



Malakal

Rapid Emergency Food Security Assessment

May 2023



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Executive Summary – Key Findings

- Food, WASH, and S/NFI conditions during facilitated river movements is extremely poor. Returnees are not provided with food or water for the journey, and during the movement returnees have no access to latrines, and drink directly from the river. In addition, returnees remain in the sun all day due to a lack of plastic sheeting and are not provided with mosquito nets.
- Returnees that facilitate their own movement are not registered and do not receive food assistance. Efforts need to be made to ensure that returnees are easily identifiable upon arrival, through either biometric registration, or the provision of tokens/wristbands.
- While all the returnees that arrived from Renk on boat reported being registered to receive food assistance, the vast majority had not yet received it, with many returnees reportedly waiting over 10 days to receive assistance.
- While there has been an increase in the movement of returnees from Renk to Malakal, onward movement options remain very limited. In addition, despite many returnees wanting to remain in Malakal, most remain at the transit centre as they have no access to land or shelter.
- Some people are currently able to rely on social networks to access food. However, these networks are limited and will likely be placed under substantial pressure as we move into the lean season.
- In addition, seasonal rains are likely to lead to an overall multisectoral deterioration in conditions at the transit centre.

Executive Summary – Key Recommendations

- **IDENTIFICATION:** need for an effective registration system to capture all new arrivals. Newly arrived South Sudanese returnees should be provided with any identification at entry points by DTM staff to allow for identification upon settlement. If not possible, WFP should consider means of identifying and registering new arrivals at entry point.
- **FOOD ASSISTANCE WHILE EN-ROUTE:** High Energy Biscuits for new arrivals while en-route to Malakal. Water and other basic commodities should also be provided.
- **FOOD ASSISTANCE WHILE IN TRANSIT:** A response in terms of food during transit appears to be necessary to avoid an increase in malnutrition. This assistance should be temporary and mobile in nature, and conditional on availability of onward transportation or provision of a “durable” solution. Distribution for new arrivals should start max. one day after arrival.
- **FOOD and LIVELIHOOD ASSISTANCE AT FINAL DESTINATION:** Expansion of GFD / BSFP Caseload to Include Newly Arrived Returnees (registered) into WFP priority counties, for 3 months, according to ration sizes already in place in each specific location. For identified returnees to counties not currently prioritised by WFP, the provision of assistance should be examined on a case by case basis. Pre-position and provide emergency food production kits (starting with fishing kits) to those who reach their destination.
- **HIGH-LEVEL CONFLICT SENSITIVITY ANALYSIS AND ENGAGEMENT TO GUIDE HUMANITARIAN RESPONSE:** WFP should advocate at the highest levels of the HCT and UNMISS for conflict sensitivity in the response – including specifically on how and where population movements are supported. Need for harmonization of interventions between different groups, and between vulnerable host community members and new arrivals to mitigate the immediate risks of exacerbating tensions, while facilitating reintegration in the longer-term.

Objectives and Methodology

- Between the **24th and 29th of May**, WFP, the FSL Cluster, and REACH, conducted a rapid vulnerability assessment in Malakal Town, Upper Nile State. The objective of the assessment was to obtain a better understanding of:
 - i) the overall current food security situation of the new arrival
 - ii) the current humanitarian response,
 - iii) movement intentions and barriers,
 - iv) potential for livelihood adaptation.
- Throughout the assessment, the team interviewed humanitarian partners, including WFP FO, IOM, and UNHCR. The team also conducted interviews with local authorities, market traders, and returnees in the Transit Centre (TC).

Findings – Population movement (as of May 24th)

- At the time of the assessment, approximately 7,000 returnees were in Malakal, according to various sources. Of these 3,000+ people transported by boat (IOM/Caritas) from Renk (2-3 day journey)
- In addition, around 4,000 people arrived by road from Renk since the beginning of the crisis, claiming to be returnees eligible for humanitarian assistance (but not registered as such in Renk, partly because they were not considered vulnerable according to the protection criteria used by IOM/UNHCR).
- Between 500 and 1,000 people are expected to continue arriving in Malakal every 2 to 3 days in the coming weeks. The journey between Renk and Malakal takes 2 to 3 days; however, there have been various issues with the boats breaking down, meaning that journeys may take longer.
- Of the approximately 7,000 returnees, around 2,000 still in the reception centre on 24th May, awaiting humanitarian assistance., while 1,500 are reported to have joined their relatives at the POC site. Only those who are registered as having family in the POC are authorised by the GOSS. Some unregistered people made their way into the camp as well.
- The rest sheltered around Malakal town (notably in 7 schools), while a small minority have continued their journey to their families, sometimes with support.
- According to the Relief and Rehabilitation Commission (RRC), the Governor of Upper Nile has identified a site for returnees willing to stay in Malakal town, but the site has not yet been approved by humanitarians (it was to be cleared on Friday 26).

Findings – Population movement (as of May 24th) – cont.

- Almost all of the returnees are coming from Khartoum, where the violence initially broke out.
- South Sudanese returnees from Khartoum were not receiving any assistance while in Sudan. Only refugee populations in camps are receiving assistance in Sudan, and most of these populations have not displaced so far.
- The returnees that arrived in South Sudan at the onset of the crisis were reportedly better off, with access to cars for transportation. As the war in Sudan has continued, the returnees crossing have become increasingly more vulnerable, with many having walked long distances due to lack of transport.
- The assets transported by returnees vary, but for the most part contain clothes, sheeting, bedding, a jerry can, and some cooking equipment. Very few productive assets were reported or observed within the returnee community, likely due to the rapidity of the displacement. Many HHs reportedly came with nothing at all. Nevertheless, most HHs were observed with some suitcases.
- In addition to this, in the recent weeks, there has been an increase in reporting of armed actors (potentially RSF and criminal groups) targeting returnees/refugees while in Sudan, and stealing items of value from those fleeing, such as phones.

Findings – Population movement (as of May 24th) – cont.

Onward movements to the places of origin of the returnees:

- At the time of the assessment, **onwards movements from Malakal have failed to match the influx of people from Renk** (by both road and boat). With the lack of registration of returnees arriving by road, these people will face challenges in access onward transportation options as they are not clearly identifiable as returnees.
- There is potential for the transit centre to become very congested, and there is little to no information being provided to returnees on the availability and schedule of onwards boats.
- Not clear whether the government from Upper Nile will (be able to) support the onward movements of returnees (except from authorising it).
- The Government has started to register the returnees and will see if they have any resources available to support their transportation to their places of origin.
- Returnees are supposed to stay maximum 72h at the transit centre, but some people can stay longer than 72 hours due to logistic/transport issues, and awaiting humanitarian assistance.
- Suggestion that some traders could support the population movements.

Findings – Conflict, Security and Access

- The land claims and conflicts that pre-dated and fed into the civil war still exist in and around Malakal. The returns of Shilluk or Nuer to contested areas, whether that be Malakal Town, Akoka, Nagdiar, or Pigi, will invariably be a trigger for further violence between Dinka and Nuer, Dinka and Shilluk, or Shilluk and Nuer communities.
- Tensions have been mounting in recent weeks over access to resources within the POC which escalated from individual disputes to conflict along ethnic divisions. Indeed, pre-existing tensions between different ethnic groups may be exacerbated as a result of continued limited access to resources and services between and within IDP, returnee, and resident communities in Malakal.
- **Tensions between the returnees and residents in Malakal town have begun to develop.** Since the arrival of the assessment team on the 24th, two incidents were reported at the transit centre, the first relation to residents aiming to access a waterpoint in the transit centre (that had been overused and that was not functional at that time), which resulted in stones being thrown at returnees. Secondly, a group of resident youth wanted to play football in an area occupied by the returnees, which resulted in a dispute between communities and the military came and fired warning shots.
- A feeling of insecurity in town was reported mainly by the Shilluk returnees – which seems to be part of the reason behind the influx of returnees into the PoC.

Findings – Protection and APP

- Returnees are registered when disembarking boats at the port, however, many returnees travel by road, and are not registered. At the time of the assessment, the local authorities estimated the number of unregistered returnees to be around 3,500. Many of these returnees resort to the transit centre but are not eligible to receive food assistance as they are not immediately identifiable as returnees.
- The congestion of IDPs and new returnees in the POC and transit centre is a source of risk. Following the violence reported in Renk on 15 May, UNDSS is in the process of assessing the security situation in Malakal.
- Some host community members are accessing services that have been established in the transit centre, creating tensions along ethnic lines. There have already been minor tensions that resulted in host community members throwing stones at returnees regarding access to water.
- Many of the recently arrived returnees were displaced during the early years of the 2013-2019. They are now returning to their homes and finding them either destroyed or occupied. There is a high likelihood of substantial HLP issues
- Large gaps in the messaging and community engagement around the provision of food assistance have been reported, and there is an expectation that, if people remain, that they will continue to be assisted. It has been reported that some people have been unwilling to move on to their areas of origin, despite the availability of onwards transportation, due to the expectation of food assistance in Malakal. At the same time, many returnees reported that there has been no communication from WFP as to why they have not received food, and no date has been communicated as to if and when they will receive it.

Findings – Food Security

- **Food Access** – Access to food is generally very low amongst the returnee population. At the time the assessment terminated (29th May) , there had been one WFP food distribution (15 days ration) around two weeks prior. Since then, returnees were not provided food, despite being registered. A key group of concern are the returnees that travelled by road, as they are not being registered to receive assistance. Social networks are essential in accessing food for the returnees. Many have moved directly into the PoC, seeing shelter and food support from friends and family. Nevertheless, the distance of the PoC (and security risks for Shilluk in the town) was reportedly a barrier to accessing support.
- **Food Availability** – while there is food available at the market, financial access amongst the returnee population is very low due to a lack of cash, and very high prices. Availability of food in the market is likely to decrease further because of disruption in supplies, causing prices to rise. Fishing is a feasible livelihood opportunity, as the transit centre is situated on the river, nevertheless, most returnees lack the inputs.
- **Food Utilization** – while the WASH conditions at the transit centre are relatively good, seasonal rains and overcrowding are likely to put additional pressure on these services. A common complaint amongst returnees in both Renk and Malakal is that the food provided (either hot meals or in-kind rations) is not eaten in Sudan, and people do not like it. Some mothers reported that their children refused to eat the food. Poor wash conditions during the boat rides may cause utilization to worsen through the consumption of river water.

Findings – Livelihoods

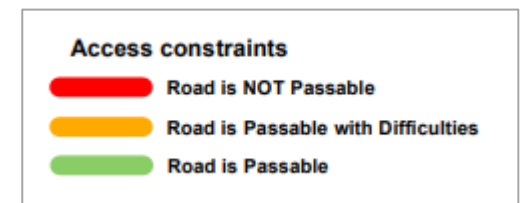
- Most returnees were unable to carry productive assets, likely due to the rapidity of the displacement. Many HHs reportedly arrived with nothing at all. Access to any available saving in Sudan is also not possible at the moment, as banks are not functioning in Sudan and have no branches in South Sudan.
- Almost all returnees are coming from Khartoum, where the violence initially broke out. Therefore, being used to urban and peri-urban livelihoods, they are likely to face substantial barriers to adapting to available livelihoods in the area, in the longer term. While in Sudan, most of the men were engaging in casual manual labour/cash for work activities such as construction, building, electricians, producing bricks, while most of the women worked in the service industry as maids for Sudanese households, or as cooks, cleaners, or tailors. A much smaller proportion of returnees were reportedly white-collar workers, such as teachers. These income opportunities appear very scarce in their areas of return.
- Despite a pledge from the local authorities to allocate land to the returnees, most returnees have little to no experience cultivating. In addition, vacant land in close proximity to the town is likely not already in use by the local population as it is relatively unproductive, and/or prone to flooding.
- Continually, it is likely too late in the cultivation season for returnees to be able to cultivate (if they had land, tools/inputs, and training). This is likely to burden the host communities substantially and potentially result in an early exhaustion of the host community harvest.
- Many female FGD participants reported wanting to set up small businesses, such as tea stand, or food stands, however all reported that the main barrier to this was a lack of capital. Adjusting livelihoods is likely to be hardest for fragmented HHs.

Findings – Markets

- The **supply chain** in Malakal is mainly dependent on Sudan (90%) and Ethiopia (10%). The crisis in Sudan has led to a shortage of supplies, especially food and fuel. Alternative routes are not as effective (many checkpoints on the river from Juba tend to discourage commercial traders, slowing down the movement of goods, increasing operating costs and market prices).
- Supply routes both inside Sudan, and between Sudan and South Sudan have been heavily affected by the recent conflict.
- Most of the goods coming in South Sudan are coming from White Nile, Blue Nile, Kosti, Sinar, El Obeid, which have been less affected by the conflict in Sudan. Nevertheless, these markets are in turn supplied by Khartoum, which has been heavily affected.
- Movement of goods between feeder markets in Sudan and Renk continues, but at a much-reduced rate. In addition, the frequency of supply is highly unpredictable. Most traders reported that the quantities of staples purchased from Sudan (particularly sorghum) had fallen by 50% since prior to the conflict.

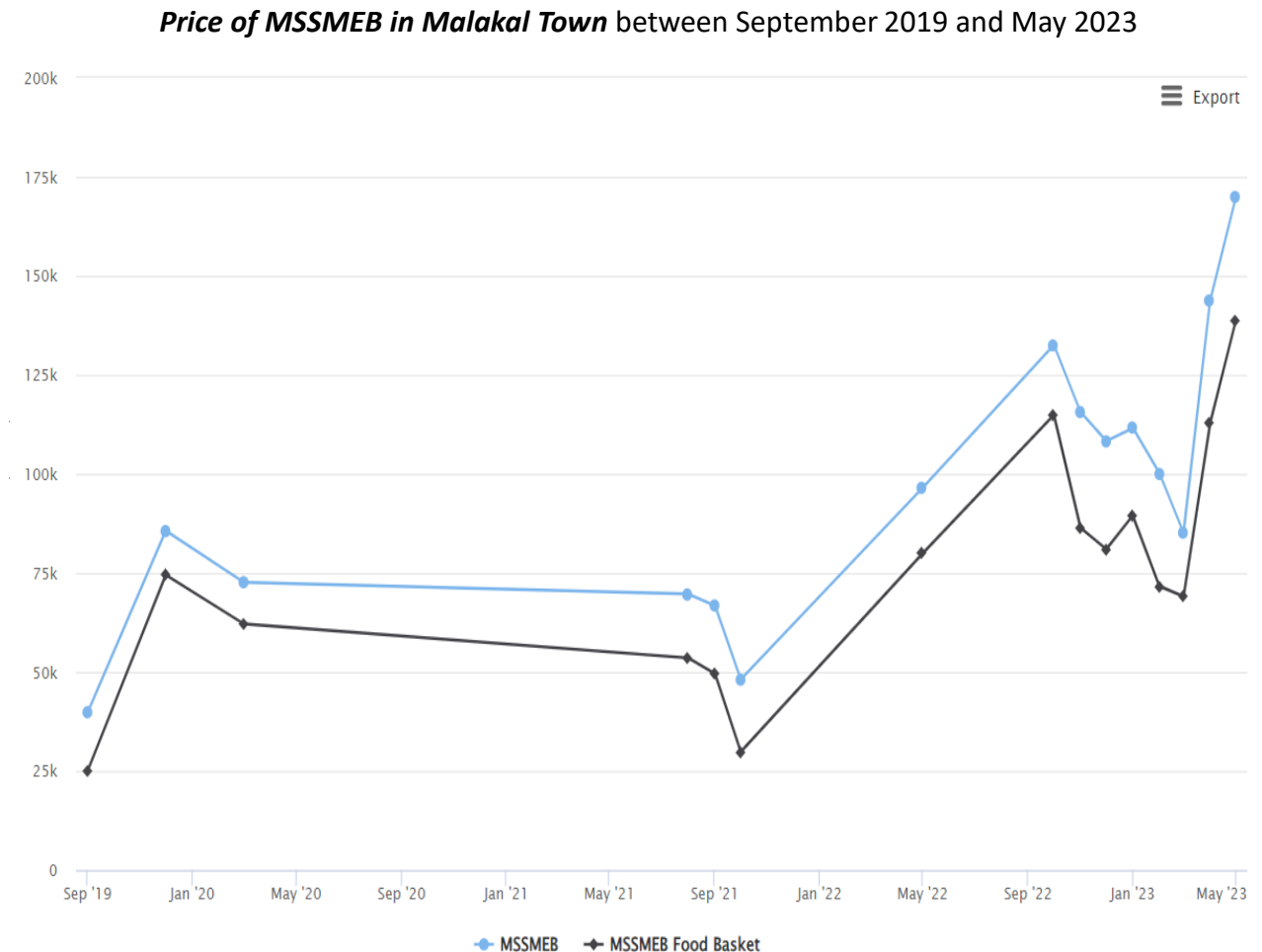


Source: SSD Logistic Cluster



Findings – Markets (cont.)

- **Market prices** have increased substantially since the turn of the year, compounding previous price shocks, such as the COVID-19 pandemic, and the Ukraine war. Since January 2023, the price of the **Multi-Sectoral Survival Minimum Expenditure Basket (MSSMEB)** has increased by 52%, from 111,600 SSP, to 169,800.
- The prices of goods from Sudan have also increased substantially. Additional checkpoints have been reported on the Sudanese side, and taxes at these checkpoints have reportedly increased, partly due to the decreased flow of trucks, and resultant need for authorities to maintain pre-conflict income levels.



Findings – Markets

- The lean season in Malakal spans the months of May, June and July. During this period, reliance on markets to fill domestic production gaps, increases. In the coming months, it is unlikely that the supply of goods from Sudan will stabilize and will likely worsen, especially if conflict spreads to/intensifies in White Nile, Blue Nile, Kosti, Sinar, El Obeid, which currently supply Renk and then Malakal.
- Moving forward it will be very important to monitor any spread of violence into the aforementioned areas. In addition, if heavy fighting spreads into White Nile and disrupts the refugee camps, this could lead to a mass movement of South Sudanese initially into Renk, and likely down to Malakal, placing additional pressure on market systems.
- In the near term, deficits in supply are unlikely to be filled by a diversification of supply routes within South Sudan, the rainy season limits road access, and the route from Juba up the Nile is rarely used due to the heavy taxation and the insecurity.
- In addition, traders reported primarily sourcing sorghum from Sudan, due to a lack of supply from Juba, as such, continued challenges in accessing goods from Sudan, and a lack of supply from Juba will likely disproportionately push up sorghum prices.

Findings – Shelter

On boats:

- The boats not equipped with plastic sheeting to protect returnees from the sun. FGD participants frequently reported using bedsheets for cover, or remaining in the sun throughout the day.
- Sometimes the boats would dock overnight, other times they would not. As no shelter NFIs have been provided, most people do **not have mosquito nets** and sleep in the open air. This will pose **an even greater concern as we move into the rainy season and malaria prevalence increases.**

In Malakal:

- Likely due to the prevailing narrative of ‘not creating a camp’, there has been no provision of shelter NFIs to returnees in the Malakal transit centre. As such, most people are sleeping outside, without mosquito nets, either on mats, or on the bare earth. There are some nearby abandoned buildings that have been occupied by the returnees. However only a minority of returnees sleep indoors.
- Very poor shelter conditions will be exacerbated in the coming months as the seasonal rains set in.
- Many people previously owned shelters in Malakal prior to their displacement, but have since returned to find the shelters either destroyed or occupied, limiting shelter and movement options.

Findings – WASH

On boats:

- WASH conditions on the boats are very poor. FGD participants consistently reported that the only source of water along the journey was directly from the river.
- There are no latrines or bathroom facilities on the boat, and given the irregular stops. FGD participants reported defecating in containers on the boat, then throwing waste off the side.

In Malakal:

- WASH conditions at the transit centre are relatively good. Tap stands have been constructed, and there is access to clean water. A challenge is that most people do not have access to jerrycans to transport water for cooking and cleaning. Another issue is the reported reliance of some host community (Dinka) on the water sources that have been established in the transit centre, in which there are many Shilluk returnees. There have already been minor tensions that resulted in host community members throwing stones at returnees regarding access to water.
- Latrines have also been constructed in the transit centre, however, there is a risk that WASH services may become overwhelmed if more and more returnees continue to arrive, without onward movement options, or an opportunity to reintegrate into the host community due to a lack of registration, land allocation, insecurity, etc.

Findings – Assistance en-route

En-route:

- Returnees reported **no provision of food for the journey between Renk and Malakal.**
- Returnees were responsible for either bringing food or purchasing food at stops along the way. Financial access to markets is very low and market capacity in these markets (such as Kodok) is low, and stocks were exhausted quickly. Some people managed to contact relatives in the transit locations between Renk and Malakal to access food, however **most people spend days without eating.**

Findings – Assistance at transit centre

Malakal transit centre:

- New arrivals whose onward movement from the border has been facilitated by IOM wear a wristband and receive a 15-day emergency dry ration upon arrival in Malakal transit centre. The bracelet is cut when they receive the food ration token. However, once in Malakal, new arrivals reported having to wait several more days before receiving a one-off 15-day dry ration distributed by WFP in partnership with World Vision.
- Out of the 7,000 returnees who have reached Malakal, more than 3,500 have come by their own means (by road). Some of them have joined their relatives either in the POC or in Malakal town. Others are coming to the transit center to try to get food assistance. However, as they were not registered as vulnerable by IOM in Renk, they don't wear the bracelet and are not considered as eligible for food assistance. Overall, they would need food assistance to avoid increase in malnutrition.
- The current **response at the Malakal transit centre is very slow and may discourage onward movement**, and continued congestion here could increase inter-communal tensions. Moreover, people may find it difficult to move to their destination with their luggage and an additional 15-day ration to carry.
- The Bulukard rtransit centre is a small area, congested and open for everyone in and out, and it is thus difficult to control and establish hot meal arrangement. Also following Renk incident the local government committee are not supporting hot meal approach. Therefore, though an option could have been to consider a hot meal approach (FSL partners providing an in-kind distribution of food for 3-5 days immediately upon arrival and IOM/UNHCR partners providing cooking materials), this appears challenging in this context.

Response Operational Constraints

- There are acute challenges in the movement of returnees onwards from Malakal to their final destinations. This will likely lead to an overcrowding of the transit center which will put additional pressure on limited, existing services.
- Returnees that facilitate their own movement are not registered and do not receive food assistance. Efforts need to be made to ensure that returnees are easily identifiable upon arrival, through either biometric registration, or the provision of tokens/wristbands.
- There is limited room within the PoC, meaning that many people that do not feel particularly safe, are forced to remain in town.

Key General Recommendations

Recommendation	Responsible Organization / Unit	Rationale
<p>Advocacy with IOM for an effective registration system to capture all new arrivals: Newly arrived South Sudanese returnees should be provided with any identification at entry points by DTM staff to allow for identification upon settlement. If not possible, WFP should consider means of identifying and registering new arrivals at entry point.</p>	<p>WFP Head of Programme, WFP Emergency, WFP Management, WFP Malakal FO</p>	<p>Currently, only new arrivals whose movement has been facilitated by IOM receive a whist band, which is anyhow cut off upon receiving a food ration. Identification through the most appropriate mean will allow for differentiation between newly arrived returnees and residents, IDPs, etc.</p>
<p>TSFP for new arrivals in Malakal Based on Nutrition Screenings: Specialized nutritional products and nutrition counselling should be provided to children under 5 and PLWs that have been identified as SAM/MAM based on existing nutrition screening. Referrals should be provided to Nutrition Centers in Malakal Town to allow for treatment.</p>	<p>WFP Nutrition, WFP Emergency, WFP Malakal FO</p>	<p>New arrivals are expected to have exhausted financial resources in transit limiting financial access to food items. Similarly, dietary diversity is expected to be limited for new arrivals due to food access and availability constraints.</p>
<p>High-level conflict sensitivity analysis and engagement to guide humanitarian response: WFP should advocate at the highest levels of the HCT and UNMISS for conflict sensitivity in the response – including specifically on how and where population movements are supported.</p>	<p>WFP Management, WFP Conflict Analysis, WFP Access, WFP Malakal CO</p>	<p>If not carefully manage, the humanitarian response may contribute to exacerbate existing tensions. Moreover, in supporting population onward movement, humanitarians may end up supporting politically motivated ethnic dislocation or solidifying ethnic cleansing.</p>
<p>Advocacy with IOM for Onward Transport for new arrivals: Newly arrived South Sudanese returnees should be provided with support for onward transport to areas that are able to ensure safety, security, and access to basic services. Similarly, ensure that individuals are able to access the support of friends and family. High level conflict sensitivity engagement key to this process.</p>	<p>WFP Head of Programme, WFP Emergency</p>	<p>The current response at the Malakal transit centre is very slow and may discourage onward movement, and continued congestion here could increase inter-communal tensions.</p>

Key Recommendations - en-route

Recommendation	Responsible Organization / Unit	Rationale
<p>High Energy Biscuits for new arrivals while en-route to Malakal: Newly arrived people should be provided high energy biscuits in Renk prior to starting their journey to Malakal. Potential partnership with IOM DTM team. Targeting should include all new arrivals.</p> <p>300 gram per person per day – for three days (duration of the journey) plus an additional day (distributed at arrival) , and 7 days LNS-MQ for children under two as per the Nut guidance</p> <p>Provision of emergency food should ideally be both for those whose movement is facilitated as well as those moving spontaneously (mainly on food and taking advantage from rides on trucks).</p>	<p>WFP Nutrition, WFP Emergency, WFP Malakal CO</p>	<p>New arrivals are expected to have exhausted financial resources in transit limiting financial access to food items. Currently, new arrivals are expected to either bring food or purchase food at stops along the way. However, financial access to markets is very low and market capacity in these markets (such as Kodok) is low, and stocks were exhausted quickly.</p> <p>Most people spend days without eating.</p>
<p>WASH (on boats): Boats should be equipped with several water tanks of clean water (positioned in regular increments along the boat to limit movement). Another option would be to distribute water to returnees.</p> <p>Due to the overcrowding on the boats, latrines may cause tensions as people have to move and wait in line. More regular stops would be encouraged.</p>	<p>IOM, WFP Emergency</p>	<p>WASH conditions on the boats are very poor. FGD participants consistently reported that the only source of water along the journey was directly from the river. There are no latrines or bathroom facilities on the boat, and given the irregular stops FGD participants reported defecating in containers on the boat, then throwing waste off the side.</p>
<p>Shelter (on boats): Boats should be equipped with plastic sheeting to provide the returnees with shelter and provide basic protection from the sun or rain, as we move into the rainy season.</p>	<p>IOM, WFP Emergency</p>	<p>The boats are not equipped with plastic sheeting to protect returnees from the sun, and FGD participants frequently reported using bedsheets for cover, or remaining in the sun throughout the day.</p>

Key Recommendations - en-route (cont.)

Recommendation	Responsible Organization / Unit	Rationale
<p>Health / NFI (on boats): Boats should be equipped with mosquito nets, to avoid exacerbating health risks, as we move into the rainy season and malaria prevalence increases.</p>	<p>IOM, WFP Emergency</p>	<p>Sometimes the boats would dock overnight, other times they would not. As no shelter NFIs have been provided, most people do not have mosquito nets and sleep in the open air. This will pose an even greater concern as we move into the rainy season and malaria prevalence increases.</p>

Key Recommendations – Malakal Transit Centre

Recommendation	Responsible Organization / Unit	Rationale
<p>A response in terms of food during transit appears to be necessary to avoid an increase in malnutrition. 7 days dry-ration – renewable, and conditional on availability of onward transportation or provision of a “durable” solution – e.g. relocation to another site in Malakal. Distribution for new arrivals should start max. one day after arrival.</p>	<p>WFP Head of Programme, WFP Emergency, WFP Malakal FO</p>	<p>The rations distributed at the transit centre should meet people's urgent needs and avoid straining the already scarce resources of the host communities (fewer food items available and accessible on the markets since the beginning of the Sudan crisis). At the same time, they should not encourage people to stay longer in Malakal to avoid increasing congestion and tensions.</p>
<p>TSFP for new arrivals in Malakal Based on Nutrition Screenings: Specialized nutritional products and nutrition counselling should be provided to children under 5 and PLWs that have been identified as SAM/MAM based on existing nutrition screening. Referrals should be provided to Nutrition Centers in Malakal Town to allow for treatment.</p>	<p>WFP Nutrition, WFP Emergency, WFP Malakal FO</p>	<p>New arrivals are expected to have exhausted financial resources in transit limiting financial access to food items. Similarly, dietary diversity is expected to be limited for new arrivals due to food access and availability constraints.</p>
<p>Accountability to affected population: New arrivals should be informed in a timely manner about their entitlements and about the timeline of food distributions. WFP should coordinate with partners on existing complaint and feedback mechanisms or set up its own in the transit centre.</p>	<p>WFP Malakal FO, WFP GenPro</p>	<p>According to the returnees there has not been any communication from WFP as to why they have not received food, and no date has been communicated as to when they will receive it. In addition, there is no static WFP presence at the transit centre, so returnees have been unable to access information complaint mechanisms.</p>

Key Recommendations – Next step: onwards transportation or medium to long-term solutions

Recommendation	Responsible Organization / Unit	Rationale
<p>High-level conflict sensitivity analysis and engagement to guide humanitarian response: WFP should advocate at the highest levels of the HCT and UNMISS for conflict sensitivity in the response – including specifically on how and where population movements are supported.</p>	<p>WFP Management, WFP Conflict Analysis, WFP Access, WFP Malakal CO</p>	<p>If not carefully manage, the humanitarian response may contribute to exacerbate existing tensions. Moreover, in supporting population onward movement, humanitarians may end up supporting politically motivated ethnic dislocation or solidifying ethnic cleansing.</p>
<p>Advocacy with IOM for Onward Transport for new arrivals: Newly arrived South Sudanese returnees should be provided with support for onward transport to areas that are able to ensure safety, security, and access to basic services. High level conflict sensitivity engagement key to this process.</p>	<p>WFP Head of Programme, WFP Emergency</p>	<p>The current response at the Malakal transit centre is very slow and may discourage onward movement, and continued congestion here could increase inter-communal tensions.</p>
<p>Harmonization of interventions between different groups, and between vulnerable host community members and new arrivals to mitigate the immediate risks of exacerbating tensions, while facilitating reintegration in the longer-term, as well. Project management committees (PMCs) should equally include members from all affected ethnic and beneficiary groups.</p>	<p>WFP Head of Programme, WFP Emergency, WFP Conflict Sensitivity</p>	<p>If not carefully manage, the humanitarian response may contribute to exacerbate existing tensions.</p>
<p>Pre-position and provide emergency food production kits (starting with fishing kits) to those who reach their destination.</p>	<p>FSL cluster</p>	<p>Timely provision of livelihood support is key to alleviate burden on host communities., and support sustainable food security.</p>

Key Recommendations – Next step: onwards transportation or medium to long-term solutions

Recommendation	Responsible Organization / Unit	Rationale
<p>For identified returnees into WFP priority 1 counties:</p> <p>Expansion of GFD / BSFP Caseload to Include Newly Arrived Returnees: Newly arrived returnees should be provided GFD/BSFP assistance for three months at 70% ration (like host communities). Targeting should be based on newly arrived returnees with “tokens” or other verifiable forms of identification.</p>	<p>WFP CBT, WFP Emergency,</p>	<p>Newly arrived returnees are expected to have exhausted financial resources in transit limiting financial access to food items. Livelihoods opportunities are expected to be limited as returnees have arrived too late to participate in agricultural production and insecurity limiting livestock production</p>
<p>For identified returnees into WFP priority 2, 3 and 4 counties:</p> <p>Expansion of GFD / BSFP Caseload to Include Newly Arrived Returnees: Newly arrived returnees should be provided GFD/BSFP assistance for three months at 50% ration (like host communities). Targeting should be based on newly arrived returnees with “tokens” or other verifiable forms of identification.</p>	<p>WFP CBT, WFP Emergency</p>	<p>Newly arrived returnees are expected to have exhausted financial resources in transit limiting financial access to food items. Livelihoods opportunities are expected to be limited as returnees have arrived too late to participate in agricultural production and insecurity limiting livestock production</p>
<p>For identified returnees to counties not currently prioritised by WFP</p> <p>Expansion of GFD / BSFP Caseload to be examined on a case by case basis</p>	<p>WFP CBT, WFP Emergency, WFP VAM, FSL cluster</p>	<p>The relative better overall food security in these counties should allow host communities to assimilate and integrate new arrivals without need for humanitarian food assistance. However, considering the possible scenarios in the coming months, these situations should be considered one by one.</p>