

## Orientation Guide: Humanitarian Transportation Chapter of the Refugees and Migrants Needs Assessment (RMNA) for 2023/24

This document is the result of the work meetings of the Regional Humanitarian Transportation Sector during the month of May and June 2022, which include the participation of regional, subregional, and national co-leaders of the sector. As well as bilateral meetings between the regional sector and the national sectors together with their information manager officers, and the Regional Information Management team.

### Joint Needs Assessment (JNA<sup>1</sup>)

These key questions are identified to understand the situation of the particular needs of the refugee and migrant population from Venezuela regarding transportation in the country. It is considered relevant to obtain this information both from the Joint Needs Assessments or in their absence from Secondary Data Review.

HUMAN MOBILITY		
How did you and most of the members of your household enter to (country)?	<ul style="list-style-type: none"> <li>- Through an official border crossing (Regular)</li> <li>- Through unofficial steps, such as trails (Irregular)</li> <li>- Does not know</li> <li>- Not answering</li> </ul>	Source: MSNA - Colombia
Means of transport by which you got to where you are today?	<ul style="list-style-type: none"> <li>- Walking</li> <li>- private vehicle</li> <li>- Cab</li> <li>- Motorcycle</li> <li>- Bus / Micro (or other public transport vehicles)</li> <li>- Hitchhiking / Ride / Queue</li> <li>- Airplane</li> <li>- Boat (includes canoe, motorboat...)</li> <li>- Do not know /Not answering</li> <li>- Other, specify</li> </ul>	Source: Adaptation of the MSNA – Colombia, and National DTM
In the next month, do you or any member of your household intend to move from where you are now?	<ul style="list-style-type: none"> <li>- Yes, return to Venezuela</li> <li>- Yes, go to another country</li> <li>- Yes, we are going to change departments to the interior of the country</li> <li>- Yes, we are going to change the municipality to the interior of the department</li> <li>- Yes, we are going to move from the neighborhood to the interior of this city</li> </ul>	Source: Adaptation of MSNA - Colombia

<sup>1</sup>JNA, for its acronym in English, Joint Needs Assessment.

	<ul style="list-style-type: none"> <li>- Nope</li> <li>- Don't know / Not answering</li> </ul>	
<b>ACCESS TO TRANSPORTATION</b>		
<b>Do you have enough resources to make the trip to where you are going?</b>	<ul style="list-style-type: none"> <li>- Yes</li> <li>- Nope</li> <li>- Do not know/ Not answering</li> </ul>	Source: MSNA – Colombia 2021
<b>What is the main reason you cannot access transportation?</b>	<ul style="list-style-type: none"> <li>- Lack of financial resources</li> <li>- Not having the required documentation</li> <li>- Ignorance of the forms of use of transport systems</li> <li>- Other; specify</li> <li>- Do not know/ Not answering</li> </ul>	Source: Adaptation of the Transit and Pendularity Form – GIFMM Colombia
*Link to questions from the Protection Sector about current documentation		
<b>RISKS ON THE ROUTE</b>		
<b>Before arriving to <b>country</b>, did you receive any kind of information about the route to follow to get there?</b>	<ul style="list-style-type: none"> <li>- Yes</li> <li>- Nope</li> <li>- Do not know/ Not answering</li> </ul>	Source: National DTM Adaptation
<b>What were the three main difficulties that you or any member of your household encountered during your trip?</b>	<ul style="list-style-type: none"> <li>- Health problems</li> <li>- Arrests / Detentions</li> <li>- Lack of security on the route (including traffic accidents, assaults, robberies, or others)</li> <li>- Lack of place to sleep</li> <li>- Lack of transportation</li> <li>- Lack of food and/or water</li> <li>- Lack of information</li> <li>- lack of livelihood</li> <li>- Inclement weather</li> <li>- Do not know/ Not answering</li> <li>- Others (specify)</li> </ul>	Source: National DTM Adaptation
*Link to questions from the Protection Subsectors (GBV, Human Trafficking and Smuggling, and Child Protection) about the risks and coping mechanisms on the migratory route		

All questions are reference questions and must be contextualized to each country, particularly those with predefined answers.

It is recommended to coordinate the questions with those included by the Protection sector and the Human Trafficking and Smuggling subsector, in particular about the current documentation of the people and the coping mechanisms of the route (for example, the use of guides/smugglers, commonly called *Coyotes*). Also, with the WASH and Shelter Sectors to understand the needs for hygiene and/or household/individual items that are required along the route, especially for migrants in transit and/or walkers.

## Narrative National/Subregional Humanitarian Transportation Chapters of the RMNA

It is suggested in the narrative of the chapter to take into account the following aspects regarding humanitarian transportation that the refugee and migrant population faces, contemplating the journeys on the route and once they reach their destination. This will allow

a simpler regional reading, as well as a harmonic one, which helps the comparison between countries by having narratives with similar themes, however, adapted to each context.

- Identify needs by macro population group: with a vocation for permanence (destination) and in transit.
  - Include the specifics for vulnerability profiles, if any.
- Mention separately the different work areas of the sector, focusing on the needs linked to the macro population groups.
  - Border-to-border transportation;
  - Internal transportation;
  - Daily transportation (local);
  - Access to information about/on the route.
- Try to reflect the findings linked to the previous section of the document: “Joint Needs Assessment (JNA)”
  - Movement intentions
  - Type of transport used
  - Ability to access transportation (Livelihoods)
  - Risks faced on the route
  - Protection mainstreaming

## Calculation of the PIN<sup>2</sup>

It is suggested that for the calculation of the PiN the sectors consider the Venezuelan refugee and migrant population under the following conditions:

OVERALL CONDITION	EXAMPLES
Refugees and migrants without the means to access transportation	<ul style="list-style-type: none"> <li>- <i>Caminantes</i></li> <li>- Refugees and migrants making use of guides (coyotes) during the migratory route</li> <li>- Travel groups (first degree of consanguinity) without sufficient resources</li> </ul>
Refugees and migrants with specific vulnerability profiles	<ul style="list-style-type: none"> <li>- Population with disability</li> <li>- Women head of household</li> <li>- unaccompanied children</li> <li>- Older adults</li> <li>- Pregnant/lactating women</li> </ul>
Refugees and migrants in processes of social and/or economic integration	<ul style="list-style-type: none"> <li>- Welcome operation (Brazil)</li> <li>- Temporary Statute of Protection for Venezuelans (ETPV) (Colombia)</li> <li>- Temporary Residence of Exception for Venezuelan Citizens (VIRTE) (Ecuador)</li> </ul>

The calculation of the PiN is the responsibility of the sectors at the national and/or subregional level, but coordination is requested from the regional level for consistency of data between bordering countries. In particular, with regard to people in transit.

<sup>2</sup>People In Needs, for its acronym in English. People in need.

Sectors are encouraged to seek such coherence, with particular emphasis on the two main migration routes:

1. Andean Corridor (from Colombia to Chile, including Ecuador, Peru, and Bolivia)
2. Central America and Mexico Corridor (starting at the maritime exit point of Necoclí (Colombia) towards Capurganá or another town near the Caribbean coast of Panama, Costa Rica, and Mexico).

To do this, the recommended steps in broad strokes are:

1. Estimated PiN of Humanitarian Transportation calculated at the national/subregional level; based on JNA results
2. Clear identification of the percentages of people in need according to macro population group (destination vs. transit) and by vulnerability profiles, in each country.
3. Coordination by country based on the migratory route, including the participation and coordination of information managers and national/subregional sector co-leaders.
4. Agree on a common methodology for the calculation based on the percentages of need identified by vulnerable groups and
5. correct or adjust the estimated PiN to obtain the final coordinated PiN between neighboring countries.

In the event that there are national and/or subregional sectors that do not have sufficient information to calculate the PiN, and its coordination with bordering countries, the Regional Humanitarian Transportation Sector together with the Regional Information Management team may accompany the calculation based on the percentages of need in nearby countries, adjusted by a country coefficient based on the number of people in transit and destination, and the country's population projections for 2023-2024.

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*\*Unofficial translation, the document that prevails in case of discrepancies is the Spanish version of the document.*