HAITI – POPULATIONS FLOW MONITORING
Impact of insecurity on movements of populations from the capital to provinces

Dashboard #1
Data collection:
08 – 10 March 2024
Publication : 11 March 2024

IOM UN MIGRATION

DTM DISPLACEMENT TRACKING MATRIX

Context

Since 29 February 2024, several neighborhoods in the Metropolitan Area of Port-au-Prince (MAPAP), the capital of Haiti, have been targeted by increased armed attacks. Nearly 15,000 people were displaced following these attacks (see ETT 39.1). In addition to creating displacement within the MAPAP, these attacks are pushing more and more people to leave the capital to find refuge in provinces, taking the risks of passing through routes controlled by gangs. In order to monitor these movements towards the provinces and inform appropriate response strategies, DTM has launched data collections at several of the most used bus stations in the capital (see page 4 for more details on the methodology). Since the start of this activity, on 8 March, until 10 March, this activity allowed to observe the movements of 7,672 people leaving the MAPAP (see pages 2 and 3 for more details on the profile of these people). The majority of them (66%) took means of transport heading towards the Grand Sud departments (Grande'Anse, South, Nippes and South-East). It should be noted that this region already hosts more than 116,000 people who had in vast majority, fled the MAPAP in recent months (see the report on displacement in the Grand Sud).
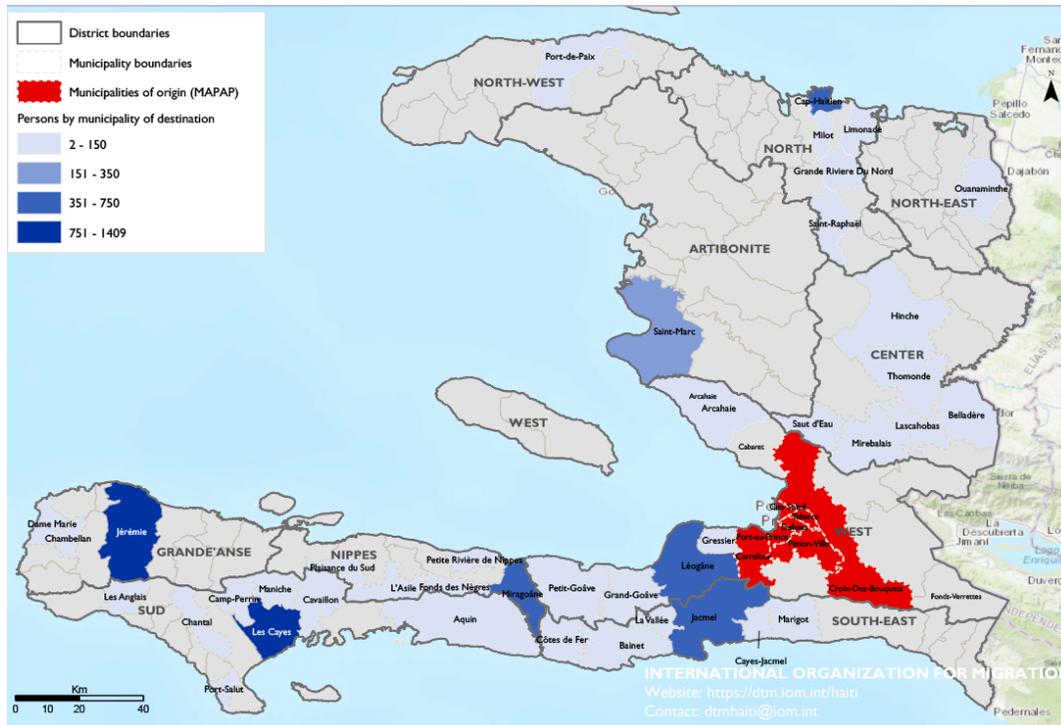
Key results of observed flows

15 bus stations where data collections are carried out

7,672 left the MAPAP between 08 and 10 March 2024

94% of movements were made by bus, 4% by car and 2% by truck.

Destinations of buses, cars and trucks observed

Legend:
- District boundaries
- Municipality boundaries
- Municipalities of origin (MAPAP)

Persons by municipality of destination
- 2 - 150
- 151 - 350
- 351 - 750
- 751 - 1409

Dates of movements (# of persons)

- 08 March 2024: 2,143
- 09 March 2024: 2,244
- 10 March 2024: 3,285

Destinations of buses, cars and trucks observed (% of persons)

| Department	Destination	%
Grande'Anse (22%)	Jérémie	19%
	Chambellan	2%
	Other	1%
South (22%)	Les Cayes	19%
	Aquin	1%
	Other	2%
North (12%)	Cap-Haïtien	9%
	Limonade	1%
	Other	2%
Nippes (11%)	Miragoâne	10%
	Other	1%
West (13%)	Léogâne	9%
	Petit-Goâve	2%
	Other	2%
South-East (11%)	Jacmel	7%
	Bainet	1%
	Other	3%
Artibonite (5%)	Saint-Marc	5%
Centre (4%)	Hinche	2%
	Other	2%
Other (<1%)		<1%

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1. Age and Sex of respondents to individual interviews

350 surveyed travelers

Sex

41% Women
59% Men

Age distribution

87% 26 - 59
9% 18 - 25
4% 60+
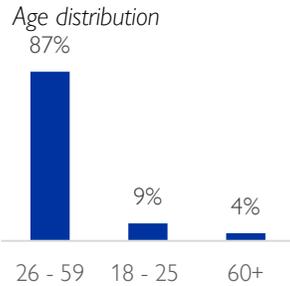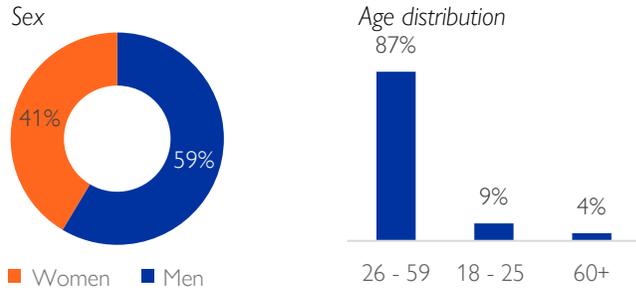
2. Family movements

« Are you traveling alone or with family ? »

Alone 48%
With family members 52%
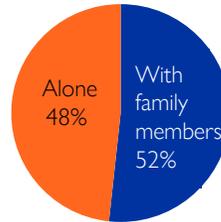
« If with family, are you the head of the family ? »

No 15%
Yes 85%
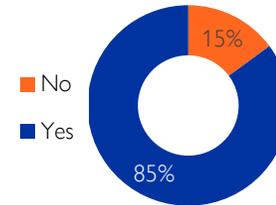
Ages groups of family members traveling together

18+ : 30% / 21%
0 - 17 : 27% / 22%
Women (57%)
Men (43%)
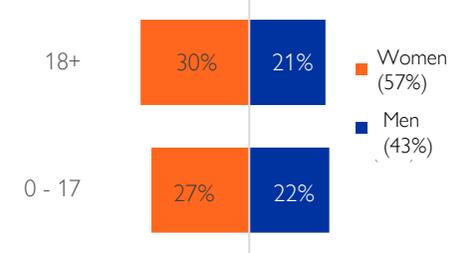
3. Places of usual residence

Municipality	%
Port-au-Prince	33%
Delmas	16%
Carrefour	14%
Pétion-Ville	8%
Léogâne	5%
Tabarre	3%
Gressier	2%
Croix-Des-Bouquets	2%
Other	2%
Les Cayes	3%
Jacmel	3%
Other	1%
Anse'd'Hainaul	1%
Other	2%
Cap-Haitien	1%
Miragoâne	2%
Hinche	1%
Other	1%
Saint Marc	1%

West (84%) South (3%) South-East (4%) Grande'Anse (3%) North (1%) Nippes (2%) Centre (2%) Artibonite (1%)
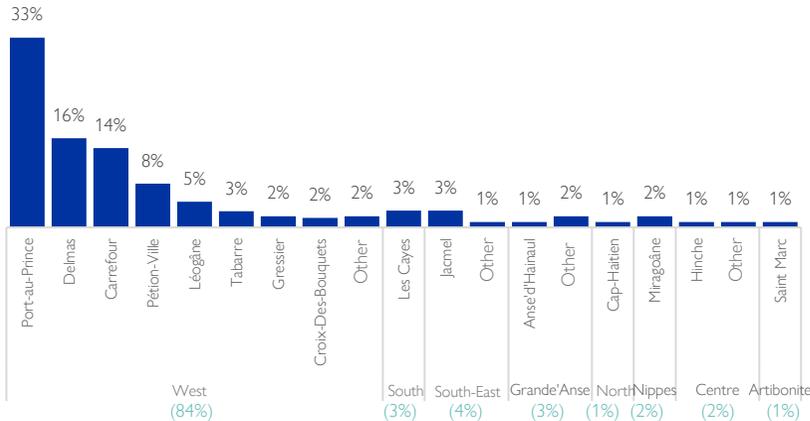
4. Displacement history

« Have you ever been forced to flee your home ? »

No 14%
Yes 86%

« If yes, how many times? »

Four times 1%
Three times 8%
Two times 42%
One time 49%
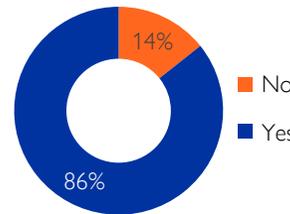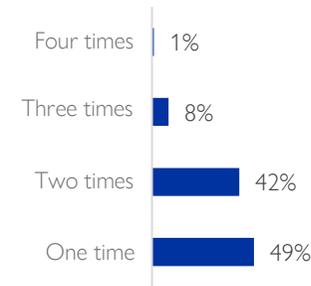
« If yes, when did you first flee your home?? »

2024 59%
2023 39%
2022 1%
2021 1%
1%
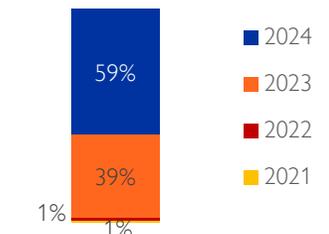
« If yes, why did you flee your home? »

Gangs' attacks on populations 66%
Clashes between police and gangs 13%
Fear of Violence 11%
Clashes between gangs 10%
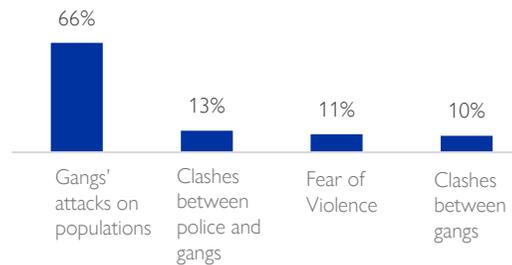
« If yes, did you take refuge with relatives or in a site? »

Site 30%
With relatives (host families) 70%
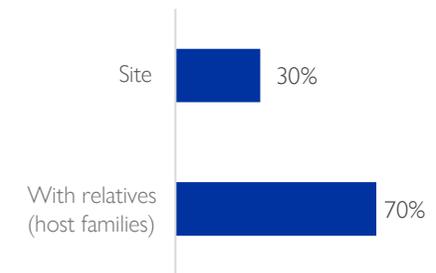
More than half (52%) of the people interviewed leaving the MAPAP were traveling with families and were heads of their families. Children represented 47% of members of these families who were traveling together.

Neighborhoods located in the MAPAP, particularly in the municipalities of Port-au-Prince (33%), Delmas (16%) and Carrefour (14%), were the usual residence of the majority of these people. A large part of them (86%) were already internally displaced for reasons related to violence and insecurity and 51% of them have already been displaced more than once. Among these people, 70% took refuge with their relatives and 30% in sites, before deciding to leave the MAPAP.

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5. Future intentions

« Why did decide to leave the MAPAP ? »

- Violence/Insecurity in MAPAP — 84%
- Economic reasons (economic activities, job, etc.) — 10%
- Family reasons (join the family, family events, etc.) — 5%
- Other — 1%
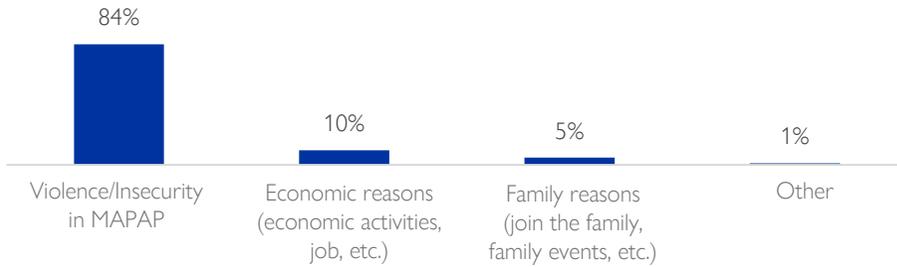
« How long do you plan to spend outside the MAPAP ? »

- As long as necessary — 56%
- Less than 7 days — 14%
- Don't know — 12%
- Around 1 month — 7%
- 1 – 3 months — 7%
- More than 6 months — 3%
- 3 – 6 months — 2%
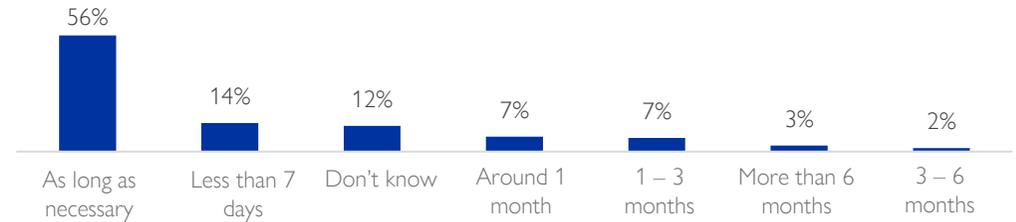
« What is your final intended destination? »

- Haiti — 94%
- Dominican Republic — 5%
- United States — 0.5%
- Brazil — 0.5%
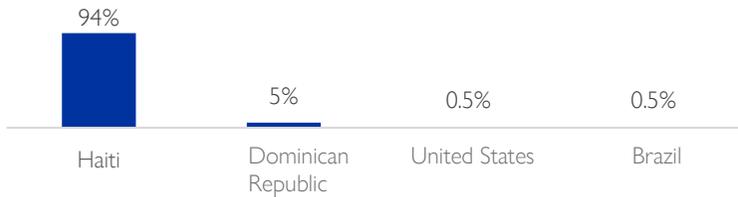
« Why did you choose your destination ? »

- It's my area of Origin — 53%
- It's a safer area — 21%
- A part of my family lives there — 20%
- Carry out economic activities — 4%
- Other — 2%
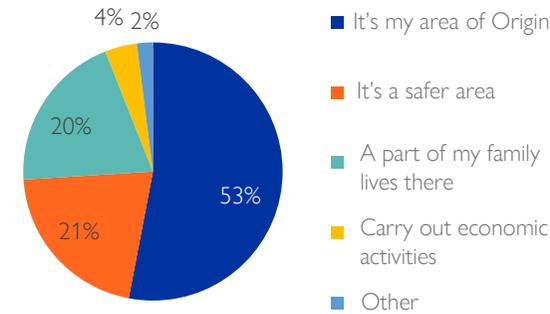
« Do you have relatives who will host you at your destination ? »

- Yes — 91%
- No, I don't know yet who will host me — 9%
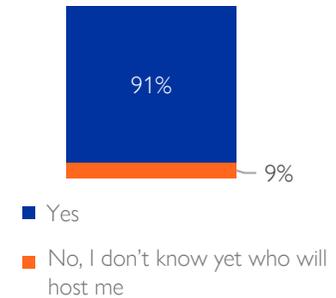
« If Haiti, what is your destination municipality? »

Municipality	%
Les Cayes	15%
Cavaillon	2%
Camp-Perrin	2%
Port-Salut	2%
Autre	4%
Léogâne	10%
Gressier	2%
Arcahaie	2%
Petit-Goâve	2%
Autre	1%
Jacmel	8%
Cayes-Jacmel	2%
Autre	4%
Cap-Haïtien	6%
Autre	5%
Jérémie	6%
Autre	5%
Miragoâne	6%
Autre	3%
Saint-Marc	4%
Autre	3%
Hinche	2%
Autre	2%
Ouanaminthe	2%

Regions: South (25%) · West (17%) · South-East (14%) · North (11%) · Grande'Anse (11%) · Nippes (9%) · Artibonite (7%) · Centre (4%) · North-East (2%)

Most people (84%) indicated that they are leaving the MAPAP because of violence and more than half (56%) indicated that they will stay outside the MAPAP as long as necessary.

Areas located in Haiti were the intended final destinations of 94% of people, notably in the South department (25%; especially in the city of Cayes), the rural areas of the West department (17%; especially Léogâne) and the South-East (14%; notably Jacmel). More than half (53%) indicated that they chose their destination because it was their area of origin. Furthermore, 91% indicated that they had a family who would host them while 9% traveled without knowing who would host them at their destination.

On the other hand, the Dominican Republic was the intended final destination of 5% of people.

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INTRODUCTION : Flow monitoring, implemented by IOM through the Displacement Tracking Matrix (DTM), aims to collect data on the number and characteristics of travelers observed in high mobility areas, through Flow Monitoring Points (FMPs) installed in these areas.

METHODOLOGY : Important FMPs are identified in coordination with local authorities, partners and with the experience of DTM field teams. **Thus, a total of 15 bus stations have been identified in the MAPAP**. At each of these FMPs, two main data collection methodologies are implemented: Flow Monitoring Registry (FMR) and individual surveys (FMS - Flow Monitoring Survey).

The **FMR** consists of collecting data at the different FMPs via direct observations and from key informants: these may be bus station staff, bus drivers or travelers themselves. The FMR mainly collects information on the number of travelers and the destinations of their means of transport. Hence, it allows to estimate the volume of

movements and the routes used. Data from FMR is presented on the first page of this report.

The **FMS** allows to collect more in-depth data through interviews with a sample of travelers in order to better understand their profiles. Data from the FMS is presented on pages 2 and 3.

LIMITS : The flows observed through the FMPs do not represent all the flows that took place between the MAPAP and the provinces. Indeed, several other flows were certainly not observed because they did not pass through the targeted FMPs or because they took place outside of working hours. Furthermore, armed attacks sometimes do not allow DTM teams to deploy for data collection.

Location of bus stations where data collections are carried out