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IOM DISPLACEMENT
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FLOW MONITORING REPORT

NIGERIA

JANUARY — MARCH 2021

 **IOM**
UN MIGRATION

INTRODUCTION

In order to gain a better understanding of mobility flows and trends throughout West and Central Africa, the International Organization for Migration (IOM) implements the Displacement Tracking Matrix's Flow Monitoring (FM) tool at key transit points across the region.

Flow Monitoring activities are conducted in close cooperation with national and local authorities as well as with local partners. The Flow Monitoring tool consists of two main components: the Flow Monitoring Registry (FMR), which captures key data on the magnitude, provenance, destination and mode of travel of mobility flows, and the Flow Monitoring Survey (FMS), for which individual surveys are conducted with travellers to gather detailed information about the profiles, migration experience, and intentions of migrants. Through these activities, the Flow Monitoring tool collects data on migration flows and trends, traveller profiles, migration journeys, and intentions of migrants in order to obtain a sharpened view of mobility in West and Central Africa.

In Nigeria, DTM conducts Flow Monitoring activities in several important transit locations in Sokoto and Kano to monitor the movements of passenger buses to and from Niger. The Sokoto FMP covers three migratory routes in Illela, Gada and Sabon-Birnin. And the Kano FMP (Kofar Ruwa Park and Yankaba Park) covers two migratory routes in Dala and Nasarawa Local Government Areas in Kano state.

This report is subdivided into two sections: one section presents data obtained during the Flow Monitoring Registry and another section presents the key results from the Flow Monitoring Survey conducted with travellers between **January and March 2021**. The report presents data collected on flows, routes, provenance, destination and demographic profiles of travellers observed at the FMPs.

Additional information on Flow Monitoring methodology is available on the last page.

KEY FIGURES



2 FMPs in Nigeria



1,298 travellers observed daily



717 individual surveys



-3% change in flows from the previous quarter



31% of individuals were travelling to Nigeria



98% of individuals were aware of the COVID-19 pandemic



94% of individuals took COVID-19 preventive measures



79% of individuals faced challenges while in transit as a result of COVID-19 pandemic

TRAVELLER PROFILES AND MOBILITY TRENDS

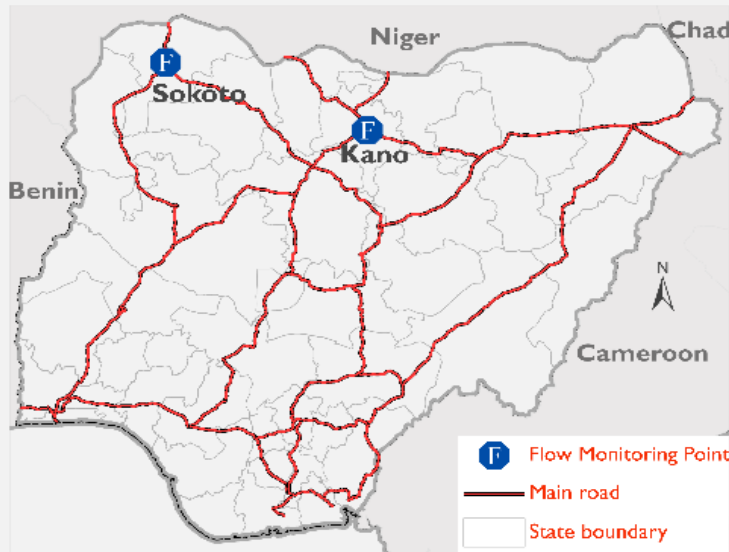
Mobility trends: During the reporting period, on average, 1,298 individuals were observed at FMPs on a daily basis. This represents a decrease of 3 per cent in comparison to the 1,336 individuals observed on a daily basis between October and December 2020. The decrease may be attributed to fears of border closures as a proposed security measure. During the presidential runoff election held in Niger in, many people stayed back to vote, which led to a major decline in recorded movements in February. Furthermore, the Local Government Area election conducted in Kano state, where majority of the movements were recorded, was reported as the reason for the decline in movements in the first quarter of 2021.

Types of flows: All observed travellers were conducting a cross-border movement (31% were entering the country, while 69% were leaving the country) which was similar to the movement in the previous month.

Departure/Origin and destination: Between January and March 2021, the main cities from which individuals travelled from (inflow) were Maradi (43%), Zinder (26%), Tahoua (23%) and Diffa (6%) in Niger. Travellers from Nigeria (outflow) were primarily headed to Zinder (44%), Maradi (40%) and Diffa (8%) in Niger. The main modes of transportation were car (56%), bus (39%), motorbike (1%) and on foot (1%).

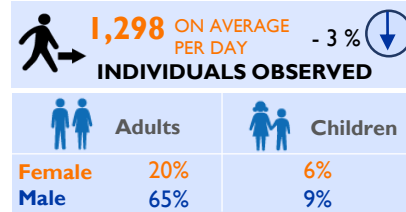
Traveller profiles: While 65 per cent of travellers were adult male, 20 per cent were adult female and 15 per cent were children (6% female children, 9% male children).

COVID-19 awareness: The majority of individuals (98%) were aware of the COVID-19 pandemic.



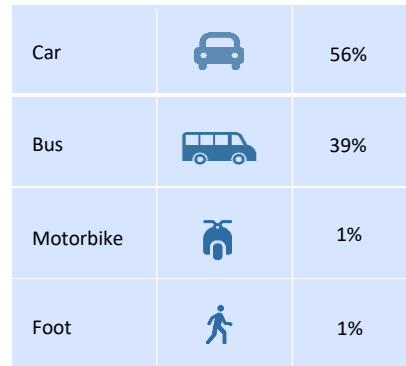
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TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT



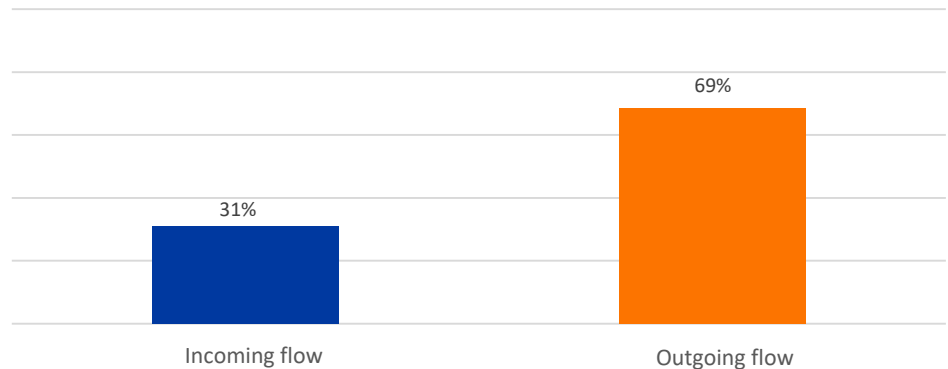
ORIGIN & DESTINATION OF FLOWS

Origin of flows	
Country	% of flows
Nigeria	69%
Niger	31%
Chad	<1%
Cameroon	<1%

Destination of flows	
Country	% of flows
Niger	66%
Nigeria	31%
Chad	2%
Cameroon	1%

DIRECTION OF FLOWS

REGISTERED FLOWS



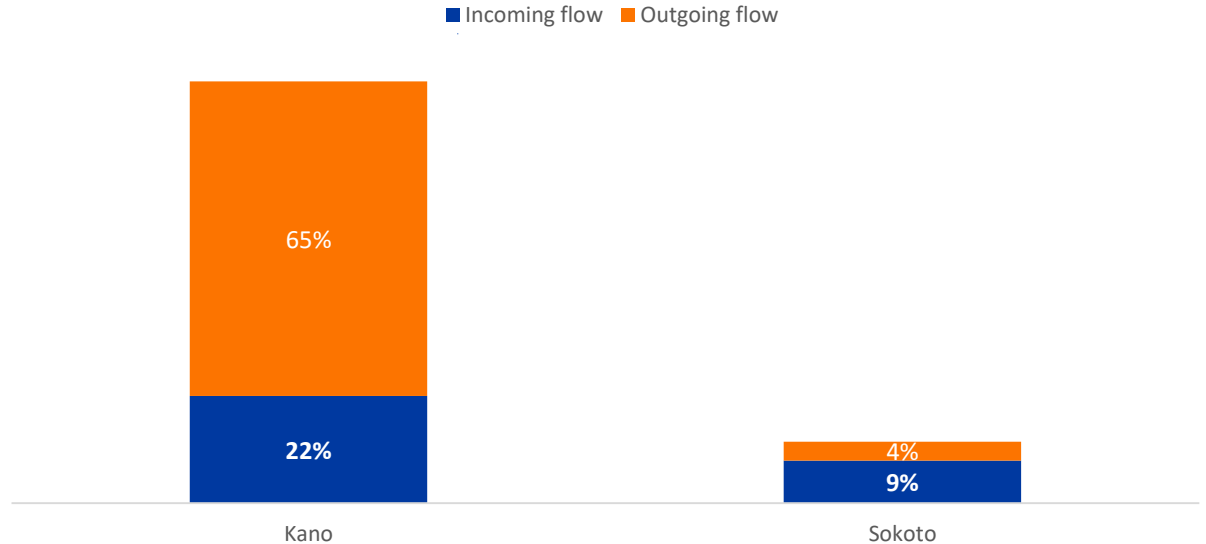
LOCATION OF FLOWS AND QUARTERLY EVOLUTION OF FLOWS

Flow monitoring points: The FMPs at which the majority of the flows were recorded over the quarter were in Kano (87%) of which 65 per cent were outflows and 22 per cent were inflows.

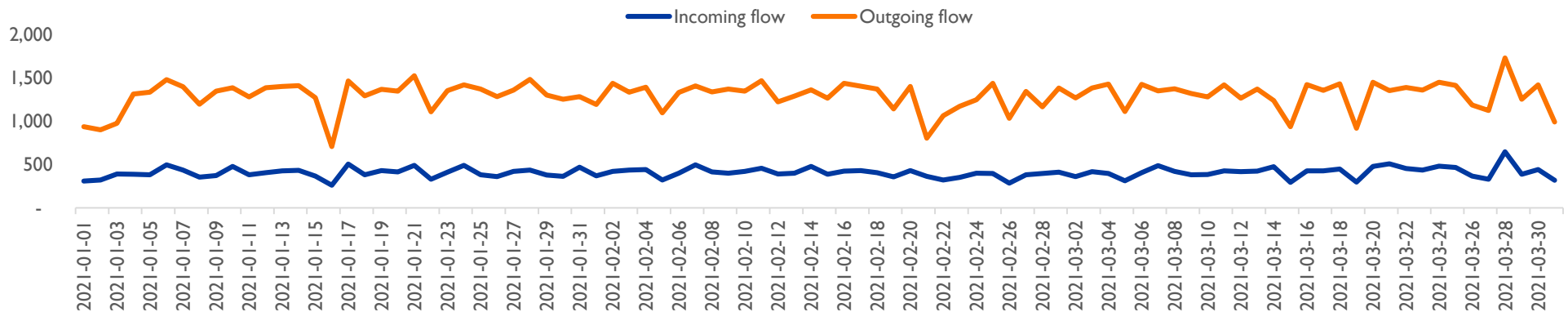
Types of flows recorded at FMPs: Data collected over the reporting period shows that Sokoto recorded more inflow movements (9%) than outflow (4%), while, at the Kano FMPs, the outflow movements (65%) recorded was significantly higher than the recorded inflow movements (22%). These FMPs are strategic transit points for flows travelling through the country. Kano experienced a higher influx of travellers (87%) in and out of Nigeria because of their population size and commercial activities. Other FMPs, in Sokoto, recorded a smaller share of travellers (13%) because of its relatively smaller population and commercial activities. However, the FMPs in Sokoto are very strategic locations, as they are border points and transit points between Nigeria and Niger.

Quarterly evolution of flows: The graph below illustrates the evolution of the flows observed at the Nigerian FMPs between January and March 2021. Flows remained relatively constant throughout the quarter except for a significant decrease observed on 1-2 January, with most travellers tending not to travel around New Year festivities. Also, the Local Government Area election conducted in Kano state where majority of the movements were recorded was the reason for the decline in movements recorded on 16 January. Due to fear of border closures as a proposed security measure during the presidential runoff election that was held in Niger and many people's choice to stay back to vote, there was a major decline in movements recorded on 21 February.

RECORDED FLOWS, BY FMP AND TYPE OF FLOW



DAILY EVOLUTION OF FLOWS, BY TYPE OF FLOW



SOKOTO

Presentation of FMP: The Sokoto Flow Monitoring Point (FMP) was set up in March 2017 covering three migratory routes in Illela, Gada and Sabon-Birnin. The FMP monitors cross-border flows of migrants between Nigeria and Niger to better understand dynamics of migration covering these routes.

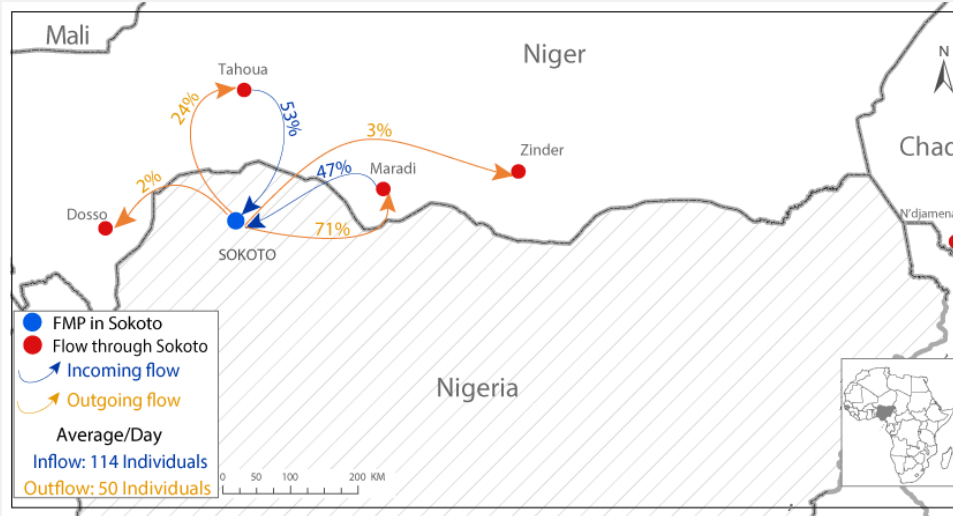
Mobility trends: In the reporting period, at the Sokoto FMP, on average 164 individuals were observed daily. This represents an increase of 5 per cent in comparison to the number of individuals observed in the previous quarter, (156 individuals). In the 1st quarter, peaks were observed on (3rd, 10th, 17th and 24th) January, (7th, 14th, 21st, and 28th) February and (7th, 14th, 21st, and 28th) March which corresponded to market days in Gada, Illela, Sabon-Birnin, Yarbulutu, Mailalle (in Nigeria), Tumfafi, Dandadi and Souloulou (in Niger Republic). The presidential runoff election held in Niger on 21 February coincided with market days however, that did not affect the movements recorded as Sokoto FMP recorded high inflow because most of the traders reside along the border towns and had easier accessibility to the Nigeria-Niger border.

Types of flows: All observed travellers were undertaking a cross-border movement (69% were entering the country, while 31% were leaving the country).

Departure/Origin and destination: In the 1st quarter of 2021, the cities from which individuals travelled (inflow) were Tahoua (53%) and Maradi (47%). Travellers from Nigeria (outflow) were primarily headed to Maradi (71%), Tahoua (24%) and Zinder (3%). The main modes of transportation were car (42%), bus (20%), motorbike (10%), foot (10%), bicycle (9%) and riding animals (4%).

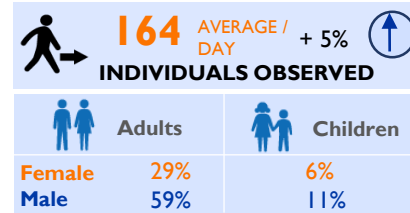
Traveller profiles: While 57 per cent of travellers were adult male, 24 per cent were adult female and 19 per cent were children (7% female children, 12% male children).

Movements observed at Sokoto between January and March 2021



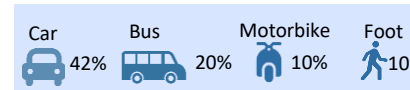
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TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT



PROVENANCE & DESTINATION OF FLOWS

Origin of flows	
Country	% of flows
Niger	69%
Nigeria	31%

Destination of flows	
Country	% of flows
Nigeria	69%
Niger	32%

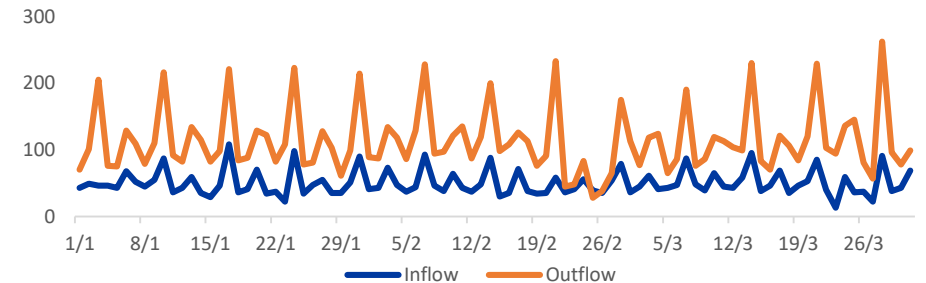
DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY EVOLUTION OF FLOWS

DAILY MOVEMENTS



KANO

PRESENTATION OF FMP: The Kano FMP (Kofar Ruwa Park and Yankaba Park) has been collecting data since March 2017, covering two migratory routes passing through Dala and Nasarawa Local Government Areas in Kano state. The FMP was installed to monitor cross-border flows of migrants between Nigeria and Niger and to better understand dynamics of migration covering these routes.

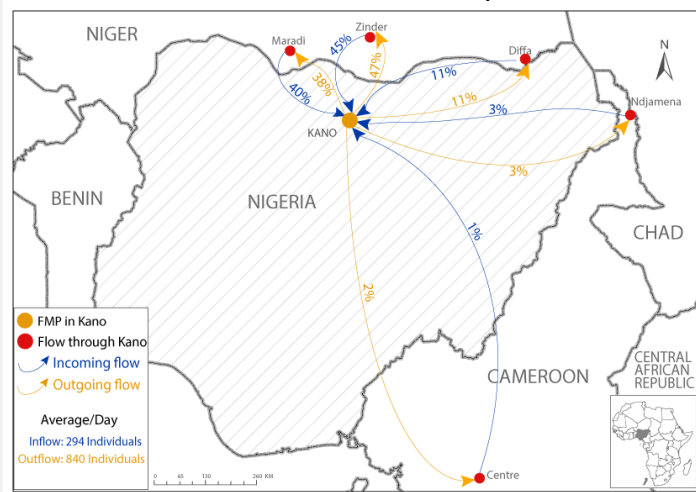
Mobility trends: In the reporting period, at the Kano FMP, on average, 1,134 individuals were observed daily. This represents a decrease of 4 per cent in comparison to the number of individuals observed in the previous quarter, (1,181 individuals). On 1 and 2 January, the movements recorded were low as a result of travellers tending not to travel around New Year festivities. Also, the Local Government Area election conducted in Kano state was the reason for the decline in movements recorded on 16 January. Due to fear of border closure as a proposed security measure during the presidential runoff election that was held in Niger and many people that stayed back to vote, there was a major decline in movements recorded on 21 February.

Types of flows: All observed travellers were undertaking a trans-boundary movement (26% were entering the country, while 74% were leaving the country).

Departure/Origin and destination: Between January and March 2021, the main cities from which individuals travelled (inflow) were Zinder (45%), Maradi (40%) and Diffa (11%) in Niger. Travellers from Nigeria (outflow) were primarily headed to Zinder (47%), Maradi (38%) and Diffa (11%) in Niger. The modes of transportation were car (58%) and bus (42%).

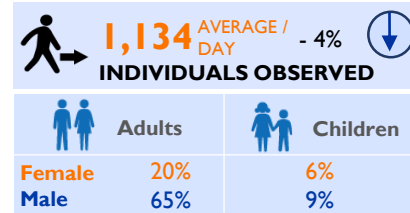
Traveller profiles: While 65 per cent of travellers were adult male, 20 per cent were adult female and 16 per cent were children (6% female children, 9% male children).

Movements observed at Kano FMP between January and March 2021



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

TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT

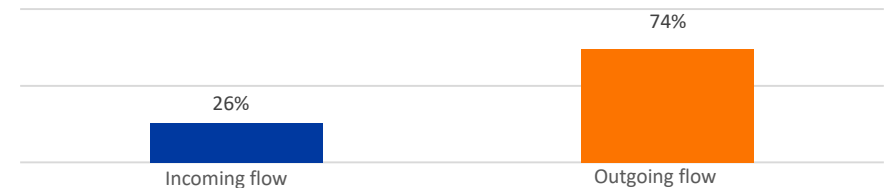


PROVENANCE & DESTINATION OF FLOWS

Origin of flows	
Country	% of flows
Nigeria	74%
Niger	25%
Chad	<1%
Cameroon	<1%

Destination of flows	
Country	% of flows
Niger	71%
Nigeria	26%
Chad	2%
Cameroon	1%

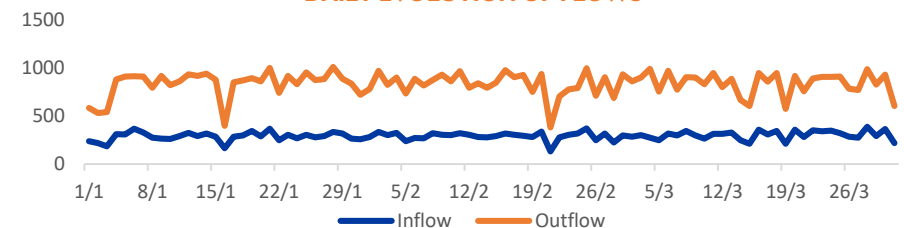
DIRECTION OF FLOWS



DAILY EVOLUTION OF FLOWS

REGISTERED FLOWS

DAILY MOVEMENTS



MIGRATION JOURNEY

Introduction: Between January and March 2021, 717 Flow Monitoring Surveys were conducted at the two Flow Monitoring Points (Kano and Sokoto) in Nigeria.

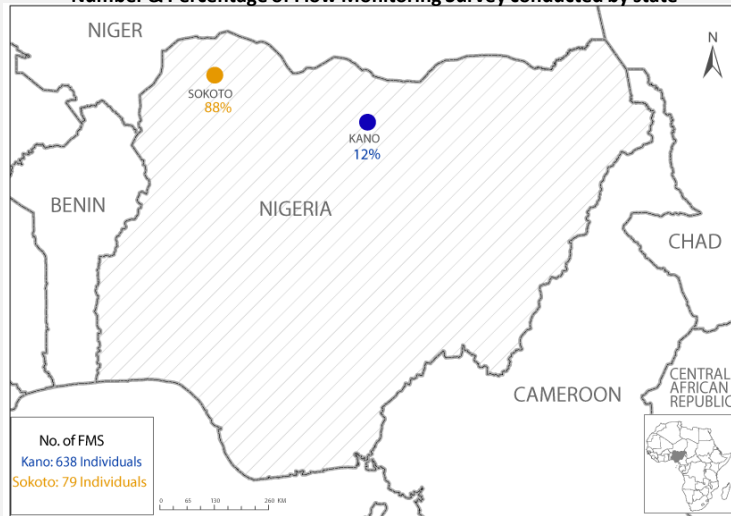
Number of surveys by FMP: Most surveys (88%) were conducted at the Kano FMP. This is because Kano is one of the biggest commercial cities in West Africa and the second largest city in Nigeria in terms of population.

Country of departure and destination: The majority of travellers (88%) began their migration journey from Nigeria, followed by Niger (12%). These findings reflect the fact that the border points between Nigeria and Niger gives room for a lot of short-term commercial activities between the two countries.

Survey results show that 45 per cent of interviewed individuals intended to travel to West & Central Africa, 35 per cent intended to travel to North Africa and 20 per cent intended to travel to Europe as their region of final destination. Statistics have shown that many Nigerians heading to Europe explore the North African route, eventually crossing the Mediterranean Sea in boats and ships that carry passengers in excess. However, many migrants go to North Africa to seek job opportunities (construction, domestic work, etc.). The survey results further show that the main countries of intended final destination were Niger (25%), Libya (18%), Algeria (16%), Nigeria (15%), Italy (7%) and Spain (6%).

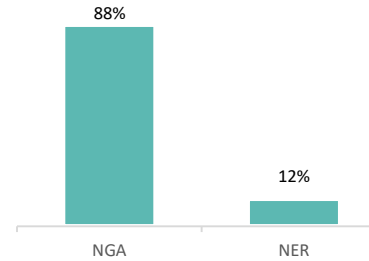
Reasons for travel: The primary reason for travel for the vast majority of surveyed travellers was economic migration (96%), while others (4%) were travelling for marriage and/or to rejoin family, to further their education, etc.

Number & Percentage of Flow Monitoring Survey conducted by state

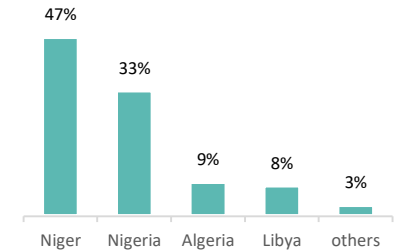


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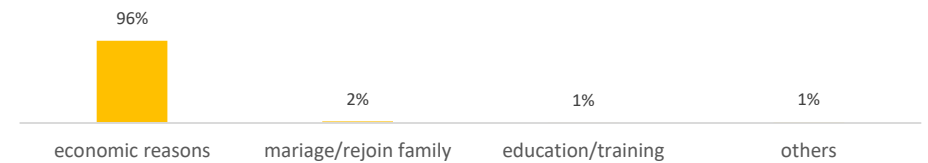
MAIN COUNTRIES OF DEPARTURE



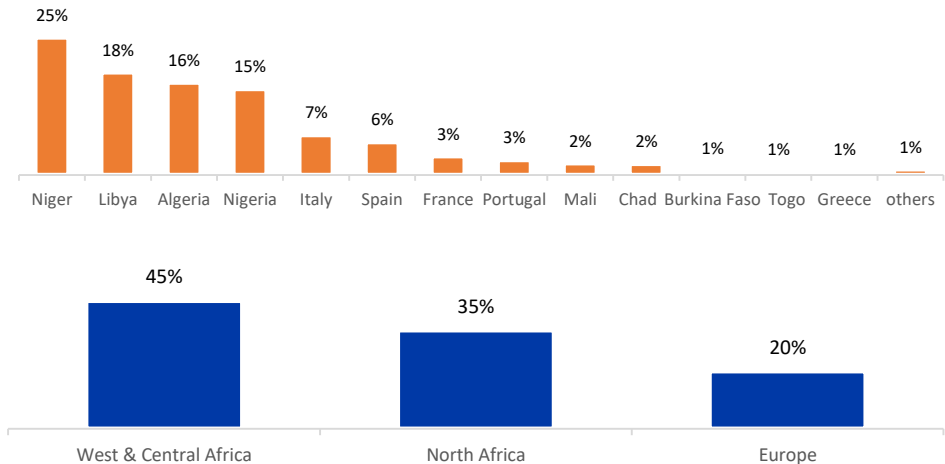
MAIN COUNTRIES OF DESTINATION



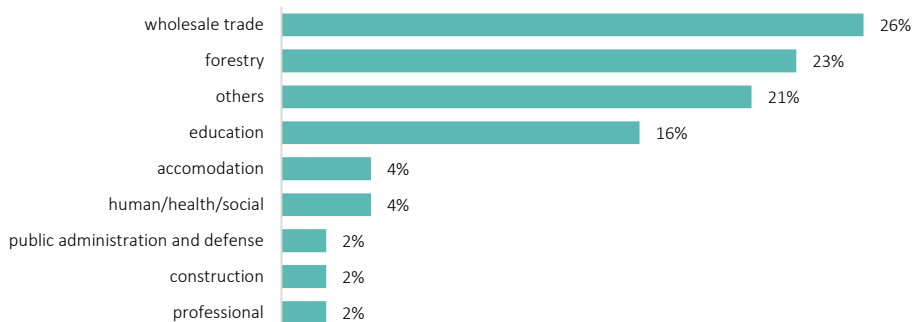
PRIMARY REASONS FOR TRAVEL



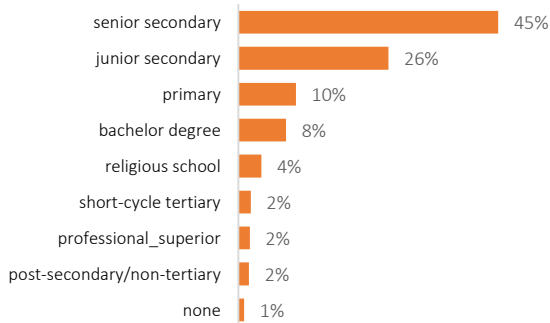
INTENDED DESTINATION COUNTRY AND REGION



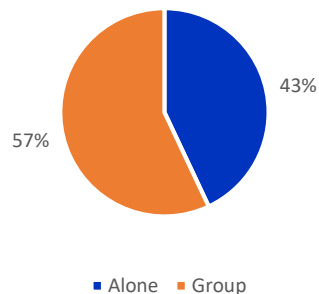
FIELD OF WORK



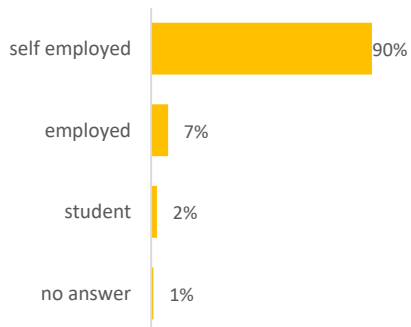
EDUCATION LEVEL



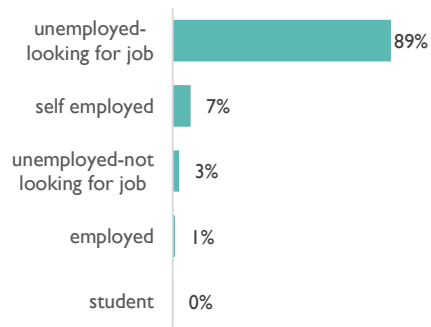
TYPE OF TRAVEL



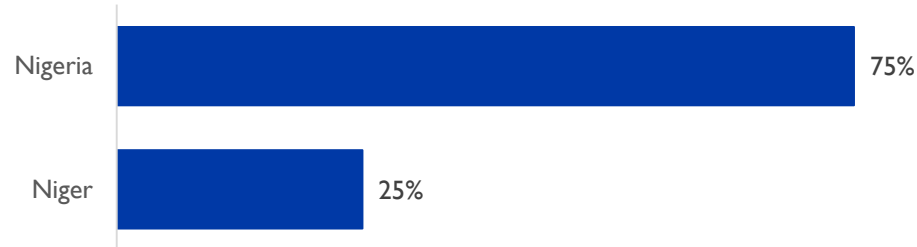
OCCUPATIONAL STATUS PRIOR TO MIGRATION



CURRENT OCCUPATIONAL STATUS



NATIONALITY



SOCIO-ECONOMIC PROFILE AND NATIONALITY

Nationality: The majority of surveyed travellers (75%) were Nigerian nationals, followed by Nigerian nationals (25%). Nigeria and Niger do not only share boundaries, but their nationals also trade and conduct commercial activities with each other which leads to a greater percentage of movements.

Occupational status (prior to travel and current): Prior to starting their migration journey, most travellers (90%) were self-employed. Meanwhile, 7 per cent were employed and 2 per cent were students.

At the time of the survey, however, the most common occupational statuses of travellers were unemployed and looking for a job (89%), self-employed (7%) and unemployed and not looking for a job (3%). The difference in occupational statuses before travel and at the time of the survey show that most of the travellers quit their jobs or lost their jobs in the process of migration. Most travellers prefer employment (for steady flow of income) and are only forced to trade because of lack of employment. Since the outbreak of COVID-19 most businesses have not been up and running.

Field of work: Twenty-six per cent of surveyed individuals were traders, this accounts for the majority of the short-term commercial movements between Nigeria and Niger, as both countries have specific market days each week that promote short-term commercial activities.

Education level: The vast majority of travellers have a high level of education. 45 per cent of the travellers completed secondary school education, 26 per cent have junior secondary school education, 10 per cent have primary school education, 8 per cent hold a university degree, 4 per cent are graduates of religious school, 4 per cent are higher diploma graduates and possess 1 year or more professional training while 2 per cent are professionals (masters and doctors of philosophy).

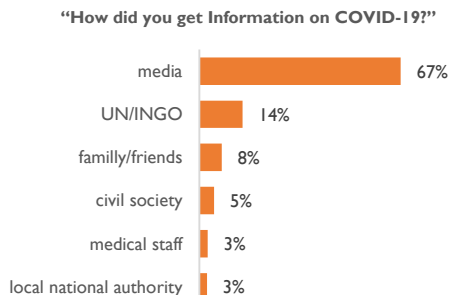
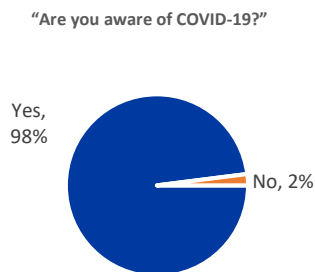
COVID-19

In the context of the COVID-19 crisis, additional questions were added to the survey in order to gain a better grasp of travellers' knowledge of COVID-19 and to assess measures taken to mitigate the spread of the virus.

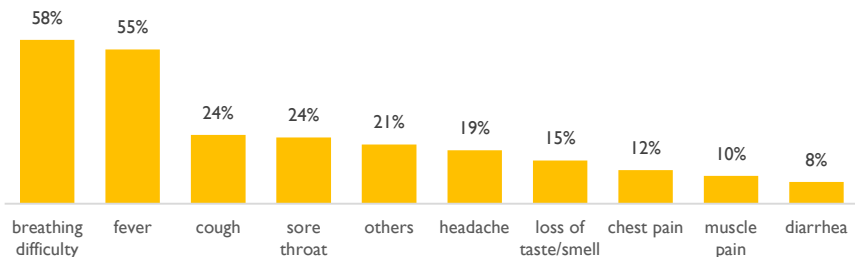
Awareness of COVID-19 pandemic: Amongst surveyed individuals, 98 per cent were aware of the COVID-19 pandemic, while 2 per cent did not know about the pandemic. The main means by which surveyed individuals gained awareness on COVID-19 were through media (67%), United Nations organizations/INGOs (14%) and through family or friends (8%). The vast majority (91%) of interviewees could cite one or more symptoms associated with COVID-19, including breathing difficulty (58%), fever (55%), cough (24%), sore throat (24%) and headache (19%). When asked about the actions to take in the event of symptoms, 54 per cent of respondents said that one should call the COVID-19 emergency number, 51 per cent that they should stay at home and 42 per cent that they should see a doctor. The main preventive measures taken by surveyed individuals in the vehicles were wearing face masks (84%), carrying fewer passengers at a time (42%) and disinfecting the vehicle (30%). However, 12 per cent of surveyed individuals took no preventive measures against COVID-19 in the vehicle. Sixty-eight per cent of surveyed travellers mentioned the use of hand sanitizers as the main protective measure to be taken in the event of a COVID-19 case during the travel.

Challenges faced: The majority of the surveyed travellers indicated having faced challenges since the start of the COVID-19 crisis; the main ones were the death of family and friends due to COVID-19 (35%), the decline of food accessibility (10%) and the loss of jobs/economic hardships (9%). Yet, 28 per cent of the surveyed travellers stated they had not faced any challenge so far.

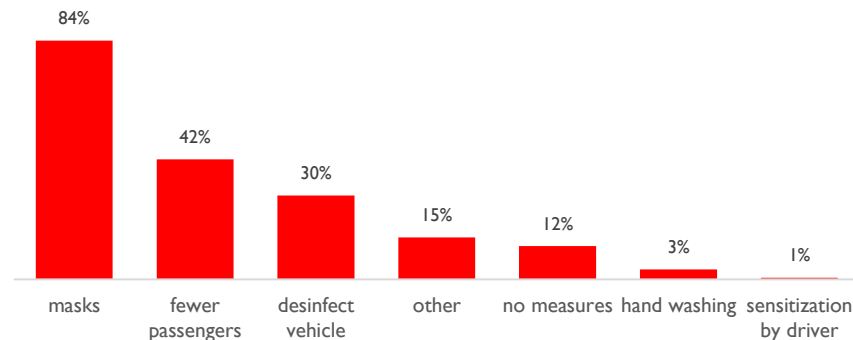
AWARENESS OF COVID-19



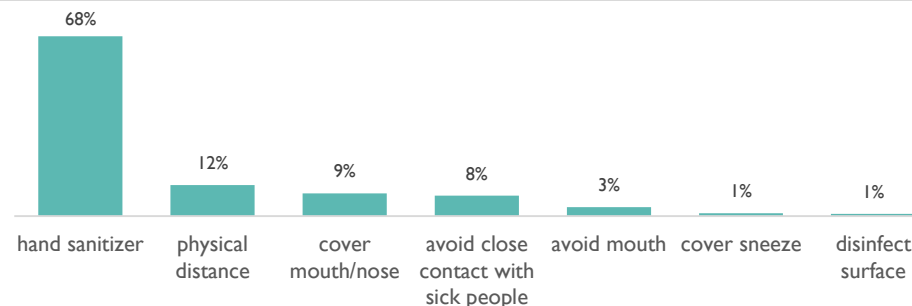
KNOWLEDGE OF COVID-19 SYMPTOMS



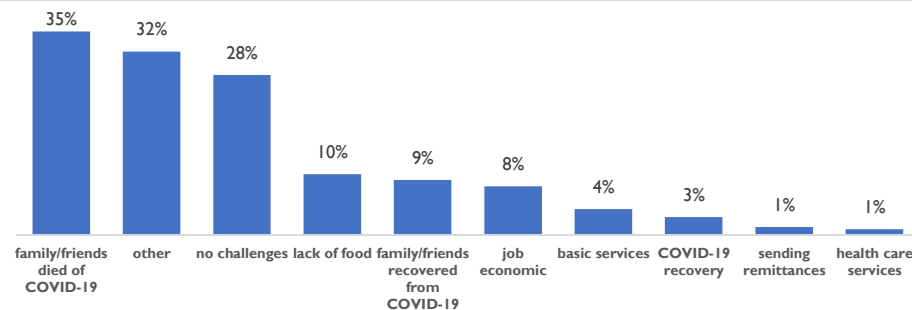
PREVENTIVE MEASURES TAKEN IN VEHICLE



PROTECTION MEASURES RELATED TO COVID-19 PUT IN PLACE DURING THE TRAVEL



CHALLENGES FACED



INTRODUCTION: Flow Monitoring, a tool of IOM's Displacement Tracking Matrix (DTM), was set up to provide a better understanding and an overview of mobility through West and Central Africa, through the collection of key data on the magnitude, provenance and destination and profiles of flows in areas of high mobility throughout the region.

METHODOLOGY: Flow Monitoring is a data collection activity which seeks to gather key information on mobility. It begins by identifying zones in which large mobility flows and highlighting the characteristics and journeys of travellers in these zones. Areas of high mobility are identified with the help of national authorities. DTM teams, with the support of local authorities and partners, then identify strategic points of transit, at which 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 coach stations, border patrol officers, local authorities, bus drivers or travellers themselves. The FMR gathers data on the number of travellers crossing FMPs, as well as the provenance, next destination, vulnerabilities and means of transport of travellers.

At each FMP, data is collected by a team

of 6 enumerators. Data collection is carried out daily, between 8:00 am and 5:00 pm. This corresponds to the peak hours of mobility. Enumerators collect data via a form filled out using information provided by key informants or gathered through direct observation.

The purpose of the **FMS** is to collect detailed information on the profiles, migration journeys and intentions of migrants. Data is collected through interviews with a random sample of travellers. Migrant interviews are conducted daily with a randomly chosen 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.

LIMITS : 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 migration flows in the country, 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.

The COVID-19 pandemic has brought a new normal which IOM has adapted to by implementing preventive and risk mitigation methods in collecting data on the field. The data enumerators have been trained to observe the COVID-19 precautionary protocols given by the Nigerian Centre for Disease Control. These protocols include but are not limited to; wearing of face mask covering the nose and mouth, physical distancing of at least 2 metres, washing of hands regularly or use of alcohol-based sanitizer, avoid touching face, etc.

DEFINITIONS:

Flow Monitoring Point: Flow Monitoring Points (FMPs) are points set up by IOM's Displacement Tracking Matrix in high mobility areas in each country covered (near borders or main travel routes)

Incoming flow: refers to migrants who arrive at a Flow Monitoring Point with the intention of travelling further into Nigeria.

Outgoing flow: refers to migrants who arrive at a Flow Monitoring Point with the intention of travelling out of Nigeria.

Internal flow: refers to migrants who are conducting a movement within the boundaries of a single country.

Migrant: An umbrella term, not defined under international law, reflecting the common lay understanding of a person who moves away from his or her place of usual residence, whether within a country or across an international border, temporarily or permanently, and for a variety of reasons.

The opinions expressed in the report are those of the authors and do not necessarily reflect the views of the International Organization for Migration (IOM). The designations employed and the presentation of material throughout the report do not imply the expression of any opinion whatsoever on the part of IOM concerning the legal status of any country, territory, city or area, or of its authorities, or concerning its frontiers or boundaries. IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an intergovernmental organization, IOM acts with its partners in the international community to: assist in the meeting of operational challenges of migration; advance understanding of migration issues; encourage social and economic development through migration; and uphold the human dignity and well-being of migrants.

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