



Kapoeta Town Road Monitoring

Kapoeta South County, Eastern Equatoria State, South Sudan

South Sudan Displacement Crisis

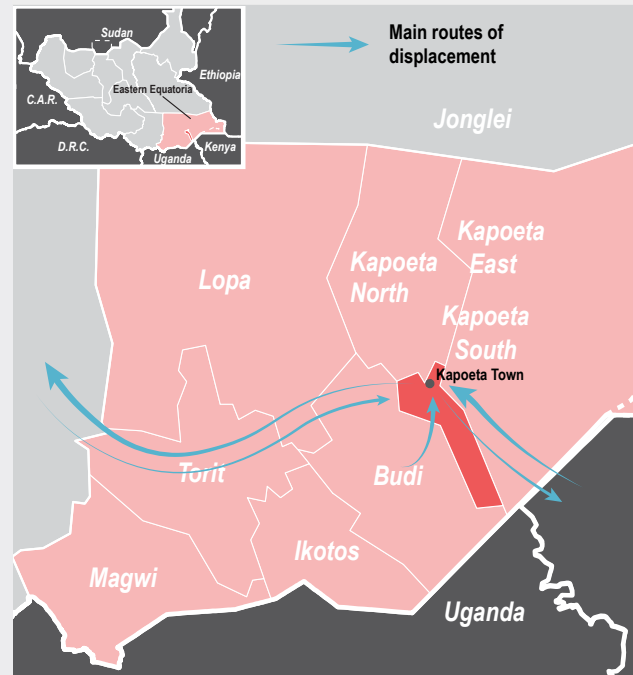
January 2018

CONTEXT AND METHODOLOGY

Kapoeta town is located in Kapoeta South County, Eastern Equatoria State, near South Sudan's border with the Kenya. Since the beginning of the crisis in South Sudan in December 2013, Kapoeta town has been the gateway through which most internally displaced persons (IDPs) have passed on their way to refugee camps in Kenya.

This factsheet provides results from the REACH road monitoring exercise in Kapoeta town, Kapoeta South County. REACH monitors two car parks in Kapoeta town to record the arrivals and departures of South Sudanese returnee and IDP households (HHs) on a daily basis. Daily data is synthesized into a monthly factsheet to provide an overview of wider movement trends, including push/pull factors and intentions.

The following findings are based on primary data collected between 1 and 31 January 2018, during which 156 departing HHs (729 individuals) and 278 arriving HHs (1403 individuals) were recorded, along with 5 HHs (25 individuals) that were transiting through Kapoeta town.^{1 2} Enumerators interviewed respondents who were arriving in and departing from both of Kapoeta's two (Torit and Lokichogio) bus parks. Respondents were selected based on pre-survey questions on motives of travel to ensure that only displaced people or returnees were interviewed. Not all entry points to Renk town were covered systematically, and some arrivals and departures reportedly took place outside of data collection hours (7:00 a.m - 7:00 p.m). Moreover, departures are over-represented due to many arrivals getting off buses early due to the matatu system.³ As such, the data presented in this factsheet is not representative, rather indicative of movement trends for the assessed population.



DEPARTURES FROM KAPOETA TOWN

Demographic⁴



83% of the total departing HHs intended to leave Kapoeta town for 6 months or less.

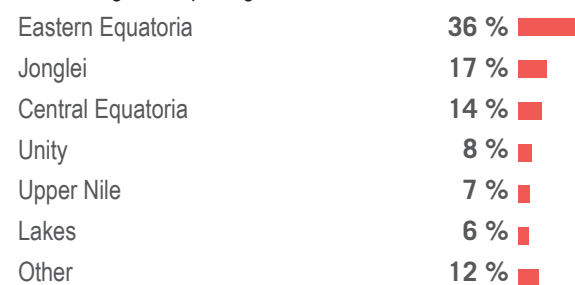
Departing households

5 average number of individuals per HH.
17% of departing HHs are made up of one individual travelling alone.

Area of origin of departing households

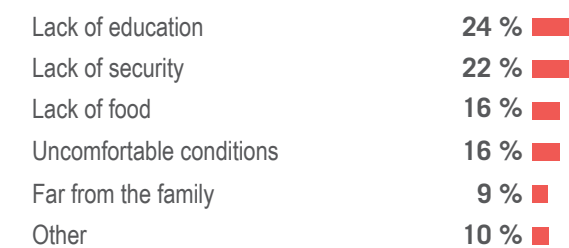
96% of the total departing HHs are originally from South Sudan.

State of origin of departing HHs:



Push factors

Primary push factors reported by departing HHs for leaving Kapoeta town:

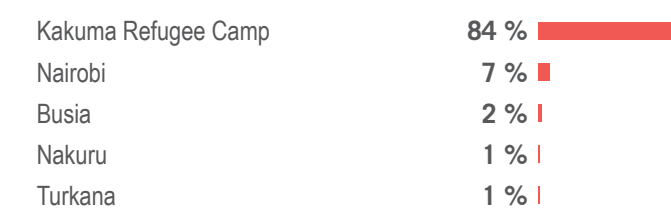


Intended destination

Intended country of destination of departing HHs:

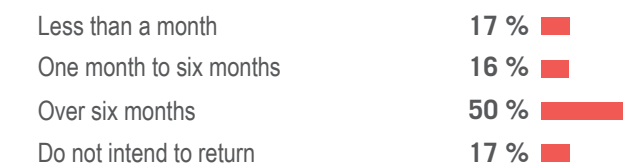
98% of the total departing HHs intend to leave the country for Kenya.

Primary intended areas of destination in Kenya for departing HHs:



Intended duration of stay at destination

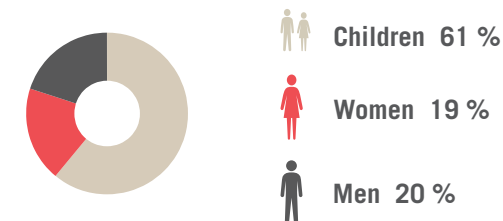
Reported length of time that departing HHs intend to stay in the location that they are departing for:



ARRIVALS TO KAPOETA TOWN

Demographic⁴

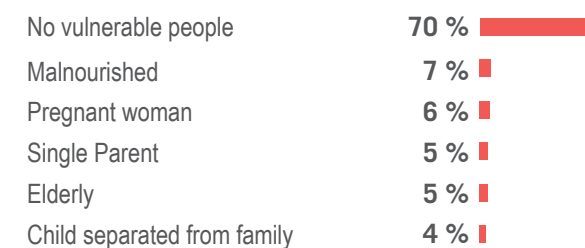
47% of the total arriving HHs expressed the intention to remain in Kapoeta town permanently.



Arriving households

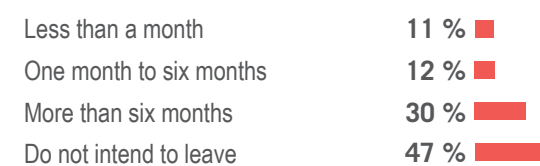
5 average number of individuals traveling in each HH.
21% of arriving HHs are made up of one individual travelling alone.

Proportion of HHs reporting a member with the following vulnerabilities:⁵



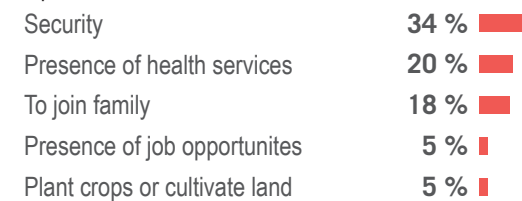
Intended duration of stay in Kapoeta town

Reported length of time that arriving HHs intend to stay in Kapoeta town among those not planning to stay permanently:



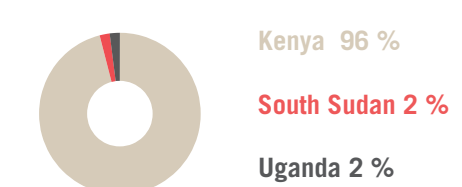
Pull factors

Primary pull factors reported by arriving HHs for choosing to come to Kapoeta town:⁶



Previous location

Country of most recent long term location for arriving HHs:



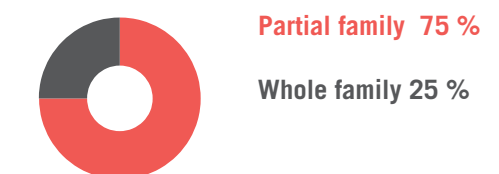
Previous location

Areas of most recent long term location of HHs arriving in Kapoeta:



Family composition

Reported composition of families arriving in Kapoeta Town:



Notes:

1. Most arriving HHs coming from the Kenya are returnees while those departing Kapoeta town are IDPs.
2. Due to the negligible number of transits recorded, a detailed analysis of the dynamics of transiting households was not included in this factsheet. Transit data can be obtained from REACH on request.
3. Common throughout East Africa, the matatu system involves buses that follow a set route in which passenger get on and get off at pre-determined stops. This means that many arriving passengers often get off at their stops before reaching Kapoeta town, while departing vehicles are nearly always full.
4. These are indicative trends; REACH does not record all arrivals and departures.
5. Respondents could choose more than one answer.
6. Reported presence of services or opportunities is indicative of respondents' perception and does not necessarily reflect availability.