

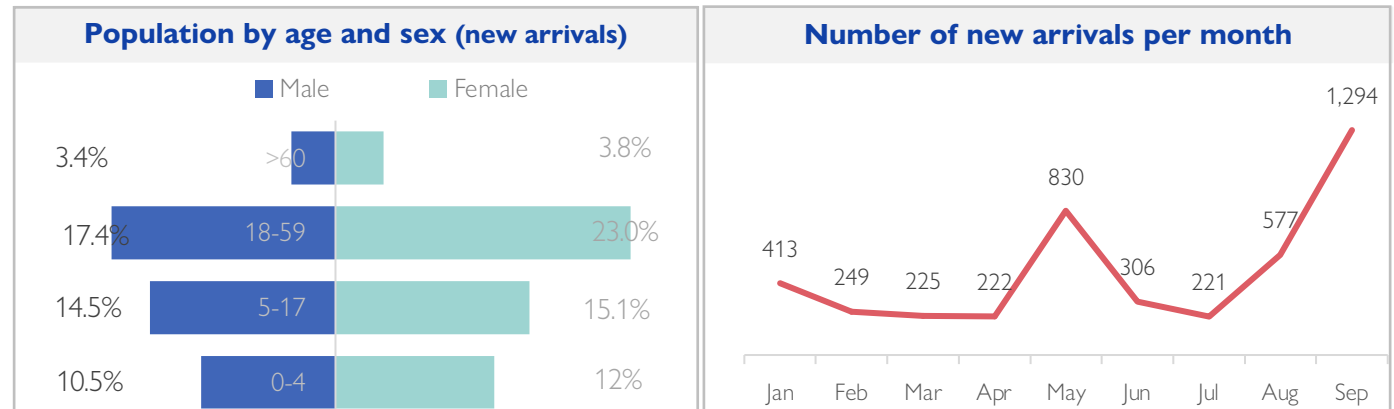
Since mid-June 2020, people in South Sudan have been affected by flooding in areas along the White Nile. As numbers increased, a temporary site for flood displaced population was set up in Mangala river port and Bor/Juba bus station, where the first group of IDPs arrived on 3 August 2020, and data have been collected since. According to the World Food Programme (WFP), 17,952 individuals/4,911 households were registered in Mangala as of 31 May 2021 (CES-ICCG).

DTM continued with implementation of the Rapid Flow Monitoring tool which supplies partners with the number of new arrivals and a basic profile of populations arriving and leaving the site, including areas of departure and intended destinations. Between 2 January and 30 September 2021, DTM surveyed 831 groups representing 4,414 individuals, 4,337 of which were new arrivals. The monthly average of new arrival is 380 individuals. **September present an increased of arrivals at the port compared to the previous months (1,294).**

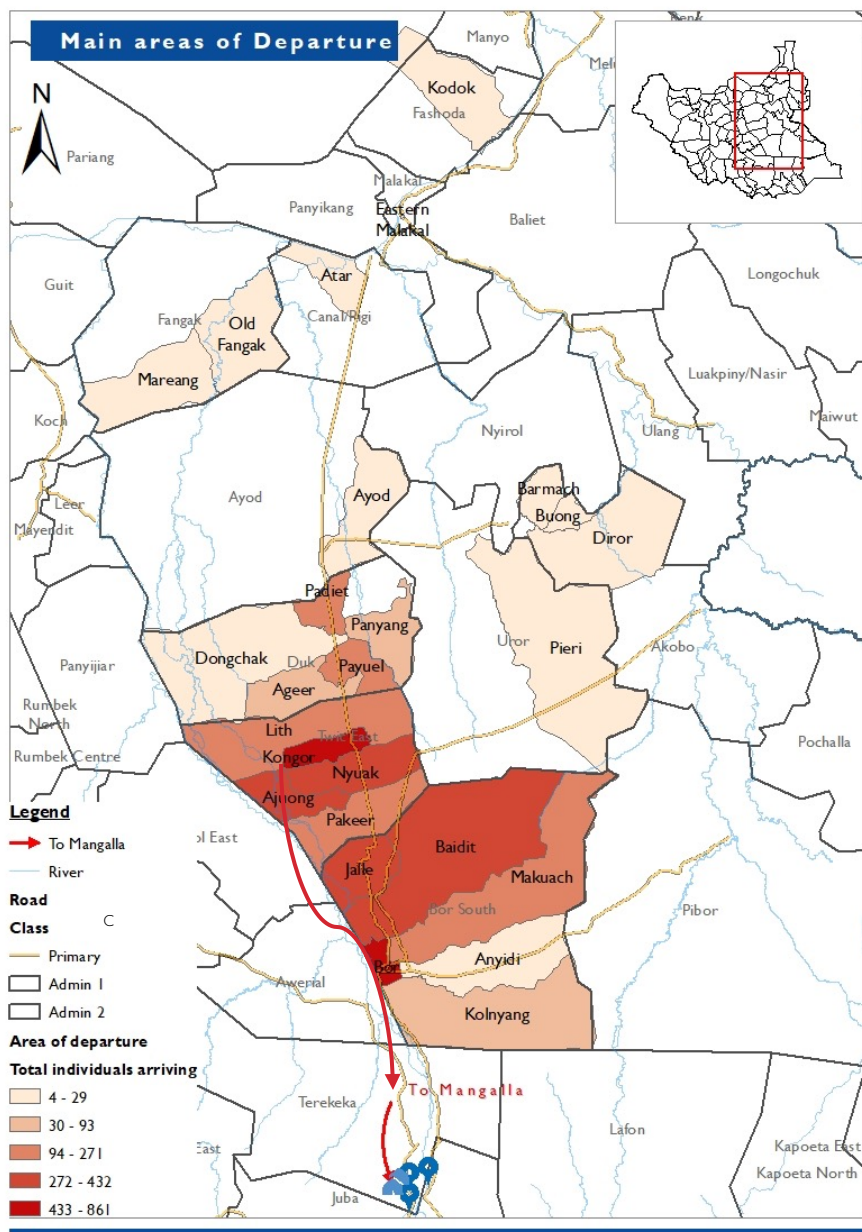
Approximately 53 per cent of the arrivals were children whilst 47 per cent were adults. More than half of the arrivals were female (54%) while forty six percent were male. Around 23 per cent of the arrivals were under the age of five years.

No major difficulties along the way were reported from Jonglei to Mangala as of this reporting period.

Despite underlying conflict dynamics between communities in the area, most of the arrivals (95.16%) indicated that they anticipated remaining in Mangala for more than three months.



<sup>1</sup> Percentages may not add up to 100% as a result of rounding error.



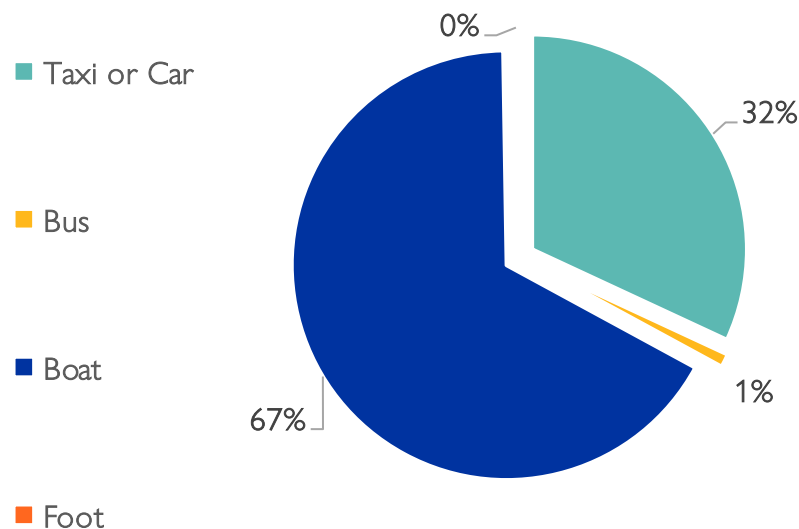
The vast majority (99.8%) of IDPs indicated flooding as the main reason of their displacement.

Nearly half of the interviewed new arrivals started their journey in Twic East (49%) followed by Bor South (37%) with twelve percent arriving from Duk (see the map with main areas of departure) and fourteen per cent arriving from other locations in Jonglei.

Most of new arrivals reported having made a transit stop to Twic East County during their journey to Mangala.

Boats were the major mode of transportation used by 67 per cent of IDPs whilst the other 32 per cent used taxis or private cars and 1 per cent used buses.

**Means of transport (new arrivals)**



## Context Analysis

Mangala Payam is a disputed area that lies around 75 kilometers from Juba where 93 per cent of the IDPs from Bor South, Twic East and Duk Counties had fled there since August 2020 on account of flooding in Jonglei State. Others from Jonglei State who had initially sought refuge in Shirkat, just outside of Juba have, likewise, moved there, with the government designating it as a settlement for IDPs at the end of September 2020. Although not confirmed through IOM flow monitoring, there continues to be a number of anecdotal reports of additional population movements to the area that are economically motivated. The displacement and movement into Mangala have exacerbated pre-existing tensions in the area. As previous IOM DTM analysis has pointed out, “[t]here are longstanding tensions between Mundari, Bari and Dinka communities that intersect in areas north of Juba” that has “led to several outbreaks of violence in recent years.”[1] In May 2016, tensions between Mundari and Bari groups boiled over, leading to deaths and localized displacement.[2] Early 2017 was also characterized by a rise in road-side ambushes along the Juba / Bor road passing through Mangala, culminating in the killing of six aid workers in March of that same year.[3] Last year, in July 2020 fighting again erupted between Mundari and Bari groups over Mangala, resulting in renewed displacement. These tensions should be understood in the context of South Sudan’s long history of conflict over administrative authority, as well as land and boundaries where underlying conflicts are compounded by perceptions of land grabbing.

## Protection Analysis

The data collected shows a gradual increase in the number of arrivals at Mangala in May and September 2021, this is due to heavy onset of rains in May and recent flooding in many parts of Jonglei, Unity and Upper Nile state.

During the reporting period, there were no reports from the arrivals of protection incidents along the way from areas of departure to Mangala. However, the arrivals and the rest of the IDPs at Mangala are faced with several protection risks due to the absence of humanitarian partners on ground to address the concerns that they have. During a recent visit to the site by the IOM DTM team, the IDPs lamented on the scarcity of humanitarian partners on ground. Bearing this in mind it is crucial for an in-depth protection needs assessment to be conducted to ascertain the needs of the IDPs and the risks that they are facing.

<sup>1,2,3</sup> Source: [IOM DTM Terekeka Assessment, June 2017](#)