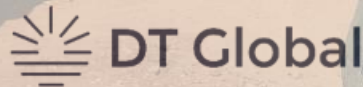


28 November 2022

Dissemination Webinar

Impact on social inclusion of HVT Corridors and potential solutions to identifying and preventing human trafficking



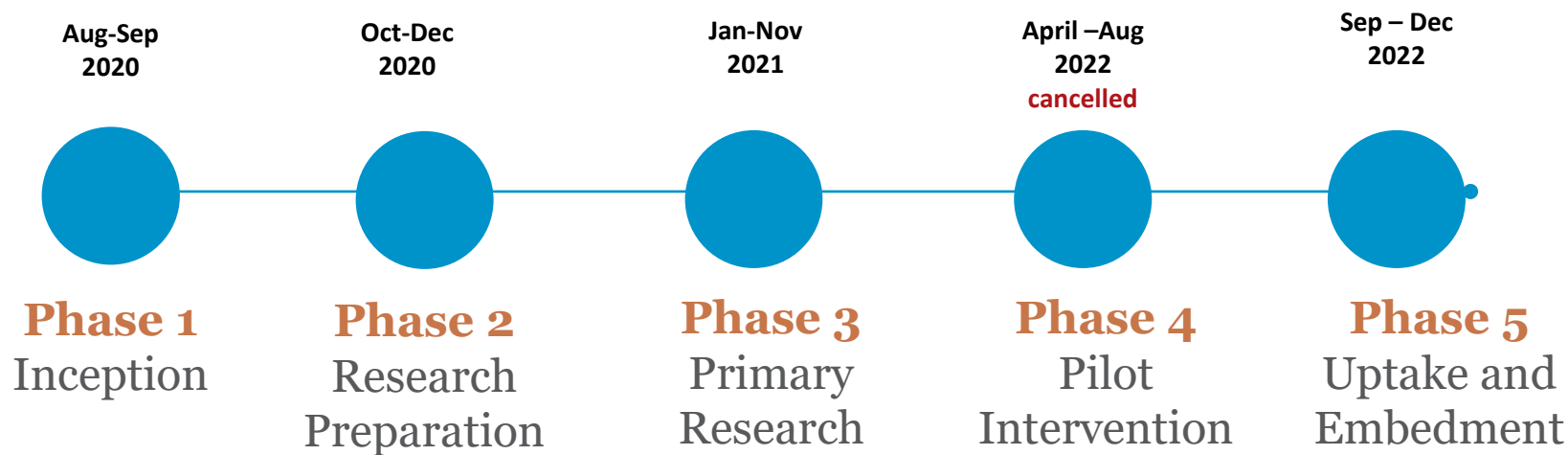
Background

- Transport corridors play critical role in Africa's economy
- Increasingly efficient trade routes, border crossings and rise in heavy goods traffic thought to be contributing to rise in human trafficking (TIP)
- ILO (2021) global estimates of forced labour: 24 million (24% from Africa)
- Est. 6.3 million in forced sexual exploitation; 78% female and 27% children
- Important GESI challenge for transport and infrastructure sectors: women and girls more likely to be trafficked and trafficking tends to affect vulnerable individuals

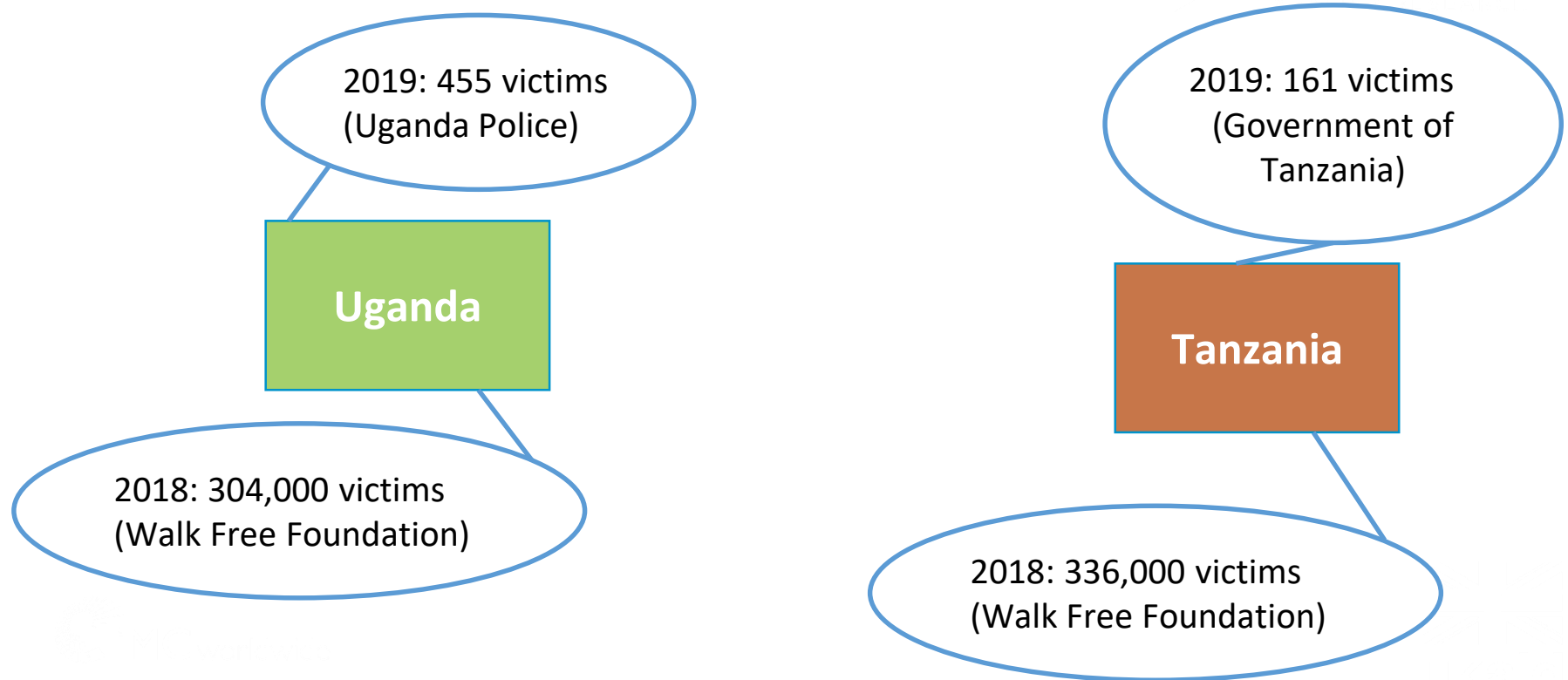
Research Objectives

- Investigate the role played by HVT corridors in TIP in Tanzania & Uganda
- Explore some of the factors (transport-related and regulatory) contributing to TIP along HVT corridors
- Assess level of awareness of TIP and its impacts among transport providers, users of HVT corridors, and communities through which these routes pass
- Identify and pilot innovation(s) that can help identify and counter TIP along HVT corridors
- Study ultimately about safe inclusion in the long-distance strategic transport sector

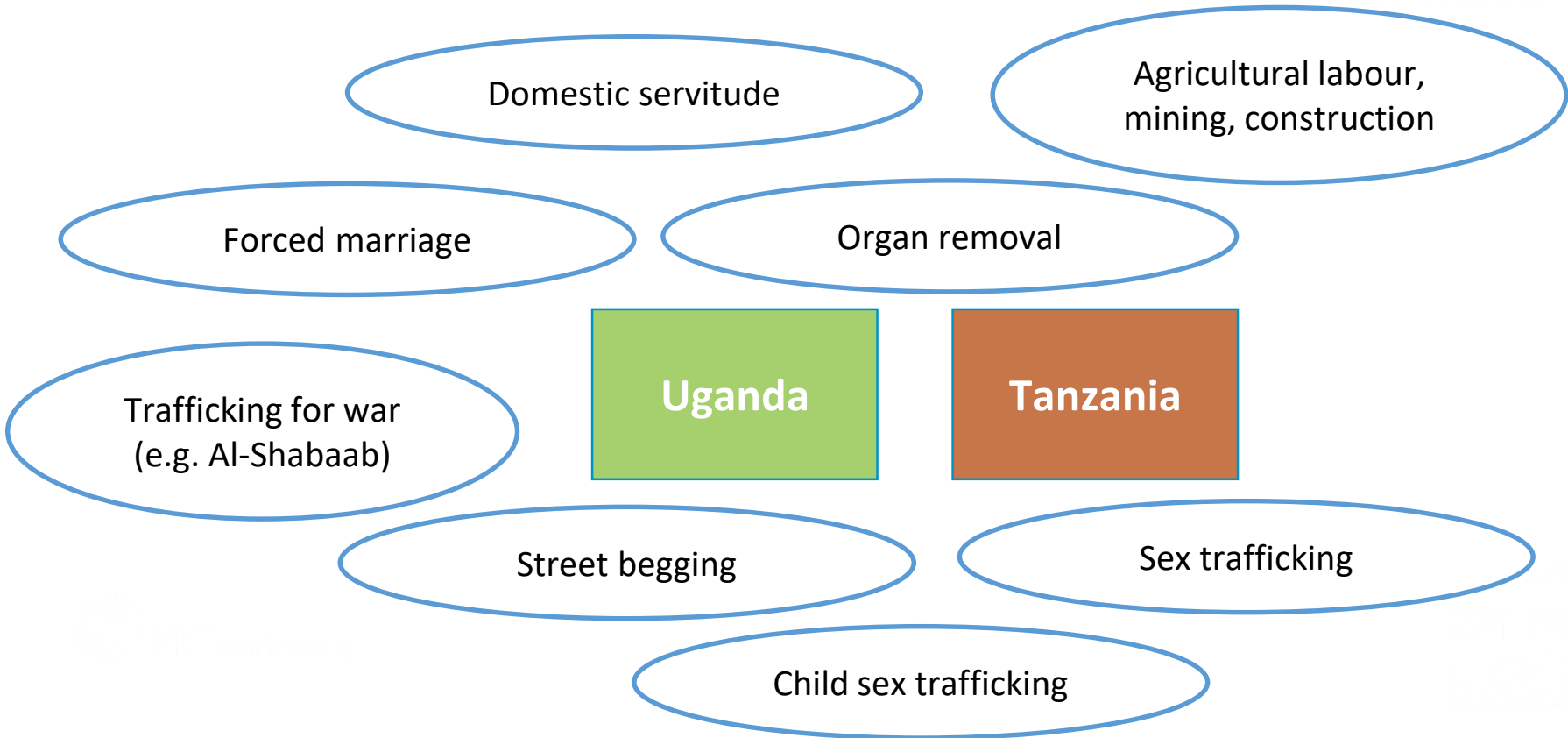
Phases and Timeline



Context – Scale of TIP



Context - Types



Literature Review

- Very few resources explicitly and substantively focus on transportation phase of TIP, or on the role of vehicle operators as facilitators of TIP
- Discussions of trafficking networks focus on employment agencies, crime syndicates, and generalized 'recruiters' – not vehicle operators
- Emerging literature on effect of COVID-19 on TIP: increased incentives for victims and traffickers
- Review of anti-TIP legislation: some laws mention transport and transport actors (e.g. Palermo Protocol and EAC Counter-Trafficking in Persons Bill)
- Not yet a strong call within the literature about the need to work with the transport sector to address TIP

Research Overview

- Cross-sectional research study
- Quantitative component (sample = 1,548)
- Qualitative component (55 SSI)

Survey (Quantitative)
Drivers (truck / bus / coach / taxis), conductors and 'turnboys' (driver's assistants)
Communities at truck stops and cross border check points

Key Informant Interviews (Qualitative)
Transport police
Border officials
Transport associations
Driving training schools
Victims / Survivors
Civil society organisations

Ethical Approval

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Tanzania	Uganda
<ul style="list-style-type: none">• National Bureau of Statistics (NBS)• Tanzania Commission for Science & Technology (COSTECH)	<ul style="list-style-type: none">• Mildmay Uganda Research Ethics Committee (MUREC)• Uganda National Council for Science and Technology (UNCST)

Locations



- 4 research sites
- 3 border crossings; 1 key transit location

Country	Sites	Borders	HVT Road
Uganda	Busia	Kenya	Northern Corridor
	Malaba	Kenya	Northern Corridor
Tanzania	Arusha	Kenya	Great North Road
	Tunduma	Zambia	Dar es Salaam Corridor

Characteristics of Sample

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Community Sample

	Tanzania	Uganda
Gender		
Male	46%	52%
Female	54%	48%
Age		
18-24 years	21%	12%
25-34 years	45%	47%
35-49 years	22%	33%
50+ years	11%	8%
Employment		
Businessperson / entrepreneur	64%	19%
Female sex worker	30%	30%
Taxi driver	-	14%
Farmer	1%	-
Student	2%	-
Other	3%	37%

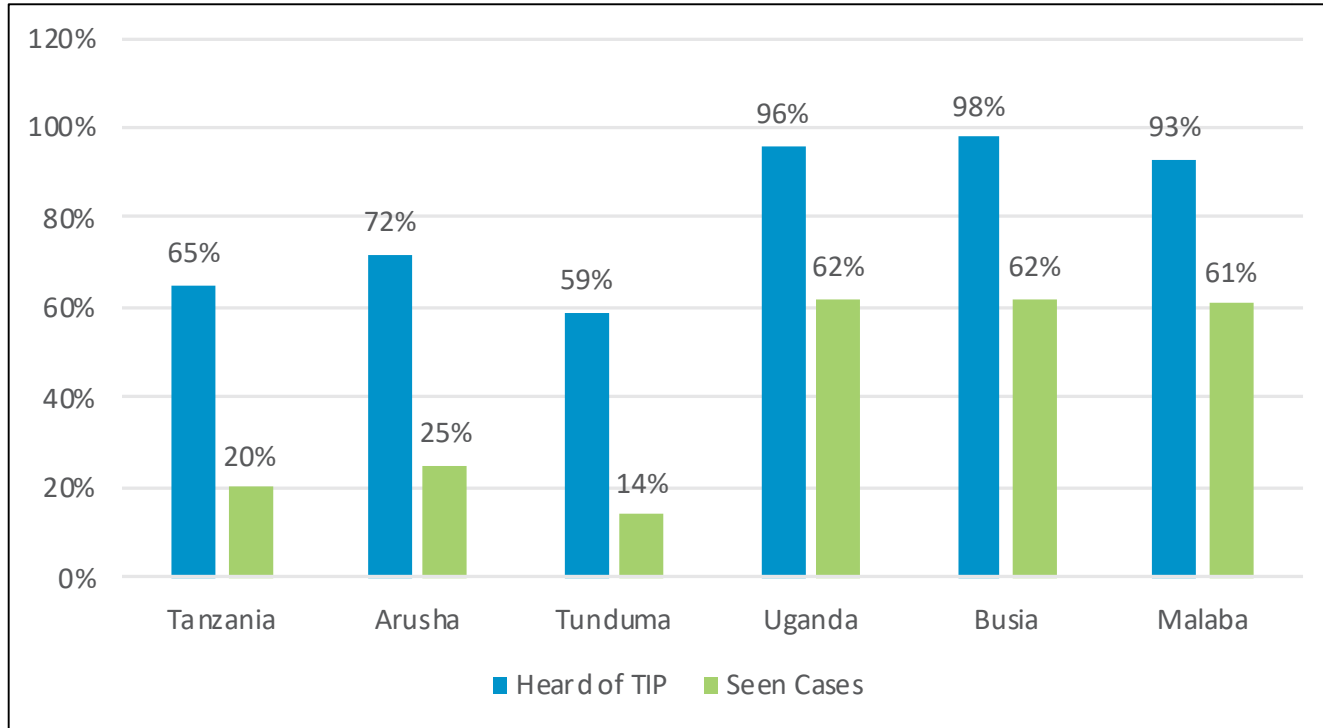
Vehicle Operator Sample

	Tanzania	Uganda
Gender		
Male	99%	99%
Female	1%	1%
Age		
18-24 years	4%	8%
25-34 years	39%	35%
35-49 years	39%	44%
50+ years	18%	13%
Vehicle		
HGV	45%	68%
Bus	16%	-
Car taxi	6%	19%
Minibus	15%	2%
Motorcycle/tricycle taxi	12%	7%
Coach	4%	-
Other	-	4%
Role		
Driver	89%	89%
Conductor	9%	4%
Turnboy	2%	7%
Distance travelled		
Short distance	47%	22%
Long distance	41%	63%
Both	12%	15%
Employment status		
Self-employed	25%	15%
Work for company	38%	52%
Work for one other person	37%	33%

Headline Findings

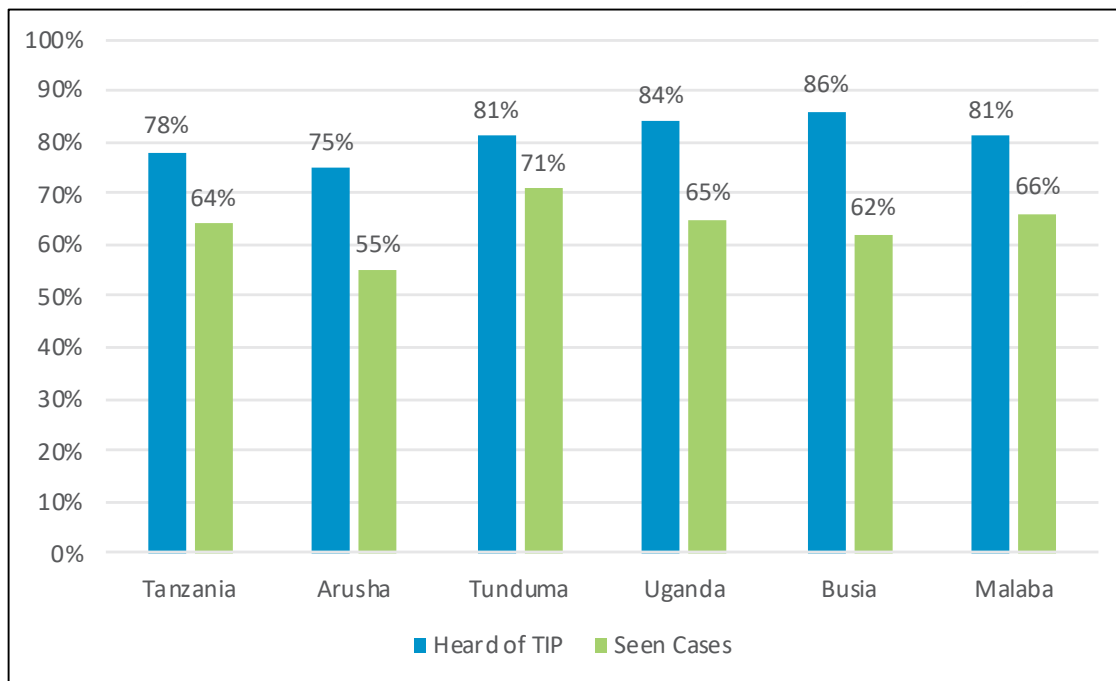


Community: Heard of TIP and cases observed



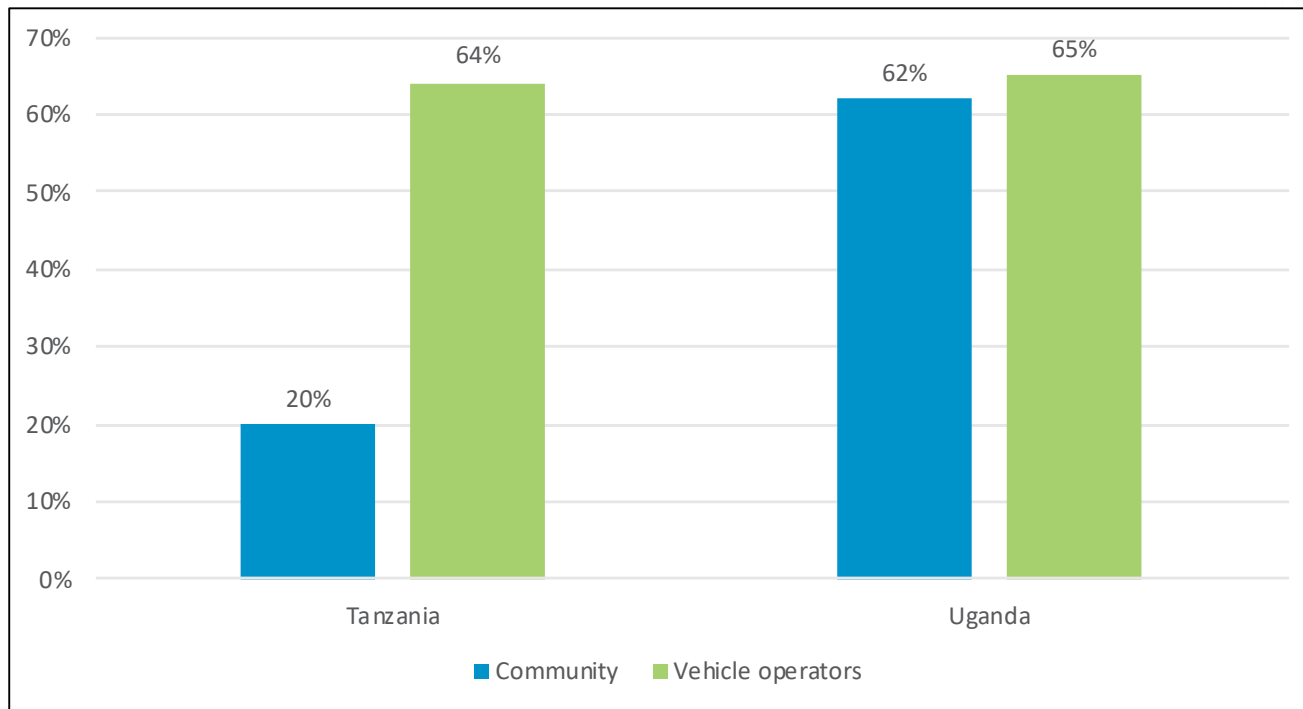
- 65% of community respondents in Tanzania had heard of TIP versus 96% in Uganda
- Fewer community members in Tanzania had observed cases: 20% versus 62% in Uganda

Vehicle Operators: Heard of TIP and cases observed



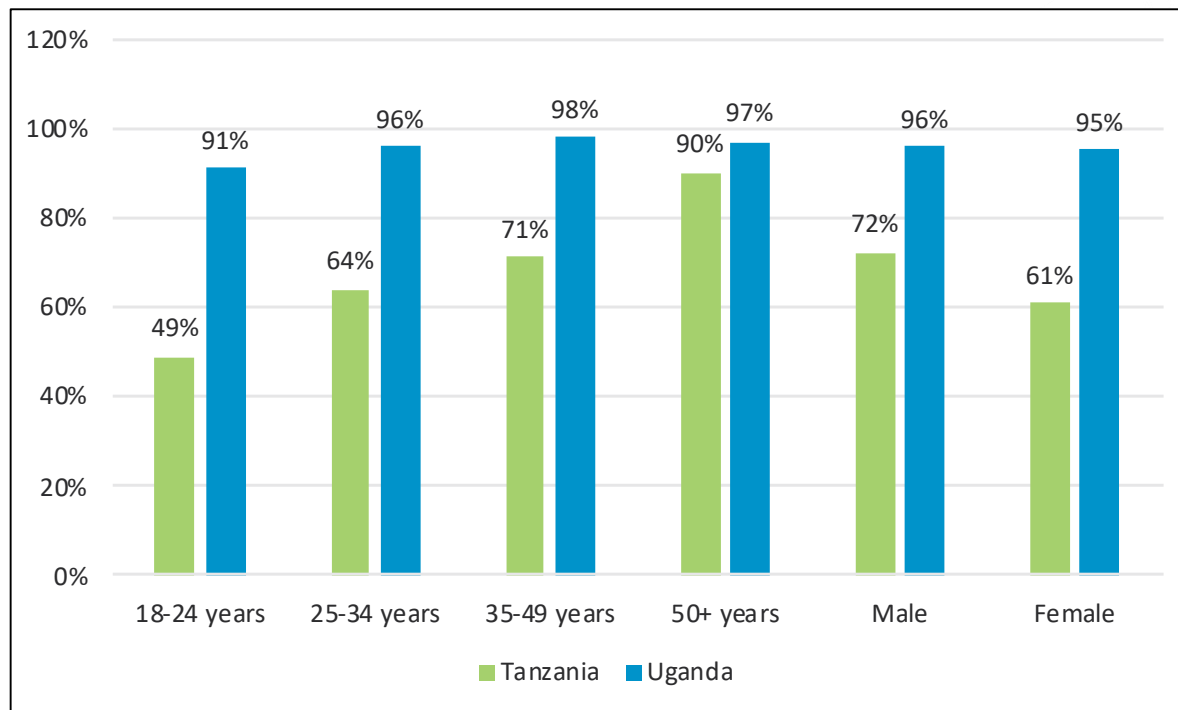
- High proportion of VO had heard of TIP: Tanzania 78% v Uganda 84%
- Almost two-thirds of VO had observed cases: Tanzania 64%; Uganda 65%

VO and Community: Cases Observed



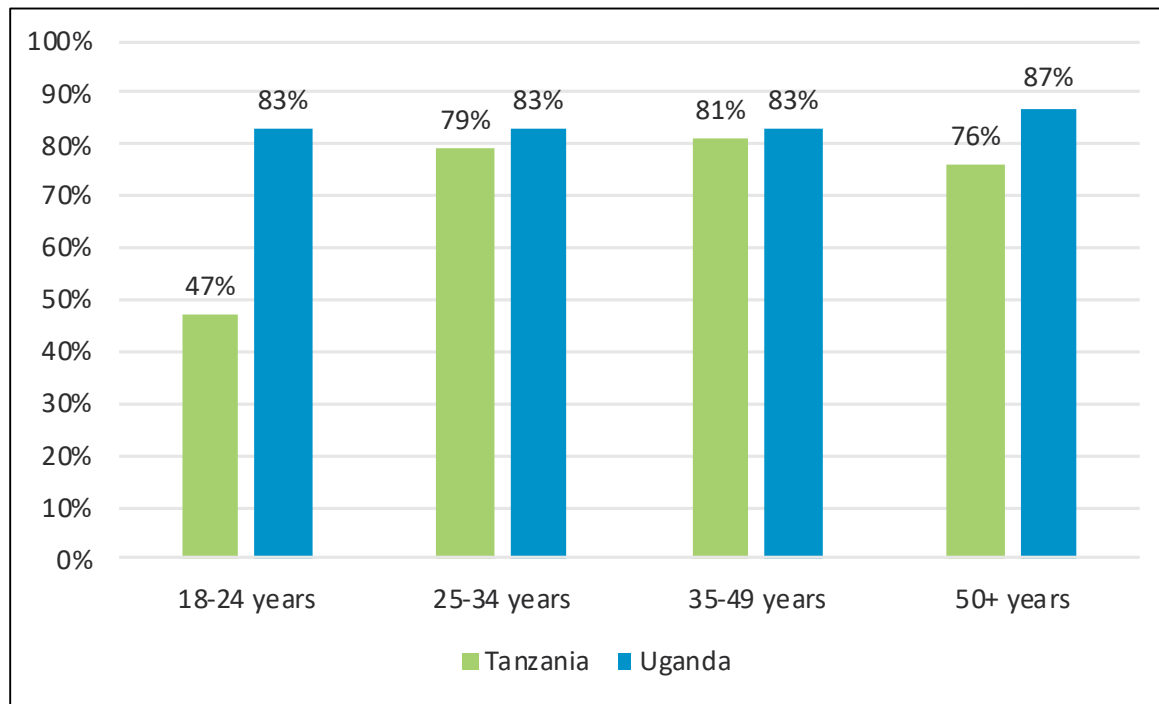
- Vehicle operators in Tanzania were 3 x as likely to have seen cases compared to community
- In Uganda, no major difference between vehicle operators and community

Community members: Heard of TIP by age & gender



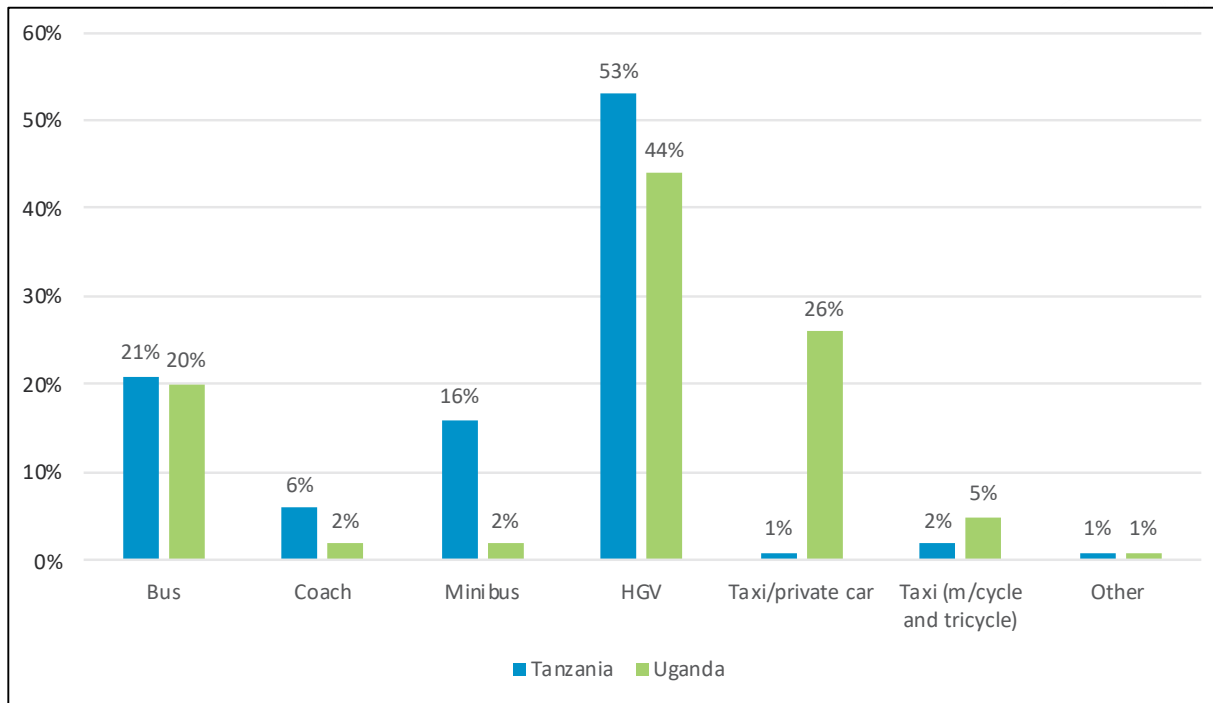
- In Tanzania women knew less about TIP than men : 61% versus 72%. No major diff in Uganda
- Youngest community members had heard less than older age groups in Tanzania

Vehicle Operators: Heard of TIP by age



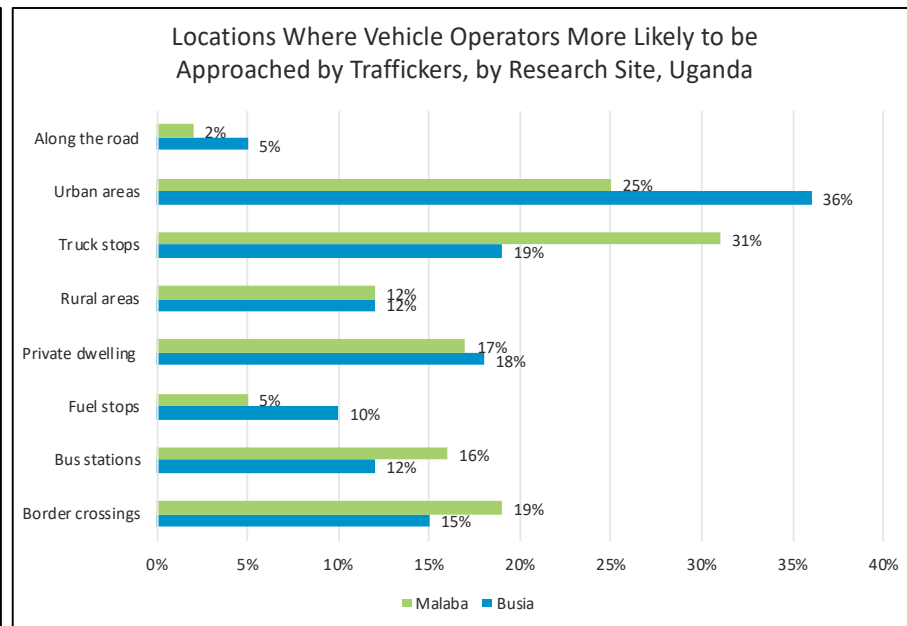
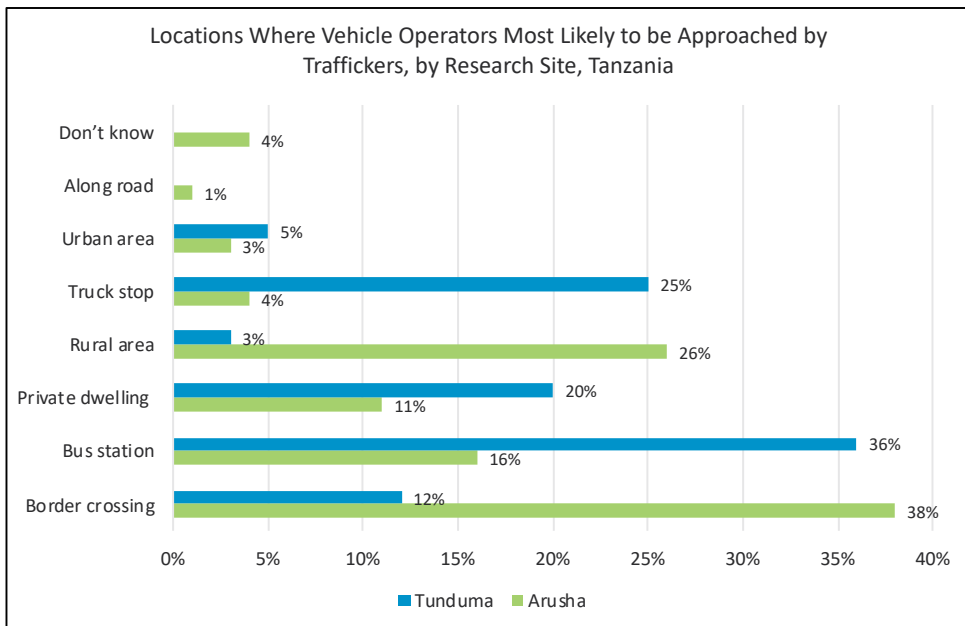
- Youngest VO in Tanzania knew less than older respondents
- No significant age-related differences in Uganda

Vehicle Operators: Views on Vehicles Involved in TIP



- VOs in both countries thought HGVs more likely than other vehicles to be involved in TIP
- In Uganda taxis / private cars were mentioned by quite a few VOs

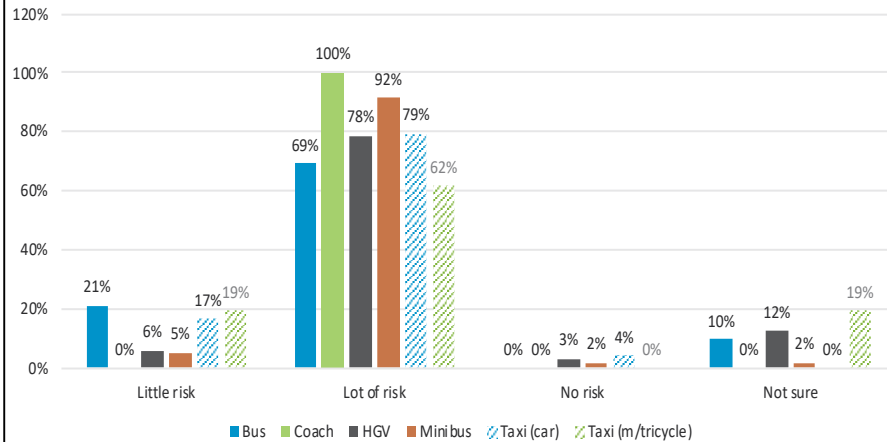
Vehicle Operators: Where Approached by Traffickers



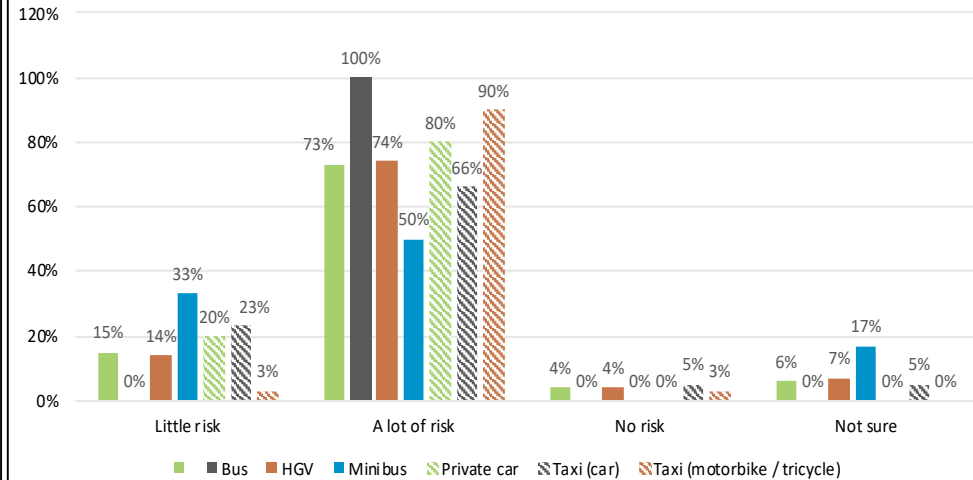
- Vehicle operators approached by traffickers in variety of locations
- Border crossings important in Arusha (38%); bus stations in Tunduma (36%)
- Urban areas in Busia (36%); truck stops in Malaba (31%)

Vehicle Operators: Perception of Risk

Drivers' Perception of Risk When Involved in TIP, by Vehicle Operator, Tanzania

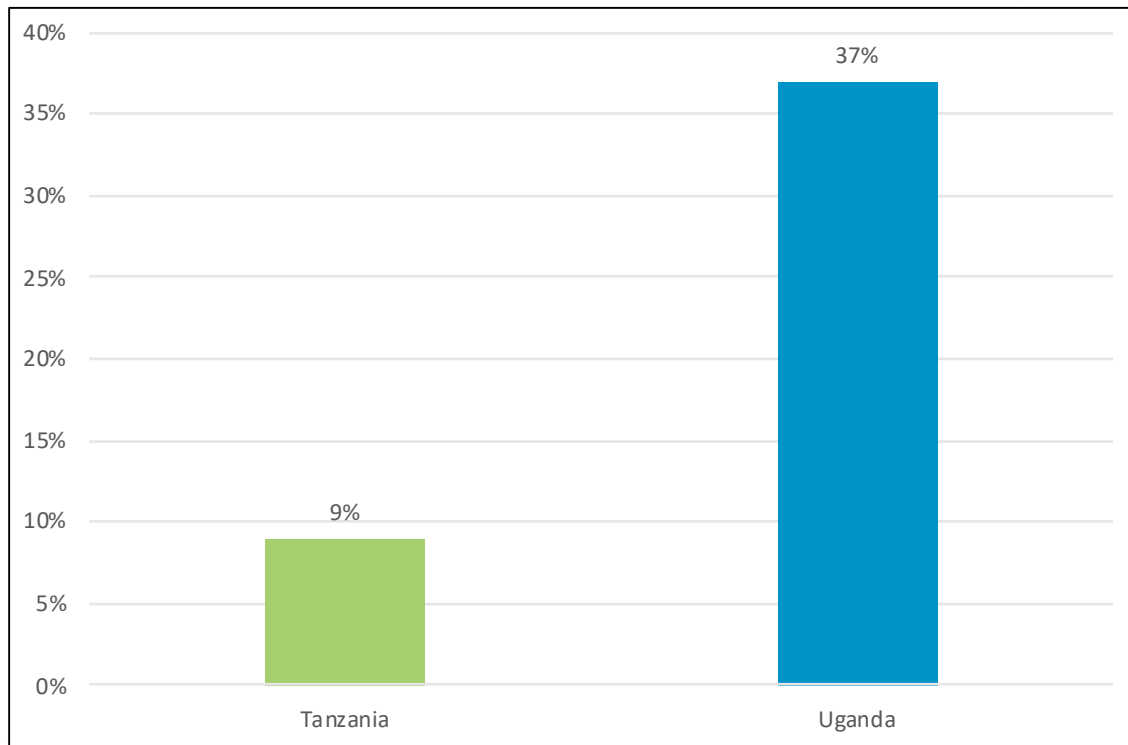


Drivers' Perception of Risk When Involved in TIP, by Vehicle Operator, Uganda



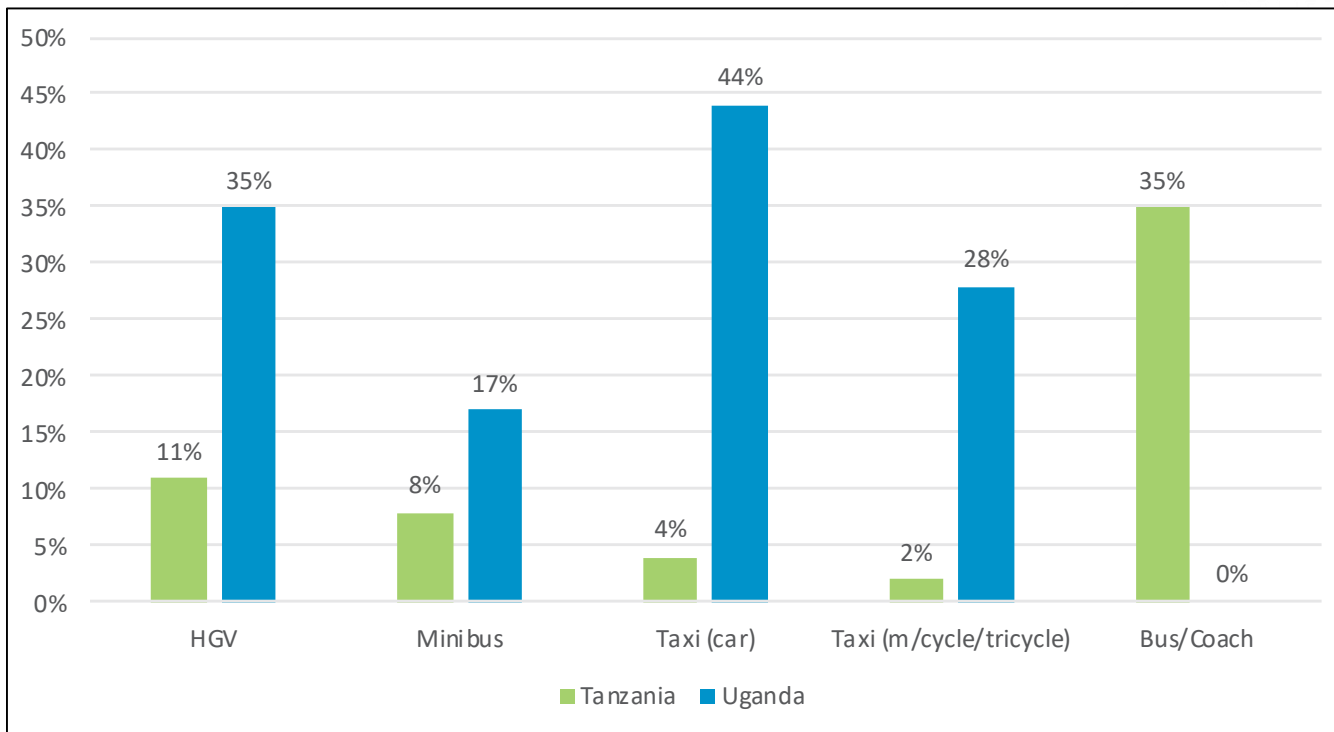
- Majority of VOs recognized high risks associated with being involved in TIP
- 21% of bus drivers in Tanzania & 33% of minibus operators in Uganda saw little risk
- Worrying % were unsure of risks (e.g. 17% minibus drivers in Uganda)

Vehicle Operators: Ever Approached by Trafficker



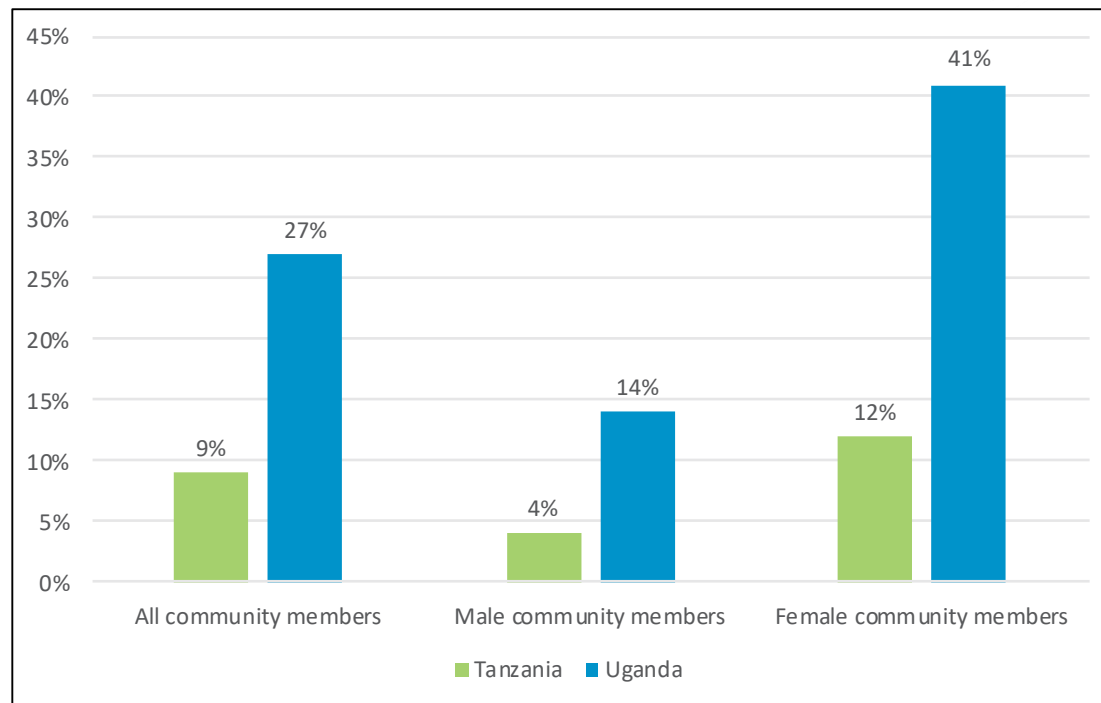
- 4 x as many VO in Uganda said they had been approached by a trafficker compared to Tanzania

Vehicle Operators: Ever Approached by Trafficker



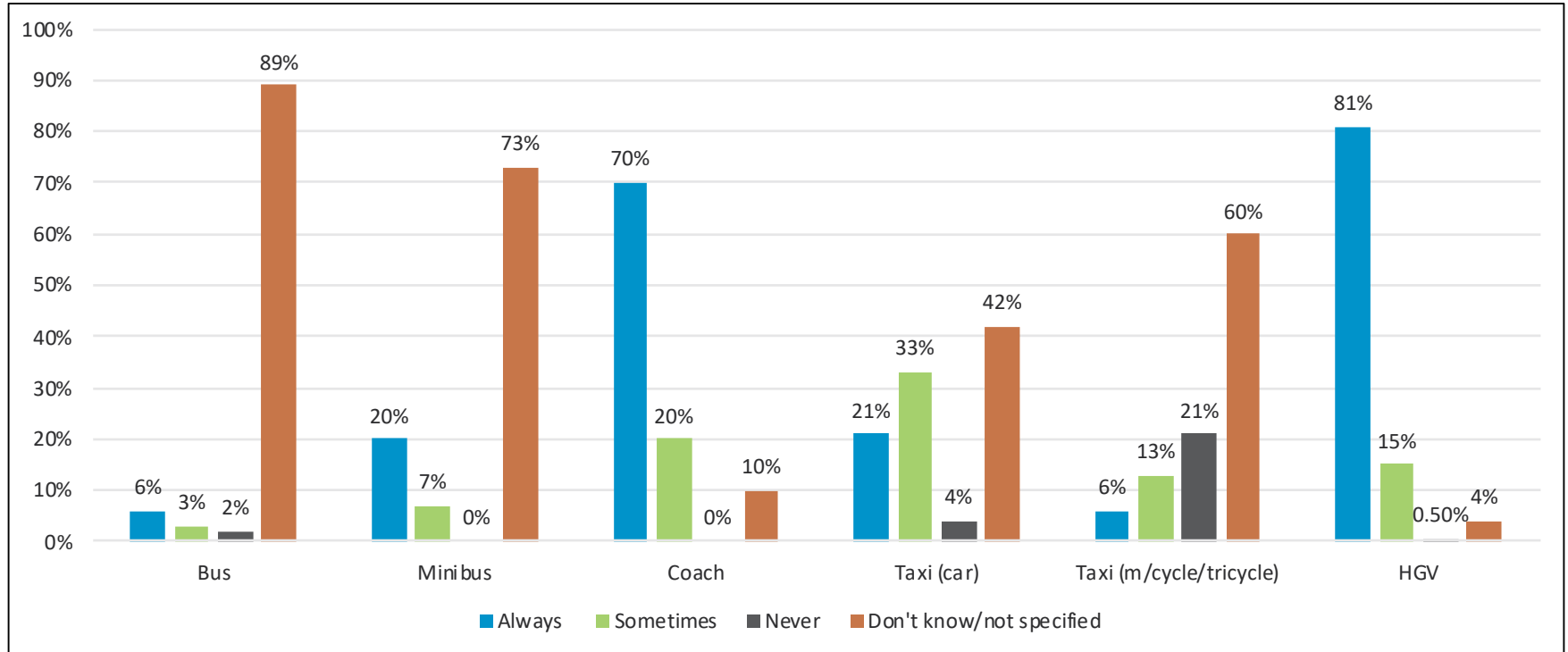
- Tanzania: 35% of bus/coach drivers; 11% of HGV operators approached
- Uganda: 44% of car taxi drivers; 35% of HGV drivers approached

Community Members: Approached by Trafficker



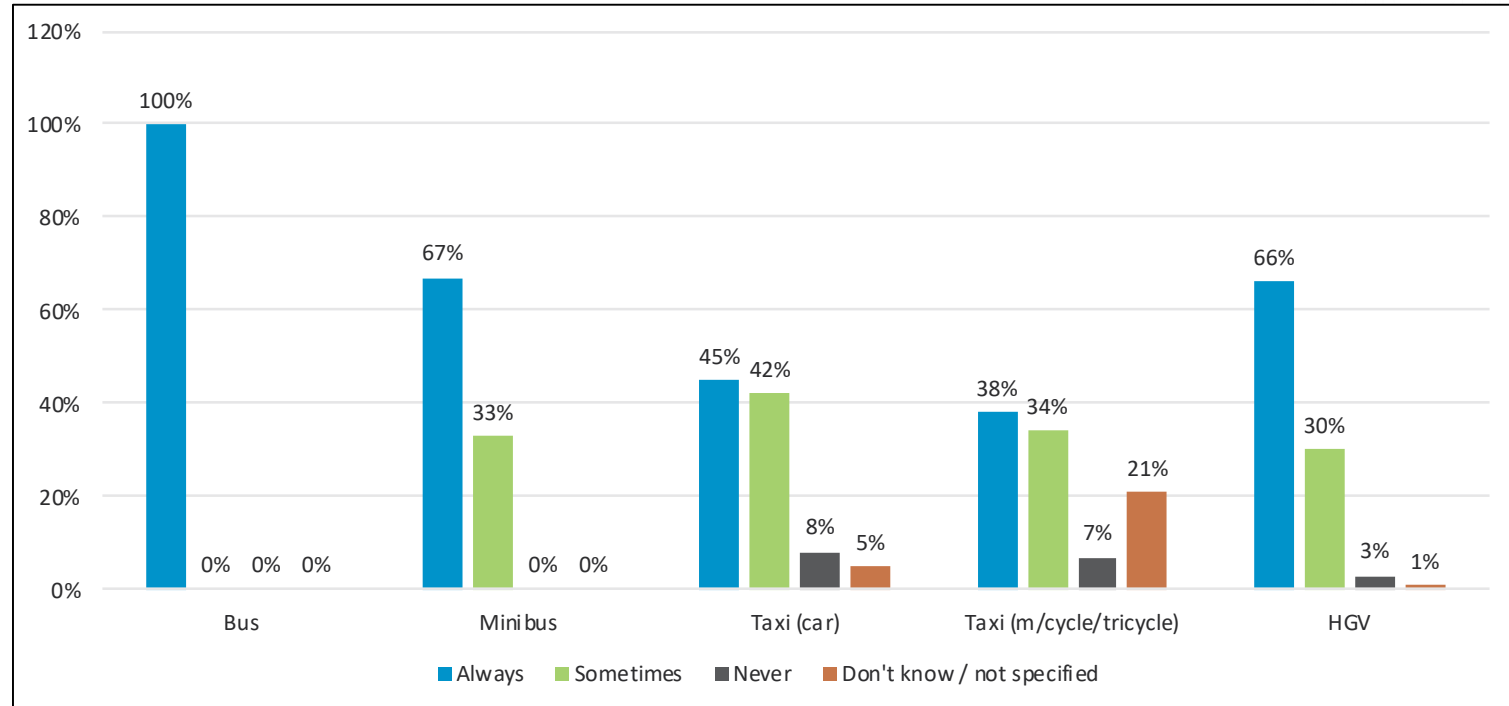
- 3 x as many respondents in Uganda approached by suspected trafficker compared to Tanzania
- Females in both countries were more than 3 x more likely to be approached than males
- Results confirm the vulnerability of border populations to TIP

Tanzania: Frequency of Border Checks



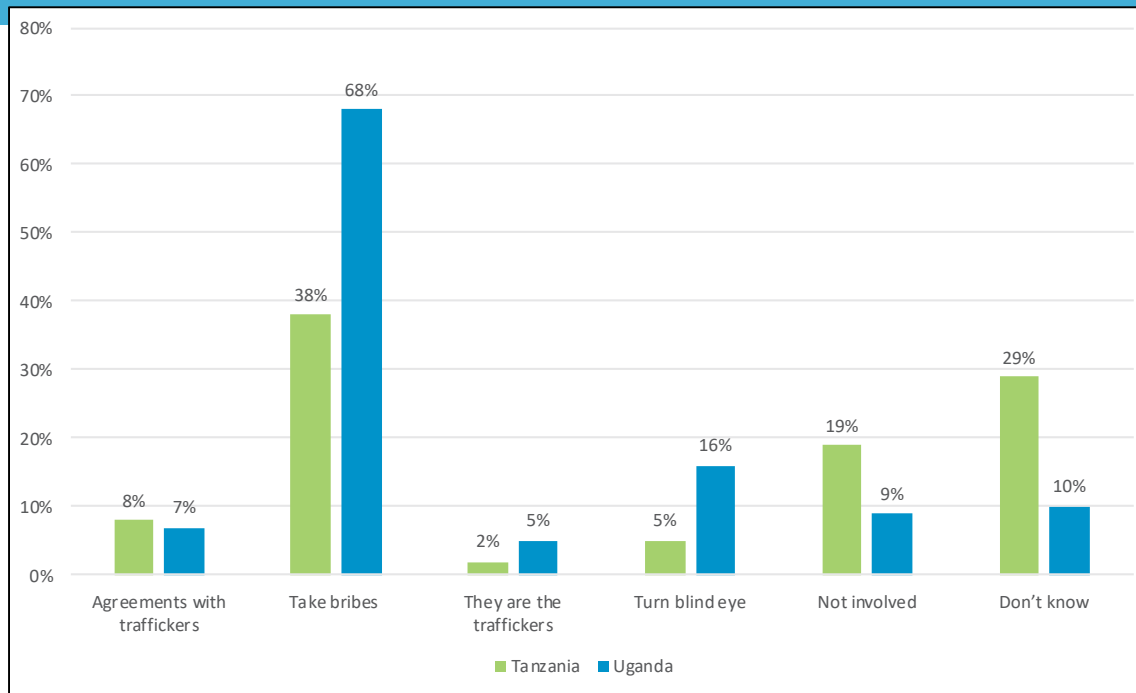
- “Always checked by border officials”: 81% of HGV operators and 70% coach operators
- Other types of vehicle (e.g. taxis, minibuses) less likely to be routinely checked

Uganda: Frequency of Border Checks



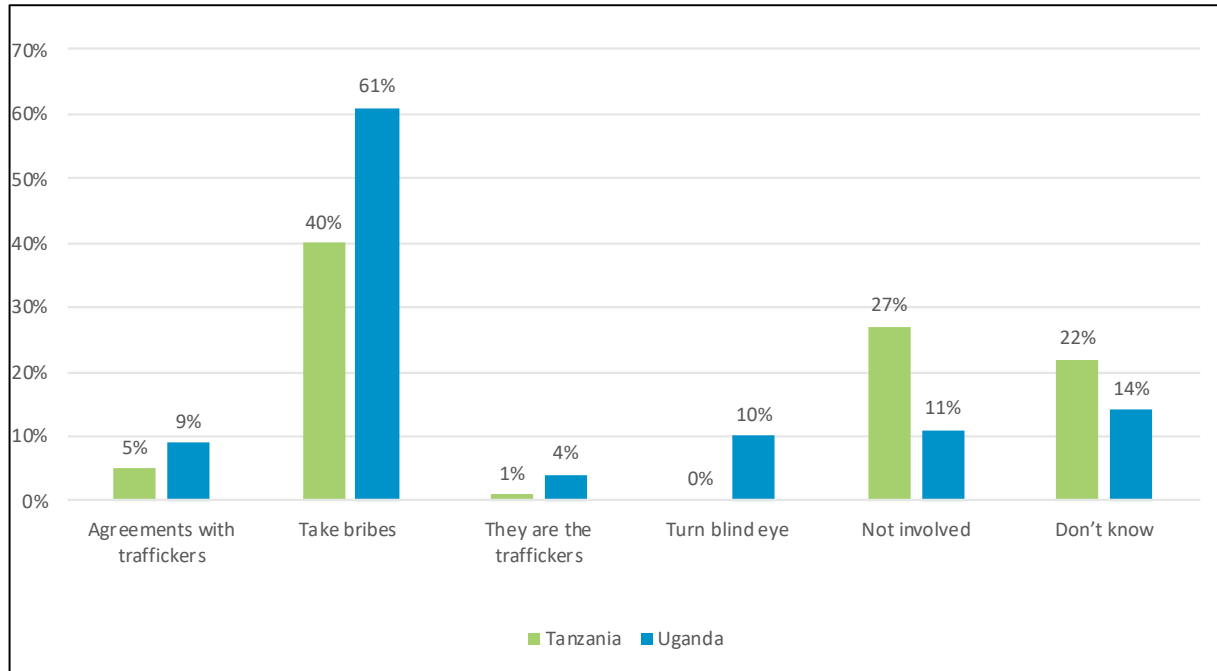
- “Always checked by border officials”: 66% of HGV operators versus 38% of m/cycle taxis
- “Never checked”: m/cycle/tricycle taxis (7%), car taxis (8%)

Vehicle Operators: Views on Border Official Role in TIP



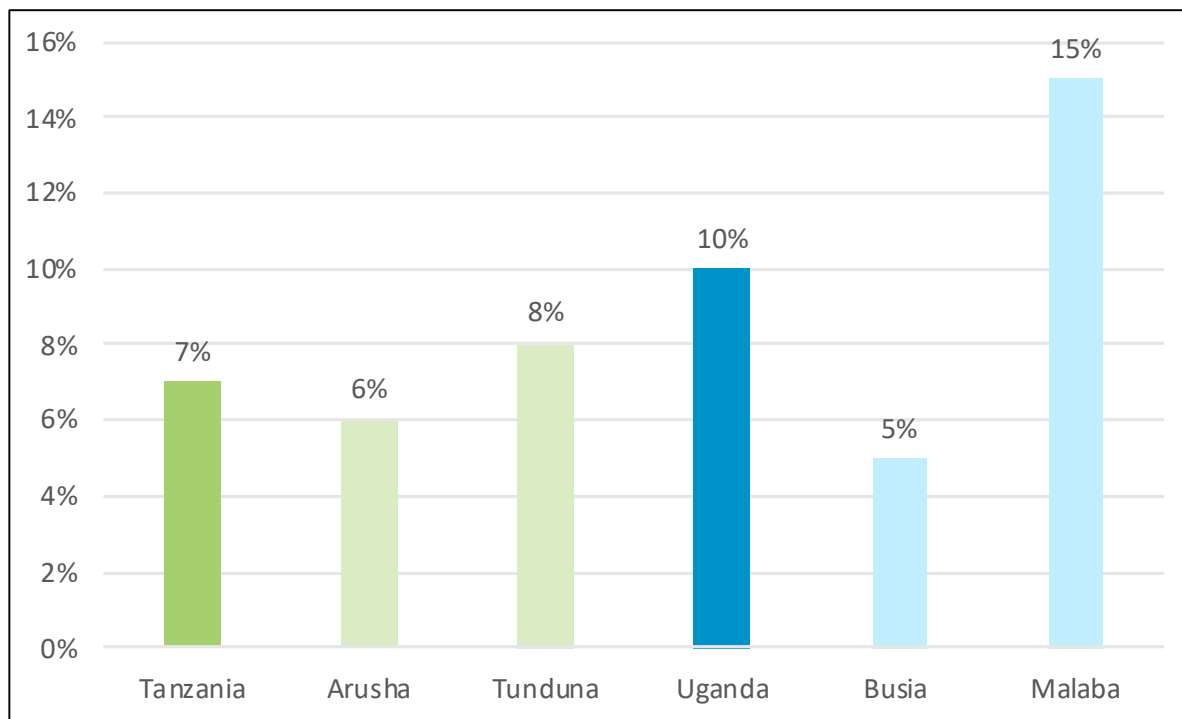
- Less confidence in border officials in Uganda
- Uganda: 68% of VOs thought border officers took bribes from traffickers; 38% in Tanzania
- Only 9% of VOs in Uganda & 19% in Tanzania thought that border officials weren't involved

Vehicle Operators: Views on Role of Traffic Police in TIP



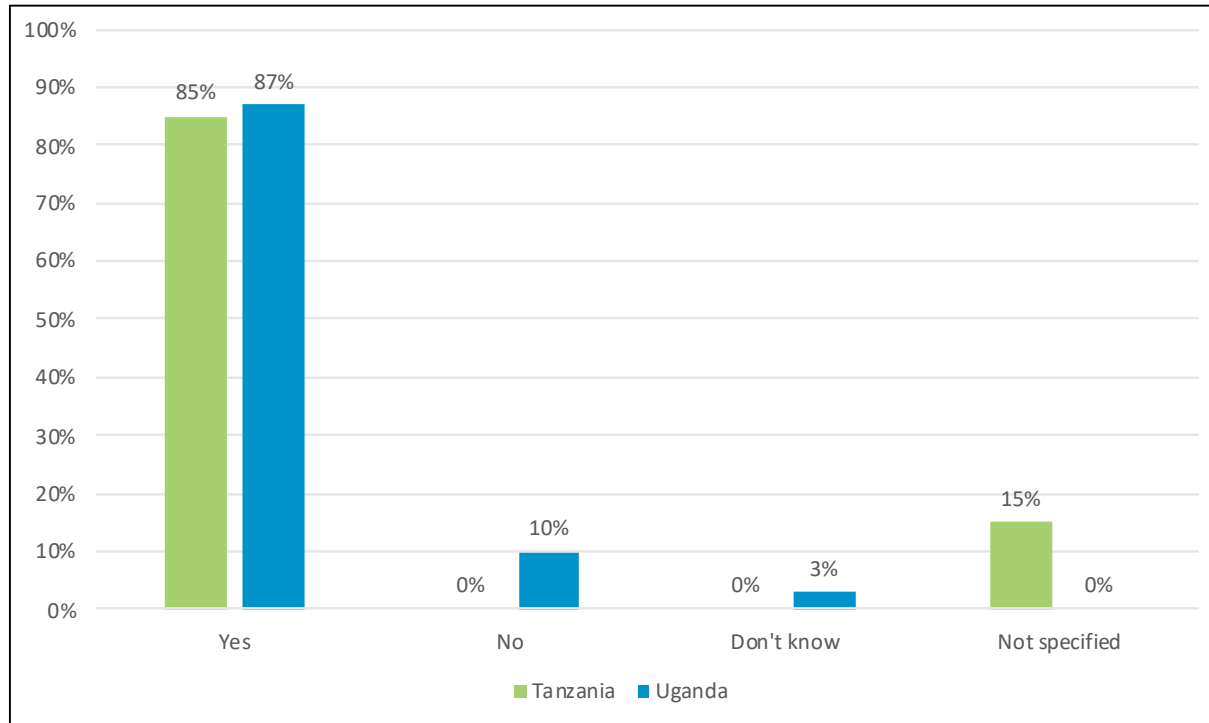
- Take bribes: 61% Uganda; 40% Tanzania
- Not involved: 11% Uganda; 27% Tanzania
- Less confidence in traffic police in Uganda

VO who received TIP Training or Information



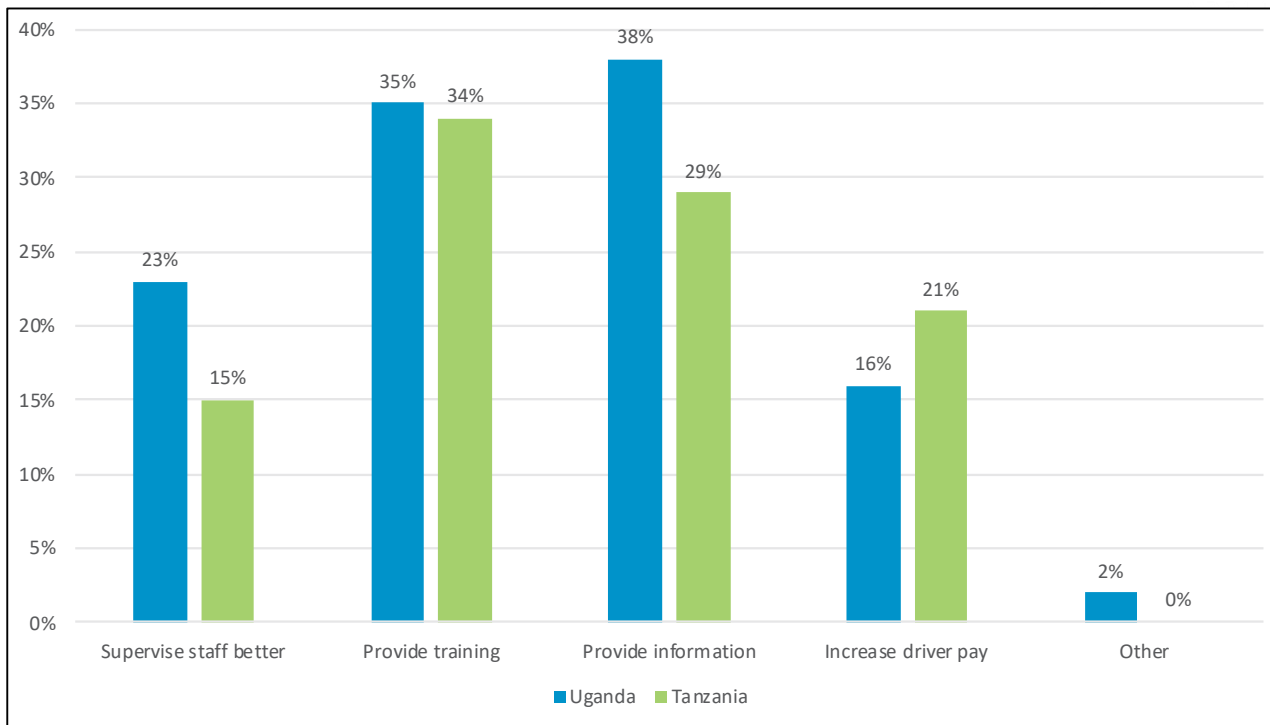
- Very few vehicle operators had received training or information on TIP
- Possible evidence of some anti-TIP awareness raising in Malaba, Uganda

Vehicle Operators: Impact of TIP Training or Information



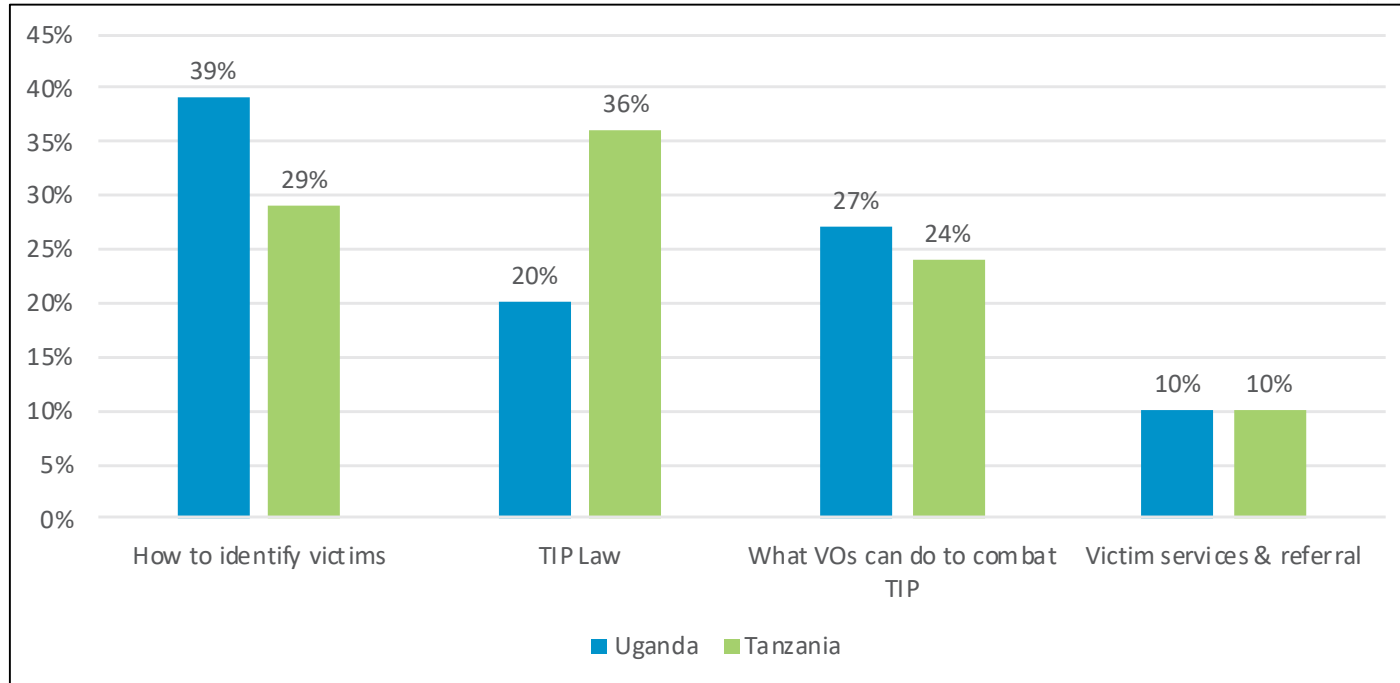
- Majority of those who received TIP training or information said it changed them
- Caveat: small number of respondents

What Can Vehicle Operators' Employers Do to Tackle TIP?



- Training/information: 73% Uganda; 63% Tanzania
- Better supervision: 23% Uganda; better pay: 21% Tanzania

Vehicle Operators: Priority Training Topics



- Priority topics Tanzania: TIP law; how to identify victims
- Priority topics Uganda: how to identify victims; practical things that drivers can do

Driver Training Schools and Transport Associations

Tanzania	Uganda
<ul style="list-style-type: none">• Little time given to TIP by associations or training schools (not required or motivated by government)• Role played by the transport sector in TIP not widely discussed• Transport associations seemed amenable to engaging in anti-TIP activities	<ul style="list-style-type: none">• Little/no time dedicated to TIP in driver training schools (not in the EAC standardized curriculum or regulations)• Union already engaged in sensitization activities on TIP• Support sought to develop training material and capacity

Implications for Policy and Practice

- TIP not routinely conceptualised as potential **negative externality** of transport corridor development initiatives & budgets are not allocated to address the issue. Opportunities to intervene being missed
- Low level of awareness of TIP at community level, especially in Tanzania, and more so among women increases vulnerability to TIP. **Public information campaigns** are desperately needed in both countries
- Vehicle operators in both countries lack information on risks and repercussions of TIP and very few have been trained / received information. The research identified **support among vehicle operators for training and/or information**

Implications for Policy and Practice

- Increased **training, supervision and resourcing of border control officials and traffic police** required – need to be more visible/proactive in fight against TIP (and tackle loss of public confidence)
- Types of vehicle that seem to avoid vehicle and passenger checks at borders should be **targeted for regular or spot checks** by regulatory officials to challenge these ‘safe’ forms of transport for TIP
- Different strategies needed to reach vehicle operators working in **formal versus informal sectors** – also those working for large v small businesses
- Discussions needed at regional level about **mandatory TIP module** to be included in driver training schools curricula
- Scope to include anti-TIP remit in work of transport associations

Training Manual for Trainers of Vehicle Operators

Module 1: Introduction for Trainers

Session 1: Welcome, Introduction & Assessment

Session 2: Training Approach

Module 2: Introduction to Human Trafficking

Session 1: Introduction, Training Objectives and Assessment

Session 2: Our Experience of Human Trafficking

Session 3: Definition and Scale of Human Trafficking

Module 3: Human Trafficking Law

Session 1: Introduction to Human Trafficking Law

Session 2: What the Human Trafficking Law Implies for the Transport Sector

Module 4: What We Can Do About Human Trafficking

Session 1: How to Recognise Victims of Human Trafficking

Session 2: Actions We Can Take in Relation to Combatting Human Trafficking

Module 5: Closing Module for Trainers

Session 1: Reflection on Training Content and Methods

Session 2: Planning for Delivery of Training on Combatting Human Trafficking

Q&A

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Questions and Comments

- Feel free to comment on the findings or ask questions
- What do these findings imply for (different parts of) the transport sector?
- Based on the findings, what do you think should be the priority interventions in the transport sector?
- Can you identify any areas for further research from these findings?

Future Research and Next Steps



Topics for Future Research

- The **knowledge of bus and coach drivers** on TIP, the role they play in it (there were few bus and coach drivers in the Uganda sample in particular)
- The **types of transport businesses that are involved in organising TIP** (e.g. small-scale, sole-owner or larger, more established businesses), and the best ways to engage with them
- **How to reach informal sector transporters** (as opposed to those who work for established companies)

Next Steps

- Article submitted to Journal of Transport and Health
- Disseminate training manual for vehicle operators & identify funds to test training intervention
- Production and dissemination of final report



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**Thank
You!**


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