



DTM

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FLOW MONITORING REPORT

THE GAMBIA

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 **IOM**
UN MIGRATION

INTRODUCTION

In order to gain a better understanding of mobility flows and trends through 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 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), individual surveys 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, so as to obtain a sharpened view of mobility in West and Central Africa.

In The Gambia, DTM conducts Flow Monitoring activities in several important transit locations. In Barra (FMPs are located at the ferry terminal and the main garage), Farafenni (FMPs are located at Farafenni main garage, Farafenni Ballan-Ghar garage, Farafenni McCarthy and Sanjally garage, Farafenni turntable garage and the truck garage), Basse (FMPs are situated at the main garage and the bus station in Basse Santa-Su) and Brikama (FMPs are located at the main garage and the Bus station) to monitor the movements of passenger within The Gambia, out of and towards The Gambia.

This report presents Flow Monitoring Registry data collected within 15 days in **June** 2021. It presents key data 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



4 FMPs in The Gambia



2,014 travellers observed daily



50% of travellers observed were male



50% of travellers observed were female



89% of individuals were travelling within The Gambia (internal flows)



7% of individuals were travelling out of The Gambia (outgoing flows)



3% of individuals were headed to The Gambia (incoming flows)



1% of individuals were transiting The Gambia

TRAVELLER PROFILES AND MOBILITY TRENDS

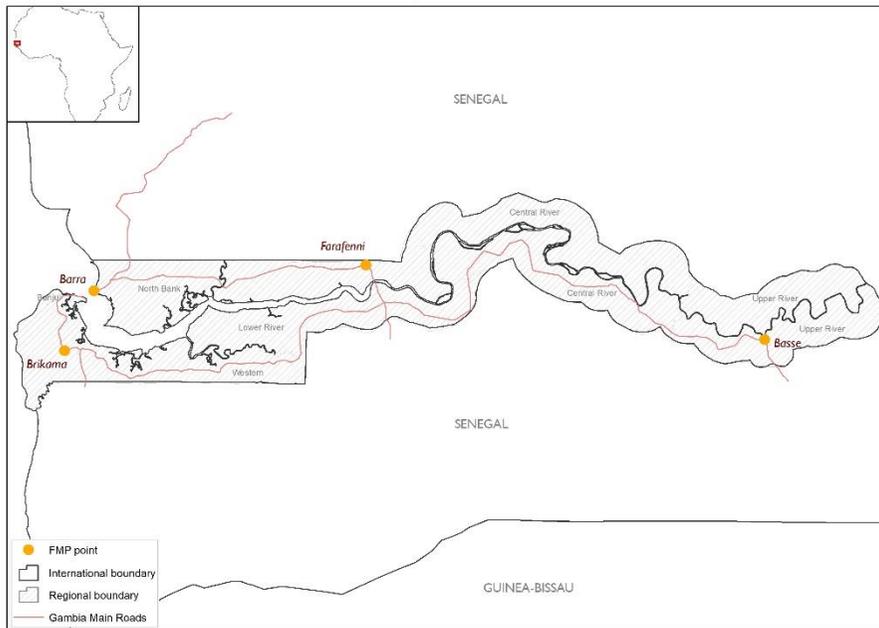
Mobility trends: June 2021 is the first month of reporting of FMP data in The Gambia. During this reporting period, travellers movements were observed during 15 days and showed an average of 2,014 individuals observed at the 4 FMPs on a daily basis.

Types of flows: Four types of flows were observed during the reporting period. Internal movements presented the vast majority of flows, accounting for 89% of travellers. 3% of travellers were entering the country, 7% leaving the country and 1% transiting.

Departure/Origin and destination: In June 2021, the main country from which individuals travelled from was The Gambia (97%). Travelers leaving The Gambia (outflow) were mainly headed to Senegal (3%), Guinea Conakry (<1%) and Guinea Bissau (<1%). The main modes of transportation were car (55%) and Ferry (34%).

Traveller profiles: While 42 per cent of travellers were adult male, 42 per cent were adult female and 16 per cent were children (8% female children, 8% male children).

Flow Monitoring Points in The Gambia



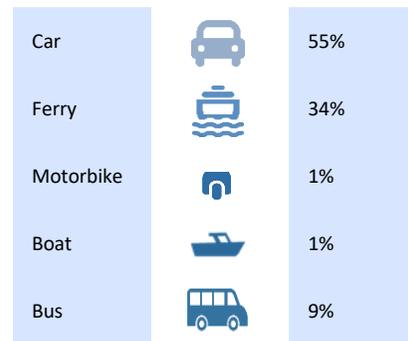
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TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT

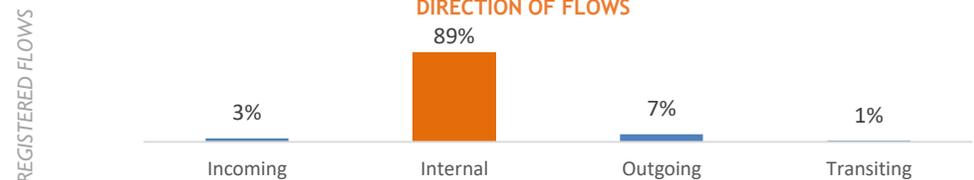


PROVENANCE & DESTINATION OF FLOWS

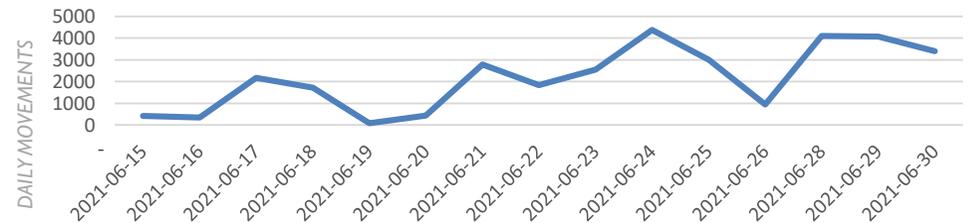
Origin of flows		
Country	Cities	% of flows
GMB	Basse Santu-Su	23%
GMB	Banjul	20%
GMB	Brikama	20%
GMB	Barra	16%
GMB	Farafenni	12%
GMB	Serrekunda	4%
SEN	Dakar	2%
	Others	3%

Destination of flows		
Country	Cities	% of flows
GMB	Barra	32%
GMB	Banjul	25%
GMB	Serrekunda	19%
GMB	Farafenni	9%
GMB	Brikama	5%
GMB	Bansang	2%
SEN	Dakar	1%
	Others	7%

DIRECTION OF FLOWS



DAILY EVOLUTION OF FLOWS



BARRA

Presentation of FMP: The Barra Flow Monitoring Point (FMP) was set up in June 2021 covering two main points, the ferry terminal and the main garage. The FMP links to Nuimi and Badibou which are all within the North Bank Region of the Gambia and to Senegal. Internal, outgoing, and incoming flows as well as transits were observed at this FMP.

Mobility trends: In the reporting period, at the Barra FMP, on average, 653 individuals were observed daily.

Types of flows: Internal movements represented the greater part of the flows accounting for 80 per cent. 14 per cent of travellers were entering the country, while 6 per cent were leaving the country and 1 per cent of the travellers were transiting.

Departure/Origin and destination: In June 2021, the main country from which individuals travelled from was The Gambia (99%), 56 per cent originated from Banjul and 43 per cent from Barra the main destination cities were Barra (55%) and Banjul (43%). Travelers leaving The Gambia (outflow) were mainly headed to Senegal (1%). The main modes of transportation were the ferry (93%) and boats (3%).

Traveller profiles: While 44 per cent of travellers were adult male, 44 per cent were adult female and 12 per cent were children (7% female children, 5% male children).

TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT

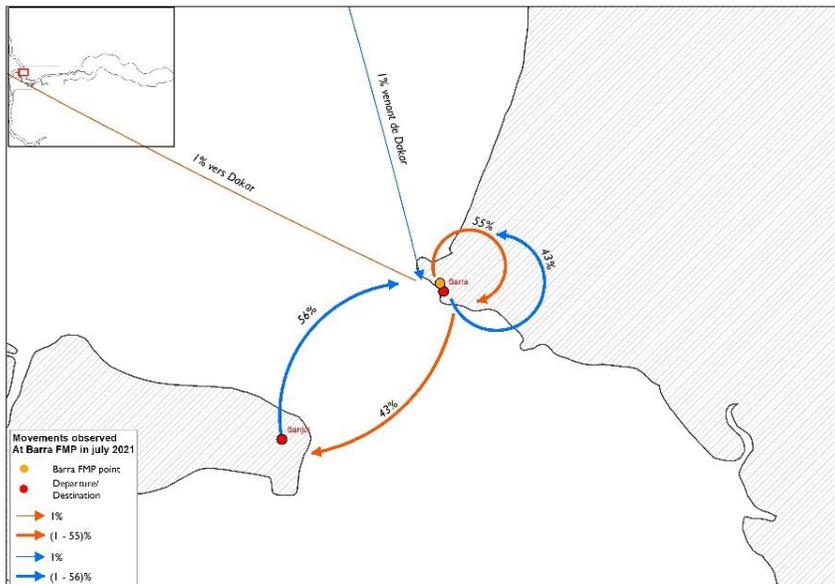


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Banjul	56%
GMB	Barra	43%
SEN	Dakar	1%
	Others	<1%

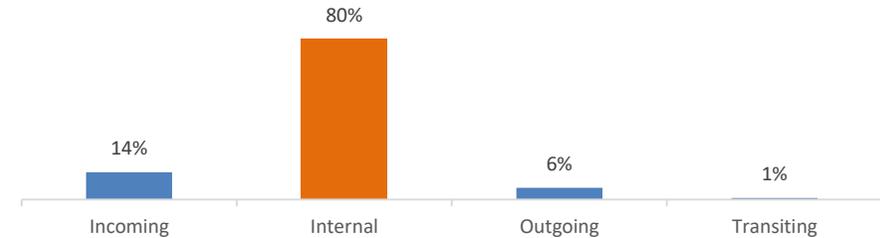
Destination of flows		
Country	Cities	% of flows
GMB	Barra	55%
GMB	Banjul	43%
SEN	Dakar	1%
	Others	1%

Map of flows to and from Barra, The Gambia



DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY EVOLUTION OF FLOWS

DAILY MOVEMENTS



BRIKAMA

PRESENTATION OF FMP: The Brikama FMP was set up in June 2021 and started data collection in June 2021, covering 2 location: the main garage and the Bus station both of which are located in Brikama Nema. It links to more than 4 major destination regions: the Northbank, Westcoast, Lower River, and Greater Banjul Area.

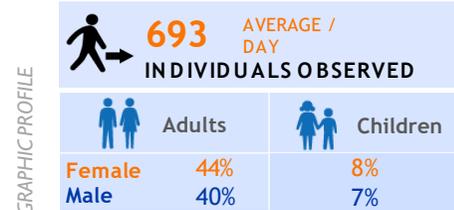
Mobility trends: In the reporting period, at the Brikama FMP, on average 693 individuals were observed daily. The reason for travelling was mainly for economic purposes.

Types of flows: The internal movements represented the major part of the flows accounting for 93 per cent. One per cent Of travellers were entering the country, while 5 per cent were leaving the country and 1per cent of the travellers were transiting.

Departure/Origin and destination: In June 2021, the main country from which individuals travelled from was The Gambia (93%). 75 per cent originated from Brikama, 13 per cent from Serrekunda, 3 per cent from Brufut while their main destination cities were Brikama (19%) , Serrekunda (55%), Banjul (10%), others (8%). Travelers leaving The Gambia (outflow) were mainly headed to Senegal (3%)). The main mode of transportation was taxi/car (99%).

Traveller profiles: 40 per cent of travellers were adult male, 44 per cent adult female and 16 per cent children (8% female children, 7% male children).

TRAVELLER PROFILES



MODES OF TRANSPORT

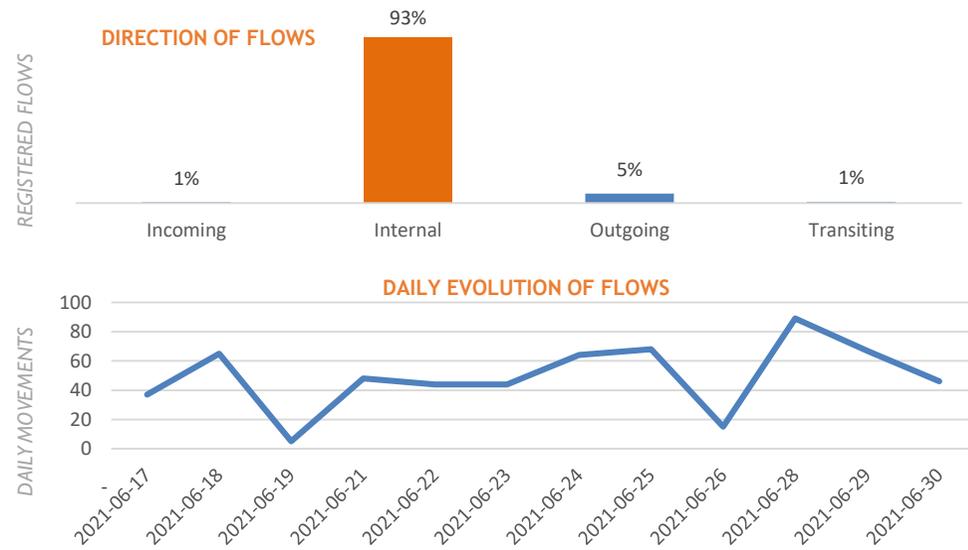
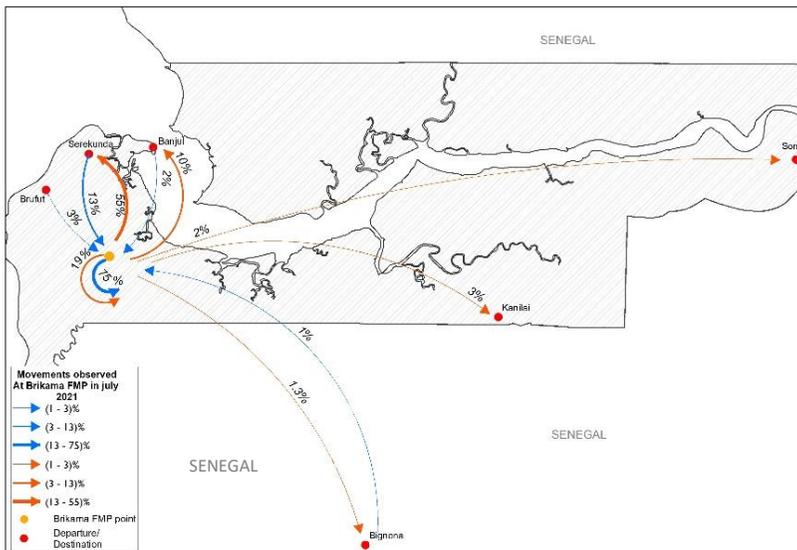


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Brikama	75%
GMB	Serrekunda	13%
GMB	Brufut	3%
GMB	Banjul	2%
SEN	Bignona	1%
	Others	6%

Destination of flows		
Country	Cities	% of flows
GMB	Serrekunda	55%
GMB	Brikama	19%
GMB	Banjul	10%
GMB	Soma	2%
GMB	Kanilai	3%
SEN	Bignona	3%
	Others	8%

Map of flows to and from Brikama, The Gambia



BASSE

PRESENTATION OF FMP: The Basse FMP was set up in June 2021 covering the central migratory route in Upper provincial Gambia called the Upper River Region. The FMP has two major transit points namely; the main garage and the bus station both located in Basse Santa-Su. Both points are linked to the Western and Eastern parts of the region and to the greater Banjul area. The locations are also linked with neighbouring Senegal and further on to Guinea and Mali.

Mobility trends: In the reporting period, at the Basse FMP, on average 503 individuals were observed daily.

Types of flows: Internal movements represented the major part of the flows, accounting for 92 per cent of recorded movements. 2 per cent of travellers were entering the country and 6 per cent were leaving the country.

Departure/Origin and destination: In June 2021, the main country from which individuals travelled from (internal) in Basse FMP was The Gambia (98%). Main destinations were to Serrekunda (52%), Banjul (13%), Bansang (13%), and Basse (5%). Travelers leaving Basse (outflow) were mainly headed to Senegal (2%) and Guinea Bissau (<1%).

The main mode of transportation were taxi/car (57%), bus (35%) and Truck (7%).

Traveller profiles: While 44 per cent of travellers were adult male, 40 per cent were adult female and 15 per cent were children (8% female children, 7% male children).

TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

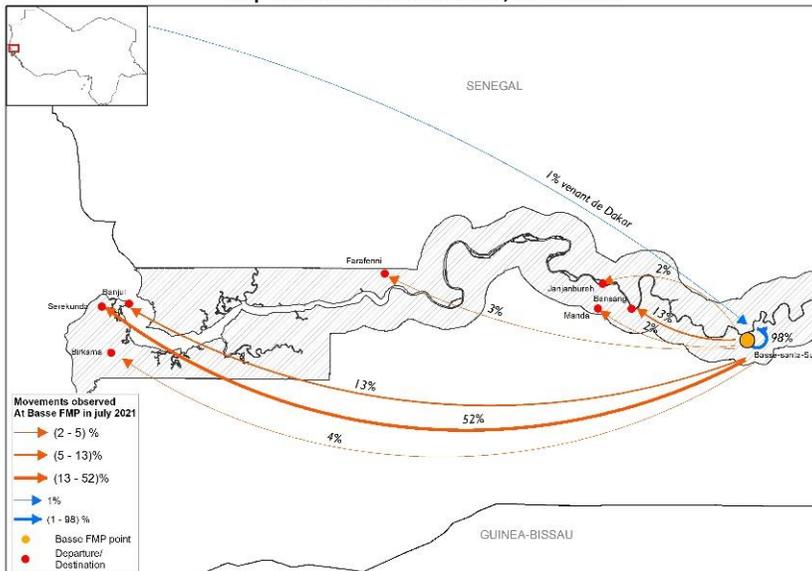
MODES OF TRANSPORT



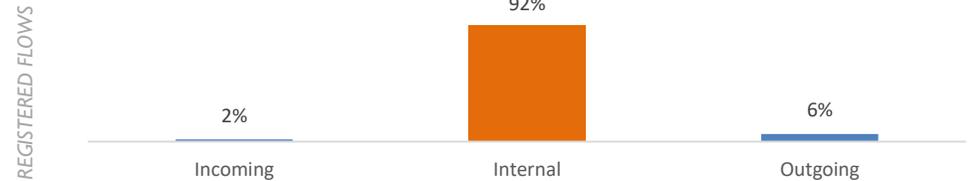
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Basse Santu-Su	98%
SEN	Dakar	1%
	Others	<1%
Destination of flows		
Country	Cities	% of flows
GMB	Serrekunda	52%
GMB	Banjul	13%
GMB	Bansang	13%
GMB	Basse Santu-Su	5%
GMB	Brikama	4%
GMB	Farafenni	3%
GMB	Janjanbureh	2%
SEN	Manda	2%
	Others	6%

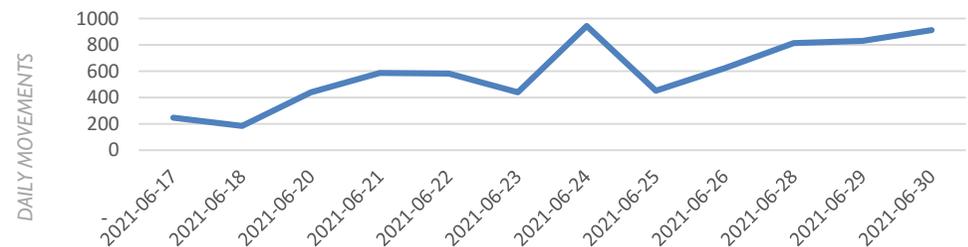
Map of flows to and from Basse, The Gambia



DIRECTION OF FLOWS



DAILY EVOLUTION OF FLOWS



FARAFENNI

PRESENTATION OF FMP: The Farafenni FMP was set up in June 2021. The Flow Monitoring Point is a multi-dynamic location as it is found in a multi cultural setting, populated by different nationalities and serves as a business and transit centre and very close to Senegal. The FMP has five main points with high density of movement namely: farafenni main garage in Newtown, farafenni Ballan-Ghar garage, Farafenni McCarthy and Sanjally garage, Farafenni turntable garage and the truck garage close to farafenni layout.

Mobility trends: In the reporting period, at the Basse FMP, on average 360 individuals were observed daily. The reasons for travelling were mainly for economic and health reasons.

Types of flows: The internal movements represented the major part of the flows accounting for 79%. 6% Of travellers were entering the country, 12% were leaving the country and 3% of the travellers were transiting.

Departure/Origin and destination: In June 2021, the main regions from which individuals travelled from was Farafenni (80%), Barra (6%), Dakar (7%), Kolda (2%) and Kaolack (1%) and others (4%). Main destinations were to Farafenni (46%), Barra (30%), Soma (5%), Banjul (4%), Brikama (4%), Seerekunda (3%) and Janjambureh (2%). Travelers leaving The Gambia (outflow) were headed to Senegal (7%).

The main mode of transportation were taxi/car (78%), bus (7%), Motorbike (6%) and Truck (7%).

Traveller profiles: A total of 40 per cent of travellers were adult male, 34 per cent adult female and 26 per cent were children (11% female, 15% male).

TRAVELLER PROFILES



MODES OF TRANSPORT

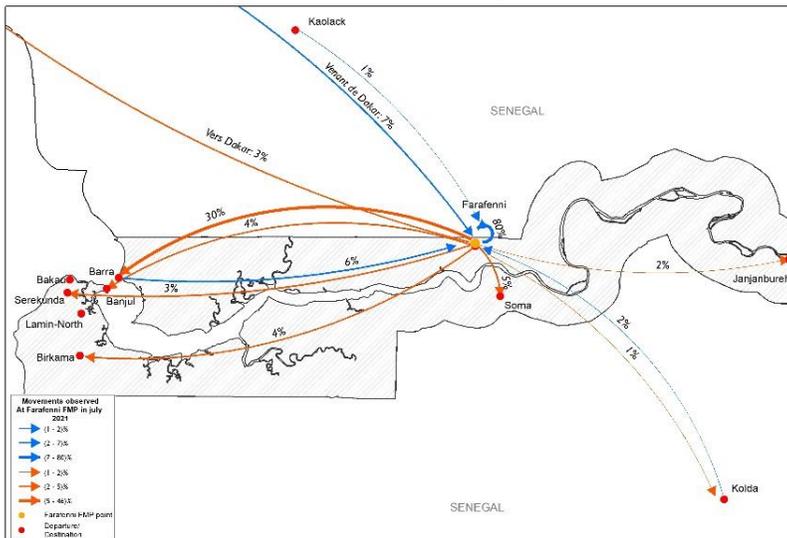


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Farafenni	80%
SEN	Dakar	7%
GMB	Barra	6%
SEN	Kaolda	2%
SEN	Kaolack	1%
	others	4%

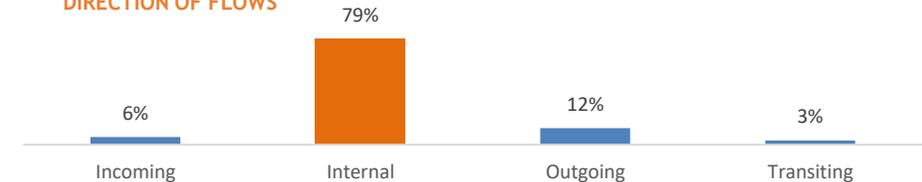
Destination of flows		
Country	Cities	% of flows
GMB	Farafenni	46%
GMB	Barra	30%
GMB	Soma	5%
GMB	Banjul	4%
GMB	Brikama	4%
GMB	Serekunda	3%
SEN	Dakar	3%
GMB	Janjambureh	2%
SEN	Kolda	1%
	Others	2%

Map of flows to and from Farafenni, The Gambia

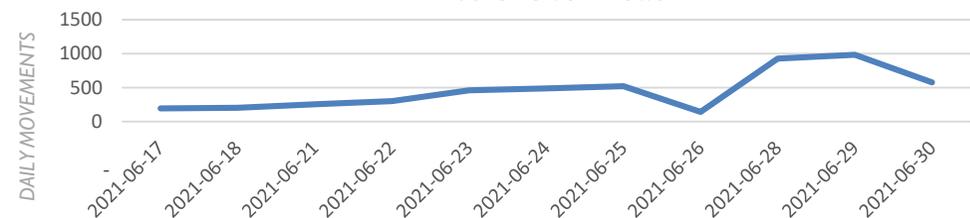


REGISTERED FLOWS

DIRECTION OF FLOWS



DAILY EVOLUTION OF FLOWS



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. In November 2020, IOM the Gambia officially launched DTM through a national consultative process in coordination with The Gambia Bureau of Statistics. During the launching four (4) FMPs were identified namely; Barra, Basse, Farafenni and Brikama, which was followed by a regional consultation in the identified FMPs. In June 2021, IOM officially recruited and trained fifteen (15) enumerators and deployed them to the respective FMPs.

METHODOLOGY: Flow Monitoring is a data collection activity which seeks to gather key information on mobility. It begins by identifying regions in which large mobility flows and highlighting the characteristics and journeys of travellers in these regions. 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** done for this report collects data at FMP through direct observation and interviews with key informants, including drivers, local authorities, garage chiefs and travelers. The FMR gathered data on the number of travellers crossing FMPs, as well as the provenance, next destination, and means of transport of travellers.

At each of the 4 FMPs, data was collected by a team of at least 3 enumerators. Data collection was carried out daily, between 9:00 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, vulnerabilities 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.

LIMITS : Data collected in the framework of Flow Monitoring activities are the result of direct observations and interviews conducted at FMPs between 9:00 am and 5:00 pm. The data are not representative of all migration flows in the country, and, because they only reflect the situation 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 the appropriateness, 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 WHO and MoH the Gambia. 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 hand sanitizer, 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 The Gambia.

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

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.

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The maps displayed 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.