



Bor Town - Port and Road Monitoring

Bor South County, Jonglei State, South Sudan

South Sudan Displacement Crisis

April, 2022

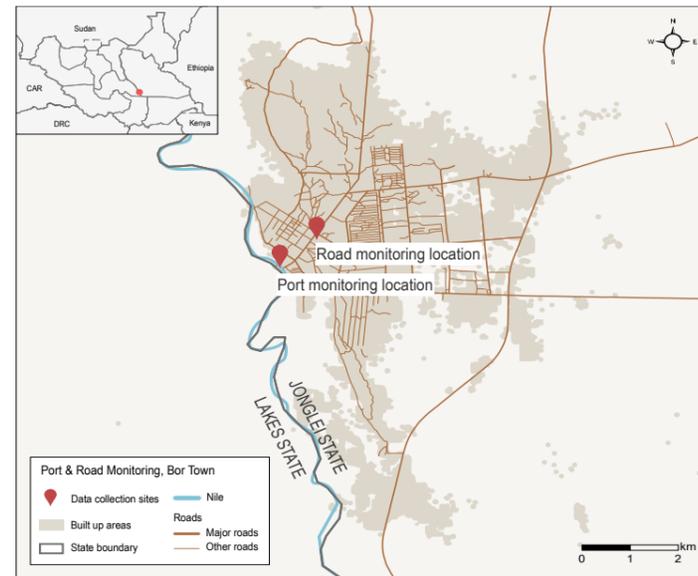
CONTEXT AND METHODOLOGY

Bor Town is located in Bor South County, situated along the River Nile approximately 190 kilometers north of Juba, and is the capital of Jonglei State. Bor Town was among the epicentres of fighting that broke out in 2013, resulting in the widespread displacement of civilians, which persists to the present. Thousands of civilians remain displaced at protection of civilian sites (POCs) in Bor Town, in camps across the Nile in Awerial County, and in other sites across South Sudan. Bor Town is also a major transport hub. The Juba-Bor Road and the River Nile both serve as key transit and trade arteries between Juba and Bor, and to other rural areas of Greater Upper Nile.¹

To inform humanitarian actors operating in the area, REACH monitors the main bus station and boat port in Bor Town, in order to gather information on departing and arriving households. Data that is collected daily is synthesised into a monthly factsheet to provide an overview of wider movement trends, including push and pull factors, movement intentions, and household demographics.²

The information presented in this factsheet was collected between April 1 and 30, 2022 through face-to-face interviews. In total, 52 departing households (371 individuals) and 61 arriving households (414 individuals), that were passing through these two sites were interviewed.³ Data collection took place Monday to Friday between 8:00 am and 4:30 pm, and thus arrivals or departures that took place outside of these hours were not recorded. As a consequence, the data presented in this factsheet is not representative, but rather indicative of trends only.

DATA COLLECTION POINTS IN BOR TOWN



Destination and Departure Locations

Of the total sample of inbound households, **87%** reported arriving from a non-camp setting. Of these households, the most commonly reported previous location was **Juba (51%)**, followed by **Duk (27%)** and **Twic East (7%)**.



Intended duration of stay in new location, reported by inbound households:

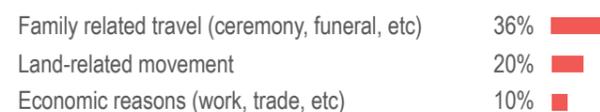


Reasons for Movement (Push Factors)

Most commonly reported **primary reason** for coming to Bor Town:^{4,6}



Most commonly reported **secondary reason** for coming to Bor Town:^{4,6}



DEPARTURES FROM BOR TOWN

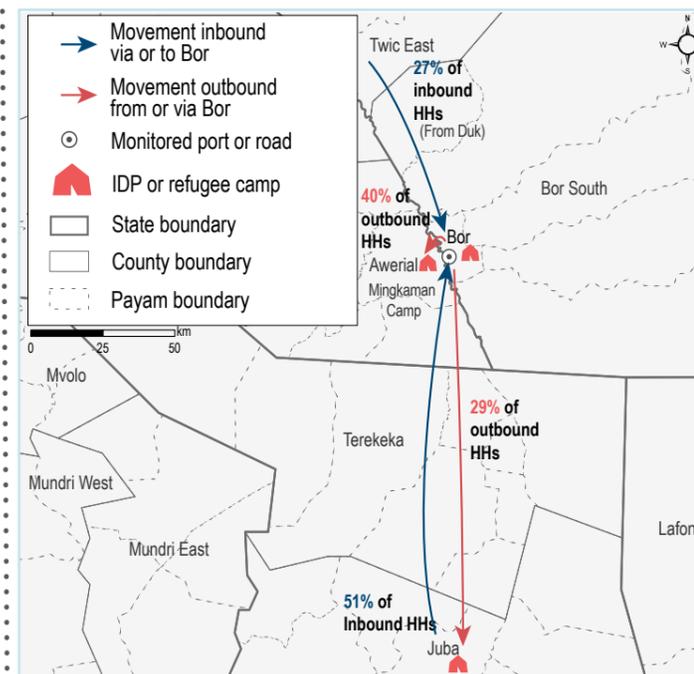
Demographics

Age and sex of outbound household members:



The average reported size of outbound households was **7.1** individuals, and **35%** of departing respondents reported travelling as partial families.²

MAIN MOVEMENT TRENDS OF INBOUND AND OUTBOUND



Vulnerability and Security

92% of total outbound HHs reported that at least one member had a vulnerability, including:⁴



Destination and Departure Locations

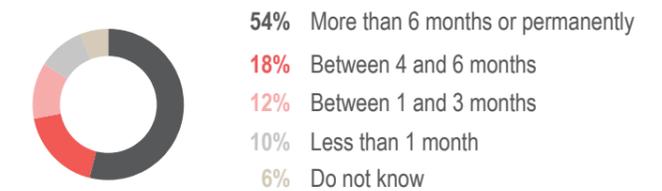


Most commonly reported camps to which outbound households were going:



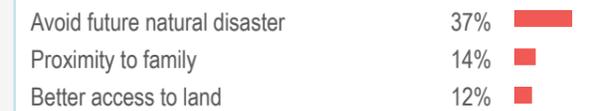
38% of the total sample of outbound households reported that their intended destination was a non-camp setting. The most commonly reported of these locations was **Juba (29%)**, followed by **Duk (4%)**, and **Kapoeta North, Malakal, and Magwi (2%)**

Intended duration of stay in destination, reported by outbound households:



Reasons for Movement (Push Factors)

Most commonly reported **primary reason** for leaving Bor Town:^{4,6}



Most commonly reported **secondary reason** for leaving Bor Town:^{4,6}



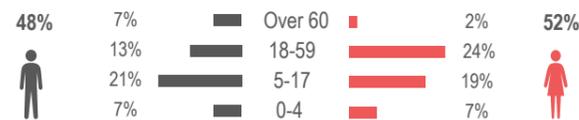
End Notes:

- 1. "County Profile: Bor South, Jonglei State," Conflict Sensitivity Resource Facility, available online here: https://www.csr-southsudan.org/county_profile/bor-south/
- 2. These are indicative trends; REACH does not record all arrivals and departures.
- 3. "Partial" means that not all members were travelling with the interviewed household.
- 4. Percentages do not add up to 100 because respondents were able to select more than one choice.
- 5. Key informants refer to transportation focal points (driver, or another focal point), who give details on the number of individuals, the number of households travelling, as well as other information about the journey. In total, 53 key informants were interviewed, including 27 inbound key informants, and 26 outbound key informants. This methodology is used if the number of households travelling exceeds three and therefore cannot all be interviewed. For more details, please access the Port and Road Monitoring Terms of Reference [here](#).
- 6. Reported presence of services or opportunities is indicative of respondents' perceptions and does not necessarily reflect availability.

ARRIVALS TO BOR TOWN

Demographics

Age and sex of inbound household members:



The average reported size of inbound households was **6.7** individuals, and **52%** of respondents reported travelling as partial families.³

Vulnerability and Security

74% of total inbound HHs reported that at least one member had a vulnerability, including:⁴



26 out of 27 inbound key informants⁶ reported encountering at least one security issue along their journey, the most common of which was a **check point issue (18)**, followed by **poor boat conditions (13)**, and **boat is overcrowded (8)**.

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