

HAITI

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

Results from populations' flow monitoring and individual surveys

Report #4 (08 – 27 March 2024)

KEY FIGURES



Data collection period :

8 – 27 March 2024



53,125 persons left the MAPAP during the data collection period



61% 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



68% were already internally displaced before leaving the MAPAP



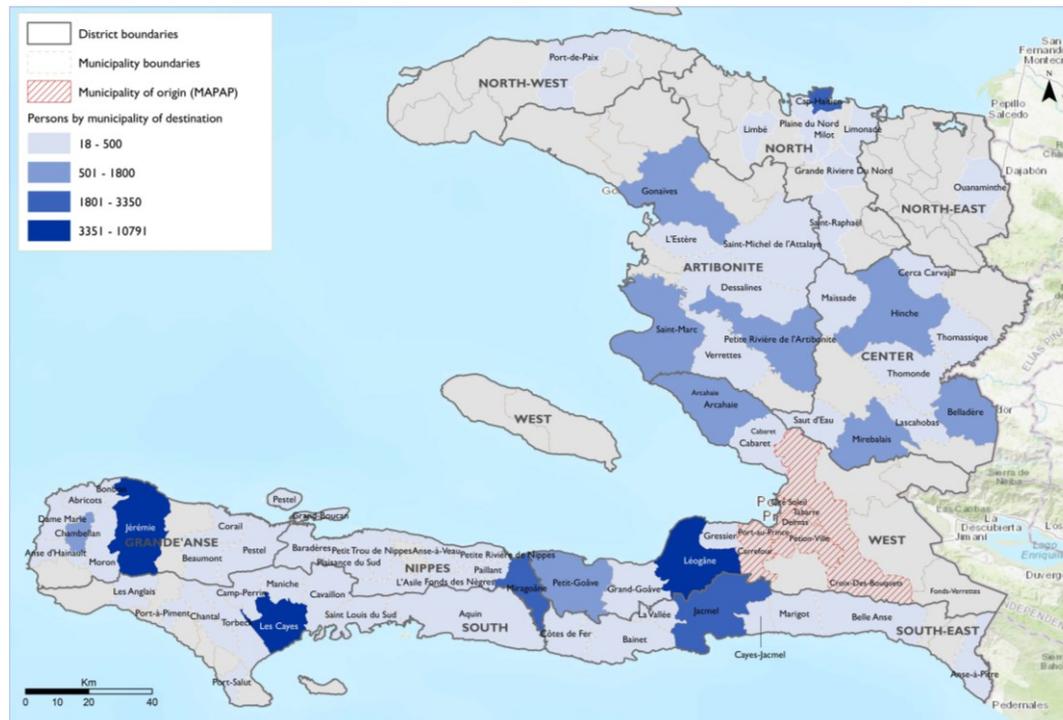
96% intend to stay in provinces in Haiti; **3%** to go to the Dominican Republic and **less than 1%** to the United States and Brazil

Context

In recent weeks, armed attacks have intensified in the Metropolitan Area of Port-Au-Prince (MAPAP), the capital of Haiti. 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 27 March, this activity allowed to observe the movements of 53,125 people leaving the MAPAP (see pages 3 and 4 for more details on the profile of these people). The majority of them (61%) 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](#)).

It should be emphasized that provinces do not have sufficient infrastructures and host communities do not have sufficient resources that can enable them to cope with these massive displacement flows coming from the capital.

Destinations of buses, cars and trucks observed



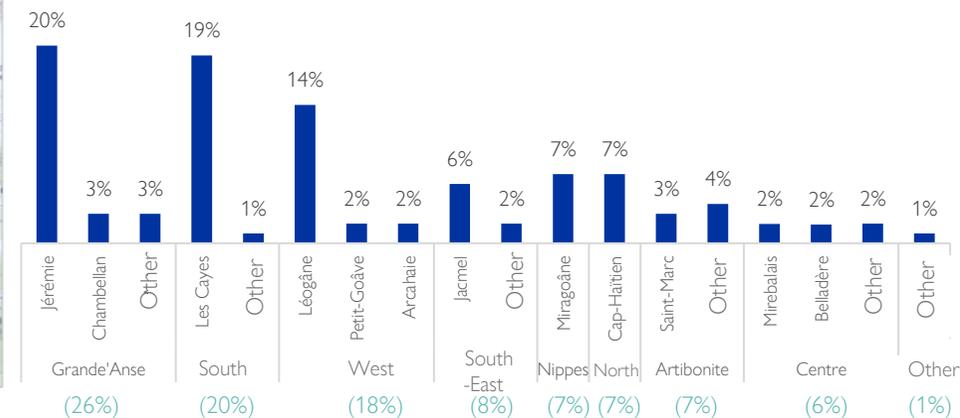
Key results on observed flows

- 15** bus stations where data collections are carried out
- 53,125** left the MAPAP between 08 and 27 March 2024
- 91%** of movements were made by bus, 7% by car and 2% by truck.

Dates of movements (# of persons observed from 08 to 27 March 2024)

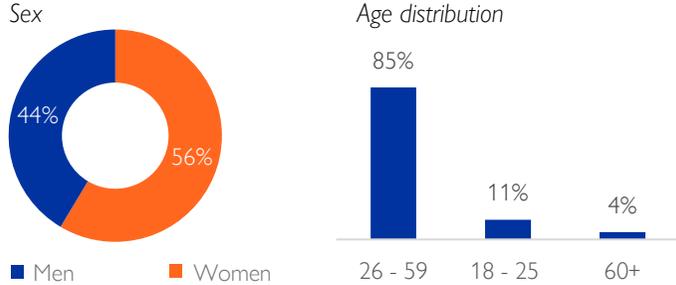


Destinations of buses, cars and trucks observed (% of persons)



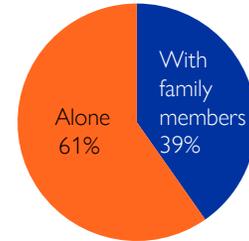
6,983 surveyed travelers

1. Age and Sex of respondents to individual interviews

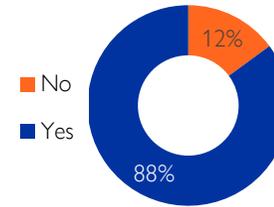


2. Family movements

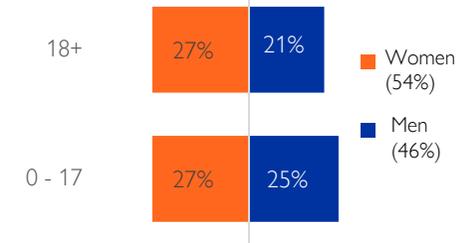
« Are you traveling alone or with family ? »



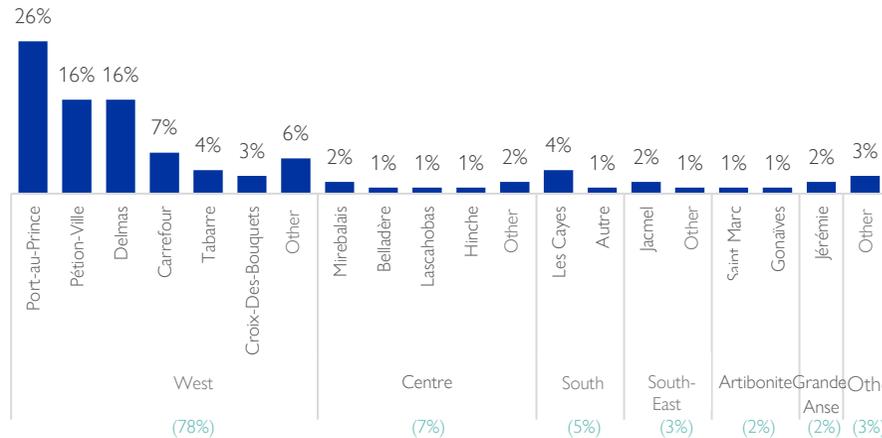
« If with family, are you the head of the family ? »



Ages groups of family members traveling together

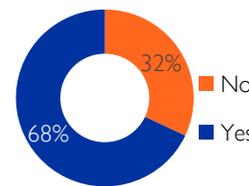


3. Places of usual residence

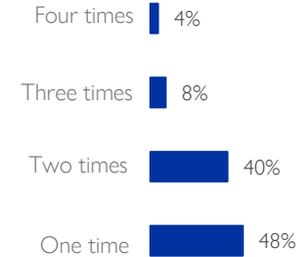


4. Displacement history

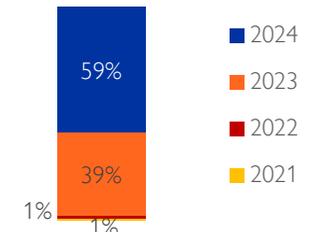
« Have you ever been forced to flee your home ? »



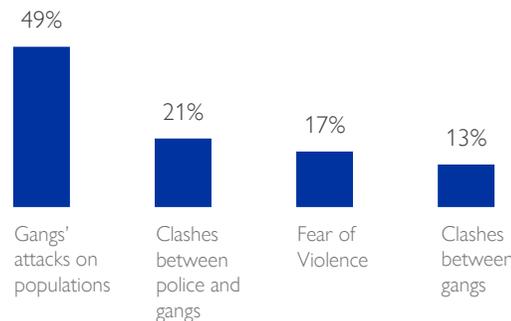
« If yes, how many times ? »



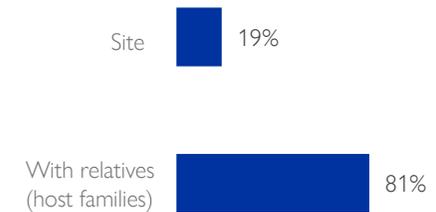
« If yes, when did you first flee your home?? »



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



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

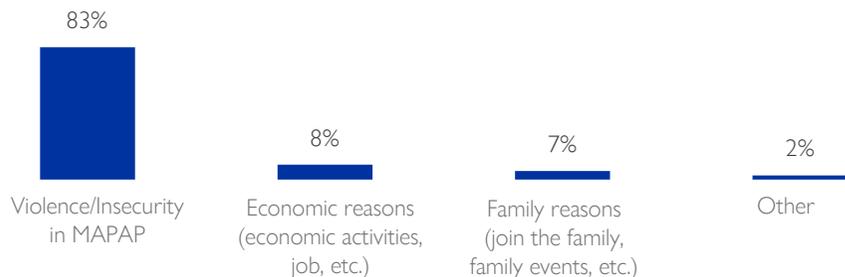


Among interviewed people leaving the MAPAP, nearly 4 in 10 were traveling with families and were in majority heads of their families. Children represented a bit more than half (52%) of members of these families.

Neighborhoods located in the MAPAP, particularly in the municipalities of Port-au-Prince (26%), Delmas (16%), Pétion-Ville (16%) and Carrefour (7%), were the usual residence of the majority of these people. A large part of them (68%) were already internally displaced for reasons related to violence and insecurity and half of them had already been forcibly displaced more than once. Among people who have been displaced, 81% took refuge with their relatives and 19% in sites, before deciding to leave the MAPAP.

5. Future intentions

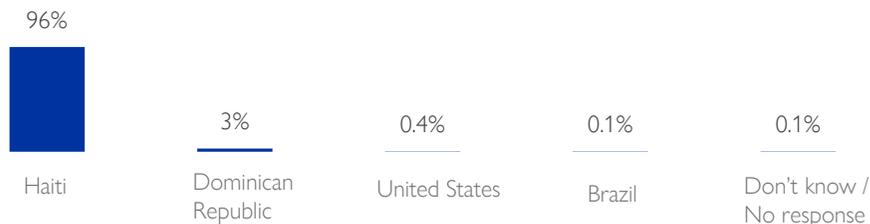
« Why did you decide to leave the MAPAP ? »



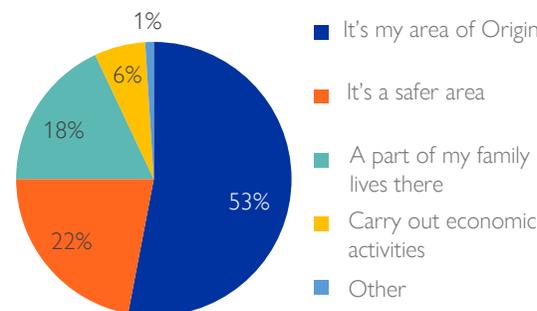
« How long do you plan to spend outside the MAPAP ? »



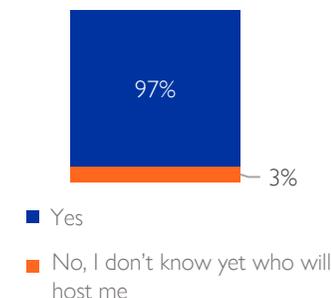
« What is your final intended destination ? »



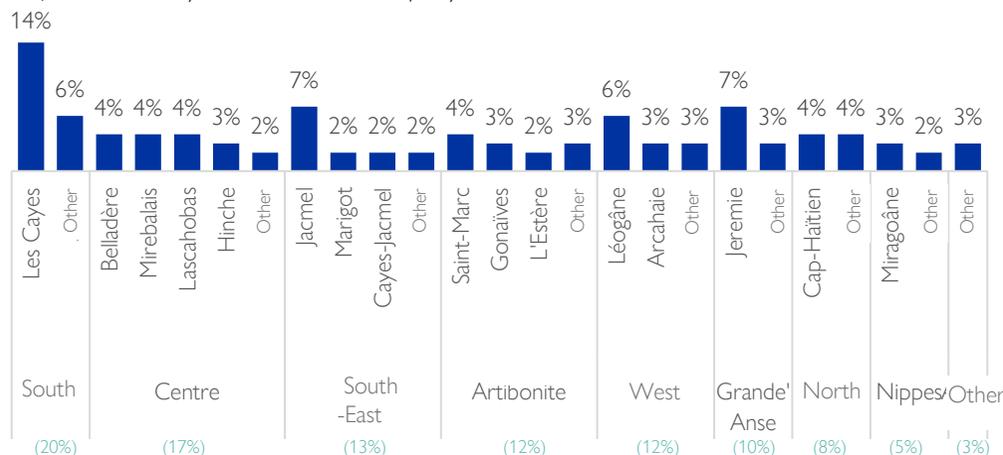
« Why did you choose your destination ? »



« 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 59% 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 (20%; especially in the city of Cayes), Centre (notably Belladère, Mirebalais and Lascahobas), South-East (mainly the town of Jacmel) and Artibonite. More than half persons (53%) indicated that they chose their destination because they are originally from there. Furthermore, 97% mentioned having a family who would host them in their intended final destination while 3% did not have one.

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

The following citation is required when using the data and information included in this report: "International Organization for Migration (IOM), April 2024. Impact of insecurity on movements of people from the capital to provinces #4. IOM Haiti. For more information on terms and conditions for DTM reports and information products, please see: <https://dtm.iom.int/terms-and-conditions>

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 page 2 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 3 and 4.

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

