## 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. Since May 2015, REACH has been recording arrivals and departures of South Sudanese households (HHs) in four locations, Gadang Road, Koakolongthor Road, Mundit Port and Market Port, on a daily basis.

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 authority. 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 population.

The following findings are based on primary data collected between the 1st and 30th of June 2020.

## 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 Ethiopia. Data is collected through interviewing 200 HHs travelling by foot or in small vehicles and boats, REACH also used the TFP tool to estimate the number of HHs travelling on larger boats. In June, one inbound boat was recorded carrying an estimated 30 individuals, and two larger outbound boats were recorded carrying an estimated 58 and 48 individuals respectively.

### Type of Movement

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<tr>
<th>Movement</th>
<th>HHs</th>
<th>Individuals</th>
<th>HHs %</th>
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During the data collection period, in addition to interviewing 200 HHs travelling by foot or in small vehicles and boats, REACH also used the TFP tool to estimate the number of HHs travelling on larger boats. In June, one inbound boat was recorded carrying an estimated 30 individuals, and two larger outbound boats were recorded carrying an estimated 58 and 48 individuals respectively.

### Security Concerns during Travel

- **Inbound transport:**
  - 25% Checksheets 100%
  - 25% Boat is overloaded 0%
  - 25% Boat conditions 0%
  - 25% Breaking down 0%

- **Outbound transport:**
  - 26% Checksheets 0%
  - 24% Boat is overloaded 20%
  - 26% Boat conditions 10%
  - 23% Breaking down 10%

### Personal vulnerabilities

- **Breastfeeding:** 53%
- **Separated child:** 30%

### Personal vulnerabilities

- **Breastfeeding:** 47%
- **Physically disabled:** 22%

### Notes:
1. The TFP tool asks the driver for 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.
2. While internal movement within South Sudan was also recorded in Akobo over the data collection period, this factsheet covers cross-border movement between South Sudan and Ethiopia, and vice versa, only.
3. Outbound transport focal points were asked what security concerns they anticipated on their onward journey based on historical trips. Field workers on the ground made their best efforts to assess HH and individual numbers by speaking to the Transport Focal Point (TFP), such as the driver or transport authority.
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