

# FLOW MONITORING SURVEY (FMS) QUARTERLY DASHBOARD

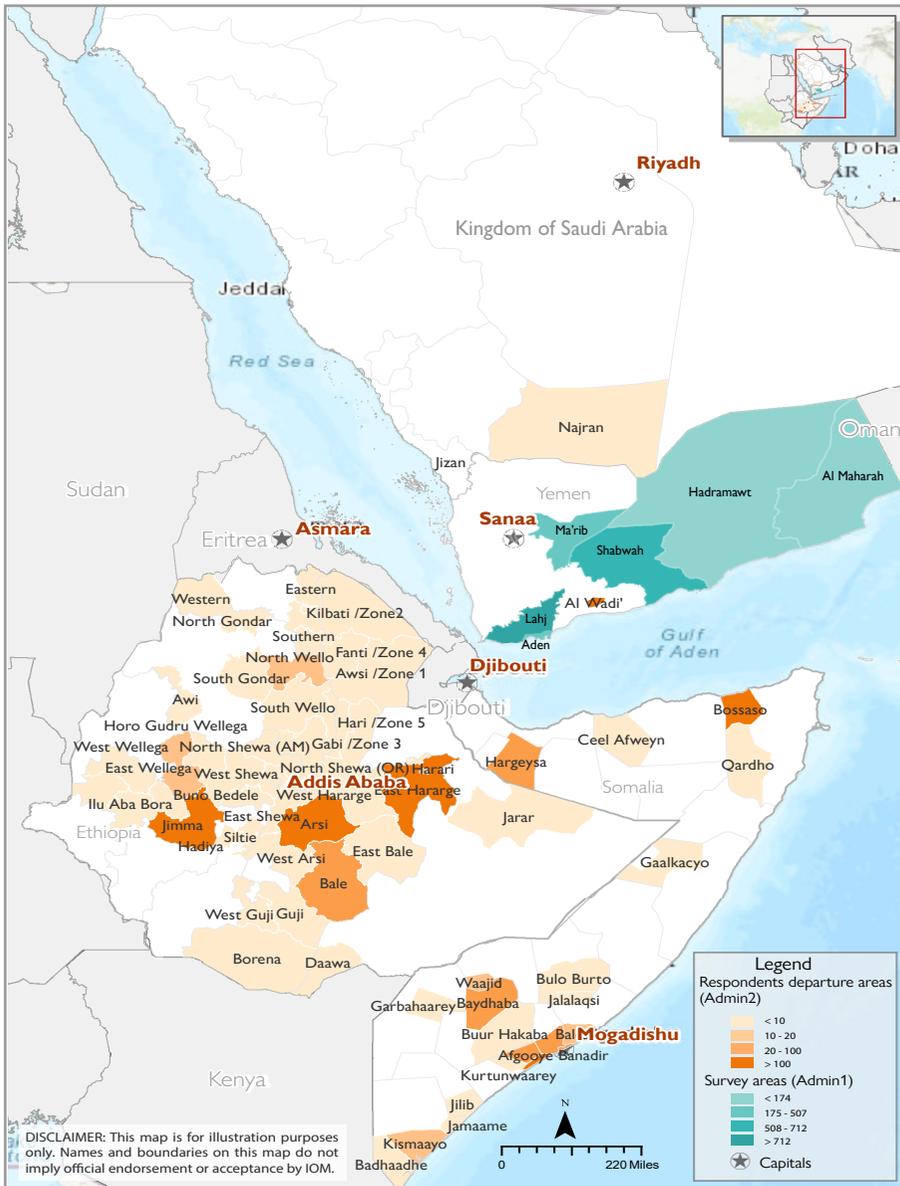
April - June 2023

IOM Yemen



Publication: 17 August 2023

## FMP NETWORK COLLECTING FMS DATA



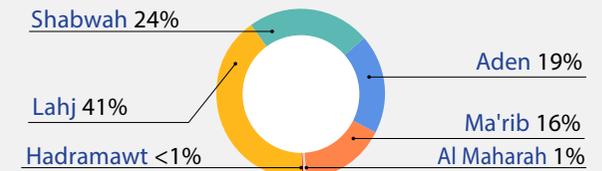
## OVERVIEW



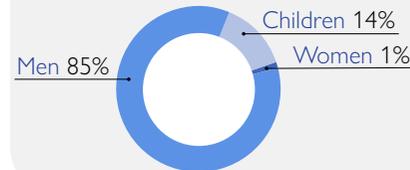
**2,679**

Surveys conducted between April and June 2023

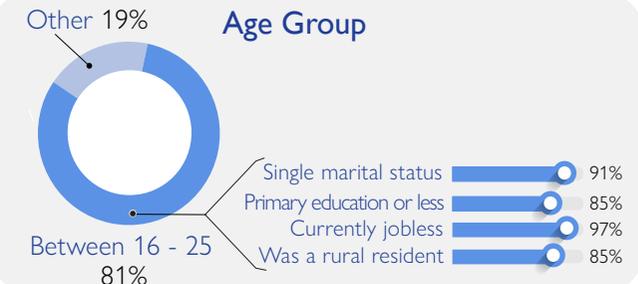
### Governorate of Survey



### Demographics



### Age Group



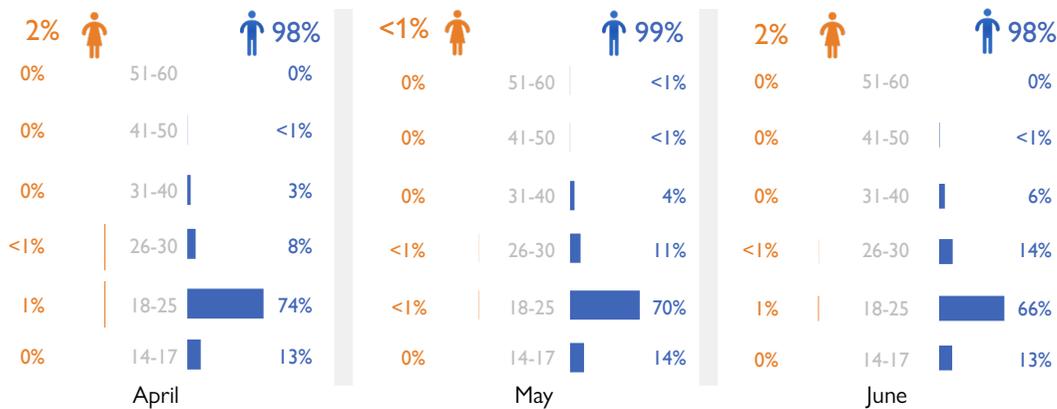
This dashboard compiles flow monitoring survey (FMS) data collected in Yemen between April and June 2023 and provides an analysis of migrants' demographic and socio-economic profiles, including education and employment backgrounds, reasons for leaving their country of origin or habitual residence, future travel intentions, protection and challenges faced during the journey. Also included are 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 Hadramawt and Shabwah governorates and the north-east route towards Lahj and Ta'iz governorates. 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 35,677 migrants entered Yemen through the south in the second quarter of 2023 – mainly through Lahj (82%) and Shabwah (18%) with an increase in April.

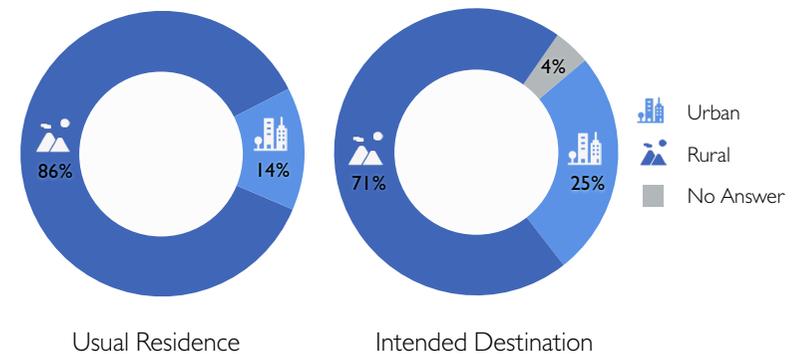
During the second quarter of 2023, a total of 2,679 surveys were conducted. In Lahj (1,086), Shabwah (631), Aden (501) and Ma'rib (441), as well as Al Maharah (15) and Hadramawt (5 migrants) where DTM recently started FMS. The overall number of surveys increased by seven per cent over the previous quarter. The majority of respondents were primarily young male adults between the age of 16 and 25 (81%) searching for economic opportunities (98%), most of whom were single (91%), attained primary education or less (85%), were currently unemployed (97%) and departed from rural areas (85%).

## DEMOGRAPHIC PROFILE

Sex and age distribution by month of survey <sup>1</sup> (n=2,679)



Rural-urban distribution (n=2,679)

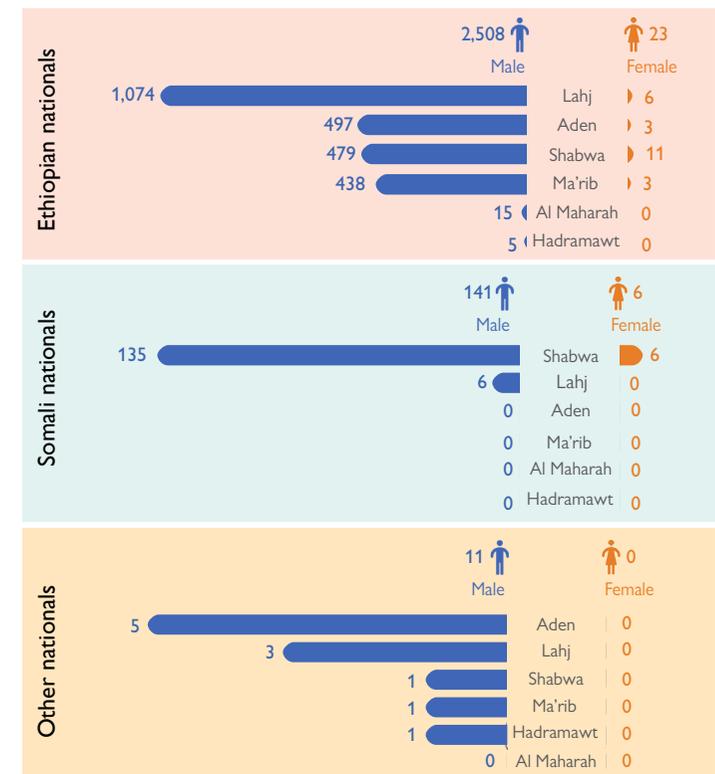


• **Sex and age distribution:** The overall sample was predominantly male (99% versus 1% female). It should be noted that female travellers are more commonly difficult to find for interviews meaning that this is not a representative sample. Some 14 per cent were children aged 14 to 17, and they were entirely male. Female migrants are represented in the survey at one per cent from the total (2,679) of migrant arrivals during the second quarter of 2023. As a main reason, 98 per cent of migrants reported they were traveling for economic reasons through Lahj (40%), Ma'rib (16%), Shabwah (23%), Aden (19%) and other governorates (<1%). Young adults between the age of 18 and 25 make up the largest percentage (71%).

• **Nationalities and routes:** The majority of Somali nationals (95%) traveled from Bari to the governorate of Shabwah via the south-east route, while five per cent traveled from Obock, Djibouti, to the governorate of Lahj via the north-east route. Six different governorates hosted Ethiopian migrants who left their home country: Lahj (43%), Shabwah (20%), Aden (19%), Ma'rib (17%), Al Maharah (1%) and Hadramawt (<1%). Only two per cent of Ethiopian migrants used the south-east route; the vast majority (98%) took the north-east route to reach their transit governorates. The majority of migrants (88%) 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. Some 30 per cent of travellers owned passports or other forms of ID and just over half of these (58%) carried these – 18 per cent of all migrants.

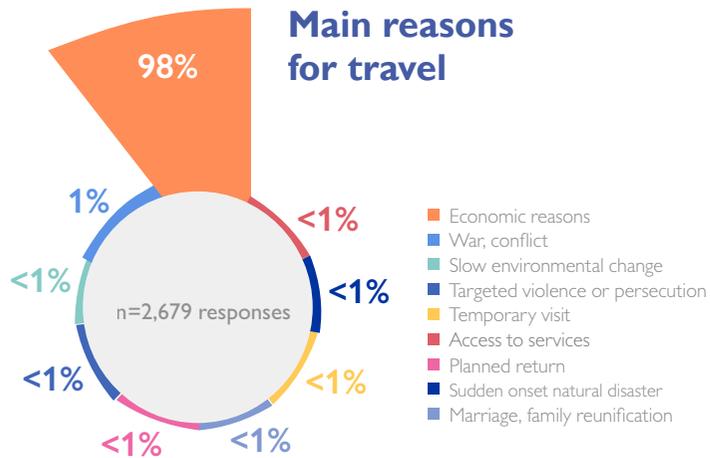
• **Rural-urban distribution:** Most interviewed migrants moved between rural settlements. In particular, 86 per cent of migrants reported to have left from what they considered to be rural settlements and 71 per cent reported intending to migrate towards rural destination areas. Most Ethiopian migrants (86%) started their journey in rural areas and 75 per cent of them intended to migrate to rural areas. Similarly, the majority of Somali migrants (90%) reported to have left from rural areas with 84 per cent aiming to migrate to other rural areas. Altogether, 65 per cent of all migrants left rural areas for rural areas. Some 18 per cent of those who left rural regions planned to go to towns and cities. In contrast, 7 per cent of migrants have left urban areas for other urban areas. A further five per cent of migrants travelled from urban areas and aimed to reach rural destinations.

Main nationalities and sex, by governorate of survey (n=2,679)

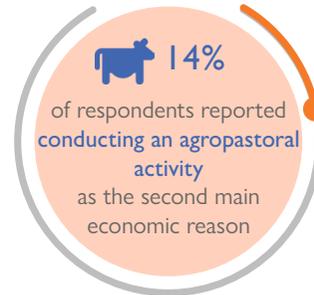
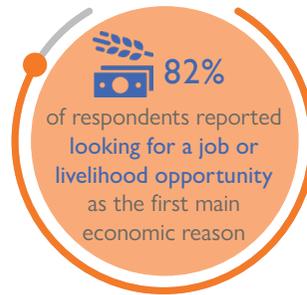


<sup>1</sup> The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

<sup>2</sup> For reference – according to FMR data, of 35,677 tracked migrants during the reporting period 76% were men, 5% women, 17% boys and 3% girls (boys and girls refer to persons under 18).



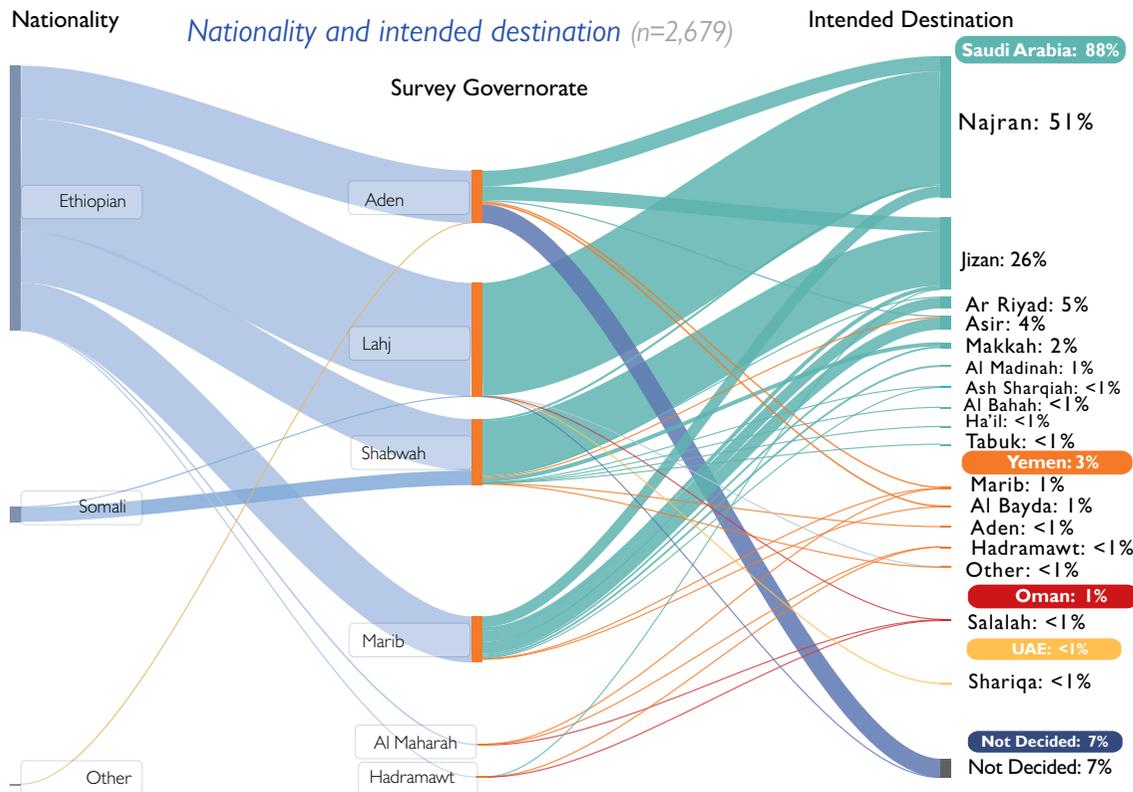
### Economic reasons<sup>3</sup>



### Security reasons



### Environment reasons



• **Reasons for travel:** Almost all interviewed migrants (98%) mentioned economic motives as their main reason for leaving home countries. A small proportion (1%) of those included in the survey fled war and other forms of conflict or persecution, whereas a fraction of one per cent left due to slow environmental change. Some 82 per cent of those travelling for economic reasons reported their intention to find any type of job in their destination of choice, while some 14 per cent were targeting employment in agro-pastoral activities, and about four per cent travelled to conduct existing business.

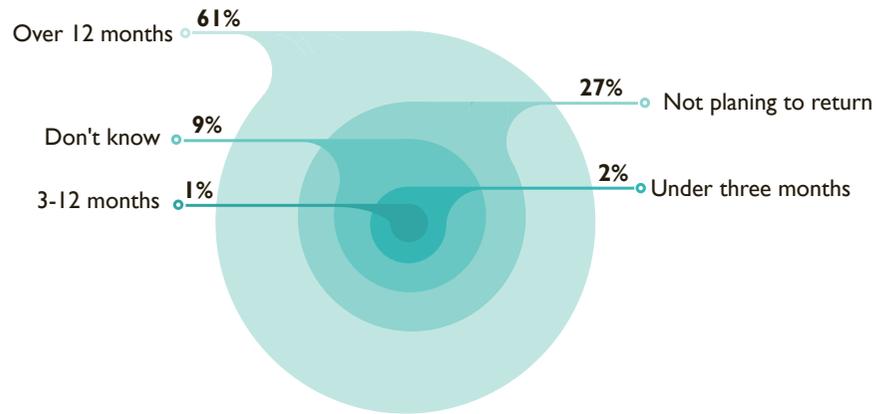
• **Gender aspects of the journey:** All female respondents travelled for economic reasons (100% vs. 97% for male respondents). War and conflict were mentioned as a second reason for travel by 35 per cent of female respondents. Meanwhile, all female respondents with a job lined up (17 of 19) stated that these were occupations with households as employers. Over a third of male travellers had a job lined up at destinations (35%) which most commonly was in the agricultural sector (94%).

• **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 (51%) and Jizan (26%). Only three per cent of migrants mentioned locations in Yemen as their intended destination and one per cent mentioned Oman. DTM Yemen will increase its 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, seven per cent had not yet decided on their intended destination.

<sup>3</sup> If respondents were going for economic reasons, the survey moved on to learn about the different types of economic reasons.

## REASONS FOR TRAVEL AND INTENTIONS

How long do you plan to stay in your intended final destination country? (n= 2,679)

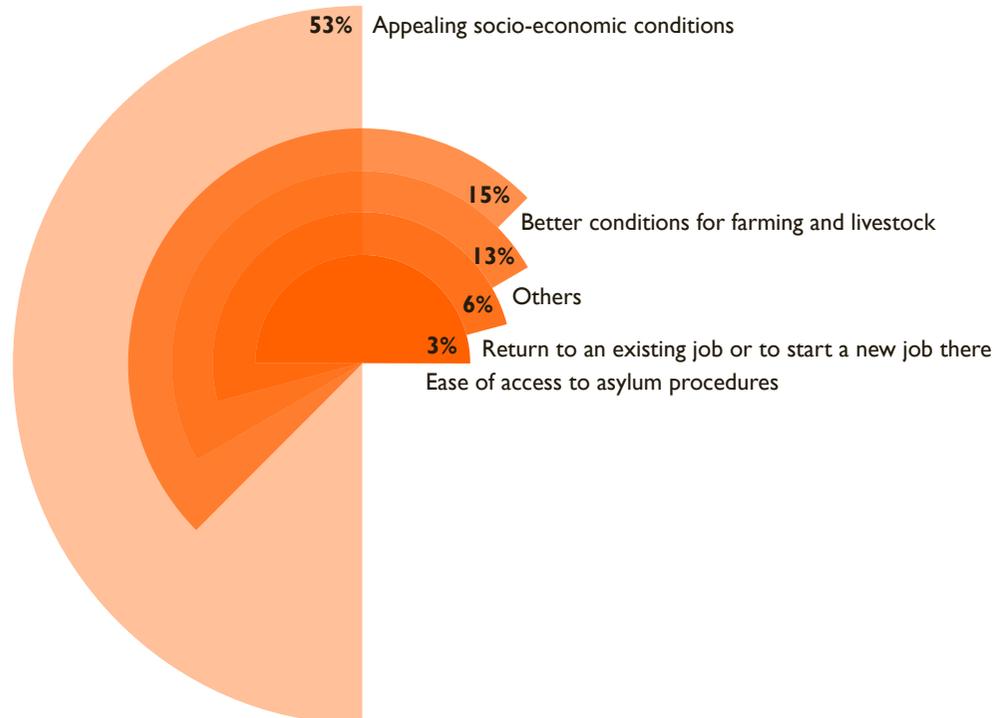


<1%  
are registered  
as refugees

How did you pay for your travel? (n= 2,679)



Reasons for choosing final destination over other locations  
(n=2,399, i.e. all excluding those traveling for a temporary visit)



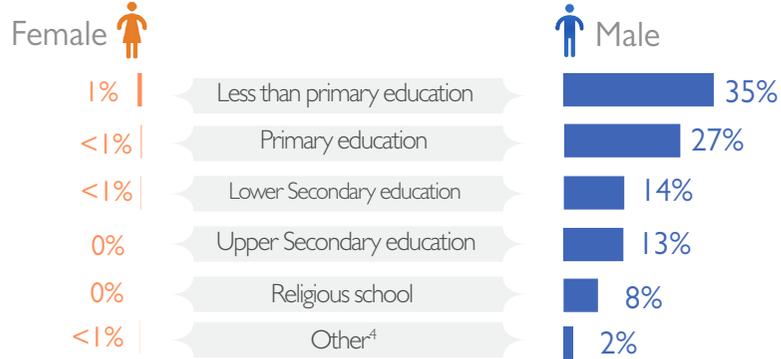
- **Predetermined length of stay:** The majority of respondents (61%) said they plan to stay in their final destination countries for longer than a year. Just over a quarter (27%) said they have no intention of returning back, including 14 per cent saying their intended final destinations are their countries of habitual residency. A small percentage (3%) of respondents reported their intention to stay in final destination countries is for fewer than 12 months.

- **Reasons for choosing final destination country:** The attractive socio-economic conditions at the final destination countries was cited by more than half of respondents (53%) as the reason for choosing their final destination. Others (15%) claimed that their decision to travel to such countries was motivated by the opportunities for farming and grazing livestock there. Six per cent of respondents indicated that their journey was just to return to their previous careers or begin new ones in their final destinations. Only three per cent of respondents chose their final destinations based on the accessibility of asylum procedures.

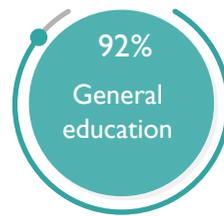
- **Payment for travel:** Around 41 per cent of respondents stated that friends and family members in their home countries were the ones who covered their travel expenses. More over one-third of those surveyed (35%) said they used their personal savings to pay for their journey. Other 17 per cent said they paid via loans and debits. While 6 per cent claimed they worked while traveling and earned enough money to cover their expenses.

## SOCIO-ECONOMIC PROFILE

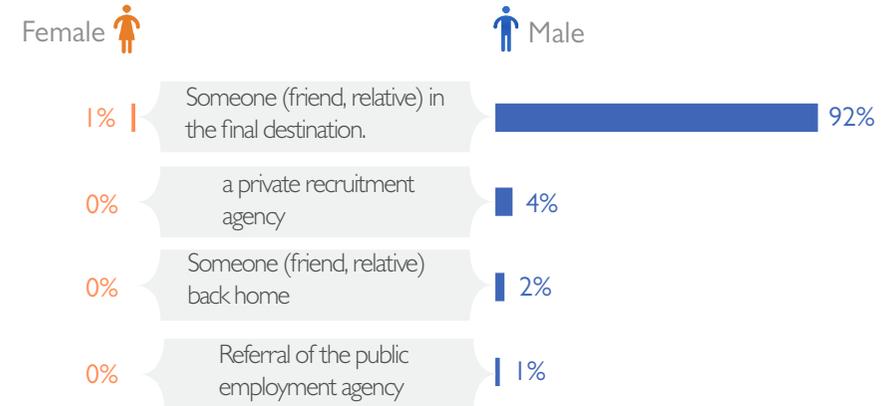
### Highest level of completed education (n=2,679)



### Forms of schooling



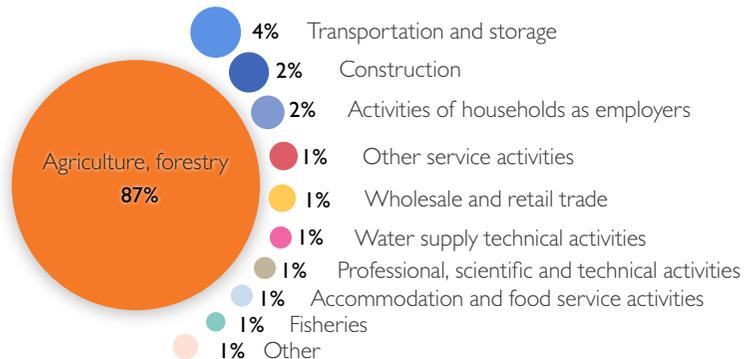
### How did you become aware of this job/business opportunity in the final destination country? (n= 167 migrants traveling for a job)



### Last employment status prior to migration (n=2,550)



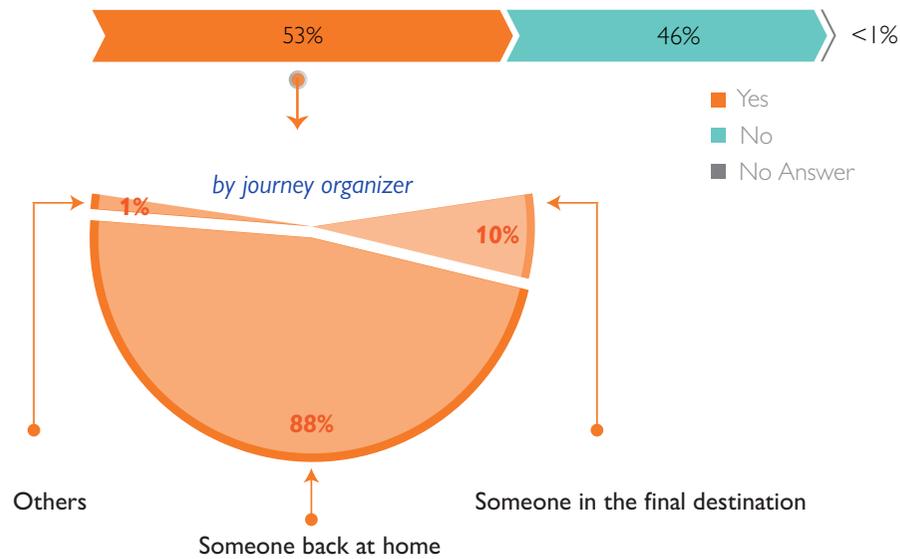
### Main sectors of employment prior to migration (n= 1,327)



- **Education:** Over a third of migrants hadn't completed primary school (36%). Just over a quarter of migrants reported having finished primary school (27%), while just 13 per cent of migrants have finished high school. Somali nationals were nearly twice as likely than Ethiopian nationals to not have completed primary school (67% vs. 34%) and equally more likely to have completed a religious school (17% vs. 7%).
- **Employment status prior to migration:** While 29 per cent of migrants were unemployed prior to travelling, 30 per cent were self-employed and 20 per cent working as daily workers. Among self-employed, most were in agricultural related work (87%). Nearly 29 per cent of migrants indicated they were unemployed but looking for jobs prior to migration. Some 18 per cent were students before embarking on their journey.
- **Information sources:** Among migrants travelling for a lined-up job, (167 ind.), the majority (93%) learned about these opportunities via friends or family members in their country of final destination. Only around two per cent of migrants learned about these opportunities from friends and family in their country of origin, and the remaining four per cent of migrants learned about them from private persons or a private recruiting agency.

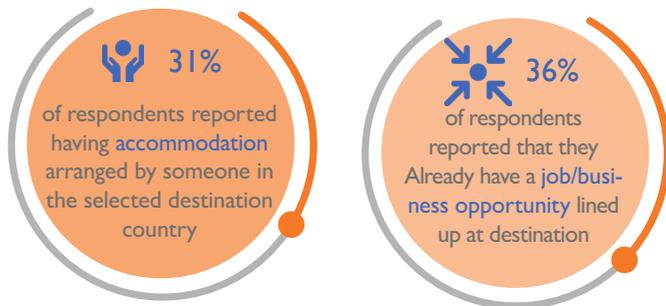
<sup>4</sup> The "other" group includes persons with tertiary degrees or higher and other forms of education.

Did anyone help you in organizing this journey? (n=2,679)

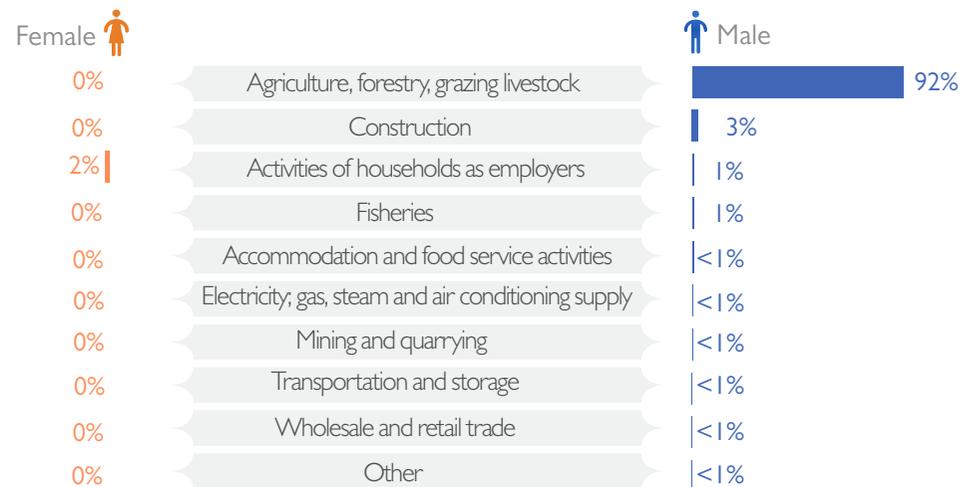


• **Journey organizing:** Overall, around six out of ten of surveyed migrants (54%) indicated that their travels were planned by third parties. Of those, over 88 per cent reported they received assistance from someone in their country of origin. Just 10 per cent reported they received assistance from someone in their final destinations. On the other hand, 46 per cent of respondents had no one planned their travels. 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, 31 per cent of migrants reported having accommodation provided in the destination country, with 98 per cent of these reporting that someone at the end destination arranged it for them. On the other hand, 36 per cent have a job/business opportunity lined up at their destination. Some 79 per cent of those who reported having someone arranged for accommodation additionally indicated having a job/ business opportunities lined up at their destination. Over a quarter confirmed having to repay expenses related to the journey (27%) and nine per cent having to repay recruitment fees upon arrival.



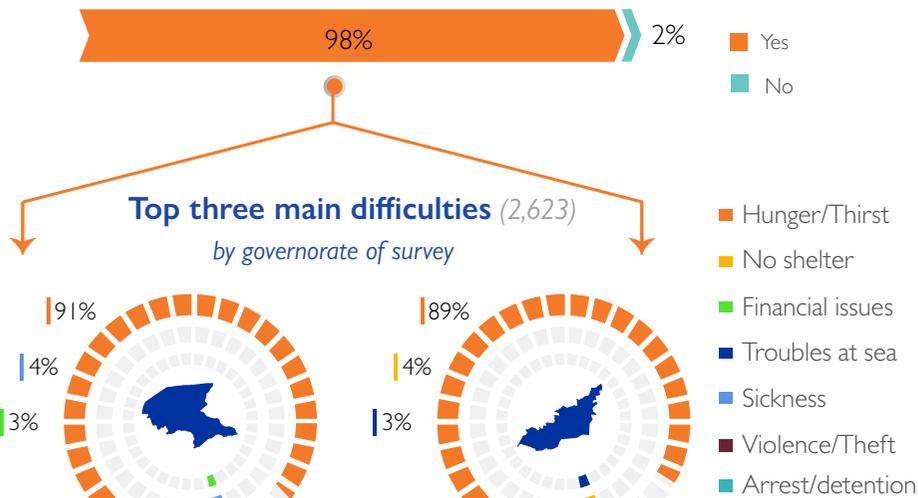
Sectors of employment and business opportunities lined up at destination (n=957)



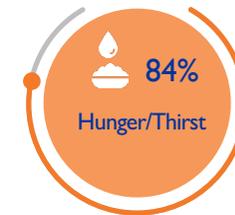
<sup>5</sup> Percentages are rounded up and may not add up to 100.

# CHALLENGES

Have you been facing any specific difficulties during this journey? (n=2,679)



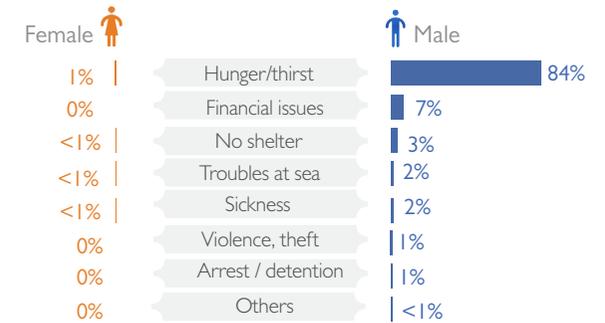
Main difficulties faced



Secondary difficulties faced



Challenges being faced at the moment (n=2,623)

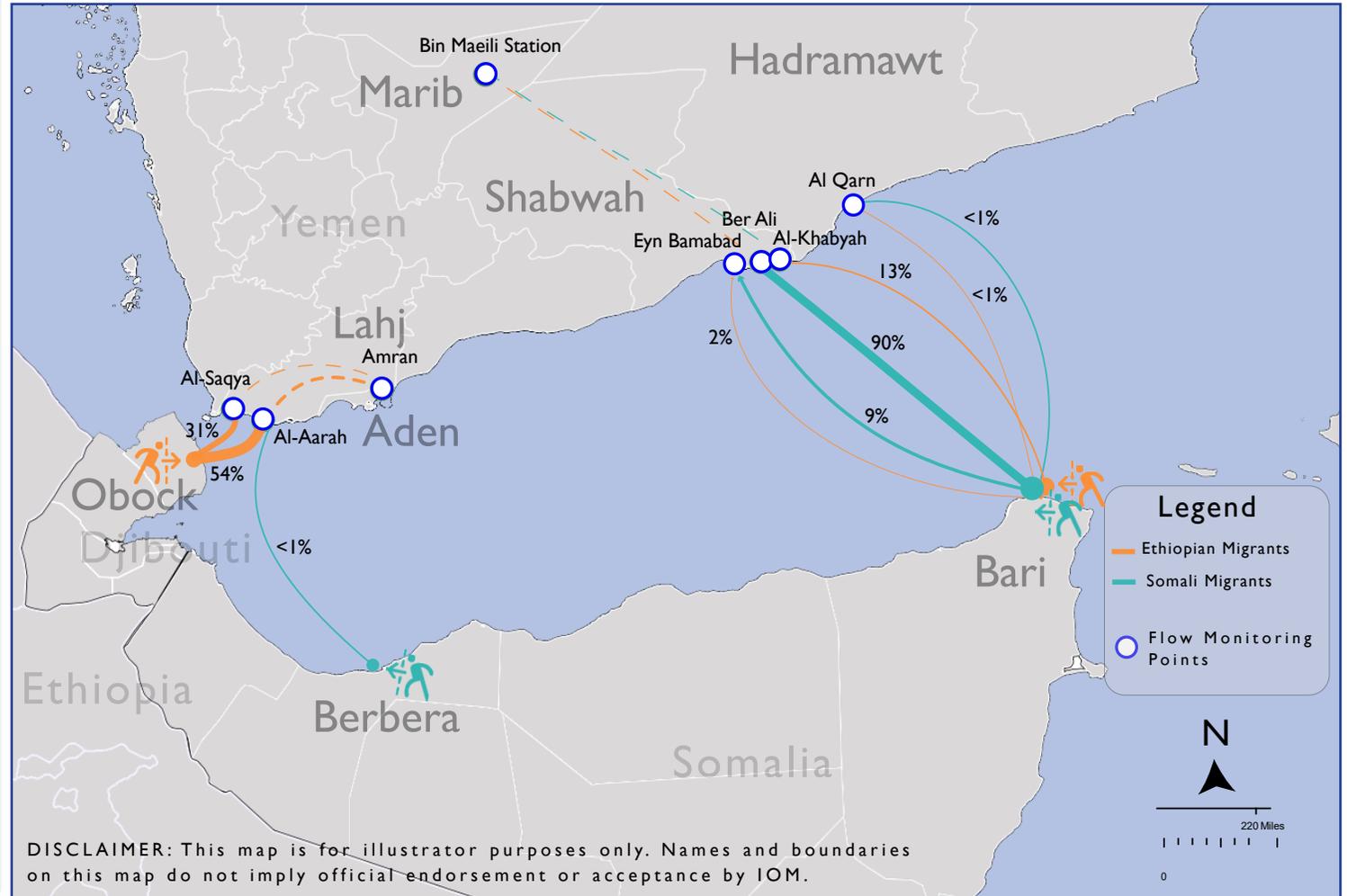


**Difficulties and challenges:** Based on the FGDs conducted in 2022 in Djibouti with those returning from Yemen, all migrants stated that the journey to Yemen via Djibouti was much harder than they anticipated. This was confirmed during a participatory migrant mapping (PMM) exercise in March 2023. Walking 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 migrants are reported to be in dire need of food, water, shelter, clothing and healthcare (mobile clinics). Female travellers are in need of dignity kits. Some further request support with voluntary return. As migrants often spend longer periods of time in Yemen to fund their journey, they further require support with income-generating projects. Others report the need for support with identity / travel documentation and other ways to ensure safe migration between governorates and across international borders. In cases of deaths at sea or elsewhere, migrants also require support in the form of funeral related needs.

Overall, 98 per cent of migrants reported coming across several difficulties and challenges during their journey. Hunger and thirst were the most common difficulties cited by 84 per cent of migrants. Shelter is listed as a primary challenge by seven per cent of respondents, while it is listed as a secondary difficulty by 58 per cent. Additionally, 13 per cent of travellers reported problems at sea as a secondary difficulty. While 11 per cent reported violence and theft as a problem being encountered. Among under 18-year-olds, 12 per cent reported that their biggest issue was hunger and thirst. Similarly, 52 per cent of female migrants reported that their main difficulty was hunger and thirst. Hunger and thirst are described as the most difficulty in Shabwah (91%), Lahj (89%), Aden (99%), and Marib (42%), while in Hadramawt, shelter is mentioned as the most significant challenge (50%) with detention and arrest being mentioned as the greatest challenges in Al Maharah governorate (87%).

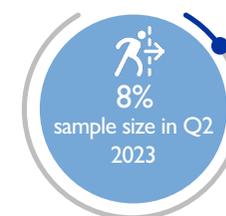
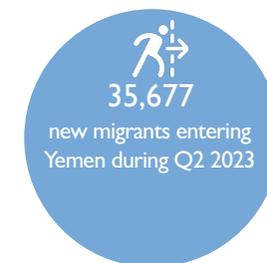
• **Route trends and difficulties:** When deciding which Yemeni governorates to temporarily settle in before continuing on to Saudi Arabia and other Gulf countries, migrants may be influenced by a number of factors, such as stability, economic opportunity, and proximity to a major migration route. Most of the time, migrants have two options for traveling to their next destinations. The first option is to take a long sea route, which may enable them to walk just a short distance inland to their next places. The second option, which is often favored by migrants who cannot afford to pay high fees for their journeys, involves taking a small nautical distance route by boats but a long overland walk to reach their desired destinations. Migrants who intend Shabwah, Marib, or Hadramawt governorates as their next destination would rather prefer to take most of their journey inland to reach Bari in Somalia and take a shorter maritime journey from Bari to Shabwah which is also close to Ma'rib and Hadramawt. All migrants who travel from Obock, Djibouti reach Lahj governorate due to its proximity from Obock. The majority choose it as their second destination. Others take it as an arrival point to start their inland walk to Aden. This isn't always the case, though. To get to distant locations like Shabwah, Ma'rib, or Hadramawt from Lahj, some Ethiopian migrants would travel via the Obock-Lahj route. Lack of personal contacts or networks in Somalia, difficulty accessing alternate smuggling channels, or other particular conditions are a few things that could influence this decision. Additionally, it is found that almost all migrants who take Obock-Lahj route in order to get to Shabwah, Ma'rib, or Hadramawt and those who take Bari-Shabwah route in order to get to Lahj or Aden have these governorates in mind as their final destinations.

Of the surveyed migrants, 43 per cent took their journey from Bari, Somalia to Shabwah governorate, with 38 per cent of them continued their travel to Ma'rib as their next destination. On the other side, 57 per cent travelled from Obock, Djibouti to Lahj governorate, with 34 per cent continued on to settle in Aden temporarily as their next destination.



Map depicting migration routes and movements overall during the second quarter of 2023

• **Sampling size and location:** Yemen DTM keeps track on the migration flows along the coastline of Yemen and creates flow monitoring points (FMPs) according to the arrival locations of migrants for constant monitoring. While the coastal governorates of Shabwah, Lahj, and Hadramawt were currently the main landing points for migrants into Yemen during the second quarter of 2023, many newly arriving migrants moved to other governorates as their temporarily settlement destinations. Thus, Shabwah, Lahj, Aden, Ma'rib, Hadramawt, and Al Maharah<sup>6</sup> were the six governorates from which the Flow Monitoring Survey (FMS) selected its sample for the research during this time period. Although the FMS sample is not random<sup>7</sup>, DTM Yemen takes two steps to make the sample as representative of the migrant population as possible: by concentrating on the distribution of the demographic characteristics of respondents and by increasing the sample size (8%, 2,679 surveys out of 35,677 new migrants entering Yemen) thus enabling the sample to be divided into different groups during the analysis without affecting the results.



sub-groups	Flow of Migration April 2023	Total Surveys April 2023	Flow of Migration May 2023	Total Surveys May 2023	Flow of Migration June 2023	Total Surveys June 2023
Male	12,443	884	10,389	1,043	10,061	279
Female	971	14	1,074	8	739	7
Ethiopian Nationals	13,039	856	10,803	1,034	10,406	641
Somali Nationals	375	42	644	78	394	27
Other Nationalities	0	0	16	1	0	0
Shabwah	1,755	195	2,748	295	2,008	141
Lahj	11,656	394	8,711	448	8,789	244
Aden	0	166	0	233	0	102
Ma'rib	0	143	0	137	0	161
Hadramawt	3	0	4	0	3	5
Al Maharah	0	0	0	0	0	15
<b>Monthly Grand Total</b>	<b>13,414</b>	<b>898</b>	<b>11,463</b>	<b>1,113</b>	<b>10,800</b>	<b>668</b>

<sup>6</sup> Hadramawt and Al Maharah saw a relatively low number of surveys during this quarter since the Flow Monitoring Survey (FMS) began operations in those two governorates on June 25.

<sup>7</sup> For more information on this, please refer to the section on [About The Data Collection](#).

## 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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