

# HAITI

## Impact of insecurity on population's movement from the capital to provinces

Results from populations' flow monitoring and individual surveys

Report #2 (08 – 14 March 2024)

### KEY FIGURES



Data collection period :

**8 – 14 march 2024**



**16,947** persons left the MAPAP during the data collection period



**60%** of flows were heading towards the Grand Sud (South, Grande'Anse, South-East and Nippes)



**83%** people left the MAPAP because of violence and insecurity



**76%** were already internally displaced before leaving the MAPAP

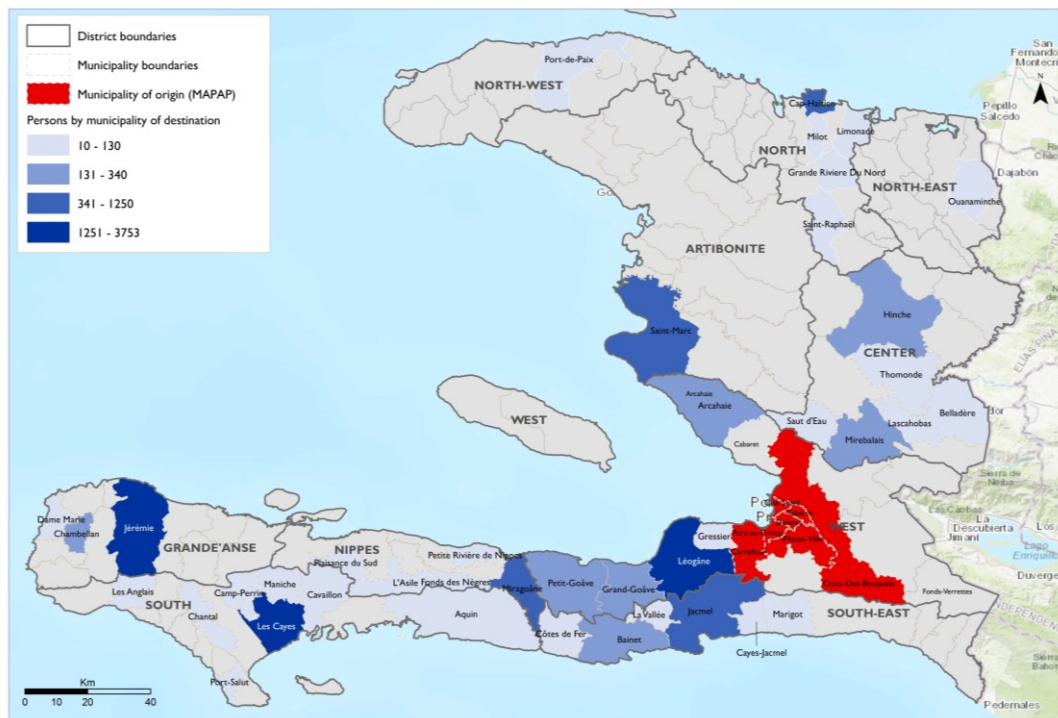


**96%** intend to stay in provinces in Haiti; **3%** to go to the Dominican Republic and **less than 1%** to the United States and Brazil

### 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, attacks and generalized insecurity are pushing more and more people to leave the capital to find refuge in provinces, taking the risks of passing through gangs-controlled routes. In order to monitor these movements towards provinces and inform appropriate response strategies, DTM has launched data collection at several of the most used bus stations in the capital (see page 5 for more details on the methodology). Since the start of this activity, on 8 March, until 14 March, this activity allowed to observe the movements of 16,947 people leaving the MAPAP (see pages 3 and 4 for more details on the profile of these people ). The majority of them (60%) 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](#)).

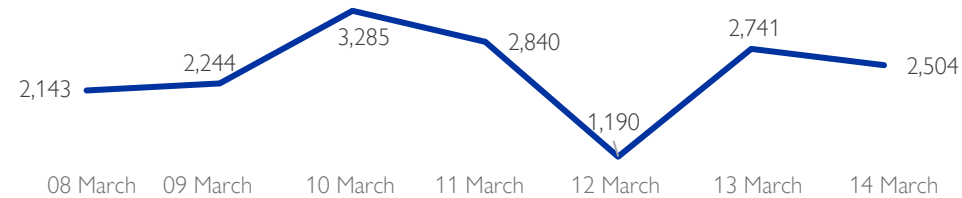
### Destinations of buses, cars and trucks observed



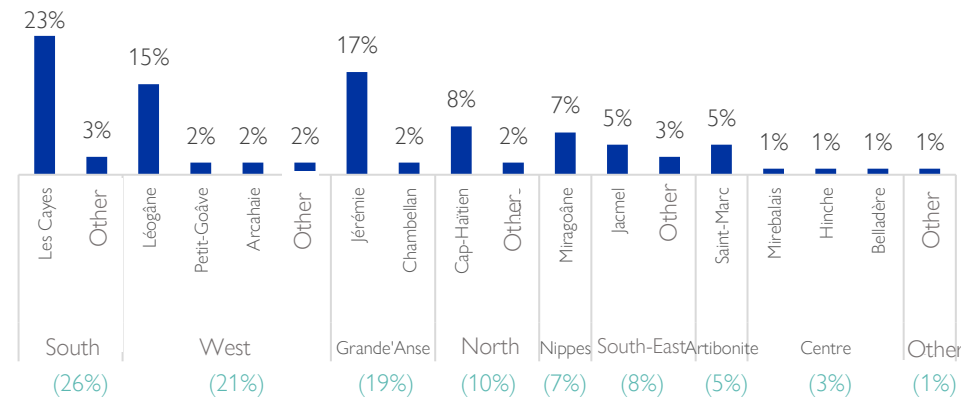
### Key results on observed flows

- 15** bus stations where data collections are carried out
- 16,947** left the MAPAP between 08 and 14 March 2024
- 93%** of movements were made by bus, 4% by car and 3% by truck.

### Dates of movements (# of persons)

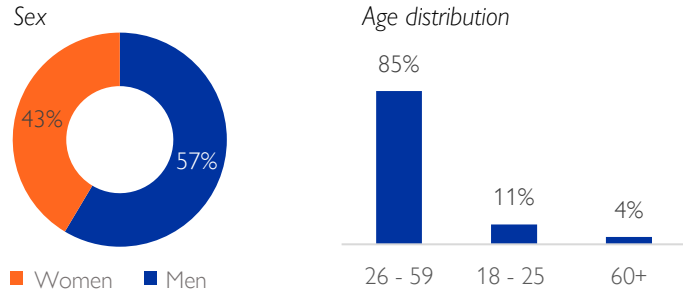


### Destinations of buses, cars and trucks observed (% of persons)

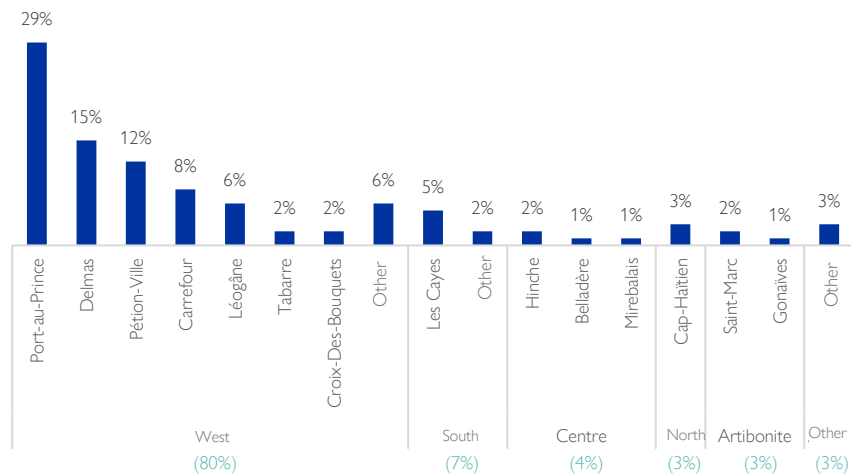


### 1,351 surveyed travelers

#### 1. Age and Sex of respondents to individual interviews



#### 3. Places of usual residence

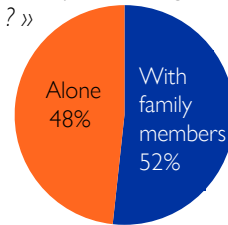


More than half (52%) of the people interviewed leaving the MAPAP were traveling with families and were in majority heads of their families. Children represented a bit more than half (51%) of members of these families.

Neighborhoods located in the MAPAP, particularly in the municipalities of Port-au-Prince (29%), Delmas (15%), Pétion-Ville (12%) and Carrefour (8%), were the usual residence of the majority of these people. A large part of them (76%) were already internally displaced for reasons related to violence and insecurity and 51% of them have already been forcibly displaced more than once. Among people who have been displaced, 73% took refuge with their relatives and 27% in sites, before deciding to leave the MAPAP.

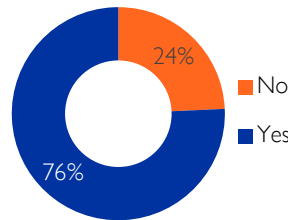
#### 2. Family movements

« Are you traveling alone or with family ? »

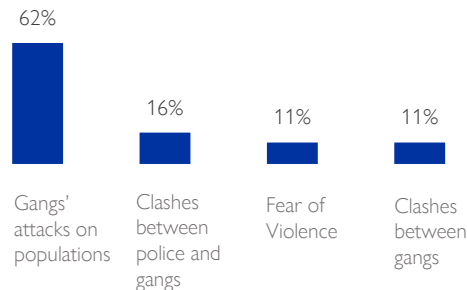


#### 4. Displacement history

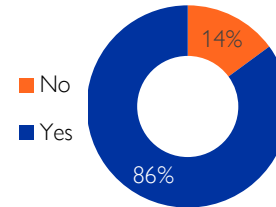
« Have you ever been forced to flee your home ? »



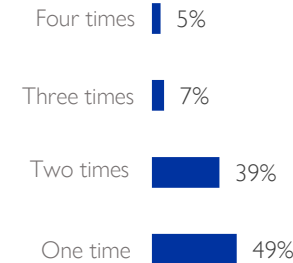
« If yes, why did you flee your home? »



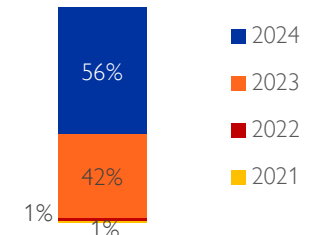
« If with family, are you the head of the family ? »



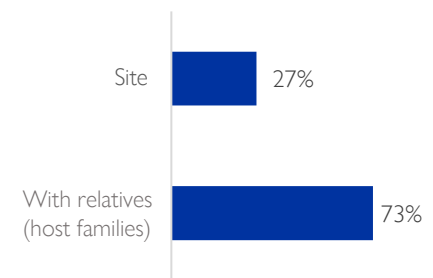
« If yes, how many times? »



« If yes, when did you first flee your home?? »

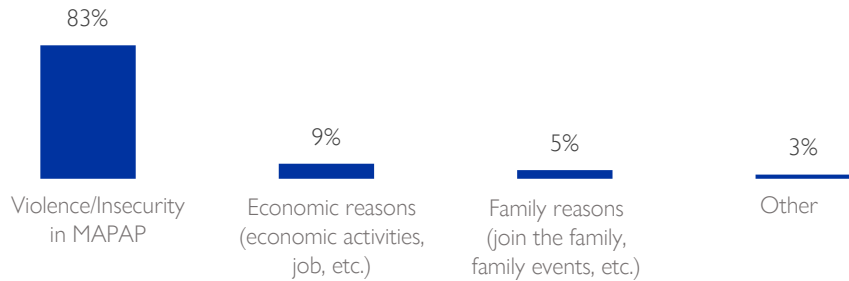


« If yes, did you take refuge with relatives or in a site? »

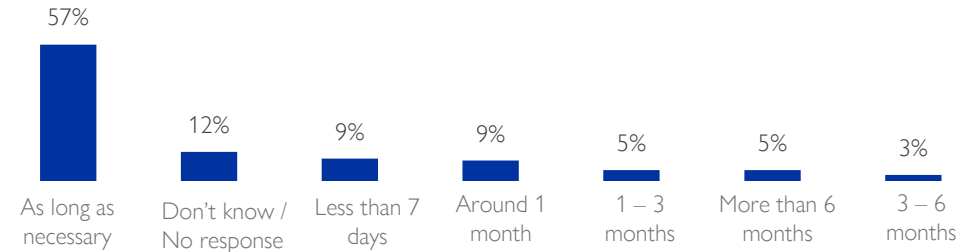


## 5. Future intentions

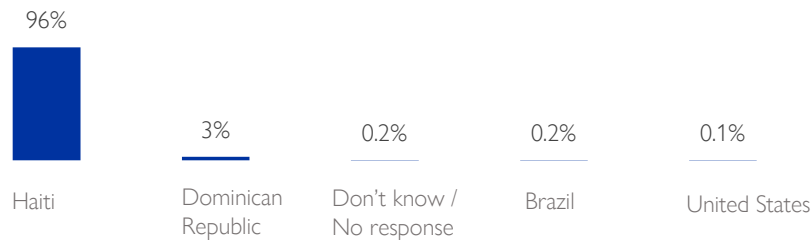
« Why did you decide to leave the MAPAP ? »



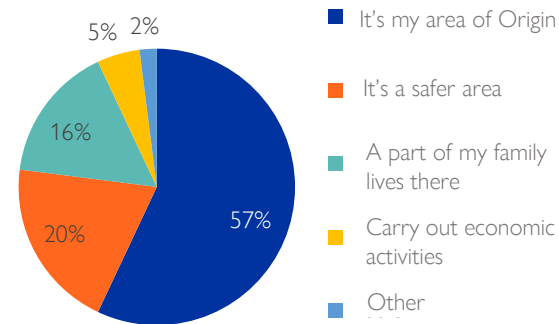
« How long do you plan to spend outside the MAPAP ? »



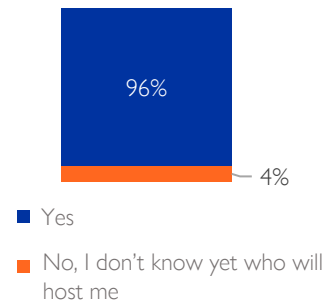
« What is your final intended destination ? »



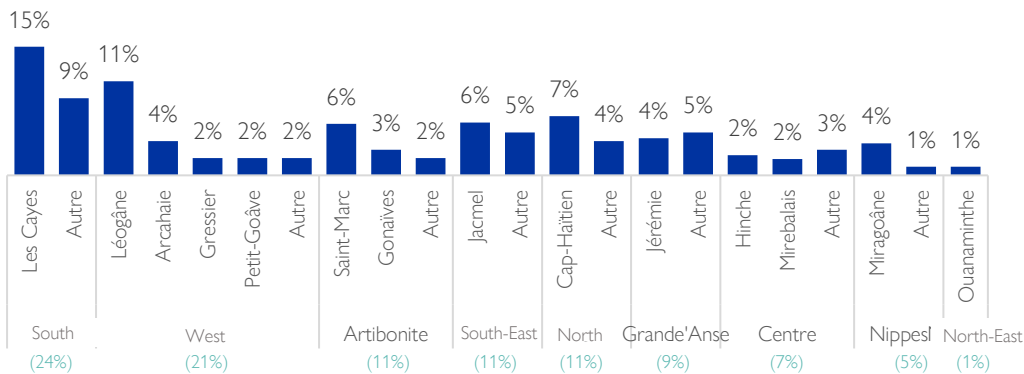
« Why did you choose your destination ? »



« Do you have relatives who will host you at your destination ? »



« If Haiti, what is your destination municipality ? »



Most people (83%) indicated that they are leaving the MAPAP because of violence and 57% indicated that they will stay outside the MAPAP as long as necessary.

Areas located in Haiti were the intended final destinations of 96% of people, notably in the South department (24%; especially in the city of Cayes) and rural areas of the West department located in the outskirts of the MAPAP (21%; especially Léogâne). Almost 6 on 10 persons (57%) indicated that they chose their destination because it was their area of origin. Furthermore, 96% indicated that they had a family who would host them while 4% traveled without knowing who would host them at their destination.

On the other hand, the Dominican Republic was the intended final destination of 3% of people.

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

