migration, or possibly didn't want to answer.

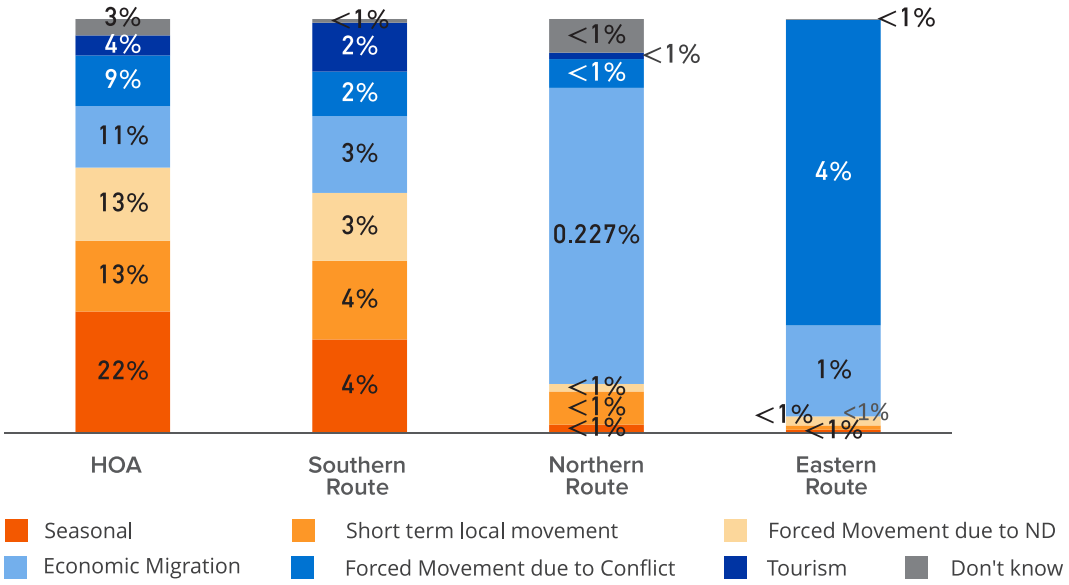


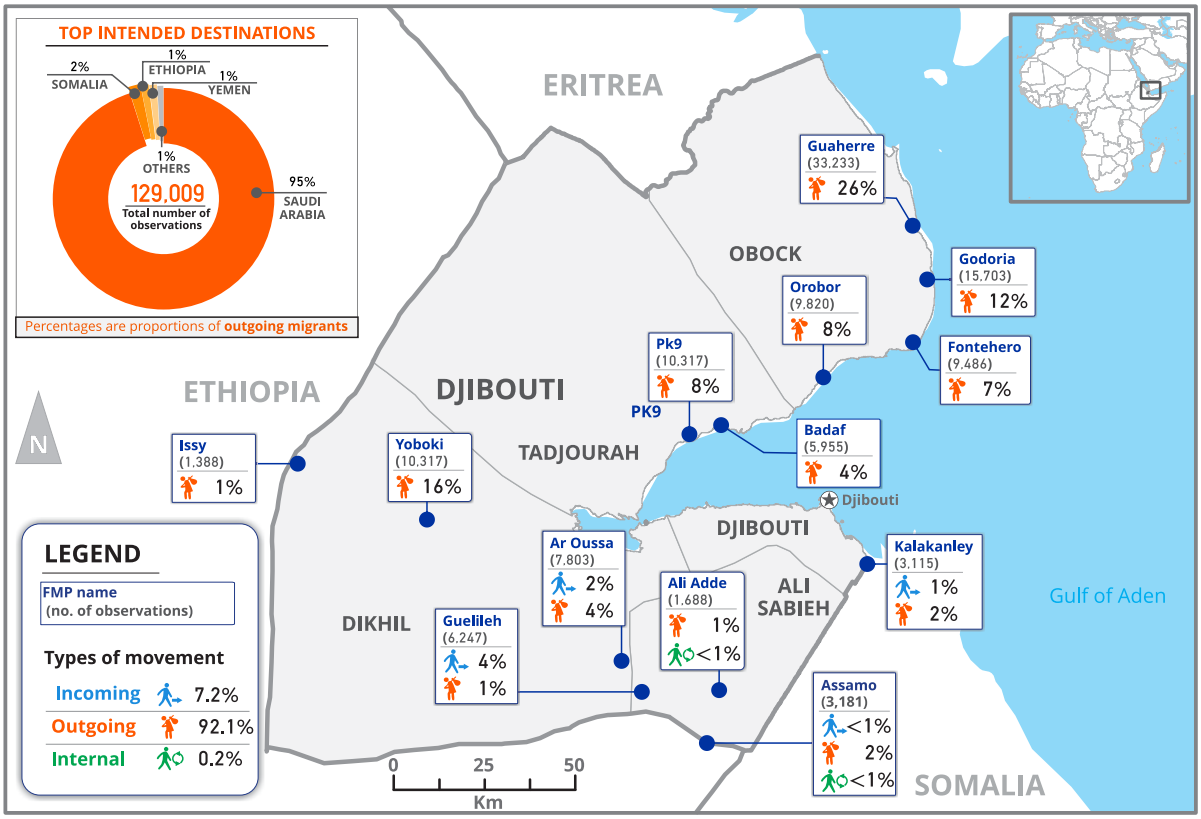

Figure 38: Types of Flow by Route for Migration Movements Observed in Somalia

## DJIBOUTI

Djibouti is a small country in the Horn of Africa and an important transit country for all migration taking place from and to the East African countries. On the east, it borders both the Red Sea and the Gulf of Aden, with over 403 km of coastline. This is almost as long as the borders it shares with Eritrea, Ethiopia and Somalia on the north, west, and south respectively. Every month, thousands of migrants enter the country with the hope of migrating to KSA and other Gulf countries in the Arab Peninsula. The majority of these migrants tend to spend several weeks to months in Djibouti while making the necessary arrangements for their journey, many times living and working in Djibouti to do so.

### MIGRATION FLOWS

During the first half of the year, a total of 129,009 observations were made in Djibouti through fourteen FMPs located both along the coastlines, as well as various points along the border with Ethiopia and Somalia. Djiboutians themselves made up a much smaller proportion of the migrating population in the East of the Horn of Africa, though the numbers are not insignificant.




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM. The figures for percentages of flows are rounded to the nearest decimal point.

Figure 39: Map of Djibouti – Migration Categories by FMP

The vast majority of migration flows observed in Djibouti consisted of outgoing migrants (92. 17%), followed by incoming migrants (7.2%), while only 0.2 per cent were internal migrants, and 0.5 per cent were of unknown category. Most of the migration flows captured in Djibouti consisted of migration towards the Arab Peninsula. Almost all the 129,009 migrants observed at the FMPs were Ethiopians (97.9%), while the other nationalities, including Somalis and Djiboutians, were less than 1 per cent each. One could draw the conclusion that other nationalities, Somalis in particular, would prefer to travel from the Somali coastal points and have less incentive to travel through Djibouti, which lengthens their journey time and cost. The points which observed the above average proportion of incoming migrants were located on the eastern borders, like Guaherre and Godoria, or the western border, like Yoboki and PK9. There was almost no internal

migration observed in Djibouti. There were however some unknown forms of migration that were likely to be outgoing, as they were primarily concentrated along the coast in Badaf.

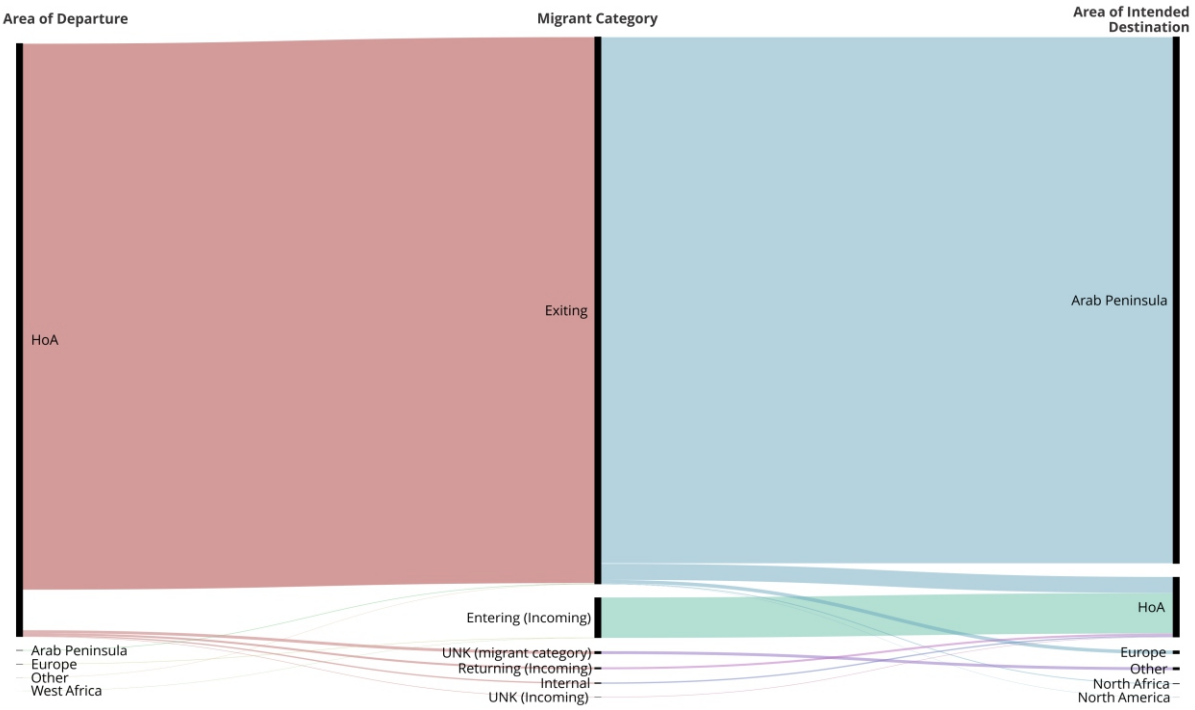
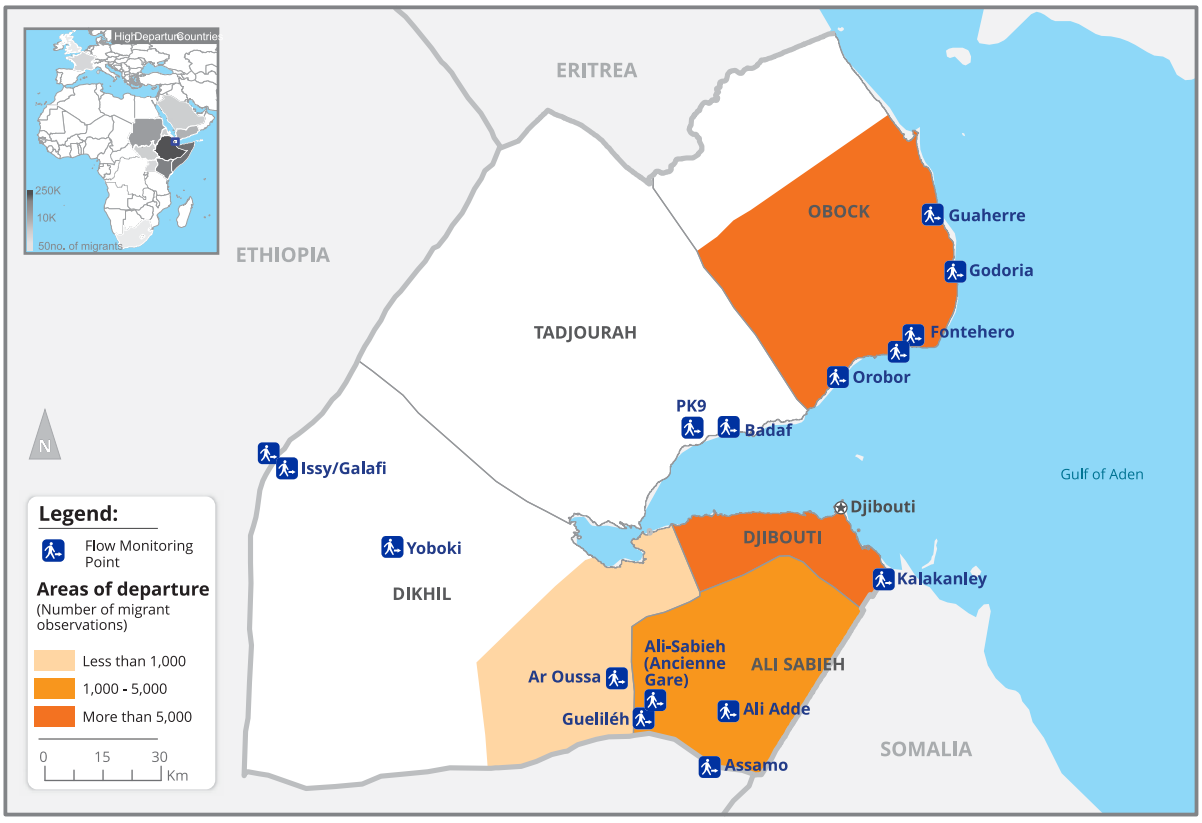



Figure 40: Areas of Departure and Destination by Migration Category, in Djibouti

As the chart above shows, almost all the migration flows tracked in Djibouti were outgoing, originating from the Horn of Africa, and intending to travel to the Arab Peninsula.




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM

Figure 41: Map of Djibouti: Areas of Departure by largest volume of flows observed

Most outgoing migrants were traveling from Ethiopia (97.5%), mostly from the Oromo and Tigray Regions. Most of the 'incoming' migrants were coming from either Ethiopia (84.2%) or Somalia (14.7%), while 'returning' migrants were coming from Ethiopia.. Migrants entered from three border posts at Guelileh, Issy/Galafi and Kalankaley. The Guelileh border post is the shortest road to the capital city for Ethiopian migrants. They usually use the old rail way to find the road that leads to the capital city. After entering from the Galafi border post, migrants walk for days across lava fields and arid zones where temperatures can reach 50 degrees Celsius to access the Obock region from which they depart for the Gulf states. Returning migrants were also traveling from Ethiopia, which showed that a small number of Djiboutian nationals traveled to Ethiopia and back to Djibouti.

The migrants exiting from Djibouti were mostly heading towards the Eastern route (88.6%), and particularly heading to KSA (87.5%), though almost all were likely going through Yemen first. Almost all that were traveling to KSA were Ethiopian nationals (99.6%). Incoming migrants accounted for 7.4 per cent. There was also migration towards to the HoA, including Somalia (1.6%) and Ethiopia (1.1%).

**Flow Types:** as illustrated in the charts below, the most common reason for migration was economic (92.3%), followed by a large margin by forced movements due to conflict and natural disaster (less than 6%). With respect to Ethiopian migrants in particular, migrating for economic reasons did not equal labor migration. Ethiopians are often escaping complex situations of conflict or natural disasters that are worsened by political tensions in the country. Also, in Ethiopia, there exists a culture of migration, where young adult males are expected to leave homes and find work in a wealthier country to support their families.

Since the data was collected in Djibouti, which is an important transit country for travel to the Arab Peninsula, it is not surprising to see that most of the migrants are traveling towards the Eastern route in search of better economic opportunities. There is a small but significant population also traveling towards the HoA, likely Ethiopian nationals traveling back home. The reasons for migration remain the same on most routes. However, the small population that is traveling towards the north is much more likely to be undergoing forced movement, either due to conflict or natural disaster, rather than migrating due to economic reasons.

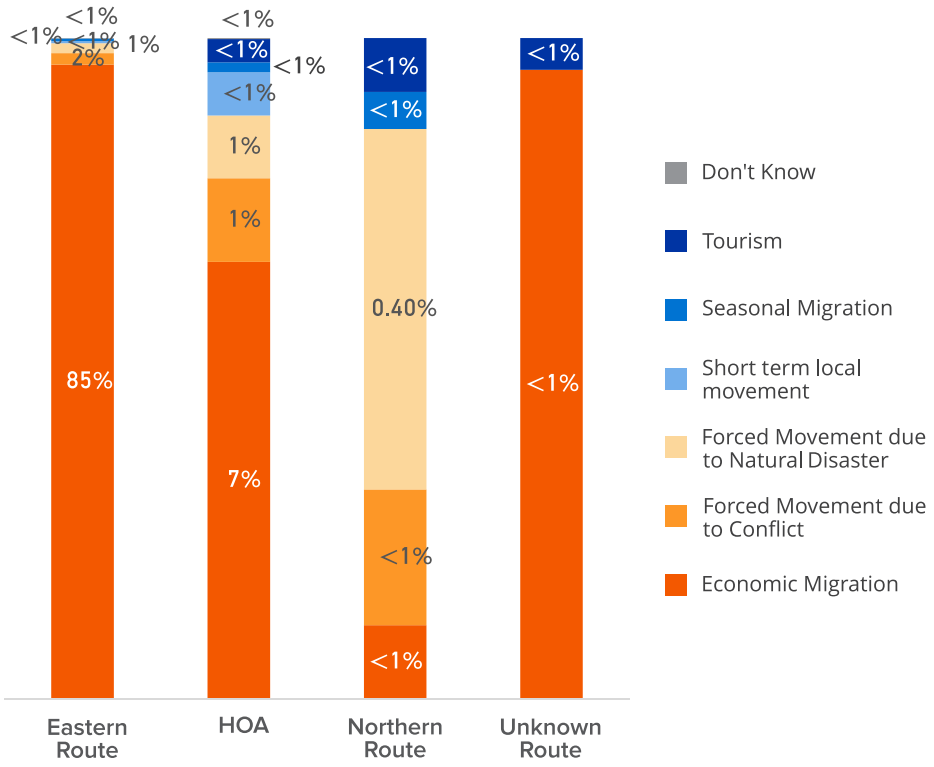



Figure 42: Types of Flows by Route for Migration Movements observed in Djibouti

## MIGRANT PROFILES

The average migrant tracked in Djibouti is most likely to be an adult male (71%), while the possibility of being an adult female is much lower (17%), and even lower of being a child under the age of 18 (12%). Most migrants who travel to Djibouti come on land vehicles (44.6%), while the majority within the country make their way to the coast on foot (55.4%).

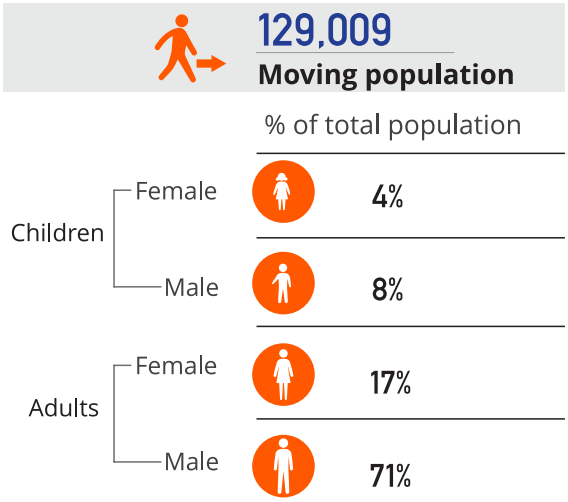



Figure 43: Sex and Age Disaggregation for Migration Movements observed in Djibouti

**Vulnerabilities:** Djibouti was the country with the highest proportion of unaccompanied migrant children, making up 2.90 per cent of the total 129,009 observations during the six-month period – which came to over 3,700 UMC observations. This figure is not surprising when two things are considered – according to DTM definition, a child is anyone under the age of 18, and secondly, Ethiopians tend to encourage migration from an early age, and young, single, teens often travel together without adults. Other vulnerabilities reported were very low. Proportionately, there were more children, elderly, and pregnant or lactating women traveling to HoA than those traveling towards the Eastern route. This lends credence to the theory that migrants returning home tend to travel with families, while migrants traveling away from home tend to be alone and young adults.

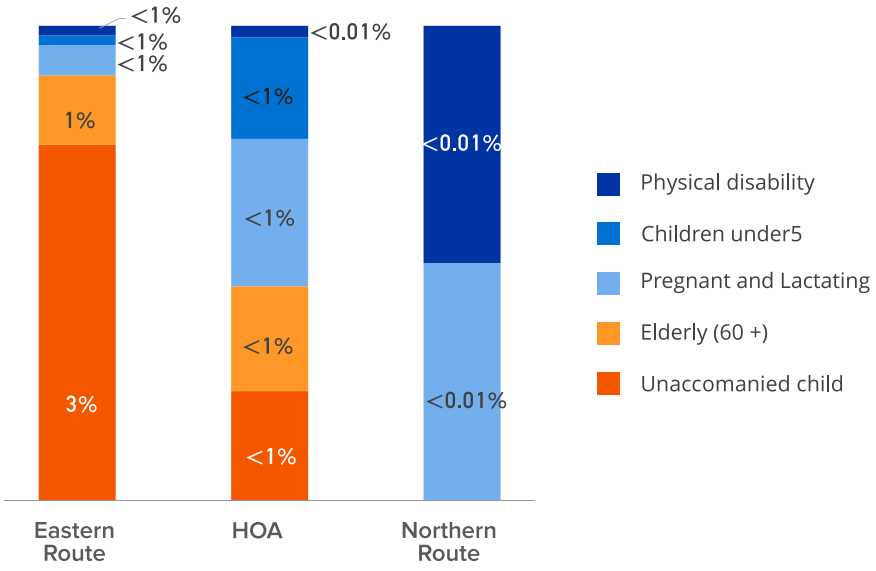


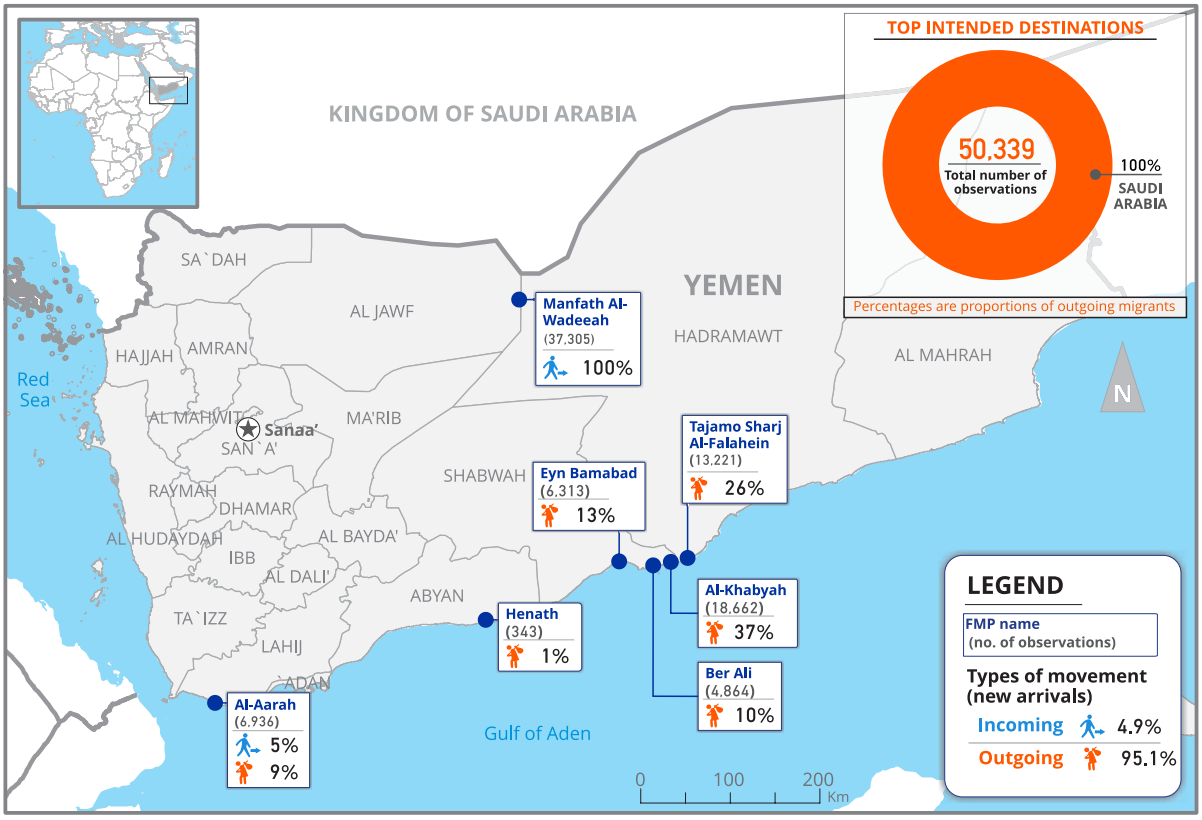

Figure 44: Vulnerabilities tracked in Djibouti, by Route

## YEMEN

Overwhelmed by three years of war and with an estimated 22.2 million people, equivalent to 75 per cent of the population, in need of some kind of humanitarian or protection assistance, Yemen remains a very important destination and transit country for thousands of migrants traveling along the Eastern route[15]. Despite an on-going war, thousands of African migrants brave the Gulf of Aden and migrate irregularly to Yemen, most in the hopes of traveling onwards to KSA. For many, this option is preferable to staying in their home countries where job opportunities and access to services, are lacking.

### MIGRATION FLOWS

During the first half of 2018, IOM observed 50,339 new arrivals in Yemen. It is immediately apparent that this figure is much lower than the number of migrants tracked in Djibouti and Somalia who reported intending to migrate to the Arab Peninsula, which was close to three times this figure. All the new arrivals recorded in Yemen entered through various coastal points along the southern coast and were observed through six (6) FMPs. It is important to note that the Henath FMP only recorded arrivals during the month of January. The FMR data does not suggest there was any outgoing migration from Yemen towards Africa, though there was migration towards KSA. Of the new arrivals entering Yemen, the majority declared their intention to travel onwards, (95%) and only a small proportion of incoming migrants (5%) planned to stay in Yemen.




DISCLAIMER: The boundaries and names shown and the designations used on this map do not imply official acceptance or endorsement by IOM. The figures for percentages of flows are rounded to the nearest decimal point.

Figure 45: Map of Yemen - Migrant Categories by FMP

**Cross-Regional Movement:** It's interesting to notice that the data collected in Djibouti and Somalia on the intentions and profiles of migrants intending to travel to KSA and to Yemen differs significantly from what is observed in Yemen. During the first half of the year a total of 50,339 new arrivals was recorded in Yemen. Migrants were Ethiopian (88%) and Somali (12%) nationals, but 86.4 per cent of the arrivals travelled from Somalia before reaching Yemen. The data collected in

[15] OCHA Humanitarian Needs Overview 2018.

Djibouti and Somalia gave a different picture of the flows as the number of those intending to travel to the Arab Peninsula was almost three times the actual arrivals (129,597), and the majority (88.3%) was interviewed in Djibouti, not Somalia, which seems to be the busiest place of departure.

This discrepancy could be explained by a number of reasons. The first is that there might be double counting of migrants when they enter Djibouti from Ethiopia and then again as they reach the coast before crossing the sea to reach Yemen, which could significantly increase the number of those reporting the intention to travel onto Yemen. Secondly, not all migrants who intend to leave from Djibouti succeed in doing so, perhaps because of more stringent controls by the Djiboutian Coast Guard. Finally, because of the security situation, DTM is only able to monitor the southern coast, located along the Gulf of Aden – the eastern coast is unmonitored, and may potentially be the location where migrants from Djibouti intend to travel. Since the southern coast is closer for those traveling from Somalia, it makes sense that the arrivals monitored there were mostly originating from Somalia.

**Flow Types:** all migrants reported to be traveling for economic reasons, like what was reported in Ethiopia and Djibouti. It should be noted here that the FMR methodology in Yemen is stricter and allows for respondents to only give their top reason for migration. It is possible that migrants may have had other, secondary, reasons for migration, which the FMR was unable to capture, though given the results seen in other countries, this seems unlikely.

**Migration Routes:** most of the 50,339 arrivals in Yemen were traveling from Somalia (86.4%) and, as mentioned before, 88 per cent per cent of the arrivals were Ethiopian nationals, and 12 per cent were Somali nationals. The Sankey below shows the country of departure and the category of migrant category (outgoing, incoming or internal) by intended destination. Most migration was outgoing as entry to Yemen is necessary to continue on to Saudi Arabia, however a small portion of the migrants arriving to Yemen, from Djibouti in particular, did intend to stay in the country.

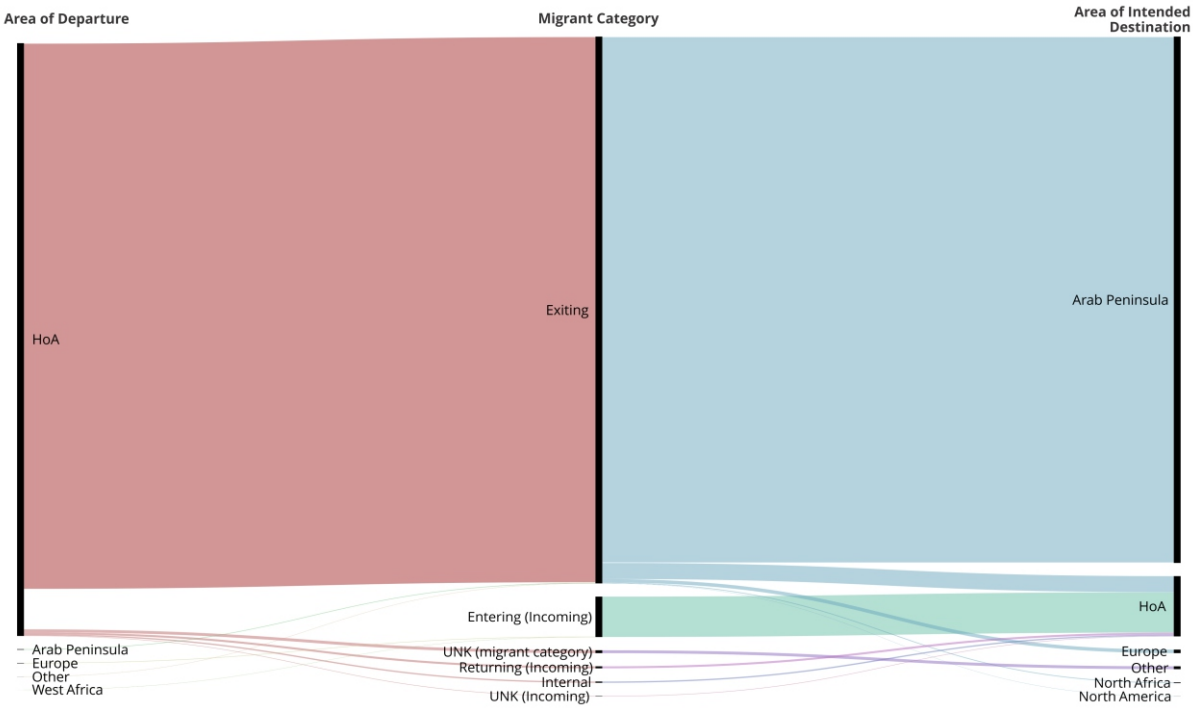



Figure 46 : Yemen- Countries of Departure and Intended Destination by Migrant Category

The map below shows the areas of departure in Yemen as reported by migration movements observed in the East and Horn of Africa.

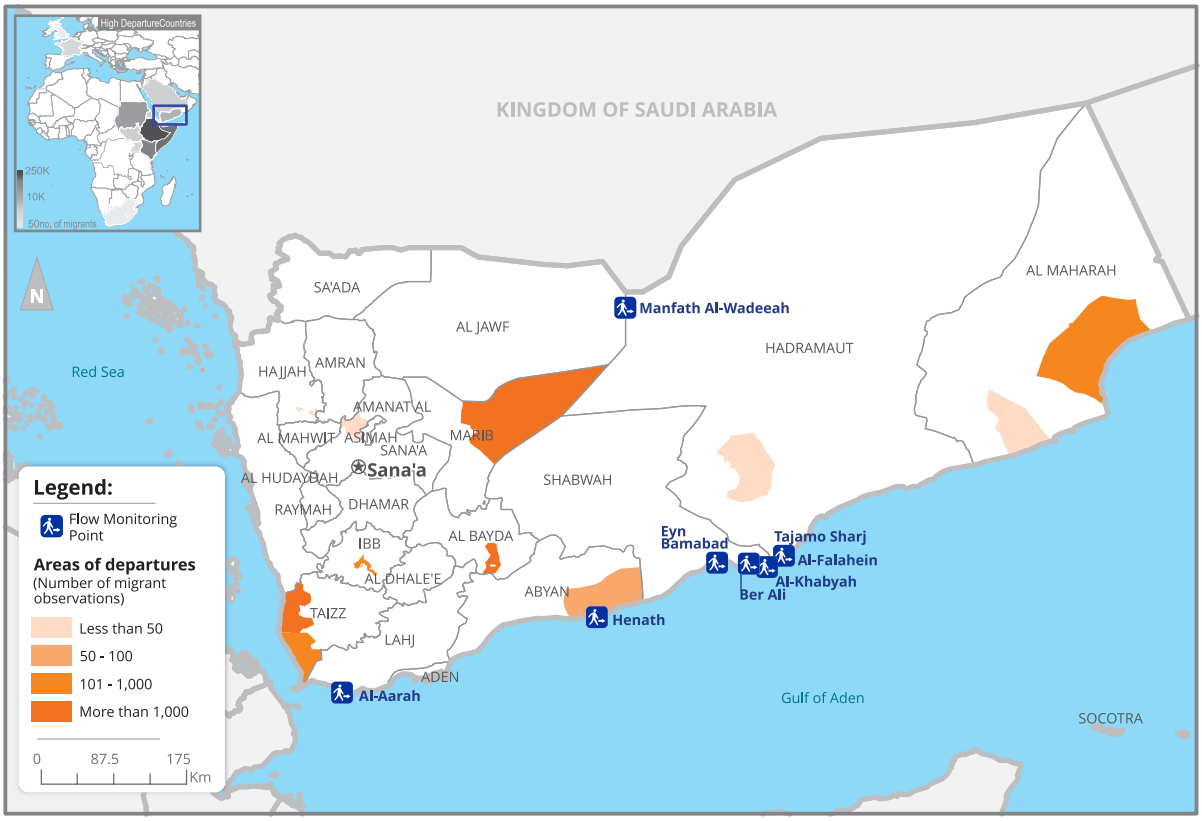



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Figure 47: Map of Yemen - Areas of Departure

## MIGRATION PROFILES

Most new arrivals in Yemen were adult males (76%), followed by adult females (16%). The sex and age breakdown is very similar to what was observed in Djibouti, although the proportion of children was even lower at eight per cent.

The majority of the migrants that arrived in Yemen were Ethiopian nationals (88%), followed, by a large margin, by Somalis (12%).

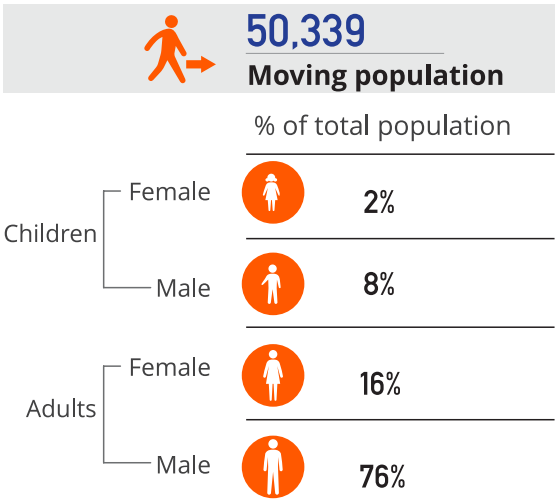


Figure 48: Sex and Age Disaggregation for Migration Movements observed in Yemen

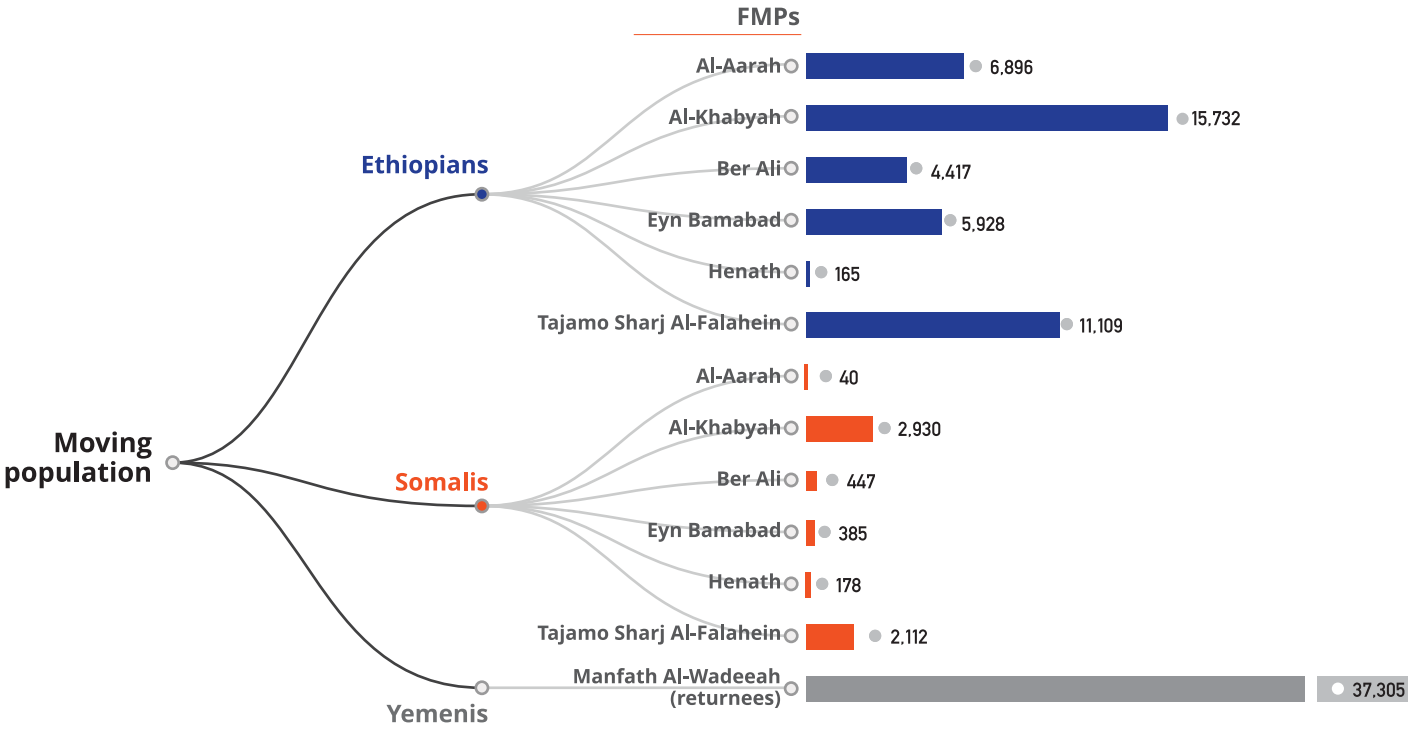


Figure 49: New Arrivals in Yemen by Nationality and FMP

**Vulnerabilities:** Similar to the results of the FMR seen in the Djibouti, the new arrivals to Yemen did not have a high proportion of reported vulnerabilities. As a percentage of the whole population, around 1.72 per cent were unaccompanied migrant children (UMC), and this was the most reported vulnerability. The percentage of UMCs was less than half that what was seen in Djibouti, but comparable to what was seen in Somalia – this can be explained by the assumption that not all UMCs in Djiboti were successful in crossing the Gulf of Aden – and possibly by the fact that only a small proportion of all migrants that intended to travel to Yemen were successful in doing so.

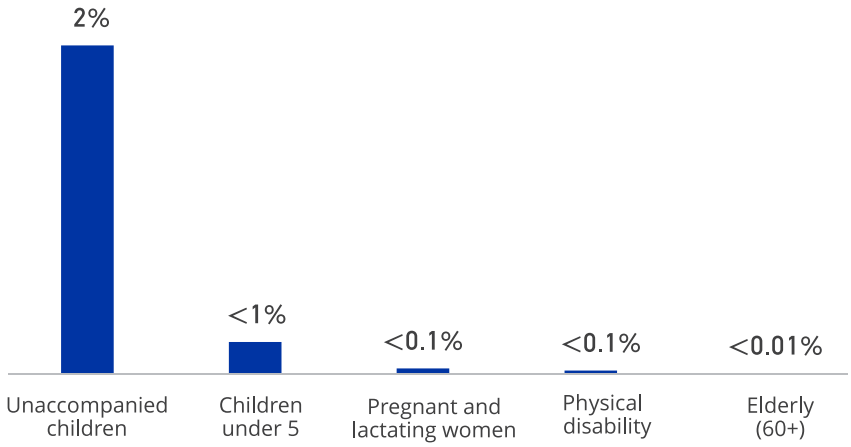


Figure 50: Vulnerabilities tracked in Yemen

**RETURNS FROM KSA:** Returns of Yemeni nationals from the Kingdom of Saudi Arabia (KSA) have been ongoing for several years. KSA had announced in March 2017 that all irregular migrants in the Country should leave KSA while tightening the requirements for migrants wanting to work with a regular status. As of October 2017, IOM has been monitoring the land returns through the Manfath Al-Wadeeah FMP along the northern border of Yemen with KSA observing 9,563 returns before 2018. Figure : Map of Yemen - Areas of Intended Destination for Yemeni returns from KSA

During the first half of the year, 37,305 returnees were tracked at this border crossing. Most of the returnees were adult males (77%), and 10 per cent were adult female. 13 per cent of the returnees were children, with more boys (8%) than girls (58%) returning

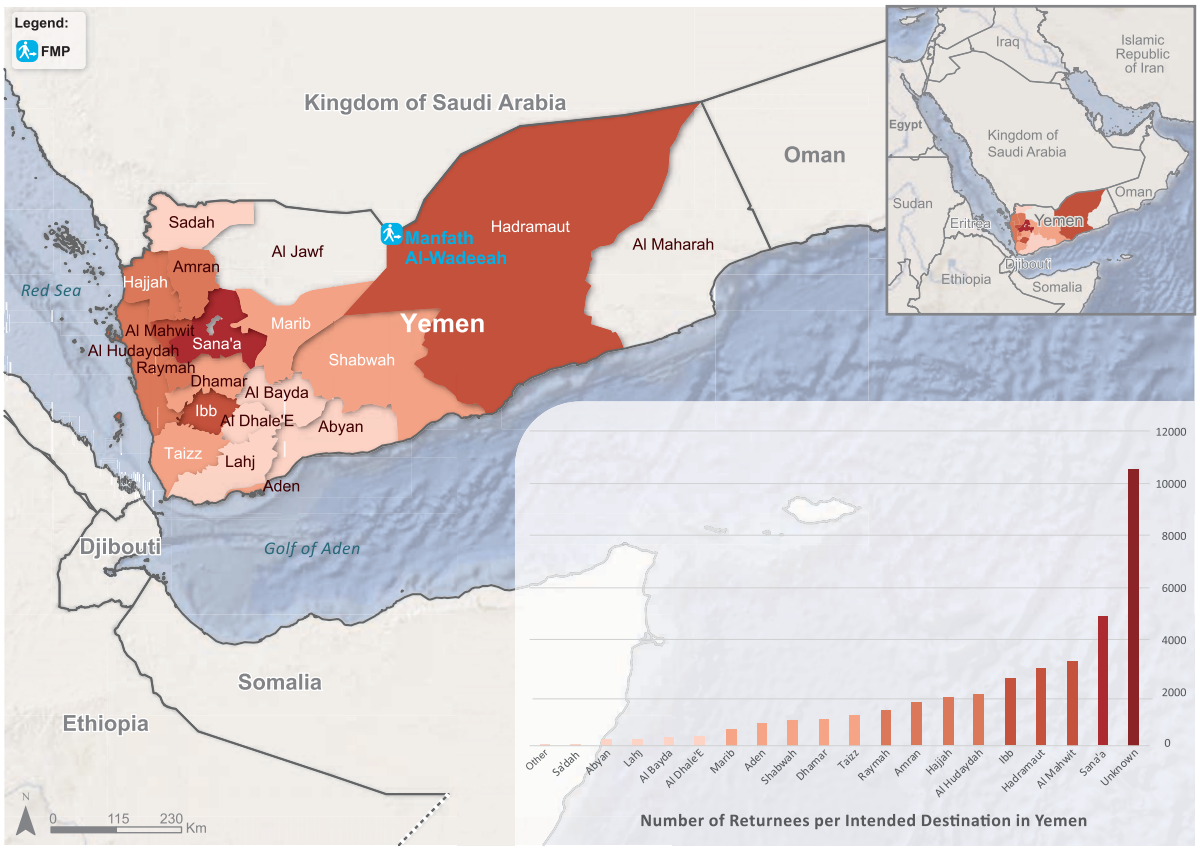


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Figure 51: Map of Yemen - Areas of Intended Destination for Yemeni returns from KSA

The map shows the areas of intended returns within Yemen, although there is reason to believe that many will try to migrate again, either to KSA, or elsewhere.

**Vulnerabilities:** There was a slightly higher incidence of vulnerabilities in this group than in the group of incoming migrants. There were more elderly people (4.4%), and more unaccompanied children in terms of percentage (2.3%) though the overall volume was smaller than that of incoming migrants. There were 1.8 per cent children under 5, and remaining vulnerabilities were less than 0.3 per cent.

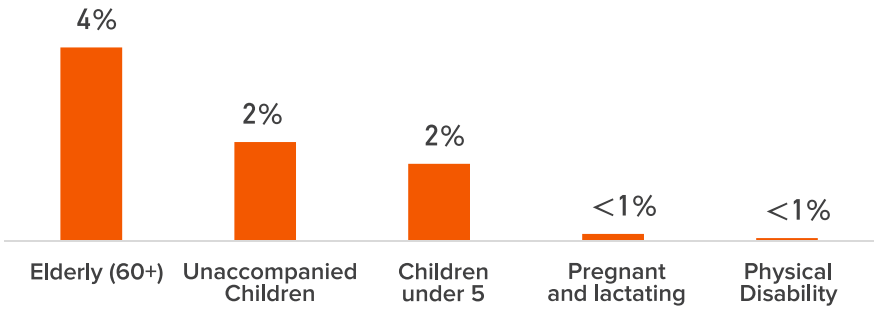


Figure 52: Vulnerabilities tracked - Yemeni returns from KSA

### Voluntary Humanitarian and Assisted Spontaneous Returns from Yemen

The humanitarian conditions in Yemen have continued to deteriorate since conflict broke out in 2015. IOM's DTM in Yemen found that as of June 2018, the country was hosting 2.3 million IDPs in addition to a large refugee and asylum-seeker population (279,264), predominantly from Ethiopia and Somalia reported by UNHCR[16]&[17]. In April the UN declared Yemen to be 'the world's worst humanitarian crisis', with three-quarters of the population, 22 million people, requiring humanitarian aid and protection, 18 million of whom are food insecure[18]. Migrants in Yemen are particularly vulnerable with deteriorating economic conditions, increasing criminality and the ongoing conflict exposing them to ever greater risk of harm and exploitation by smugglers and other criminal actors. UNHCR has documented an increase in accounts of trafficking and extortion, as well as forcible push-backs at sea, with reports of some migrants drowning during such operations. Those who remain in Yemen have increasingly been arrested and detained under critical conditions.[19]

Considering the humanitarian crisis in Yemen, IOM put in place a Voluntary Humanitarian Returns (VHR) programme from Yemen to Djibouti. Between January and June 2018, IOM facilitated the Voluntary Humanitarian Return of 430 Ethiopians from Yemen to Djibouti. Four of the five movements took place from Hodeidah, while the remaining group departed from Aden in southern Yemen on the Gulf of Aden. Around half of the returnees were adult males (51%), 22 per cent were adult females and 27 per cent were minors. In the same period IOM, in coordination with UNHCR, established an Assisted Spontaneous Returns (ASR) programme to assist Somali refugees return to Somalia in a safe and dignified manner. A total of 1,205 Somali refugees were assisted to spontaneously return from Aden in Yemen to a reception centre in Berbera, Somalia. Of these returnees, 28 per cent were adult males, 25 per cent were adult females and 47 per cent were minors.[20] Finally, as part of its Assisted Voluntary Returns (AVR) programme, IOM also evacuated 19 individuals from around the world by air to their home countries.

[16] IOM. DTM Yemen Round – 32 June 2018 (2018) [accessed 18 October 2018]. www.globaldtm.info/yemen/.

[17] UNHCR. Yemen Fact Sheet June 2018 (2018) [accessed 18 October 2018]. https://reliefweb.int/report/yemen/unhcr-yemen-factsheet-june-2018

[18] United Nations Secretary-General. Remarks to the Pledging Conference on Yemen (2018) [accessed 18 October 2018]. https://www.un.org/sg/en/content/sg/speeches/2018-04-03/remarks-pledging-conference-yemen

[19] UNHCR. UNHCR alarmed at horrific conditions facing newly-arrived refugees and migrants in Yemen (2018). http://www.unhcr.org/news/briefing/2018/4/5ad5c1c24/unhcr-alarmed-horrific-conditions-facing-newly-arrived-refugees-migrants.html

[20] The Assisted Spontaneous Returns (ASRs) from Yemen are those emigrants that opt to return to Somalia on a voluntary basis. They are provided with assistance by IOM and passage home by UNHCR due to their prima facie refugee status in Yemen.

## MIGRATION RESPONSE CENTRES (MRCS) AND MIGRATION RESPONSE POINTS (MRPS)

Situated along key migration routes in the Horn of Africa and Yemen, Migration Response Centres (MRCs) and Migration Response Points (MRPs) are facilities that provide direct assistance, such as food and temporary shelter, to migrants on the move. MRCs and MRPs fill critical gaps by providing service referrals and information that allows migrants to make informed migration, identifying those in vulnerable situations and coordinating with key partners to ensure that migrants in need of assistance receive both immediate and longer-term support. The services provided by each MRC differ across locations based on needs. Five MRCs are currently operational in the Horn of Africa: Hargeisa and Bosasso as of 2009, Djibouti as of 2011 and Semera and Metema as of 2014. Of the four MRPs that are currently operational in Yemen, four collected data on migrant registrations between January and June 2018: Aden, Alhudaydah, Saada and Sana'a.

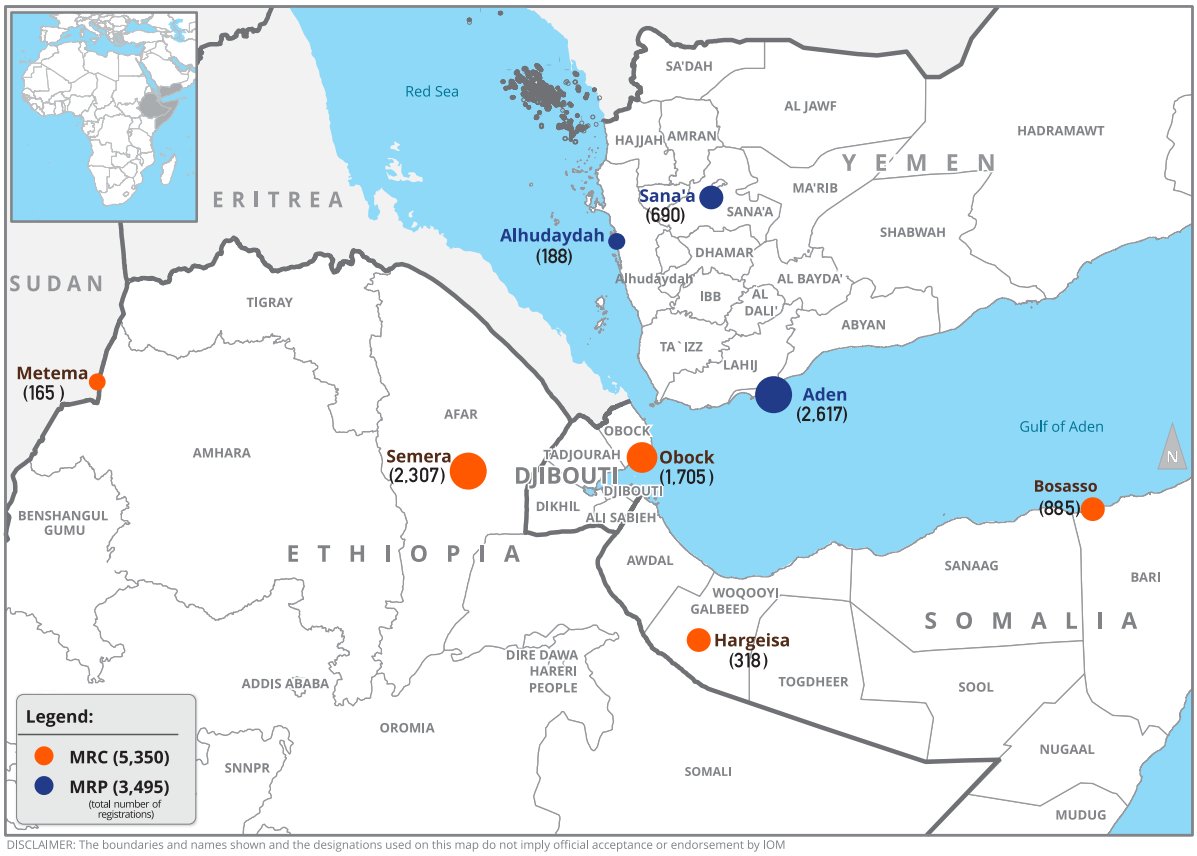


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Figure 53: Map of MRCs/MRPs

A total of 9,527 migrants were registered at IOM's MRCs and MPPs in Djibouti, Ethiopia, Somalia and Yemen between January and June 2018. The MRP with the highest number of registrations was Aden (2,617), followed by Sana'a (690), Alhudaydah (188) and Saada (5). Of the 6,027 migrants registered at MRCs in the Horn of Africa, Obock received the highest number of cases (2,351), followed by Semera (2,308), Bosasso (885), Hargeisa (318) and Metema (165). The MRC in Obock received a larger number of migrants than usual due to an outbreak of Acute Watery Diarrhea in Djibouti, during which the MRC provided emergency and medical support to migrants.

**Routes:** Only one per cent of registered migrants were travelling on the Northern route towards Europe, while 87 per cent were on the Eastern route towards Gulf Cooperation Countries, in particular KSA, and 12 per cent were migrating to countries within the Horn of Africa. The predominance of migrants on the Eastern route can be linked to the overall popularity of the Eastern route among migrants in the region, but also the geographical location of the MRCs. In

fact, the three MRCs receiving the largest caseloads of migrants: Obock, Semera and Bosasso, are all situated in strategic locations along the Eastern route. The Semera MRC is located close to the border between Ethiopia and Djibouti, and it is predominantly frequented by migrants heading through Djibouti towards Gulf countries, while both Obock and Bosasso are points of departure to Yemen.

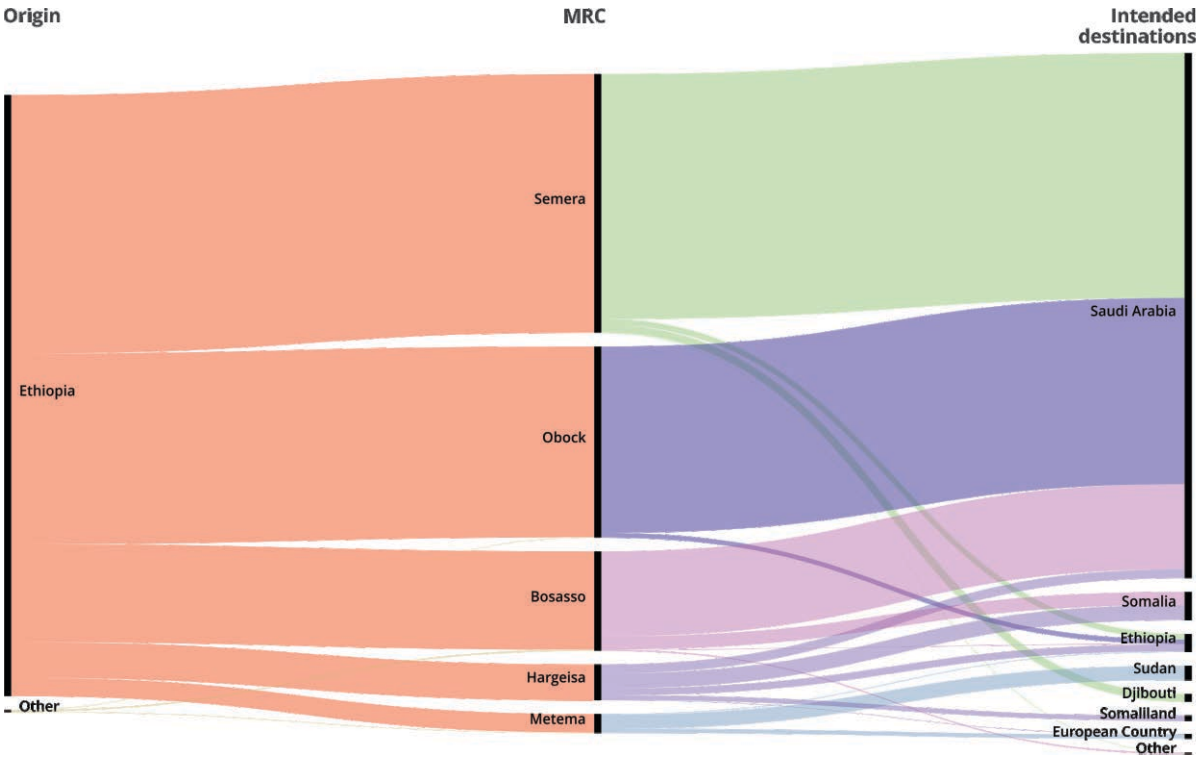


Figure 54: Country of origin of contacts, and intended final destination, by MRC

**Profiles:** Across MRCs, 99.8 per cent of contacts were of Ethiopian nationality. A majority of MRC registrations in the Horn of Africa were adult males (74%), with adult females and children constituting 14 per cent and 12 per cent of total registrations, respectively. The profiles of migrants on the Eastern route differed from those traveling within the Horn of Africa. Migrants using the Eastern route towards Saudi Arabia were predominantly 18-29 years of age, with females constituting only 15 per cent of the individuals on this route. In contrast, among migrants migrating within the Horn of Africa, in particular to Somalia, the age distribution was slightly more evenly spread out, with 30 per cent of contacts being minors and 35 per cent females.

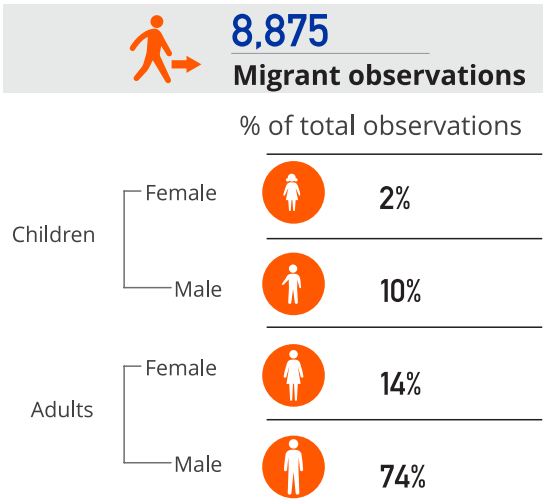


Figure 55: Sex and Age Disaggregation for MRC registrations

The most commonly reported reasons for migration across all the MRCs were economic reasons (88%), followed by conflict (6%), and the most common hardships experienced were a lack of basic services (68%), detention at some point during their journey (8%), as well as bribes and extortion (7%). Furthermore, 71 per cent of all registered migrants needed food and water, 66 per cent requested emergency shelter and 64 per cent needed some form of psycho-social support.

Figure 56: Main reasons for Migration, for Migrants registered in MRCs

## METHODOLOGIES

**Flow Monitoring:** the purpose of flow monitoring is to provide regularly updated information on the scale and profile of population movements. The information and analysis provided by flow monitoring also aims to better understand and define shortcomings and priorities in the provision of assistance along the displacement/migratory routes flow monitoring methodology consists of three basic steps:

- High Mobility Area/Location Assessments: aimed at mapping locations of high mobility to ascertain where to set up Flow Monitoring Points done through key informant interviews.
- Flow Monitoring Registry (FMR): aimed at capturing quantitative data about volumes of migrants, nationality, sex and age disaggregated information, origin, destination and observable vulnerabilities. This is done by enumerators at the Flow Monitoring Points.
- Flow Monitoring Survey (FMS): aimed at capturing qualitative information about the profiles of the migrants, migration drivers and their needs. This is done interviews with a sample of migrants passing through the FMPs.

Through the flow monitoring registry, 444,490 migration movements were observed in the reporting period, and 6,449 flow monitoring surveys were carried out (3,265 in Ethiopia and 3,184 in Somalia).

A**nalysis was undertaken according to the routes** (Horn of Africa, Eastern, Northern and Southern) a**nd at country level according to migrant category** (incoming, outgoing, internal).

**Routes:** migrants, irrespective of their area of departure, are associated with one of the following routes based on the country of their intended destination.

- **Horn of Africa:** Djibouti, Eritrea, Ethiopia and Somalia;
- **Eastern Route:** Saudi Arabia, Yemen, United Arab Emirates, Lebanon, Turkey, Qatar, Bahrain, Kuwait, Iraq and Jordan;
- **Southern-Route:** Kenya, South Africa, Uganda, South Sudan, Zambia, United Republic of Tanzania, Swaziland, Zimbabwe, Rwanda, Mozambique, Angola, Congo and Nigeria;
- **Northern-Route:** Sudan, Germany, Italy, Libya, Egypt, the United Kingdom, the United States of America, France, Canada, Sweden, Norway, the Netherlands, Algeria, Europe, Denmark, Switzerland, Tunisia, Austria, Belgium, Greece, Finland and Spain.

**Migrant Categories:**

- **Outgoing/Exiting Migrants:** Migrants traveling out of the country where the FMP is located, or transiting through the country of the FMP, where the intended final destination is not the country of the FMP. Nationality is irrelevant;
- **Incoming migrants:** both entering (non-nationals of the country of the FMP) and returning (nationals of the country of the FMP) migrants, where the intended destination is the country of the FMP;
- **Internal Migrants:** where both the departure and the destination country are the country of the FMP - this potentially includes circular migration.

**Limitations:** FM methods aim to provide information on mobility trends by capturing data at selected Flow Monitoring Points (FMPs). The selection of FMPs is based on a baseline assessment that indicates the relevance of different locations in the country for the establishment of FM exercises. Geographical coverage of FM activities is not exhaustive and is limited to selected FMPs. Information provided by FMR and FMS is representative only of the selected location (FMP) where they were collected. Isolated FMR results are not indicative of movements in other non-monitored transit locations. Flow Monitoring activities are not representative of all flows in the geographical region covered by the exercise. The combined results must be read as

indicative of change in trends, rather than exact measurements of mobility. FMR does not replace, in any case, official estimates at border crossing points.

**Forced Returns from KSA to Ethiopia:** There are two projects implemented by IOM that provide emergency assistance to Ethiopian deportees from KSA including: registration and profiling, onward transportation, temporary shelter, psychological and medical assistance, referral assistance and family tracing and reunification for UMCs, as well as facilitating orderly, safe, regular and rights-based migration through the facilitation of dignified voluntary return and the implementation of development-focused and sustainable reintegration policies and processes.

**Returns from KSA to Yemen:** Returns are carried out though Manfath Al-Wadeeah, the northern FMP in Yemen, where IOM enumerators use the FMR to track migrant that travel by bus from KSA to Yemen.

**Voluntary Humanitarian and Assisted Spontaneous Voluntary Returns:** data on humanitarian evacuations from Yemen to Ethiopia (via Djibouti) and Somalia was extracted from passengers' manifests and provided by IOM Yemen (non-personal data).

**Migrant Response Centres and Points:** data for MRCs is collected through the mobile registration of individual migrants upon arrival. The type of information collected at MRCs is standardized and is slightly different than the one at MRPs, but registration of newly arrived migrants is also carried out at MRPs. As migrants at both MRCs and MRPs are not biometrically registered, there is the possibility that the same person might seek assistance at the facilities multiple times; and although enumerators ask whether the migrant is new to the MRC or is a returning beneficiary, IOM cannot exclude a risk of double counting.

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**A Somali woman stand holding fish near a fishing vessel in Bossaso, Somalia.**

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This project is co-funded by
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