

FLOW MONITORING SURVEY (FMS) QUARTERLY DASHBOARD

January - March 2023

FMP NETWORK COLLECTING FMS DATA



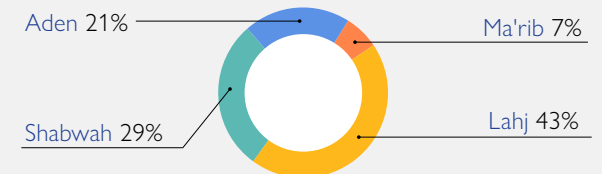
OVERVIEW



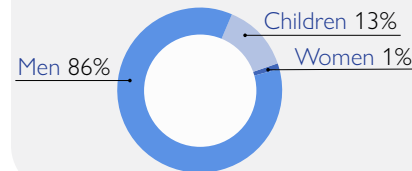
2,435

Surveys conducted between January and March 2023

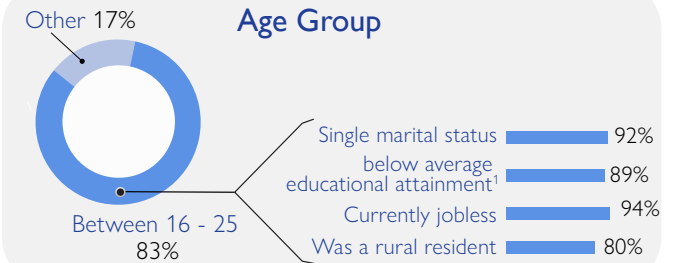
Governorate of Survey



Demographics



Age Group



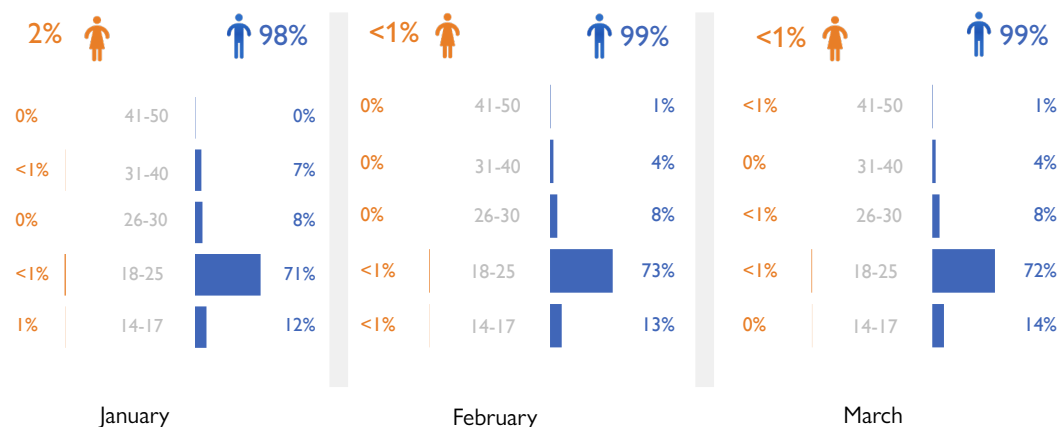
This dashboard compiles flow monitoring survey (FMS) data collected in Yemen between January and March 2023 and provides an analysis of migrants' demographic and socio-economic profiles, including education and employment backgrounds, reasons for leaving their country of origin or habitual residence, future travel intentions, protection and challenges faced during the journey. Also included migrants' highest level of education achieved and their labour status prior to moving.

The migration routes in the southern part of Yemen are categorized along two main routes: the south-east route towards Hadramout and Shabwa governorates and the north-east route towards Lahj and Ta'iz governorates. Based on historical trends both routes are traditionally travelled by a large number of migrants each year. Through the Flow Monitoring Registry tool, which focuses on total numbers of migrants (as opposed to the more detailed migrant profile established through the FMS), DTM found that 41,453 migrants entered Yemen through the south in the first quarter of 2023 – mainly through Lahj (75%) and Shabwah (24%) with a significant increase in March.

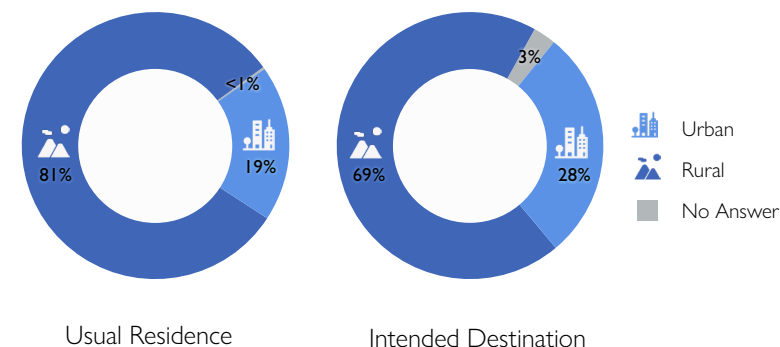
During the first quarter of 2023, a total of 2,435 surveys were conducted. In Lahj (1,042), Shabwah (712), Ma'rib (174) and Aden (507 migrants). The respondents were primarily young adults between the age of 16 and 25 (83%) searching for economic opportunities (91%), most of whom were single (92%), attained below average educational level (89%), were currently unemployed (94%) and departed from rural areas (80%).

DEMOGRAPHIC PROFILE

Sex and age distribution by month of survey ²



Rural-urban distribution

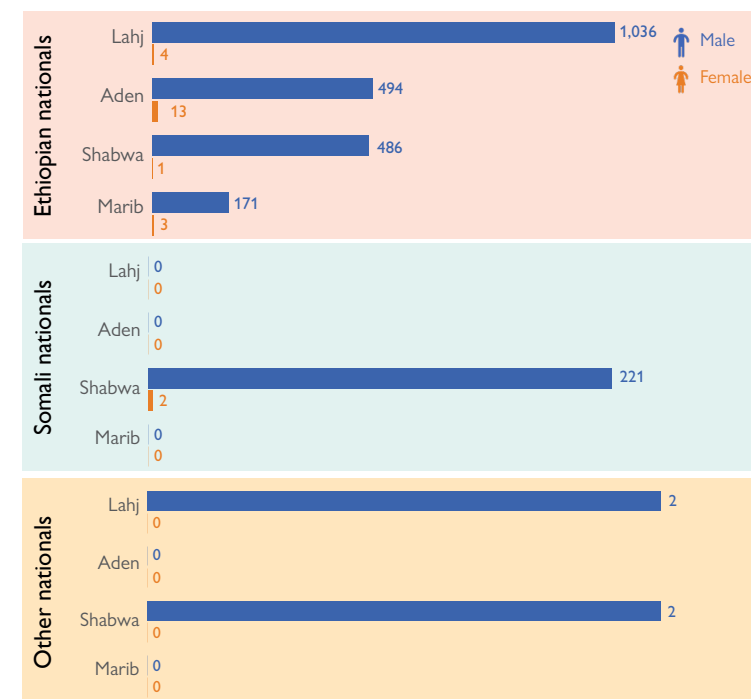


• **Sex and age distribution:** The overall sample was predominantly male (99% versus 1% female). Some 13 per cent were children between the age of 14 and 17 (12% male versus <1% female). Female migrants are represented in the survey at one per cent from the total (2,435) of migrant arrivals during the first quarter of 2023³. As a main reason, 91 per cent of migrants reported they are traveling for economic reasons through Lahj (97%), Ma'rib (96%), Shabwah (89%), and Aden (79%). Young adults between the age of 18 and 25 make up the largest percentage (73%).

• **Nationalities and routes:** The south-east route to the governorate of Shabwah was used by all Somali nationals (100%) who departed from Bari, Somalia. Ethiopian nationals departed their home country to four separate governorates, Aden (23%), Lahj (47%), Ma'rib (8%) and Shabwah (22%). While 22 per cent of Ethiopian migrants travelled along the south-eastern route, most (78%) travelled along the north-eastern route towards their transit governorates. The majority of migrants (79%) intended to migrate to the Kingdom of Saudi Arabia, which implies that they would take various routes within Yemen to reach the bordering governorates of Saudi Arabia, including Hajjah, Sa'dah and Hadramawt where FMS data collection has not been activated.

• **Rural-urban distribution:** Most interviewed migrants moved between rural settlements. In particular, 81 per cent of migrants reported to have left from what they considered to be rural settlements and 69 per cent reported intending to migrate towards rural destination areas. Migrants interviewed in Aden were most likely to have started their journey in rural areas (97%). Similarly, the majority of migrants in Lahj (89%), Ma'rib (67%) and Shabwah (61%) reported coming from rural regions. Altogether, 58 per cent of all migrants left rural areas for rural areas. Some 20 per cent of those who left rural regions planned to go to towns and cities. In contrast, 10 per cent of migrants have left towns and cities for rural areas. A further 8 per cent of migrants travelled from urban areas and aim to reach other urban destinations.

Main nationalities and sex, by governorate of survey



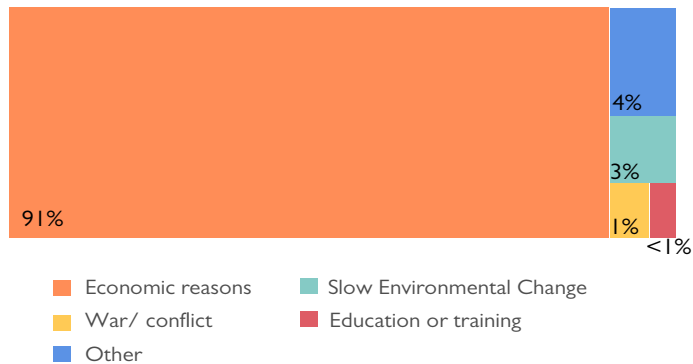
¹ This study uses secondary school as an indication of average educational level.

² The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

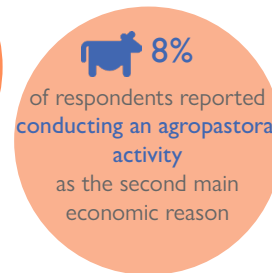
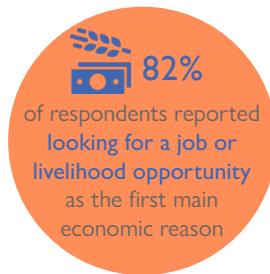
³ For reference – according to FMR data, of 41,453 tracked migrants during the reporting period 73% were men, 5% women, 18% boys and 3% girls (boys and girls refer to persons under 18).

REASONS FOR TRAVEL AND INTENTIONS

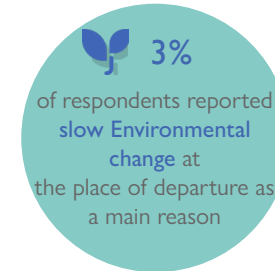
Main reasons for travel



Economic reasons⁴



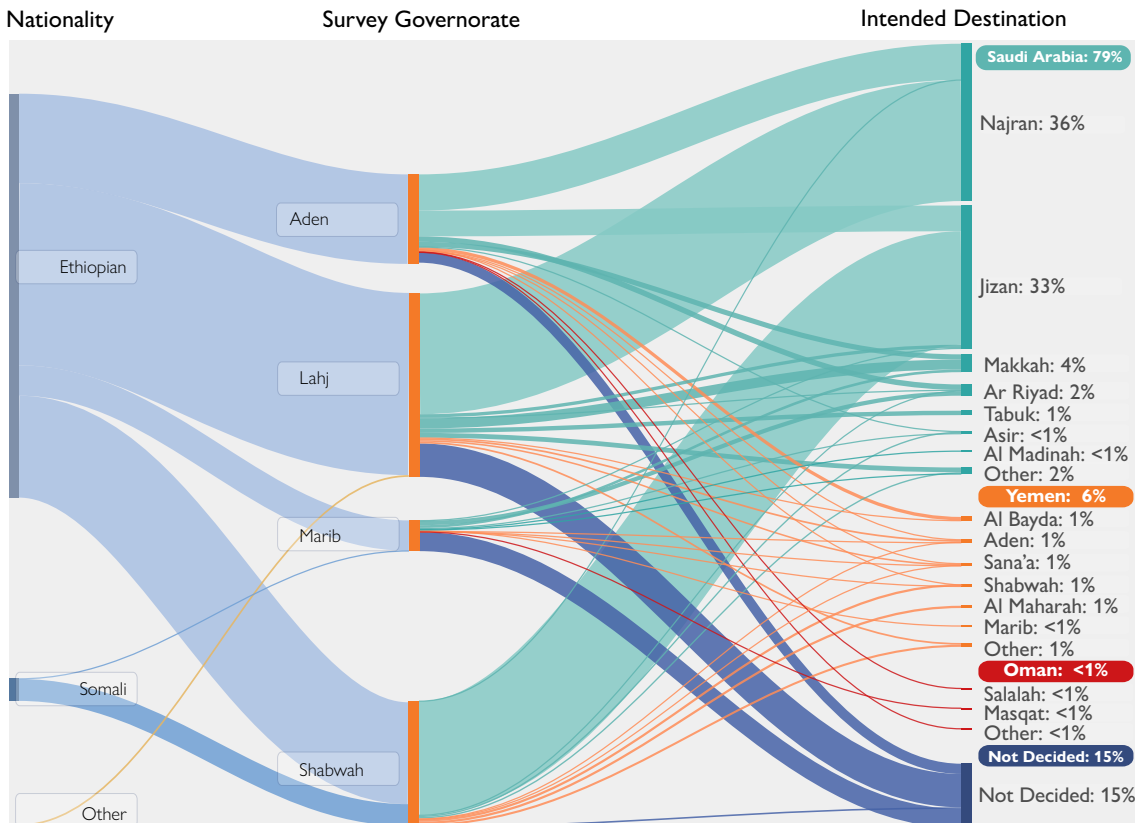
Environment reasons



Security reasons



Nationality and intended destination



• **Reasons for travel:** The majority of migrants (91%), respondents stated that they were migrating for economic reasons, while most respondent did not cite a secondary reason for travel, 18 per cent mentioned slow environmental change and 15 per cent war and other forms of conflict or persecution as additional reasons.

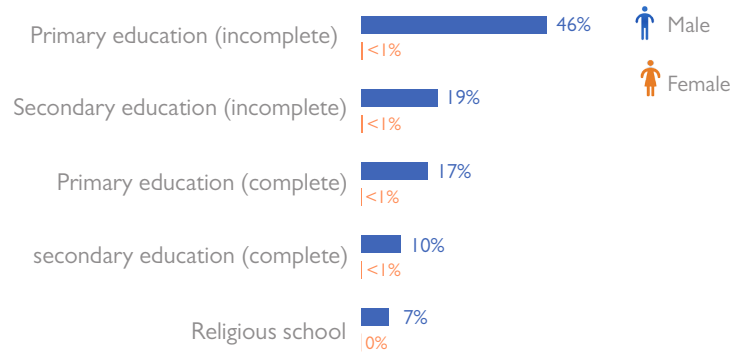
• **Gender aspects of the journey:** Female migrants were less likely to travel for economic as a key reason (43% versus 91% for males), however, they were more likely to travel for current work (52% versus 4%) and security reasons (4% versus 1%). Moreover, female migrants were more likely to travel to an urban destination (48%) compared to male migrants (28%).

• **Mobility trends:** Posing new challenges to migrants along the main migratory routes that were already rife with danger, conflict related restrictions had an adverse impact on mobile populations and pushed many migrants to be stranded, stuck in transit and unable to continue their journeys or return home. As the diagram shows, the majority of movements detected within Yemen occurred along the route in Lahj, Shabwah, Aden and Ma'rib with 79 per cent en route to the Kingdom of Saudi Arabia, mainly to Najran (36%) and Jizan (33%). Only six per cent of migrants mentioned locations in Yemen as their intended destination and less than one per cent mentioned Oman as their intended destination. DTM Yemen will increase FMS coverage in Al Maharah governorate, which borders Oman, that will likely change the percentage of Oman as an intended destination in upcoming reports. At the time of the survey, more than 15 per cent had not yet decided on their intended destination.

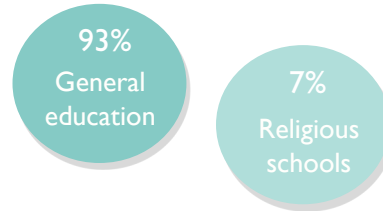
⁴ If respondents were going for economic reasons, the survey moved on to learn about the different types of economic reasons.

SOCIO-ECONOMIC PROFILE

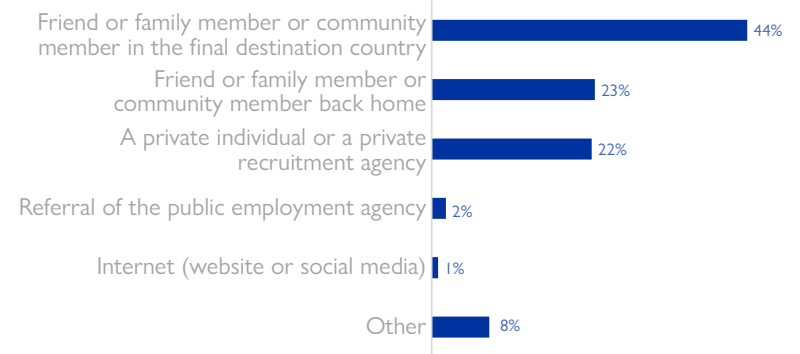
Highest level of completed education



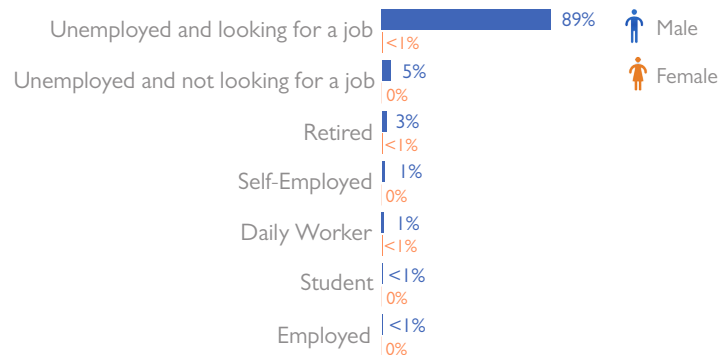
Forms of schooling



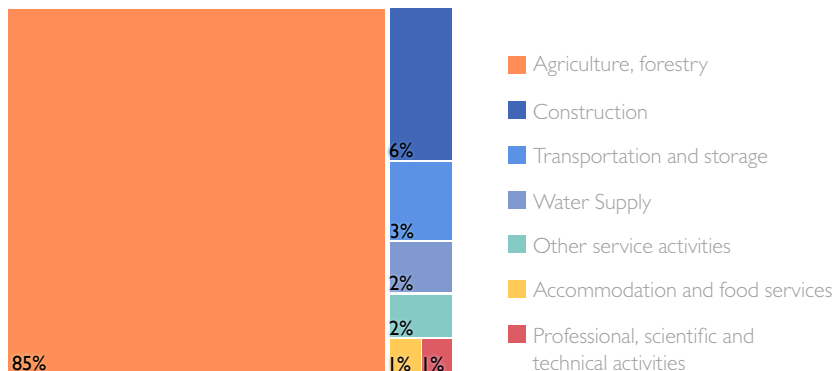
How did you become aware of this job/business opportunity in the final destination country? (n= 655 migrants traveling to find a job)



Last employment status prior to migration



Main sectors of employment prior to migration n= 1,078 migrants responded

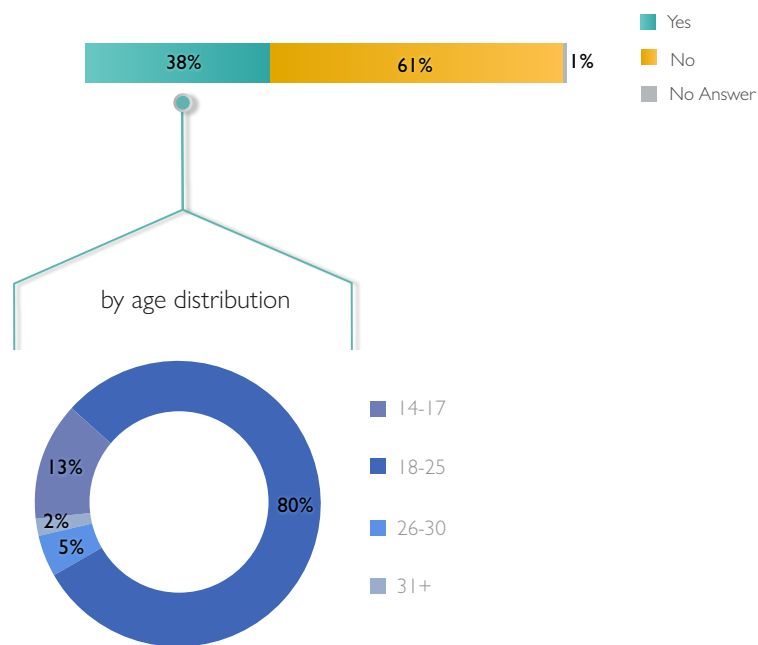


• **Education:** Using secondary education as a criterion for average educational level, the majority of migrants interviewed (89%) have a lower than average level of education. Less than 10 per cent of migrants have finished high school. On the other hand, just 17 per cent of migrants reported having finished primary school.

• **Employment status prior to migration:** Most migrants reported they had been unemployed, but looking for jobs prior to migrating (89%), although a fairly small proportion had been unemployed but not looking for a job (5%). One per cent of respondents was self-employed prior to migrating. Most migrants had been employed in fields related to agriculture and forestry (85%) or construction (6%). Another three per cent of the respondents had worked in transportation and storage.

• **Information sources:** Migrants mostly reported hearing about job opportunities in their intended country of destination through word of mouth. Just under half heard about these from friends or family members in the country of final destination (44%), while 23 per cent heard about them from family and friends in their home country and a further 22 per cent from private individuals or a private recruitment agency.

Did anyone help you in organizing this journey?



✓ = 26%
 of respondents stated that their travel had been organized by someone in their own country.

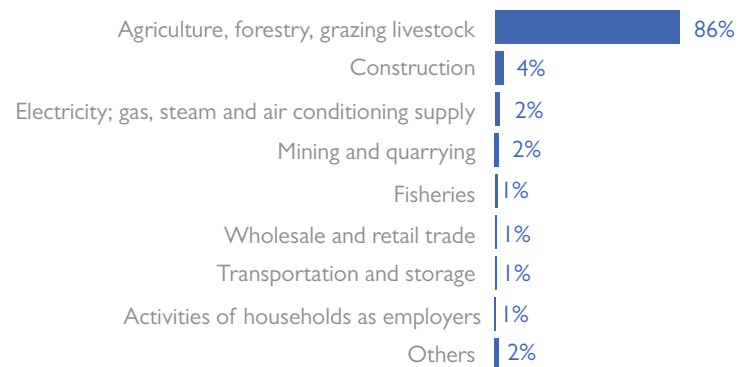
🙌 14%
 of respondents reported having accommodation arranged by someone in the selected destination country

🎯 32%
 of respondents reported that they already have a job/business opportunity lined up at destination

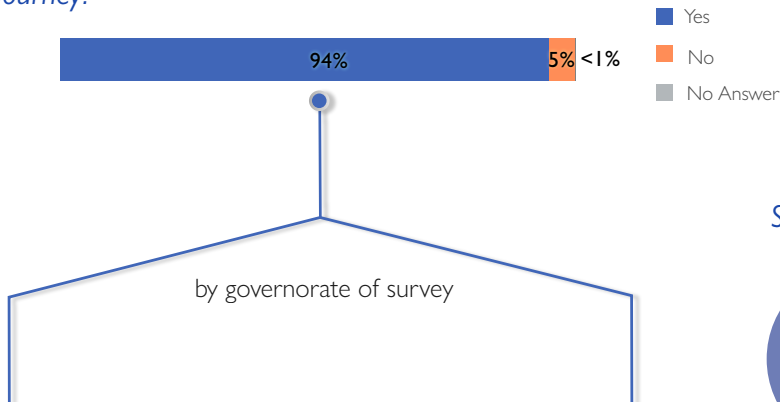
• **Journey organizing:** In the first two months of the year, the majority of migrants indicated that their travel was not planned by anyone else. In March, however, half of those surveyed reported their travels were organized by third parties. Overall, the majority of travels (61%) were not organized. Four out of ten of migrants (38%) reported someone had assisted them in organizing their travels. Of those, over 60 per cent reported they received assistance from someone in their home country. Just over one quarter (26%) reported their journey was organized by someone at their final destination. This demonstrates that migrants are involved in a mix of organized and unorganized journey legs at different parts of their journeys between departure points and intended destinations. Based on focus group discussions (FGDs) held in 2022 with returning migrants in Djibouti, migrants frequently travel with smugglers due to concerns around safety, health, and having enough funds to complete their journey without being harassed. Finding work opportunities along the way also gave migrants a sense of safety. Additional money allows migrants to pay for transportation, avoid facing physical danger and it allows them to buy water and food. For those traveling with smugglers, the biggest issue was not having enough water and being afraid to be extorted money that was not agreed upfront. Overall migrants reported that they felt safer with smugglers, but what brought them the biggest sense of safety was travelling with people from the same ethnic group. Young male migrants heading to Yemen reported that they had been told about beatings inflicted by smugglers and were not surprised when they experienced these.

• **Protection measures:** In total, 14 per cent of migrants reported having accommodation provided in the destination country, with 75 per cent reporting that someone at the end destination arranged it for them. On the other hand, 32 per cent have a job/business opportunity lined up at their destination. Some 76 per cent of those who reported having someone arranged for accommodation additionally indicated having a job/business opportunity lined up at their destination. It appears that 56 per cent of those who reported getting a job/business opportunity organized had left rural areas and were seeking rural areas with the intention of working in agriculture, forestry or grazing livestock.

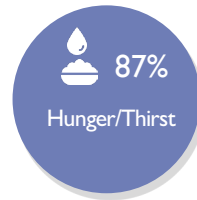
Sectors of employment and business opportunities lined up at destination



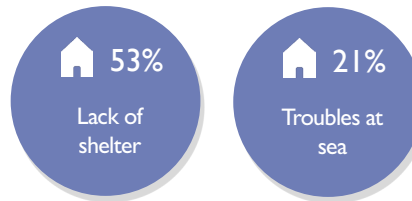
Have you been facing any specific difficulties during this journey?



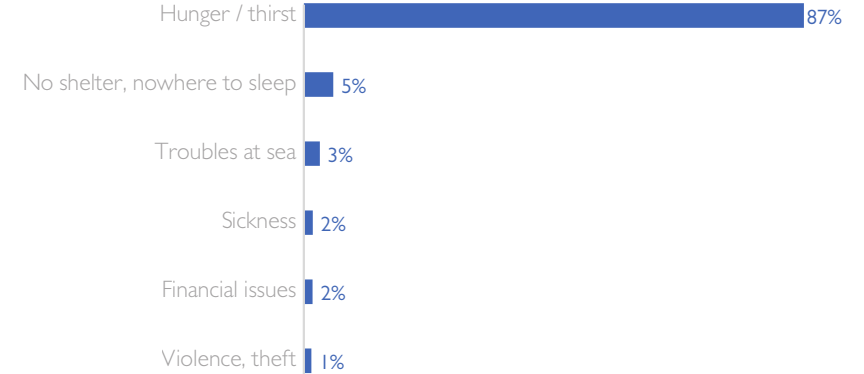
Main difficulties faced



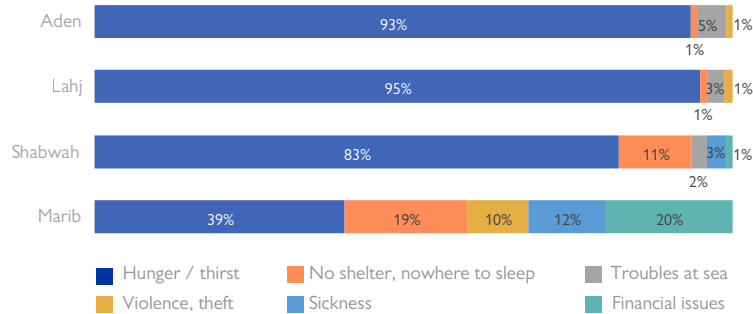
Secondary difficulties faced



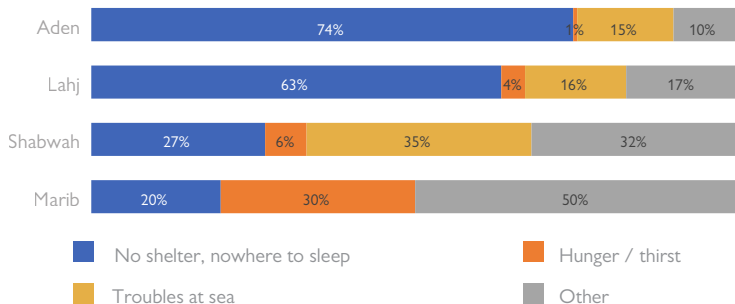
The Main Challenges being faced at the moment



Main difficulties encountered during the journey



Secondary difficulties encountered during the journey



• **Difficulties and challenges:** Based on the FGDs conducted in 2022 in Djibouti with those returning from Yemen, all migrants stated that the journey to Yemen via Djibouti was much harder than they anticipated. Walking long distances in the heat, the lack of water and hunger were harrowing experiences that many said they will never forget. Migrants reported that hunger and thirst were something they had never experienced to that degree and some of them recalled that for a week, they only ate a spoonful of uncooked rice. Most travellers begged for food and water along the way. Migrants reported that while some people gave them something to eat or drink, others abused them verbally. What kept them in good spirits was eating and joking with other children from time to time which made them forget their hardships and preoccupations. Migrants, when asked about how safe they felt, said that thirst and hunger were their main challenges and that everything else was secondary.

Overall, 94 per cent of migrants reported coming across several difficulties and challenges during their journey. Hunger and thirst were the most common difficulties cited by 87 per cent of migrants. Shelter is listed as a primary challenge by 5 per cent of respondents, while it is listed as a secondary difficulty by 54 per cent. Additionally, 21 per cent of travellers reported problems at sea as secondary difficulty, while 10 per cent reported violence and theft as a problem being encountered. Among under 18-year-olds, 12 per cent reported that their biggest issue is hunger and thirst. Similarly, 77 per cent of female migrants reported that their main difficulty was hunger and thirst. In Aden (93%), Lahj (95%), Shabwah (83%), and Marib (39%), migrants reported their biggest difficulty is hunger and thirst. Meanwhile, the absence of accommodation or shelter was mentioned as a key concern in Marib (19%) and to a lesser extent in Shabwah (11%), Lahj (1%) and Aden (1%).

ABOUT THE DATA COLLECTION

The Flow Monitoring Survey (FMS) is one of the methodological components implemented under IOM's Displacement Tracking Matrix (DTM) portfolio in Yemen to supplement more quantitative findings of the Flow Monitoring Registry (FMR). The FMS aims to capture qualitative information through direct interviews with a sample of migrants passing through Flow Monitoring Points (FMPs). The FMS collects detailed information on the demographic and socio-economic profiles of migrants, including age, sex, highest level of completed education and employment status prior to migration, migration journeys, migration drivers, migrants' intentions and migrants' needs.

The surveys are fully anonymous and voluntary. In all cases, the respondents are approached in an ad hoc manner by IOM field staff, with those who give their consent to be interviewed proceeding with the remaining questions (only migrants aged 14 and above are approached). The sample is not random and therefore is not representative (due to the fact that there is no sampling frame and the total population of reference is not known). Women and girls remain underrepresented, and efforts are made to make the survey more representative in this regard.

More information on flow monitoring data and reports can be accessed via [IOM DTM Yemen's website](#).

ABOUT THE DISPLACEMENT TRACKING MATRIX

The Displacement Tracking Matrix (DTM) is a system to track and monitor displacement and population mobility. It is designed to regularly and systematically capture, process and disseminate information to provide a better understanding of the movements and evolving needs of mobile populations, whether on site or en route. DTM in the East and Horn of Africa (EHOA) region is currently active in six countries (Burundi, Djibouti, Ethiopia, Somalia, South Sudan and Uganda).

DTM started operating in 2004, and has been continuously refined and enhanced through years of operational experience in over 80 countries in both conflict and natural disaster settings. DTM provides decision makers with primary data and information on human mobility, both in country and at the regional and global level. It has four distinct methodological components:

- 1) **Mobility tracking:** area-based assessment that regularly tracks numbers, locations and cross-sectorial needs of observed populations (stocks) to target assistance;
- 2) **Flow monitoring:** tracks movement tracking of mobile populations at key transit points (FMPs) to identify scale and direction of flows and reasons for movement;
- 3) **Registration:** individual and household-level information used for functional identity management in beneficiary selection, vulnerability targeting and programming;
- 4) **Surveys:** gather specific information through sampling from the population of interest, on return intentions, displacement solutions, community perceptions and other thematic areas of interest.

More information on the DTM methodological framework can be found [here](#).

FOR MORE INFORMATION



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