FLOW MONITORING REPORT

THE GAMBIA

JANUARY 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), for which individual surveys are 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 in order to obtain a deeper view of mobility in West and Central Africa.

In The Gambia, DTM conducts Flow Monitoring activities at several important transit locations in:
1) **Barra** (FMPs are located at the ferry terminal and the main garage);
2) **Farafenni** (FMPs are located at Farafenni main garage, Farafenni Ballan-Ghar garage, Farafenni McCarthy and Sanjally garage, Farafenni turntable garage and the truck garage);
3) **Basse** (FMPs are situated at the main garage and the bus station in Basse Santa-Su) and
4) **Brikama** (FMPs are located at the main garage and the Bus station).

These activities enable DTM to monitor the movements of passengers within, out of and towards The Gambia as well as the movements of those passengers transiting The Gambia.

This report presents the key results from the Flow Monitoring Survey conducted from the **3rd to the 31st of January** 2022 excluding weekends.**.** The report presents data collected on flows, routes, departure, destination and demographic profiles of travellers observed at the FMPs.

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

KEY FIGURES

4 FMPs in The Gambia

4,359 travellers observed daily

19% increase in travellers compared to December 2021

51% of travellers observed were male

49% of travellers observed were female

91% of individuals were travelling within The Gambia (internal flows)

5% of individuals were travelling out of The Gambia (outgoing flows)

3% of individuals were incoming flows

1% of individuals were transiting The Gambia

TRAVELLER PROFILES AND MOBILITY TRENDS

Mobility trends: In January 2022, the daily average number of individuals observed at the different FMPs in The Gambia increased by 19 per cent compared to December 2021. In general, this increase in flows was observed at Barra, Basse and Brikama FMPs. The overall increase in flow could be attributed to the movements of people for the 'Gamo'' (a Muslim religious celebration) and restoration of normal Ferry services. During this reporting period, travellers' movements were observed for 21 days and an average of 4,359 individuals were observed at the 4 FMPs daily.

Types of flows: Four types of flows were observed during the reporting period. Internal movements presented the vast majority of flows, accounting for 91 per cent of travellers. While three per cent of travellers were entering the country, five per cent leaving the country and one per cent were transiting.

Departure/Origin and destination: In January 2022, the main country from which individuals travelled was The Gambia (97%). A total of 24 per cent originated from Barra, Brikama (24%), Basse (23%), Banjul (8%), Farafenni (7%). The main destination cities were Serrekunda (20%), Barra (12%), Banjul (9%), Westfield (6%), Farafenni (6%), Basse (5%), Turntable (3%), Soma (2%), Amdallai (2%). Travellers leaving The Gambia (outflow) were reported to The Gambia 95 per cent and Senegal five per cent as destination.

The main modes of transportation were car (67%) , bus (15%), boat (3%) and truck (2%).

Traveller profiles: While 44 per cent of travellers were adult male, 42 per cent were adult female and 14 per cent were children (7% female children, 7% male children). There were more male (51%) travellers compared to December 2021.

Flow Monitoring Points in The Gambia
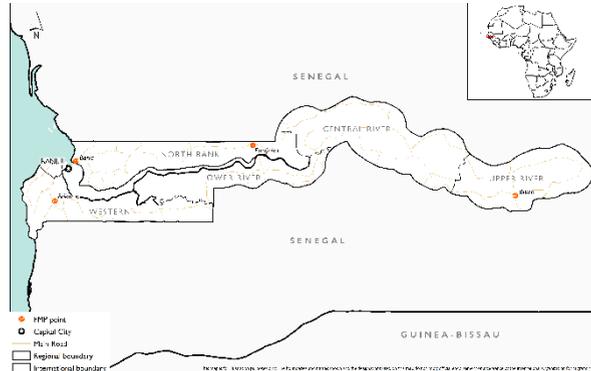
The depiction and use of boundaries, geographic names, and related data shown on maps and included in this report are not warranted to be error free nor do they imply judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries by IOM.

DEMOGRAPHIC PROFILE

TRAVELLER PROFILES

4,359 ON AVERAGE PER DAY   19% ↑
INDIVIDUALS OBSERVED

	Adults	Children
Female	42%	7%
Male	44%	7%

MAIN MODES OF TRANSPORT

Car	🚗	67%
Bus	🚌	15%
Boat	⛴	3%
Truck	🚚	2%
others		13%
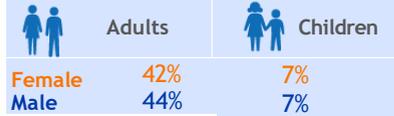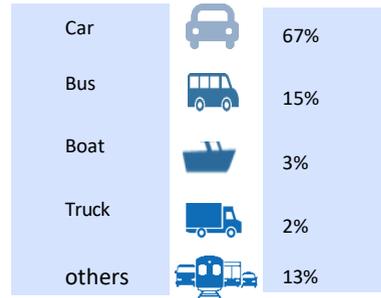
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% of flows
GMB	Barra	24%
GMB	Brikama	24%
GMB	Basse	23%
GMB	Banjul	8%
GMB	Farafenni	7%
SEN	Dakar	2%
GMB	Others	9%
	Other	3%

Destination of flows		
Country	Cities	% of flows
GMB	Serrekunda	20%
GMB	Barra	12%
GMB	Banjul	9%
GMB	Westfield	6%
GMB	Basse	5%
GMB	Farafenni	6%
GMB	Turntable	3%
GMB	Soma	2%
GMB	Amdallai	2%
GMB	Others	24%
SEN	Otthers	4%
	Others	7%

REGISTERED FLOWS

DIRECTION OF FLOWS

- Incoming 3%
- Internal 91%
- Outgoing 5%
- Transiting 1%

DAILY EVOLUTION OF FLOWS

DAILY MOVEMENTS

2022-01-03, 2022-01-04, 2022-01-05, 2022-01-06, 2022-01-07, 2022-01-10, 2022-01-11, 2022-01-12, 2022-01-13, 2022-01-14, 2022-01-17, 2022-01-18, 2022-01-19, 2022-01-20, 2022-01-21, 2022-01-24, 2022-01-25, 2022-01-26, 2022-01-27, 2022-01-28, 2022-01-31
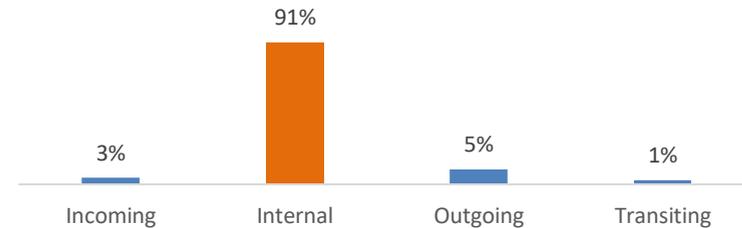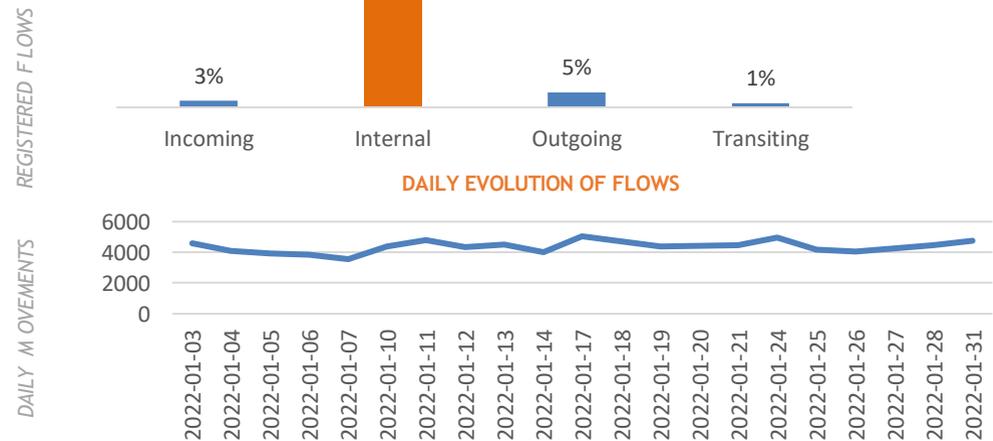
BARRA

Presentation of FMP: The Barra Flow Monitoring Point (FMP) was set up in June 2021 covering two main points: the ferry terminal and the main garage. The FMP links to Nuimi and Badibou which are all within the North Bank Region of the Gambia and to Senegal. Internal, outgoing, and incoming flows were observed at this FMP.

Mobility trends: Over the reporting period: at the Barra FMP, on average, 1,664 individuals were observed daily representing An increase of 27 per cent compared to December 2021, when the daily average was 1,306 individuals. The increase in flow at this FMP is attributable the restoration of ferry services, "Gamo" (a Muslim religious celebration). There is also an observed correlation between the peaks in flows with the frequency of the ferry, suggesting that an increase in the availability of the ferry results in more flow of passengers and cars.

Types of flows: Internal movements represented the greater part of the flows accounting for 88 per cent. This is followed by six per cent were leaving the country and six per cent of travellers were entering the country .

Departure/Origin and destination: In January 2022, the main country from which individuals travelled from was The Gambia (94%), 61 per cent originated from Barra, Banjul (20%), Farafenni (3%), Kanifing (2%) and Dakar (4%). The main destination cities were Barra (30%), Banjul (20%), Farafenni (8%), Amdallai (5%), Kerr Pateh (4%), Jufureh (3%), Badibu (3%), Kanifing (3%), Ndugu Kebbeh (2%), Kerewan (2%), Kerr Jane (2%) and Dakar (2%). Travellers leaving The Gambia (outflow) were headed to mainly to The Gambia (94%) and Senegal (6%).
The main modes of transportation were the car (48%), ferry (32%), bus (13%) and boat (7%).

Traveller profiles: While 43 per cent of travellers were adult male, 43 per cent were adult female and 14 per cent were children (7% female children, 7% male children).

### Map of flows to and from Barra, The Gambia
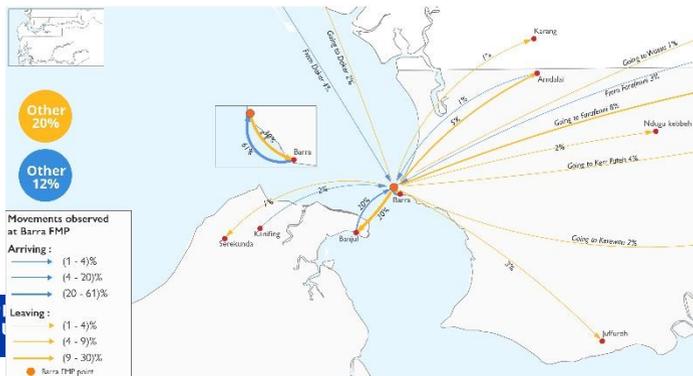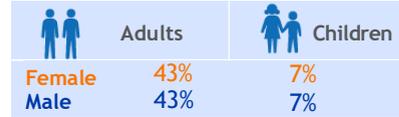
DEMOGRAPHIC PROFILE

TRAVELLER PROFILES

1,664 ON AVERAGE PER DAY   27%
INDIVIDUALS OBSERVED

	Adults	Children
Female	43%	7%
Male	43%	7%

MAIN MODES OF TRANSPORT

Car	Bus	Boat
48%	13%	7%

Others
32%

REGISTERED FLOWS

DIRECTION OF FLOW

Incoming	Internal	Outgoing
6%	88%	6%

DAILY MOVEMENTS

DAILY EVOLUTION OF FLOWS
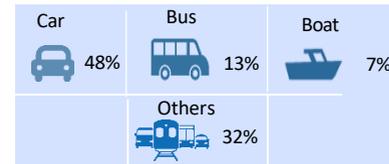
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	**Cities**	**% of flows**
GMB	Barra	61%
GMB	Banjul	20%
SEN	Dakar	4%
GMB	Farafenni	3%
GMB	Kanifing	2%
GMB	Others	4%
SEN	Others	2%
	Others	4%

Destination of flows		
Country	**Cities**	**% of flows**
GMB	Barra	30%
GMB	Banjul	20%
GMB	Farafenni	8%
GMB	Amdallai	5%
GMB	Kerr Pateh	4%
GMB	Jufureh	3%
GMB	Badibu	3%
GMB	Kanifing	3%
GMB	Kerewan	2%
GMB	Ndugu Kebbeh	2%
GMB	Kerr Jane	2%
SEN	Dakar	2%
GMB	Others	7%
SEN	Others	4%
	Others	5%
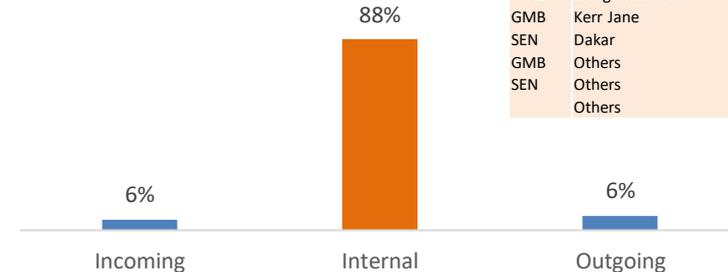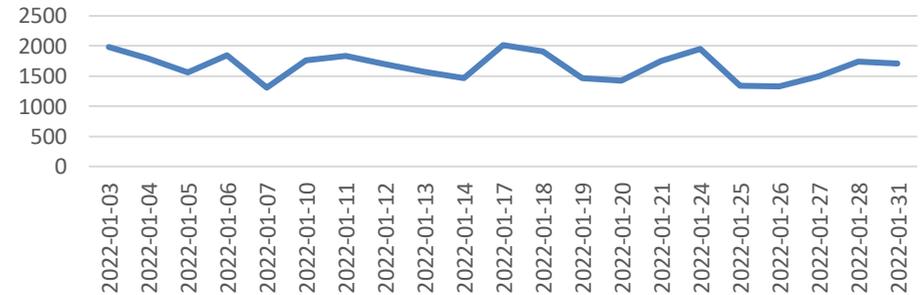
BRIKAMA

PRESENTATION OF FMP: The Brikama FMP was set up in June 2021 and started data collection in June 2021, covering two locations: the main garage and the bus station, both of which are in Brikama Nema. It links to more than four major destination regions: the North Bank, West Coast, Lower River, and Greater Banjul Area.

Mobility trends: Over the reporting period, at the Brikama FMP, on average 1,072 individuals were observed daily representing a slight increase of one per cent compared to December 2021, when the daily average was 1,069 individuals.

Types of flows: The internal movements represented the major part of the flows accounting for 94 per cent. Less than one per cent of travellers were entering the country, while six per cent were leaving the country.

Departure/Origin and destination: In January 2022, the main country from which individuals travelled from was The Gambia (100%) of which 98 per cent originated from Brikama and two per cent from Serrekunda. The main destination cities were Serrekunda (40%), Westfield (25%), Turntable (11%), Sility (5%), Turntable (5%), Brusubi (4%), Banjul (3%), Brikama (2%) and Kafunting (2%). Travellers leaving The Gambia (outflow) were mainly headed to The Gambia (94%) and Senegal (6%).

The main mode of transportation was taxi/car (100%).

Traveller profiles: A total of 45 per cent of travellers were adult male, 41 per cent adult female and 14 percent children (7% female children, 7% male children).

Map of flows to and from Brikama, The Gambia

DEMOGRAPHIC PROFILE

TRAVELLER PROFILES

1,072 ON AVERAGE PER DAY — 1% ↑
INDIVIDUALS OBSERVED

	Adults	Children
Female	45%	7%
Male	41%	7%

MODES OF TRANSPORT

Car — 100%

PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	**Cities**	**% flows**
GMB	Birkama	98%
GMB	Serekunda	2%

Destination of flows		
Country	**Cities**	**% flows**
GMB	Serekunda	40%
GMB	Westfield	25%
GMB	Turntable	11%
SEN	Sility	5%
GMB	Latrikunda	5%
GMB	Brusubi	4%
GMB	Banjul	3%
GMB	Brikama	2%
SEN	Kafunting	2%
GMB	Others	3%
	Others	2%

REGISTERED FLOWS

DIRECTION OF FLOWS

Incoming	Internal	Outgoing
<1%	94%	6%

DAILY MOVEMENTS

DAILY EVOLUTION OF FLOWS

FLOW MONITORING ● THE GAMBIA
JANUARY 2022 —   OVERVIEW OF FLOW

Report # 08
Publication Date: February 2022

DTM
IOM DISPLACEMENT TRACKING MATRIX

BASSE

PRESENTATION OF FMP: The Basse FMP was set up in June 2021 covering the part of provincial Gambia called the Upper River Region. The FMP has two major transit points namely: the main garage and the bus station, both located in Basse Santa-Su. Both points are linked to the Western and Eastern parts of the region and to the greater Banjul area. The locations are also linked with neighbouring Senegal and further on to Guinea and Mali.

Mobility trends: Over the reporting period, at the Basse FMP, on average 1,200 individuals were observed daily, representing an increase of 11 per cent compared to December 2021, when the daily average was 1,018 individuals. This increase in mobility can be attributed to the movement of people for the "Gamo" (a Muslim religious celebration).

Types of flows: Internal movements represented the major part of the flows, accounting for 99 per cent of recorded movements. Less than one per cent of travellers were entering the country and one per cent were leaving the country.

Departure/Origin and destination: In January 2022, the main country from which individuals travelled (internal) in Basse FMP was The Gambia (100%) of which 82 per cent originated from Basse Santu-Su, Fatoto (2%), Garawol (2%), Koina (2%), Kulari (2%) and Suduwol (2%). Main destination cities were to Serrekunda (35%), Basse Santu-Su (19%), Fatoto (5%), Garawol (5%), Bansang (3%), Gambisara (3%), Koina (3%), Numuyel (2%) and Soma (2%). Travellers leaving Basse (outflow) were mainly headed to The Gambia (99%) and Senegal (1%).

The main mode of transportation were taxi/car (63%), bus (32%), truck (4%) and three wheel (1%).

Traveller profiles: While 44 per cent of travellers were adult male, 42 per cent were adult female and 14 per cent were children (7% female children, 7% male children).

Map of flows to and from Basse, The Gambia
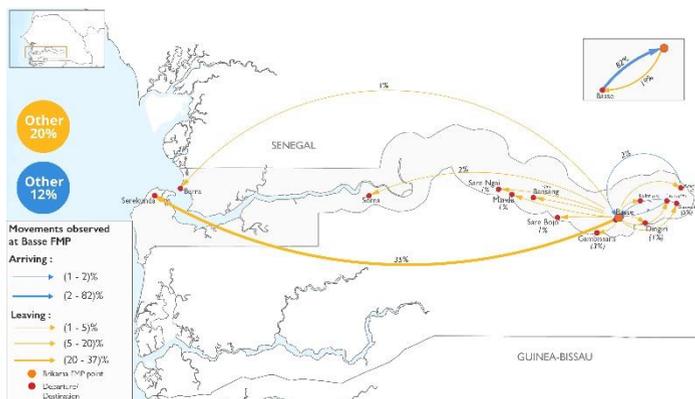
TRAVELLER PROFILES

DEMOGRAPHIC PROFILE

1,200 ON AVERAGE PER DAY **11%** ↑
INDIVIDUALS OBSERVED

	Adults	Children
Female	42%	7%
Male	44%	7%

MODES OF TRANSPORT

Car	Bus
63%	32%

Truck	Three-Wheel
4%	1%
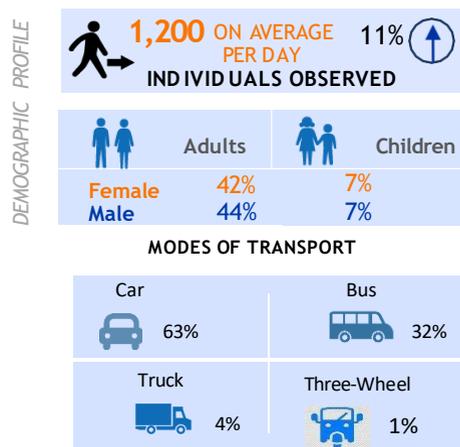
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	**Cities**	**% of flows**
GMB	Basse-santa-Su	82%
GMB	Fatoto	2%
GMB	Garawol	2%
GMB	Koina	2%
GMB	Kulari	2%
GMB	Suduwol	2%
GMB	Others	5%
	Others	3%

Main Destination of flows		
Country	**Cities**	**% of flows**
GMB	Serekunda	35%
GMB	Basse Santu-Su	19%
GMB	Fatoto	5%
GMB	Garawol	5%
GMB	Bansang	3%
GMB	Gambisara	3%
GMB	Koina	3%
GMB	Numuyel	2%
GMB	Soma	2%
GAM	Others	19%
SEN	Manda	1%
	Others	3%

DIRECTION OF FLOWS

REGISTERED FLOWS

| Incoming	Internal	Outgoing
<1%	99%	1%

DAILY EVOLUTION OF FLOWS
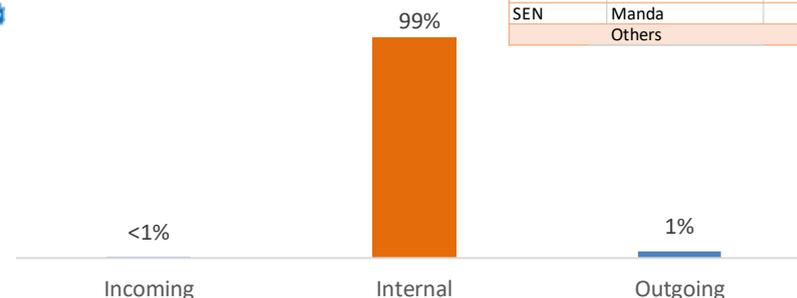
DAILY MOVEMENTS
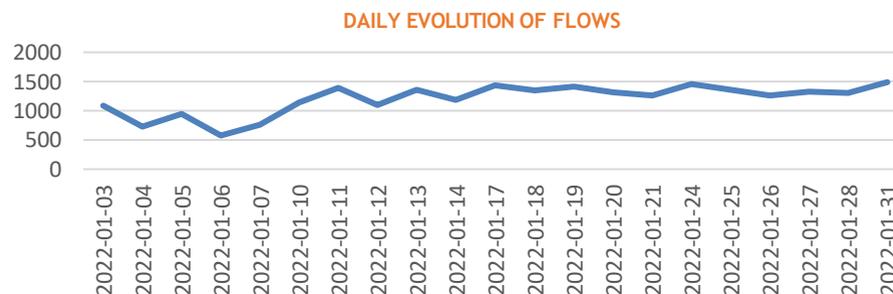
FARAFENNI

PRESENTATION OF FMP: The Farafenni FMP was set up in June 2021. The Flow Monitoring Point is a multi-dynamic location as it is found in a multi-cultural setting, populated by different nationalities and serves as a business and transit centre, and very close to Senegal. The FMP has five main points with a high density of movement namely: Farafenni main garage in Newtown, Farafenni Ballan-Ghar garage, Farafenni.

Mobility trends: Over the reporting period, at the Farafenni FMP, on average 423 individuals were observed daily, representing a decrease of 11 per cent compared to December 2021 when the daily average was 457 individuals. The decrease in flow at this FMP can be attributed to the restoration of the ferry services at the Barra FMP as breakdown of the ferry services makes Farafenni the alternate route to northern Gambia and Senegal..

Types of flows: The internal movements represented the major part of the flows accounting for 80 per cent, while six per cent of travellers were entering the country, eight per cent were leaving the country and six per cent of the travellers were transiting.

Departure/Origin and destination: In January 2022, the main country from which individuals travelled was The Gambia (88%), of which 58 per cent originated from Farafenni, Barra (12%), Sarakunda (4%), Soma (3%), Lamin Koto (2%), and Poste (4%), Dakar (3%), Main destinations were to Farafenni (29%), Soma (18%), Barra (11%), Brikama (3%), Janjanbureh (3%), Berending (2%), Kaur (2%), Sanjal (2%), Sarakunda (2%), Seinoba (2%), Kerr Ayuib (2%), Dakar (4%) and Poste (2%). Travelers leaving The Gambia (outflow) were headed to mainly The Gambia (87%) and Senegal (13%).

The main mode of transportation were taxi/car (75%), bus (11%), truck (5%) motorbike (3%), and three wheel (1%).

Traveller profiles: A total of 52 per cent of travellers were adult male, 36 per cent adult female and 12 per cent were children (5% female, 7% male).

Map of flows to and from Farafenni, The Gambia
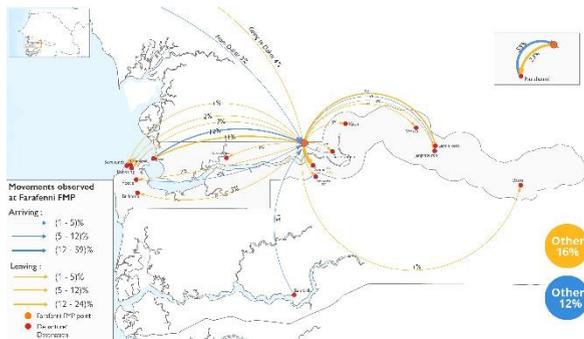
TRAVELLER PROFILES
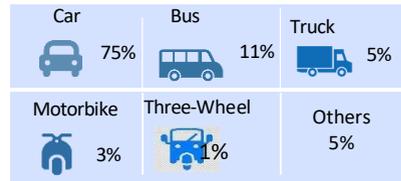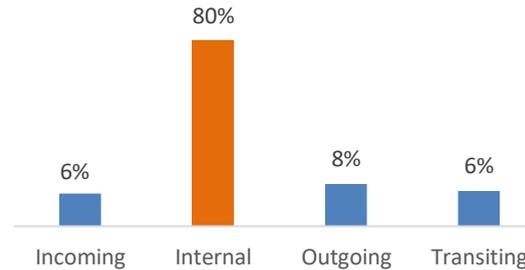
423 ON AVERAGE PER DAY INDIVIDUALS OBSERVED — **-7%**

	Adults	Children
Female	36%	5%
Male	52%	7%

MODES OF TRANSPORT

Car	Bus	Truck
75%	11%	5%

Motorbike	Three-Wheel	Others
3%	1%	5%

DIRECTION OF FLOWS

Incoming	Internal	Outgoing	Transiting
6%	80%	8%	6%
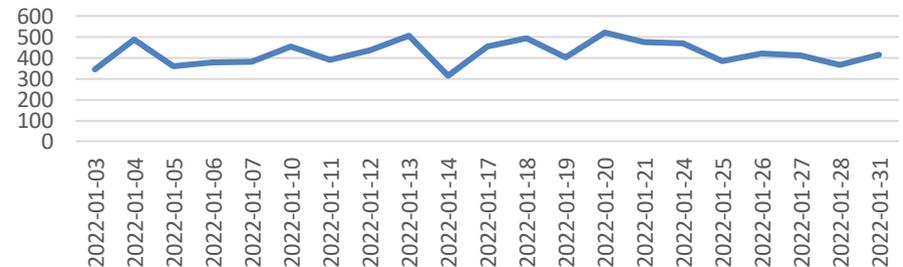
PROVENANCE & DESTINATION OF FLOWS

Origin of flows		
Country	Cities	% flows
GMB	Farafenni	58%
GMB	Barra	12%
GMB	Sarakunda	4%
SEN	Poste	4%
GMB	Soma	3%
SEN	Dakar	3%
GMB	Lamin Koto	2%
GMB	Others	5%
SEN	Others	5%
	Others	4%

Destination of flows		
Country	Cities	% flows
GMB	Farafenni	23%
GMB	Soma	18%
GMB	Barra	11%
GMB	Lamin Koto	9%
SEN	Dakar	4%
GMB	Brikama	3%
GMB	Janjanbureh	3%
SEN	Berending	2%
GMB	Kaur	2%
GMB	Sanjal	2%
GMB	Sarakunda	2%
GMB	Seinoba	2%
GMB	Kerr Ayib	2%
SEN	Poste	2%
GMB	Others	7%
SEN	Others	5%
	Others	6%

DAILY EVOLUTION OF FLOWS

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. In November 2020, IOM The Gambia officially launched DTM through a national consultative process in coordination with The Gambia Bureau of Statistics. During the launching four (4) FMPs were identified, namely: Barra, Basse, Farafenni, and Brikama, which was followed by a regional consultation, in the identified FMPs. In June 2021, IOM The Gambia officially recruited and trained 15 enumerators and deployed them to the respective FMPs.

METHODOLOGY: Flow Monitoring is a data collection activity which seeks to gather key information on mobility. It begins by identifying regions of large mobility flows and highlighting the characteristics and journeys of travellers in these regions. 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** done for this report collects data at FMP through direct observation and interviews with key FMPs informants, including drivers, local authorities, garage chiefs and travellers. The FMR gathered data on the number of travellers crossing FMPs, as well as the provenance, next destination, and means of transport of travellers.

At each of the four FMPs, data was collected by a team of at least three enumerators. Data collection was carried out daily, between 9:00 am to 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, vulnerabilities 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.

LIMITS: Since data collection under Flow Monitoring activities is conducted by direct observation and between 9:00 am to 5:00 pm, the data are not representative of all migration flows in the country. They only reflect the situation observed or surveyed individuals and cannot be generalized. 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 the appropriateness, reliability, timeliness, accuracy or completeness of the data included in this report.

In response to the COVID-19 pandemic, IOM has adapted its data collection methods in the field by implementing preventing risk mitigation in data collection. The data enumerators have been trained to observe the COVID-19 precautionary protocols given by the World Health Organization (WHO) and Ministry of Health (MoH). The Gambia. These protocols include but are not limited to wearing face masks covering the nose and mouth, physical distancing of at least two metres, washing hands regularly or using of alcohol-based hand sanitizer, 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 The Gambia.

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

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.

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The maps displayed in this report are for illustration purposes only. The depiction and use of boundaries, geographic names and related data shown on maps and included in this report are not warranted to be error free nor do they imply judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries by IOM.