



END-YEAR REPORT 2023

HUMANITARIAN TRANSPORTATION



PEOPLE IN NEED (PIN)

2.10 M



PEOPLE TARGETED

158.7 K



PEOPLE REACHED*

95.1 K

AGE AND GENDER DISAGGREGATION



34.6%



32.5%

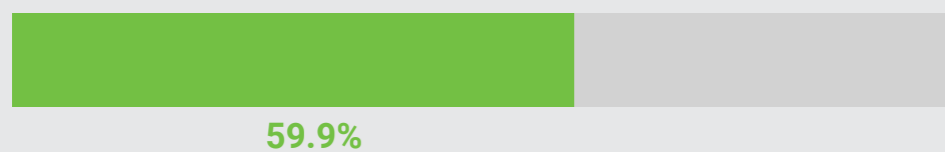


17.3%



15.6%

PERCENTAGE OF PEOPLE REACHED



TOTAL REQUIREMENTS

\$25.40 M



BUDGET RECEIVED**

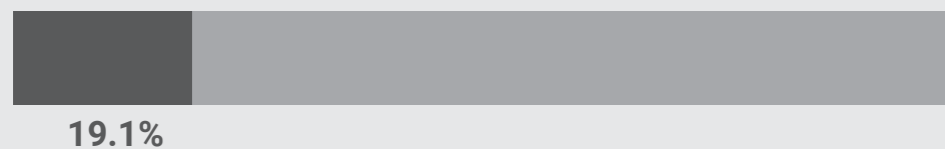
\$4.84 M



UNMET

\$20.56 M

PERCENTAGE OF BUDGET REACHED



REPORTING PARTNERS

13



IMPLEMENTING PARTNERS***

22

(INCLUDING 1 REFUGEE AND MIGRANT-LED ORGANIZATION)

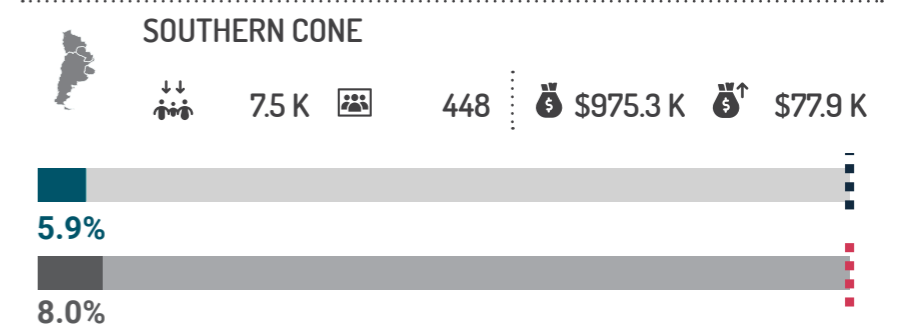
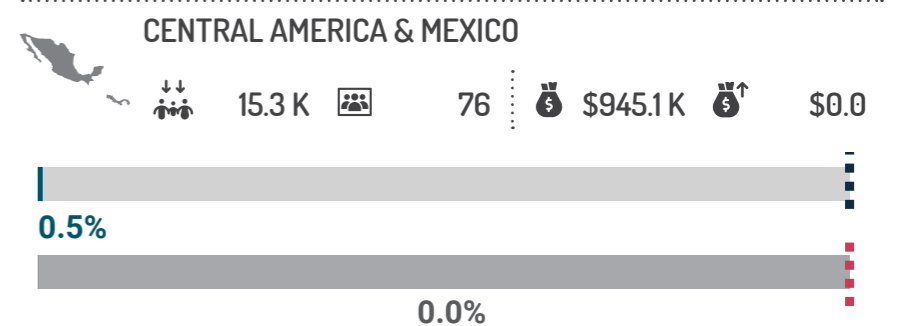
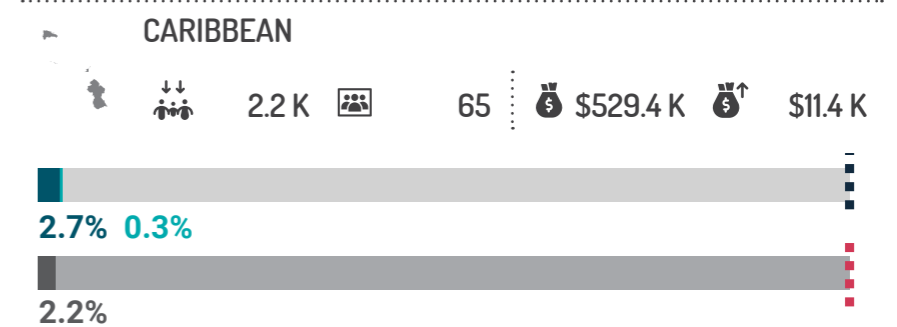
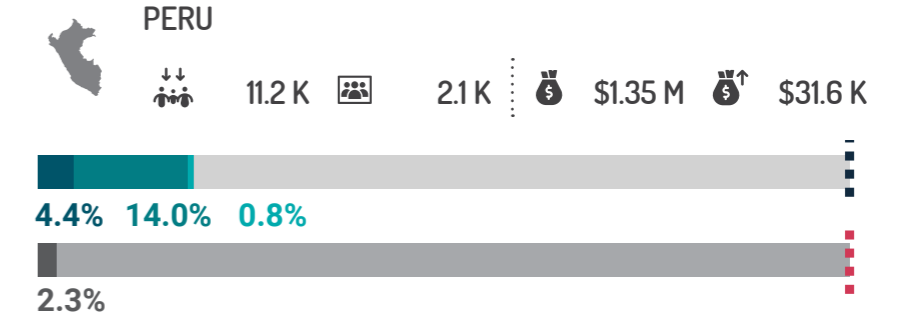
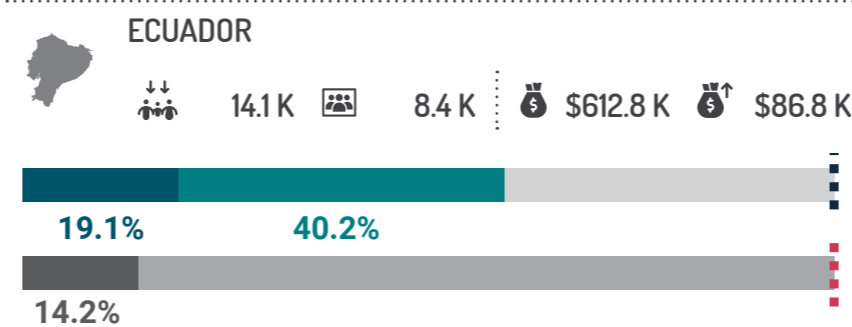
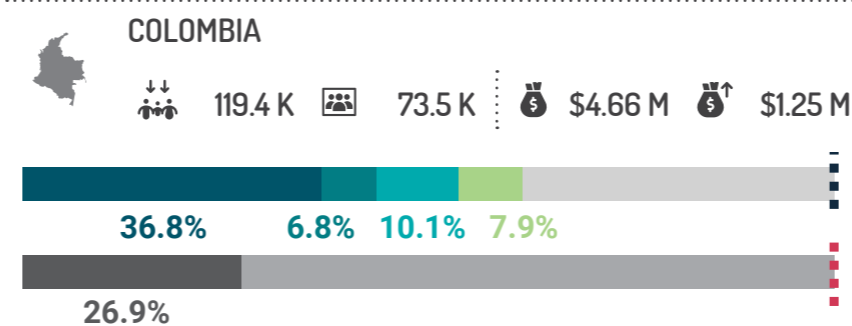
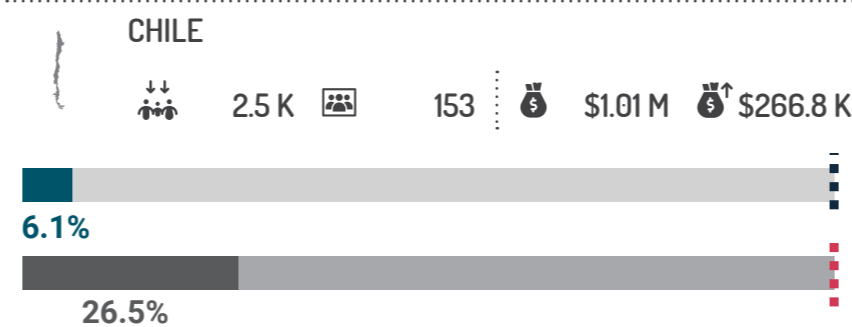
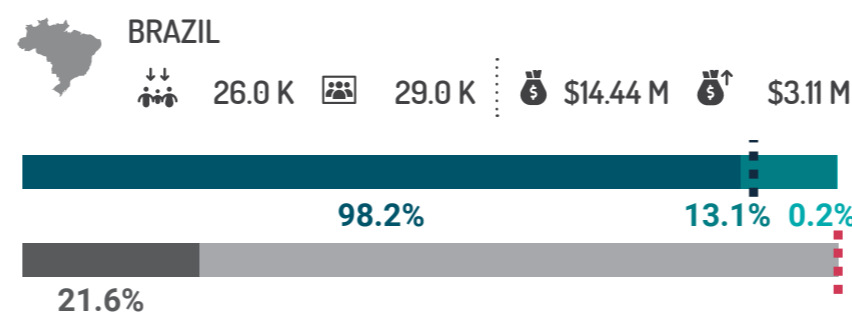


DONORS

4

PEOPLE REACHED AND FUNDING BY NATIONAL AND SUB-REGIONAL PLATFORM

■ In-destination
 ■ In-transit
 ■ Affected host communities
 ■ Colombian returnees
 ■ Budget received



* The above regional-level data on people reached with assistance under the RMRP 2023 does not include assistance provided to refugees and migrants in-transit. While assistance under the RMRP was provided to refugees and migrants in-transit (in Brazil and Mexico, primarily to Venezuelan nationals, in the other countries, refugees and migrants of all nationalities in-transit), given that in-transit populations by their very nature pass through multiple countries, they may be assisted in more than one country. This would mean that the regional total for in-transit people reached with assistance would include significant duplications. In order to avoid such duplications, information for the in-transit population assisted is included at the country levels and should be referred to distinctly from the in-destination population (as is also done for the corresponding PiNs and targets).

** Funding information as reported to the Financial Tracking Service (FTS) as of 1 April 2024. This data is based on partners' voluntary reporting of contributions and may not accurately represent all funds attributed to the RMRP response. Unmarked funds from donors may also not be reported to FTS with a sector or country designation at the time of receipt by RMRP partners.

Sectoral funds reported for activities implemented at a regional, sub-regional, or multi-country level are not reflected in the above infographic disaggregated by national and sub-regional platforms. For more information about the funding of the RMRP please refer to this [link](#).

*** This includes RMRP appealing partners that are also implementing activities, as well as implementing partners that are not appealing partners. For this reason, it is recommended to quote partner figures separately and not sum the number of partners, as this would double-count implementing partners that are also reporting activities.



HUMANITARIAN TRANSPORTATION

Situation

In 2023, despite significant efforts and achievements by host governments to support refugees and migrants with regularization, protection and integration efforts, refugees and migrants in-destination often experienced difficulties accessing regular income in their host countries, while being heavily impacted by the general cost of living crisis. Lack of transportation was one of the main obstacles to accessing essential services like healthcare, education, protection, or regularization. The resulting and ongoing need for humanitarian transportation services on a daily or regular basis remains a significant concern, especially for women who are heads of households, pregnant or lactating (RMNA 2023).

In parallel, 2023 was marked by a notable increase in onward and transit movements of refugees and migrants, particularly in Central America and Mexico. More than half a million people crossed from Colombia to Panama through the Darien in 2023, representing almost 50% more than 2022. In addition, movements between host countries and pendular movements in the Southern Cone and some Caribbean countries continued.

Due to the lack of documentation and economic means to pay for safe and dignified transportation many refugees and migrants travel on foot on these routes, often walking for weeks, for 8 to 16 hours per day. During such journeys, they face heightened risks that affect their health including exposure to climatic events and direct sunlight, roadside accidents, insufficient access to healthcare services, as well as protection risks such as abuse, exploitation, trafficking and smuggling, GBV especially sexual violence, harassment, and recruitment of minors. Furthermore, refugees and migrants continue to embark on dangerous sea crossings to Aruba, Curaçao, and Trinidad and Tobago, exposing themselves to risks such as trafficking and exploitation, as well as deaths at sea.

Response

In 2023, R4V partners conducted 947 humanitarian transportation activities assisting some 95.1K people, of which 73K were refugees and migrants in-destination, meeting 59.9% of the Sector's target population. This was achieved through the support of 13 appealing

organizations and 22 implementing partners. Humanitarian Transportation Sector partners received a total of 4.84 million USD in funding. More than 99% of the assistance was provided through direct assistance activities.

Regional efforts included adapting the definition and scope of humanitarian transportation to align with contextual changes and the updated activities within the Sector, aiming for improved clarity in implementation. Therefore, most of the reported sector activities in 2023 related to long-distance humanitarian transportation (528 activities). Building on recommendations and information in the 2022 [Guidelines of Long-Distance Humanitarian Transportation](#), the Regional Sector developed a [document on case studies](#), summarizing various good practices, successes and challenges faced in the implementation of long-distance transportation.

Lessons Learned

Access to safe transportation remains a significant challenge for refugees and migrants, in particular for those in an irregular situation, as most R4V countries have strict regulations and a corresponding requirement that access regular transportation options is contingent on having a regular status. This increases the exposure of refugees and migrants to criminal groups (including human smuggling and trafficking), risks of theft, health deterioration, exploitation, fraud, and violence.

In 2024, the Regional Sector's efforts will continue to be directed at promoting information on the protection risks associated with irregular journeys and ways to reduce their exposure. This will occur in coordination with other sectors such as the Protection and Integration Sectors and the CVA Working Group.

Noting the unique structure of the Humanitarian Transportation Sector, a continued challenge remains the need to strengthen advocacy efforts with host governments, donor organizations, media, and others on its essential work in the region. The Sector will continue to support advocacy and advisory work for the implementation of activities and development of tools and capacities in short-distance humanitarian transportation.