



RMRP 2023 • 2024

HUMANITARIAN TRANSPORTATION

2023

2024



PEOPLE IN NEED

↑ 34.4% ↓ 36.0%

2.10 M

2.27 M

↑ 15.5% ↓ 14.1%



PEOPLE TARGETED

↑ 32.6% ↓ 35.5%

158.7 K

141.2 K

↑ 16.3% ↓ 15.5%



PIN PERCENTAGE

15.0%

15.4%



TARGET PERCENTAGE OF PIN

7.6%

6.2%



TOTAL REQUIREMENTS

\$25.40 M

\$24.89 M



RMRP PARTNERS:

23

SECTOR LEADS: IOM, OXFAM, UNHCR

KEY FIGURES BY PLATFORM

	2023				2024				
			<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: #008000; margin-right: 5px;"></div> Targeted <div style="width: 10px; height: 10px; background-color: #FFD700; margin-left: 5px; margin-right: 5px;"></div> In need </div>				<div style="display: flex; align-items: center;"> <div style="width: 10px; height: 10px; background-color: #008000; margin-right: 5px;"></div> Targeted <div style="width: 10px; height: 10px; background-color: #FFD700; margin-left: 5px; margin-right: 5px;"></div> In need </div>		
BRAZIL	88.9 K	26.0 K	29.2%	\$14.44 M	93.8 K	23.0 K	24.5%	\$14.35 M	7
CHILE	124.7 K	2.5 K	2.0%	\$1.01 M	135.4 K	1.6 K	1.2%	\$1.07 M	1
COLOMBIA	1.85 M	119.4 K	6.5%	\$4.66 M	2.03 M	99.9 K	4.9%	\$4.54 M	10
ECUADOR	171.1 K	14.1 K	8.3%	\$612.8 K	168.2 K	13.2 K	7.8%	\$598.6 K	2
PERU	192.8 K	11.2 K	5.8%	\$1.35 M	204.7 K	15.9 K	7.8%	\$1.30 M	4
CARIBBEAN	82.7K	2.2 K	2.6%	\$529.4 K	84.1 K	2.4 K	2.9%	\$424.7 K	4
CENTRAL AMERICA & MEXICO	200.0 K	15.3 K	7.7%	\$945.1 K	201.1 K	15.4 K	7.6%	\$1.02 M	3
SOUTHERN CONE	35.9 K	7.5 K	21.0%	\$975.3 K	38.1 K	4.7 K	12.4%	\$676.5 K	2

SECTOR OVERVIEW

In 2023 and 2024, the Humanitarian Transportation Sector will work in the 17 R4V countries through its 24 partners to ensure dignified and safe human mobility by complementing socio-economic integration, access to basic services, regularization and employment. As such, humanitarian transportation represents a tool for protection. R4V partners will prioritize the most vulnerable groups,⁴ focusing on the following priorities:

- **Long-distance transportation** will be provided to respond to the most urgent needs of refugees and migrants when they arrive in isolated and/or border areas. Partners will provide transportation services so that refugees and migrants can access basic emergency services, including healthcare and protection, and to institutions to regularize their situation and/or access documentation. Long-distance transportation will assist refugees and migrants in their journeys to their intended destinations within the country's borders or to continue transiting to where they can safely access a third country regularly.⁵
- **Local or urban transportation** will be of great importance for this biannual response plan given current movement trends. R4V partners will facilitate access to essential services such as healthcare, education, legal assistance and other protection services. Transportation will be provided within local or peri-urban areas, minimizing daily transportation costs and allowing refugees and migrants to prioritize other needs such as access to food and other essential expenses. It will also support the identification of socio-economic integration opportunities, including local integration programmes led by local authorities (e.g., livelihood opportunities and access to administrative, documentation and regularization services).

R4V partners will complement interventions by **providing information about risks, rights and services available to refugees and migrants in host countries**, as a mitigation and protection mechanism. These activities will promote safe, dignified and informed movements that mitigate protection risks on the roads and in the provision of goods and services.

The humanitarian transportation response will combine **technical guidance and advocacy on the importance of the provision of humanitarian transportation to local and national authorities**. The Sector will also strengthen governments' and institutions' capacities to manage, coordinate, and implement long-distance and/or local transportation, especially for those in an irregular situation.

Partners will combine in-kind and CVA implementation modalities to ensure the response is tailored to the context and population's particular needs, based on the analysis of protection risks and

partners' capacities. While in-kind assistance will be applied more for long-distance transportation, the provision of CVA is often, due to its flexibility, the preferred modality for local transportation. Partners will enhance their coordination with the CVA Working Group to improve the quality of the response.

Activities are expected to respond to the needs of refugees and migrants over the course of two years of planning, advocating for a longdistance transportation regulated in the R4V countries to prioritize the population for their socio-economic integration, accessing livelihoods, as the local transportation modality does. Longer-term planning will allow R4V partners to enhance coordination with national authorities and to strengthen the Sector's strategy by collaborating on different priorities, such as access to transportation for refugees and migrants in an irregular situation⁶, road safety and information, or reinforcing the existing public transportation networks. This will contribute to reducing the impact of mixed movements on host communities in border regions and will support access to the labour market.

The response will ensure intersectoral complementarity with the Protection Sector and its Sub-sectors, with information and awareness-raising activities on human trafficking, GBV, and child protection. With the increasing need to support households for children's schooling, school transportation will be provided and coordinated with the Education Sector.

Partners will closely work with the Health and WASH Sectors to ensure compliance with infectious disease prevention protocols, including access to water and sanitation at transport terminals. The Sector will coordinate with the Shelter Sector for the distribution of transit safety kits, and for exit strategies for temporary shelter solutions. Collaboration with the Integration Sector will seek to complement initiatives related to access to livelihoods and regularization.

Communication campaigns, coordinated with the Communications Working Group, will raise awareness to host communities and governments, about refugees and migrants in-transit, with a focus on preventing and reducing xenophobia and different forms of discrimination.

Work with the AAP-CwC Working Group will be a priority to reflect refugees' and migrants' needs and challenges in R4V messaging and to inform the response. The Sector will also work with PSEA Community of Practice for risk prevention and mitigation, incorporating this information into training and technical guidelines. The response will also include measures to reduce the environmental impact of transportation activities.

[4] Main vulnerable groups to be prioritized are pregnant and lactating women, children and adolescents, as well as survivors or persons at risk of GBV or human trafficking, victims of trafficking and LGBTQI+ persons.

[5] The Sector will not engage in border-to-border transportation for persons in irregular situations, or without the required documentation to enter the subsequent country.

[6] A large percentage of refugees and migrants across the region are in an irregular situation, for a variety of reasons, both those in-transit and in-destination, humanitarian transportation needs in urban settings and in some cases long-distance transportation from border areas to urban areas. The Sector will prioritize working with host governments to ensure access to humanitarian transportation.