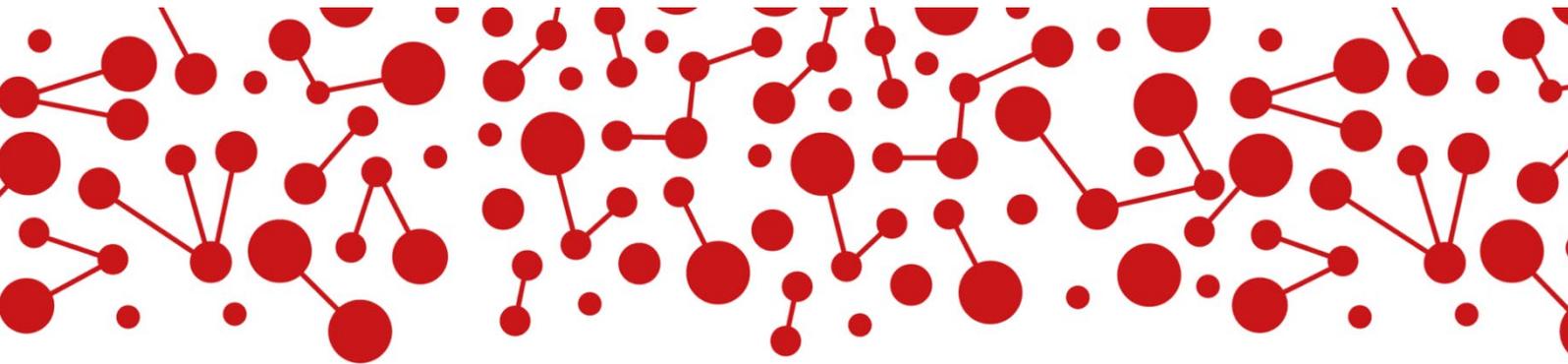




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QUESTIONS & ANSWERS

Event: CVA for people on the move- Time for a new vision?

October 2022



INTRODUCTION

In the context of the publication of the study "[People are on the move: can the world of CVA keep up? Analysis of the use of CVA in the context of human mobility in the Americas](#)", a virtual event was held to invite the audience to submit their questions on this topic.

During the discussion, the invited panelists addressed some of these questions, however, due to time constraints it was not possible to answer all the questions submitted by the participants of the event.

This document compiles all the questions received. Please note that these answers are based primarily on the findings of the study "People are on the move: can the world of CVA keep up?" and redirect to publications by CALP and its members that address these issues more broadly. Due to the complexity of these areas, it is necessary to consider that these responses/documents may not address the various contexts and particularities related to the implementation of CVA for people on the move.

Q&A TABLE

Question	Answer
CVA Sectorial	
1- Expand on CVA Sectorial, for example health.	<p>There are good examples on CVA for health from the Americas region, which can be found here:</p> <ul style="list-style-type: none"> • Ecuador: Vouchers for Sexual Reproductive Health and Rights - The CALP Network • Colombia: Vouchers for Sexual Reproductive Health (SRH) Services - The CALP Network <p>For other regions:</p> <ul style="list-style-type: none"> • Health and Cash and Voucher Assistance - The CALP Network <p>See CALP's page on CVA Sectorial here:</p> <ul style="list-style-type: none"> • Sector-specific Cash and Voucher Assistance - The CALP Network
2- How to link CVA to livelihoods?	<p>See this page for examples and guidance:</p> <ul style="list-style-type: none"> • Food Security and Cash and Voucher Assistance - The CALP Network
3- How CVA has been used in WASH applications?	<p>See this page for examples and guidance:</p> <ul style="list-style-type: none"> • WASH and Cash and Voucher Assistance - The CALP Network
4- What are the aspects of protection that always need to be included in the implementation of CVA in human mobility?	<p>The protection risks will be similar to any context. See the Framework analysis in the section on frictions.</p> <ul style="list-style-type: none"> • Constelacion Movilidad Humana (calpnetwork.org)
Specific groups	
5- Expand on the use of CVA in contexts of unaccompanied minors.	<p>Explore these for more information:</p> <ul style="list-style-type: none"> • Child Outcomes of Cash Transfer Programming: Research Brief - The CALP Network • https://plan-international.org/uploads/2021/12/cash-and-voucher-assistance-for-adolescents-web.pdf • Cash and Voucher Assistance for Protection Global Protection Cluster

<p>6- Expand about the relation of CVA, gender and migration.</p>	<p>Many of the issues related to gender and CVA will be the same in contexts of human mobility. However, with every crisis there will be new challenges and new opportunities. Please consult these materials for more on this topic.</p> <ul style="list-style-type: none"> • Gender and Inclusion - The CALP Network • #GenderCash: Are we making enough progress? - The CALP Network
<p>7- Should we give CVA to unaccompanied minors?</p>	<p>Each agency needs to decide on this based in their contexts and based on their mandates.</p> <p>See question 5 that refers to resources about this topic.</p>
<p>8- Is it possible to do a humanitarian response with CVA with people with irregular migration status /in transit? And what types of cash transfer projects for people in transit are currently operating?</p>	<p>It is possible and agencies have throughout the world. Please look at materials on this page:</p> <ul style="list-style-type: none"> • CVA and Human Mobility - The CALP Network <p>And in the bibliography of this study for some examples:</p> <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org)
<p>9- Expand on the use of CVA in the context of the Venezuelan migration.</p>	<p>Please contact the CWG in Venezuela for more information:</p> <ul style="list-style-type: none"> • Cash Working Groups - The CALP Network
<p>10- Considerations about the use of CVA in Colombia considering the Venezuelan crisis.</p>	<p>Please contact the CWG in Colombia for more information:</p> <ul style="list-style-type: none"> • Cash Working Groups - The CALP Network
<p>11-What type of CVA is appropriate for people in transit?</p>	<p>This depends on the contexts, the types of financial service providers, the objective of the CVA, among other factors. See this page for examples from different contexts.</p> <ul style="list-style-type: none"> • CVA and Human Mobility - The CALP Network
<p>Risks</p>	
<p>12-How can you give CVA to <i>caminantes</i> (people in transit) without putting people at risk for robbery?</p>	<p>The most appropriate thing to do is to conduct a study of the route where they travel in order to know the risks associated with the space. Likewise, include differentiated risks in the CVA matrix.</p>
<p>13- How do you mitigate risks of the inadequate resources vs. basic needs in migratory emergencies?</p>	<p>Awareness-raising and communication work with communities should propose a series of sectoral recommendations on the good use of money. Several organizations focus on food chains or decent housing and the importance of rest.</p>

<p>14- What are the principle risks that recipients face in the model of cash transfers?</p>	<p>Please consult the case studies in this report as they cover some of the key challenges that people on the move confront in the Americas.</p> <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org)
<p>15- Recommendations to reduce the protection risks for people on the move.</p>	<p>It is always important to know the routes where they transit. Know their movement capital and transit motivations. Optimizing deliveries, working together with other sectoral in-kind assistance may be more appropriate options.</p>
<p>16- How do you reduce tensions with host communities? How do you identify beneficiaries and track them over time?</p>	<p>Through communication with communities there is a great opportunity to mitigate risks of xenophobia, tensions due to disparity of assistance, among others. Assertive messages towards the intention of the CVA, giving quotas to the host communities to benefit from the CVA and generating alliances with local governments are some of the strategies that would mitigate this tension.</p>
<p>17- How to reduce the risks for the recipients of CVA that are at risk to networks of trafficking? And, how to avoid that humanitarian cash transfers are used by illegal intermediaries?</p>	<p>It is important to know whether the fact that cash or vouchers are delivered increases your risks before making any delivery.</p> <p>In addition, it is important to recognize immediate needs to be met and design CVA to meet them.</p>
<p>18- How do humanitarian aid providers assist the most affected people especially in a specific location where there is heavy gun fire?</p>	<p>Humanitarians need to do continual risk analysis and mitigation before any decision are made on programming. Do No Harm principles will always prevail for the staff and project participants.</p>
<p>19- How can we approach the topic of fraud in contexts of CVA and human mobility. And, how fraud can be prevented?</p>	<p>Communication campaigns should be designed and implemented with communities through assertive messages that mitigate fraud. They should emphasize the free nature of CVA and the prevention of phenomena such as xenophobia.</p> <p>Conduct training on CVA with all staff of agencies implementing CVA, including operations teams and implementing partners.</p> <p>Ensure separation of responsibilities between teams.</p>
<p>20- Which are the main risks of cash assistance for people in transit?</p>	<p>Risk analysis and mitigation should be completed before and during project cycle management. See the report for Framework Analysis for some of the frictions that people on the move can experience.</p>

	<ul style="list-style-type: none"> • Constelacion Movilidad Humana (calpnetwork.org)
21- Which could be the challenges for PTF to assist the cases of protection for victims of SVBG and of armed conflict.	<p>There is emerging evidence on the use of CVA in comprehensive case management for GBV survivors, which may be interesting to look at. See these pages for more information:</p> <ul style="list-style-type: none"> • Resources for Mainstreaming Gender-Based Violence (GBV) Considerations in Cash and Voucher Assistance (CVA) and Utilizing CVA in GBV Prevention and Response Women's Refugee Commission (womensrefugeecommission.org) • Knowledge Hub (gbvguidelines.org) • #GenderCash: Are we making enough progress? - The CALP Network
Value	
22- Recommendations to stabilize the transfer values in different countries where governments do not have laws about this.	<p>Several points may help:</p> <ul style="list-style-type: none"> • To know if the government has calculated a Minimum Expenditure Basket for the population. • To know if the government has CVA to address poverty schemes. • Be aware of the income of the people to be served (migrants in need, for example) and perform a gap analysis. • Negotiate with the government based on the data acquired and the gaps identified. • Harmonize the CVA of the agencies in the country.
23- What expenses does MPCA help people on the move to cover?	<p>The expenses will depend on the analysis done to create the transfer value, which depends by contexts. However, if the person receives cash transfers this may be different or additional to what was contemplated. Vouchers as they are restricted will fall within the planned results.</p>
Identification	
24- What is the importance of having identification documents for people on the move access CVA assistance?	<p>See the case study in this report on the topic:</p> <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org)
Additional research	

<p>25-What are the key areas where additional research could be most needed?</p>	<p>There are a series of questions posed in the report:</p> <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org)
<p>Links with the governments</p>	
<p>26- More information about the connections between States' social programs and the work of humanitarian organizations.</p>	<p>This will depend on the duration of the people on the move in each territory and how prepared the reactive social protection system is to guarantee a minimum level of care for this population.</p>
<p>27-What are the political challenges related to supporting people on the move with cash, particularly cross-border?</p>	<p>The political challenges may be several. In the political sphere there is likely to be a cost-benefit analysis of whether or not to support this population by sending a message to the rest of the region.</p> <p>In the humanitarian sphere it is an opportunity to save lives while also providing opportunities for local communities.</p>
<p>28- How to support civil society organizations to achieve real impact on public policy?</p>	<ul style="list-style-type: none"> • Through several tools that should be used at the same time: <ul style="list-style-type: none"> ○ Through evidence, i.e. from documentation that allows to have technical arguments and not authority. ○ Through strategic alliances with local actors who advocate for the same situation. ○ Through strategic communications that make the problem visible. ○ Through public mobilization to put the issue on the agenda of decision-makers.
<p>29- Harmonization of inter-governmental and inter-agency policies for people on the move to facilitate financial inclusion across borders?</p>	<p>In some contexts, there are platforms that work on the issue, such as R4V in the Americas. Other options are to work ad-hoc with agencies that have a mandate on the subject.</p>
<p>Anticipatory action</p>	
<p>30- What can be done in advance to ensure we are able to meet the needs of migrants immediately to take into account mobility?</p>	<p>The models will depend on the operational contexts, the needs of the people on the move, and often available funding. Reviewing examples for different contexts may help, as well as anticipatory action/planning including doing pre-crisis market assessments. It will be important</p>

	to understand the routes of migration for people in human mobility, as well.
Financial Service Providers (FSP) and FinTech	
31- How can FinTech be depended on to provide differentiated assistance that is responding to needs?	The private sector responds to needs in a market. See the case study on this topic in the report: <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org)
32- How can remittance networks play a part?	Remittances play a very important part of the life of people in human mobility. By definition , they are not CVA. Nevertheless, remittance companies do play a role as financial service providers.
33- What role do you see for technology in relation to challenges that human mobility presents for CVA?	Technology plays an important role in the lives of those in human mobility—to connect to their families and services, and to humanitarian support. However, it is very important to recognize that not everyone has access to technology, private access nor that they can use it with ease especially for people with disabilities. Additionally, language, reading, and numeracy abilities are different which can be barriers to some people in human mobility.
34- What can we do to enable humanitarian cash to be portable for people on the move (e.g. digital cash should be across borders)?	The response analysis should include an understanding of which type of delivery mechanism is best for the recipients; it is a good practice to have more than one mechanism as some may not work for certain types of migrants.
35- Which are the better delivery mechanisms for people on the move?	It depends on the context analysis. It must be considered whether there are reliable FSP, whether the markets can receive different assistance mechanisms and, finally, whether the modality decided upon is able to meet the most urgent needs of the population to be assisted.
Monitoring & Evaluation	
36- How do you apply M&E to CVA in the case of human mobility and what tools can you use? How do you determine the transfer values?	In transnational situations, it is best to know the costs associated with country-to-country mobility and the needs that can be met through the markets in each country. Always bearing in mind that the route is the basis for programming and that this may change in different routes.
37- How do you consider monitoring and evaluation in the context of mobility?	It is an essential tool if you want to contribute to risk mitigation and lessons learned programming.

<p>38-How do you account for people who receive CVA after distributions since they are on the move?</p>	<p>Appropriation of technology as a vital tool to know the situation on the route, social networking groups have proven to be very useful to report situations on their journeys. There are systems that can be very useful to know the expenses incurred by the participants on the route and to know the functionality of the markets.</p>
<p>39- What are the recommended post distribution mechanisms?</p>	<p>Agile mechanisms with identification of useful information and easy analysis are recommended. Perhaps quick surveys with direct questions on cross-sectoral needs.</p>
<p>Targeting and registration</p>	
<p>40- How can organizations adapt registration practices for CVA to support migrants and follow up with them post distribution?</p>	<p>Through the CWG that make the data collection tools shorter and with vital information to monitor further along the route. It could be an effort to harmonize registration and post-distribution formats among the organizations that would allow them to identify needs and how they were solved along the way. In addition, new lessons learned scenarios would be discovered here.</p>
<p>41- Do we have a different process for identification, registration and tracking of such people as beneficiaries?</p>	<p>Most likely there are different processes that determine them. Only on routes in the same country there are ways to identify whether they are in motion or not, different among organizations.</p>
<p>42- What are the most effective approaches to registering and targeting people on the move?</p>	<p>There are situations where the best way to register them is when there are intersectoral care centers on the routes and they can tell their stories in a safe environment. It is also important to take advantage of existing information from local governments to identify these people or to be able to know their stories in places where they will not be discriminated against.</p>
<p>43- How to reduce the risk of exclusion/inclusion of potential recipients of aid while targeting people on the move?</p>	<p>It is always important to recognize that human mobility situations also affect or benefit the people who receive this population, so there are ways of working with them that can benefit them. There are cases in which this attention stimulates local markets (housing, health, food, transportation), so the needs of people who are not moving but who can be positively impacted by those who do move should always be taken into account.</p>
<p>44- What are the appropriate tools for registration, without duplicating data and taking into account people's privacy?</p>	<p>This is a major challenge that has been solved with the implementation of unique codes to identify each person. If similar systems can be managed and sharing unique codes involves less effort and maintains the privacy of individuals, it can be a tool that works quite well. There are examples where organizations call a person not by</p>

	name, but by a code that is output by an information system and is not repeated with others.
Human mobility and CVA in general	
45- What could be the challenges of delivering cash to people who are on the move?	<p>The report has good examples noting the bibliography, as well:</p> <ul style="list-style-type: none"> • CAPL-People-on-the-Move-FINAL-9-2-22-1.pdf (calpnetwork.org) <p>Also see other documents here:</p> <ul style="list-style-type: none"> • CVA and Human Mobility - The CALP Network
46- How do we manage cash distributions to people on the move according to their migration phase?	<p>It can be approached in different ways. A delivery can be made before the movement starts in order to make people consider safer routes. Alliances can be made between organizations in such a way that information about people on the move is shared. The use of technology (Facebook groups, for example) can be used to notify arrivals at partial destinations and small PDM surveys. Finally, assistance can be provided in critical areas of the routes to mitigate any protection risks.</p>
47- How to effectively and rapidly model the CVA transfers with populations on the move?	<p>The models will depend on the operational contexts, the needs of the people on the move, and often available funding. Reviewing examples for different contexts may help, as well as anticipatory action/planning including doing pre-crisis market assessments.</p>
48- How can cash and voucher assistance (CVA) in response to people on the move be a sustainable solution?	<p>It depends a lot on what is interpreted as sustainability. One thing is to mitigate risks with safe transit on the routes and another thing may be sustainability in terms of stabilization of the person in terms of needs. Because of the nature of transit, it is possible that the first option can be achieved through several recommendations:</p> <ol style="list-style-type: none"> 1. Scheduling based on routes and needs. 2. Harmonization of CVA with other agencies for greater outreach. 3. Rapid market assessments (PSF/goods and services).
49- How impactful will CVA be to respond to humanitarian needs of vulnerable people in a state of mobility?	<p>People on the move often prefer CVA. Well-designed it can meet some of their needs. See some examples here:</p> <ul style="list-style-type: none"> • CVA and Human Mobility - The CALP Network
50- How to personalize CVA in contexts of mass human mobility?	<p>This depends on the response analysis including organizational capacities, financial service providers and national laws and regulations.</p>

<p>51-What are the strategies so that the implementation of CVA for people on the move goes beyond the condition of assistance?</p>	<p>Initially, CVA should be aimed at addressing the immediate needs of people who may be in a certain degree of vulnerability. Their sustainability should be based on collective action between sectors involving decision-makers and the transformation of policies to benefit people.</p>

It is necessary to continue to gather evidence, to be creative and to innovate in order to improve the design and implementation of cash and voucher assistance, and continue to create positive impacts for people on the move.

