

INTRODUCTION: IOM works with national and local authorities in order to gain better understanding of population movements throughout **West and Central Africa**. Flow Monitoring Points (FMPs) allow IOM to quantify and qualify migration flows, trends, and routes, at entry, transit or exit points (such as border crossing posts, bus stations, rest areas, police checkpoints and reception centers). In Nigeria, a Flow Monitoring Point is established since March 2017 in several important transit locations in **Sokoto**; this point observes daily movements of **passenger buses** to and from Niger. This dashboard is an overview of the data collected in this Flow Monitoring Point in **March 2018**.



Results show that the daily average number of individuals observed at the flow monitoring point of **Sokoto** decreased by **28%** compared to **February**.

In **March**, Guidan-Roundji, Madaoua and Maradi were the main cities of departure of flows passing through Sokoto, whereas Guidan-Roundji, Tahoua and Birni-Nkonnri were the main cities of destination of observed flows.

The evolution of flows of individuals observed this month highlights five important peaks.

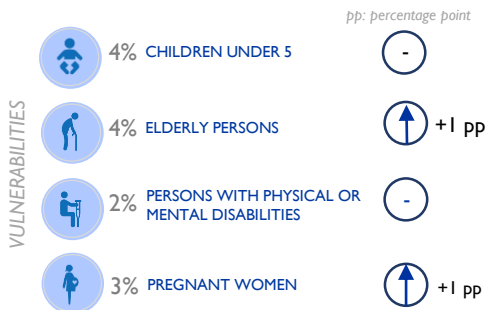
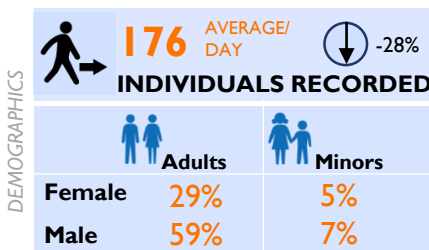
Four main modes of transport were identified: cars (61% of all flows), motorbikes (17% of all flows), bikes (10% of all flows), buses (8% of all flows), others (4% of all flows). Nigerians and Nigeriens were the main nationalities observed this month.

METHODOLOGY: The Flow monitoring methodology aims to identify areas prone to internal, cross-border, and regional migration. Mobility area assessments are conducted at the national level. DTM teams then collect information at the local level to identify key transit points. Enumerators collect data from key informants at the flow monitoring points: key informants may be bus station staffs, police or custom officers, bus drivers or migrants themselves. Data is collected through a basic form combined with direct observations – enabling sex and nationality breakdowns. In Sokoto, the Flow Monitoring Point was selected following consultations with local and national key stakeholders involved in the management of migration in Nigeria, and based on its location and distinctive characteristics of flows in the area. Data is collected on a daily basis during peak time hours.

LIMITATIONS: Data collected for these exercises should be understood as estimations only. They represent only part of the total flows passing through the Gada – Galmi, Sabon-Birni – Guidan-Roundji, and Illela - Kornni routes. The spatial and temporal coverage of this data collection activity is therefore incomplete. In addition, although data is collected daily, it is collected only during peak hours, and therefore the portion of the flows that occur during the uncovered hours is not represented. Data on vulnerability is based on direct observation and should be understood as mainly indicative.

DEMOGRAPHICS

(collected through direct observation and interviews with bus drivers and station managers)



Variations calculated based on data from the previous month

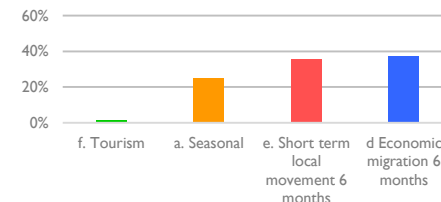
Country of origin of vehicles	%	Variation
Nigeria	56	+2 pp
Niger	44	+2 pp

Country of destination of vehicles	%	Variation
Nigeria	44	-
Niger	56	-

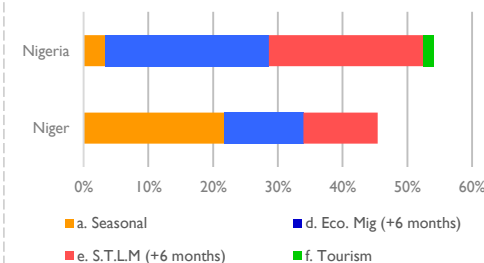
TRAVELERS' PROFILE

(collected through direct observation and interviews with bus drivers and station managers)

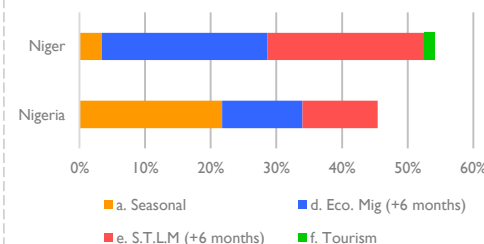
MAIN TYPES OF MOVEMENTS OBSERVED



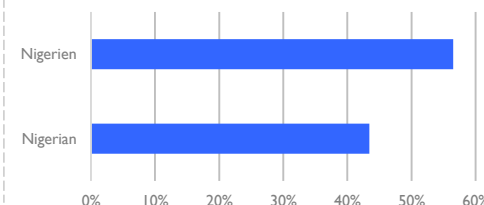
ORIGIN OF THE MOVEMENTS OBSERVED

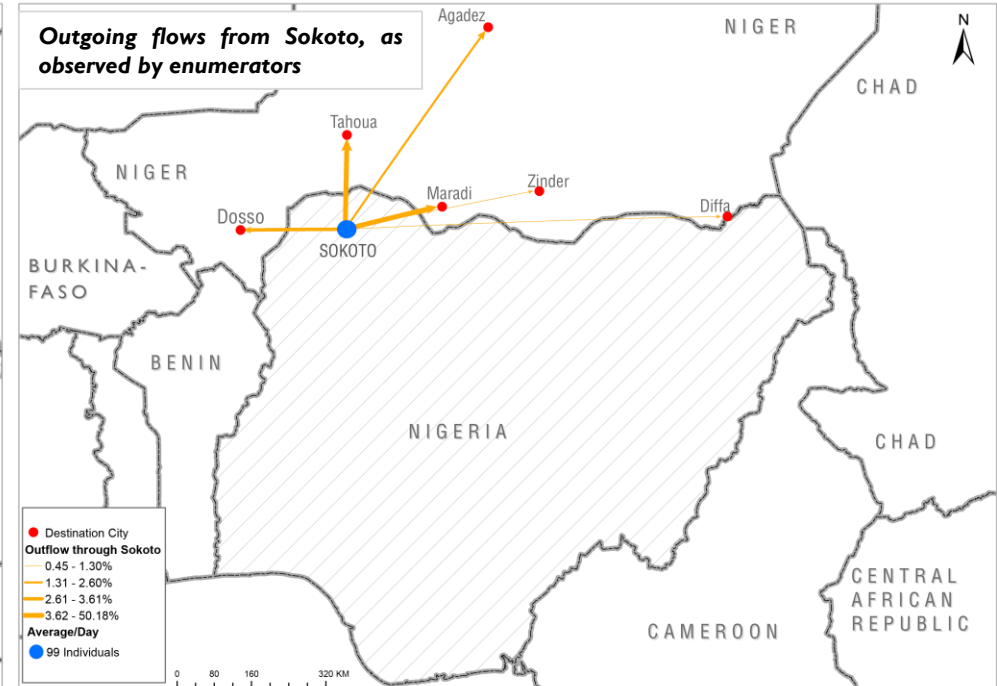
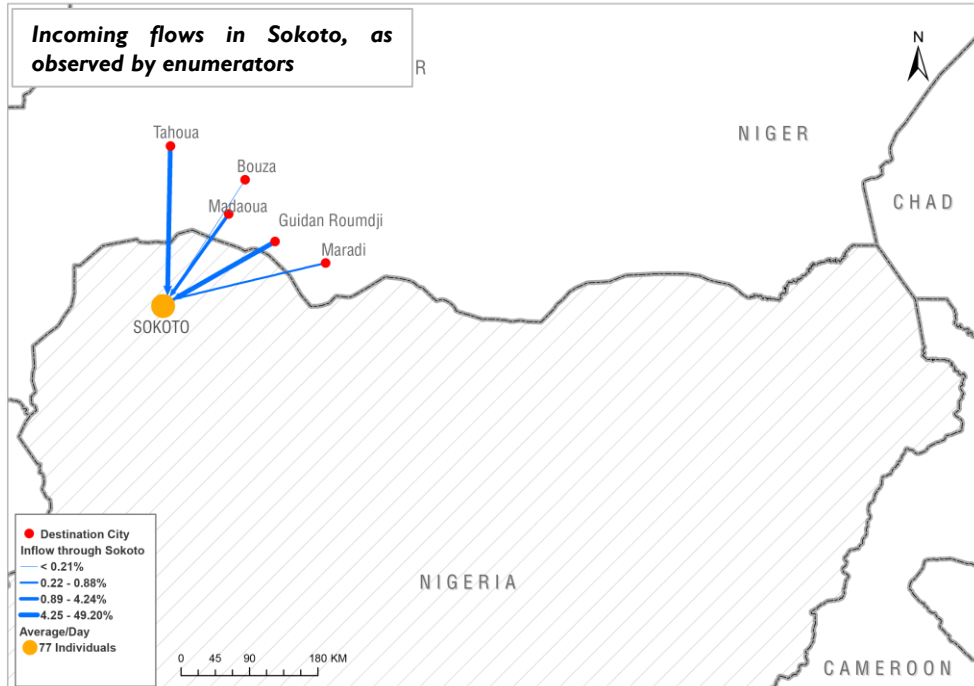


DESTINATION OF THE MOVEMENTS OBSERVED



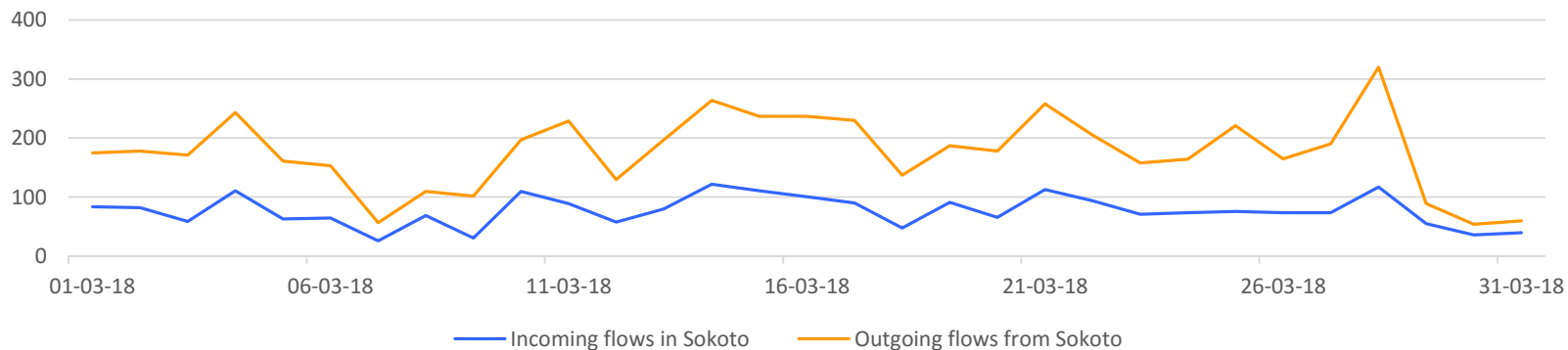
MAIN NATIONALITIES OBSERVED





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

EVOLUTION OF FLOWS OF INDIVIDUALS OBSERVED IN MARCH



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Publication date : April 2018

INTRODUCTION: IOM works with national and local authorities in order to gain better understanding of population movements throughout **West and Central Africa**. Flow Monitoring Points (FMPs) allow IOM to quantify and qualify migration flows, trends, and routes, at entry, transit or exit points (such as border crossing posts, bus stations, rest areas, police checkpoints and reception centers). In Nigeria, a Flow Monitoring Point is established since March 2017 in several important transit locations in **Kano**; this point observes daily movements of **passenger buses** to and from Niger. This dashboard is an overview of the data collected in this Flow Monitoring Point in **March 2018**.



Results show that the daily average number of individuals observed at the flow monitoring point of **Kano** decreased by **12%** compared to **February**.

In **March**, Zinder, Maradi, Diffa, Agadez and Ndjamena were the main cities of departure of flows passing through Kano, whereas Zinder, Maradi, Diffa, Agadez, Ndjamena and Centre were the main cities of destination of observed flows.

The evolution of flows of individuals observed this month highlights two important peaks.

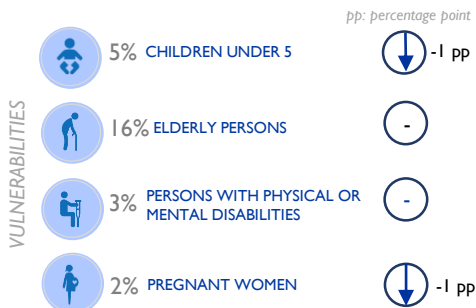
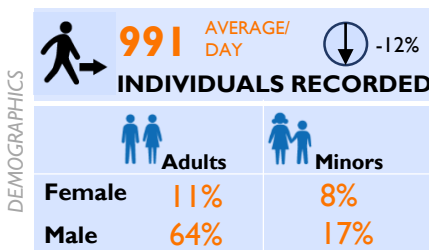
Two main modes of transport were identified: cars (66% of all flows) and buses (34% of all flows). Nigerians, Nigeriens, Chadians, Malians and Cameroonians were the main nationalities observed this month.

METHODOLOGY: The Flow monitoring methodology aims to identify areas prone to internal, cross-border, and regional migration. Mobility area assessments are conducted at the national level. DTM teams then collect information at the local level to identify key transit points. Enumerators collect data from key informants at the flow monitoring points: key informants may be bus station staffs, police or custom officers, bus drivers or migrants themselves. Data is collected through a basic form combined with direct observations – enabling sex and nationality breakdowns. In Kano, the Flow Monitoring Point was selected following consultations with local and national key stakeholders involved in the management of migration in Nigeria, and based on its location and distinctive characteristics of flows in the area. Data is collected on a daily basis during peak time hours.

LIMITATIONS: Data collected for these exercises should be understood as estimations only. They represent only part of the total flows passing through the Kano – Maradi and Kano – Zinder routes. The spatial and temporal coverage of this data collection activity is therefore incomplete. In addition, although data is collected daily, it is collected only during peak hours, and therefore the portion of the flows that occur during the uncovered hours is not represented. Data on vulnerability is based on direct observation and should be understood as mainly indicative.

DEMOGRAPHICS

(collected through direct observation and interviews with bus drivers and station managers)



Variations calculated based on data from the previous month

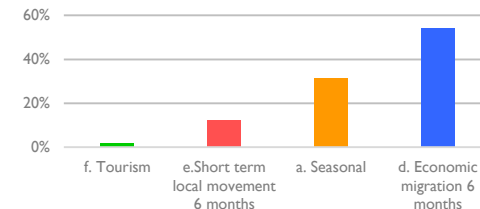
Country of origin of vehicles	%	Variation
Nigeria	71	-2 pp
Niger	28	+2 pp
Chad	1	-

Country of destination of vehicles	%	Variation
Niger	69	-
Nigeria	29	-
Chad	1	-
Cameroon	1	-

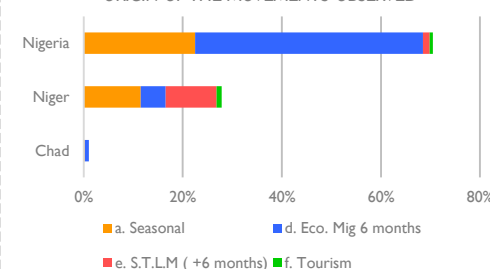
TRAVELERS' PROFILE

(collected through direct observation and interviews with bus drivers and station managers)

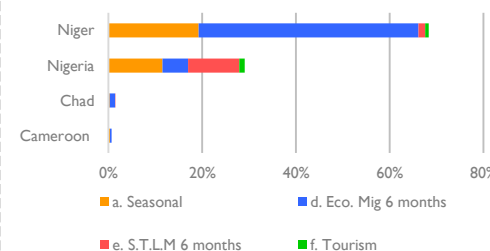
MAIN TYPES OF MOVEMENTS OBSERVED



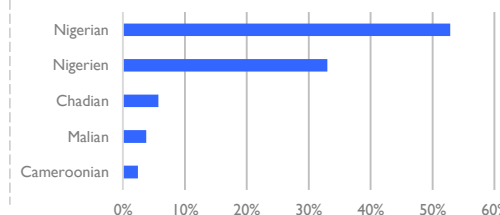
ORIGIN OF THE MOVEMENTS OBSERVED

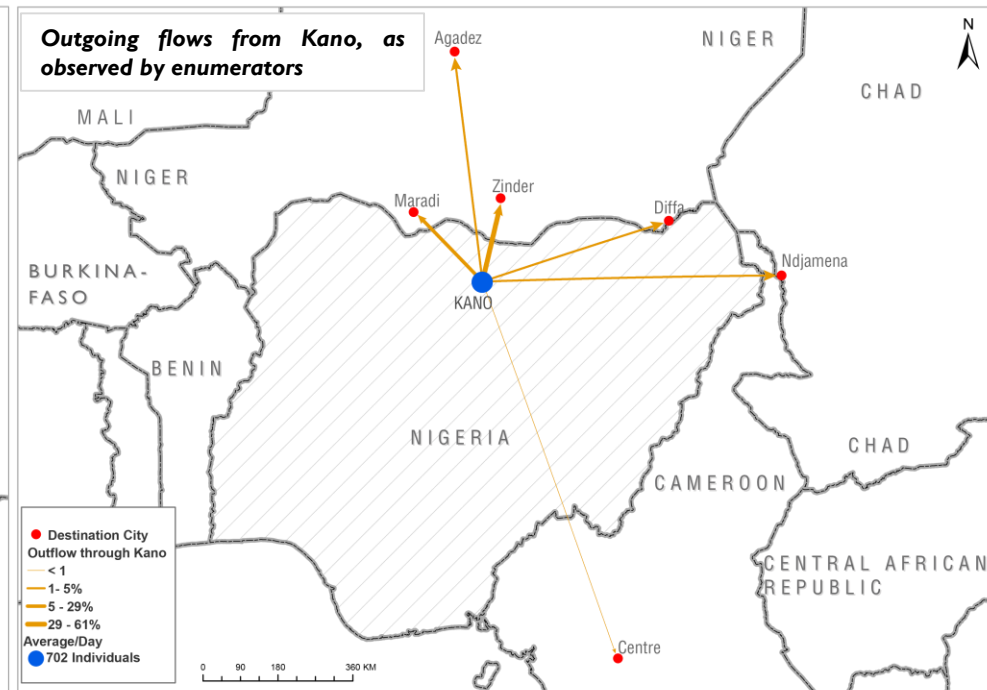
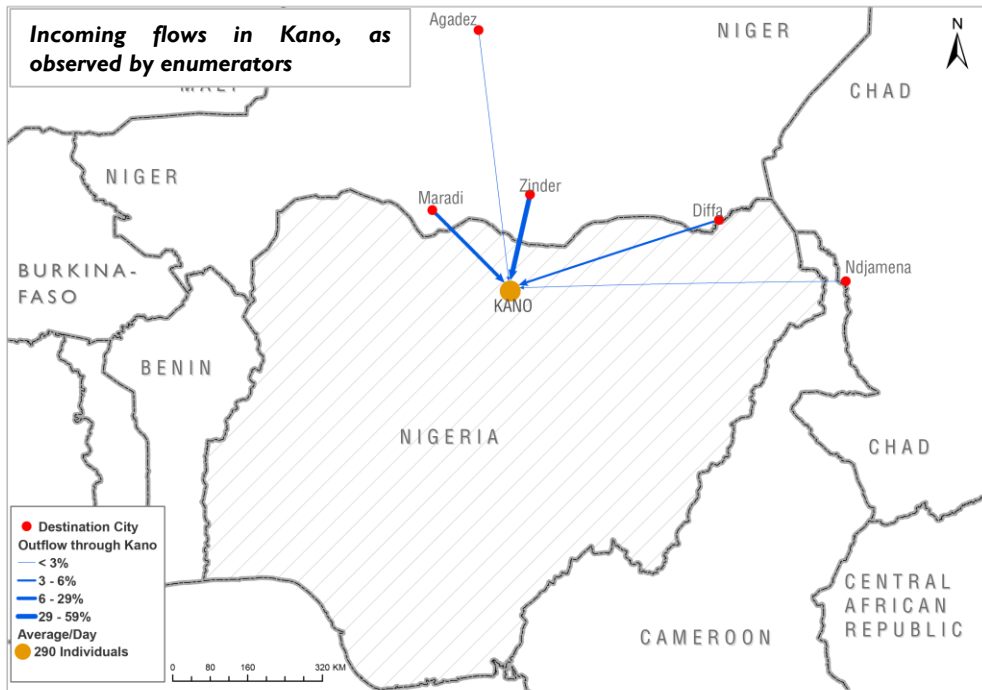


DESTINATION OF THE MOVEMENTS OBSERVED



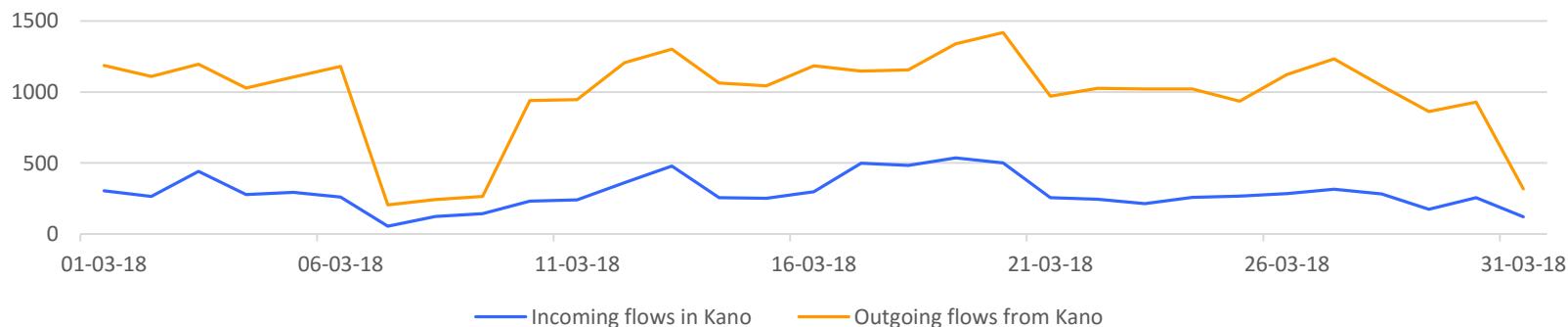
MAIN NATIONALITIES OBSERVED





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EVOLUTION OF FLOWS OF INDIVIDUALS OBSERVED IN MARCH



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