

# HUMANITARIAN TRANSPORTATION



HUMANITARIAN  
TRANSPORTATION  
SECTOR



Inter-Agency Coordination  
Platform for Refugees and  
Migrants from Venezuela



PEOPLE IN NEED

118K



PEOPLE TARGETED

64.5K



FINANCIAL REQUIRED

\$10.9M



RMRP PARTNERS

16

## PRIORITY NEEDS

Movements of refugees and migrants from Venezuela are expected to continue throughout 2021, whether persons transiting through host countries, undertaking pendular movements to and from Venezuela, or entering a destination country with the intention to stay. In August 2020, countries in the region began reopening borders and relaxing travel restrictions previously imposed due to COVID-19, with an effect on refugees and migrants keen to recommence their movements. In Colombia, for example, an estimated 153,000 people will require inter-municipal, departmental or border-to-border transportation to safely continue their journeys in 2021.

## RESPONSE STRATEGY

### Scope of the sector response

The Humanitarian Transportation sector seeks to provide the most vulnerable Venezuelan refugees and migrants with border-to-border, internal and day-to-day transportation assistance in a safe, humane and dignified manner, meeting the following objectives:

1. First, **protection**, including support to mitigate risks such as human trafficking & smuggling and GBV, particularly among women, girls and persons of diverse gender identities & sexual orientations;

As many refugees and migrants from Venezuela lack the financial means to pay for safe transport, and in view of growing levels of destitution resulting from the COVID-19 pandemic, an increasing number resort to irregular and high-risk forms of travel, such as walking, where the risks of exposure to various protection risks (including GBV, human trafficking or smuggling) exacerbate their already desperate situation. Moreover, once in-destination or while staying temporarily in each location, many refugees and migrants need to move within or in-between cities, districts or provinces in order to access protection and health services, the labour market or basic goods.

2. Second, **integration**, by supporting refugees and migrants to travel to their destinations, for family reunification (particularly for unaccompanied and separated children, or UASCs) and to access the labour market to seek employment; and
3. Third, facilitate **access to basic goods and services** through transport assistance for those who otherwise cannot physically access food, non-food items (NFIs), healthcare, and psychosocial support.

The Sector response will be implemented across 11 countries: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Guyana, Mexico, Paraguay, Peru and Uruguay.

### Response priorities

The first response priority is to provide border-to-border transportation assistance for persons in-transit. The second response priority is to provide internal transportation between a border and an internal location within a host country or between provinces to facilitate integration. The third response priority is the provision of assistance for day-to-day local transport at the city or municipality level for the most vulnerable.

### Integrated response approaches

There exists an inter-sectoral complementarity between the **Humanitarian Transportation** and the **Human Trafficking & Human Smuggling** and **GBV** Sub-Sectors of the **Protection** Sector, as interventions of the former aim to reduce protection risks addressed by the latter two. Additionally, close collaboration with the **WASH** and **Health** Sectors will be necessary to ensure the integration of COVID-19 prevention measures in relocation procedures.

### Response modalities

The main response modalities will be in-kind transport services and cash and voucher assistance (CVA). Collaboration with the CVA Working Group will add value to the response and improve the cost-efficiency of transport interventions.