



**REGIONAL
MIGRATION REPORT**
West and Central Africa
April – June 2017

INTERNATIONAL ORGANIZATION FOR MIGRATION

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



IOM DATA COLLECTION ON MIGRATION IN WEST AND CENTRAL AFRICA AND THE CENTRAL MEDITERRANEAN ROUTE

The International Organization for Migration (IOM) has established **Flow Monitoring Points (FMP)** as part of its Displacement Tracking Matrix (DTM) in areas of significant migratory transit in West and Central Africa, Libya and Italy. Two tools are used as part of the FMP methodology: 1) the Flow Monitoring Registry (FMR) collects data at the *group level* in order to provide a better understanding of intra and inter-regional migration patterns and trends; 2) the Flow Monitoring Survey (FMS) collects *individual data* on a sample of migrants on their journey. Both tools are implemented in various locations across the Central Mediterranean Route (CMR). The narrative and map on this page provides details on data collection activities for the period April—June 2017.

Burkina Faso: An FMP was established in Burkina Faso's capital city of Ouagadougou in April 2017. FMR reports can be found [here](#).

Chad: Since April 2017, IOM has been collecting FMR data in Chad. FMR reports can be found [here](#).

Guinea: Since May 2017, IOM has been collecting FMR data in multiple locations in Guinea. Reports will soon be available online

Libya: DTM has tracked the number of migrants in Libya since the start of 2016. Data collection has been conducted over the course of the year and the programme provides updates on a regular basis. Data and reports can be found [here](#).

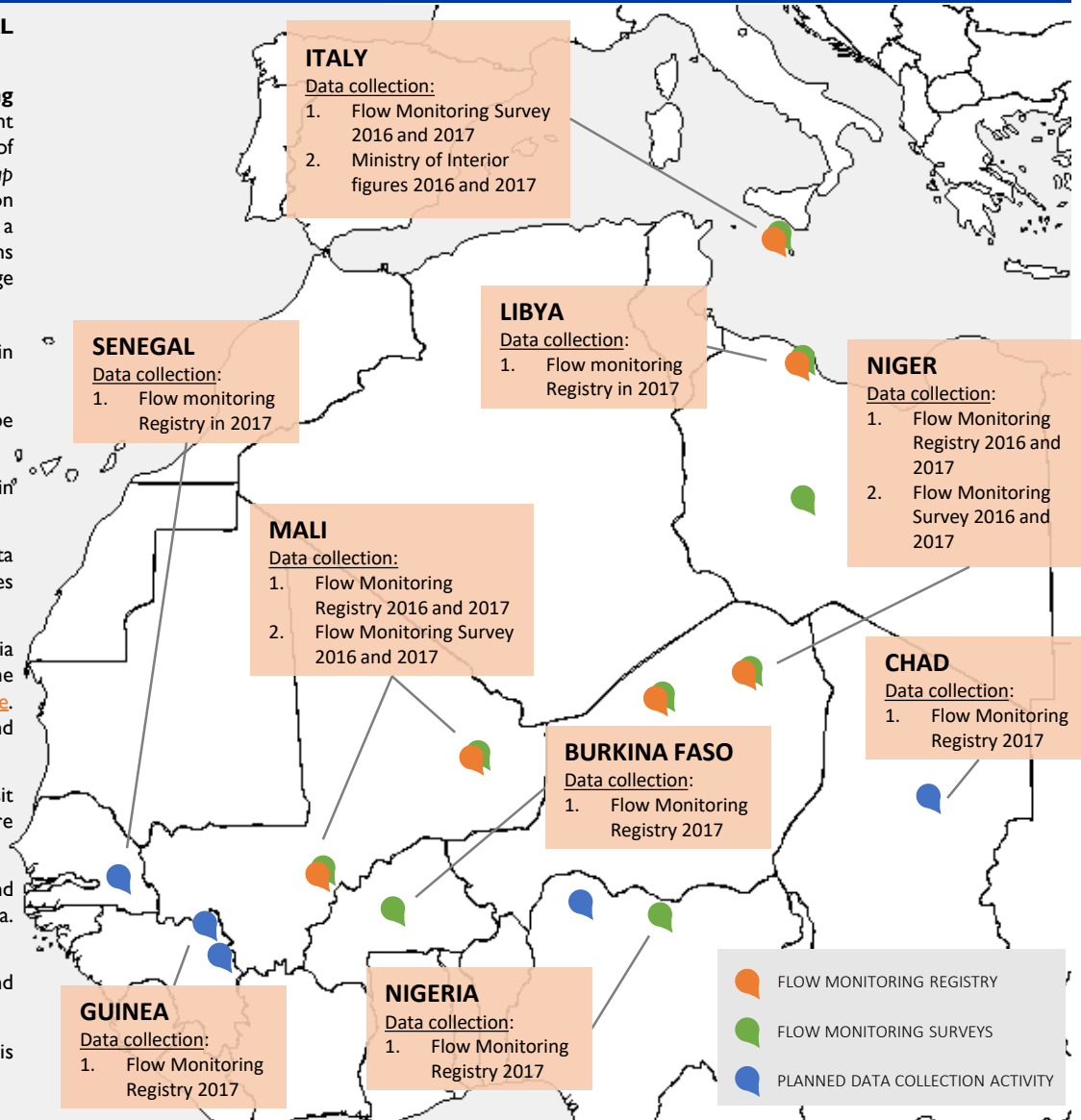
Italy: Beginning in October 2015, IOM has conducted FMS in Sicily, Apulia and Calabria with the aim of tracking and monitoring populations on the move through the Mediterranean and Western Balkan routes to Europe. Data and analysis are available [here](#). Other data, gathered by the Ministry of interior of Italy, on migrants from West and Central Africa is available [here](#).

Mali: FMR and FMS have been conducted since the start of the year in two main transit areas of Mali. Both trends and individual data are available. Dashboards and analysis are available [here](#).

Niger: FMR and FMS have been conducted since the start of the year in Séguédine and Arlit, two main transit point for migrants going or coming back from Libya and Algeria. Both trends and individual data are available. Dashboards and analysis can be found [here](#).

Nigeria: Two FMRs were set-up in northern Nigeria in main transit areas in Kano and Sokoto in Quarterly 2 2017. Dashboards will be produced from Quarterly 3 onwards.

Senegal: An FMR was established in Tambacounda, Senegal in April 2017. Data is available [here](#).



TRENDS AND KEY FIGURES OBSERVED REGARDING MIGRATION TO, FROM AND WITHIN WEST AND CENTRAL AFRICA

Kouri mine and intra-regional movements

During the months of May and June 2017, approximately 4,000 individuals transited through the Flow Monitoring Point in Kouri and headed to Kalait. The city of Kouri is located in the Tibesti region, near the border with Libya. Most of these individuals were likely mine workers coming back from the northern area of Chad.

Following the closure of the border with Libya, Chadian officials ordered individuals working in gold mine sites in Kouri and its neighbouring localities to leave the area without delay. Authorities indicated that this action was taken in order to strengthen the security situation in the area and prevent illegal mine extraction activities. *Source: Chad FMR 2017 and Le Progrès #4584, 2 May 2017*

4,000

Approximate number of individuals (likely mine workers) traveling to Kalait after the mine closure

Forced labour

A survey was conducted of Nigerian migrants traveling along the central Mediterranean route between June and November of 2016 and February and July of 2017. The total sample included 1,759 interviews with Nigerian migrants (1,175 in 2016 and 584 in 2017). 75% were interviewed in Sicily, 9% in Apulia, 9% in Lombardy and the rest in Calabria, Friuli Venezia Giulia and Liguria. 48% of all Nigerians (50% in 2016 and 42% in 2017) stated that they had been forced to work or perform activities against their will. Male migrants reported to have been forced to work more often than female migrants (55% versus 26%).

Nearly all incidents of forced labour were reported to have taken place in Libya (98%), with the remainder in Niger, Nigeria and Algeria. Working as bricklayer other construction-related labour, farm work, cleaning and housekeeping were the most frequently mentioned occupations. Five Nigerian women reported to have been forced into sexual work and prostitution. *Source: Flow monitoring surveys: The human trafficking and other exploitative - Practices indication survey*

Nigerian migrants forced to work or perform activities against their will en route



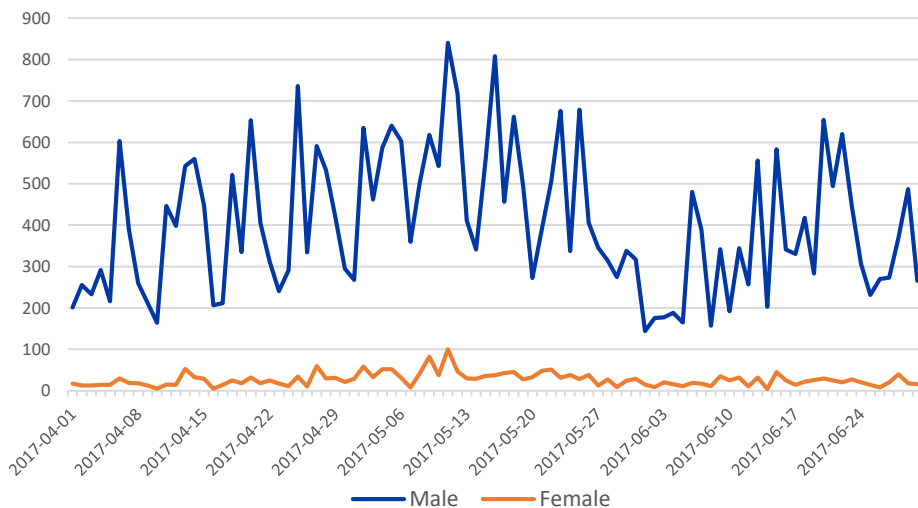
Since February 2016, flow monitoring of individuals has been conducted at two locations in the region of Agadez, Niger. This flow monitoring does not replace border monitoring nor does it claim to observe all migratory flows in the Agadez region.

In this quarter, the main migration flows in Niger are comprised of Nigerien, Nigerian, Malian and Guinean nationals. The majority of flows take place within Niger with individuals traveling within the country.

Compared to last quarter, with a major movement of individuals after the closure of the Djado mine, this quarter the daily individuals recorded crossing FMPs in Niger is quite stable. The use of private vehicles for transportation (61%) increased compared to the first quarter (21%).

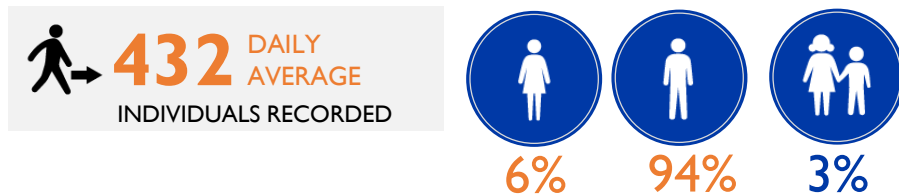
It is worth noting that the majority of flows taking place in Niger are Nigerien nationals traveling within the country. There is also a consistent flow of Nigeriens traveling back and forth between Libya and Niger.

DAILY INDIVIDUALS RECORDED CROSSING FMPs IN NIGER



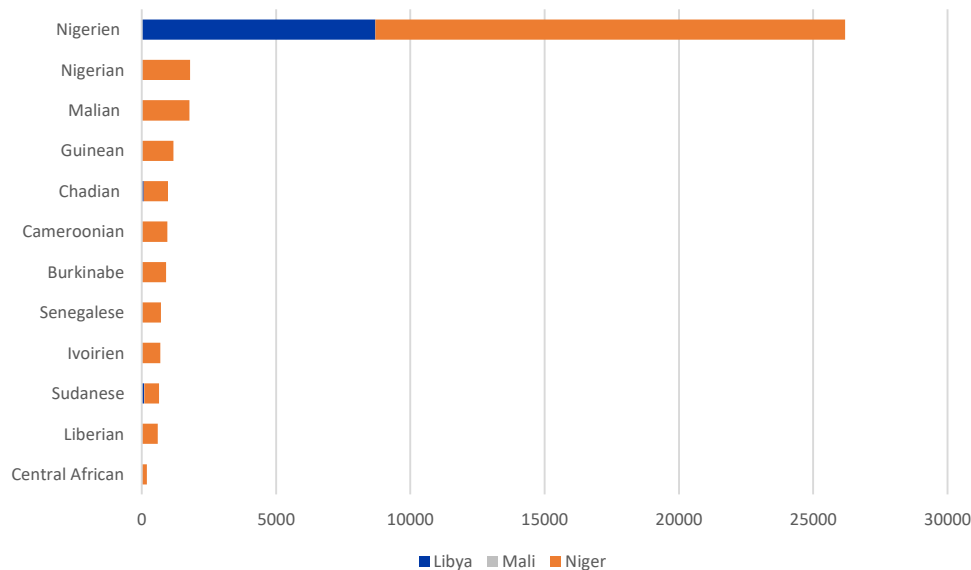
PROFILE OF PERSONS OBSERVED AT THE FMPs IN NIGER

% of minors among individuals recorded



MAIN MEANS OF TRANSPORT (all flows)

NATIONALITY AND DESTINATION COUNTRIES OF MIGRANTS IN NIGER

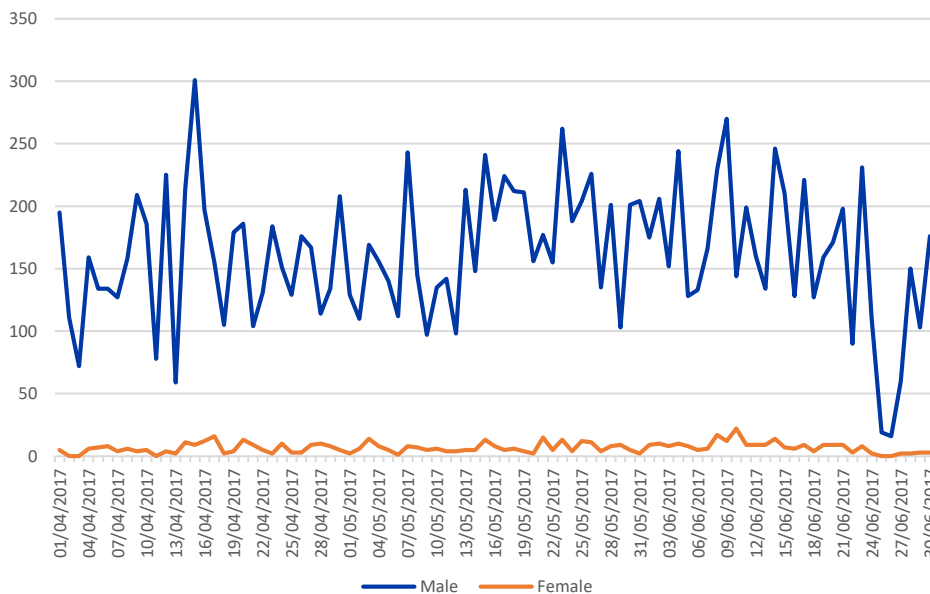


Since June 2016, IOM Mali has tracked the movement of individuals in the regions of Gao and Segou (in Benena).

In this quarter, the main migration flows in Mali are comprised of nationals from Guinea, Mali, Cote d'Ivoire, Senegal and The Gambia. The majority of these migrants are heading for Algeria, with a small number also traveling to Burkina Faso. There are also a small number of migrants traveling within Mali.

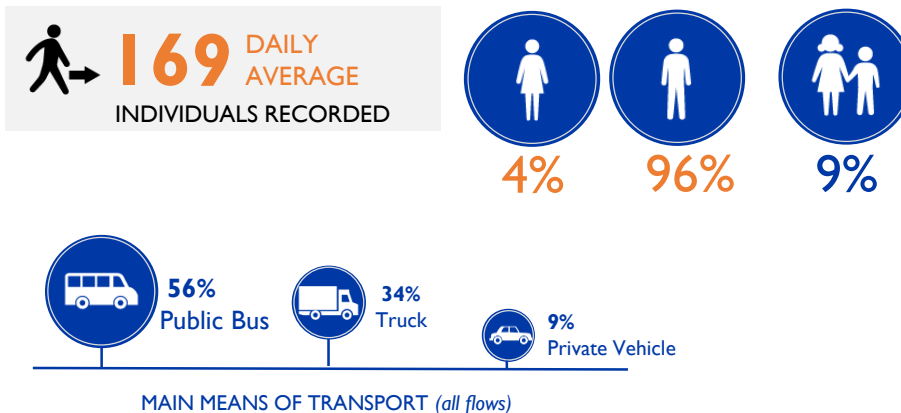
The slight increase in the number of individuals recorded crossing FMPs in Mali, as compared to the first quarter, may be due to improved weather conditions during the rainy season which makes it easier to cross the desert.

DAILY INDIVIDUALS RECORDED CROSSING FMPs IN MALI

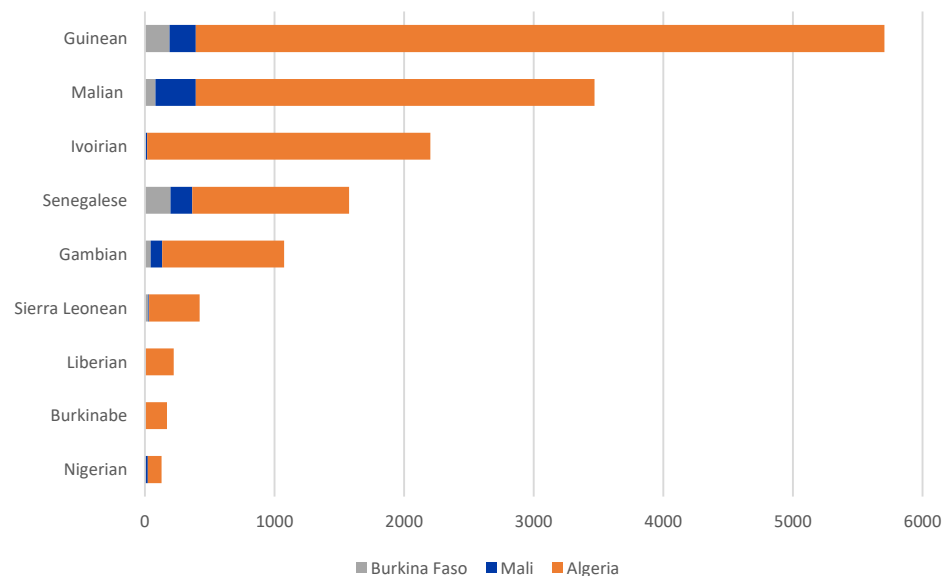


PROFILE OF PERSONS OBSERVED AT THE FMPs IN MALI

% of minors among individuals recorded



NATIONALITY AND DESTINATION COUNTRIES OF MIGRANTS IN MALI

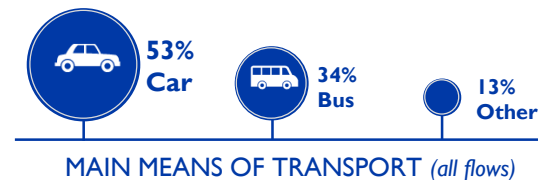


In March 2017, two FMPs were established in Kano and Sokoto, Nigeria, where significant flows of individuals of different nationalities were observed. During this period, data was only collected on flows heading north. It is important to note that not all individuals heading north intend to settle permanently in another country. As part of intraregional migration flows, individuals travel back and forth to neighboring countries for various reasons, including economic opportunities, educational pursuits and reasons related to social and family life.

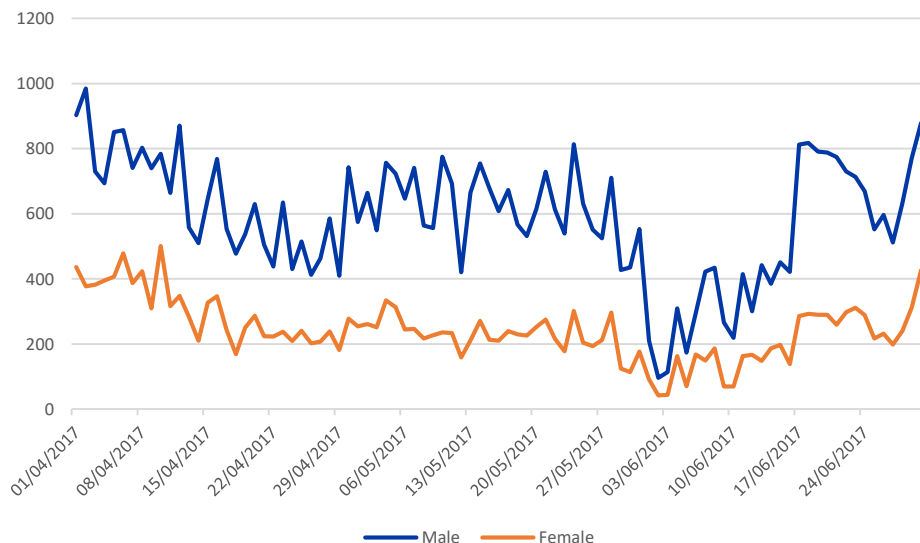
The main means of transport identified this quarter are cars (53%) and buses (34%). Vehicle drivers from Nigeria indicated the main point of destination as Niger (88%). Women and girls represent a significant number of the sampled individuals transiting through Nigeria (29%) as do unaccompanied minors (21%).

PROFILE OF PERSONS OBSERVED AT THE FMPs IN NIGERIA

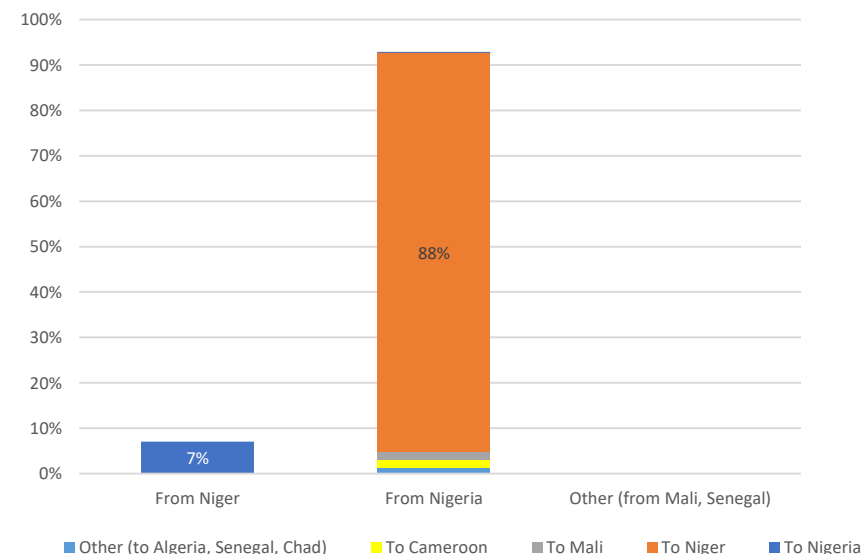
% of minors among individuals recorded



DAILY INDIVIDUALS RECORDED CROSSING FMPs IN NIGERIA



ORIGIN OF THE VEHICLE AND DESTINATION

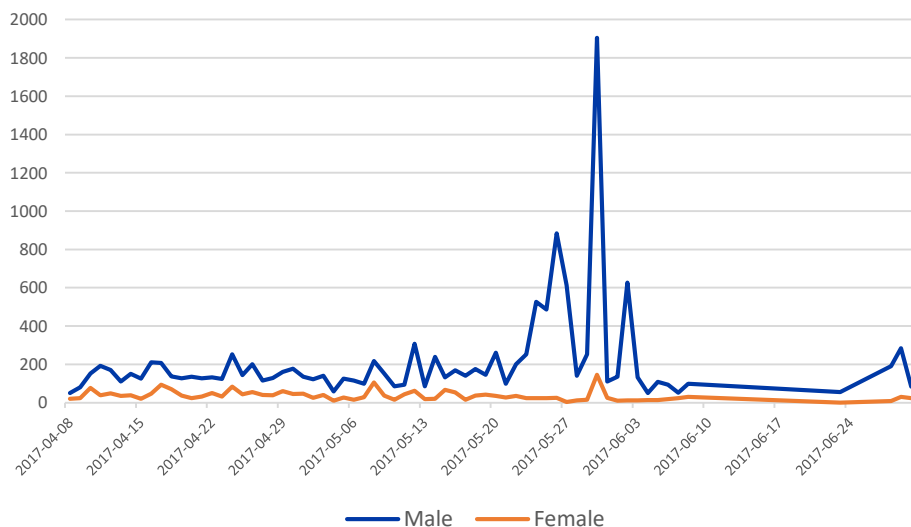


In Chad, the FMP is located in Kalait in the north of the country, which borders Sudan, Libya and Niger. Between April and June 2017, the main flow transiting Kalait was composed of Chadian nationals. A small number of Sudanese and Libyan nationals were also observed.

The main town of destination for Chadian nationals leaving Kalait is Abeche — a town close to the Sudanese border with a direct route to both Sudan and N'Djamena in Chad. Trucks are the main means of transportation for individuals transiting through Kalait, followed by private vehicles. No public transportation was observed.

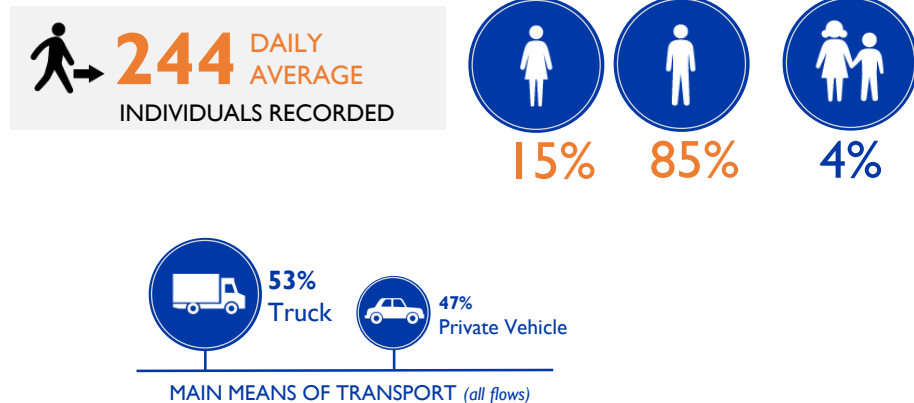
At the end of May and beginning of June 2017, a significant increase in migration flows was observed due to the closure of the border with Libya. Following the closure of the border, Chadian officials ordered individuals working in gold mine sites in Kouri and its neighboring localities to leave the area without delay.

DAILY INDIVIDUALS RECORDED CROSSING KALAIT

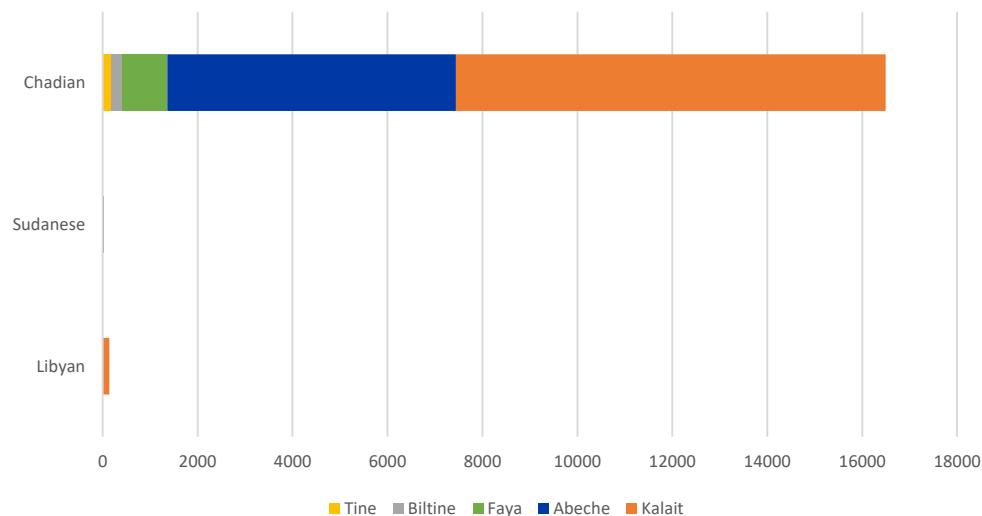


PROFILE OF PERSONS OBSERVED AT THE FMP IN CHAD

% of minors among individuals recorded



NATIONALITY AND MAIN TOWN OF DESTINATION OF MIGRANTS IN CHAD



Since March 2017, flow monitoring has recorded the flow of individuals through the FMP in Ouagadougou. Between April and June 2017, Burkinabe, Nigerien, Malian and Ivorian nationals were observed.

Most of the flows are between Burkina Faso and neighbouring countries (Mali, Niger, Cote d'Ivoire and Ghana). The main destinations for individuals passing through the FMP are: Ouagadougou (47%); Abidjan (20%); Niamey (16%); Bamako (12%) and Accra (3%). This quarter, there are a high percentage of women (25%) as well as unaccompanied minors (12%) on the move.

Direct observation indicates that a significant number of Burkina Faso nationals cross the border to pursue economic activities and then return (e.g. selling goods at a market close to the border).

PROFILE OF PERSONS OBSERVED AT THE FMP

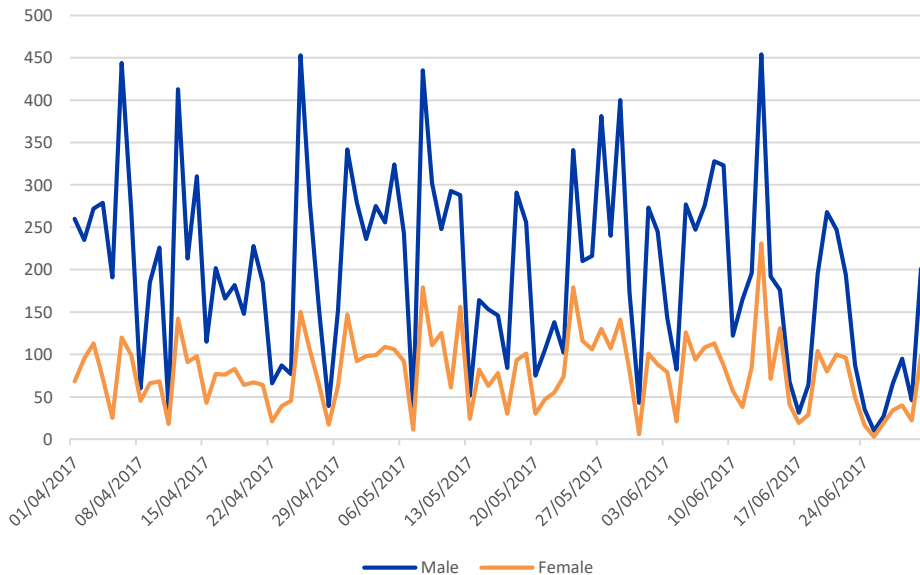
279 DAILY AVERAGE
INDIVIDUALS RECORDED

% of minors among individuals recorded

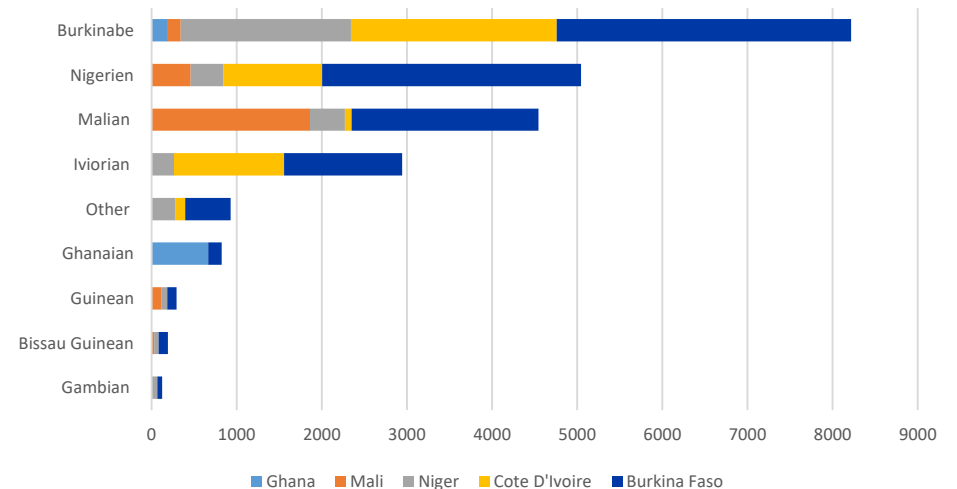
25% **75%** **12%**

99%
Bus
* All flows
MAIN MEAN OF TRANSPORT*

DAILY INDIVIDUALS RECORDED CROSSING OUAGADOUGOU FMP



NATIONALITY AND DESTINATION COUNTRIES OF MIGRANTS IN BURKINA FASO



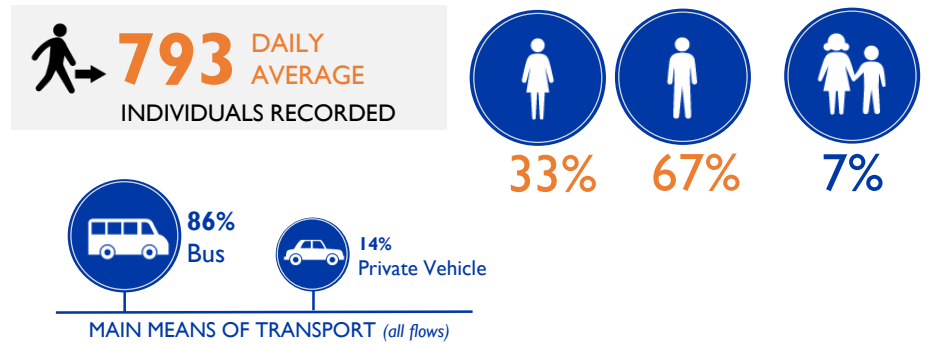
Since April 2017, flow monitoring data has been collected in Tambacounda, a main transit town in Senegal. During the period observed, nationals from Senegal, Mali, Guinea and The Gambia were identified at the FMP.

The majority of the flows are internal with individuals heading to border towns including Bakel, Kedougou, Diaobe, Manda, Kidira and Richard Toll. The main means of transportation recorded are buses (86%).

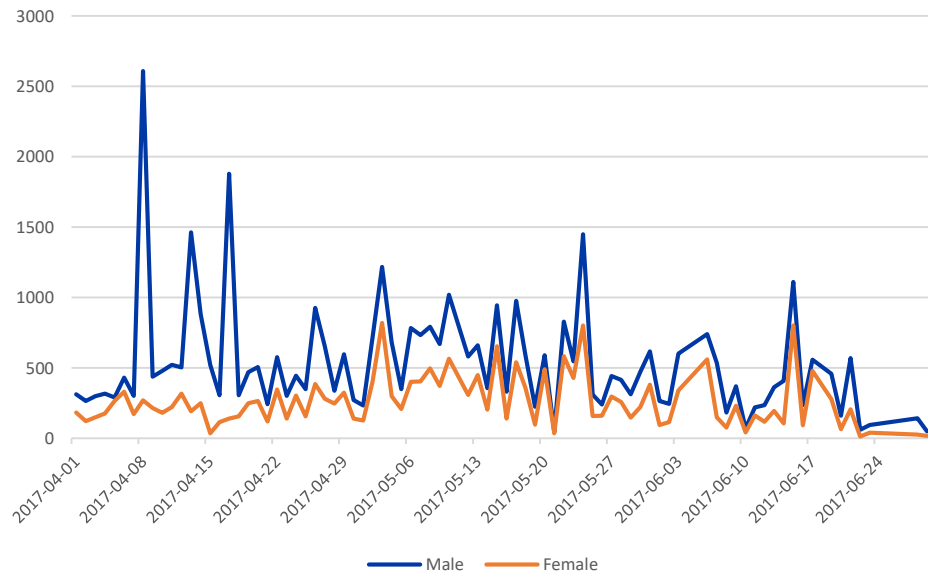
It is important to note that a spike in the internal flow of individuals within Senegal in April 2017 coincided with an annual religious festival in Médina Gounass, near Tambacounda. Women constituted a significant proportion of the total flows in Senegal during this period (33%).

PROFILE OF PERSONS OBSERVED AT THE FMPs

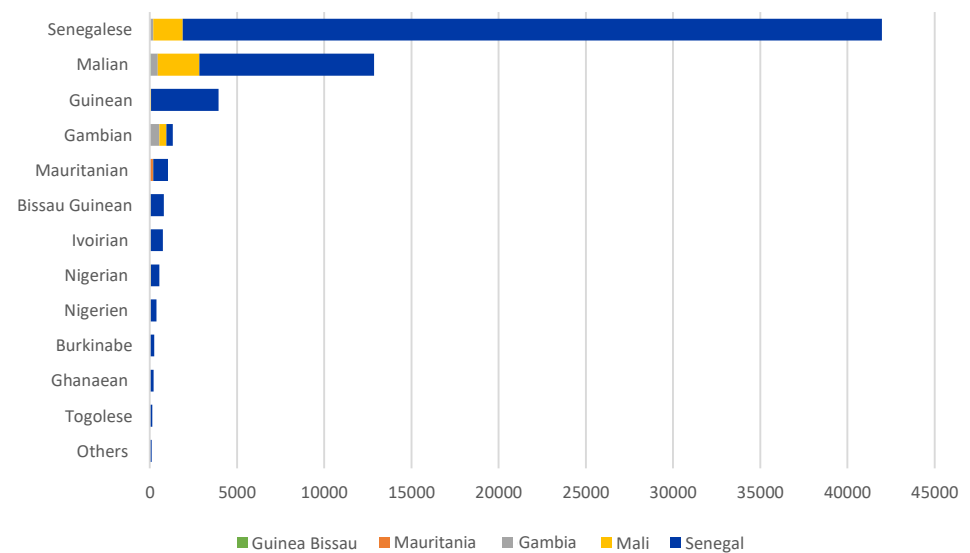
% of minors among individuals recorded



DAILY INDIVIDUALS RECORDED CROSSING FMP IN TAMBACOUNDA



NATIONALITY AND DESTINATION COUNTRIES



FLOW MONITORING SURVEY IN ITALY

The quantitative analysis presented in the following three pages is based on data collected through the Flow Monitoring Surveys (FMS) in Italy, part of flow monitoring operations in the Mediterranean. These operations monitor populations on the move through the Mediterranean and Western Balkan Routes to Europe as well as along the Central Mediterranean route through North Africa to Italy.

The data presented here is of a sub-sample of migrants from West and Central Africa who arrived in Italy between February and June 2017 (data for January was not available). Data from the first quarter of 2017 was included in this report to ensure a stronger sample for the analysis.

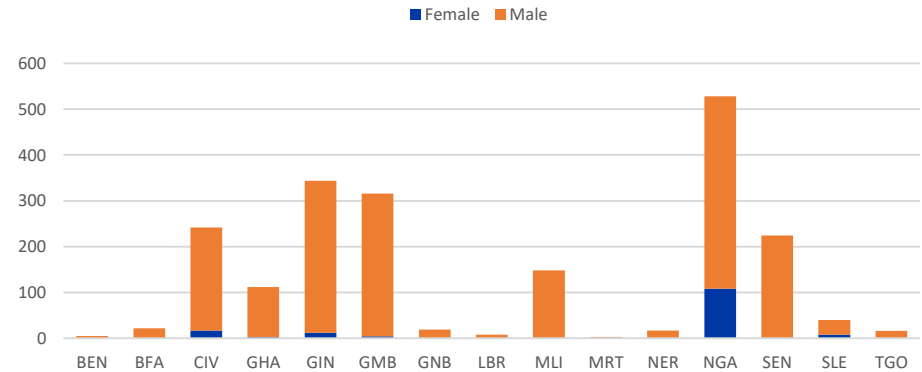
As part of the FMS methodology, the sample is composed of non-European migrants, who arrived in Italy after 2016, and were interviewed at select entry and transit points in six regions. The survey asks a series of questions related to the migrants' profile (eg. nationality, age, education level etc.) as well as questions about their journey, motivations and intentions.

PROFILE OF MIGRANTS FROM WEST AND CENTRAL AFRICA

Young, single men and Nigerian women

The majority of the 2,044 migrants (155 women, 1889 men) interviewed in Italy were young, single men between the ages of 18 to 21 from Côte d'Ivoire, Mali, Nigeria, Senegal, Ghana, Guinea and The Gambia. Other individuals represented in the sample, but in significantly fewer numbers, were nationals of Benin, Burkina Faso, Togo, Guinea Bissau, Liberia, Mauritania, Niger and Sierra Leone.

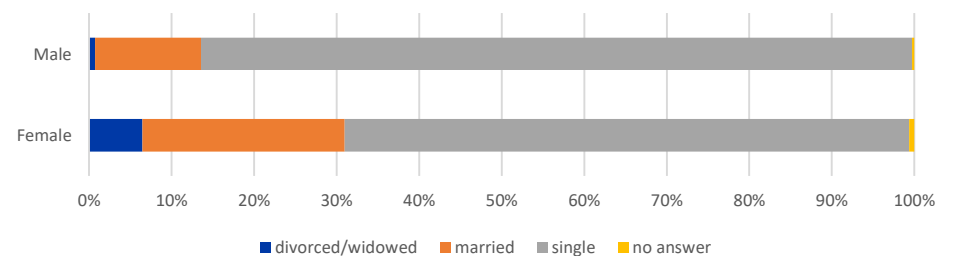
Distribution by nationality and gender (%)



The largest nationality represented in the sample is Nigeria (26%), with most migrants originating from Edo province (58%). Interestingly, Nigerian women represented 70% of all women in the sample, and 26% of all Nigerian migrants interviewed. Considering that women represented only 8% of the total sample, the presence of Nigerian women is significant.

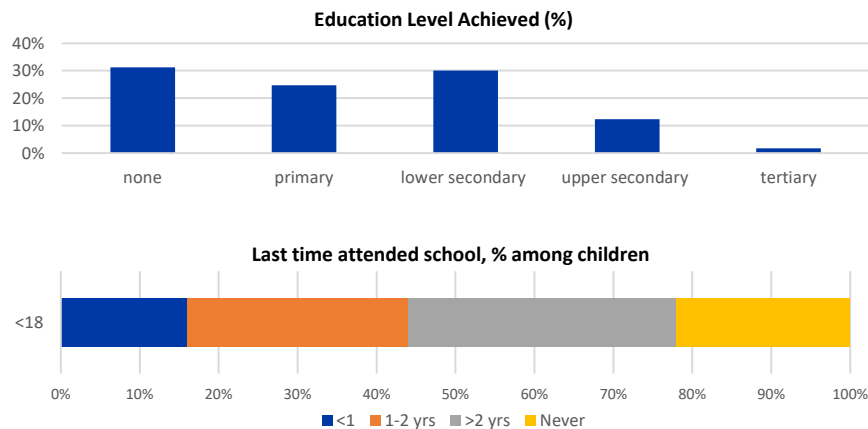
The majority of both male and female migrants were single, however, fewer male migrants (13%) were married compared to women (25%).

Distribution by civil status and gender (%)



Varied Education Levels among Migrants

In terms of levels of education of sampled migrants, the majority have either no education (32%) or a primary level education (25%). Fewer than 13% have completed upper secondary school. However, 13% of migrants self-identified as students indicating that studies may have been interrupted or could be continued once reaching the destination. There are also fewer female students in the sample: 8 out of the 254 total students (3% of all students). As regards to child respondents (14-17 years of age), 34% last attended school over two years ago. A significant percentage of children (25%) have *never* attended school.

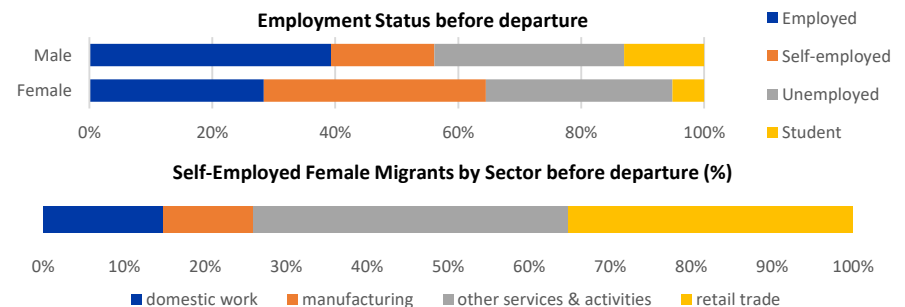


A recent [report](#) by IOM and UNICEF examined the plight of youth and adolescents during the journey across the Mediterranean. The findings of the report “suggest a link between lower levels of education and higher rates of exploitation. On the Central Mediterranean route, 90 per cent of adolescents without any education reported exploitation, compared with about three quarters of those with primary or secondary education.” Boys and young men with no education or primary education (which constitutes 57% of the sample of the FMS data from Italy) “are 28 per cent more likely to be exploited than those with secondary education or higher.” Based on the UNICEF/IOM reports’ findings, education is a strong asset for people on the move, enhancing their resilience.

Admittedly, based on the available data it is not clear why this is the case – a possible hypotheses is that “adolescents and youth with more education may be better equipped to navigate the perils of the journey – the dangerous situations and offers of work or assistance that may land migrants in exploiters’ hands...Those with education may have more financial resources, allowing them to travel by safer means and making exploitation through pay-as-you-go schemes less likely.” ([Source](#))

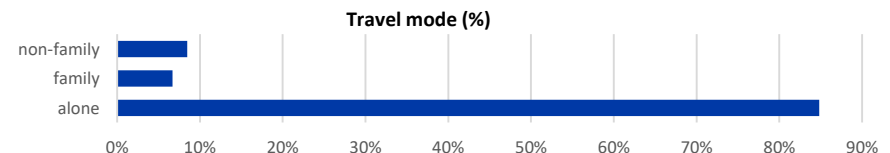
Women and Work

The share of unemployed migrants at the time of departure is similar for both men and women respondents (approximately 31%). More woman than men reported to have been self-employed. Self-employed women tend to work in “Other Services & Activities” which in this survey is defined as: arts, sports, washing and cleaning, hairdressing and other personal care services.



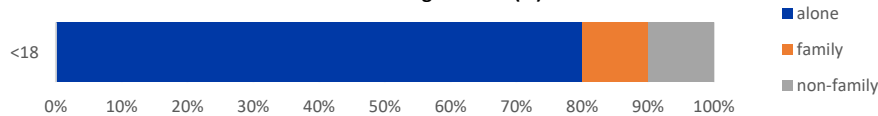
A long journey, traveling alone

84% of migrants are traveling alone, including 62% of *all female migrants* and 87% of *all male migrants* interviewed. A significant percentage of children (86% of all children under 18) were traveling alone (332 out of 386 children, 8 girls). Of the children traveling with family or non-family, 63 were separated from their travel companions. The majority were separated in Libya (55). 11 minors were among the 63 migrants that were separated from their travel companion(s).



Adolescents and youth traveling alone are significantly more vulnerable than their counterparts who travel with family or non-family members. According to the report by IOM/UNICEF, “the longer their journeys, the more likely adolescents and youth on the move are to suffer exploitation and abuse. As studies from the Horn of Africa have shown, the increased time and distance from home depletes migrants’ and refugees’ resources – including money, networks and information about the areas they find themselves in. Arduous journeys can drain resilience by compromising physical health, while the uncertainty of prolonged transit takes a psychological toll.”(Source)

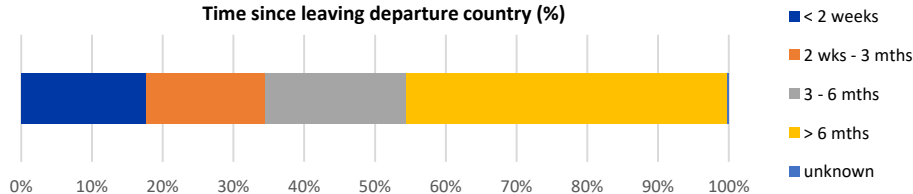
Travel Mode among children (%)



Based on the IOM/UNICEF report, along the Central Mediterranean route most children travelled for over three months, and many for over six months. The report further states that, “the proportion reporting exploitation rises with the journey’s length – from just over two thirds of those travelling less than three months to over 80 per cent of those travelling more than six months.” (Source)

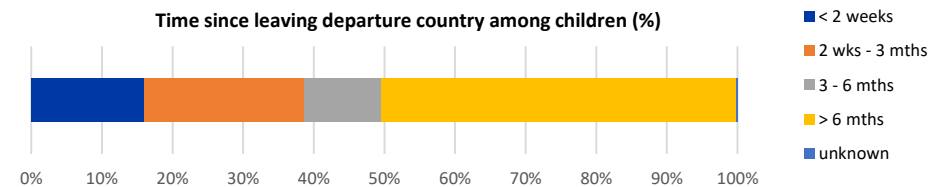
The analysis of Italy’s FMS data indicates that more than 40% of migrants left their departure country (defined as usual residence before departure: either country of origin-nationality, or country where resided one year or more) over six months prior to arriving in Italy.

Time since leaving departure country (%)



Linking this data back to education, it has been found that prolonged migration journeys disrupt education and/or compound lack of educational opportunity in countries of origin. (Source) This is particularly alarming considering that 50% of minors reported in the Italy FMS were traveling for six months or more.

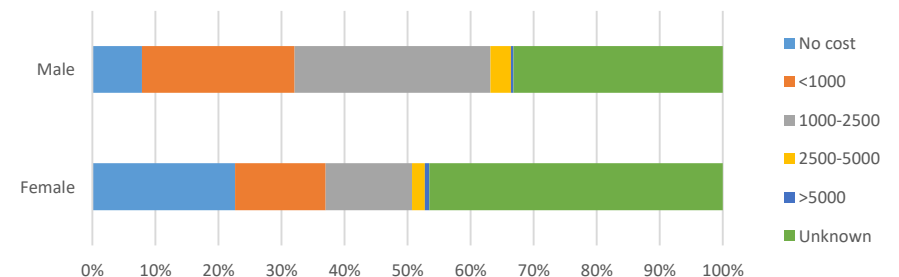
Time since leaving departure country among children (%)



Cost of the Journey – potential indicators of human trafficking

Overall, 34% of all migrants did not know how much they paid for the journey. For female migrants, 22% paid nothing for the journey (compared to 9% of men) and an additionally 46% were unsure of how much they paid. According to IOM’s recent report on human trafficking and other exploitative practices, “not knowing the total cost of the journey is generally associated with the difficulty of summing up the costs of bribes, ransoms, multiple transport and smuggling services etc., while travelling for free is likely to be reported when the travel was paid by someone else or in the case the migrant has incurred (explicitly or not) into a debt to be repaid upon arrival to the trafficking network.” (Source)

Estimated Cost of the Journey in USD (%)



Flow Monitoring Methodology

IOM works with national and local authorities as well as community-based organizations to better understand migration movements in West and Central Africa.

Using tools from the Displacement Tracking Matrix (DTM), the flow monitoring registry and survey questionnaires, teams of enumerators work in major transit areas to monitor intra and inter-regional migration movements. The locations of flow monitoring points are defined based on entry, exit and transit point assessments conducted with national and local authorities along main migration routes.

The flow monitoring methodology includes direct observations in places of entry, transit or exit, as well as structured interviews with migrants and key stakeholders in transit points (including transportation workers, housing workers, and migration officials) to assess movement trends, routes, and countries of origin and destination. This methodology has been developed to track movement flows of groups and individuals through key points of origin, transit locations and points of destination.

The purpose of flow monitoring is to provide regularly updated information on the scale and profile of population movements. The information and analysis provided by flow monitoring also aims to better understand and define shortcomings and priorities in the provision of assistance along the displacement/migratory routes.

This tool collects information on the number and frequency of individuals transiting or moving through a particular location. Several techniques of flow monitoring and population movement tracking are available and are deployed depending on the context and volume of flows identified.

Migrants adjust their routes according to opportunities and obstacles they encounter along their journey, their intended transit and destination locations are often subject to change. This renders the systematic assessment of their mobility throughout West and North Africa more complex. Therefore, data collected in destination locations may not always accurately reflect flows detected in transit locations. Data variations depends on migratory movements, FM methodology and the number of staff deployed in each FMP and their capacity to capture all movements.

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

<http://www.globaldtm.info>
<http://migration.iom.int>
<http://www.nigermigrationresponse.org>

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