



Cross-Border Population Movement Factsheet

Akobo Port and Road Monitoring

Akobo County, Jonglei State, South Sudan

South Sudan Displacement Crisis

December 2019

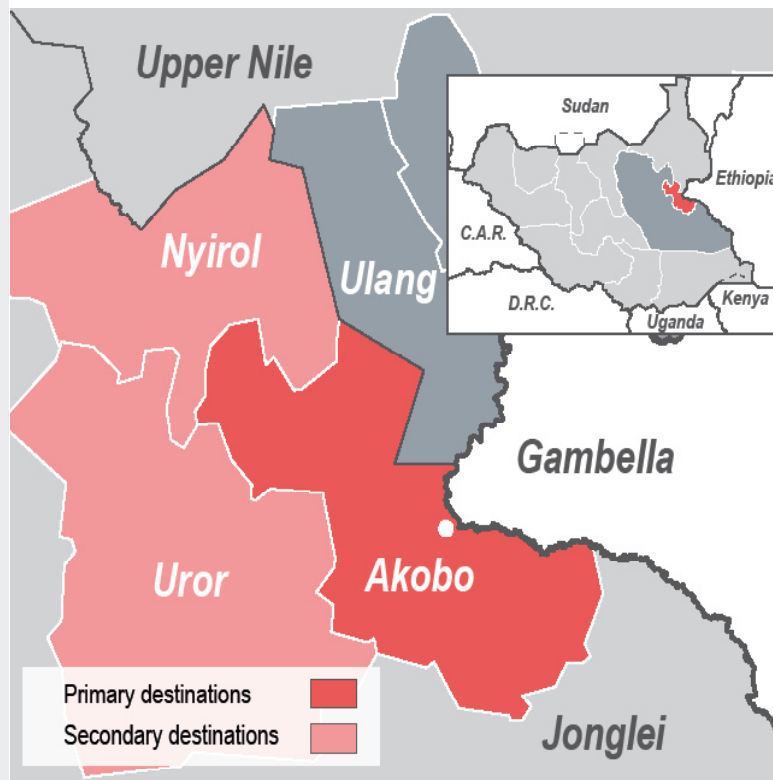
CONTEXT AND METHODOLOGY

Akobo town is located in the eastern side of Akobo County, Jonglei State, close to the land and river border crossings with Ethiopia. Akobo is a key point of trade and transit between South Sudan and Ethiopia. Since the beginning of the crisis in 2013, this route has been used by South Sudanese heading to or coming back from refugee camps in Ethiopia. In four locations, Gadrang Road, Koatkoangthor Road, Tundol Port and Market Port, REACH has recorded arrivals and departures of South Sudanese households (HHs) on a daily basis since May 2015.

In order to provide an indication of wider trends, data is collected on the volume of movement, as well as the motivations and intentions of those travelling. REACH teams interviewed arrivals and departures at the household (HH) level. For movements larger than three households, a short alternative survey is used to assess HH and individual numbers by speaking to the Transport Focal Point (TFP), such as the driver or transport authority¹. Due to insecurity and other issues, data is not always collected on a daily basis. To correct for this inconsistency, data presented for general movement trends across months represents an average based on the number of days of data collection each month. **The data presented here is not representative, nor does it capture all movements in and out of Akobo. Rather, it is indicative of movement trends for the assessed population².**

The following findings are based on primary data collected between the 1st - 22nd, and 29th - 31st of December 2019.

MAIN DESTINATIONS OF INBOUND HHs



INBOUND TO SOUTH SUDAN

47% of inbound HHs reported intending to **stay more than six months** in their final destination in South Sudan.

Demographics

Proportion of recorded travellers by demographic group:



81% of inbound HHs were partial HHs.⁴

Previous location in Ethiopia

Primary reported locations from which inbound HHs were leaving:



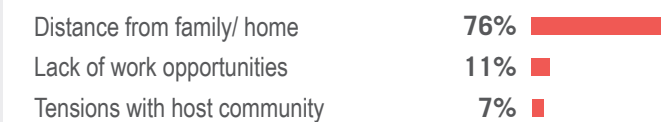
Intended destination in South Sudan

Primary reported intended destinations for inbound HHs:



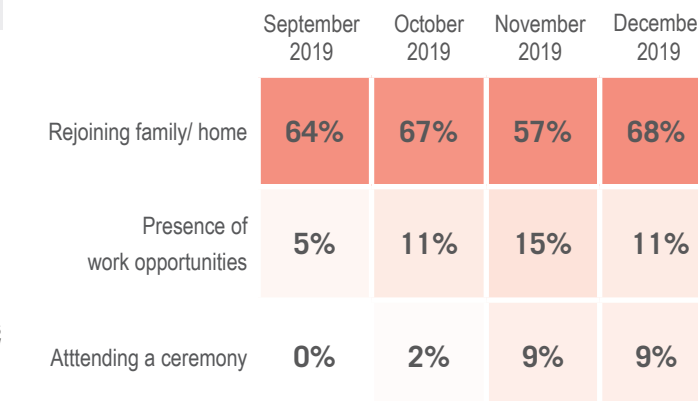
Push factors

Primary reported push factors for inbound HHs to leave their last location:



Reasons for coming to South Sudan

Primary reported pull factors for inbound HHs, September 2019 to December 2019:



OUTBOUND FROM SOUTH SUDAN

73% of outbound HHs reported intending to **stay more than six months** in their final destination outside of South Sudan.

Demographics

Proportion of recorded travellers by demographic group:



78% of outbound HHs were partial HHs.⁴

Previous location in South Sudan

Primary reported locations from which outbound HHs were leaving:



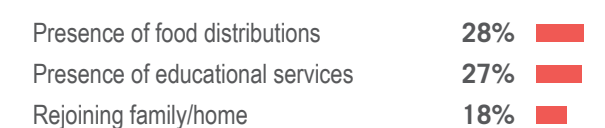
Intended destination in Ethiopia

Primary reported intended destinations for outbound HHs:



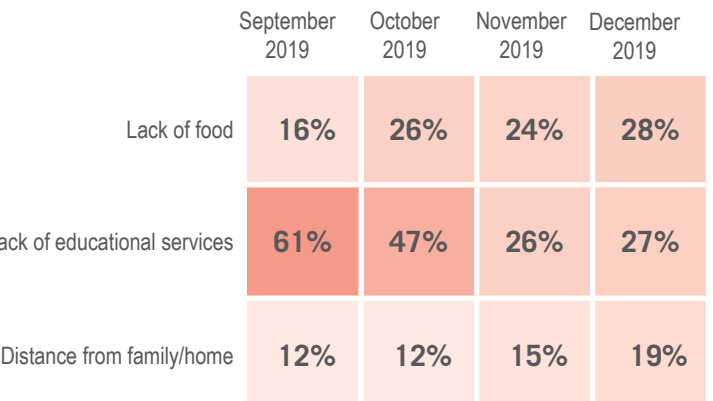
Pull factors

Primary reported pull factors for outbound HHs to go to another country:



Reasons for leaving South Sudan

Primary reported push factors for outbound HHs, September 2019 to December 2019:



GENERAL MOVEMENT TRENDS

Data provided below has been taken from REACH Port and Road Monitoring (PRM) data collection, as well as data provided using the TFP survey which captures larger movements between Akobo and Ethiopia¹.

Type of movement

Total monthly number of HHs and individuals recorded in August 2019:

	HHs	Individuals	HHs %
Inbound to South Sudan from Ethiopia	121	570	22%
Outbound to Ethiopia from South Sudan	409	1294	74%
Internal movement within South Sudan	21	71	4%

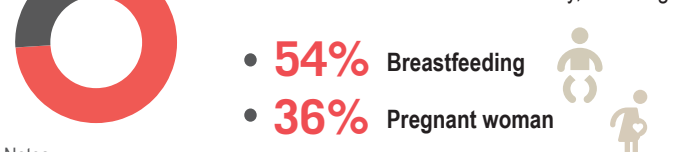
Security concerns during travel

Inbound transport	Outbound transport ³
Checkpoints	55%
Boat conditions	27%
Boat overturning	9%
Overloading of boat	9%

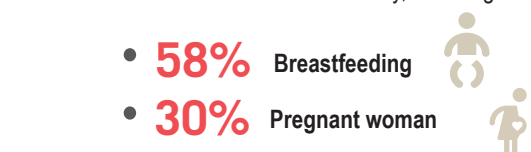
During the data collection period, in addition to interviewing 245 HHs coming by foot or in small vehicles and boats, REACH also used the TFP tool to estimate the number of HH travelling on larger boats. In December, one larger inbound boat was recorded carrying an estimated 96 individuals, and two larger outbound boats carrying an estimated 120 and 112 individuals, respectively.

Vulnerabilities

74% of total inbound HHs reported that at least one member of the HH had a vulnerability, including:



79% of total outbound HHs reported that at least one member of the HH had a vulnerability, including:



Notes:

1. The TFP tool asks the driver (or another focal point) of the transportation to give details of the number of individuals and number of households travelling. This methodology is used if the number of households travelling exceeds 3 or 4 households and therefore cannot all be interviewed. For more details, please access the Port and Road Monitoring Terms of Reference here: <https://www.impact-repository.org/document/reach/830456c9/reach-ssd-terms-of-reference-port-monitoring-october-2019-for-public-use.pdf>
2. While internal movement within South Sudan was also recorded in Akobo over the data collection period, this factsheet covers crossborder movement between South Sudan and Ethiopia, and vice versa, only. Throughout December one PRM survey was conducted with a HH outbound to Uganda and one TFP survey was conducted with a large movement containing an estimated 55 HHs, outbound to Sudan.
3. Outbound transport focal points were asked what security concerns they anticipated on their onward journey based on historical trips.
4. Partial HHs are those where not all members of the self-identified family unit were reportedly travelling. Please note, family units in South Sudan often extend beyond the nuclear family.