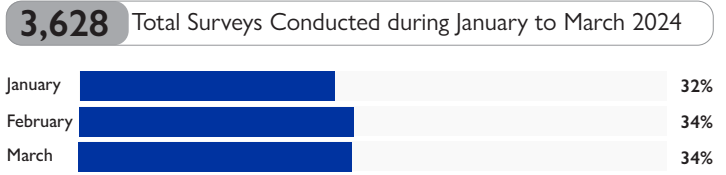


OVERVIEW

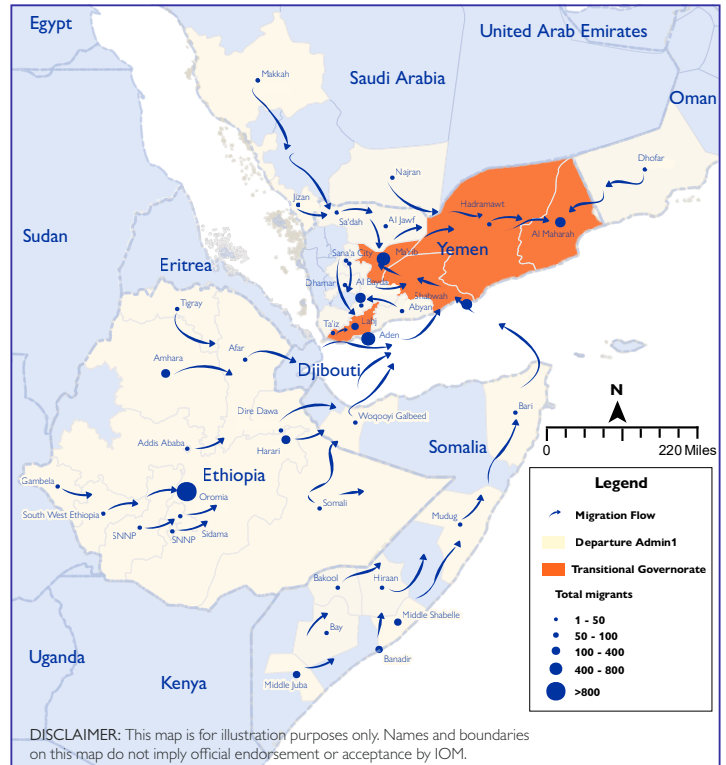
This dashboard compiles flow monitoring survey (FMS) data collected in Yemen between January and March 2024 and provides an analysis of migrants' demographic and socio-economic profiles, including education and employment backgrounds, reasons for leaving their country of origin or habitual residence, future travel intentions, protection and challenges faced during the journey. Also included are migrants' labour status prior to moving.

The migration routes in the southern part of Yemen are categorized along two main routes: the south-eastern route towards Shabwah, Hadramawt, and Al Maharah governorates and the north-eastern route towards Lahj and Ta'iz governorates. Both routes are travelled by a large number of migrants each year. The recent actions taken by Yemeni authorities against smugglers along the Lahj coastline represent a significant shift that could reshape migration dynamics in the region moving forward. 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 5,411 migrants entered Yemen through the south in the first quarter of 2024. This figure represents an increase of 11 per cent compared to the previous quarter. During the first quarter of 2024, a total of 3,628 surveys were conducted. In Al Maharah (1,186), Lahj (958), Aden (481), Shabwah (404), Ma'rib (381), and Hadramawt (222). The overall number of surveys increased by 25 per cent over the previous quarter. The majority of respondents were young male adults between the age of 17 and 25 (83%) searching for economic opportunities (99%), most of whom were single (91%), attained primary education or less (62%), were currently unemployed (93%) and departed from rural areas (56%).

Survey Timeline and Totals

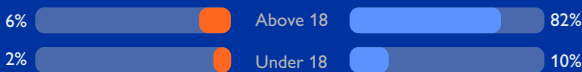


Migration Flow

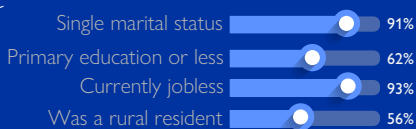


Demographics

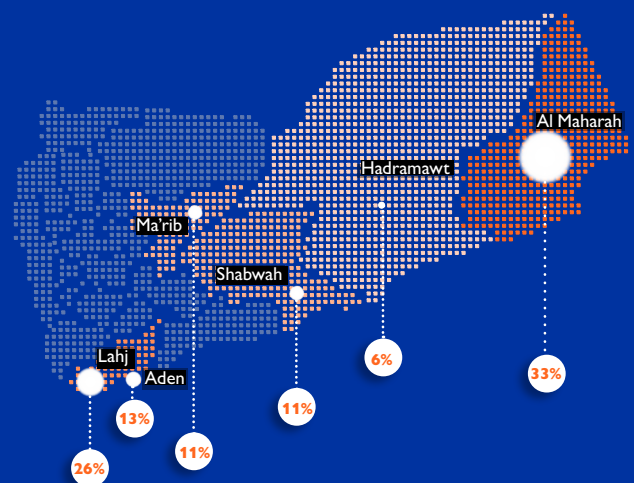
Sex and age distribution (n= 3,628)



Age Group



Governorate of Survey



METHODOLOGY

The Flow Monitoring Survey (FMS) was conducted by 20 enumerators across six governorates, collecting data through interviews with key informants and migrants. The survey is not intended for children under 14 or those who have participated in the past six months. The findings do not represent the core information of migrants living in the administrative area administered by De-Facto Authority. The data analysis aims to provide comprehensive information on migrant presence in Yemen, challenges, reasons to migrate, and future intentions.

DEMOGRAPHIC PROFILE

Respondent Profile

The overall sample was predominantly male (92% of total). It should be noted that female travellers are more commonly difficult to find for interviews meaning that this is not a representative sample. Some 12 per cent were children aged 14 to 17, with males comprising 83 per cent. Female migrants represented eight per cent of the total (3,628) of migrants interviewed during the first quarter of 2024.¹

Nationalities and Routes

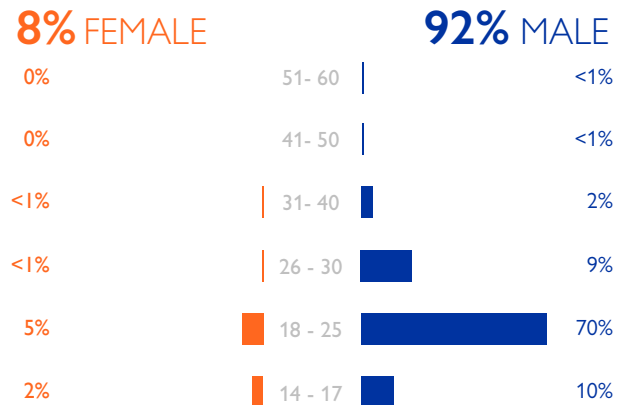
Surveys conducted in Q1 2024 revealed the nationalities of migrants are Ethiopian (93%), and Somali (7%). About 771 of travelers owned passports or other forms of ID with 469 carrying them. Majority of migrants (94%) used the south-eastern route from Bari, Somalia to the governorate of Shabwah in Yemen, while only two per cent arrived in Abyan governorate. A smaller percentage (4%) travelled from Obock, Djibouti to Shabwah, Yemen. The majority of migrants (70%) intended to migrate to the Kingdom of Saudi Arabia (KSA), taking various routes within Yemen to reach KSA including Hadramawt, and Hajjah and Sa'dah.

Origin and Intended Destination (Rural-Urban Distribution)

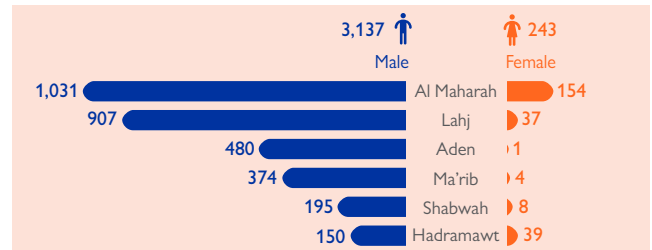
The result of the interview shows 42 per cent of migrants left rural areas in their origin with intention to go to rural areas in their intended destination country. In addition, seven per cent who left rural areas planned to go to urban areas (towns and cities) in their destination. Moreover, 23 per cent of migrants have left urban areas for migrating to urban areas and a further 19 per cent of migrants travelled from urban areas aiming to go to rural areas in their destination country.

Around half of Ethiopian migrants (53%) started their journey in rural areas, with 39 per cent of total intending to migrate to rural areas. Furthermore, majority of Somali migrants (85%) left from rural areas, with 80 per cent of total aiming to migrate to rural areas in their destination country.

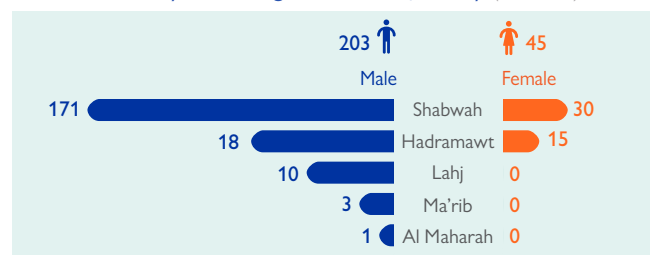
Sex and age distribution² (n= 3,628)



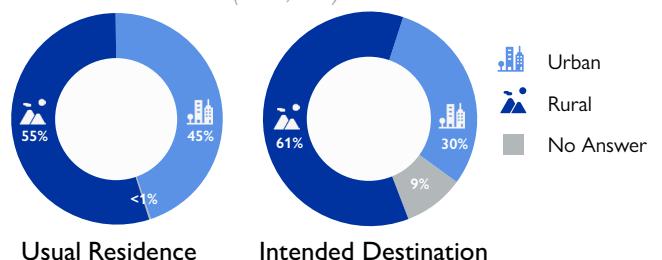
Ethiopian nationals by sex and governorate of survey (n= 3,380)



Somali nationals by sex and governorate of survey (n= 248)



Rural-urban distribution (n= 3,628)



¹ For reference – according to FMR data, of the 5,411 tracked migrants during the reporting period 58% were men, 21% women, 11% boys and 10% girls (boys and girls refer to persons under 18).

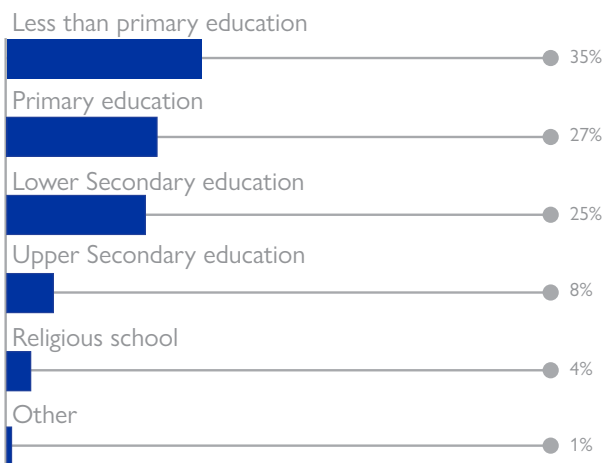
² The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

SOCIO-ECONOMIC PROFILE

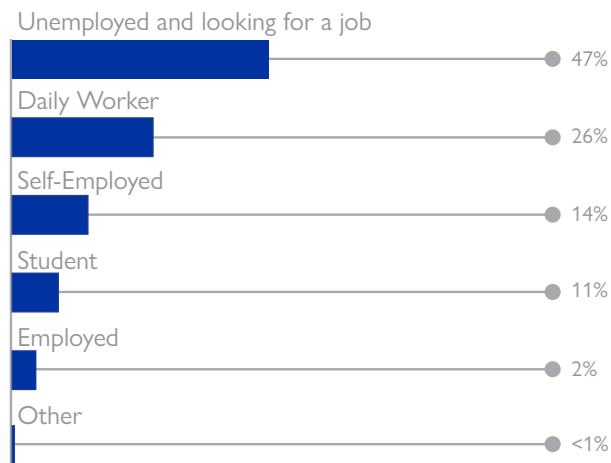
Educational Attainment and Employment Status

While 25 per cent of migrants have completed primary school, 33 per cent have not. Ethiopian nationals are less likely to leave elementary school than Somali nationals. Only eight per cent have completed high school, with 96 per cent being Ethiopian. On the other hand, approximately 42 per cent of migrants are unemployed, with 26 per cent working as daily workers and 14 per cent being self-employed.

Highest level of completed education (n= 3,628)



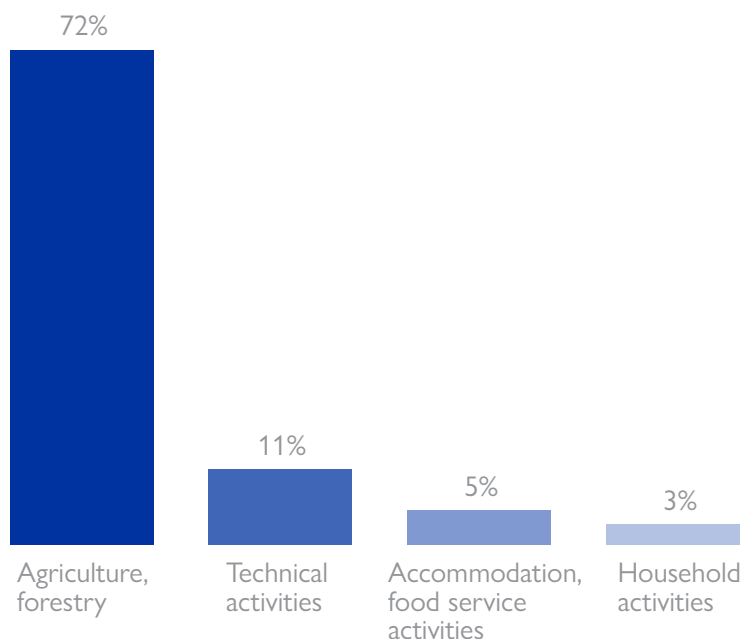
Last employment status prior to migration (n= 3,356 ind. without current employment)



Main sectors of employment prior to migration

The majority of migrants come from agricultural backgrounds (72%), followed by those engaged in water supply, sewerage, waste management, and remediation activities (11%), accommodation and food service activities (5%), and those involved in household employer activities (3%). These statistics highlight not only the economic contexts from which migrants originate but also suggest potential areas where they might seek similar employment opportunities upon migrating.

Top four main sectors of employment prior to migration (n= 1,389 migrants who were employed, self-employed, or daily workers prior to migration)

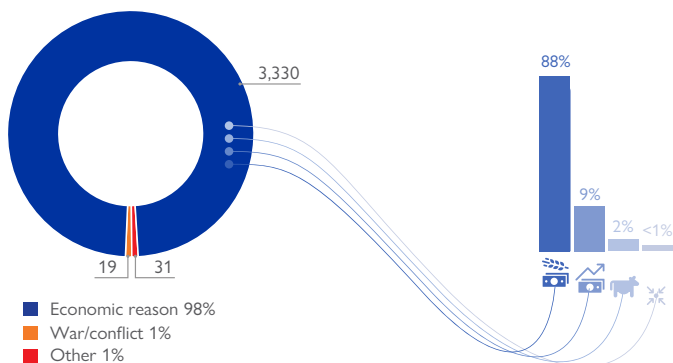


REASONS FOR TRAVEL

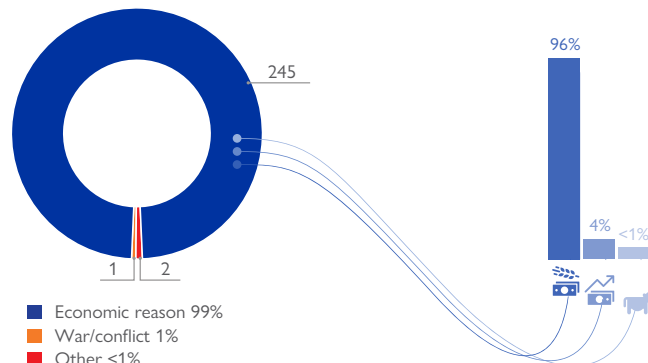
Migration Drivers (Push Factors)

Economic reason remains the primary reason for almost all migrants (99%) when were asked about reason for migration while the remaining one per cent cited war and conflict, education, training, or family reunification as their motives. Among those who cited economic reasons, the detail of economic motives breakdown are travel for job opportunities (89%), travel for business (9%), and travel for agro-pastoral activities (2%). When considering economic drivers, the percentage of Ethiopian migrants (9%) migrating to conduct business was higher than Somali nationals (4%).

Reason for travel - Ethiopian Nationals (n= 3,380)



Reason for travel - Somali Nationals (n= 248)



Looking for job or other livelihood opportunity Travelling to conduct business Conducting an agro-pastoral activity Other

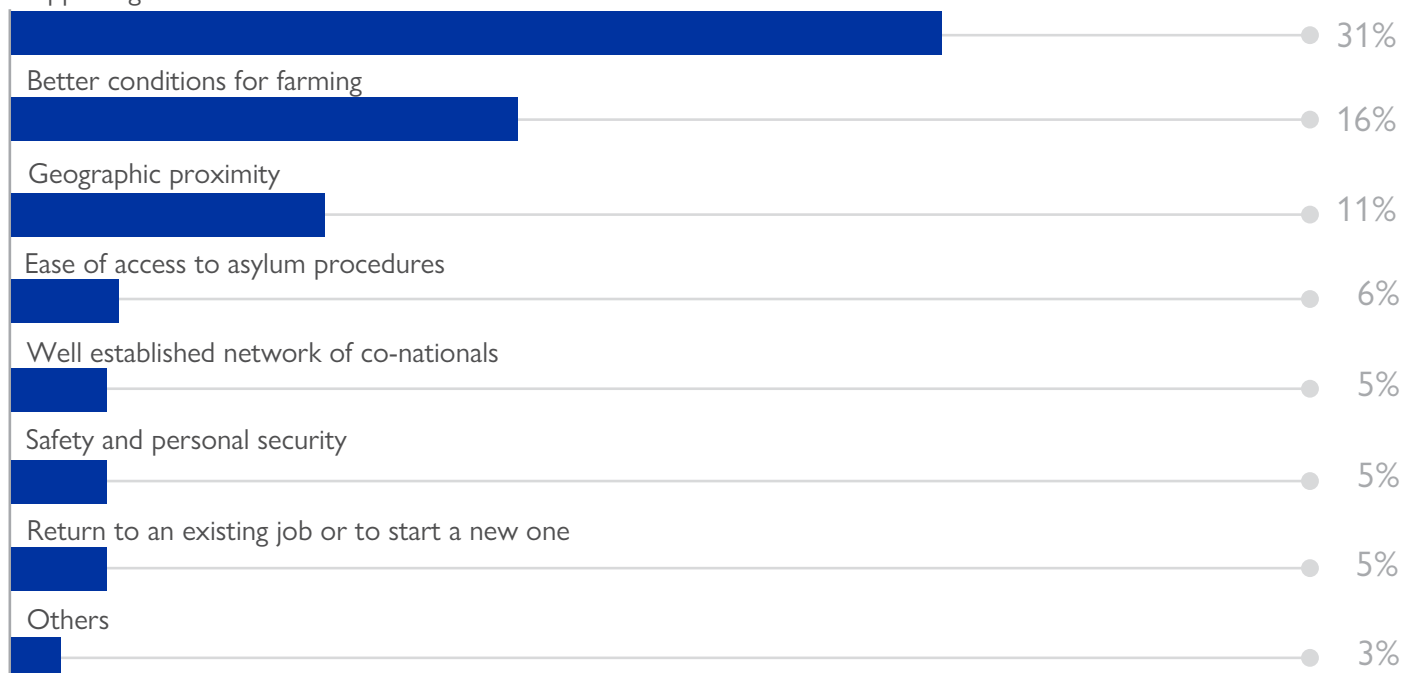
Migration Drivers (Pull Factors)

The more attractive socio-economic conditions in intended destination compared to origin was the reason for choosing specific destination to 31 per cent of interviewed migrants. In addition, 16 per cent chose their destination assume that the destination has better conditions for farming, while 11 per cent choose their final destination due to its geographic proximity from their origin. Lastly, the remaining migrants intended to go to their final destination as they perceived the destination has easier access for asylum procedure (6%), availability of network with same nationality (5%) and other reasons.

Reasons for choosing final destination over other locations

(n= 3,626, i.e. all excluding those traveling for a temporary visit, multiple answers possible)

Appealing socio-economic conditions

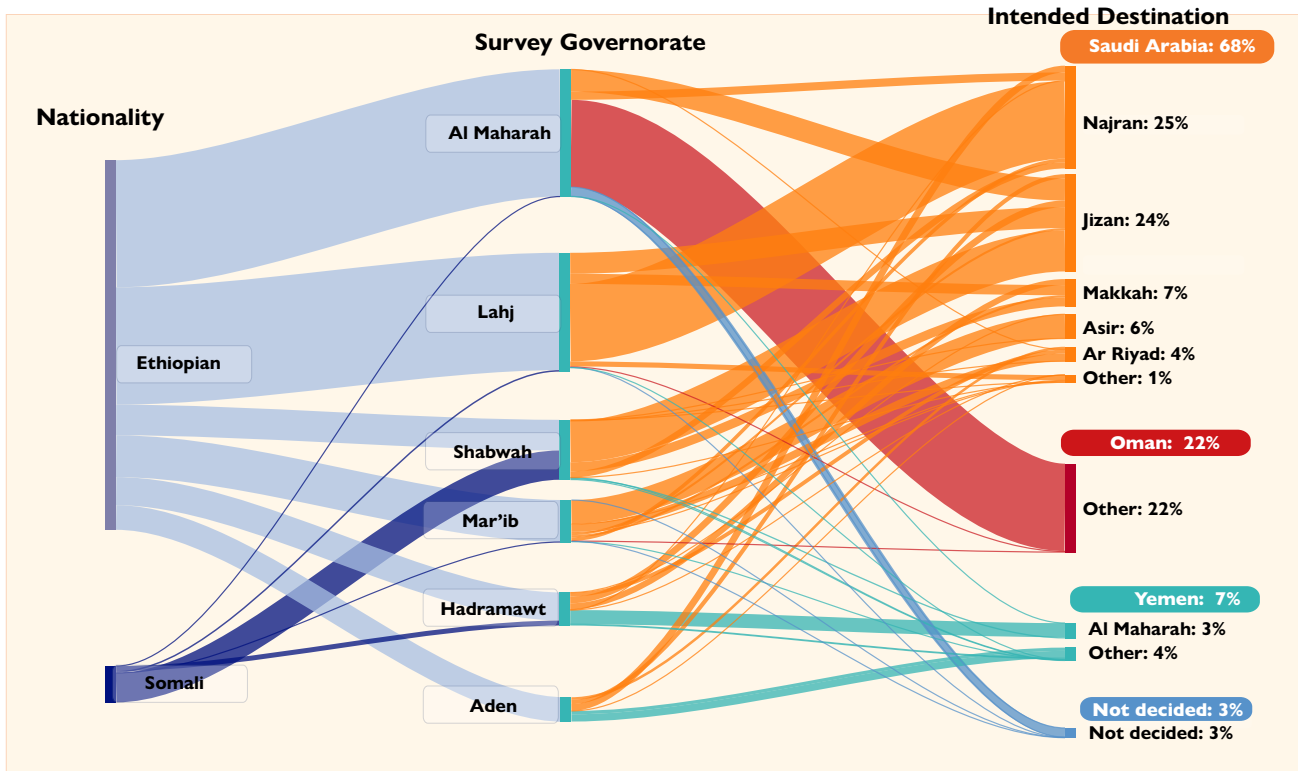


INTENDED DESTINATION

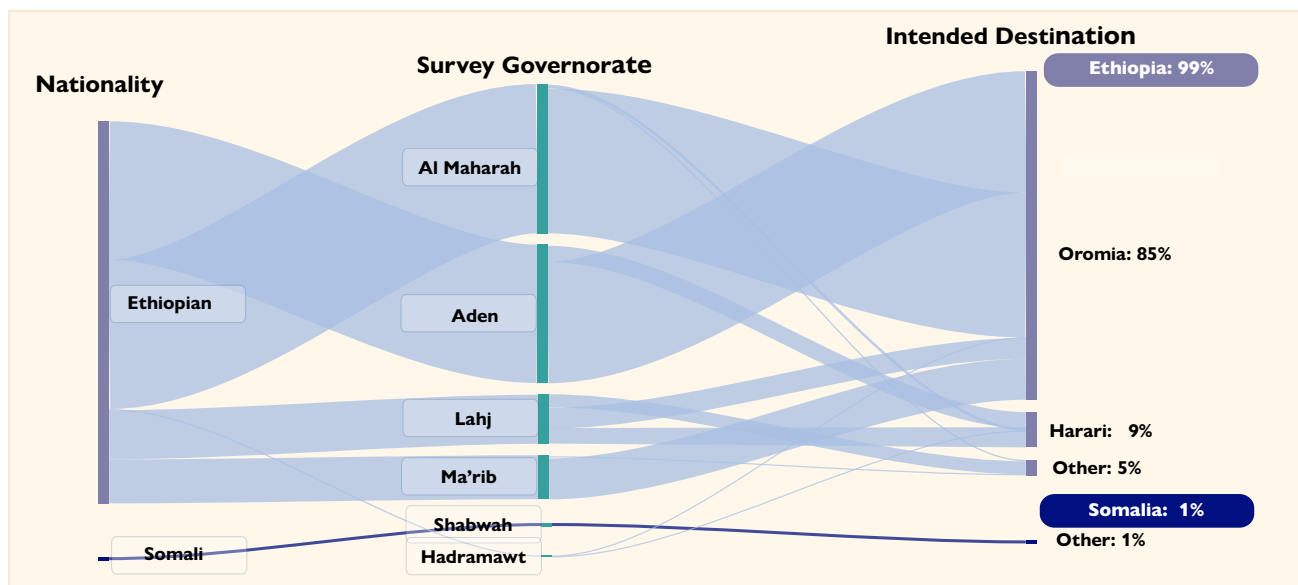
Migration Journey

Migrants have categorized their journeys into two terms, either “new journeys” or “returning journeys.” Those undertaking “new journeys” were interviewed in Shabwah, Lahj, and Al Maharah in Yemen, with the majority aiming for Saudi Arabia (68%), (particularly Najran (25%) and Jizan (24%)), and Oman (22%). Moreover, migrants on “returning journeys” (also interviewed in Shabwah, Lahj, and Al Maharah) attempted to return to their origin for different reasons such as failed to migrate to their final destination or unmet goals. Majority of those who took returning journey were on their way of heading back to Ethiopia (99%), specifically the Oromia region (85%).

Nationality and intended destination - new journey (n= 2,689)



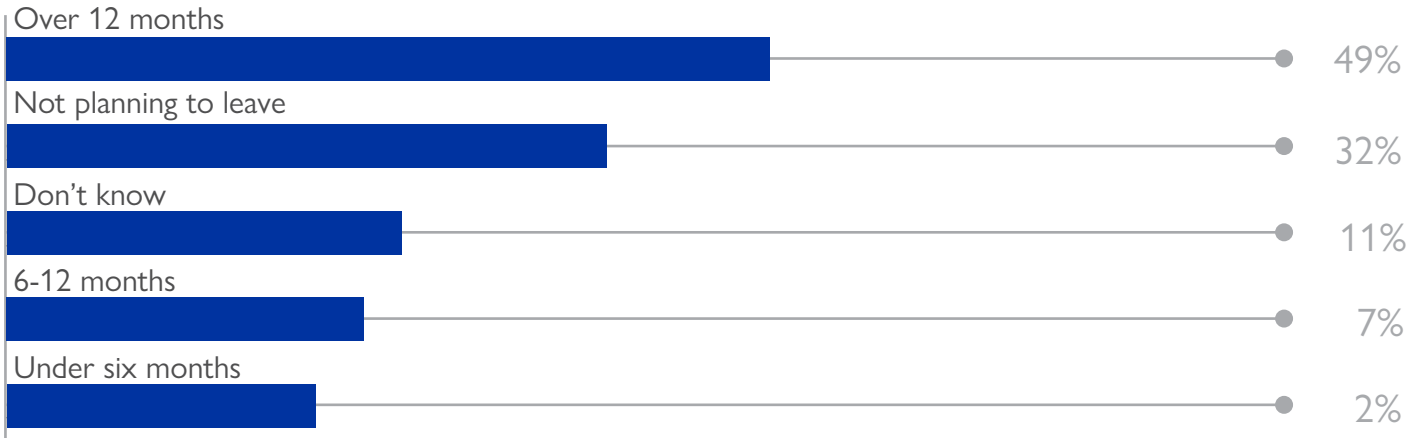
Nationality and intended destination - returning journey (n= 885)



Intended Length of Stay in Destination

The intention of almost half (49%) of respondents is reported to stay in their final destination for more than a year. Nearly one third of respondents (32%) reported staying permanently in their intended destination and have no plans to return. A further nine per cent said they plan to stay in their final destinations for periods of less than 12 months.

How long do you plan to stay in your intended final destination country? (n= 3,628)

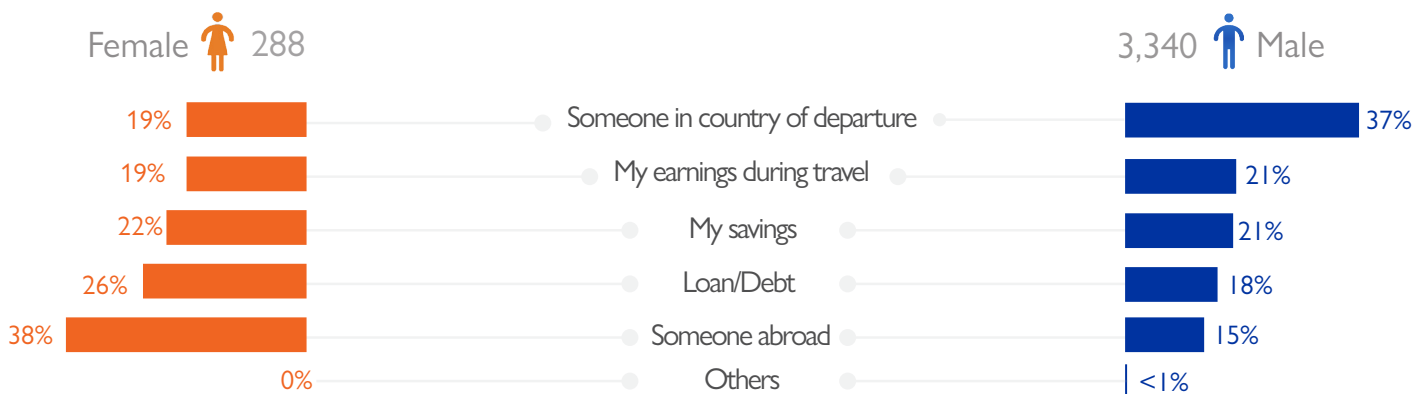


MIGRATION FACILITATION

Migration Financing

Approximately 36 percent of respondents reported friends and family in their origin provide financial support to cover their travel expenses while 21 per cent utilize their savings to finance their migration. An additional 21 per cent stated that they worked while traveling to earn income that they can utilize to cover the cost of travel while the rest 18 per cent receive financial support from friends and family abroad. The majority of males relied on someone in country of departure, while the majority of females relied on someone abroad.

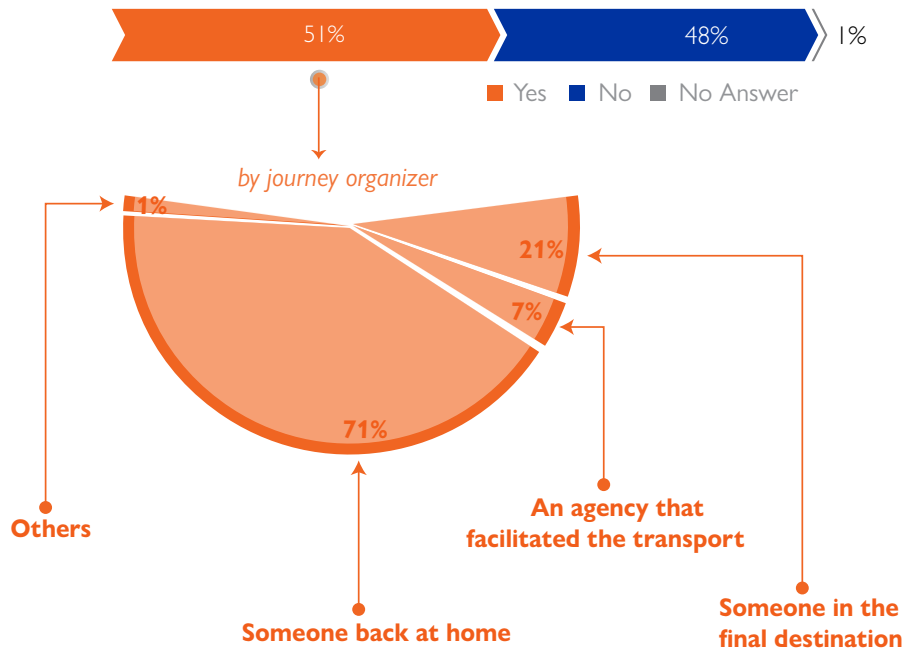
How did you pay for your travel? (n= 3,628)



Migrant Facilitator

Around 51 per cent of migrants reported their travels were planned by third parties while 48 per cent stated that they arranged their migration trip by themselves. Among those whose trip was arranged by third parties, 71 per cent revealed that their trip was arranged by someone in their origin, 21 per cent revealed that their trip was arranged by someone in their final destination and seven per cent reported that an agency facilitated their trip.

Did anyone help you in organizing this journey? (n= 3,628)



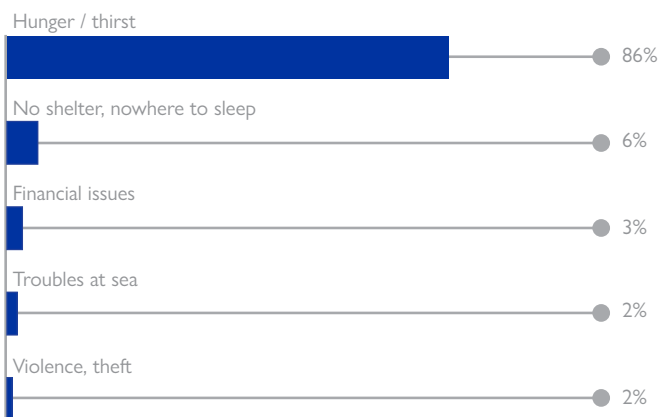
MIGRATORY CHALLENGES

Challenges Experienced

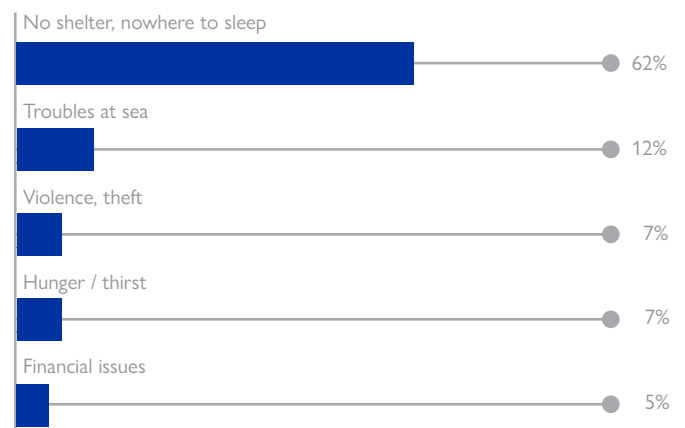
When asked about primary challenge experienced during their journey, hungry and thirsty reported as the most common primary challenge (86%). Migrants also stated that there were no shelter or place to sleep during their journey (6%) as their primary challenge while around three per cent stated financial issues (3%) as their primary challenge.

Regarding secondary challenge faced by migrants, the lack of shelter or a place to sleep during their journey was reported as the most common secondary challenge (62%) followed by troubles at sea (12%), experience violence and theft (7%) as well as hungry and/or thirsty (7%).

Primary challenges (n= 3,628)



Secondary challenges (n= 3,628)





GLOBAL DATA INSTITUTE
**DISPLACEMENT
TRACKING MATRIX**

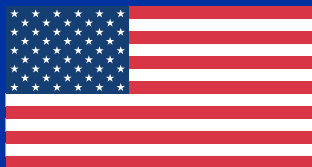
ABOUT THE DISPLACEMENT TRACKING MATRIX

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 region of Middle East and North Africa is currently active in six countries that includes Iraq, Lebanon, Libya, Sudan, Tunisia, and Yemen).

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](#).

IOM'S DTM ACTIVITIES IN YEMEN WERE SUPPORTED BY:



Norwegian Ministry
of Foreign Affairs