



**DTM**

IOM DISPLACEMENT  
TRACKING MATRIX

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## FLOW MONITORING REPORT

NIGERIA

JULY - SEPTEMBER 2022



### INTRODUCTION

In order to gain a better understanding of mobility flows and trends throughout West and Central Africa, the International Organization for Migration (IOM) implements the Displacement Tracking Matrix's Flow Monitoring (FM) tool at key transit points across the region.

Flow Monitoring activities are conducted in close cooperation with national and local authorities as well as with local partners. The Flow Monitoring tool consists of two main components: the Flow Monitoring Registry (FMR), which captures key data on the magnitude, provenance, destination and mode of travel of mobility flows, and the Flow Monitoring Survey (FMS), individual surveys conducted with travellers to gather detailed information about the profiles, migration experience, and intentions of migrants. Through these activities, the Flow Monitoring tool collects data on migration flows and trends, traveller profiles, migration journeys, and intentions of migrants, so as to obtain a sharpened view of mobility in West and Central Africa.

In Nigeria, DTM conducts Flow Monitoring activities in several important transit locations in Sokoto and Kano to monitor the movements of passenger buses to and from Niger. The Sokoto FMP covers three migratory routes in Illela, Gada and Sabon-Birnin. And the Kano FMP (Kofar Ruwa Park and Yankaba Park) covers two migratory routes in Dala and Nasarawa Local Government Areas in Kano state.

This report is subdivided into two sections: one section presents data obtained during the FMR and another section presents the key results from the FMS conducted with travellers between **July and September 2022**. The report presents data collected on flows, routes, provenance, destination and demographic profiles of travellers observed at the FMPs.

Additional information on Flow Monitoring methodology is available on the last page.

### KEY FIGURES



**2** FMPs in Nigeria



**1,008** travellers on average observed daily



**606** individual surveys



**38%** of individuals were headed to Nigeria



**62%** of individuals were travelling out of Nigeria



**90,749** total individuals observed at all FMPs in Nigeria



**67%** of individuals used car as means of transport



**8%** of travellers were elderly persons



**85%** of travellers were travelling for economic reasons

### TRAVELLER PROFILES AND MOBILITY TRENDS

**Mobility trends:** In Nigeria, DTM conducts Flow Monitoring activities in several important transit locations in Sokoto and Kano to monitor the movements of passenger buses to and from Niger. During the reporting period, on average, 1,008 individuals were observed at FMPs daily, an increase of 4 per cent compared to previous quarter.

**Types of flows:** All observed travellers were conducting a cross-border movement (38% were entering the country, while 62% were leaving the country).

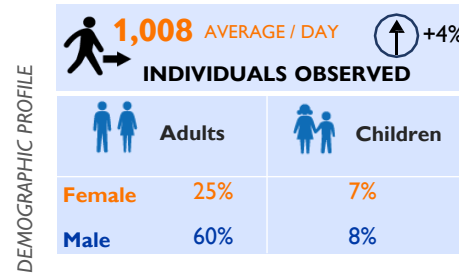
**Departure/Origin and destination:** Between July and September 2022, the main cities from which individuals travelled from (inflow) were Maradi (54%), Zinder (26%), Tahoua (18%) and Niamey (2%) in Niger. Travellers from Nigeria (outflow) were primarily headed to Maradi (56%), Zinder (37%), Tahoua (5%) and Niamey (2%) in Niger. The main modes of transportation were car (67%), bus (29%), motorbike (1%), foot (1%) and bicycle (1%).

**Traveller profiles:** While 62 per cent of travellers were adult male, 24 per cent were adult female and 14 per cent were children (6% female children, 8% male children).



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#### TRAVELLER PROFILES



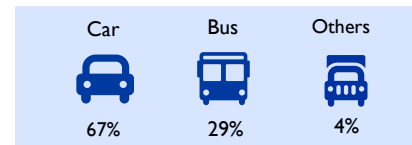
DEMOGRAPHIC PROFILE

#### ORIGIN & DESTINATION OF FLOWS

| Main origin of flows |            |
|----------------------|------------|
| Country              | % of flows |
| Nigeria              | 62%        |
| Niger                | 38%        |

| Destination of flows |            |
|----------------------|------------|
| Country              | % of flows |
| Niger                | 62%        |
| Nigeria              | 38%        |

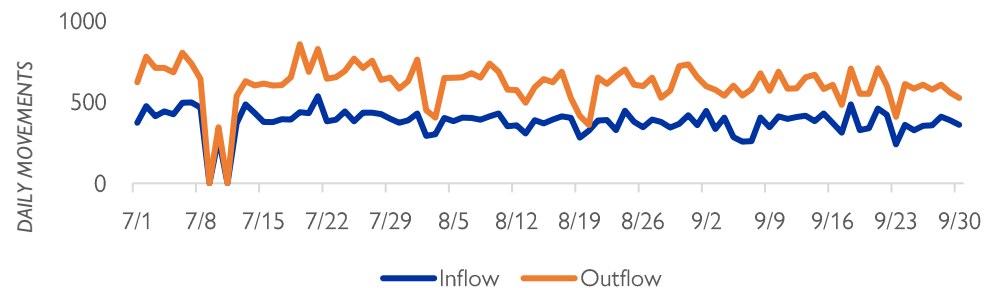
#### MAIN MODES OF TRANSPORT



#### DIRECTION OF FLOWS



#### DAILY EVOLUTION OF FLOWS





### SOKOTO

**Presentation of FMP:** The Sokoto Flow Monitoring Point (FMP) was set up in March 2017 covering three migratory routes in Illela, Gada and Sabon-Birnin. The FMP monitors cross-border flows of migrants between Nigeria and Niger to better understand the dynamics of migration covering these routes.

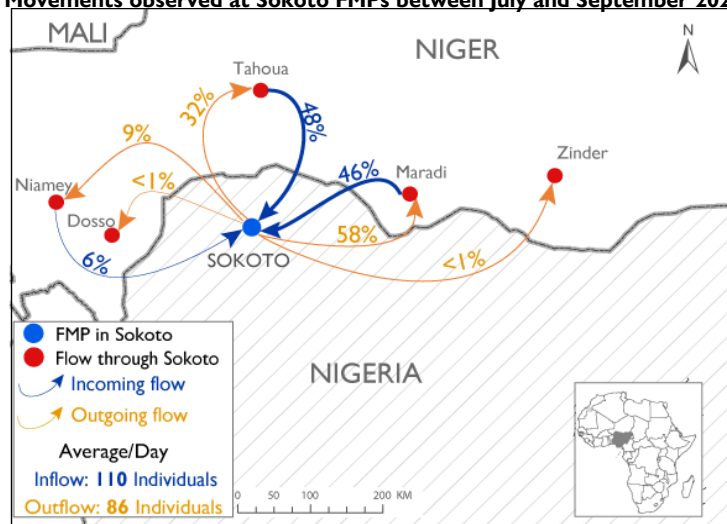
**Mobility trends:** In the reporting period, at the Sokoto FMP, on average 196 individuals were observed daily. Between July and September peaks were observed on (3rd, 6th, 13th, 17th, 20th, 24th, 27th and 31st) July, (7th, 10th, 14th, 18th, 21st, 24th, 28th and 31st) August and (1st, 4th, 11th, 14th, 18th, 21st, 25th and 28th) September which were market days in Gada, Illela, Sabon-Birnin, Yarbulutu, Mailalle (in Nigeria), Birnin Nkonni, Tumfafi, Dandadi and Souloulou (in Niger Republic). The dips project the non-market days along these routes. No data was collected on 9 and 11 July in Sokoto as it was the last day of the Eid-El-Kabir religious fasting and prayer and, the public holiday set aside for the conclusion of the religious activity by the Federal Government of Nigeria. The sudden dips in movements on 19 August, 6 and 7 September were a result of heavy rainfalls and windstorms which affected mobility along the routes.

**Types of flows:** All observed travellers were undertaking a cross-border movement (56% were entering the country, while 44% were leaving the country).

**Departure/Origin and destination:** Between July and September 2022, the main cities from which individuals travelled (inflow) were Tahoua (48%) and Maradi (46%). Travellers from Nigeria (outflow) were primarily headed to Maradi (58%), Tahoua (32%) and Niamey (9%). The main modes of transportation were car (40%), bus (32%), motorbike (5%), foot (5%) and bicycle (5%).

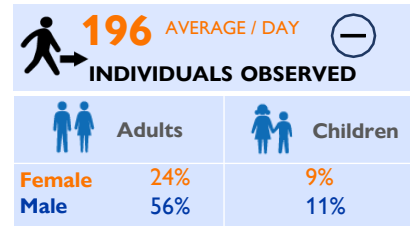
**Traveller profiles:** While 56 per cent of travellers were adult males, 25 per cent were adult females and 19 per cent were children (8% female children, 11% male children).

Movements observed at Sokoto FMPs between July and September 2022

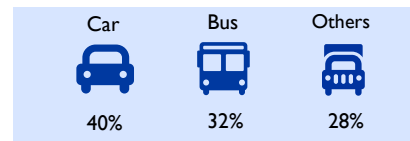


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### TRAVELLER PROFILES



### MAIN MODES OF TRANSPORT



### PROVENANCE & DESTINATION OF FLOWS

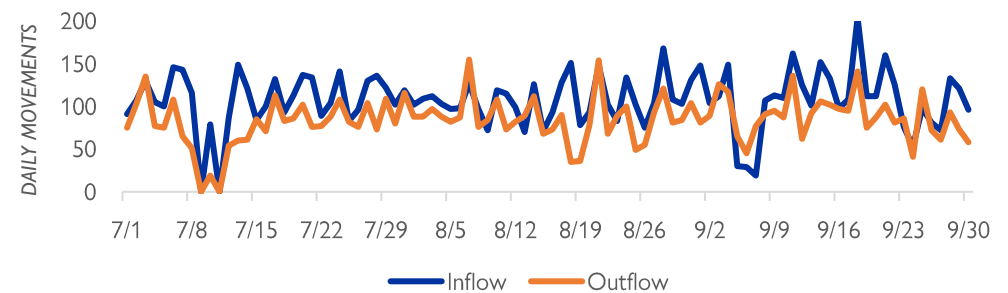
| Origin of flows |            |
|-----------------|------------|
| Country         | % of flows |
| Niger           | 56%        |
| Nigeria         | 44%        |

| Destination of flows |            |
|----------------------|------------|
| Country              | % of flows |
| Nigeria              | 56%        |
| Niger                | 44%        |

### DIRECTION OF FLOWS



### DAILY EVOLUTION OF FLOWS



### KANO

**Presentation of FMP:** The Kano FMP (Kofar Ruwa Park and Yankaba Park) has been collecting data since March 2017, covering two migratory routes passing through Dala and Nasarawa Local Government Areas in Kano state. The FMP was installed to monitor cross-border flows of migrants between Nigeria and Niger and to better understand the dynamics of migration covering these routes.

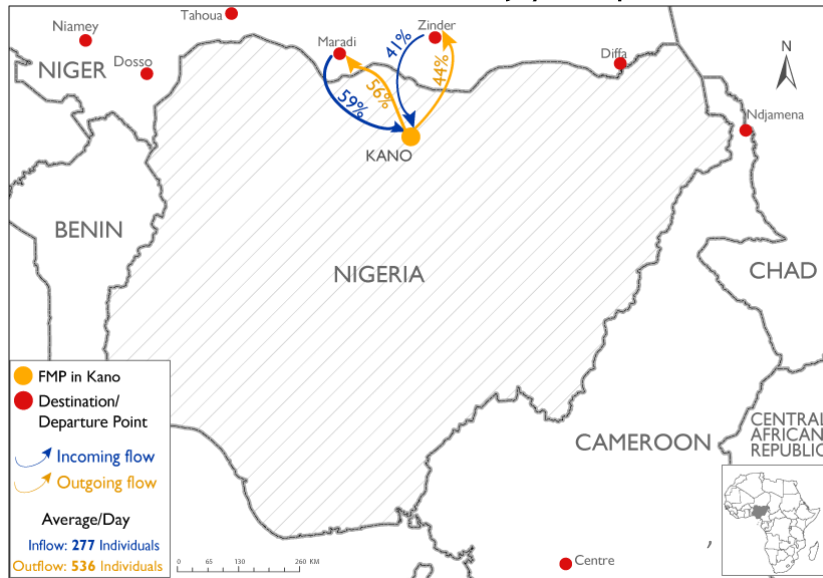
**Mobility trends:** In the reporting period, at the Kano FMP, on average, 813 individuals were observed daily, an increase of 2 per cent compared to the previous quarter. Between July and September, sudden dips in movements were observed on 3 August, 20 August and 23 September were a result of heavy rainfalls and windstorms along the routes. No data was collected on 9 and 11 July in Sokoto as it was the last day of the Eid-El-Kabir fasting and prayer and, the public holiday set aside for the conclusion of the religious activity by the Federal Government of Nigeria.

**Types of flows:** All observed travellers were undertaking a cross-border movement (33% were entering the country, while 67% were leaving the country).

**Departure/Origin and destination:** Between July and September 2022, the main cities from which individuals travelled (inflow) were Maradi (59%) and Zinder (41%) in Niger. Travellers from Nigeria (outflow) were primarily headed to Maradi (56%), Zinder (44%) in Niger. The modes of transportation were car (74%) and bus (26%).

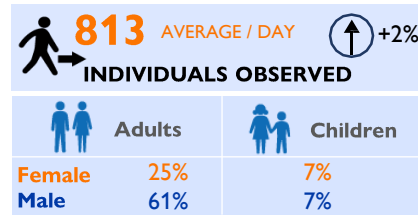
**Traveller profiles:** While 61 per cent of travellers were adult male, 25 per cent were adult female and 14 per cent were children (7% female children, 7% male children).

#### Movements observed at Kano FMPs between July and September 2022



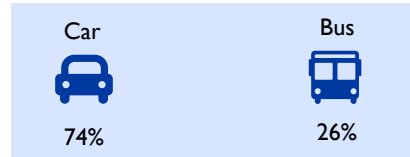
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#### TRAVELLER PROFILES



DEMOGRAPHIC PROFILE

#### MAIN MODES OF TRANSPORT



#### PROVENANCE & DESTINATION OF FLOWS

| Origin of flows |            |
|-----------------|------------|
| Country         | % of flows |
| Nigeria         | 67%        |
| Niger           | 33%        |

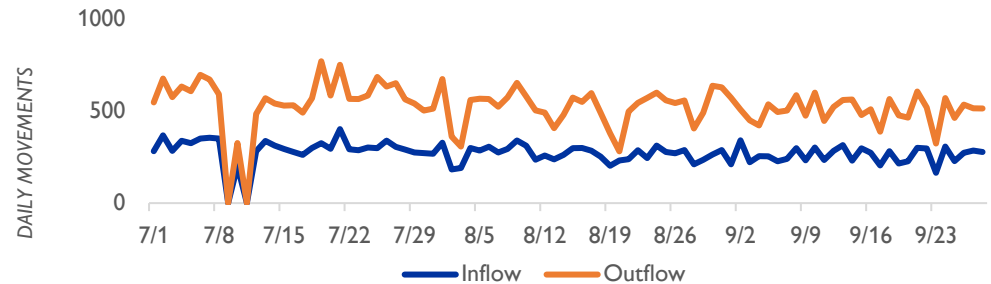
| Destination of flows |            |
|----------------------|------------|
| Country              | % of flows |
| Niger                | 67%        |
| Nigeria              | 33%        |

#### DIRECTION OF FLOWS

REGISTERED FLOWS



#### DAILY EVOLUTION OF FLOWS



### MIGRATION JOURNEY

**Introduction:** Between July and September 2022, 606 Flow Monitoring Surveys were conducted at the two Flow Monitoring Points (Kano and Sokoto) in Nigeria.

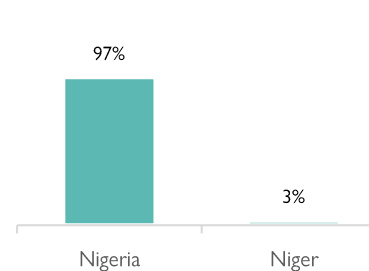
**Number of surveys by FMP:** Eighty-five per cent (517 surveys) of the 606 surveys were conducted at the Kano FMP. This is because Kano is one of the biggest commercial cities in West Africa and the second largest city in Nigeria in terms of population.

**Country of departure and destination:** The overwhelming majority of travellers interviewed (97%) began their migration journey from Nigeria, while only 3 per cent of interviewed migrants had come from Niger. These findings reflect the fact that there are significant outgoing movements, indeed a majority, of Nigerians seeking to reach North African or European countries, while large numbers of movements between Nigeria and Niger gives room for a lot of short-term commercial activities between the two countries.

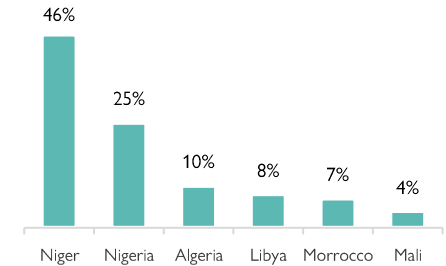
Survey results show that 48 per cent of interviewed individuals had countries in West and Central Africa as intended final destination, 43 per cent intended to travel to countries in North Africa and 9 per cent had countries in Europe as their intended final destination. Migration trends indicate that many Nigerians heading to Europe explore the North African route, eventually crossing the Mediterranean Sea in boats and ships that carry passengers in excess. Many migrants also go to North Africa to seek job opportunities (construction, domestic work, etc.). The survey results further shows that the main countries of intended final destination were Nigeria (26%), Libya (22%), Algeria (18%), Niger (15%), Mali (5%), Spain (4%), Italy (3%), Morocco (3%), Portugal (2%), France (<1%), Senegal (<1%), Burkina Faso (<1%), Chad (<1%).

**Reasons for travel:** The main reasons for travel for the vast majority of surveyed travellers was economic migration (85%), access to better services (7%), while others were travelling for marriage and/or to rejoin family (5%), to further their education (2%), etc.

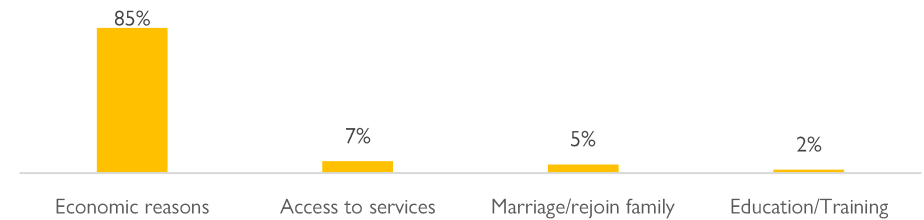
#### MAIN COUNTRIES OF DEPARTURE



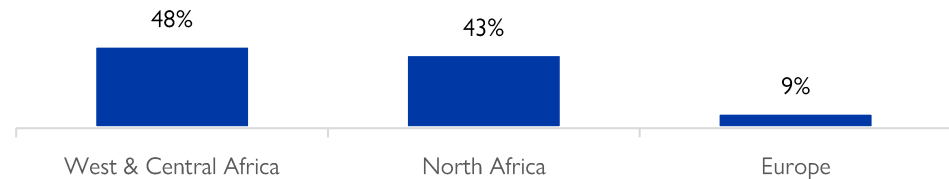
#### MAIN COUNTRIES OF DESTINATION



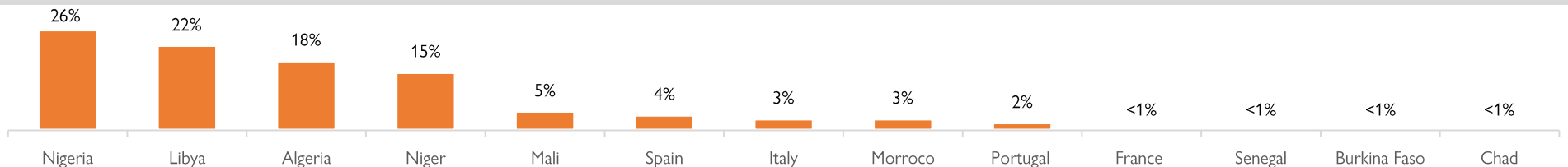
#### PRIMARY REASONS FOR TRAVEL



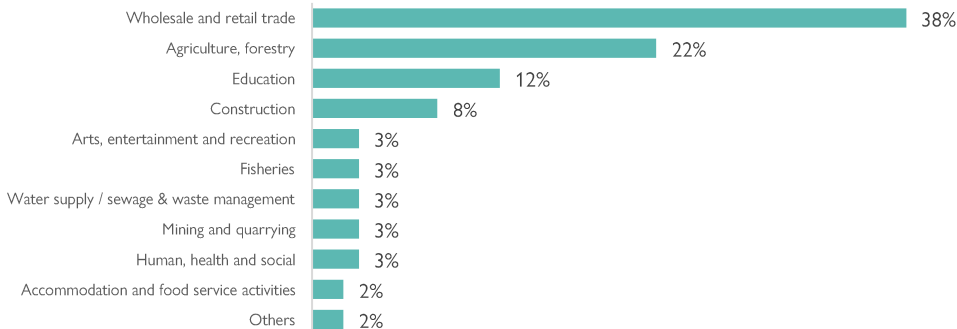
#### INTENDED FINAL DESTINATION REGION



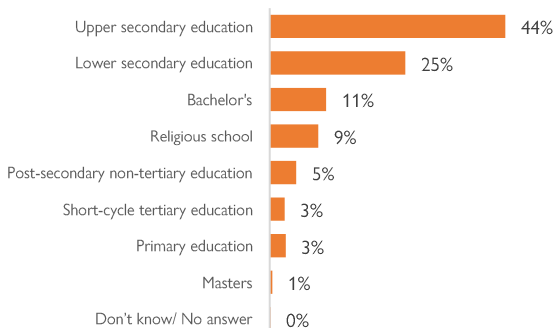
#### INTENDED FINAL DESTINATION COUNTRY



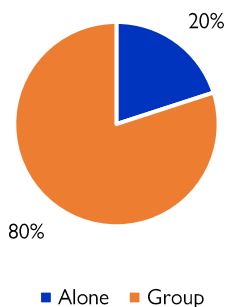
### FIELD OF WORK



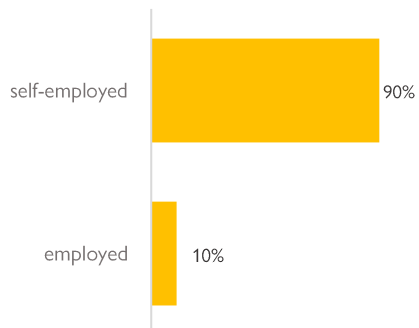
### EDUCATION LEVEL



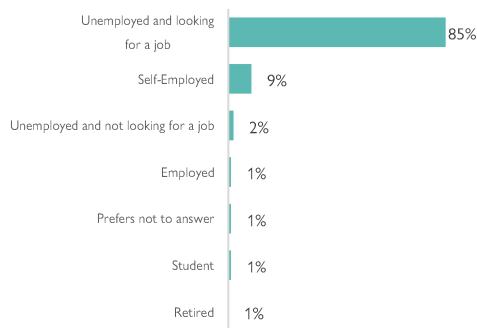
### TYPE OF TRAVEL



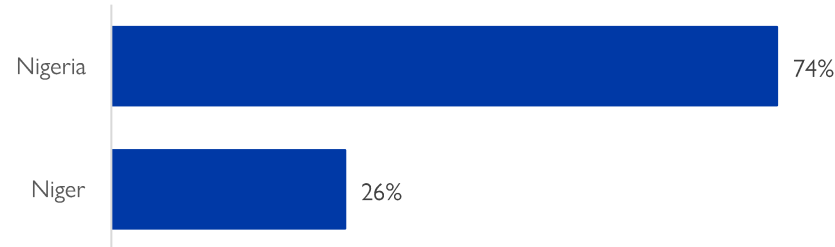
### OCCUPATIONAL STATUS PRIOR TO MIGRATION



### CURRENT OCCUPATIONAL STATUS



### NATIONALITY



## SOCIO-ECONOMIC PROFILE AND NATIONALITY

**Nationality:** The majority of surveyed travellers (74%) were Nigerian nationals, followed by Nigerien nationals (26%). Nigeria and Niger do not only share boundaries, but their nationals also trade and conduct commercial activities with each other which confirms the large percentage of movements by nationals of these countries.

**Occupational status (prior to travel and current):** Prior to starting their migration journey, most travellers (78%) were self-employed. While 21 per cent were employed only 1 per cent was unemployed.

At the time of the survey, however, the most common occupational statuses of travellers were unemployed and looking for a job (79%), self-employed (12%) and employed (3%). Many migrants leave their job in their country, especially as traders, petty traders, farmers, teachers, etc and travel in search of new jobs and economic opportunities elsewhere, notably North Africa and Europe, as their previous job did not suffice to fulfill their needs.

**Field of work:** Sixty per cent of surveyed individuals were traders (38%) and into agriculture (22%), this accounts for the majority of the short-term commercial movements between Nigeria and Niger, as both countries have specific market days each week that promote short-term commercial activities.

**Education level:** The vast majority of travellers have a high level of education. Forty-four per cent of the travellers completed senior secondary school education, 25 per cent had junior secondary school education, 11 per cent hold a university degree, 9 per cent are graduates of religious school, 8 per cent are higher diploma graduates, 1 per cent are professionals (masters and doctors of philosophy).

**INTRODUCTION:** Flow Monitoring, a tool of IOM's Displacement Tracking Matrix (DTM), was set up to provide a better understanding and an overview of mobility through West and Central Africa, through the collection of key data on the magnitude, provenance and destination and profiles of flows in areas of high mobility throughout the region.

**METHODOLOGY:** Flow Monitoring is a data collection activity which seeks to gather key information on mobility. It begins by identifying zones of large mobility flows and highlighting the characteristics and journeys of travellers in these zones. Areas of high mobility are identified with the help of national authorities. DTM teams, with the support of local authorities and partners, then identify strategic points of transit, at which Flow Monitoring Points (FMPs) are set up. At each FMP, DTM conducts two main activities: Flow Monitoring Registry (FMR) and Flow Monitoring Surveys (FMS).

The **FMR** collects data at FMP through direct observation and interviews with key informants, including staff working at coach stations, border patrol officers, local authorities, bus drivers or travellers themselves. The FMR gathers data on the number of travellers crossing FMPs, as well as the provenance, next destination, vulnerabilities and means of transport of travellers.

At each FMP, data is collected by a team

of 6 enumerators. Data collection is carried out daily, between 8:00 am and 5:00 pm. This corresponds to the peak hours of mobility. Enumerators collect data via a form filled out using information provided by key informants or gathered through direct observation.

The purpose of the **FMS** is to collect detailed information on the profiles, migration journeys and intentions of migrants. Data is collected through interviews with a random sample of travellers. Migrant interviews are conducted daily with a randomly chosen sample of travellers crossing FMPs. Information is primarily gathered on the nationalities, age, sex, education level, professional status of travellers, as well as their reasons for travel, location of departure, intended destinations, and needs of travellers.

**LIMITS :** Data collected in the framework of Flow Monitoring activities are the result of direct observations and interviews conducted at FMPs between 8:00 am and 5:00 pm. The data are not representative of all migration flows in the country, and, because they only reflect the situation of observed or surveyed individuals, cannot be generalized. Temporal coverage of the data collection exercises is also limited to a specific time window. While data is collected daily, Flow Monitoring activities do not capture all flows transiting through FMPs. Data on vulnerability is

based on direct observation and should be understood as mainly indicative. Data collected for these exercises should be understood as estimations only. IOM does not make any warranties or representations as to the appropriateness, quality, reliability, timeliness, accuracy or completeness of the data included in this report.

The COVID-19 pandemic has brought a new normal which IOM has adapted to by implementing preventive and risk mitigation methods in collecting data on the field. The data enumerators have been trained to observe the COVID-19 precautionary protocols given by the Nigerian Centre for Disease Control. These protocols include but are not limited to wearing of face mask covering the nose and mouth, physical distancing of at least 2 metres, washing of hands regularly or use of alcohol-based sanitizer, avoid touching face, etc.

### DEFINITIONS:

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

**Incoming flow:** refers to migrants who arrive at a Flow Monitoring Point with the intention of travelling further into Nigeria.

**Outgoing flow:** refers to migrants who arrive at a Flow Monitoring Point with the intention of travelling out of Nigeria.

**Internal flow:** refers to migrants who are conducting a movement within the boundaries of a single country.

**Migrant:** An umbrella term, not defined under international law, reflecting the common lay understanding of a person who moves away from his or her place of usual residence, whether within a country or across an international border, temporarily or permanently, and for a variety of reasons.

*The opinions expressed in the report are those of the authors and do not necessarily reflect the views of the International Organization for Migration (IOM). The designations employed and the presentation of material throughout the report do not imply the expression of any opinion whatsoever on the part of IOM concerning the legal status of any country, territory, city or area, or of its authorities, or concerning its frontiers or boundaries. IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an intergovernmental organization, IOM acts with its partners in the international community to: assist in the meeting of operational challenges of migration; advance understanding of migration issues; encourage social and economic development through migration; and uphold the human dignity and well-being of migrants.*

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