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FLOW MONITORING REPORT

THE GAMBIA

SEPTEMBER 2021

 **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 deeper view of mobility in West and Central Africa.

In The Gambia, DTM conducts Flow Monitoring activities at 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 as well as transiting The Gambia.

This report presents Flow Monitoring Registry data collected from the **1st to the 30th of September 2021** excluding weekends. 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 lastpage.

KEY FIGURES



4 FMPs in TheGambia



3,982 travellers observed daily



27% Increase in travellers compared to August



53% of travellers observed were male



47% of travellers observed were female



83% of individuals were travelling within The Gambia (internal flows)



9% of individuals were travelling out of The Gambia (outgoing flows)



6% of individuals were incoming flows



2% of individuals were transiting TheGambia

TRAVELLER PROFILES AND MOBILITY TRENDS

Mobility trends: In September 2021, the daily average of individuals observed at the different FMPs in The Gambia increased by 27 per cent compared to August 2021. In general, this increase in flows was observed at Barra, Farafenni and Brikama FMPs. This increase can be attributed to the restoration of ferry services, decreased rainfall which has created better access for the cars to the garages and the “Touba Magal” (a religious celebration of the Mourid brotherhood in Senegal)

During this reporting period, travellers movements were observed during 23 days and showed an average of 3,982 individuals observed at the 4 FMPs on a daily basis.

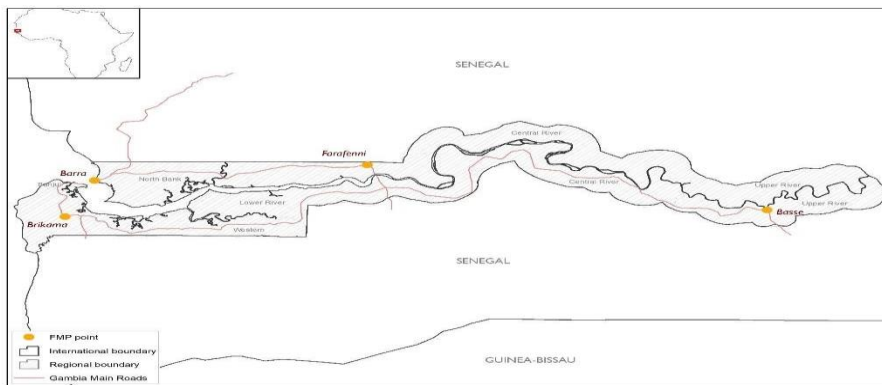
Types of flows: Four types of flows were observed during the reporting period. Internal movements presented the vast majority of flows, accounting for 83 per cent of travellers. While 6 per cent of travellers were entering the country, 9 per cent leaving the country and 2 per cent were transiting.

Departure/Origin and destination: In September 2021, the main country from which individuals travelled from was The Gambia (97%). A total of 26% per cent originated from Brikama, Barra (24%), Basse (19%), Banjul (13%) and Farafenni (10%). The main destination cities were Serrekunda (17%), Banjul (16%), Barra (15%), Farafenni (6%), and Westfield (6%). Travellers leaving The Gambia (outflow) were reported Senegal (6%) and Guinea Bissau (<1%) as destinations.

The main modes of transportation were car (63%), Ferry (22%), Bus (11%) and Truck (2%).

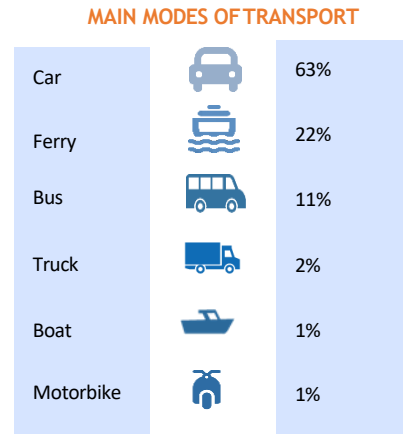
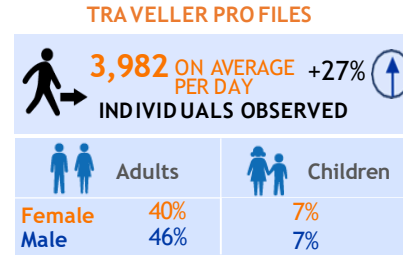
Traveller profiles: While 46 per cent of travellers were adult male, 40 per cent were adult female and 14 per cent were children (7% female children, 7% male children). There were more male (53%) travellers in September 2021 with a 1 per cent increase compared to August (52%). There has been increase of male travellers in August and September 2021 in contrast to July 2021 when there were more female travellers.

Flow Monitoring Points in The Gambia



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.

DEMOGRAPHIC PROFILE

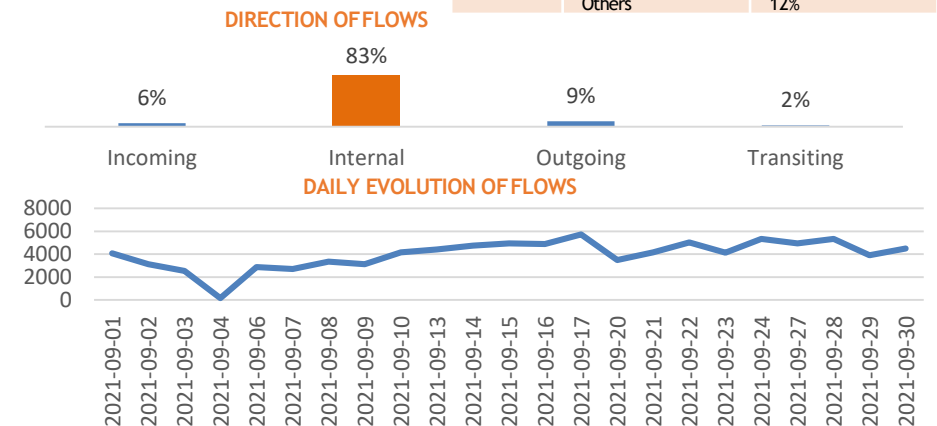


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Brikama	26%
GMB	Barra	24%
GMB	Basse	19%
GMB	Banjul	13%
GMB	Farafenni	10%
GMB	kanifing	1%
GMB	Serrekunda	1%
SEN	Dakar	1%
SEN	Touba	1%
GMB	Others	1%
	Others	3%

Destination of flows		
Country	Cities	% of flows
GMB	Serrekunda	17%
GMB	Banjul	16%
GMB	Barra	15%
GMB	Farafenni	6%
GMB	Westfield	6%
GMB	Soma	3%
GMB	Turntable	3%
GMB	Brusubi	2%
SEN	Dakar	1%
SEN	Touba	1%
SEN	Karang	1%
GMB	Others	17%
	Others	12%

REGISTERED 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 were observed at this FMP.

Mobility trends: Over the reporting period, at the Barra FMP, on average, 1,751 individuals were observed daily representing an increase of 90 per cent compared to August 2021. This increase can be attributed to the restoration of ferry services, the “Touba Magal” and increased number of enumerators. There is an observed correlation between the peaks in flows with the frequency of the ferry, an increase in the availability of the ferry results in more flows of cars.

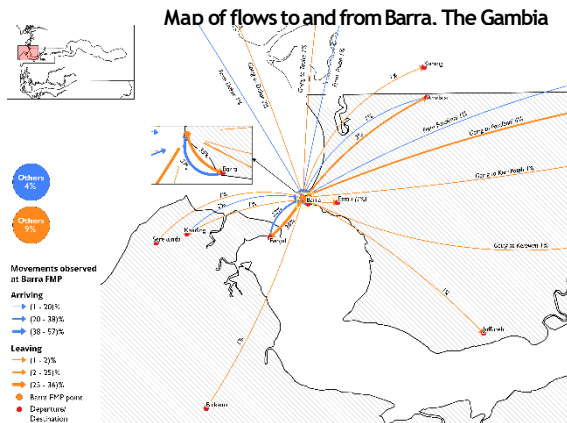
The huge decrease of the flow on the 20th September 2021, was observed to be correlated between the peaks in flows with the frequency of the ferry. The ferry breakdown resulted to only the cars that are normally stationed at the garage been captured because main chunk of the daily movements comes from the ferries.

Types of flows: Internal movements represented the greater part of the flows accounting for 76 per cent. This is followed by 10 per cent of travellers were entering the country, 14 per cent were leaving the country and <1 per cent transiting.

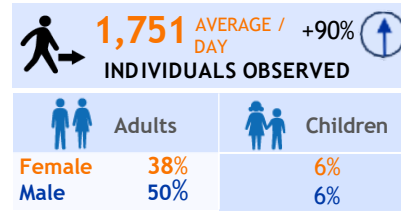
Departure/Origin and destination: In September 2021, the main country from which individuals travelled from was The Gambia (96%), 57 per cent originated from Barra, (32%) from Banjul and Kanifing (2%). The main destination cities were Banjul (36%), Barra (35%), Farafenni (4%), Touba (3%), Amdalai (3%) and Dakar (2%). Travellers leaving The Gambia (outflow) were headed to mainly Senegal (9%).

The main modes of transportation were the ferry (54%), car (35%), bus (8%) and boat (2%).

Traveller profiles: While 50 per cent of travellers were adult male, 38 per cent were adult female and 12 per cent were children (6% female children, 6% male children).

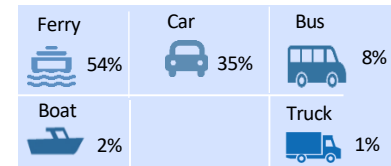


TRAVELLER PROFILES



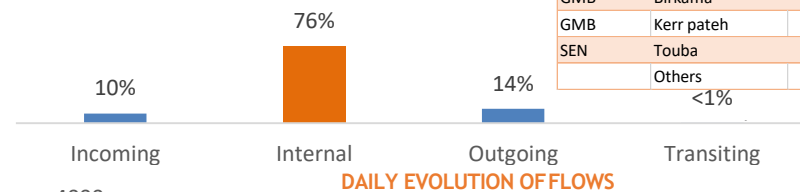
DEMOGRAPHIC PROFILE

MAIN MODES OF TRANSPORT

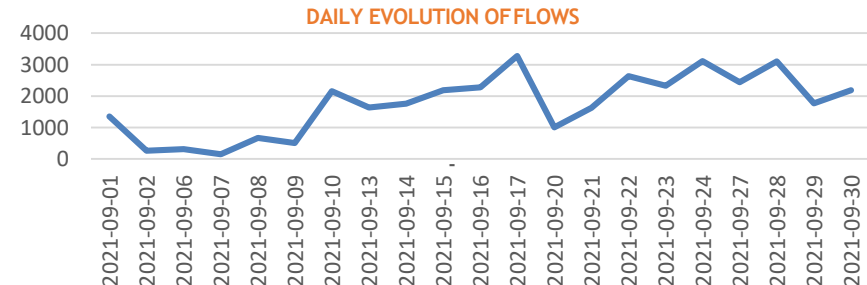


REGISTERED FLOWS

DIRECTION OF FLOW



DAILY MOVEMENTS



PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Barra	57%
GMB	Banjul	32%
GMB	Kanifing	2%
GMB	Farafenni	1%
GMB	Serekunda	1%
GMB	Amdallai	1%
SEN	Touba	1%
SEN	Dakar	1%
	Others	4%
Destination of flows		
Country	Cities	% flows
GMB	Banjul	36%
GMB	Barra	35%
GMB	Farafenni	4%
SEN	Touba	3%
GMB	Amdallai	3%
SEN	Dakar	2%
GMB	Karang	1%
GMB	Essau	1%
GMB	Serekunda	1%
GMB	Kanifing	1%
GMB	Kerewan	1%
GMB	Jufereh	1%
GMB	Birkama	1%
GMB	Kerr pateh	1%
SEN	Touba	1%
	Others	9%

BRIKAMA

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

Mobility trends: Over the reporting period, at the Brikama FMP, on average 1,068 individuals were observed daily representing an increase of 17 per cent compared to August 2021, when the daily average was 910 individuals. This increase is a result of decreased rainfalls which has created better access to the garage for the vehicles.

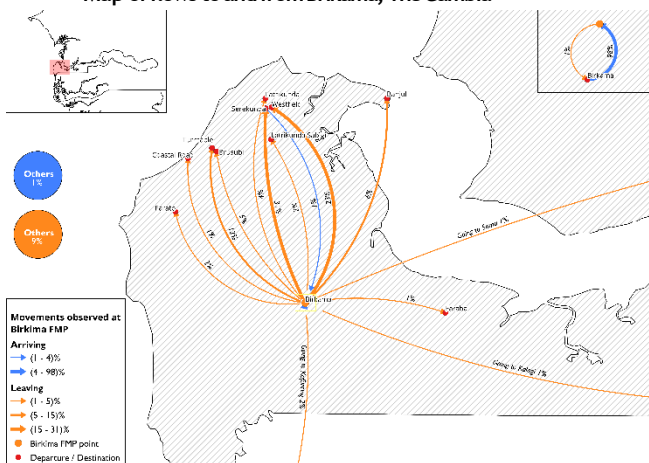
Types of flows: The internal movements represented the major part of the flows accounting for 94 percent. Less than 1 per cent of travellers were entering the country, while 6 per cent were leaving the country.

Departure/Origin and destination: In September 2021, the main country from which individuals travelled from was The Gambia (100%) of which 98 per cent originated from Brikama and 1 per cent from Serrekunda. The main destination cities were Serrekunda (31%), Westfield (23%), Turntable (12%), Banjul (6%), Latrikunda-Sabiji (6%) and Brusubi (5%). Travellers leaving The Gambia (outflow) were mainly headed to Senegal (4%).

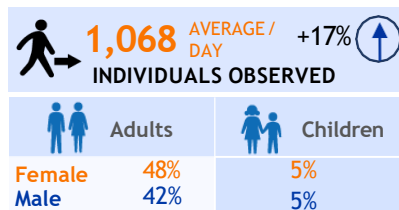
The main mode of transportation was taxi/car (99%).

Traveller profiles: A total of 42 per cent of travellers were adult male, 48 per cent adult female and 10 percent children (5% female children, 5% male children).

Map of flows to and from Brikama, The Gambia

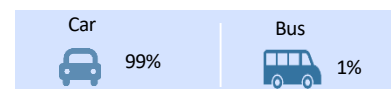


TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MODES OF TRANSPORT

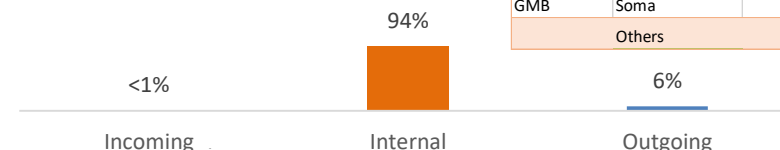


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Birkama	98%
GMB	Serekunda	1%
	Others	1%
Destination of flows		
Country	Cities	% flows
GMB	Serekunda	31%
GMB	Westfield	23%
GMB	Turntable	12%
GMB	Banjul	6%
GMB	Brusubi	5%
GMB	Latrikunda	4%
GMB	Latrikunda Sabigi	2%
GMB	Kafunting	1%
GMB	Faraba	1%
GMB	Birkama	1%
GMB	kalagi	1%
GMB	Kafunting	1%
GMB	Coastal road	1%
GMB	Soma	1%
	Others	9%

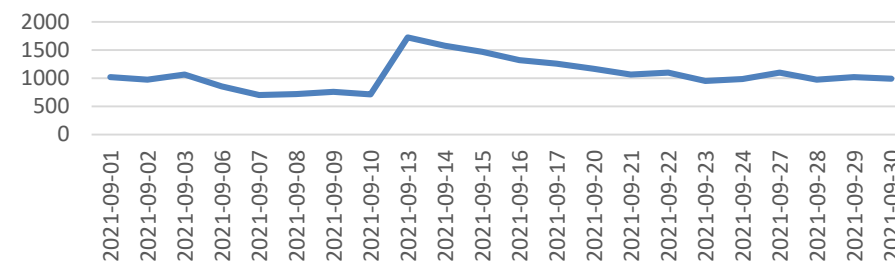
DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY EVOLUTION OF FLOWS

DAILY MOVEMENTS



BASSE

PRESENTATION OF FMP: The Basse FMP was set up in June 2021 covering the part of 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.

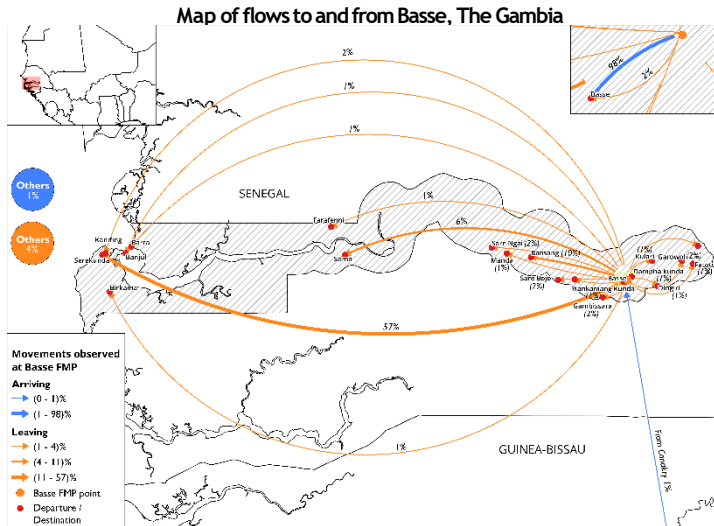
Mobility trends: Over the reporting period, at the Basse FMP, on average 820 individuals were observed daily representing a decrease of 23 per cent compared to August 2021, when the daily average was 1,070 individuals. This decrease is a result decreased number of enumerators at this FMP .

Types of flows: Internal movements represented the major part of the flows, accounting for 96 per cent of recorded movements. 1 per cent of travellers were entering the country, 3 per cent were leaving the country.

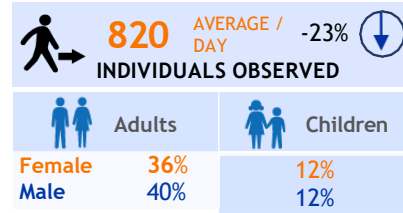
Departure/Origin and destination: In August 2021, the main country from which individuals travelled from (internal) in Basse FMP was The Gambia (99%) of which 98 per cent originated from Basse Santa-Su and (1%) from Guinea Conakry. Main destination cities were to Serrekunda (57%), Bansang (10%), and Soma (6%). Travellers leaving Basse (outflow) were mainly headed to Senegal (<1%).

The main mode of transportation were taxi/car (62%), bus (32%) and Truck (5%).

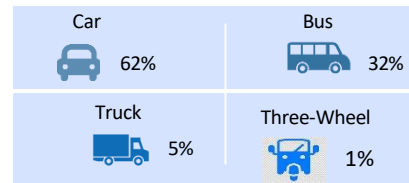
Traveller profiles: While 40 per cent of travellers were adult male, 36 per cent were adult female and 24 per cent were children (12% female children, 12% male children).



TRAVELLER PROFILES



MODES OF TRANSPORT

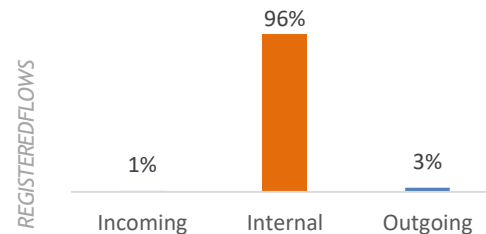


PROVENANCE & DESTINATION OF FLOWS

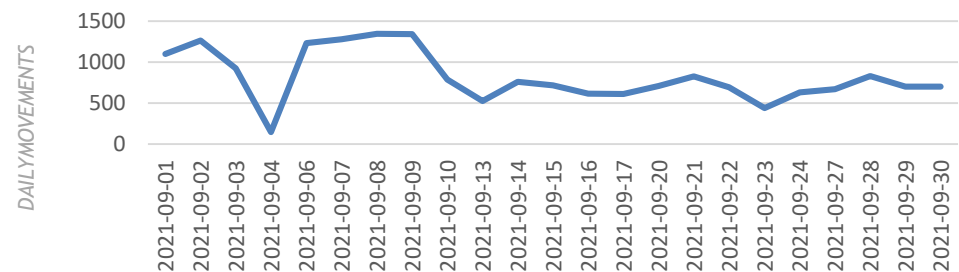
Origin of flows		
Country	Cities	% flows
GMB	Basse-santa-Su	98%
GIN	Conakry	1%
Others		1%

Main Destination of flows		
Country	Cities	% flows
GMB	Serekunda	57%
GMB	Bansang	10%
GMB	Soma	6%
GMB	Sare Bojo	2%
GMB	Basse-santa-Su	2%
GMB	Sare Ngai	2%
GMB	Garawol	2%
GMB	Kanifing	2%
GMB	Gambisara	2%
GMB	Barra	1%
GMB	Dingiri	1%
GMB	Dampha kunda	1%
GMB	Koina	1%
GMB	Birkama	1%
GMB	Fatoto	1%
GMB	Banjul	1%
GMB	Manda	1%
GMB	Kulari	1%
GMB	Farafenni	1%
GMB	Mankamang kunda	1%
GMB	Others	4%

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: Over the reporting period, at the Farafenni FMP, on average 567 individuals were observed daily representing an increase of 8 per cent compared to August 2021 when the daily average was 525 individuals. This increase is as a result of decreased rainfalls which has eased the movement of people.

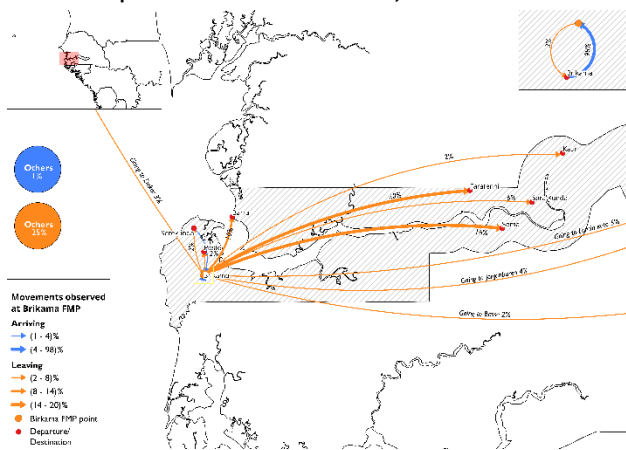
Types of flows: The internal movements represented the major part of the flows accounting for 69 per cent, while 12 per cent of travellers were entering the country, 11 per cent were leaving the country and 8 per cent of the travellers were transiting.

Departure/Origin and destination: In August 2021, the main country from which individuals travelled from was The Gambia (90%), 68 per cent originated from Farafenni, Barra (9%), Dakar (6%) and Soma (2%). Main destinations were to Farafenni (20%), Soma (16%), Barra (10%), Sarakunda (6%), Lamin Koto (5%), Janjanbureh (4%), Brikama (3%), Kaur, Poste, Serekunda, Basse Santu-Su (2%) and Dakar (3%). Travelers leaving The Gambia (outflow) were headed to mainly Senegal (10%) and Guinea Bissau (<1%).

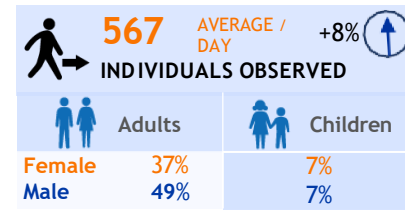
The main mode of transportation were taxi/car (77%), Bus (8%), Motorbike (4%) and Truck (3%).

Traveller profiles: A total of 49 per cent of travellers were adult male, 37 per cent adult female and 14 per cent were children (7% female, 7% male).

Map of flows to and from Farafenni, The Gambia

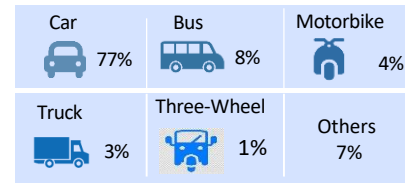


TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

MODES OF TRANSPORT



PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Farafenni	68%
GMB	Barra	9%
SEN	Dakar	6%
GMB	Soma	2%
GMB	Poste	1%
GMB	Janjanbureh	1%
SEN	Kerr Ayuib	1%
SEN	Ziguinchor	1%
SEN	Kaolack	1%
GMB	Birkama	1%
SEN	Touba	1%
GMB	Sara Kunda	1%
GMB	Bambally	1%
GMB	Others	6%

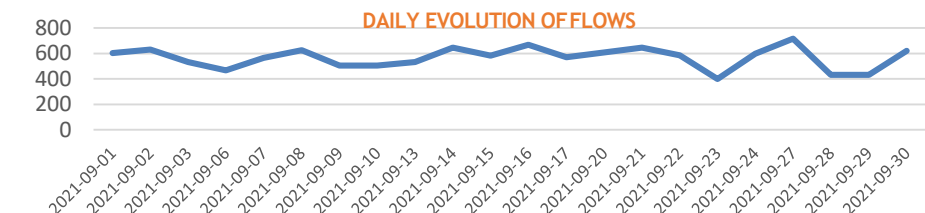
Destination of flows		
Country	Cities	% flows
GMB	Farafenni	20%
GMB	Soma	16%
GMB	Barra	10%
GMB	Sara kunda	6%
GMB	Lamin koto	5%
GMB	Janjanbureh	4%
SEN	Dakar	3%
GMB	Birkama	3%
GMB	Kaur	2%
GMB	Poste	2%
GMB	Serekunda	2%
GMB	Basse-santa-Su	2%
Other		25%

DIRECTION OF FLOWS



REGISTERED FLOWS

DAILY MOVEMENTS



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 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 travellers. 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 four FMPs, data was collected by a team of at least three 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: Since data collection under Flow Monitoring activities conducted by direct observations and interviews between 9:00 am and 5:00 pm, the data are not representative of all migration flows in the country. They only reflect the situation observed or surveyed individuals and cannot be generalized.. 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.

In response to the COVID-19 pandemic, IOM has adapted its data collection methods in the field by implementing preventive and risk mitigation methods in data collection. 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 two 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.

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.

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