

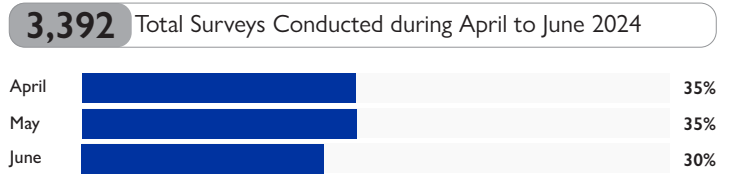
OVERVIEW

This report compiles flow monitoring survey (FMS) data collected in Yemen between April and June 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 and protection and challenges faced during the journey. Also included are migrants' employment status prior to moving.

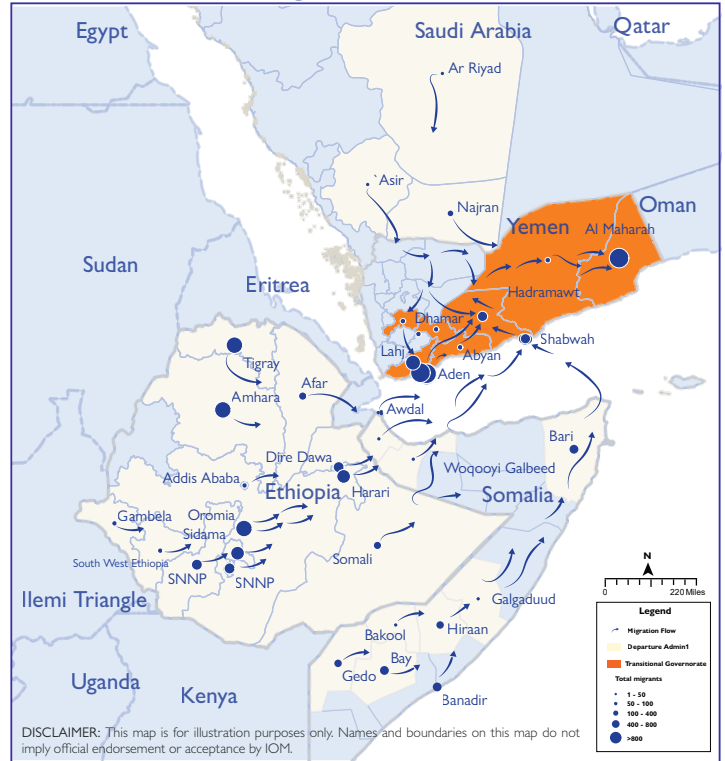
The migration routes in the southern part of Yemen are categorized along two main routes: the south-eastern route towards Shabwah, Hadramawt, and Al Maharah governorates and the north-eastern route towards Lahj and Ta'iz governorates. Both routes are travelled by a large number of migrants each year. 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 4,984 migrants entering Yemen through the south in the second quarter of 2024. This figure represents a decrease of eight per cent compared to the previous quarter. During the second quarter of 2024, a total of 3,392 surveys were conducted. In Al Maharah (1,017), Lahj (851), Aden (524), Ma'rib (470), Shabwah (447), and Hadramawt (83). The overall number of surveys decreased by seven per cent since the previous quarter.

The majority of respondents were young adults between the age of 17 and 25 (87%) searching for economic opportunities (99%), most of whom were single (86%), attained primary education or less (58%), were currently unemployed (93%) and departed from rural areas (51%).

Survey Timeline and Totals

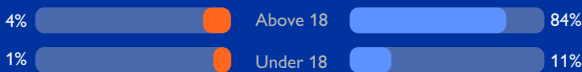


Migration Flow



Demographics

Sex and age distribution (n= 3,392)

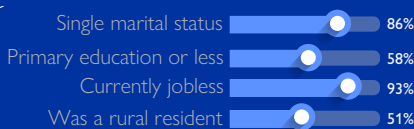


Age Group

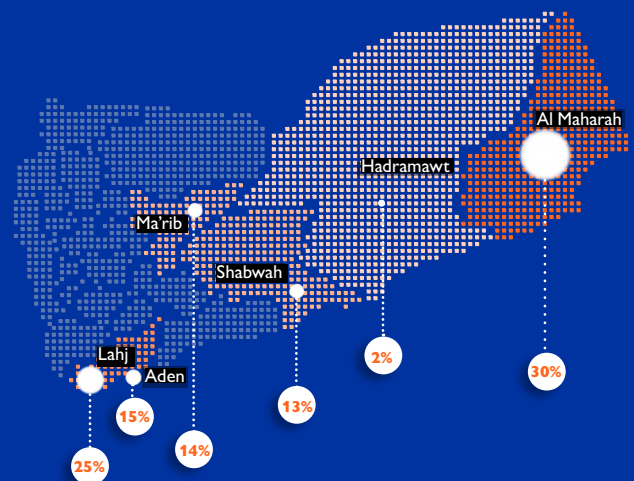
Other 14%



Between 17 - 25
86%



Governorate of Survey



METHODOLOGY

The Flow Monitoring Survey (FMS) was conducted by 20 enumerators across six governorates, collecting data through interviews with migrants. The survey is not intended for children under 14 or those who have participated in the same survey during the previous six months. The findings do not cover migrants living in areas controlled by De Facto Authorities in the north. The data analysis aims to provide an indicative and comprehensive profile of migrants in Yemen.

DEMOGRAPHIC PROFILE

Respondent Profile

The overall sample was predominantly male (95% 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 90 per cent. Female migrants represented five per cent of the total (3,392) of migrants interviewed during the second quarter of 2024.¹

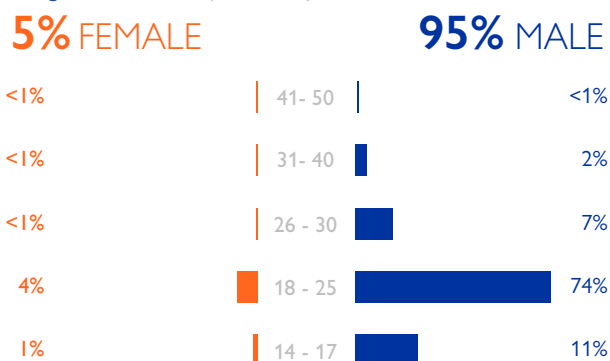
Nationalities and Routes

Surveys conducted in Q2 2024 revealed the nationalities of migrants are Ethiopian (94%), and Somali (6%). About 507 of travelers owned passports or other forms of ID with 352 carrying them. The majority of interviewed migrants (96%) used the south-eastern route from Bari, Somalia to the governorate of Shabwah in Yemen, while only four per cent departed from Obock, Djibouti to Shabwah governorate. The majority of migrants (61%) 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.

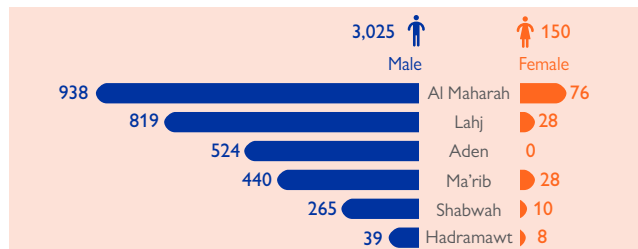
Origin and Intended Destination (Rural-Urban Distribution)

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, 28 per cent of migrants have left urban areas for migrating to urban areas and a further 18 per cent of migrants travelled from urban areas aiming to go to rural areas in their destination country. Around half of Ethiopian migrants (49%) started their journey in rural areas, with 80 per cent of total intending to reach other rural areas. Furthermore, the majority of Somali nationals (80%) left from rural areas, with 94 per cent of total aiming to migrate to rural areas in their destination country.

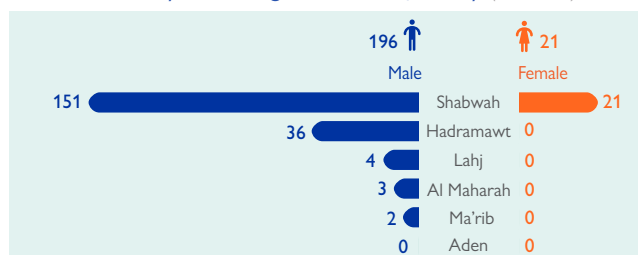
Sex and age distribution² (n= 3,392)



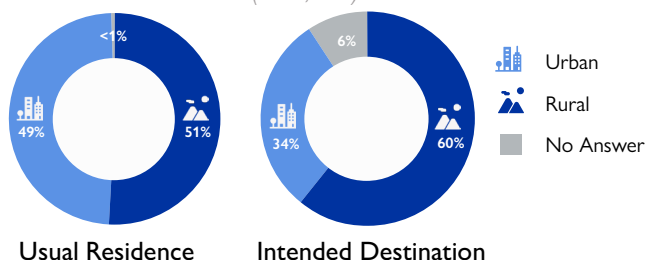
Ethiopian nationals by sex and governorate of survey (n= 3,175)



Somali nationals by sex and governorate of survey (n= 217)



Rural-urban distribution (n= 3,392)



¹ For reference – according to FMR data, of the 4,984 tracked migrants during the reporting period 61% were men, 23% women, 9% boys and 7% girls (boys and girls refer to persons under 18).

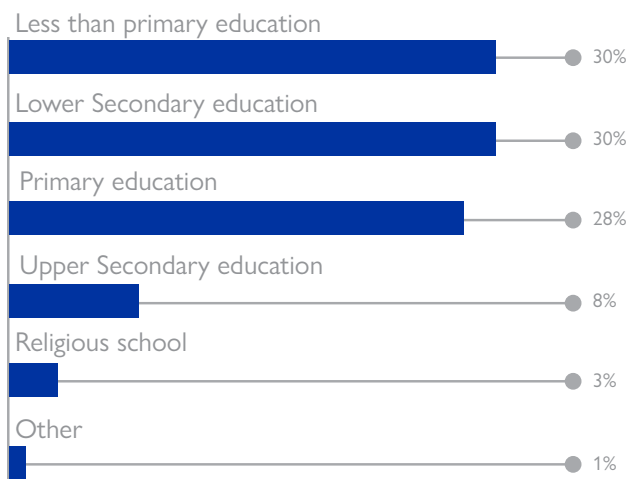
² The FMS survey is not administered to children under the age of 14 years. Refer to [About the data collection](#) for more details.

SOCIO-ECONOMIC PROFILE

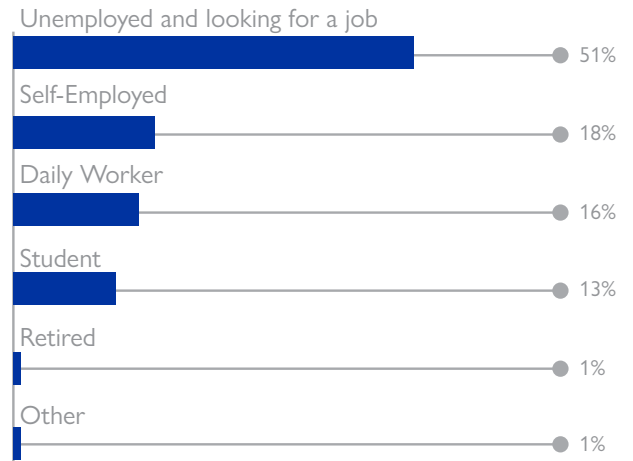
Educational Attainment and Employment Status

While 28 per cent of migrants have completed primary school, 30 per cent have not. Compared to Somali nationals, Ethiopian nationals are more likely to finish primary school. Only eight per cent have completed high school, with 98 per cent being Ethiopian. Approximately 93 per cent of migrants are currently unemployed and 18 per cent were self-employed prior to migration while 16 per cent worked as daily workers.

Highest level of completed education (n= 3,392)



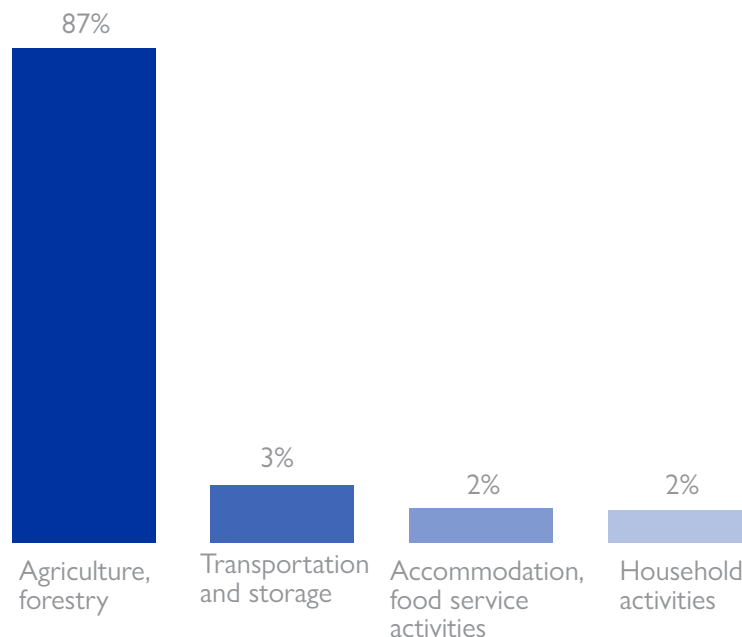
Last employment status prior to migration (n= 3,165 ind. without current employment)



Main sectors of employment prior to migration

The majority of working migrants came from agricultural backgrounds (87%), followed by those engaged in transportation and storage (3%), accommodation and food service activities (2%), and those involved in household employer activities (2%).

Top four main sectors of employment prior to migration (n= 1,106)

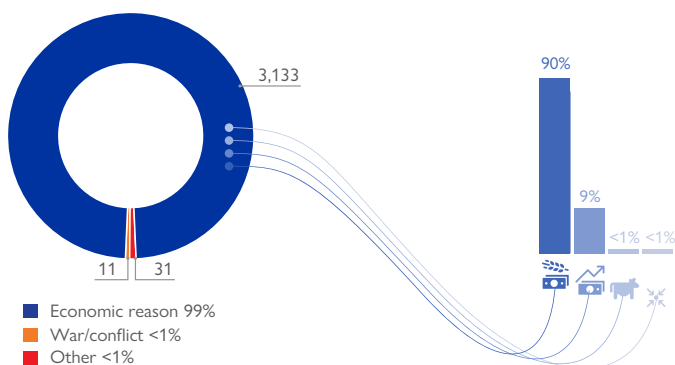


REASONS FOR TRAVEL

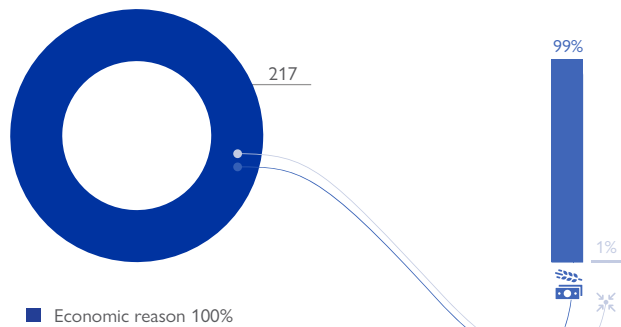
Migration Drivers (Push Factors)

Economic reasons remain the primary reason for almost all migrants (99%) when asked about motivations for migration while the remaining one per cent cited war and conflict, education, violence or prosecution, training, family reunification or other factors as their motives. Among those who cited economic reasons, the most common categories included travel to seek job opportunities (91%), travel for business (8%), and travel for agro-pastoral activities or commuting regularly (1%). All interviewed Somali migrants had economic as either primary or secondary reason for their migration.

Reason for travel - Ethiopian Nationals (n= 3,175)



Reason for travel - Somali Nationals (n= 217)



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

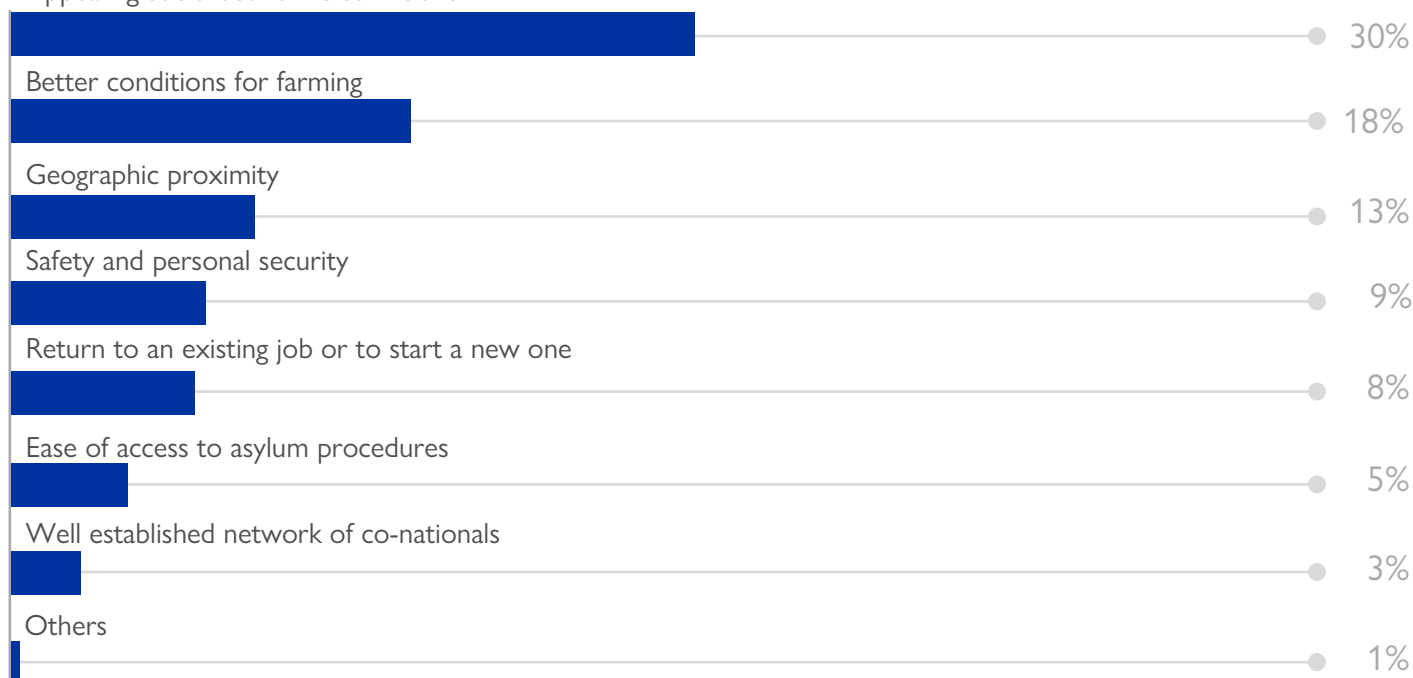
Migration Drivers (Pull Factors)

The overall more attractive socio-economic conditions in intended destinations compared to origins were the reason for choosing a specific destination for 30 per cent of interviewed migrants. In addition, 18 per cent chose their destination assuming that the destination had better conditions for farming, while 13 per cent chose their final destination mainly due to its geographic proximity from their origin. Lastly, the remaining migrants intended to go to their final destination as they perceived the destination was safe and secure (9), returning to an existing job or starting a new one (8), easier access for asylum procedures (5), availability of network with same nationality (3%) and other reasons.

Primary reasons for choosing final destination over other locations

(n= 3,391, i.e. all excluding those traveling for a temporary visit, multiple answers possible)

Appealing socio-economic conditions

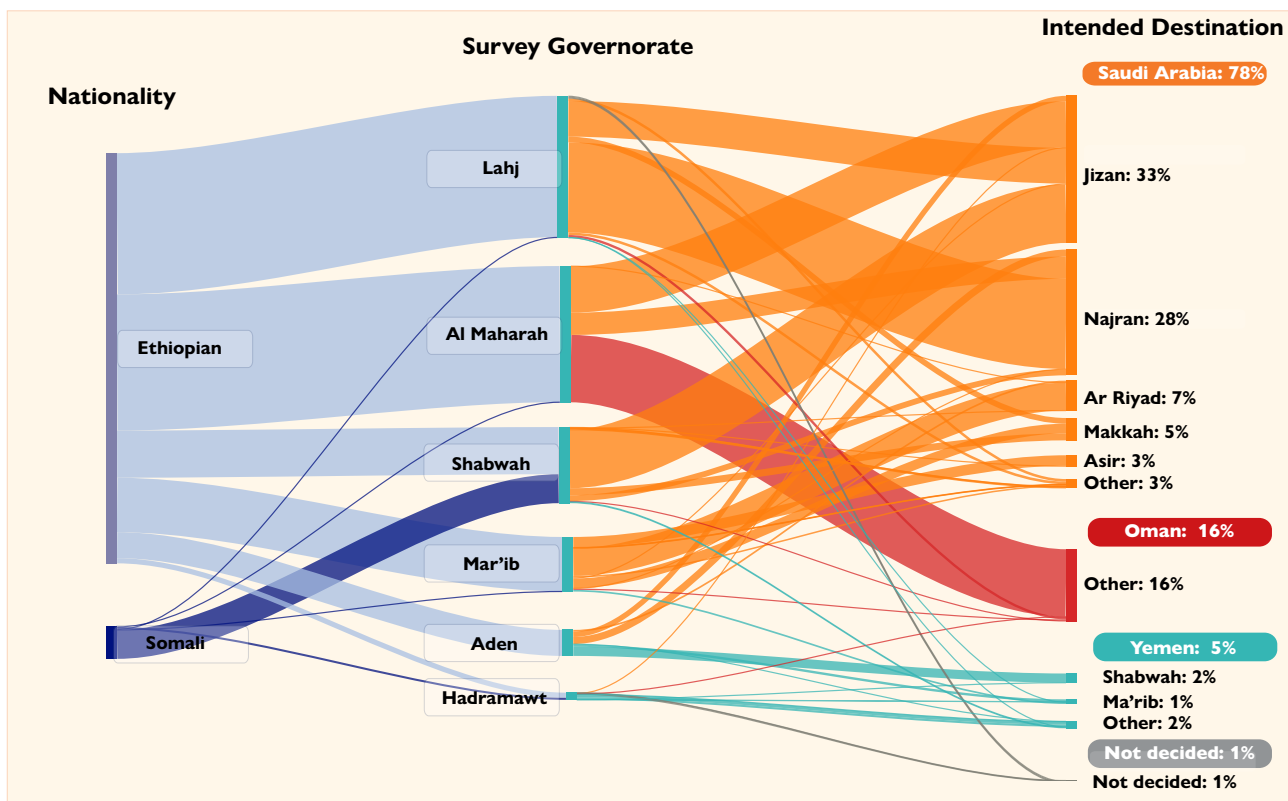


INTENDED DESTINATION

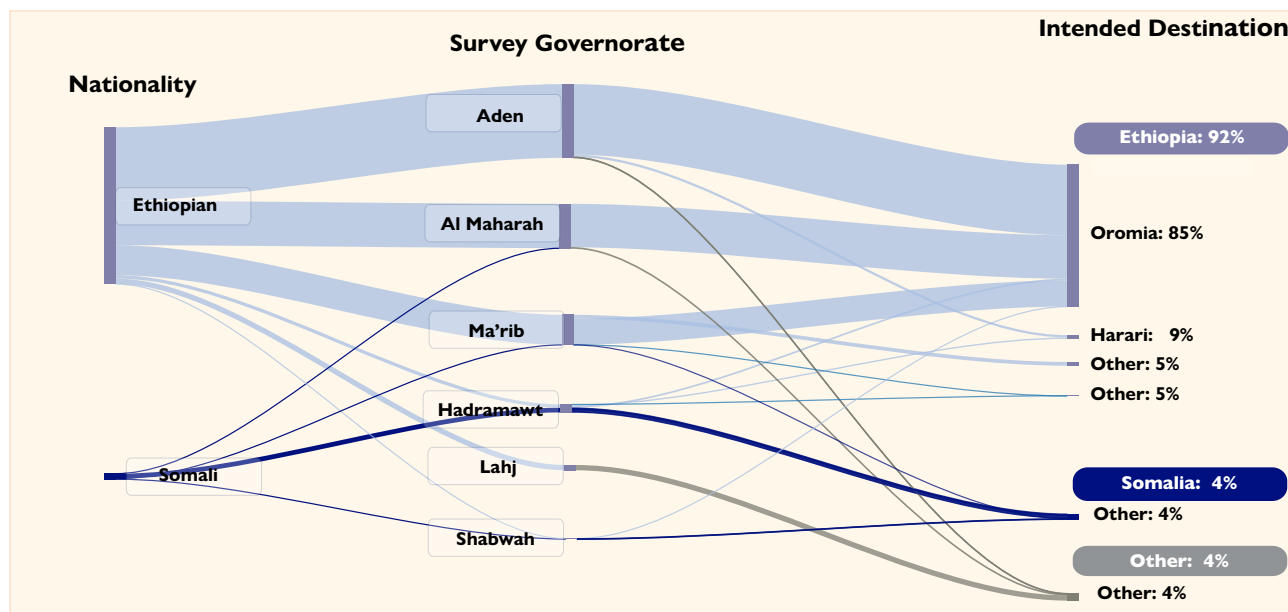
Migration Journey

DTM categorized journeys as either “new journeys” or “return journeys”. Those undertaking “new journeys” were interviewed in Lahj, Al Maharah and Shabwah in Yemen, with the majority aiming for Saudi Arabia (78%), (particularly Jizan (33%) and Najran (28%)), and Oman (16%). Moreover, migrants on “returning journeys” (also interviewed in Shabwah, Lahj, and Al Maharah) attempted to return to their origin for different reasons such as failing to migrate to their final destination previously. The majority of those on a return journey was heading back to Ethiopia (92%), specifically the Oromia region (85%).

Nationality and intended destination - new journey (n= 2,567)



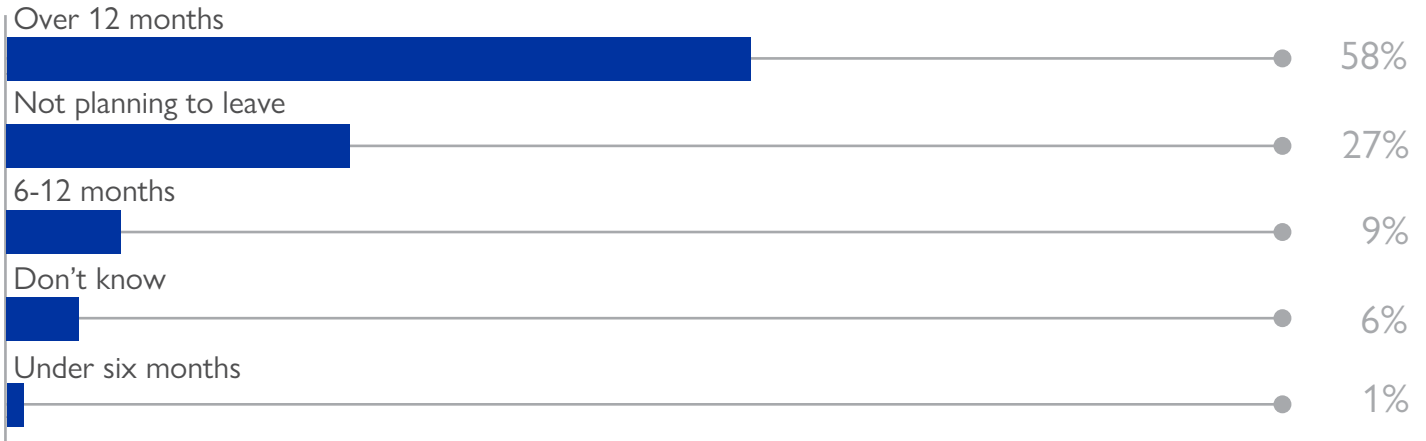
Nationality and intended destination - return journey (n= 825)



Intended Length of Stay in Destination

The intention of over half (58%) of respondents is reported to stay in their final destination for more than a year. Some respondents (27%) 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= 3,392)

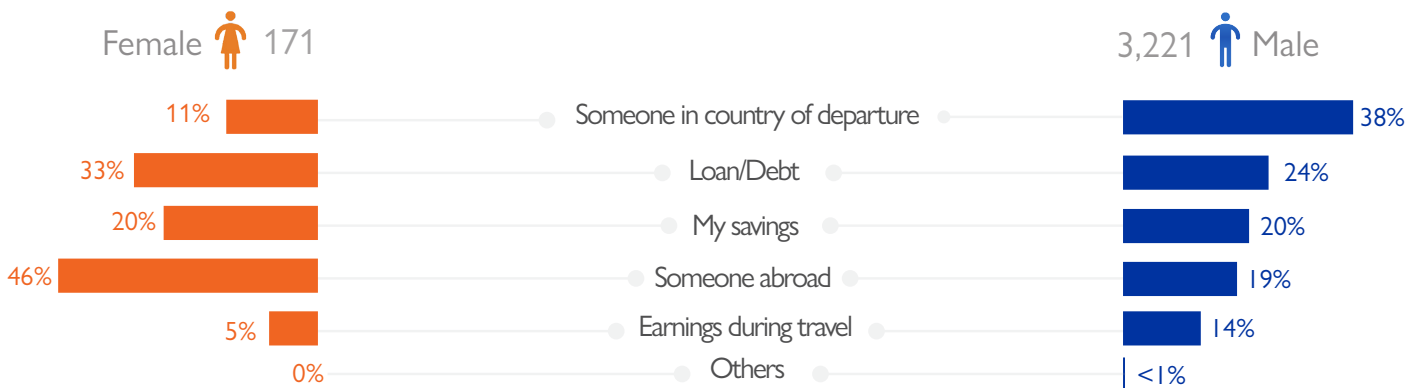


MIGRATION FACILITATION

Migration Financing

Approximately 36 per cent of respondents reported friends and family in their origin provide financial support to cover their travel expenses while 24 per cent utilized loans and debts to finance their migration. An additional 20 per cent stated that they used their savings to cover the cost of travel while another 20 per cent receive financial support from friends and family abroad. Some 14 per cent stated that they worked while traveling to earn money and pay for their travel. The majority of males relied on someone in country of departure, while the majority of females relied on someone abroad.

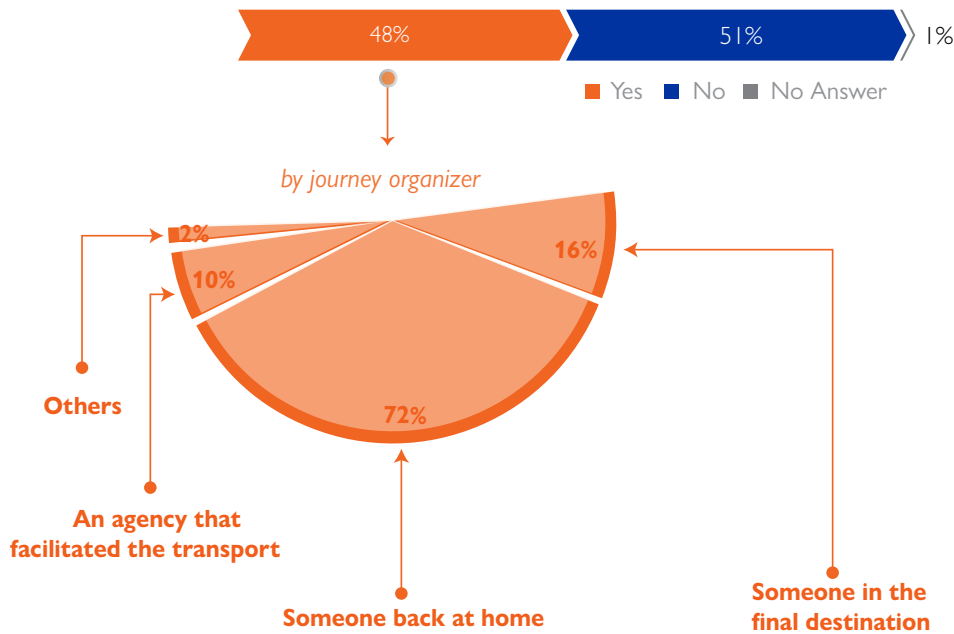
How did you pay for your travel? (n= 3,392)



Migrant Facilitator

Around 48 per cent of migrants reported their travels were planned by third parties while 51 per cent stated that they arranged their migration trip by themselves. Among those whose trip was arranged by third parties, 72 per cent revealed that their trip was arranged by someone in their origin, while 16 per cent revealed that their trip was arranged by someone in their final destination. Just ten per cent reported that an agency facilitated their trip.

Did anyone help you in organizing this journey? (n= 3,392)



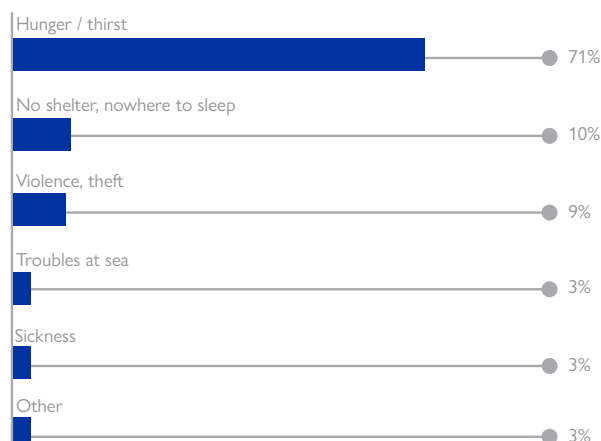
MIGRATORY CHALLENGES

Challenges Experienced

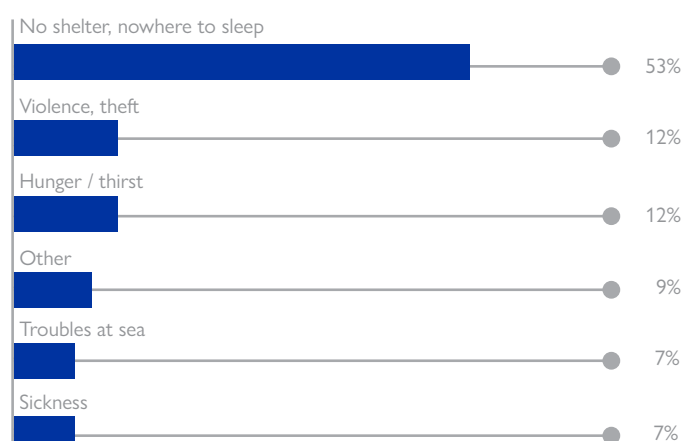
When asked about primary challenge experienced during their journey, hunger and thirst was reported as the most common primary challenge (71%). Migrants also stated that there were no shelters or suitable places to sleep during their journey (10%) as their primary challenge while around nine per cent stated violence and theft.

Regarding secondary challenge faced by migrants, the lack of shelter to rest during their journey was reported as the most common secondary challenge (53%) followed by violence and theft (12%), experiences of hunger and/or thirst (12%) as well as troubles at sea (7%) and sickness (7%).

Primary challenges (n= 3,180)



Secondary challenges (n= 3,180)





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