

FLOW MONITORING SURVEY (FMS) QUARTERLY DASHBOARD

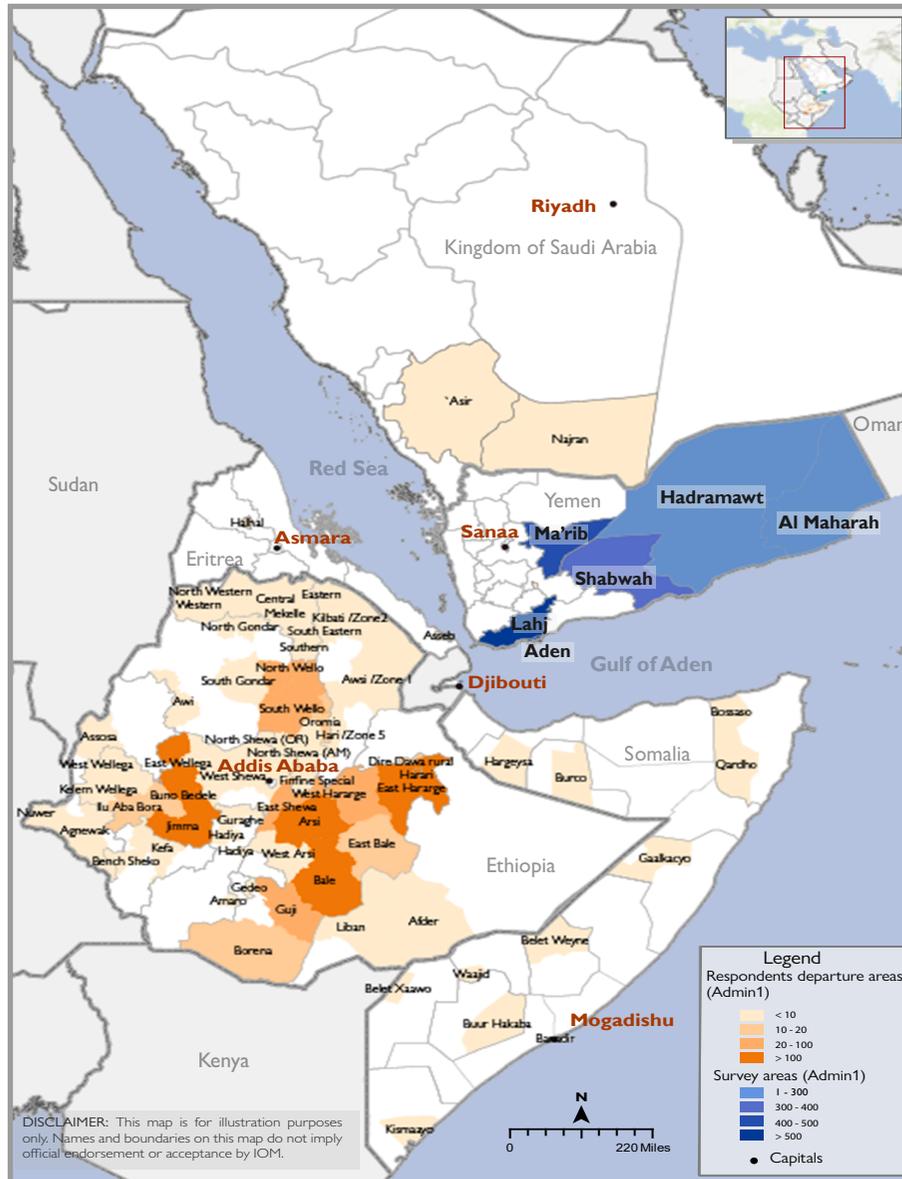
July - September 2023

IOM Yemen



Publication: 16 November 2023

FMS Data Collection Network



OVERVIEW



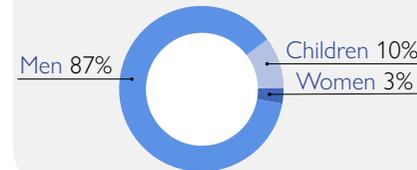
2,705

Surveys conducted between July and September 2023

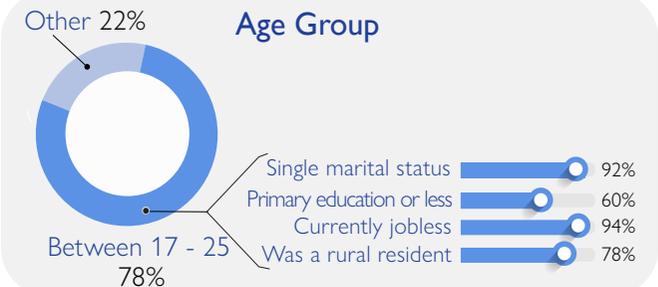
Governorate of Survey



Demographics



Age Group

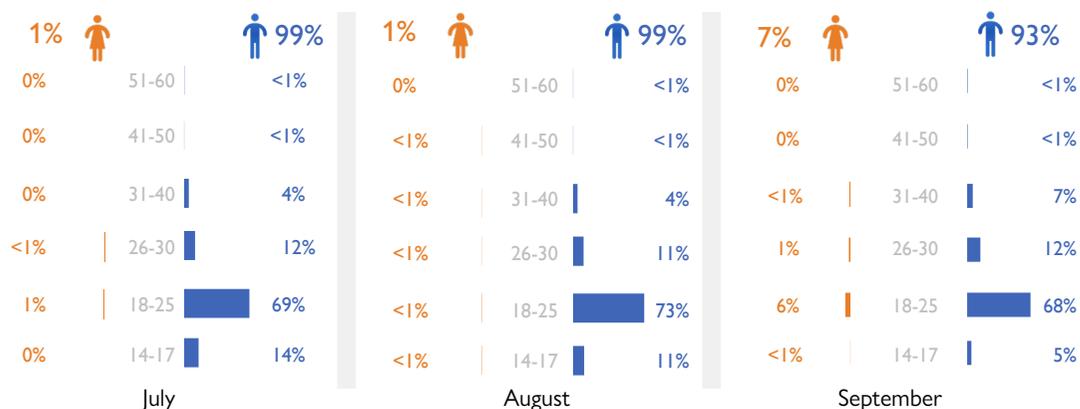


This dashboard compiles flow monitoring survey (FMS) data collected in Yemen between July and September 2023 and provides an analysis of migrants' demographic and socio-economic profiles, including education and employment backgrounds, reasons for leaving their country of origin or habitual residence, 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.

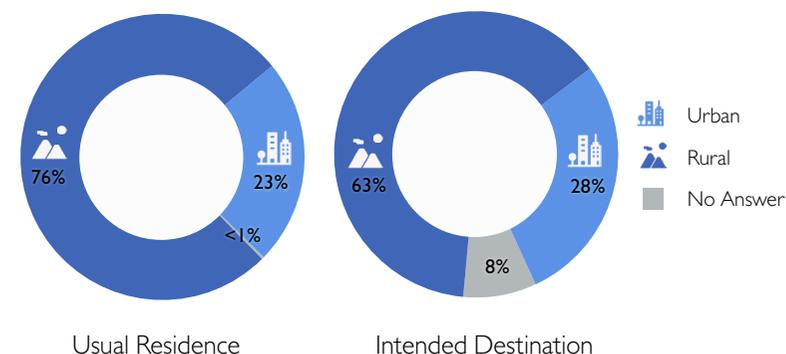
The migration routes in the southern part of Yemen are categorized along two main routes: the south-east route towards Shabwah, Hadramawt, and Al Maharah governorates and the north-east route towards Lahj and Ta'iz governorates. Both routes are traditionally travelled by a large number of migrants each 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 recorded 15,227 migrants entered Yemen through the south in the third quarter of 2023. This figure represents a significant decrease compared to the previous quarter, with nearly two thirds (62%) of all migrants were recorded in July. The remainder was recorded in August and September. The significant decrease observed since August is likely attributed to the ongoing joint military campaign initiated to combat smuggling and secure the coastline of Lahj, a well-known governorate for receiving the largest proportion of migrants. The campaign involved deploying troops, conducting raids, and establishing checkpoints. During the third quarter of 2023, a total of 2,705 surveys were conducted. In Aden (667), Lahj (655), Ma'rib (487), Shabwah (409), Hadramawt (245) and Al Maharah (242). The overall number of surveys increased by one per cent over the previous quarter. The majority of respondents were young male adults between the age of 17 and 25 (78%) searching for economic opportunities (95%), most of whom were single (92%), attained primary education or less (60%), were currently unemployed (94%) and departed from rural areas (78%).

DEMOGRAPHIC PROFILE

Sex and age distribution by month of survey ¹ (n=2,705)



Rural-urban distribution (n=2,705)

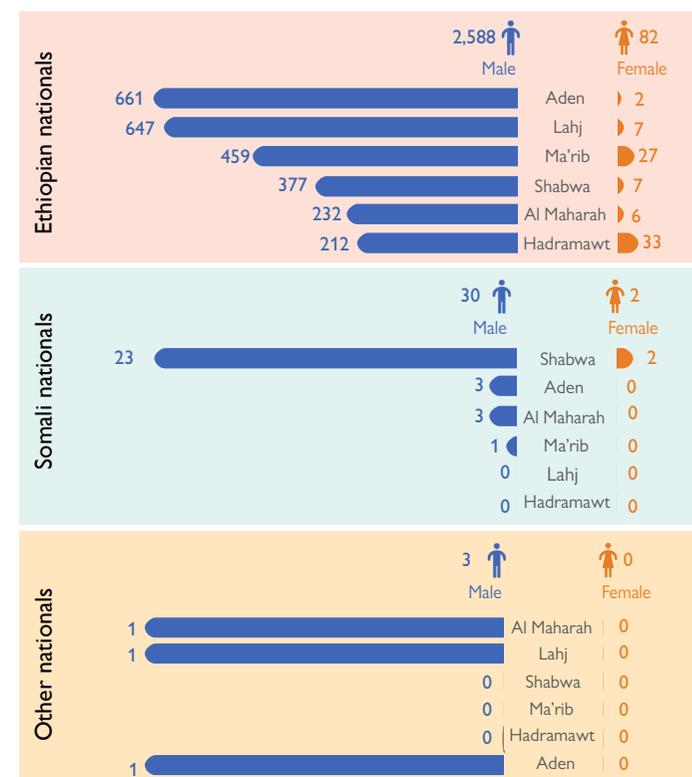


• **Sex and age distribution:** The overall sample was predominantly male (97% versus 3% female). It should be noted that female travellers are more commonly difficult to find for interviews meaning that this is not a representative sample. Some 10 per cent were children aged 14 to 17, with males comprising 99 per cent. Female migrants are represented in the survey at three per cent from the total (2,705) of migrant arrivals during the third quarter of 2023. As main reason, 93 per cent of migrants reported traveling for economic reasons through Aden (24%), Lahj (24%), Ma'rib (16%), Shabwah (15%), Hadramawt (8%) and Al Maharah (5%). Young adults between the age of 18 and 25 make up the largest percentage (72%).

• **Nationalities and routes:** All Somali nationals (100%) traveled from Bari to the governorate of Shabwah via the south-east route. The majority of Ethiopian nationals (75%) used the north-east route from Obock, Djibouti to the governorate of Lahj. The remainder (25%) of Ethiopian migrants used the south-east route from Bari, Somalia to Shabwah. Six different governorates hosted Ethiopian migrants who left their home country: Aden (25%), Lahj (24%), Ma'rib (18%), Shabwah (14%), Al Maharah (9%) and Hadramawt (9%). The majority of migrants (69%) intended to migrate to the Kingdom of Saudi Arabia (KSA), which implies that they would take various routes within Yemen to reach the governorates bordering KSA, including Hadramawt, and Hajjah and Sa'dah where FMS data collection has not been activated. Some 34 per cent of travellers owned passports or other forms of ID and just over half of these (56%) carried these – 19 per cent of all migrants.

• **Rural-urban distribution:** Most interviewed migrants moved between rural settlements. In particular, 76 per cent of migrants reported to have left from what they considered to be rural settlements and 63 per cent reported intending to migrate towards rural destination areas. Most Ethiopian migrants (76%) started their journey in rural areas and 63 per cent of these intended to migrate to rural areas. Similarly, the majority of Somali migrants (81%) reported to have left from rural areas with 84 per cent aiming to migrate to other rural areas. Altogether, 53 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, 10 per cent of migrants have left urban areas for other urban areas. A further 11 per cent of migrants travelled from urban areas and aimed to reach rural destinations.

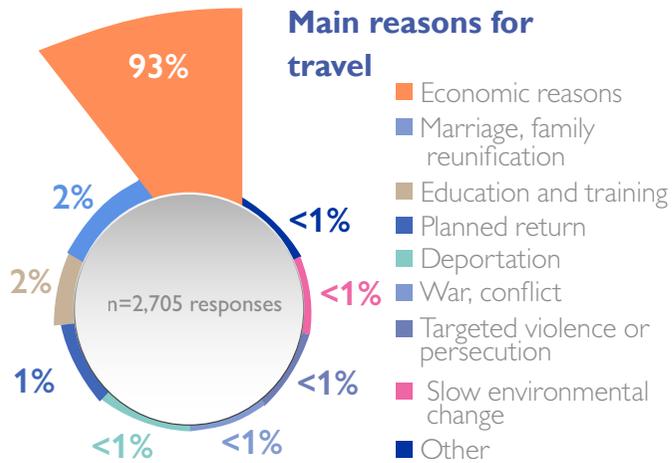
Main nationalities and sex, by governorate of survey (n=2,705)



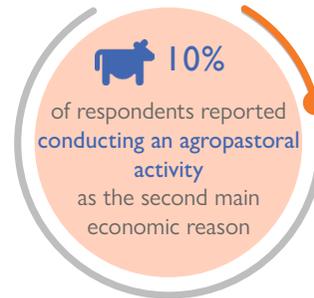
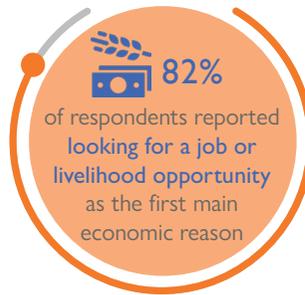
¹ The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

² For reference – according to FMR data, of 15,227 tracked migrants during the reporting period 74% were men, 17% women, 5% boys and 4% girls (boys and girls refer to persons under 18).

REASONS FOR TRAVEL AND INTENTIONS



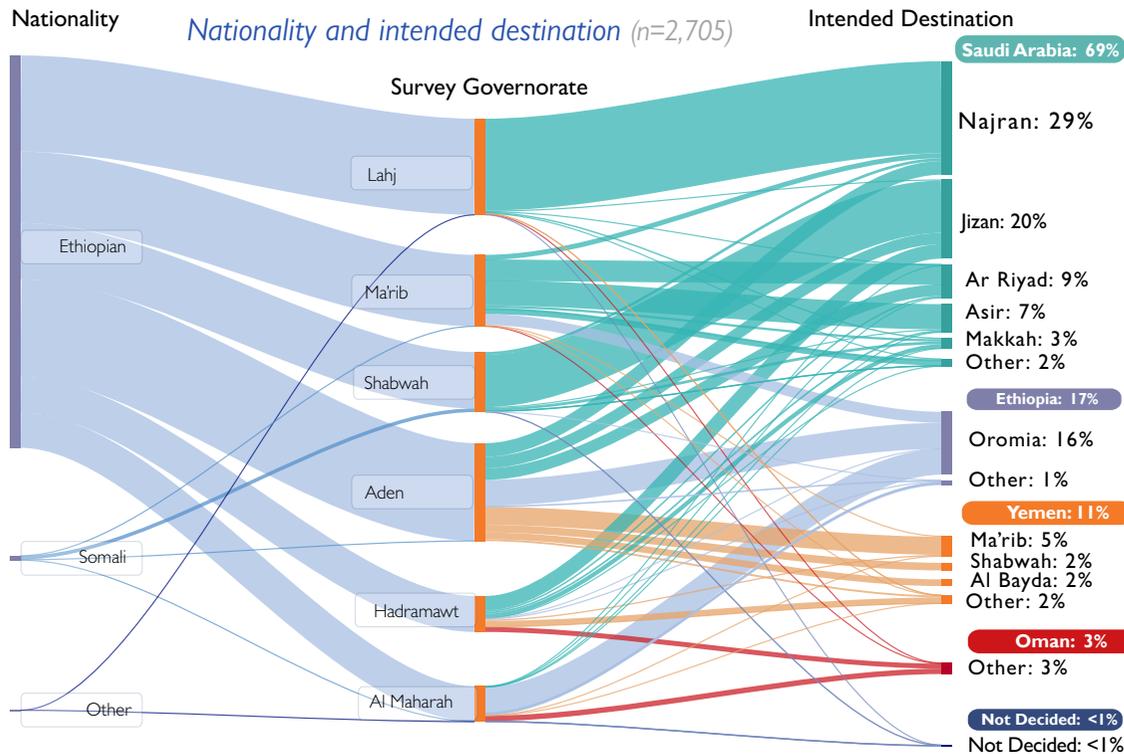
Economic reasons³ (2,528 ind.)



Security reasons



Environment reasons



• **Reasons for travel:** The vast majority (93%) cited economic motives as their primary reason for migrating. A small proportion (2%) of respondents stated that marriage and family reunification were their main reason, while a similar percentage (2%) left in pursuit of education and training opportunities. Only a fraction of less than one per cent mentioned slow environmental change as a main reason for leaving and one per cent fled war and other forms of conflict or persecution. Among those traveling for economic reasons, 82 per cent expressed their intention to seek any available job in their chosen destination, while 10 per cent specifically aimed for employment in agro-pastoral activities.

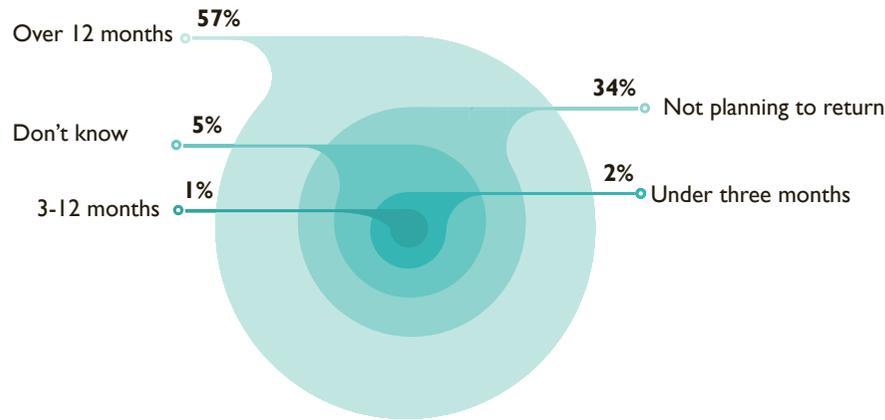
• **Gender aspects of the journey:** The equal distribution of economic motivations between males (93%) and females (93%) indicates that gender does not significantly influence the decision to travel for economic purposes. When examining the dynamics of war and conflict, it becomes apparent that a bigger percentage of females (4%) are more inclined to flee such situations compared to males (1%). This trend can be attributed to the unique vulnerabilities faced by women in times of war and conflict.

• **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 Aden, Lahj, and Ma'rib, with 69 per cent en route to the Kingdom of Saudi Arabia, mainly to Najran (29%) and Jizan (20%). Over the specified period, a total of 17 per cent of respondents indicated that Ethiopia is their desired destination, with 99 per cent of them describing their journey as a returning journey. Meanwhile, Yemen was intended as a final destination by 11 per cent and three percent mentioned Oman as their final destination, while a small proportion of less than one per cent of interviewed migrants had not yet made a decision regarding their intended destination.

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

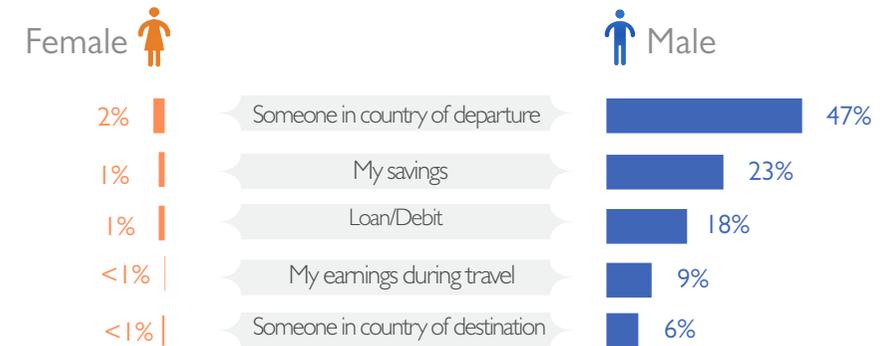
REASONS FOR TRAVEL AND INTENTIONS

How long do you plan to stay in your intended final destination country? (n= 2,705)

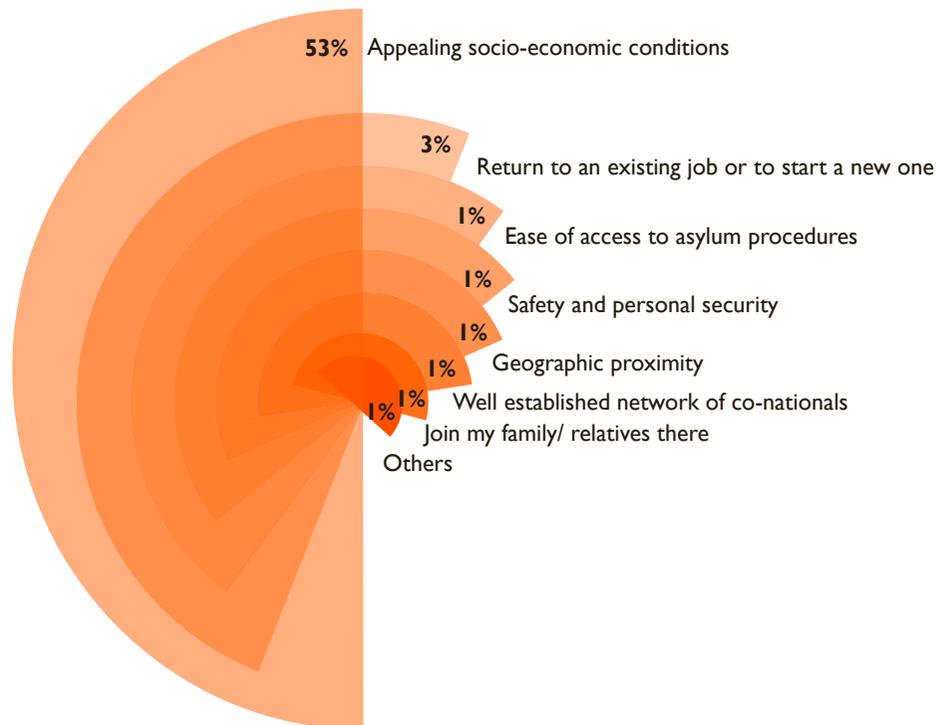


<1%
are registered
as refugees

How did you pay for your travel? (n= 2,705)



Reasons for choosing final destination over other locations
(n=1,829, i.e. all excluding those traveling for a temporary visit)



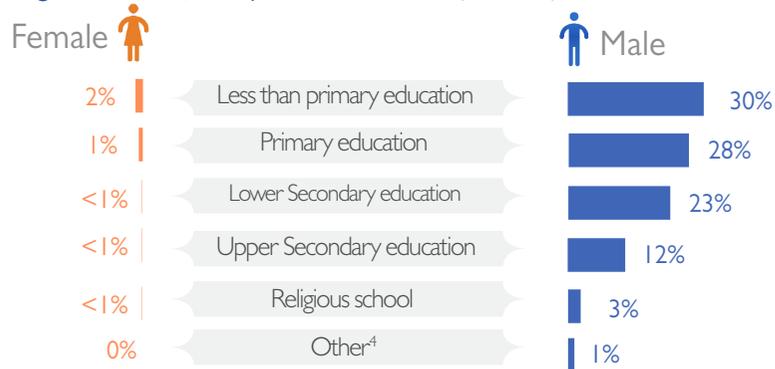
- **Predetermined length of stay:** Over half of respondents (57%) stated they intended to stay in their final destinations for more than a year. Just a third (34%) of respondents reported having no plans to return, and of this group, an overwhelming majority (81%) stated that their desired final destinations were the countries where they had previously resided. Just a proportion of three per cent said they planned to stay in their final destinations for periods under 12 months.

- **Reasons for choosing final destination country:** The perceived attractive socio-economic conditions at the final destination countries were cited by more than half of respondents (53%) as the reason for choosing their final destination over other locations. Just three per cent of respondents indicated that their journey was driven by the desire to either return to their previous careers or embark on new ones in their final destinations. A smaller proportion (1%) of respondents chose their final destinations based on the accessibility of asylum procedures. Another one per cent stated that their choice of final destination was based on safety and personal security, with 26 per cent of this group had reported that fleeing war and other forms of conflict or persecution was a reason for their journey, followed by one per cent of respondents who chose final destination for its geographic proximity and ease of travel.

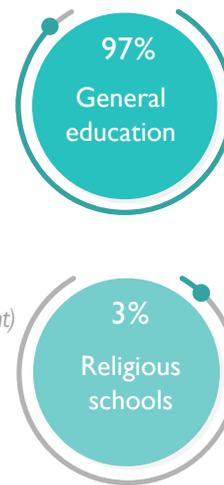
- **Payment for travel:** Approximately 49 per cent of respondents reported that friends and family members in their home countries covered their travel expenses. Additionally, some 24 per cent of those surveyed stated that they used their personal savings to fund their journey, while 19 per cent relied on loans and debits. A mere nine per cent of respondents claimed to have worked while traveling and earned enough money to cover their expenses. The remaining six per cent of respondents were supported by someone in countries other than their departure/origins.

SOCIO-ECONOMIC PROFILE

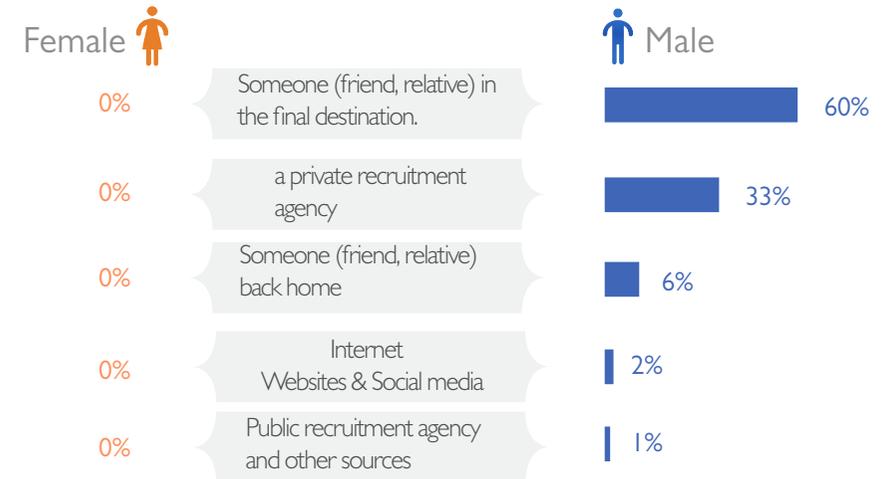
Highest level of completed education (n=2,705)



Forms of schooling



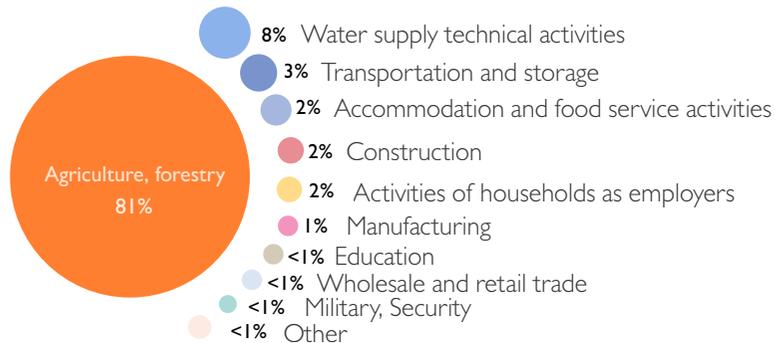
How did you become aware of this job/business opportunity in the final destination country? (n= 297 migrants traveling for a job)



Last employment status prior to migration (n= 2,520 ind. without current employment)



Main sectors of employment prior to migration (n= 1,165)



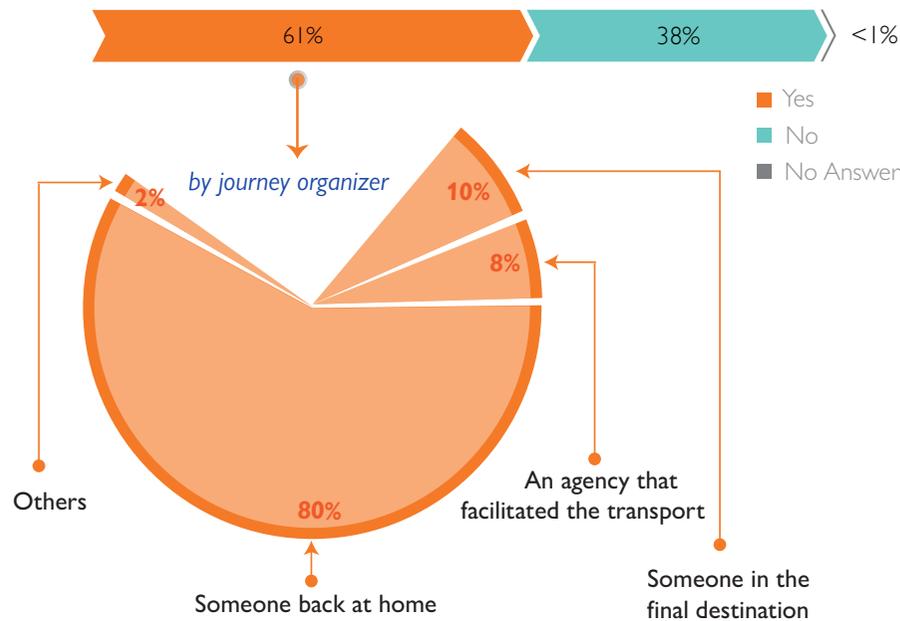
• **Education:** While 29 per cent of migrants reported to have completed their primary school, 32 per cent had not. Ethiopian nationals (32%) were less likely than Somali nationals (44%) to have left elementary school. Some 12 per cent of the migrants surveyed claimed to have completed high school, all of whom were Ethiopian. Ethiopian nationals (3%) were less likely than Somali nationals (25%) to have attended and graduated from a religious school.

• **Employment status prior to migration (among those currently unemployed):** While 37 per cent of migrants were unemployed and looking for a job prior to travelling, 24 per cent were self-employed and 21 per cent had worked as daily workers. Among self-employed, almost all were in agricultural related work (97%). Some 16 per cent were students before embarking on their journey.

• **Information sources:** Among migrants travelling for a lined-up job, (297 ind.), the majority (60%) learned about these opportunities via friends or family members in their country of destination. Only six per cent of migrants learned about these opportunities from friends and family in their country of origin. Some 33 per cent of migrants reported learning about these opportunities from a private person or a private recruiting agency. The remaining three per cent stated learning about them from Internet, a public recruitment agency and other sources.

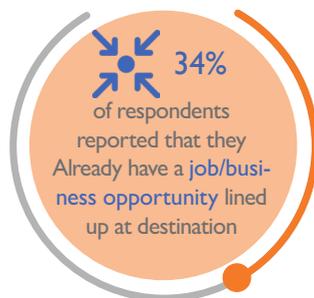
⁴ The "other" group includes persons with tertiary degrees or higher and other forms of education.

Did anyone help you in organizing this journey? (n=2,705)



• **Journey organizing:** Overall, the majority of surveyed migrants (61%) indicated that their travels were planned by third parties. Of those, a high proportion (80%) 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. A further eight per cent reported that an agency had facilitated their journey. The remaining two per cent stated getting help from other organizers such as a private recruitment agency or a future employer in the final destination country. Some 38 per cent of respondents reported not having received external support preparing for their journey. Migrants are involved in a combination 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, 29 per cent of migrants reported having accommodation provided in the destination country, with 88 per cent of these reporting that someone at the end destination arranged it for them. On the other hand, 34 per cent have a job/business opportunity lined up at their destination. Some 70 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 (27%) confirmed having to repay expenses related to the journey and ten per cent having to repay recruitment fees upon arrival.



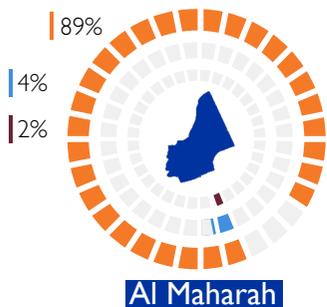
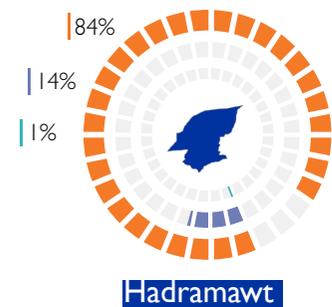
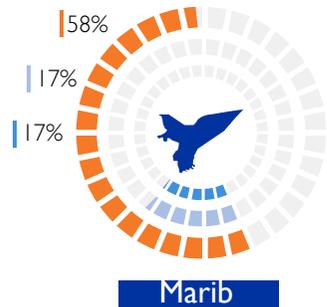
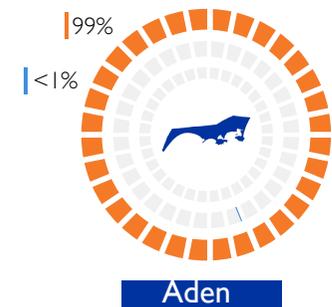
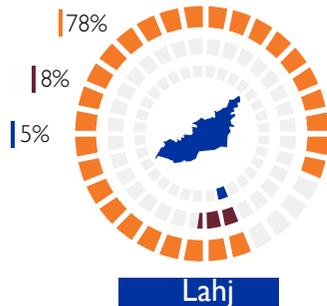
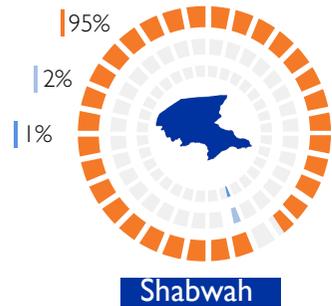
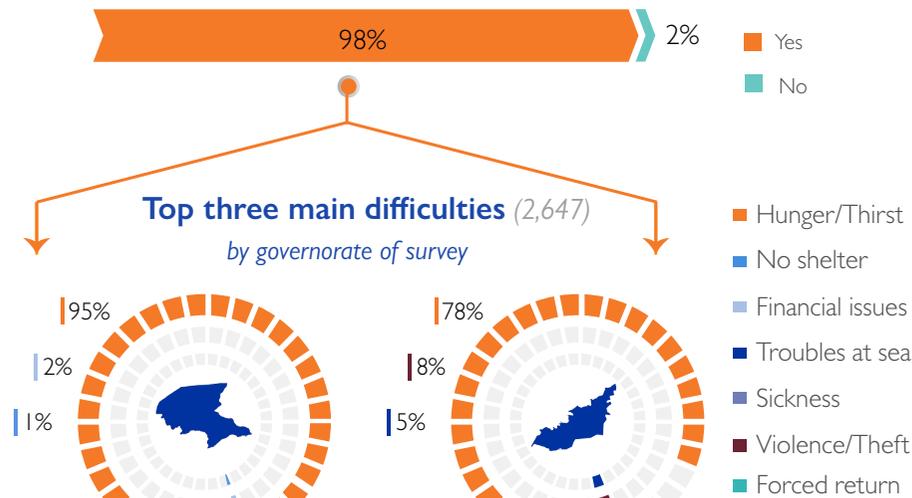
Sectors of employment and business opportunities lined up at destination (n=912)



⁵ Percentages are rounded up and may not add up to 100.

CHALLENGES

Have you been facing any specific difficulties during this journey? (n=2,705)



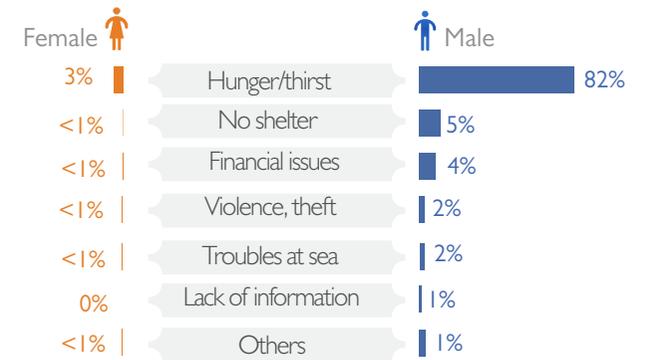
Main difficulties faced



Secondary difficulties faced



Challenges being faced at the moment (n=2,647)



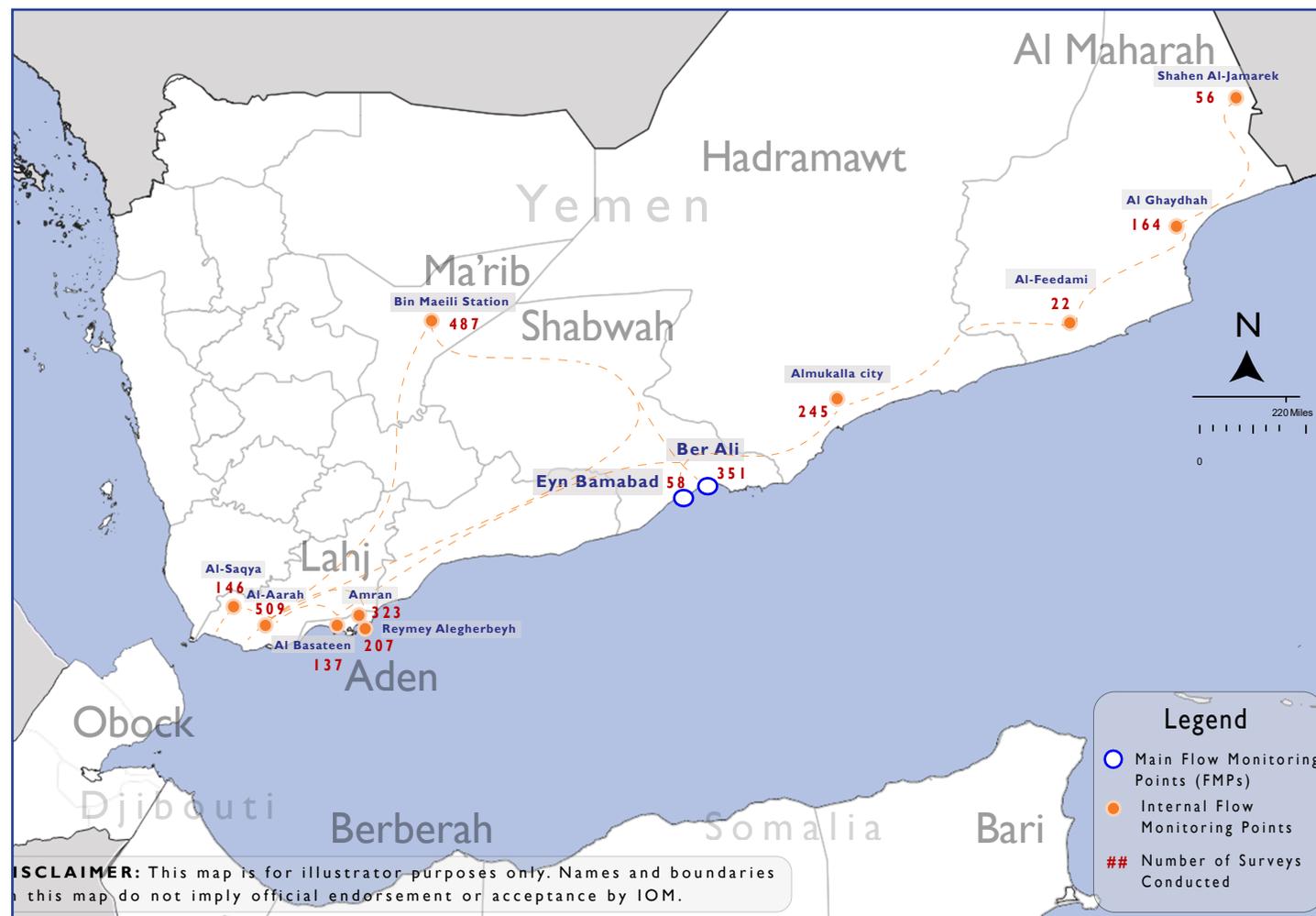
• **Difficulties and challenges:** Based on the FGDs conducted in 2022 in Djibouti with those returning from Yemen, all migrants stated that the journey to Yemen via Djibouti was much harder than they anticipated. This was confirmed during a participatory migrant mapping (PMM) exercise in March 2023. Walking long distances in the heat, the lack of water and hunger were harrowing experiences that many said they would 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 was listed as a primary challenge by five per cent of respondents, while it is listed as a secondary difficulty by 67 per cent. Additionally, ten per cent of travellers reported problems at sea as a secondary difficulty. Some eight per cent reported financial issues and violence and theft as a problem being encountered. Among under 18-year-olds, 89 per cent reported that their biggest issue was hunger and thirst. Similarly, 83 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 (95%), Lahj (78%), Aden (100%), Marib (58%), Hadramawt (84%), and Al Maharah (89%). Migrants in Marib commonly reported financial issues and a lack of shelter as main challenge (17% respectively).

ROUTE TRENDS AND DIFFICULTIES

• **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, Ma'rib, 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.

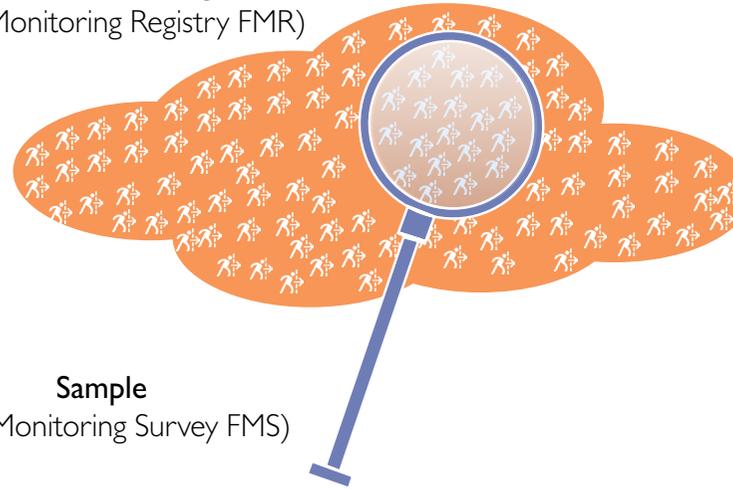
Among surveyed migrants, 49 per cent were interviewed closer to the Djibouti coast in the east (25% in Aden and 24% in Lahj). Some 31 per cent were interviewed closer to the Somalia coast in the west in al Maharah (9%), Hadramawt (9%) and Shabwah (15%). While it is likely that migrants arrived from these closest coasts it is not possible to confirm this based on available data. A further 18 per cent were interviewed in Ma'rib further inland.



Map depicting migration routes and movements overall during the third 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 and Lahj, were currently the main landing points for migrants into Yemen during the third quarter of 2023, many newly arriving migrants moved to other governorates as their temporarily settlement destinations. Thus, Shabwah, Lahj, Aden, Marib, Hadramawt, and Al Maharah 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 random⁶, 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 (18%, 2,705 surveys out of 15,227 new migrants entering Yemen) thus enabling the sample to be divided into different groups during the analysis without affecting the results.

Population of new migrants
(Flow Monitoring Registry FMR)



Sample
(Flow Monitoring Survey FMS)



Sub-groups	Flow of Migration July 2023	Total Surveys July 2023	Flow of Migration August 2023	Total Surveys August 2023	Flow of Migration September 2023	Total Surveys September 2023
Male	7,774	773	3,188	1,019	1,088	829
Female	1,726	6	988	13	463	65
Monthly Grand Total	9,500	779	4,176	1,032	1,551	894

⁶For 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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