

END OF YEAR 2021

## KEY FIGURES



### HUMANITARIAN TRANSPORTATION



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 PEOPLE IN NEED

118 K

 PEOPLE TARGETED

64.4 K

 PEOPLE REACHED

86.5 K

 11 REPORTING PARTNERS  
 33 IMPLEMENTING PARTNERS  
 875 REPORTED ACTIVITIES

 TOTAL FINANCIAL REQUIREMENTS





FUNDED

\$3.86 M  
• (35%)

UNMET

\$7.03 M  
• (65%)

NUMBER OF ORGANIZATIONS

 DONORS 3  
 FUNDED ORGS. 3

## SITUATION

In 2021, movement restrictions due to the COVID-19 pandemic strongly impacted Humanitarian Transportation activities, as most international land borders remained closed and only re-opened starting in October 2021 (for example, in Colombia) while some were closed throughout the year (for example, in Peru). The closure of land borders resulted in a higher number of refugees and migrants from Venezuela entering countries irregularly through non-official border points, which was also reflected in an increase in the number of Venezuelans walking through transit routes due to a lack of ability to access or pay for other transportation options. Safety and security risks also increased during 2021, with a greater presence of smugglers in border areas, and exposure to GBV and human trafficking and smuggling for refugees and migrants, particularly those transiting on foot. In the case of the Bolivia-Chile border, for example, humanitarian actors were compelled to stop their activities at the end of the year due to insecurity.

## RESPONSE

In 2021, 86,585 individuals received humanitarian transportation support (134% of the targeted population) in eight countries through the activities of 11 RMRP organizations and 33 implementing partners. Partners in Colombia surpassed their objective by three times, reaching 310% of the target population, and partners in Brazil reached 52% of their target, while partners in Peru reached 8% and in Chile 11% of their respective target populations. The levels of support of host governments for humanitarian transportation initiatives were key to explaining these differences: in Colombia, the Migration and Border authorities promoted the piloting of humanitarian transportation initiatives for extremely vulnerable refugees and migrants, in coordination with the R4V country platform (GIFMM); in Brazil, RMRP partners coordinated with the government's Operation Welcome programme

to provide humanitarian transportation to internally relocate refugees and migrants from border areas to more than 600 reception cities; while in Peru and Chile, COVID-19 movement restrictions, international border closures and visa requirements for Venezuelans limited the number of refugees and migrants who could be assisted with humanitarian transportation. The main priority for R4V partners has been coordinating with the authorities to provide safe and dignified transportation for refugees and migrants, framing the interventions under the countries' norms and regulations. Activities included border-to-border and internal transportation, which in countries like Brazil were the main activity, while in other operations, day-to-day transportation was provided for accessing basic services, regularization processes, and livelihoods opportunities.

## LESSONS LEARNED

The lack of an agreement on a framework for Humanitarian Transportation at the regional level, including the absence of bi-national coordinated communication mechanisms, conflicting norms and regulations on entrance conditions for Venezuelans, and lack of agreement among host countries with assisting refugees and migrants in an irregular situation, weakened the response over the year. In coordination with local and national authorities, strong reinforcement of these areas is a priority for the sector in 2022. The sector will also work to mainstream protection and PSEA in all activities, to reinforce the capacity of humanitarian workers to mitigate risk exposure for the affected population.

## PEOPLE REACHED AND DESIGNATED FUNDING BY NATIONAL AND SUB-REGIONAL PLATFORM\*

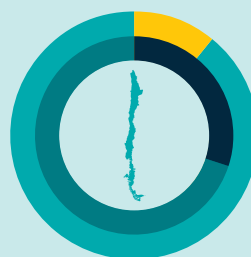
● People reached ● People targeted ● Funded (USD)\* ● Unmet (USD)\*

### BRAZIL



●	21.3 K	(52%)
●	41.1 K	(48%)
●	2.82 M	(34%)
●	5.42 M	(66%)

### CHILE



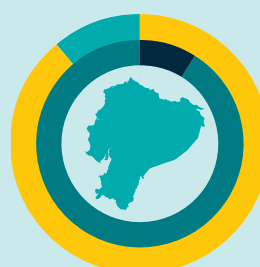
●	82	(11%)
●	769	(89%)
●	44.5 K	(30%)
●	105 K	(70%)

### COLOMBIA



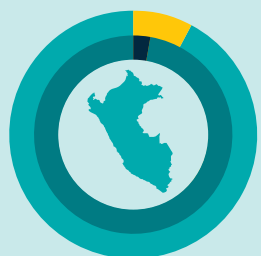
●	78.8 K	(310%)
●	25.4 K	(0%)
●	795 K	(82%)
●	171 K	(18%)

### ECUADOR



●	4.52 K	(89%)
●	5.07 K	(11%)
●	18.6 K	(21%)
●	70.0 K	(79%)

### PERU



●	1.31 K	(8%)
●	16.6 K	(92%)
●	15.3 K	(3%)
●	580 K	(97%)

### CARIBBEAN



●	-	-
●	460	(100%)
●	-	-
●	150 K	(100%)

### CENTRAL AMERICA & MEXICO



●	-	-
●	50	(100%)
●	-	-
●	10.0 K	(100%)

### SOUTHERN CONE



●	2.15 K	(124%)
●	1.73 K	(0%)
●	168 K	(26%)
●	487 K	(74%)

\* Funding information as reported to the [Financial Tracking Service \(FTS\)](https://fts.org/). This may not accurately represent all funds actually applied to each sector or country of the RMRP response, as unearmarked funds from donors may not be reported to FTS with a sector or country designation at the time of receipt by RMRP partners.