

OVERVIEW

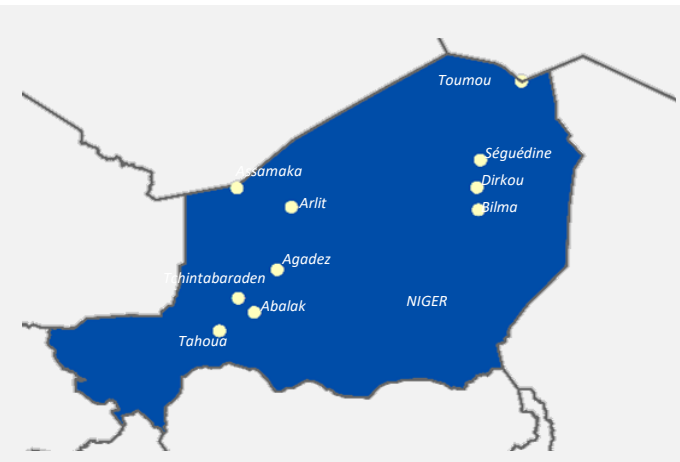
FLOW MONITORING DATA (01 to 31 MARCH 2018)

3 834	Incoming individuals
5 656	Outgoing individuals
1 691	Individuals in the internal movement
11 181	Individuals observed at the FMPs

FLOW MONITORING SURVEY DATA (February to set-mach 2018)

Number of survey :	1 506
Women :	160
Men :	1346
Midium age :	28 ans
Localities surveyed :	5

FLOW POINTS AND INFORMATION OF MIGRATION FLOW



METHODOLOGY

IOM works with national and local authorities and local partners to identify and understand migration movements in **West and Central Africa**. Flow monitoring Registry (FMR) is an activity that quantifies and qualifies flows, migrant profiles, trends and migration routes at a given point of entry, transit or exit. Since February 2016, IOM Niger has been monitoring migration flows at two points in the Agadez region of Niger. Flow Monitoring Points are set up at two points in the region of Agadez in Niger, Séguédine and Arlit.

The data collected provides an overview of migratory movements in the region. The information is collected from primary sources. However, this monitoring of migration flows does not replace border surveillance. Similarly, the results presented in this report do not reflect the total flow passing through the Agadez region due to the vastness of the Sahara Desert which covers more than 700 000 km² and the multitude of bypasses.

For this survey 51% of respondents were interviewed in Arlit, 26% in Agadez and 23% in Séguédine.

Flow Monitoring Registry (FMR) The FMR, whose purpose is to count the number of individuals passing through a FMP, can take the form of interviews with key informants, consultation with official authorities, interview with the migrants, and direct observations made by the investigators. The FMR provides information on the location, the number of individuals passing through a flow monitoring point, including the number of men, women and children, the nationalities of the individuals observed as well as their last and their next locations.

Flow Monitoring Survey (FMS): The FMS is an individual survey that collects detailed information on the risks, vulnerabilities, socioeconomic profile, trip, intentions, and needs of individuals transiting through a FMP. The data are collected by means of a standard questionnaire and are completed on paper or electronically, on mobile.

THE ACTORS

Individuals participating in migration flows through Niger are motivated by economic, cultural, climatic factors, or hope for best living conditions. Others are also motivated by insecurity in some of the neighbouring areas of Séguédine near the Libyan border. Counter trafficking and the smuggling of migrants are important phenomena in Niger's migratory context, to which many actors, organized in networks, participate: candidates of illegal immigration, smugglers, middle men, transporters, guides, ghetto owners and line managers at the railway stations. They act in a well-organized network where each actor plays a very specific key role. The local population, communities and traders are also involved in this phenomenon although their roles are not easily understood. The sharing of information, particularly on the accessibility of roads, the difficulties encountered in the field, the transport of migrants and bypass routes, remains the essential element that brings together all these actors.

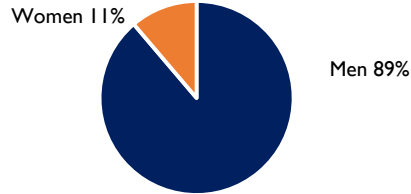
To counter this phenomenon and prevent the desert from becoming the deathbed of young Africans candidates for illegal migration, the Nigerien government has enforced a law criminalizing human beings trafficking and illegal migration, the law N ° 2015-036 of May 26th 2015 on the smuggling of migrants. As a result of the measures taken by the Nigerien authorities, the actors involved in human trafficking and smuggling of migrants have developed new mechanisms that circumvent the big cities, the national road N ° 1 (RN1) and the official control points. Some sources also mention the involvement of Algerian truckers. Libyans, Malians and Chadians drivers are also involved in the smuggling of migrants for the crossing the vast Sahara desert.

ROADS

Located at the intersection of major trans-Saharan axes oriented east-west and north-south and the caravan routes that linked the Mediterranean to Hausa country and the River Niger to the Nile Valley, Agadez played a pivotal role in trans-Saharan trade and was an important commercial hub. The city was then a thriving commercial center that counted up to 50,000 inhabitants at the time of its heyday in the sixteenth century. These flows gradually declined from the eighteenth century. For twenty years now, the migratory phenomenon has become much more marked. Migration from sub-Saharan Africa to the Maghreb became a significant phenomenon in the early nineties, reaching its peak in the year 2000. Despite the undetermined number of migrants crossing Niger, to lose their lives in the Sahara Desert, the Nigerien authorities have difficulty in preventing this phenomenon due to the size of the area and the lack of logistical means. The vast desert of Ténéré and the hostility of the environment pose as many problems exposing migrants to significant risks and lose their lives in the Sahara Desert etc. migrants use the road through Arlit's FMP to go to Algeria while they use the Séguédine road leading to Libya.

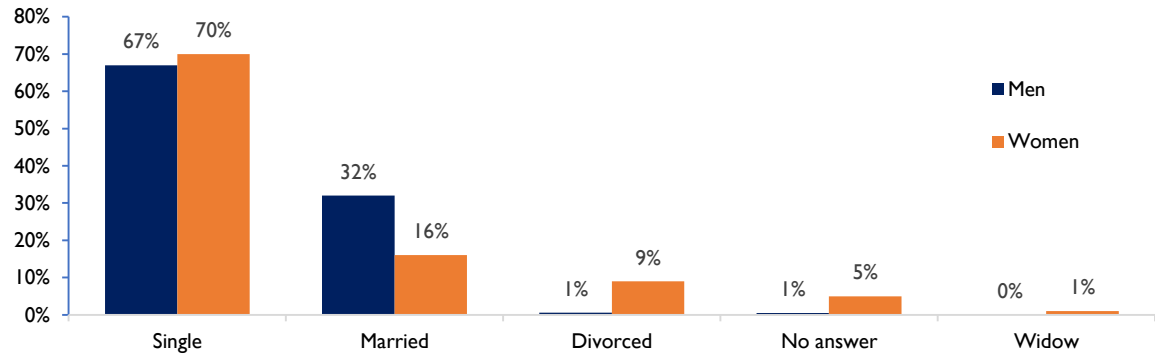
RESULTS OF THE SURVEY

SEX OF MIGRANTS (FMS DATA)



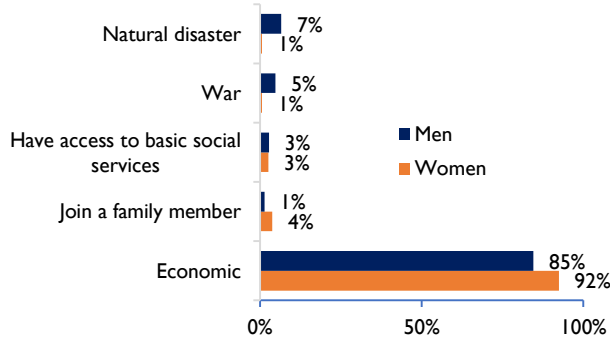
Migrants passing through the Central Mediterranean Route (CMR) are predominantly adult men in the 18 to 59 age group. Flow Monitoring Registry (FMR) found 91% of men, 4% of women, 3% of boys and 2% of girls in March 2018, while in the survey of the 1,506 people surveyed, 1,346 men account for 89% of whom 2% are boys compared to only 160 for women (11% of whom 1% are girls). Finally, as a comparison, the trends and demographics observed during the Flow Monitoring Survey (FMS) are reflected in the Flow Monitoring Registry (FMR).

MARITAL STATUS



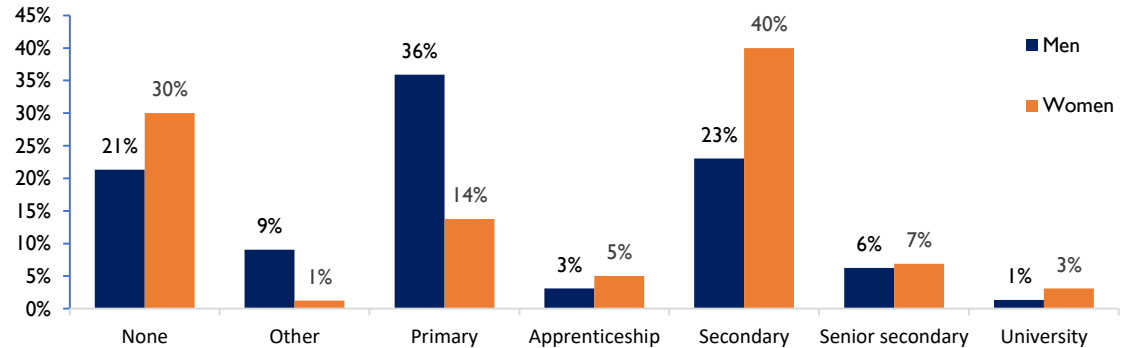
The proportion of single men and women is almost similar: 70% of women surveyed are single compared to 67% of men. Men (32%) are more likely to be married than women (16%).

MIGRATION DRIVERS



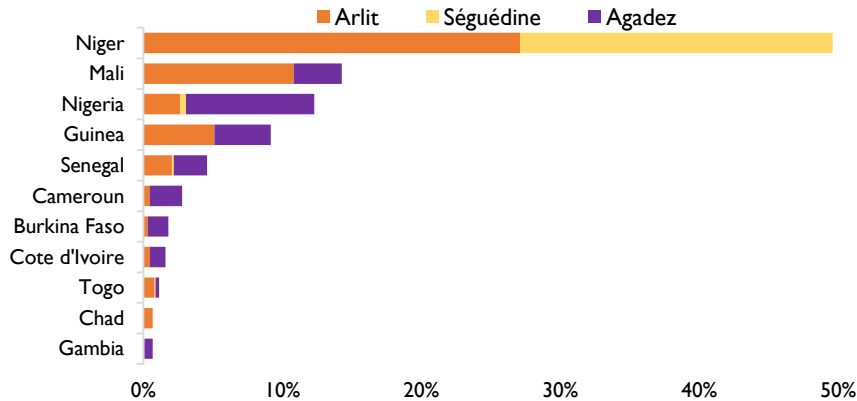
The main reason for migration indicated by the vast majority of respondents is the search for better economic opportunities (92% of responses for women and 85% for men);

EDUCATION LEVEL



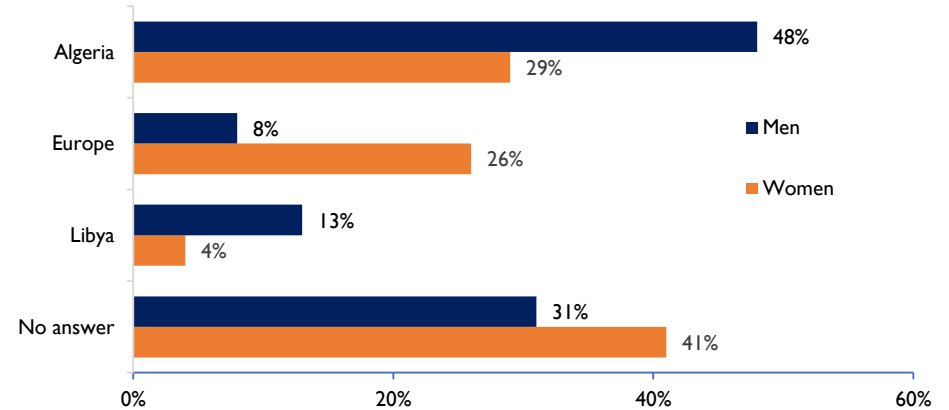
Women interviewed appear to have a higher level of education than men. 3% of women reached university level (1% of men), 7% attended senior secondary school (6% of men), 40% attended the secondary school (23% of men)

MAIN NATIONALITIES



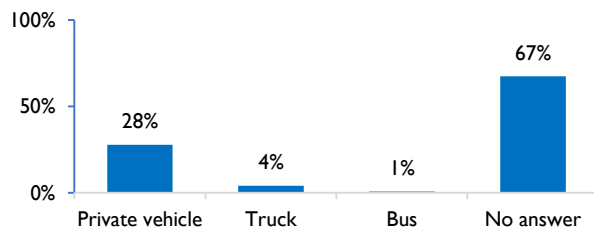
In terms of nationalities, Niger is the country of origin most often cited by respondents (50% of the global workforce, of which 27% were surveyed in Arlit and 23% in Séguédine and surroundings). Malians were accounted for 14% of all respondents (11% in Arlit and 3% in Agadez), Nigerians 12% (9% in Agadez and 3% in Arlit) and Guineans 9% (5% in Arlit), and 4% in Agadez. Other nationalities include Senegalese's, Cameroonians, Burkinabe's, Ivoirians, Togolese's, Chadians and Gambians

INTENDED FINAL DESTINATION COUNTRY



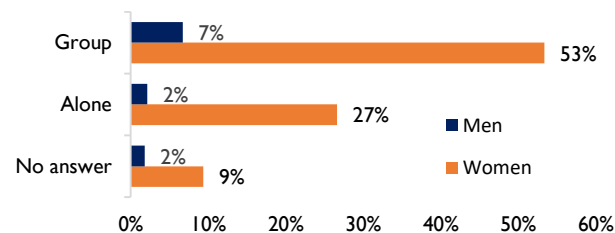
Given the situation prevailing in Libya, Algeria was the main destination envisaged by the migrants surveyed. 48% of men and 29% of women went to Algeria at the time of the interview. Despite the situation in Libya, 13% of men and 4% of women wanted to reach Libya. 26% of women and 8% of men dream of reaching European countries such as France, Spain or Italy. Finally, 41% of women and 31% of men did not want to reveal their intended final destination.

MAIN MEANS OF TRANSPORT



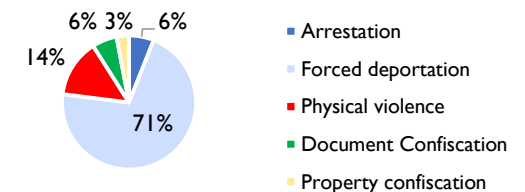
The most commonly used means of transportation for the surveyed persons are 4x4 vehicles (28% reported having travelled in this type of vehicle). These usually belong to people involved in migrant smuggling, while 4% travelled by truck and 1% by bus. More than half of the respondents did not want to answer this question.

MODE OF TRIP



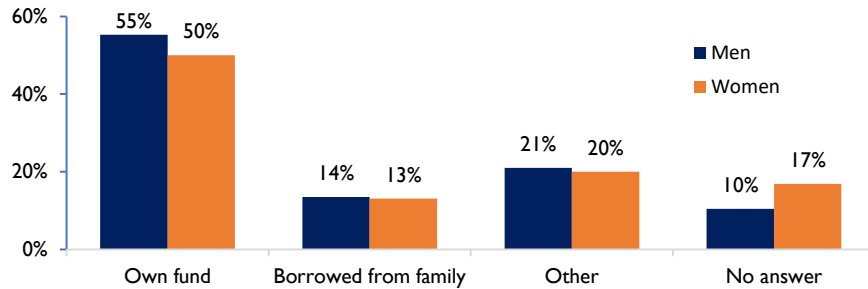
Migrants generally travel in groups. 63% of women, who in some cases contract arranged marriages to alleviate identity control issues. 60% of men also claimed to travel in groups. Men (30%) are more likely to travel alone (only 20% of women reported traveling alone). Finally 17% of men and 10% of women did not answer this question, considered too sensitive.

ABUSE AND VIOLENCE



All those who reported having experienced protection incidents are men. Thus, in the overall workforce, 30 men reported having experienced incidents, 71% said they had been victims of forced deportation, 14% reported physical assaults, 6% arbitrary arrests, 6% confiscation of documents, while 3% reported that their property was confiscated. Women are increasingly reluctant to answer this question for fear of revealing abuse and violence.

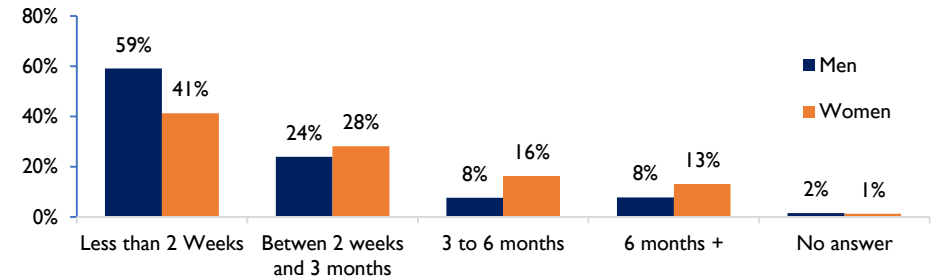
FINANCING OF MIGRATION TRIP



The majority of respondents financed their trip on their own. 55% of men and 50% of women said that they saved to finance their trip.

Financial assistance provided by the family was the second most common mode of trip financing (14% of men and 13% of women). 21% of men and 20% of women used other means to finance their trips.

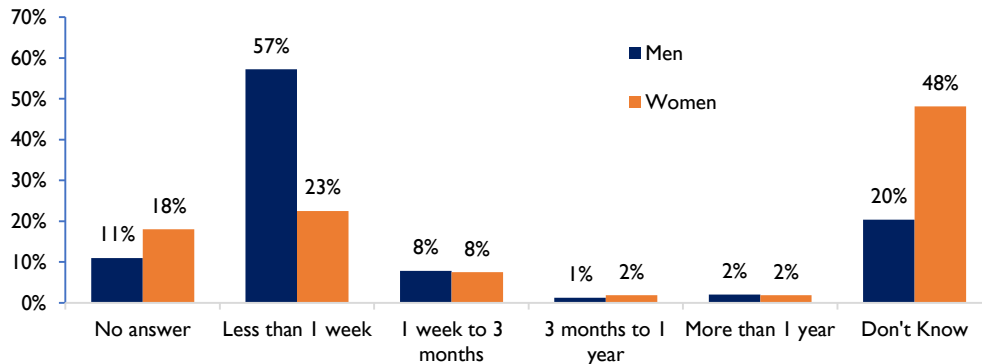
DURATION OF THE TRIP



For the people surveyed, the trip from the country of origin to Niger generally lasted less than 2 weeks: this was the case for 59% of men and 41% of women.

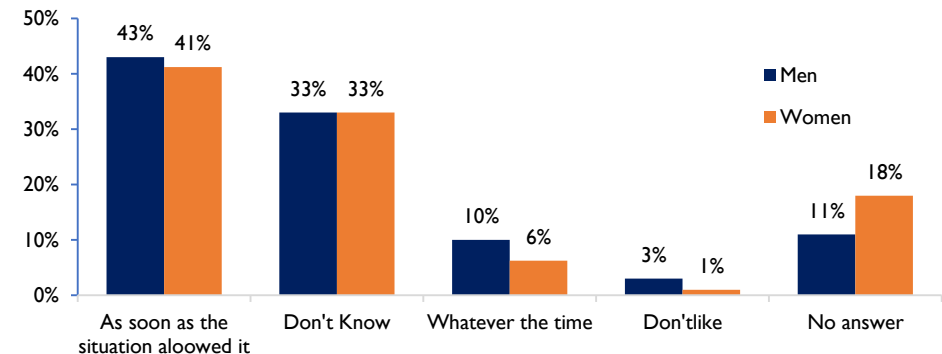
For various reasons, other migrants were stranded during their journey, preventing them from reaching Niger. Thus, 16% of women and 8% of men spent between 3 to 6 months on the road and 13% of women and 8% of men even spent more than 6 months traveling.

TIME PASSED IN NIGER



57% of male respondents and 23% of female respondents spent less than a week in Niger, while 8% of men and women spent between 1 week and 3 months. 48% of women respondents and 20% of men do not know how much time they spent in Niger, while 12% of respondents did not want to answer this question.

ESTIMATED PERIOD OF RETURN TO THE COUNTRY OF ORIGIN



43% des hommes et 41% des femmes ont fait part de leur intention de rentrer dans le pays d'origine dès que les conditions le permettraient. Une proportion similaire d'hommes et de femmes ont indiqué ne pas savoir si ils/elle souhaitent rentrer dans leur pays d'origine, alors que 10% des hommes et 6% des femmes sont prêts à retourner au pays d'origine. 3% des hommes et 1% des femmes ne désirent pas retourner dans leurs pays d'origine. Enfin, 13% de l'ensemble des répondants n'ont pas répondu à cette question.