

HAITI

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

Results from populations' flow monitoring and individual surveys

Report #5 (08 March – 09 April 2024)

KEY FIGURES



Data collection period :

8 March – 09 April 2024



94,821 persons left the MAPAP during the data collection period



58% of flows were heading towards the Grand Sud (South, Grande'Anse, South-East and Nippes)



78% people left the MAPAP because of violence and insecurity



63% were already internally displaced before leaving the MAPAP



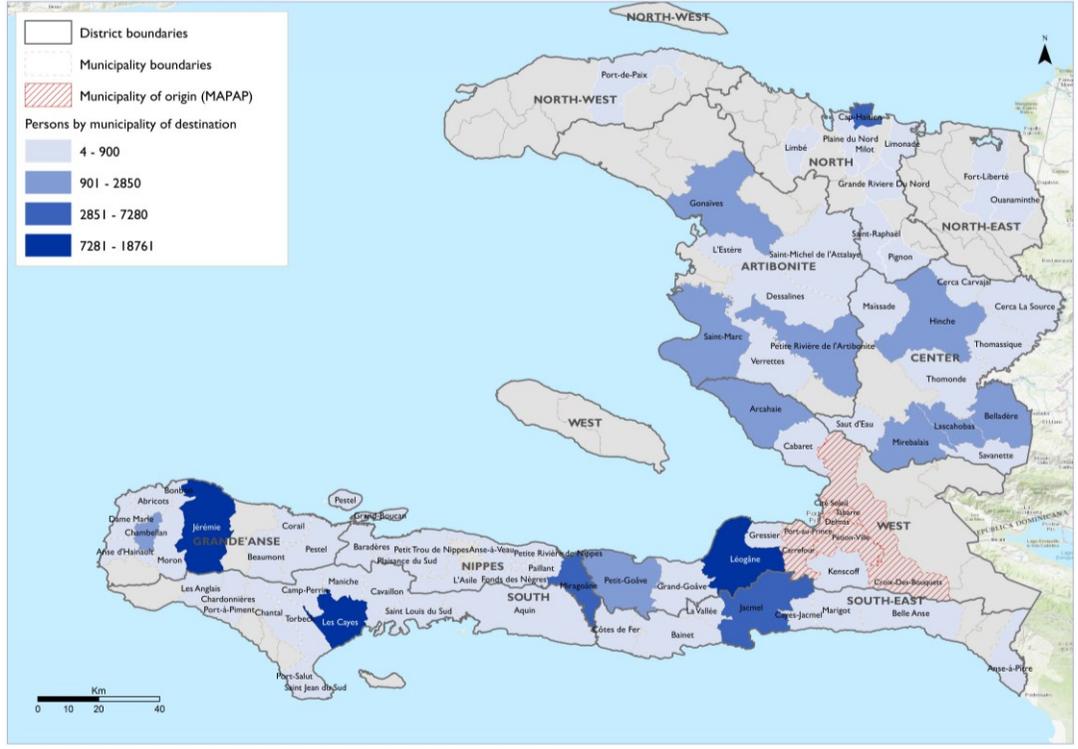
97% intend to stay in provinces in Haiti; **2%** to go to the Dominican Republic and **1%** to the United States

Context

Since end of February 2024, the security situation has deteriorated in the Metropolitan Area of Port-Au-Prince (MAPAP), the capital of Haiti. In addition to creating displacement within the MAPAP, 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). In one month of implementation of this activity (since 8 March), movements of 94,821 people leaving the MAPAP have been observed (see pages 3 and 4 for more details on their profile). The majority of them (58%) 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](#)). Half of flows headed towards 3 main destination municipalities: Jérémie (in Grande'Anse), Les Cayes (South) and Léogâne (West).

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.

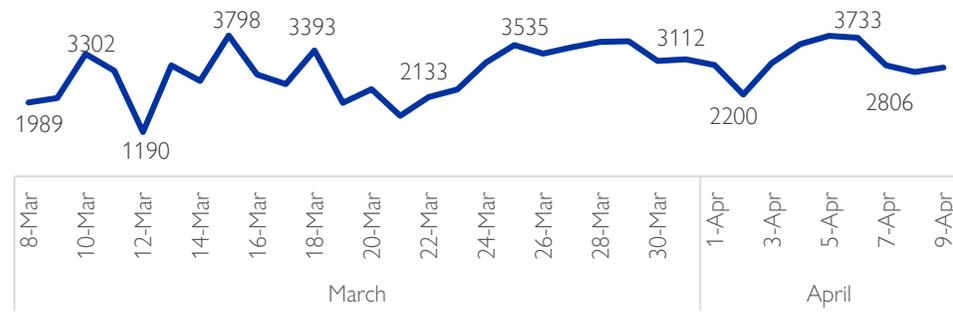
Destinations of observed vehicles



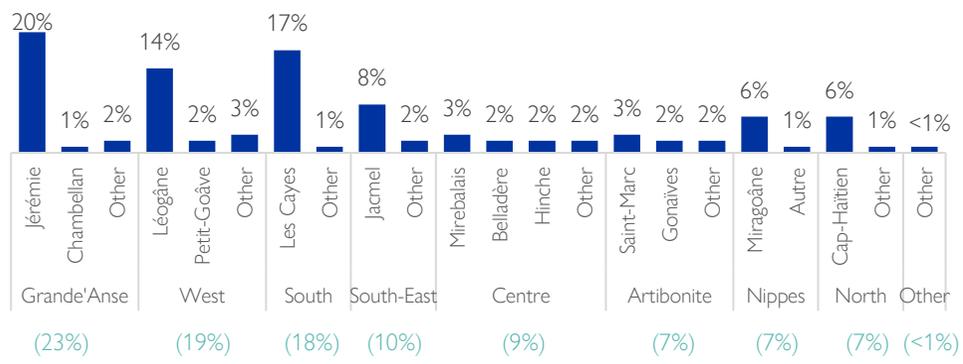
Key results on observed flows

- 15** bus stations where data collections are carried out
- 94,821** left the MAPAP between 08 March and 09 April 2024
- 90%** of movements were made by bus, **7%** by car and **3%** by truck.

Dates of movements (# of persons observed from 08 March to 09 April 2024)

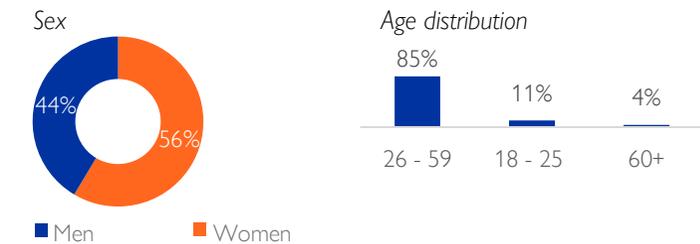


Destinations of observed vehicles (% of persons)

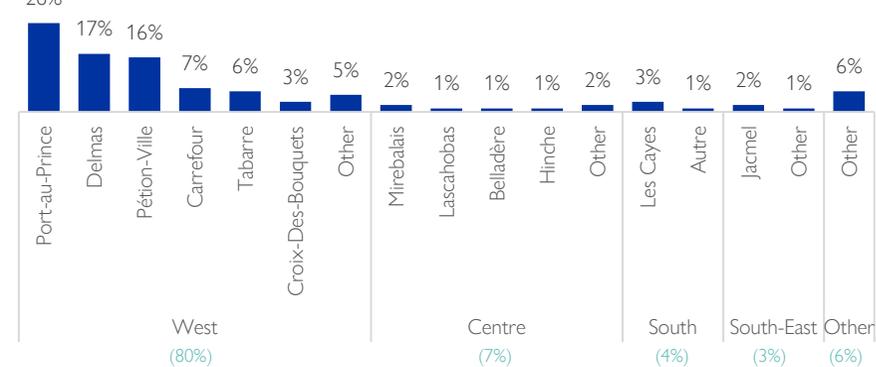


13,307 surveyed travelers

1. Age and Sex of respondents to individual interviews



3. Places of usual residence

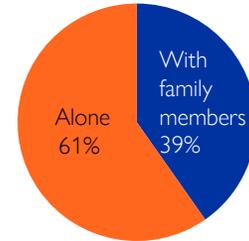


Among interviewed people leaving the MAPAP, nearly 4 in 10 were traveling with families and were in majority heads of their families. Neighborhoods located in the MAPAP, particularly in the municipalities of Port-au-Prince (26%), Delmas (17%), Pétion-Ville (16%) and Carrefour (7%), were the usual residence of the majority of these people. The majority of them (63%), were already internally displaced for reasons related to violence and insecurity. Among people who have been displaced, 82% took refuge with their relatives and 18% in sites, before deciding to leave the MAPAP.

It should be noted that at the beginning of March, when the security situation worsened, people who were already internally displaced (IDPs) were the first to begin leaving the capital. Over time, more and more people who were not IDPs are also leaving: as of 10 March, 86% of people leaving the MAPAP were IDPs. One month later, this percentage dropped to 60%, while almost 40% were those who had never fled their residence and who decide to leave it and seek refuge in provinces. This further describes the deterioration of the situation in the capital, given that leaving the capital could be a relatively quicker decision to make for a person who was already displaced than for someone who was still in their residence and decides to leave it for seek refuge in provinces.

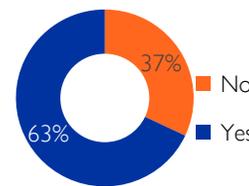
2. Family movements

« Are you traveling alone or with family ? »

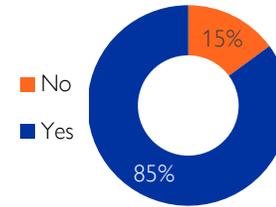


4. Displacement history

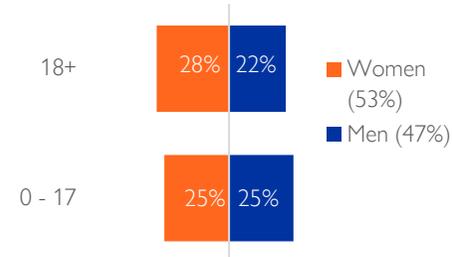
« Have you ever been forced to flee your home ? »



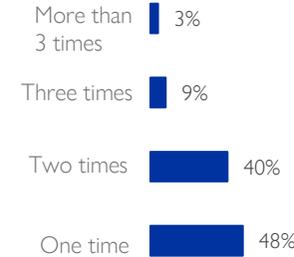
« If with family, are you the head of the family ? »



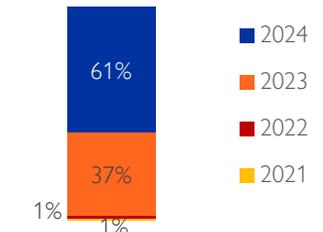
Ages groups of family members traveling together



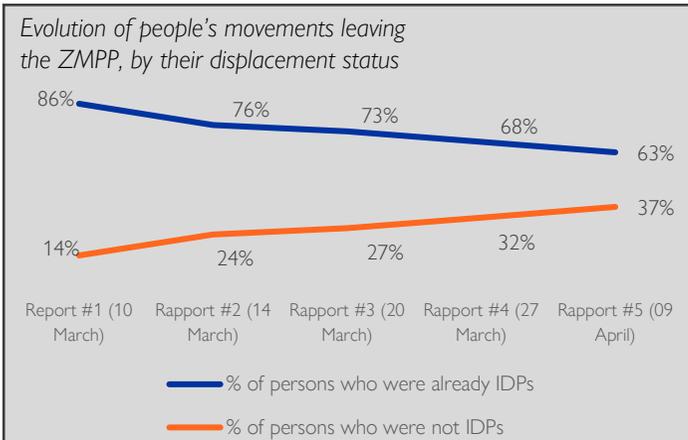
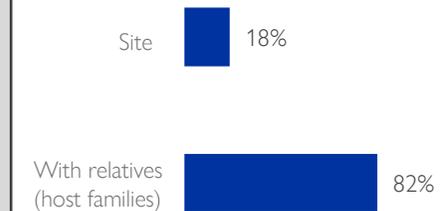
« If yes, how many times ? »



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

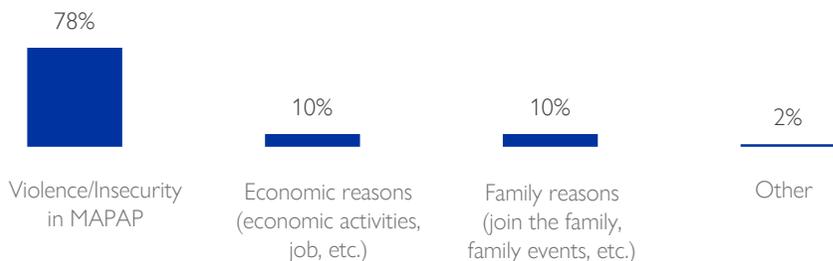


« If yes, did you take refuge with relatives or in a site? »



5. Future intentions

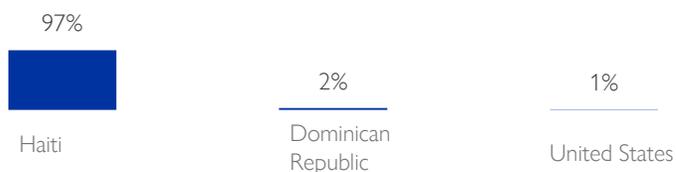
« Why did you decide to leave the MAPAP ? »



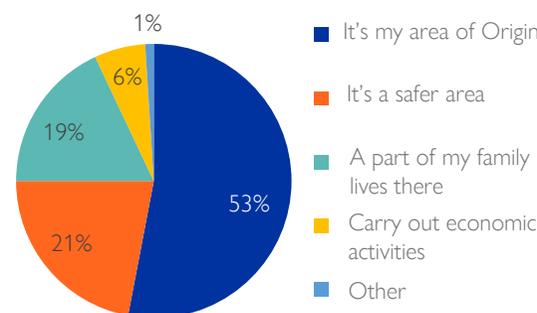
« How long do you plan to spend outside the MAPAP ? »
(only for people who left the ZMPP due to violence/insecurity)



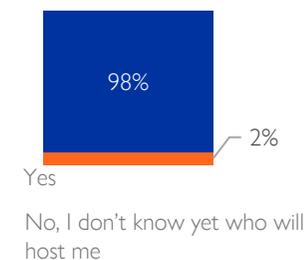
« What is your final intended destination? » (only for people who left the ZMPP due to violence/insecurity)



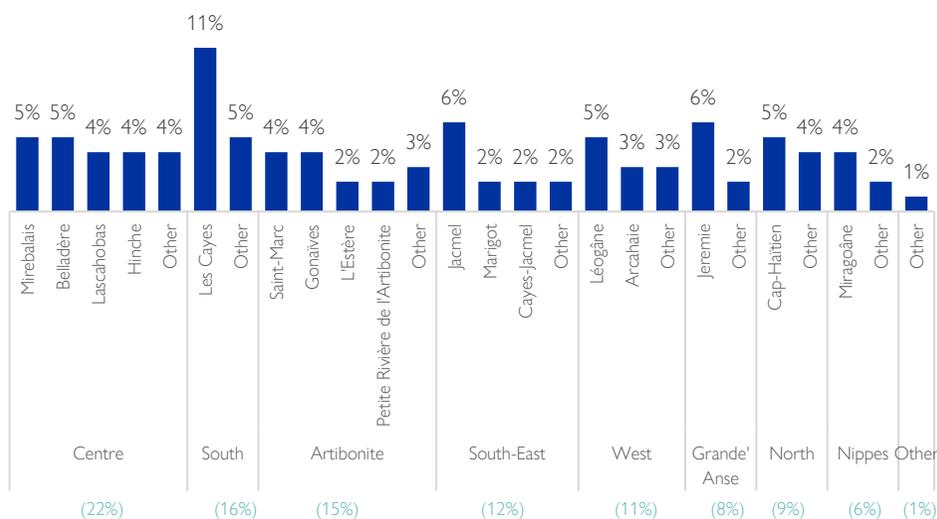
« Why did you choose your destination ? » (only for people who left the ZMPP due to violence/insecurity)



« Do you have relatives who will host you at your destination ? »
(only for people who left the ZMPP due to violence/insecurity)



« If Haiti, what is your intended final destination municipality? »



Most people (78%) indicated that they are leaving the MAPAP because of violence and 66% indicated that they will stay outside the MAPAP as long as necessary.

Areas located in Haiti were the intended final destinations of 97% of people, mainly in Centre (22%; notably in Belladère, Mirebalais and Lascahobas), the South department (16%; especially in the city of Cayes), Artibonite and South-East.

More than half persons (53%) indicated that they chose their intended final destination because they are originally from there. Furthermore, 98% 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 2% 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 vehicles. 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

