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FLOW MONITORING REPORT

THE GAMBIA

NOVEMBER 2021

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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 deeper view of mobility in West and Central Africa.

In The Gambia, DTM conducts Flow Monitoring activities at several important transit locations in:

- 1) **Barra** (FMPs are located at the ferry terminal and the main garage);
- 2) **Farafenni** (FMPs are located at Farafenni main garage, Farafenni Ballan-Ghar garage, Farafenni McCarthy and Sanjally garage, Farafenni turntable garage and the truck garage);
- 3) **Basse** (FMPs are situated at the main garage and the bus station in Basse Santa-Su) and
- 4) **Brikama** (FMPs are located at the main garage and the Bus station).

These activities enable DTM to monitor the movements of passengers within, out of and towards The Gambia as well as the movements of those passengers transiting The Gambia.

This report presents the key results from the Flow Monitoring Survey conducted from the **1st to the 30th of November 2021** excluding weekends.. The report presents data collected on flows, routes, departure, 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



4,146 travellers observed daily



6% increase in travellers compared to September



50% of travellers observed were male



50% of travellers observed were female



85% of individuals were travelling within The Gambia (internal flows)



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



3% of individuals were incoming flows



3% of individuals were transiting The Gambia

TRAVELLER PROFILES AND MOBILITY TRENDS

Mobility trends: In November 2021, the daily average number of individuals observed at the different FMPs in The Gambia increased by six per cent compared to October 2021. In general, this increase in flows was observed at Barra and Farafenni FMPs. The overall increase in flow could be attributed to preparations for the December holiday and tourist season, the end of the rainy season as well as movements of people following political rallies for the presidential elections. Brikama FMP have been reporting no differences in the number of individual observed since September 2021. During this reporting period, travellers' movements were observed during 22 days and an average of 4,146 individuals were observed at the 4 FMPs daily.

Types of flows: Four types of flows were observed during the reporting period. Internal movements presented the vast majority of flows, accounting for 85 per cent of travellers. While three per cent of travellers were entering the country, nine per cent leaving the country and three per cent were transiting.

Departure/Origin and destination: In November 2021, the main country from which individuals travelled was The Gambia (96%). A total of 26 per cent originated from Barra, Brikama (25%), Basse (20%), Farafenni (7%) and Banjul (6%). The main destination cities were Serrekunda (18%), Barra (12%), Banjul (9%), Westfield (6%), Farafenni (6%), Basse (5%), Soma (3%), Turntable (3%), Brikama (2%), Brusubi (2%), Kanifing (2%) and Amdallai (2%). Travellers leaving The Gambia (outflow) were reported to The Gambia 94 per cent and Senegal six per cent as destination.

The main modes of transportation were car (67%), bus (15%), ferry (13%) and boat (2%).

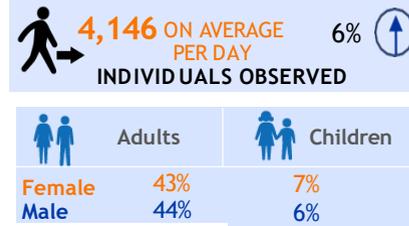
Traveller profiles: While 44 per cent of travellers were adult male, 43 per cent were adult female and 13 per cent were children (7% female children, 6% male children). There were equal number of male (50%) and female (50%) travellers in November 2021.

Flow Monitoring Points in The Gambia

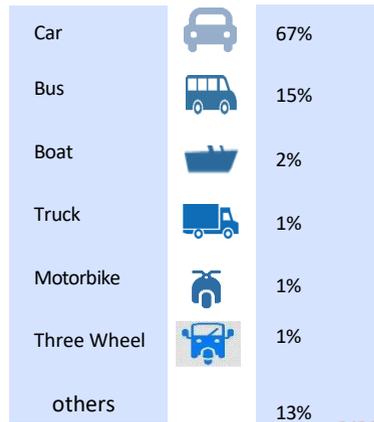


The depiction and use of boundaries, geographic names, and related data shown on maps and included in this report are not warranted to be errorfree nor do they imply judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries by IOM.

TRAVELLER PROFILES



MAIN MODES OF TRANSPORT



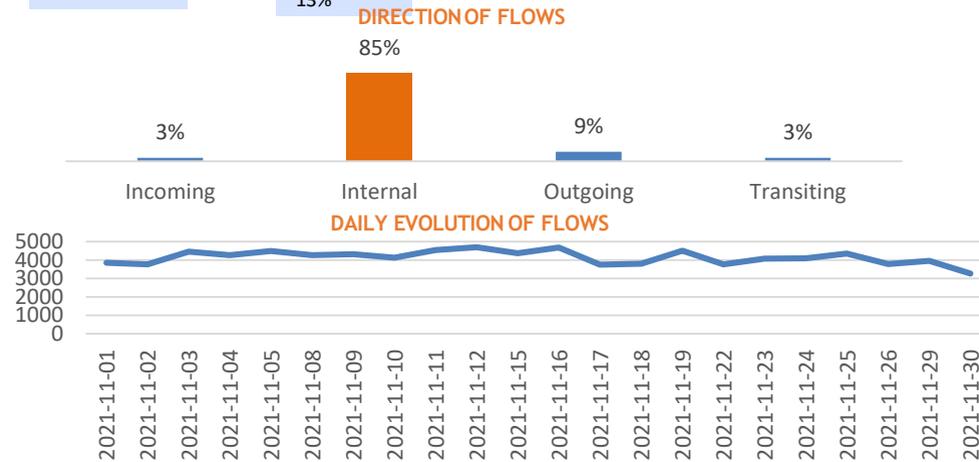
PROVENANCE & DESTINATION OF FLOWS

Origin offflows		
Country	Cities	% of flows
GMB	Barra	26%
GMB	Brikama	25%
GMB	Basse	20%
GMB	Farafenni	7%
GMB	Banjul	6%
SEN	Dakar	2%
GMB	Others	6%
SEN	Others	1%
	Other	7%

Destination offflows		
Country	Cities	% of flows
GMB	Serrekunda	18%
GMB	Barra	12%
GMB	Banjul	9%
GMB	Westfield	6%
GMB	Farafenni	6%
GMB	Basse	5%
GMB	Soma	3%
GMB	Turntable	3%
GMB	Amdallai	2%
GMB	Brikama	2%
GMB	Brusubi	2%
GMB	Kanifing	2%
GMB	Others	15%
SEN	Otthers	4%
	Others	11%

DEMOGRAPHIC PROFILE

DAILY MOVEMENTS 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, 1,658 individuals were observed daily representing an increase of two per cent compared to October 2021, when the daily average was 1,625 individuals. The increase in flow at this FMP is attributable to increased tourism at the end of the year, the school holidays and the elections period. There is also an observed correlation between the peaks in flows with the frequency of the ferry, suggesting that an increase in the availability of the ferry results in more flow of cars.

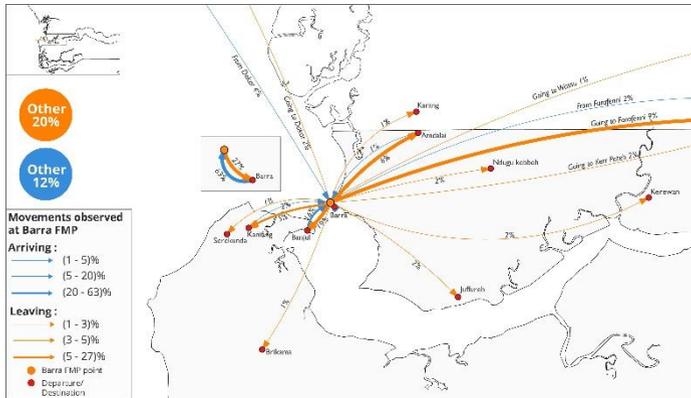
Types of flows: Internal movements represented the greater part of the flows accounting for 88 per cent. This is followed by seven per cent were leaving the country and five per cent of travellers were entering the country.

Departure/Origin and destination: In November 2021, the main country from which individuals travelled from was The Gambia (94%), 63 per cent originated from Barra, from Banjul (16%), Farafenni (2%), Kanifing (2%) and Dakar (4%). The main destination cities were Barra (27%), Banjul (19%), Farafenni (9%), Amdallai (6%), Kanifing (5%), Badibu (2%), Kerewan (2%), Kerr Pateh (2%), Jufureh (2%), Ndugu Kebbeh (2%) and Dakar (2%). Travellers leaving The Gambia (outflow) were headed to mainly to The Gambia (94%) and Senegal (6%).

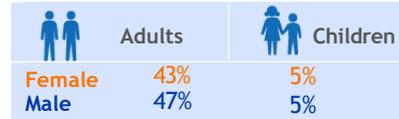
The main modes of transportation were the car (51%), ferry (31%), bus (14%) and boat (4%).

Traveller profiles: While 47 per cent of travellers were adult male, 43 per cent were adult female and 10 per cent were children (5% female children, 5% male children).

Map of flowstoand from Barra, The Gambia



TRAVELLER PROFILES



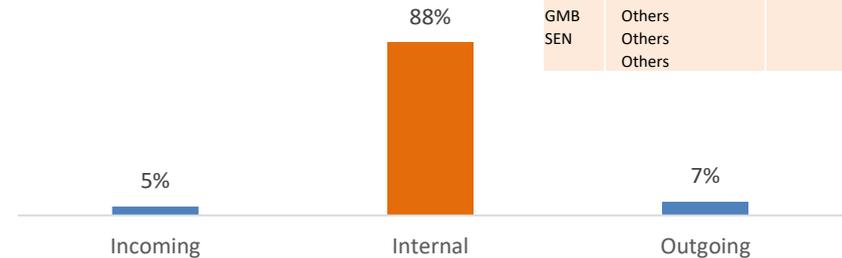
MAIN MODES OF TRANSPORT



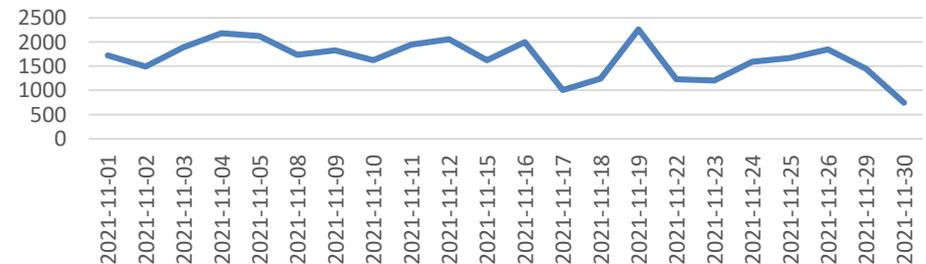
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Barra	63%
GMB	Banjul	16%
SEN	Dakar	4%
GMB	Farafenni	2%
GMB	Kanifing	2%
GMB	Others	5%
SEN	Others	2%
	Others	6%
Destination of flows		
Country	Cities	% of flows
GMB	Barra	27%
GMB	Banjul	19%
GMB	Farafenni	9%
GMB	Amdallai	6%
SEN	Kanifing	5%
GMB	Badibu	2%
GMB	Jufureh	2%
SEN	Kerewan	2%
GMB	Kerr Pateh	2%
GMB	Ndugu Kebbeh	2%
GMB	Dakar	2%
GMB	Others	12%
SEN	Others	3%
	Others	7%

DIRECTION OF FLOW



DAILY EVOLUTION OF FLOWS



DEMOGRAPHIC PROFILE

REGISTERED FLOWS

DAILY MOVEMENTS

BRIKAMA

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

Mobility trends: Over the reporting period, at the Brikama FMP, on average 1,069 individuals were observed daily. There are no significant changes in the number of individuals observed from the months of September and October.

Types of flows: The internal movements represented the major part of the flows accounting for 90 per cent. One per cent of travellers were entering the country, while nine per cent were leaving the country.

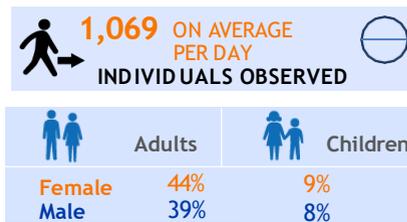
Departure/Origin and destination: In November 2021, the main country from which individuals travelled from was The Gambia (100%) of which 98 per cent originated from Brikama and two per cent from Serrekunda. The main destination cities were Serrekunda (35%), Westfield (24%), Turntable (10%), Brusubi (7%), Latrikunda (5%) Banjul (4%), Seleti (3%), Brikama (3%) and Kafunting (3%). Travellers leaving The Gambia (outflow) were mainly headed to The Gambia (94%) and Senegal (6%).

The main mode of transportation was taxi/car (100%).

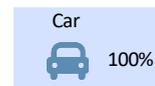
Traveller profiles: A total of 39 per cent of travellers were adult male, 44 per cent adult female and 17 percent children (9% female children, 8% male children).

TRAVELLER PROFILES

DEMOGRAPHIC PROFILE



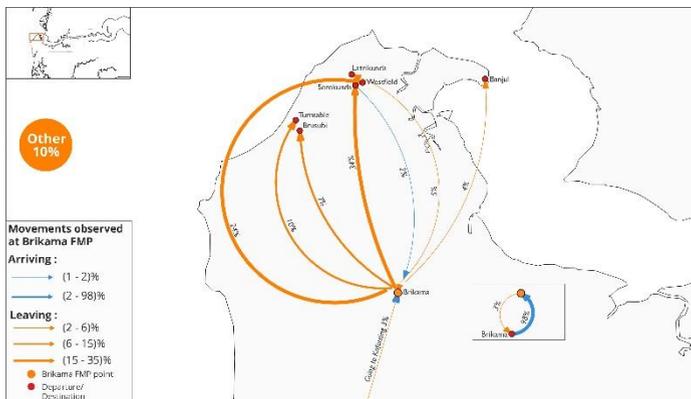
MODES OF TRANSPORT



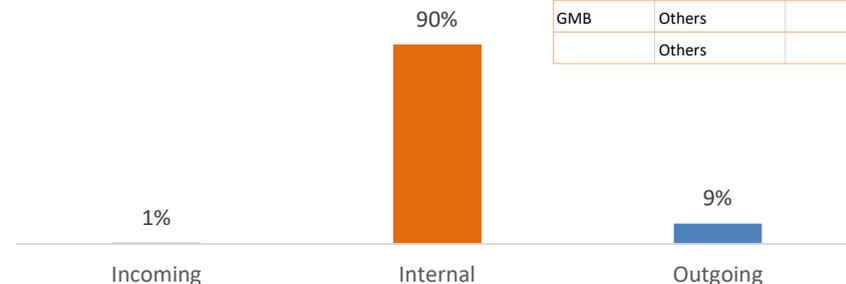
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Birkama	98%
GMB	Serekunda	2%
Destination of flows		
Country	Cities	% flows
GMB	Serekunda	35%
GMB	Westfield	24%
GMB	Turntable	10%
GMB	Brusubi	7%
GMB	Latrikunda	5%
GMB	Banjul	4%
GMB	Brikama	3%
GMB	Kafunting	3%
GMB	Seleti	3%
GMB	Others	3%
	Others	3%

Map of flows to and from Brikama, The Gambia



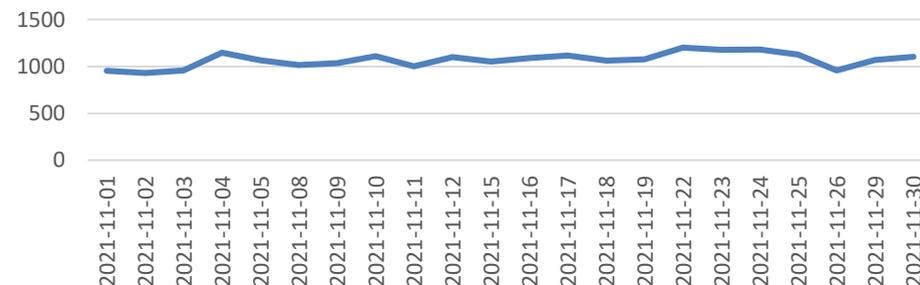
DIRECTION OF FLOWS



DAILY EVOLUTION OF FLOWS

REGISTERED 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 1,007 individuals were observed daily, representing an increase of 34 per cent compared to October 2021, when the daily average was 751 individuals. This increase in mobility trend can be explained by the numerous political rallies in the region for the presidential elections as well as the holiday season.

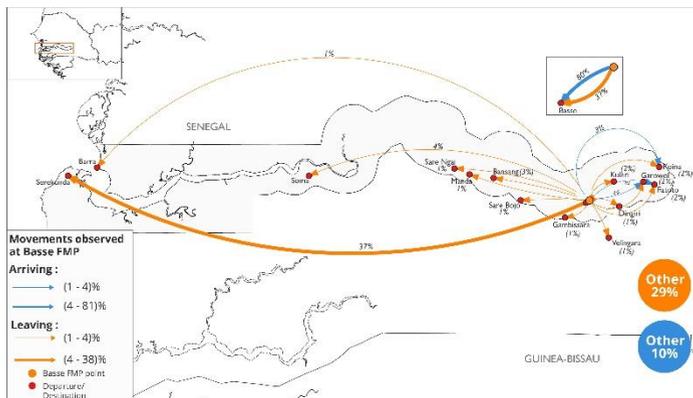
Types of flows: Internal movements represented the major part of the flows, accounting for 93 per cent of recorded movements. One per cent of travellers were entering the country and six per cent were leaving the country.

Departure/Origin and destination: In November 2021, the main country from which individuals travelled (internal) in Basse FMP was The Gambia (100%) of which 80 per cent originated from Basse Santu-Su, Garawol (4%), Fatoto (3%), Koina (3%), Kulareh (2%) and Suduwol (2%). Main destination cities were to Serrekunda (37%), Basse Santu-Su (20%), Soma (4%), Bansang (3%), Koina (2%), Garawol (2%), Fatoto (2%), and Kulareh (2%). Travellers leaving Basse (outflow) were mainly headed to The Gambia (97%), Senegal (2%) and Guinea Bissau (1%).

The main mode of transportation were taxi/car (60%), bus (36%), truck (3%) and three wheel (1%).

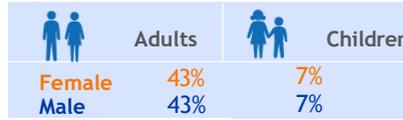
Traveller profiles: While 43 per cent of travellers were adult male, 43 per cent were adult female and 14 per cent were children (7% female children, 7% male children).

Map of flows to and from Basse, The Gambia



TRAVELLER PROFILES

DEMOGRAPHIC PROFILE



MODES OF TRANSPORT



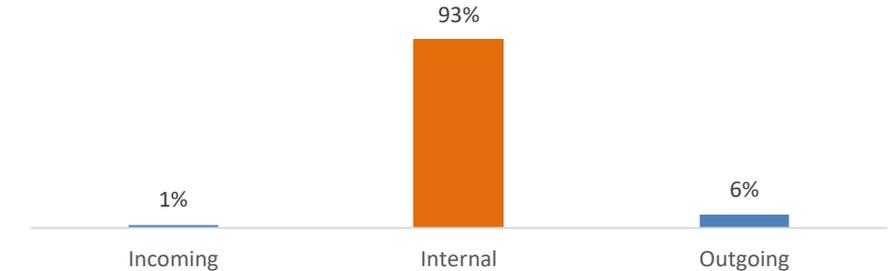
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Basse-santa-Su	80%
GMB	Garawol	4%
GMB	Fatoto	3%
GMB	Koina	3%
GMB	Kulari	2%
GMB	Suduwol	2%
GMB	Others	4%
Others		2%

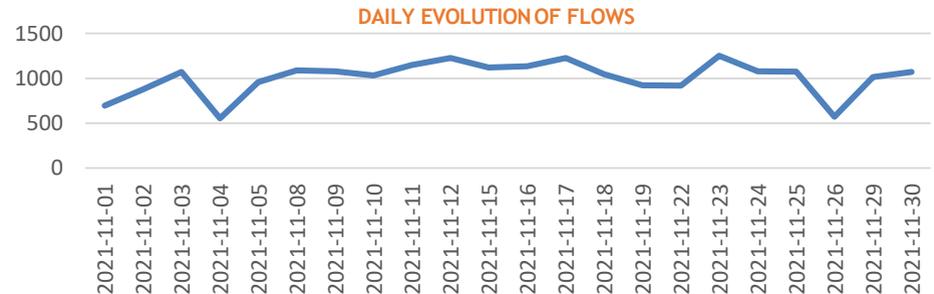
Main Destination of flows		
Country	Cities	% of flows
GMB	Serekunda	37%
GMB	Basse Santu-Su	20%
GMB	Soma	4%
GMB	Bansang	3%
GMB	Fatoto	2%
GMB	Garawol	2%
GMB	Koina	2%
GMB	Kulareh	2%
SEN	Others	2%
GMB	Others	25%
Others		1%

DIRECTION OF FLOWS

REGISTERED FLOWS



DAILY MOVEMENTS



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 a high density of movement namely: Farafenni main garage in Newtown, Farafenni Ballan-Ghar garage, Farafenni.

Mobility trends: Over the reporting period, at the Farafenni FMP, on average 412 individuals were observed daily, representing a decrease of 13 per cent compared to October 2021 when the daily average was 473 individuals.

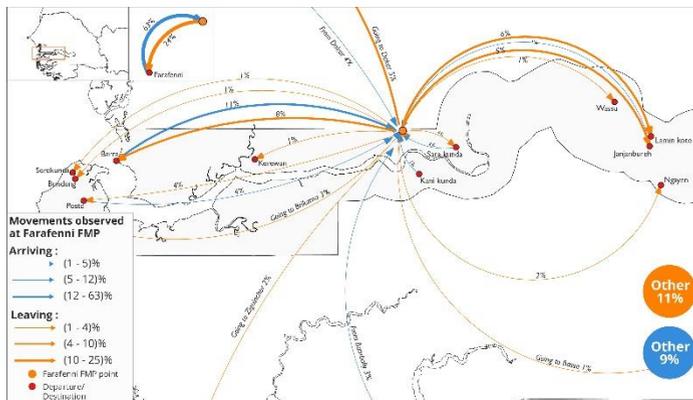
Types of flows: The internal movements represented the major part of the flows accounting for 65 per cent, while seven per cent of travellers were entering the country, 14 per cent were leaving the country and 14 per cent of the travellers were transiting.

Departure/Origin and destination: In November 2021, the main country from which individuals travelled was The Gambia (90%), of which 62 per cent originated from Farafenni, Barra (11%), Sarakunda (4%), Bambally (3%), Wassu (2%), Poste (4%) and Dakar (4%). Main destinations were to Farafenni (23%), Soma (20%), Barra (8%), Sarakunda (4%), Lamin Koto (6%), Janjanbureh (5%), Brikama (3%), Arafat (2%), Ngain (2%), Dakar (5%), Poste (4%), Ziguinchor (2%). Travelers leaving The Gambia (outflow) were headed to mainly The Gambia (87%) and Senegal (13%).

The main mode of transportation were taxi/car (77%), motorbike (5%), bus (4%), truck (4%) and three wheel (1%).

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

Map of flowstoand fromFarafenni, The Gambia

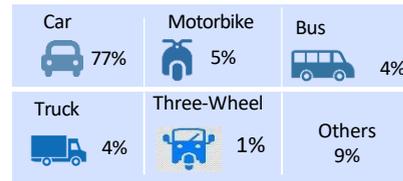


TRAVELLER PROFILES

DEMOGRAPHIC PROFILE

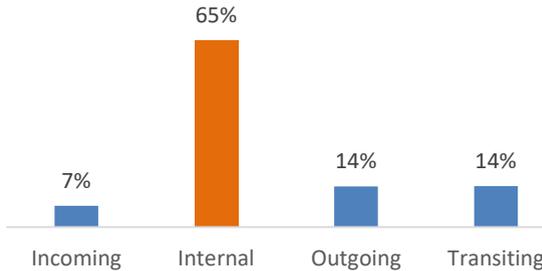


MODES OF TRANSPORT



DIRECTION OF FLOWS

REGISTERED FLOWS

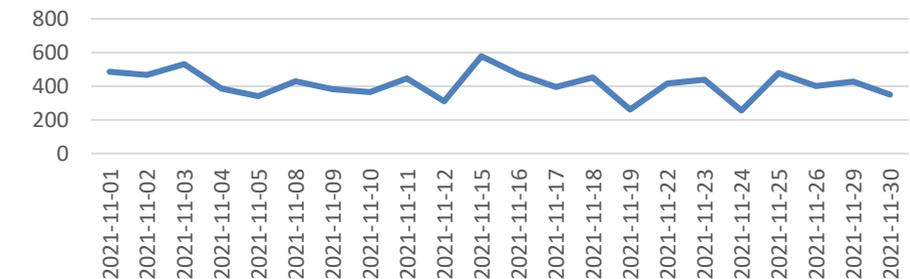


PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Farafenni	62%
GMB	Barra	11%
GMB	Sarakunda	4%
SEN	Dakar	4%
SEN	Poste	4%
GMB	Bambally	3%
GMB	Wassu	2%
GMB	Others	4%
SEN	Others	1%
	Others	5%
Destination of flows		
Country	Cities	% flows
GMB	Farafenni	23%
GMB	Soma	20%
GMB	Barra	8%
GMB	Lamin Koto	6%
SEN	Dakar	5%
GMB	Janjanbureh	5%
SEN	Poste	4%
GMB	Sarakunda	4%
GMB	Brikama	3%
GMB	Arafat	2%
GMB	Ngain	2%
GMB	ziguinchor	2%
GMB	Others	7%
SEN	Others	1%
	Others	8%

DAILY EVOLUTION OF 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 The Gambia 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 of 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 FMPs 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 to 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 is conducted by direct observation and between 9:00 am to 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 preventing risk mitigation in data collection. The data enumerators have been trained to observe the COVID-19 precautionary protocols given by the World Health Organization (WHO) and Ministry of Health (MoH). The Gambia. These protocols include but are not limited to wearing face masks covering the nose and mouth, physical distancing of at least two metres, washing hands regularly or using 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.

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