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TRACKING MATRIX



# QUARTERLY MIGRATION REPORT

West and Central Africa

July – September 2019

INTERNATIONAL ORGANIZATION FOR MIGRATION

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Website: [www.globaldtm.info](http://www.globaldtm.info) / <https://displacement.iom.int> / <https://migration.iom.int>

DTM ACTIVITIES IN  
THE REGION ARE  
SUPPORTED BY:



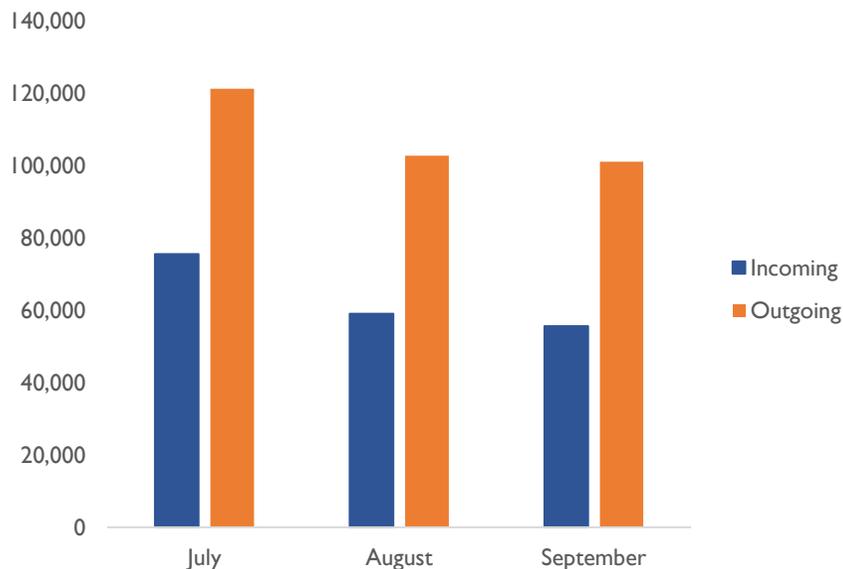
For the third quarter of 2019, the average daily number of individuals observed at FMPs (7,104) decreased by 1 per cent compared to the previous quarter (down from 7,199).

The countries of survey which witnessed the largest flows were Niger (28% of flows), Nigeria (25%), Guinea (20%) and Burkina Faso (19%).

During this period, Nigerien (40%), Nigerian (14%), Burkinabe (12%), Guinean (11%) and Chadian (8%) nationals were the largest nationality groups observed transiting through FMPs.

Short-term local movements (39%), long-term economic migration (41%) and seasonal migration (15%) were the main reasons of movements observed at overall FMPs in the region during the third quarter of 2019.

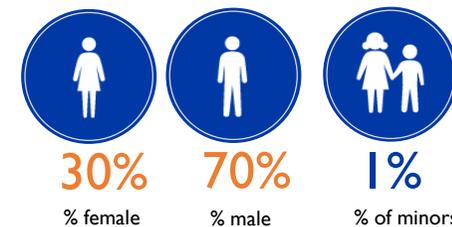
## NUMBER OF INDIVIDUALS RECORDED MONTHLY AT FMPs IN WCA



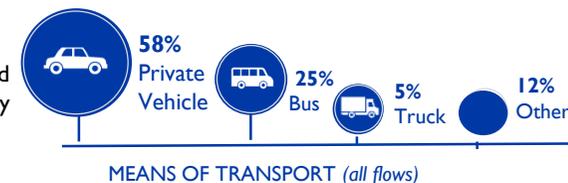
## PROFILE OF PERSONS OBSERVED AT FMPs IN WEST & CENTRAL AFRICA



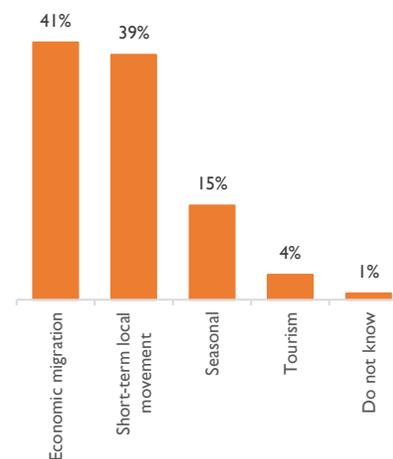
For the third quarter of 2019, the majority of travellers (70%) were male, while 30 per cent were female. Minors accounted for 1 per cent of travellers.



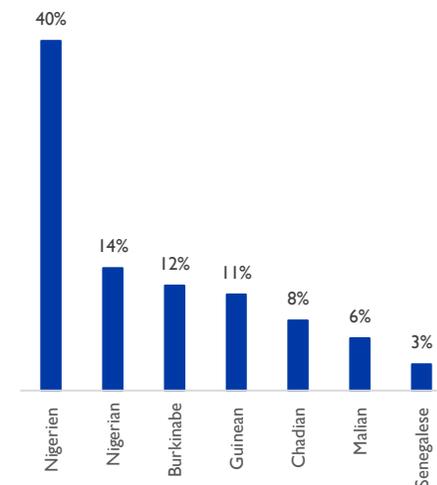
During that period, individuals travelled mainly by car or taxi (58%), followed by cross-border bus (25%).



## TYPES OF MOVEMENTS OBSERVED



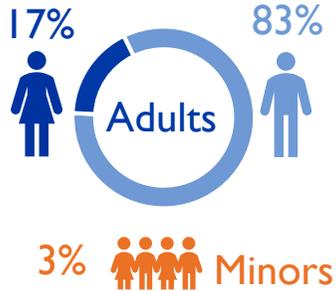
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**19,601**  
SURVEYS

## DEMOGRAPHICS

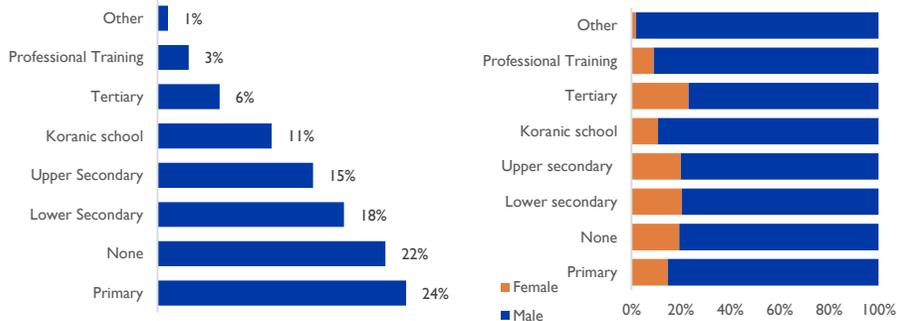


## TYPE OF TRAVEL INTENDED

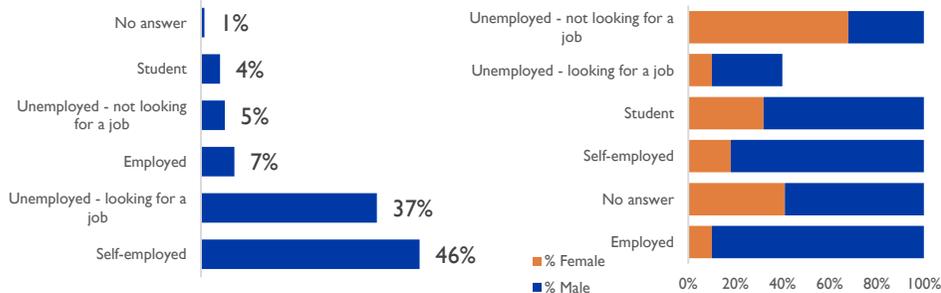


**Cross-border travel:** the country of final intended destination of respondents is different from their country of departure.  
**Internal travel:** Respondents intend to travel within the boundaries of a single country

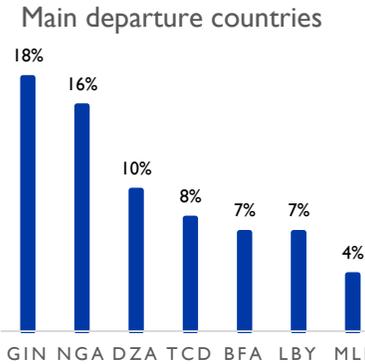
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



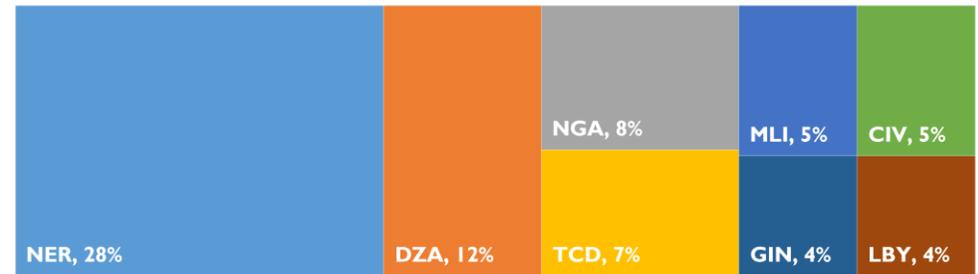
## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



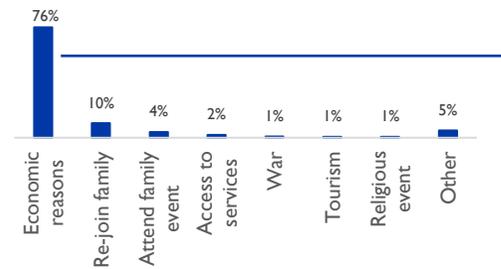
## LENGTH OF JOURNEY TO DATE



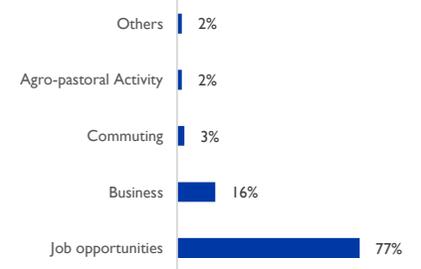
## Main destination countries



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names

Burkina Faso has a central position in West Africa and is the location of important cross border transit to and from neighbouring countries (generally conducted by coach).



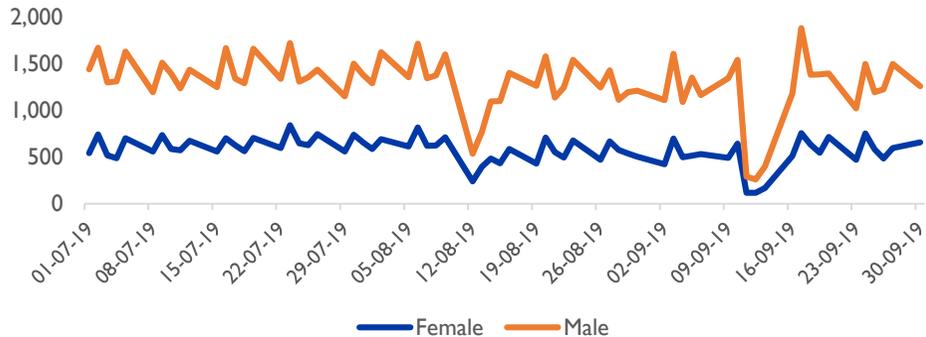
Five FMPs are currently active in Ouagadougou, Yendere on the border with Côte d'Ivoire, Faramana on the border with Mali, and Dori and Kantchari, both close to the border with Niger.

For the third quarter, Côte d'Ivoire(34%), Mali (27%) and Niger (22%) were the main countries of destination of travellers crossing FMPs.

During that period, Burkinabe (64%) and Nigerien (26%) nationals were the two main nationalities observed. Seasonal movements (36%), short-term local movements (31%) and long-term economic migration (30%) were the main types of movement observed. This distribution illustrates the diversity of flows transiting through Burkina Faso.

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN BURKINA FASO

The graph below illustrates the evolution of the flows observed at the five FMPs in Burkina Faso between July and September 2019. While the number of travellers remained relatively stable throughout the quarter, the number dropped sharply on 12 August and 16 September. This decrease in August is due to festivity of Aid el-Kebir. The drop observed in September is a result of travellers circumventing the Niangoloko-Abidjan route crossing Southwestern Burkina Faso because of the poor state of the road.



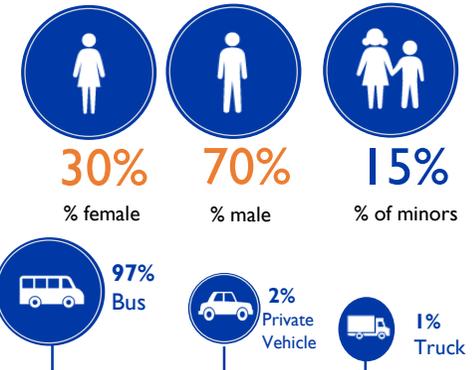
## PROFILE OF PERSONS OBSERVED AT FMPs IN BURKINA FASO

**2,147** DAILY -15% ↓  
AVERAGE  
INDIVIDUALS RECORDED

Compared to the previous quarter (2,096), the daily average of individuals observed decreased by 15 per cent.

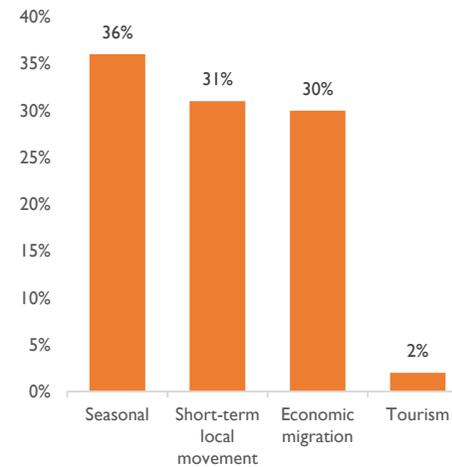
Buses and private vehicles (together accounting for 99% of travel) were the main means of transport used for travel.

During this quarter, 70 per cent of travellers were male, while 30 per cent were female. Minors accounted for 15 per cent of travellers, representing a higher proportion than that observed in other countries.

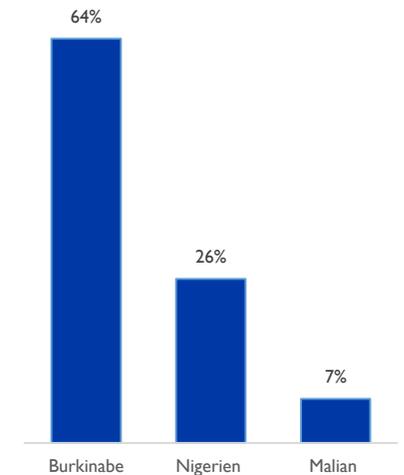


MAIN MEANS OF TRANSPORT (all flows)

## MAIN MOVEMENTS OBSERVED



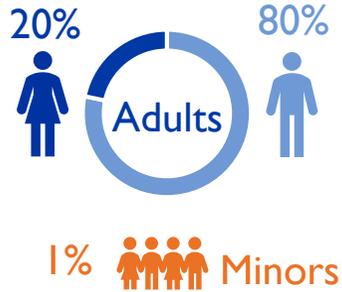
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**1,792**  
SURVEYS

## DEMOGRAPHICS

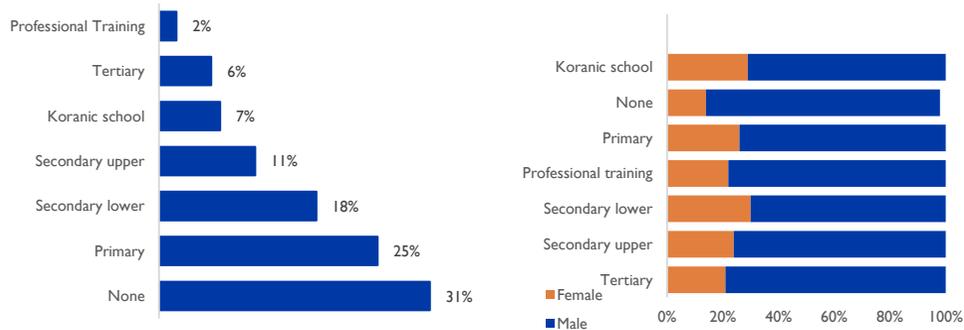


## TYPE OF TRAVEL INTENDED

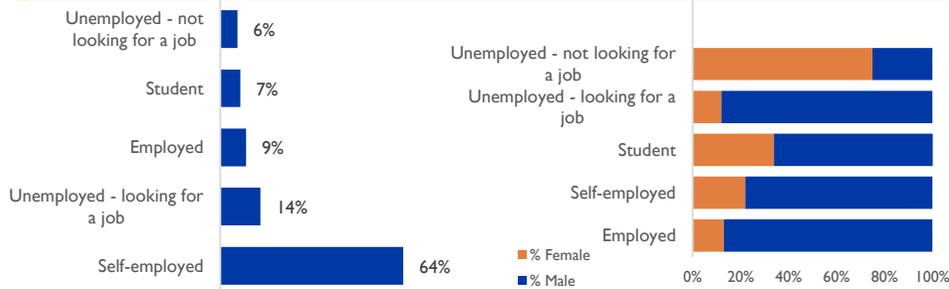


**Cross-border travel:** the country of final intended destination of respondents is different from their country of departure.  
**Internal travel:** Respondents intend to travel within the boundaries of a single country

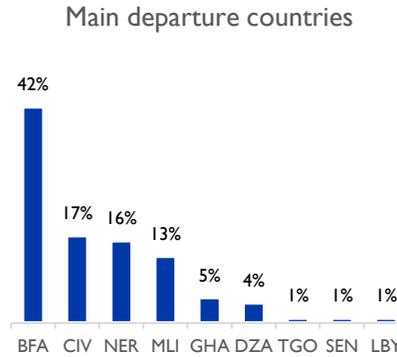
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



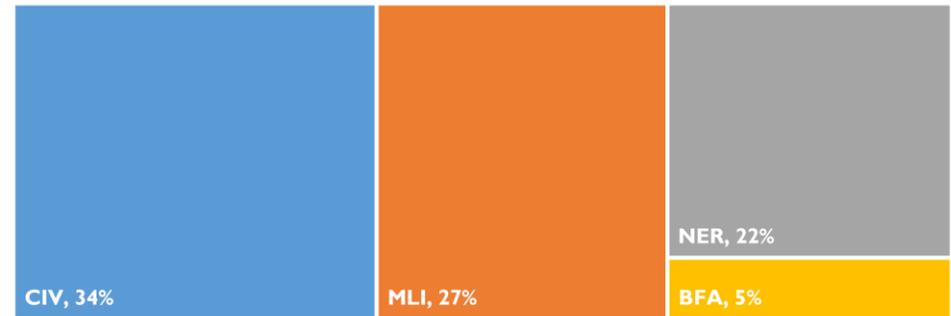
## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



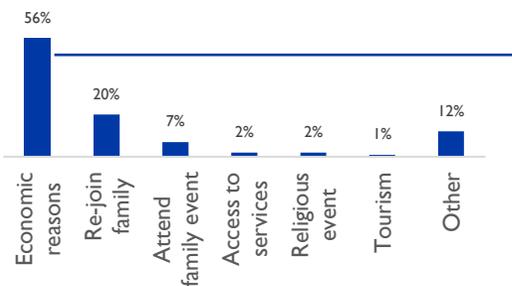
## LENGTH OF JOURNEY TO DATE



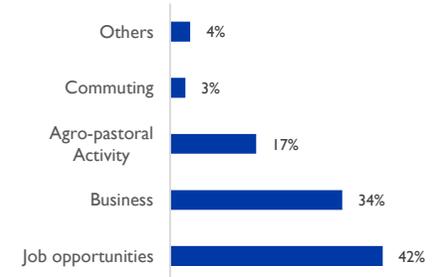
## Main destination countries



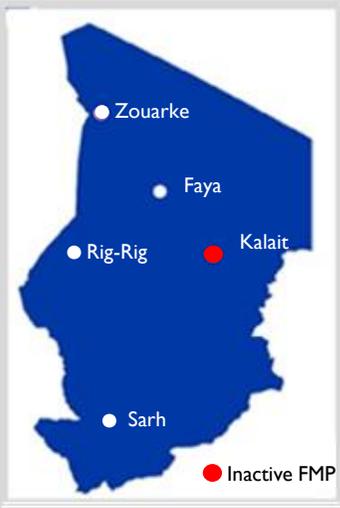
## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names



During this third quarter, the FMP in Zouarke was reactivated, after having been deactivated for nine months because of insecurity in the region, while the FMP in Kalait was definitively closed in order to focus on recording cross-border, rather than internal travel.

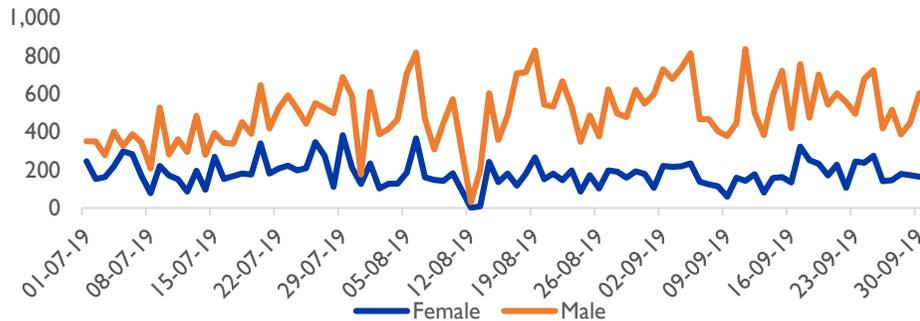
Sarh recorded the majority of flows observed (45% of all flows), followed by Faya (39%), Zouarke (14%) and Rig-Rig (3%).

Short-term local movements (45%), economic migration (34%) and seasonal migration (14%) were the main movements observed in the third quarter.

Chadian nationals (96%) were the main nationality observed.

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN CHAD

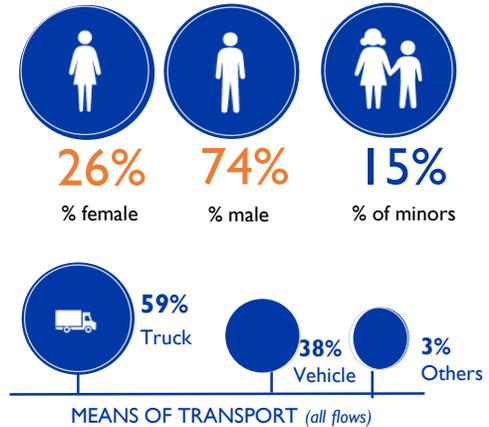
The graph below illustrates the daily evolution of the flows observed in Chad between July and September 2019. In July, as the rainy season started and laborers travelled to harvest the fields, the number of travellers grew. This trend continued in August, albeit split by a complete drop in the number of travellers during the festivity of Aid el-Kebir at 12 August 2019. Flows continued to increase as merchants travelled to buy and sell harvested goods.



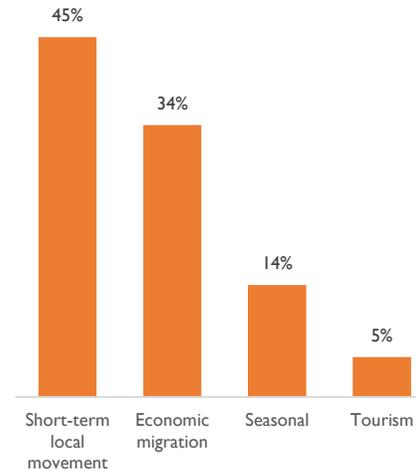
## PROFILE OF PERSONS OBSERVED AT FMPs IN CHAD



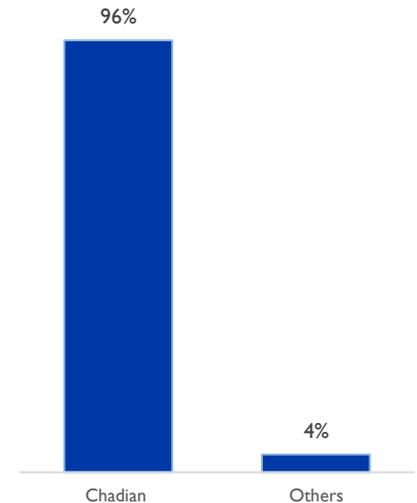
Despite worsening security conditions in northern Chad, which led to a decrease in travel in the region, the average daily number of travellers observed during the third quarter (679) grew by 30 per cent from the second quarter. The establishment of two new FMPs and the opening of Zouarke FMP both explain this increase. During this period, the main means of transport used by individuals observed were trucks (59%) and private vehicles (38%).



## MAIN MOVEMENTS OBSERVED



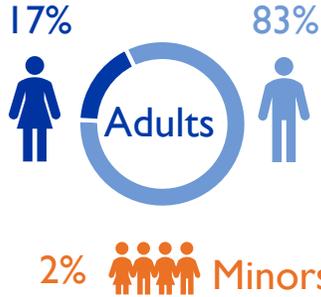
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**1,774**  
SURVEYS

## DEMOGRAPHICS

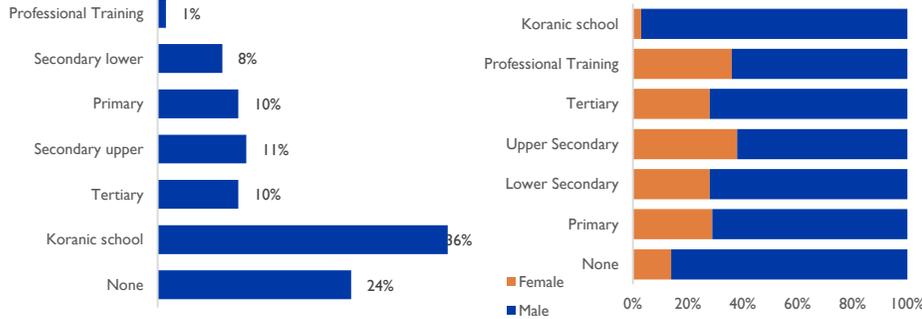


## TYPE OF TRAVEL INTENDED

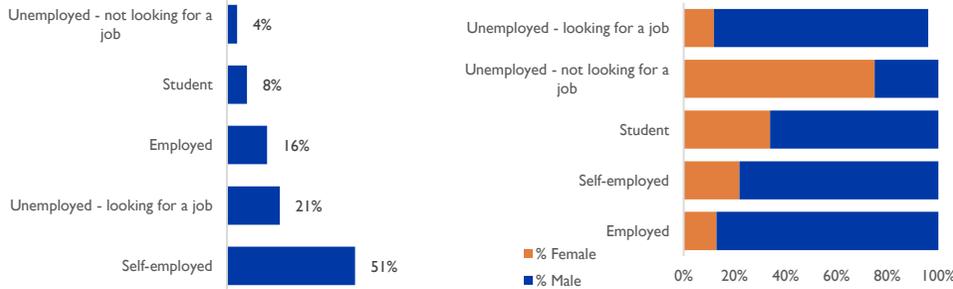


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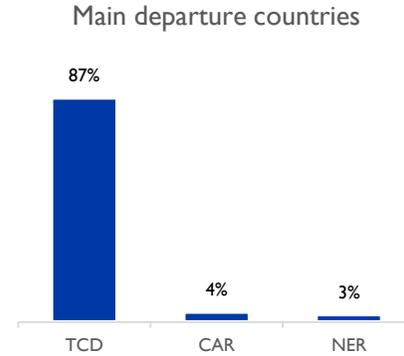
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



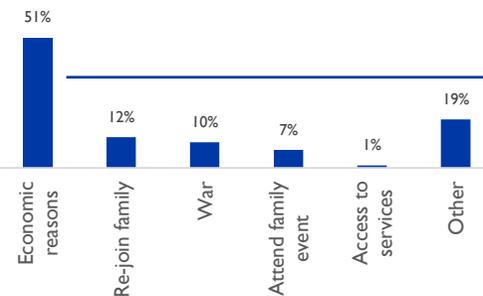
## LENGTH OF JOURNEY TO DATE



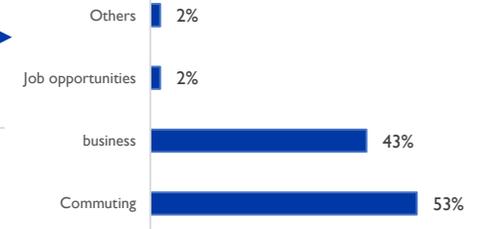
## Main departure country



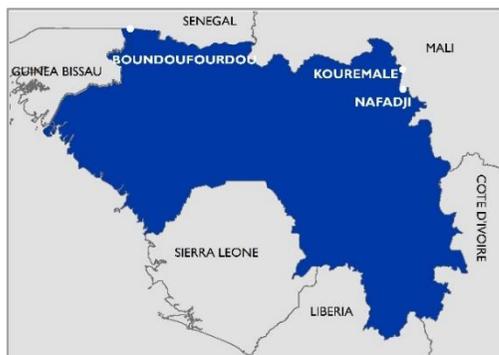
## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names



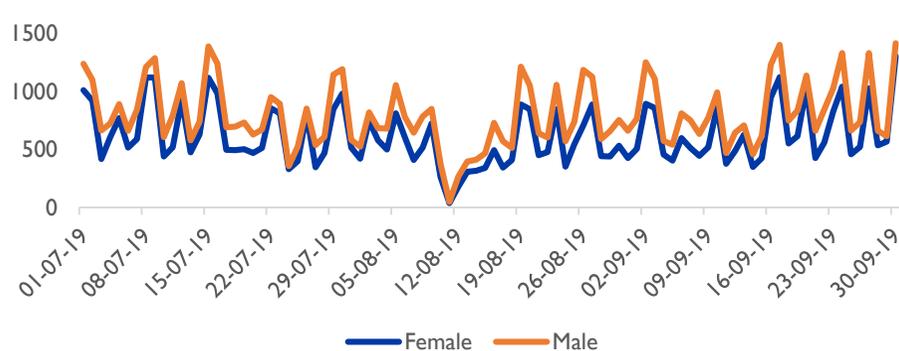
Three FMPs remain active in Guinea: Kouremale, Nafadji (both bordering Mali) and Bondoufourdou (bordering Senegal). They primarily monitor flows between Guinea and neighbouring countries. During the third quarter, Bondoufourdou recorded the majority of flows observed (62% of all flows), followed by Kouremale (33%) and Nafadji (5%).

The main destinations of travellers were Senegal (54%), Mali (32%) and the Gambia (12%).

Long-term economic migration (44%) and short-term local movements (42%) were the main reasons for which observed individuals were travelling. In addition, 9 per cent of travellers were seasonal migrants. Guinean nationals (69%) made up the majority of travellers transiting through the FMPs.

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN GUINEA

The graph below illustrates the evolution of the flows observed at the three FMPs of Guinea between July and September 2019. The number of people observed was stable before progressively decreasing during the period of festivity of Aid el-Kebir and then increasing after the holiday.



## PROFILE OF PERSONS OBSERVED AT FMPs IN GUINEA



The average daily number of individuals observed during the third quarter of 2019 increased by 30 per cent compared to the previous quarter.

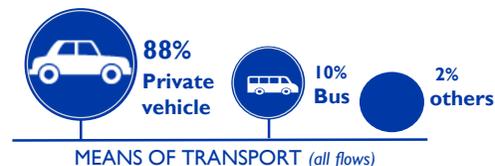
The majority of travellers (79%) identified were adults while children accounted for 21 per cent of total flows.

Over half of individuals (56%) were male while female travellers represented 44 per cent of flows observed.

The vast majority of travellers crossing FMPs (88%) were travelling by car or taxi.

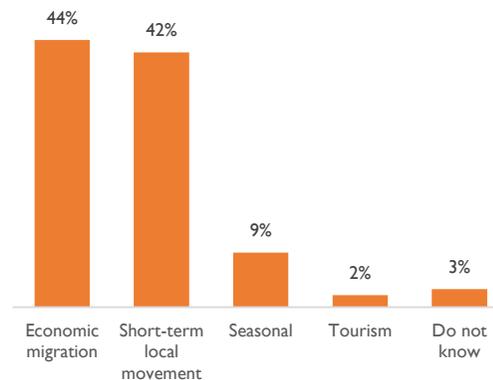


**44%** % female  
**56%** % male  
**21%** % of minors

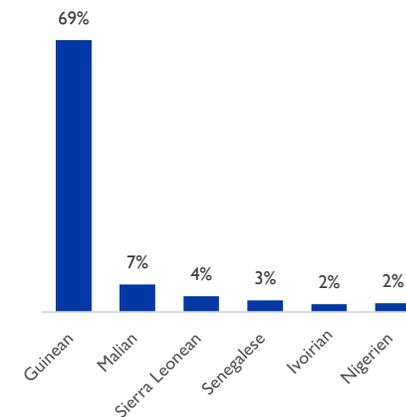


**88%** Private vehicle  
**10%** Bus  
**2%** others  
MEANS OF TRANSPORT (all flows)

## MAIN MOVEMENTS OBSERVED



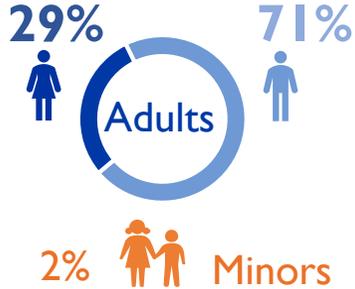
## MAIN NATIONALITIES OBSERVED



Flow Monitoring Surveys complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations, routes, and difficulties faced along the way.

**3,172**  
SURVEYS

## DEMOGRAPHICS

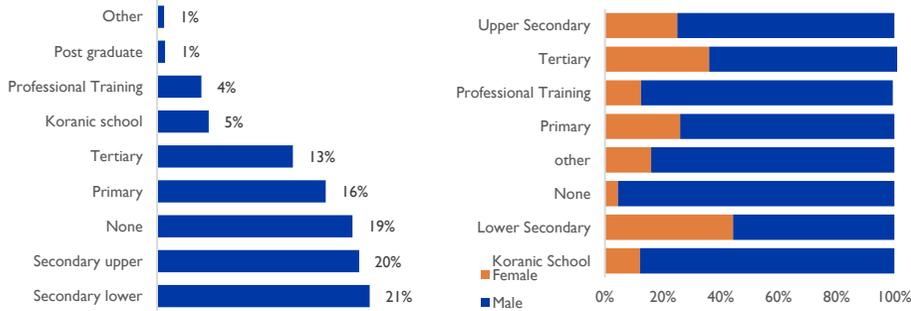


## TYPE OF TRAVEL INTENDED

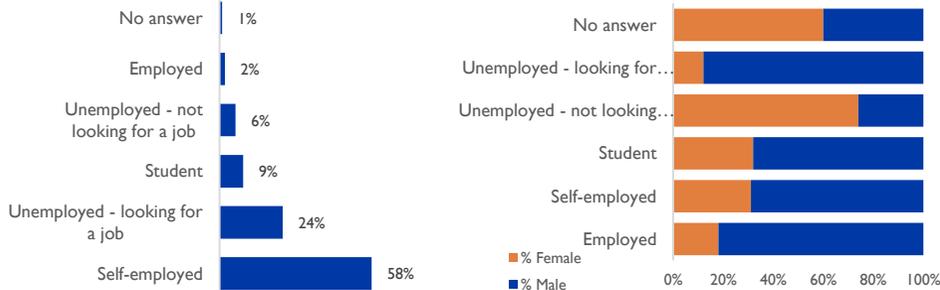


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## EDUCATION

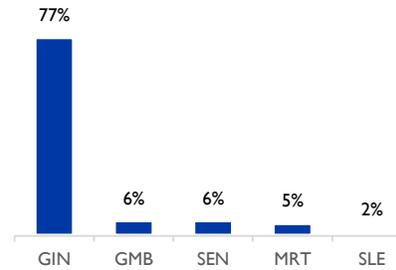


## PRE-DEPARTURE EMPLOYMENT STATUS

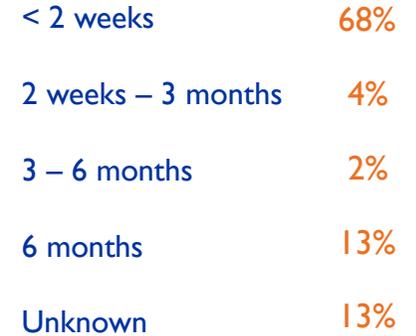


## DEPARTURE & INTENDED DESTINATION COUNTRIES\*

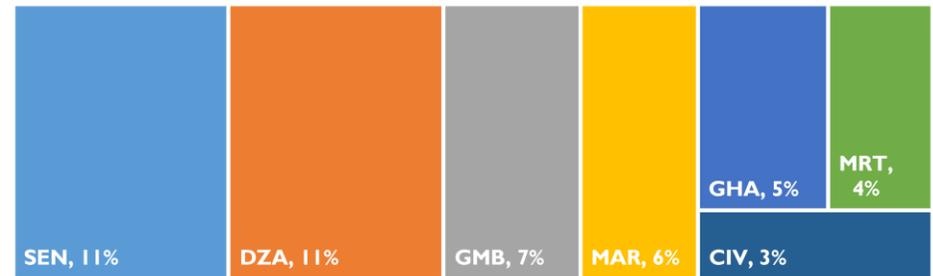
Main departure countries



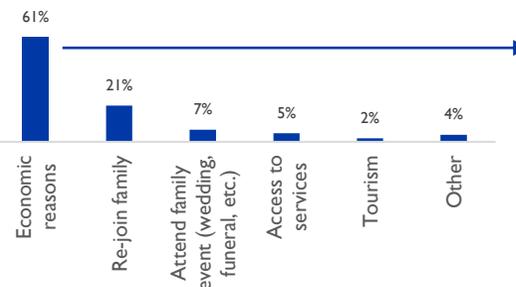
## LENGTH OF JOURNEY TO DATE\*\*



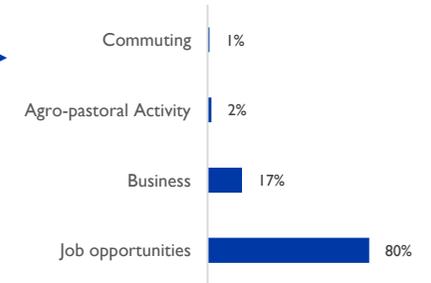
## Main destination countries



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names



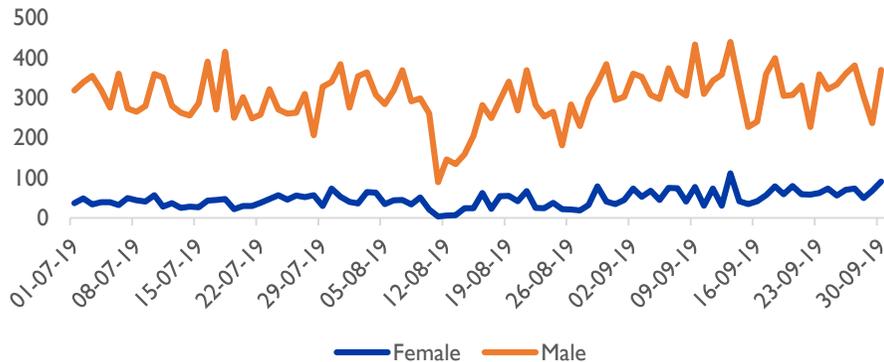
In Mali, ten FMPs are set up throughout the country to gain a better understanding of migration flows both within the country and between Mali and bordering countries like Niger and Algeria.

Malian (36%), Guinean (21%), Ivoirian (8%), Senegalese (6%), Gambian (5%), Burkinabe (4%) and Nigerien (4%) nationals were the main nationality groups observed.

The vast majority of observed individuals were travelling for economic purposes (94%) and the majority of outgoing migrants were headed for Algeria (36% of outgoing flows), Mauritania (33%), Burkina Faso (17%) and Niger (10%). This exemplifies the role of Mali as a hub for intra-regional and inter-regional migration.

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN MALI

The graph below illustrates the evolution of the flows observed at the Mali FMPs over the course of the second quarter of 2019. The number of travellers observed throughout the quarter was very stable, apart from the significant decrease noted, explained by the festivities of Aid el-Kebir, during which time travel is generally avoided.



## PROFILE OF PERSONS OBSERVED AT FMPs IN MALI



During the third quarter of 2019, the large majority of observed travellers were male (87%) while 13 per cent were female. Minors accounted for 3 per cent of the travellers.

The main vehicles crossing FMPs in Mali were public transit buses (75%), followed by private cars (22%) and trucks (3%).



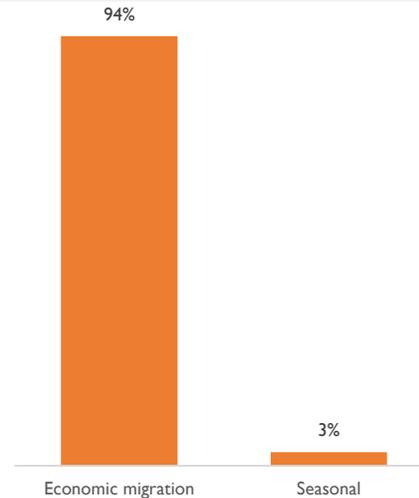
**13%** % female  
**87%** % male  
**3%** % of minors



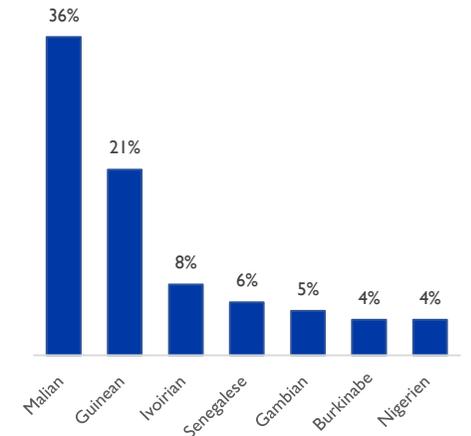
**75%** Public Bus  
**22%** Private Vehicle  
**3%** Truck

MEANS OF TRANSPORT (all flows)

## MAIN MOVEMENTS OBSERVED



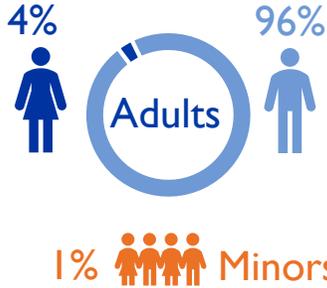
## MAIN NATIONALITIES OBSERVED



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**3,892**  
SURVEYS

## DEMOGRAPHICS

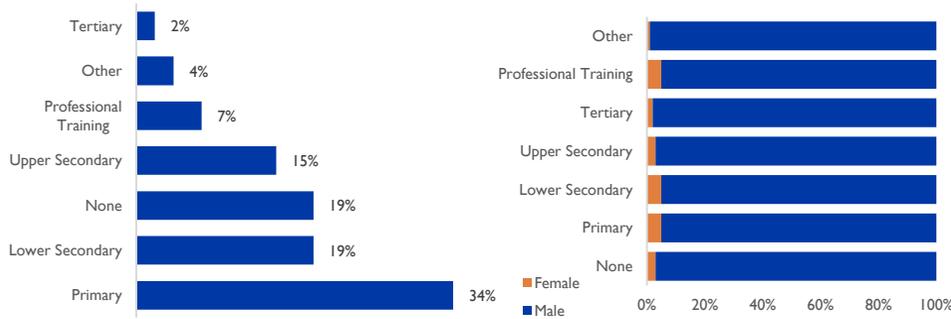


## TYPE OF TRAVEL INTENDED

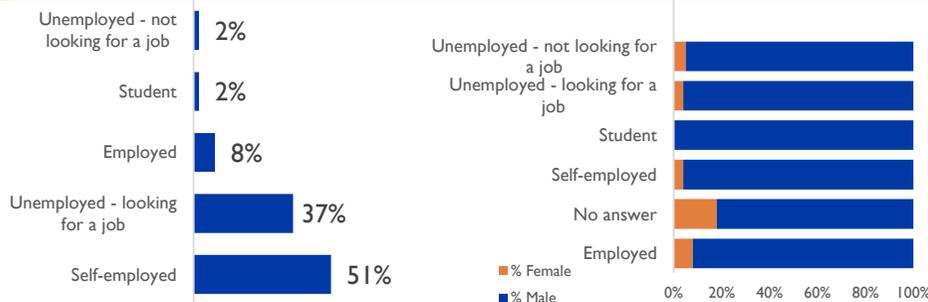


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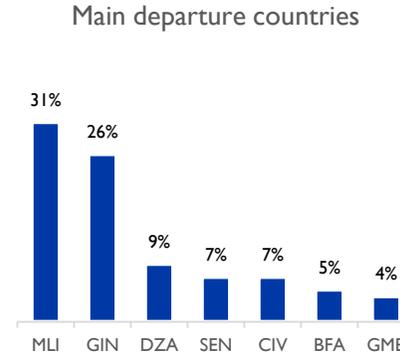
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



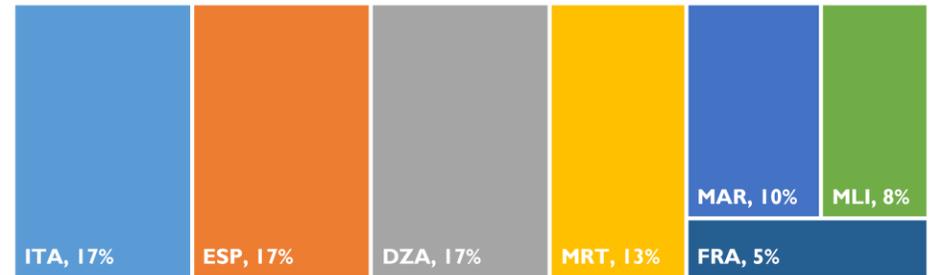
## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



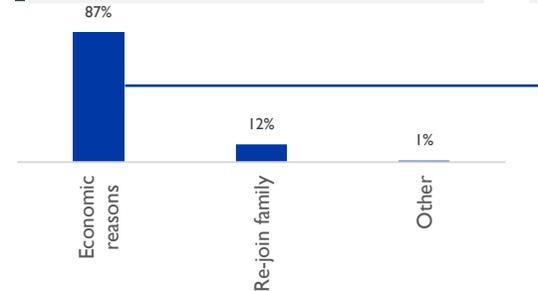
## LENGTH OF JOURNEY TO DATE



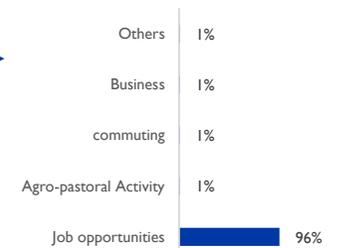
## Main destination countries



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names

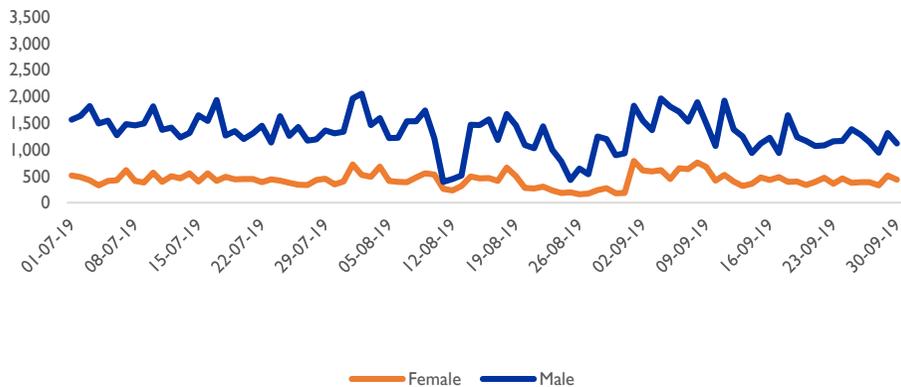


Niger has long been a staging point for migrants because of its border with Algeria and Libya. In this country, six FMPs are active: in Arlit and Seguedine, located in the northern region of Agadez, where the FMPs monitor flows between Niger and Algeria and Libya; in Dan Barto, Magaria and Dan Issa, where FMPs capture movements to and from Nigeria and seek to gain a better grasp of migration routes along the southern part of Niger; and Tahoua, which lies in the centre of the country, and where the FMP mostly monitors internal flows.

During the reporting period, Nigerien (85%) and Nigerian (8%) citizens were the most represented nationalities amongst travellers. Economic migration (35%), short-term local movements (32%) and seasonal migration (30%) remained the main motives of travel. The majority of travellers were heading to Nigeria (64%) and Libya (34%). The main means of transport used by travellers during the reporting period were private vehicles (63%) followed by public transport (30%).

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN NIGER

This graph illustrates the daily evolution of the number of individuals observed at the Niger FMPs during the third quarter of 2019. The numbers observed throughout the quarter were quite fluctuating especially in the second half of the quarter. The significant decrease observed around 12 August is due to the festivity of Aid el-Kebir.



## PROFILE OF PERSONS OBSERVED AT FMPs IN NIGER



The number of individuals identified the FMPs decreased by 15 per cent from the last quarter, a trend explained by the return of seasonal migrants from the harvesting season.

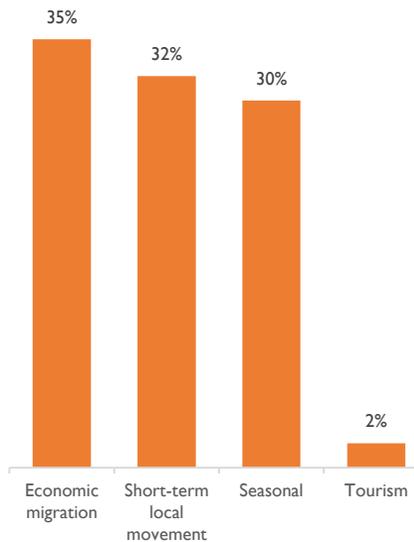
Three-quarters of travellers observed were male, while 25 per cent were female. Similarly to last quarter, minors accounted for 1 per cent of the total flows



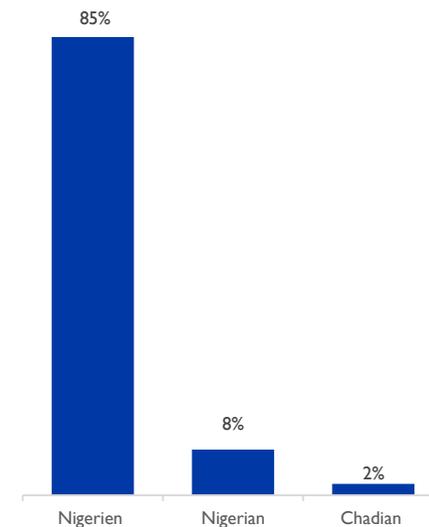
MEANS OF TRANSPORT (all flows)



## MAIN MOVEMENTS OBSERVED



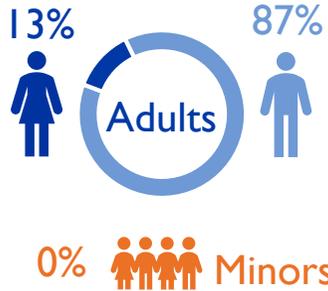
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**6,455**  
SURVEYS

## DEMOGRAPHICS

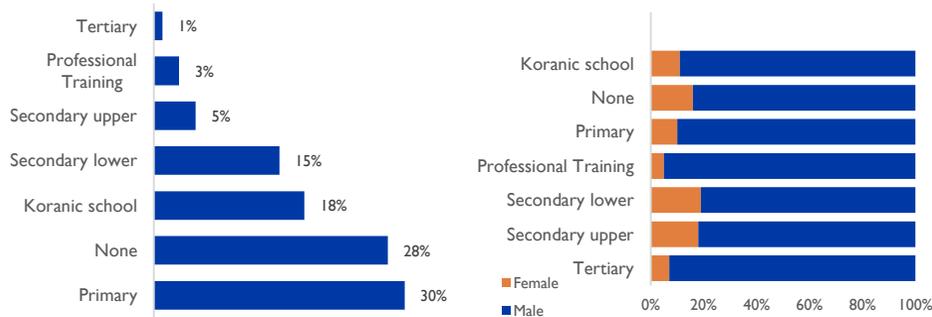


## TYPE OF TRAVEL INTENDED

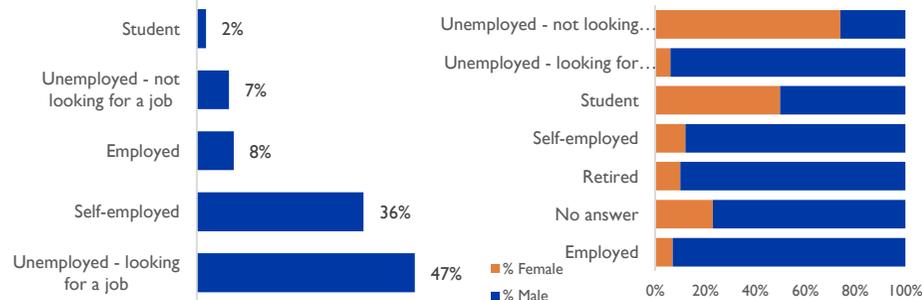


**Cross-border travel:** the country of final intended destination of respondents is different from their country of departure.  
**Internal travel:** Respondents intend to travel within the boundaries of a single country

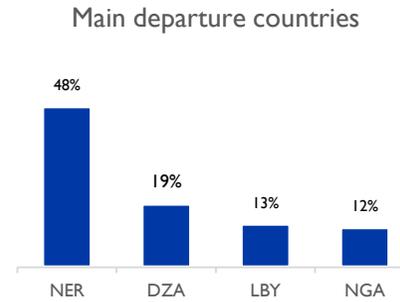
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



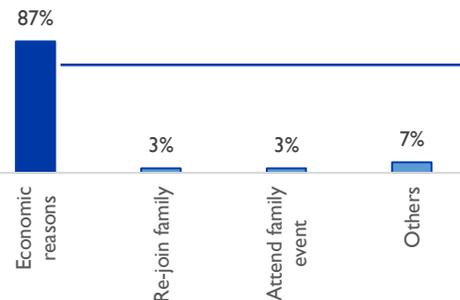
## LENGTH OF JOURNEY TO DATE



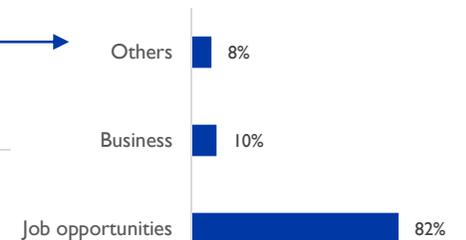
## Main destination countries



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names



In Nigeria, two FMPs are set up in the towns of Sokoto and Kano and primarily record movements to and from Niger.

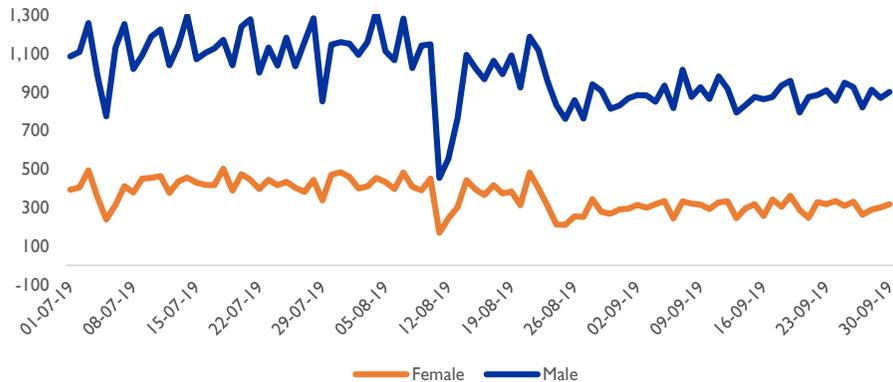
During the third quarter of 2019, the main destination of travellers at the two FMPs in Nigeria was Niger (66%). The remaining 34 per cent were entering the country from Niger. The main reasons for migration were short-term local movements (43%) and economic migration (37%). Seasonal migration (14%) and tourism (5%) were other significant motives for travel.

The main nationalities observed were Nigerian (52%) and Nigerian (35%) nationals.

Kano recorded 73 per cent of all flows, while Sokoto captured 27 per cent of flows.

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN NIGERIA

The graph below illustrates the evolution of the flows observed at the Nigerian FMPs between July and September 2019. The important decrease at 12 August noted is due to the festivity of Aid el-kebir. The closure of borders in Nigeria explains the progressive decrease noted in September.

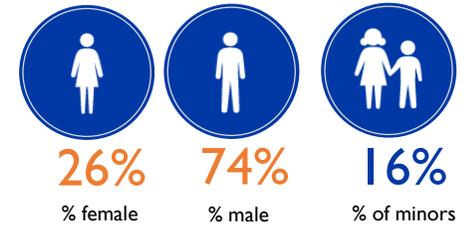


## PROFILE OF PERSONS OBSERVED AT FMPs IN NIGERIA

**1,355** DAILY AVERAGE **+6%** ↑  
INDIVIDUALS RECORDED

The average daily number of individuals observed at FMPs (1,355) increased by 6 per cent since the last quarter.

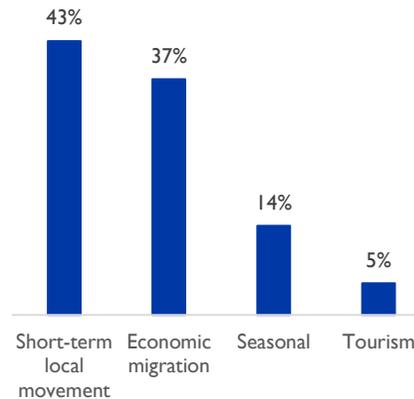
Three-quarters of individuals (74%) were male, while 26 per cent were female. Moreover, 16 per cent were children.



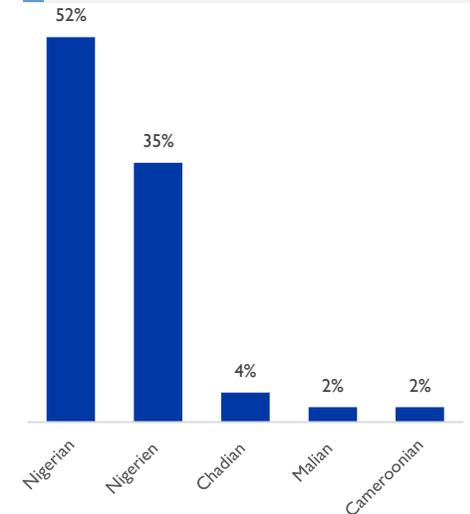
MEANS OF TRANSPORT (all flows)

The main means of transport for passing through FMPs in this quarter were cars (57%) followed by public transport (28%).

## MAIN MOVEMENTS OBSERVED



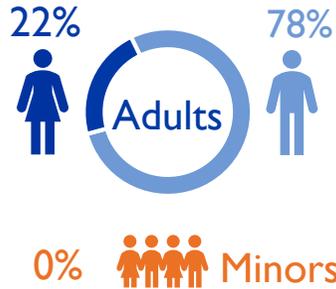
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**1,748**  
SURVEYS

## DEMOGRAPHICS

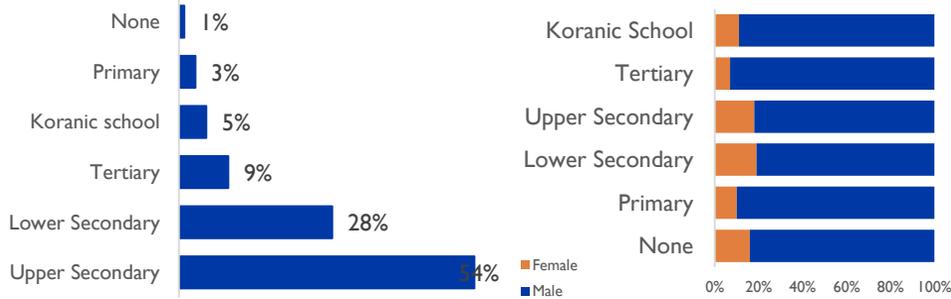


## TYPE OF TRAVEL INTENDED

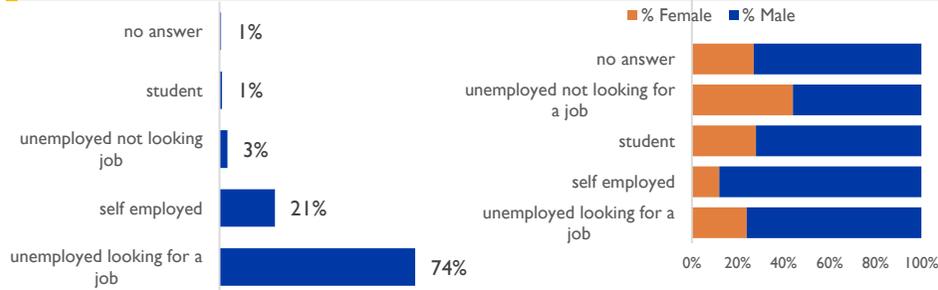


**Cross-border travel:** the country of final intended destination of respondents is different from their country of departure.  
**Internal travel:** Respondents intend to travel within the boundaries of a single country

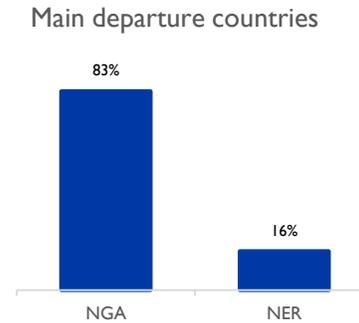
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



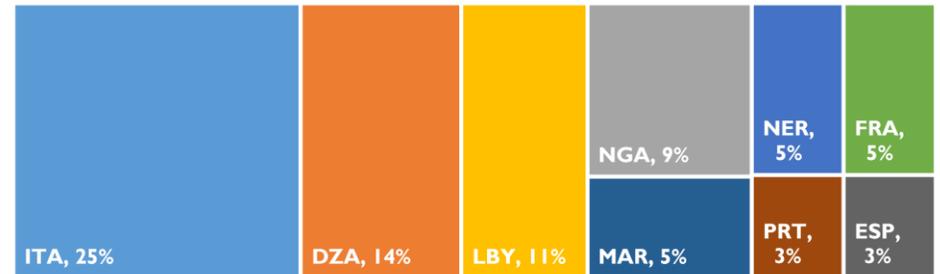
## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



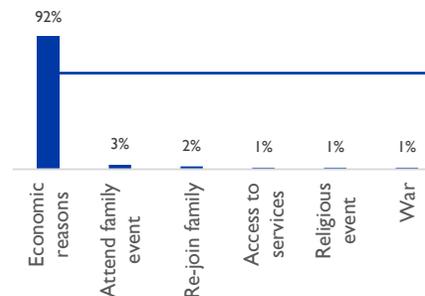
## LENGTH OF JOURNEY TO DATE



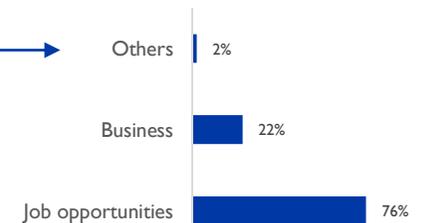
## Main destination countries



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names



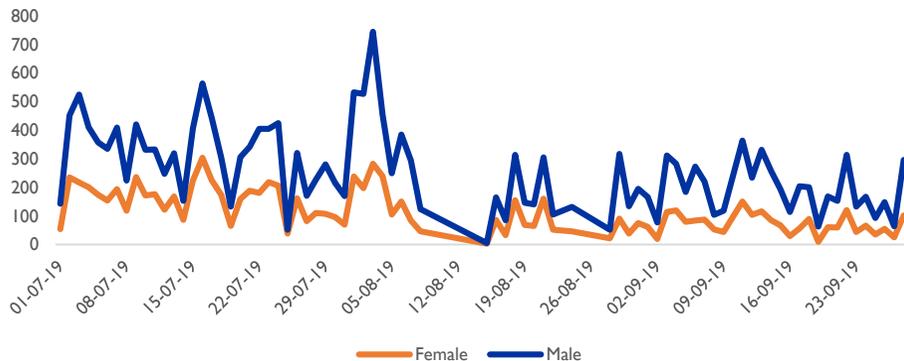
In Senegal, the FMP in Tambacounda was deactivated in mid-April 2019 and two new FMPs were set up in Kidira and Moussala (both located along the border with Mali), to better monitor flows of migrants entering or leaving Senegal.

Between the second and third quarter, the average daily number of travellers observed at FMPs in Senegal (259) decreased by 41 per cent. The main nationality groups observed during this quarter were Malian (47%) and Senegalese (39%) nationals

Short-term local movements (48%) and economic migration (40%) were the main reasons for migration. The share of seasonal migrants remained stable (6%). Travellers were primarily from Mali (47%) and Senegal (39%).

## DAILY NUMBER OF INDIVIDUALS RECORDED AT FMPs IN SENEGAL

The graph below illustrates the evolution of the flows observed at Kidira and Moussala FMPs between July and September 2019. The decrease observed at 12 August is due to the festivity of Aid el-Kebir while the decreases in September are a consequence of the worsening state of roads affected by heavy rains and floods, resulting in coaches arriving at transit points with significant delay, after enumerators departure.

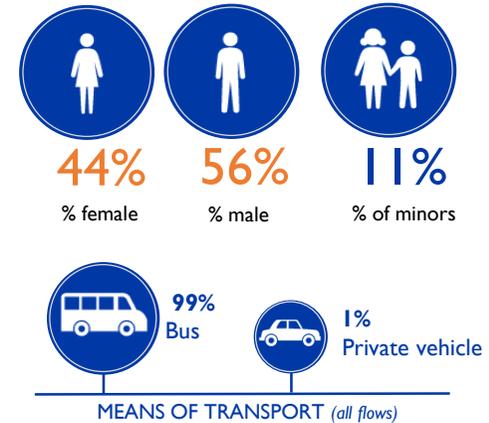


## PROFILE OF PERSONS OBSERVED AT FMPs IN SENEGAL

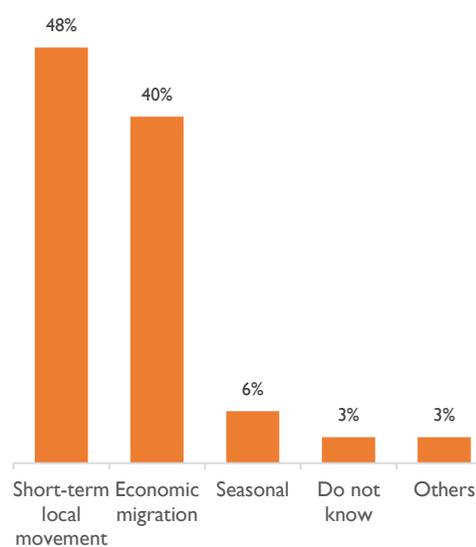
**259** DAILY AVERAGE  
INDIVIDUALS RECORDED **-41%** ↓

Almost all travellers observed (99%) were travelling by bus, while 1 per cent were using private vehicle.

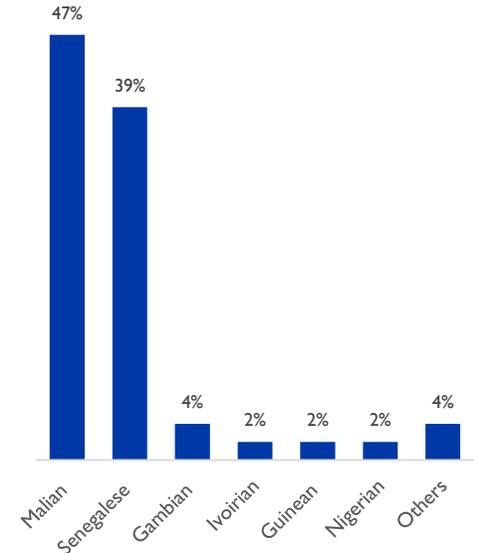
The majority of travellers (56%) were male, while 44 per cent were female. These ratios are widely different from other countries in the region, where a larger share of travellers are male and a smaller share were female.



## MAIN MOVEMENTS OBSERVED



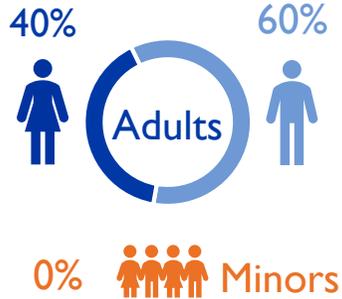
## MAIN NATIONALITIES OBSERVED



**Flow Monitoring Surveys** complement FMR data by gathering information about travellers' educational and vocational backgrounds, intended destinations routes, and difficulties faced along the way.

**768**  
SURVEYS

## DEMOGRAPHICS

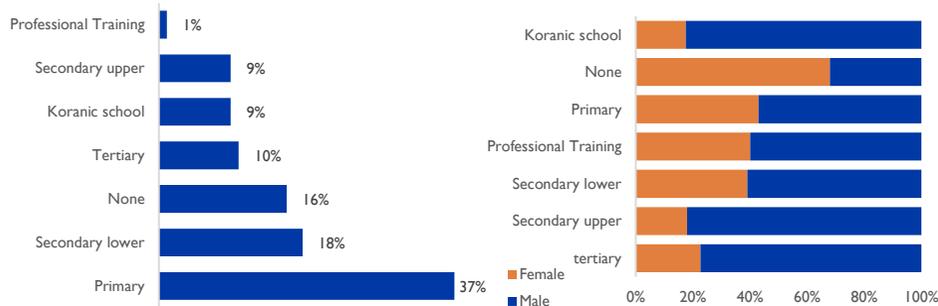


## TYPE OF TRAVEL INTENDED

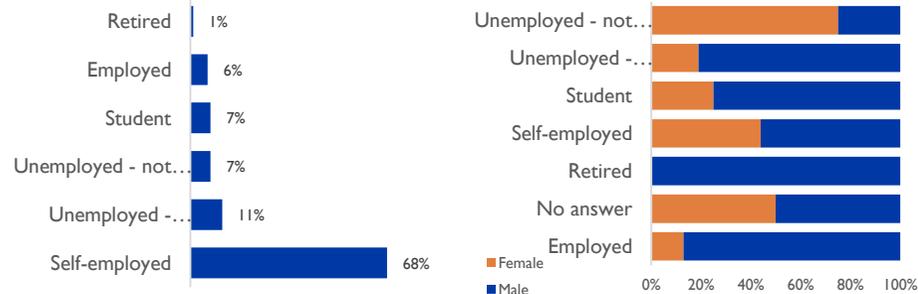


**Cross-border travel:** the country of final intended destination of respondents is different from their country of departure.  
**Internal travel:** Respondents intend to travel within the boundaries of a single country

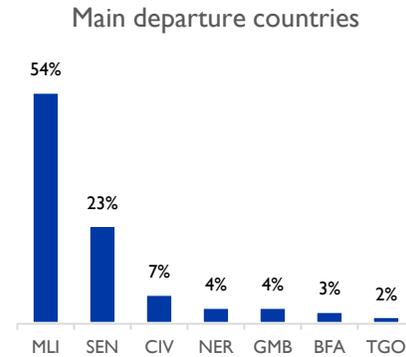
## EDUCATION



## PRE-DEPARTURE EMPLOYMENT STATUS



## DEPARTURE & INTENDED DESTINATION COUNTRIES\*



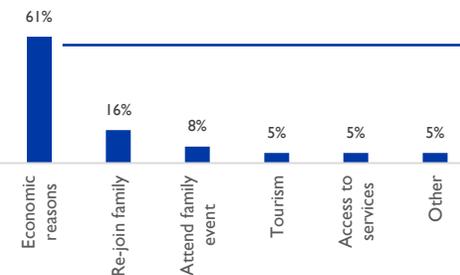
## LENGTH OF JOURNEY TO DATE



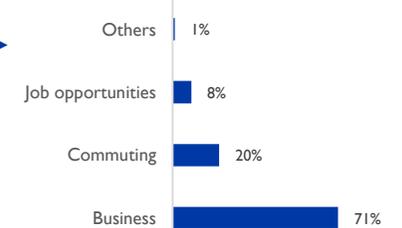
## Main destination country



## REASONS FOR DEPARTURE



## ECONOMIC REASONS (DETAILS)



\* The numbers in the chart refer to the number of survey respondents. See last page for glossary of ISO3 codes and country names

## Code      Country

|         |                                     |     |               |
|---------|-------------------------------------|-----|---------------|
| AGO     | Angola                              | GRC | Greece        |
| AUS     | Australia                           | ITA | Italy         |
| BEL     | Belgium                             | LBR | Liberia       |
| BEN     | Benin                               | LBY | Libya         |
| BFA     | Burkina Faso                        | MAR | Morocco       |
| BGR     | Bulgaria                            | MLI | Mali          |
| CAN     | Canada                              | MOZ | Mozambique    |
| CHE     | Czechia                             | MRT | Mauritania    |
|         |                                     | NER | Niger         |
| CIV     | Côte d'Ivoire                       | NGA | Nigeria       |
| CMR     | Cameroon                            | NLD | Netherlands   |
| COD/COG | the Democratic<br>Republic of Congo | NOR | Norway        |
|         |                                     | POL | Poland        |
| CPV     | Cabo Verde                          | PRT | Portugal      |
| CYP     | Cyprus                              | QAT | Qatar         |
| DEU     | Germany                             | ROU | Romania       |
| DZA     | Algeria                             | SDN | Sudan         |
| EGY     | Egypt                               | SEN | Senegal       |
| ESP     | Spain                               | SLE | Sierra Leone  |
| ETH     | Ethiopia                            | SWE | Sweden        |
| FRA     | France                              | TCD | Chad          |
| GAB     | Gabon                               | TGO | Togo          |
| GBR     | Great Britain                       | TUN | Tunisia       |
| GHA     | Ghana                               | TUR | Turkey        |
| GIN     | Guinea                              | UKR | Ukraine       |
| GMB     | Gambia                              | USA | United States |
| GNB     | Guinea Bissau                       |     |               |
| GNQ     | Equatorial Guinea                   |     |               |

## Glossary

**Country of departure:** The country that respondents departed from at the beginning of their journey. This may be their country of nationality, country of residence (if they had been living there for at least one year prior to departure), or a third country that they are departing to return to their country of habitual residence.

**Country of intended destination:** The country that respondents intend to reach at the end of their journey.

**Cross-border travel:** Travel where the intended destination country of respondents was different than their country of departure (please note, this relates to respondents' intentions, and not their current location when surveyed).

**Economic reasons:** Those who selected "economic reasons" as their main reason for departure were asked to provide more details on the type of economic reason motivating them to travel.

**Education:** The highest level of formal education completed prior to departure.

**Flow Monitoring Point (FMP):** Points set up by IOM's Displacement Tracking Matrix in high-mobility areas in each country covered (near borders or main travel routes).

**Flow Monitoring Registry (FMR):** Data collection tool gathering data on the numbers, demographics, and locations of departure and destination for travellers observed at Flow Monitoring Points (FMPs). Data is collected on a daily basis through direct observation of travellers and key informant (KI) interviews.

**Flow Monitoring Survey (FMS):** Data collection tool gathering data directly from migrants on their backgrounds, their journey, and their intentions.

**Internal travel:** The departure and intended destination countries of respondents are the same, and the survey with those individuals was conducted in the same country.

**Minor:** Only minors aged 14 and over were surveyed; the proportion of minors provided therefore only represents survey respondents and understates the proportion of minors present among travellers.

**Employment Status:** The employment status of respondents prior to departure.

**Reason for departure:** The main reason for departure for migrants on their journey.



# DTM

IOM DISPLACEMENT  
TRACKING MATRIX

**FOR MORE INFORMATION ON IOM DTM AND FMP  
IN WEST AND CENTRAL AFRICA:**

<https://displacement.iom.int/>

<https://migration.iom.int>

<http://www.globaldtm.info>

Regional Office - CONTACT:

[RODakar-DataResearch@iom.int](mailto:RODakar-DataResearch@iom.int)

**INTERNATIONAL ORGANIZATION FOR MIGRATION**

Author: Information Management Unit, Regional Office for West and Central Africa

Contact: [RODakar-DataResearch@iom.int](mailto:RODakar-DataResearch@iom.int)

Website: [www.globaldtm.info](http://www.globaldtm.info) / [www.rodakar.iom.int](http://www.rodakar.iom.int)

**DTM ACTIVITIES IN  
THE REGION ARE  
SUPPORTED BY:**

