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MINISTRY OF INTERNAL AFFAIRS
Republic of Uganda



Better Migration Management
Horn of Africa

Data Insights into Human Trafficking Activity in Uganda

A Mapping of Human Trafficking and Risky Migration Routes relating to Uganda

Freedom Collaborative
April 2024

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List of Abbreviations

CATIP-U:	Coalition Against Trafficking in Persons – Uganda
CSOs:	Civil Society Organisations
TIP:	Trafficking in Persons
EHAAT:	East and Horn of Africa Anti Trafficking Network
GIZ:	Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH
PTIP Act:	Prevention of Trafficking in Persons Act
COPTIP:	Coordination Office for the Prevention of Trafficking in Persons
ODPP:	Office of the Director of Public Prosecutions
VoTs:	Victims of Trafficking
BMM:	Better Migration Management



Foreword message from the Chairperson of the National Taskforce



This is to present the comprehensive Uganda National Mapping of the Human Trafficking and Vulnerable Migrants' Routes Report. Uganda, like other countries in the East and Horn of Africa region, is characterized by high migration activity, with migrants, asylum seekers and refugees traveling both within and outside of the country. Many migrants travel irregularly and are at great risk of abuse and exploitation during both their journey and at their destinations. Trafficking in person is a heinous crime that affects the dignity and rights of a great number of persons every year. Knowledge about human trafficking and migration routes, vulnerability factors and the types of abuses and coercion faced is paramount to addressing trafficking in person and human rights violations against migrants.

This report analyses the data of 29 police regions across five regions country wide in collaboration with Civil Society Organisations. While it builds on extensive data collection and analysis; it remains a snapshot at the time. It provides an overview about the locations of origin, transit points and destinations of migrants and victims of trafficking, as well as insights into the drivers of migration, vulnerability factors and the modus operandi used to facilitate migration and human trafficking. It thereby presents valuable insights into the harsh realities of vulnerable migrants and victims of trafficking and can serve as resource for decision making and for shaping future initiatives in Uganda.

Special thanks are extended to the European Union and the German Government who supported this report financially through the Better Migration Management (BMM) Programme, whose implementation is coordinated by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH. Appreciation is also extended to the Coalition Against Trafficking in Person Uganda (CATIP-U) for the support in conceptualising this research task, data collection and report validation. I further appreciate the consultants for their professionalism in meticulously compiling this extensive report.

UNTERSCHRIFT

Lt. Gen. Joseph Musanyufu
Permanent Secretary Ministry of Internal Affairs



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About CATIP-U

The Coalition Against Trafficking in Persons – Uganda (CATIP-U) is a network of grassroots, regional and national civil society organisations (CSOs) working to collectively contribute to national efforts to combat trafficking in persons in Uganda. Its goal is to engage in consultation and advocacy efforts with a range of stakeholders and to coordinate and cooperate with them to end human trafficking, by working together on projects based on the prevention, protection, prosecution and partnerships strategy. CATIP-U currently has an active membership of 22 groups registered and operating in Uganda. Its vision is a society free from human trafficking.

In an effort to strengthen coordination amongst Ugandan CSOs working in the migration and Trafficking in Persons (TIP) sector, CATIP-U has undertaken a number of interventions, including organising and hosting regular coalition meetings, launching an online directory, and facilitating referrals of vulnerable migrants and victims of trafficking to the relevant support services.

CATIP-U has also joined other CSOs in the East and Horn of Africa to form a regional CSO coalition called the East and Horn of Africa Anti Trafficking Network (EHAAT). EHAATN's purpose is to further strengthen regional CSO's efforts to combat TIP, as reports have indicated increasing numbers of cases of TIP and Smuggling of Migrants (SoM) within the region. The CATIP-U secretariate currently represents Ugandan CSOs on the network.

About COPTIP

Uganda's Prevention of Trafficking in Persons Act (PTIP Act) was enacted in 2009 and its regulations adopted in 2019 (PTIP regulations). Pursuant to Section 21 of the Act, the Coordination Office for the Prevention of Trafficking in Persons (COPTIP) was established in March 2013, with responsibility for coordinating, monitoring, and overseeing the implementation of the Act. The coordination office is staffed by a coordinator, deputy coordinator, a data officer and two Crime Investigation Officers, who are also responsible for creating awareness across different platforms.

COPTIP calls and hosts regular meetings of the National Task Force Committee on Prevention of Trafficking in Persons ("National Task Force"), which comprises representatives from relevant governmental ministries, departments and agencies, civil society organisations (CSOs), and international organisations. These meetings serve to ensure horizontal coordination between key governmental and other stakeholders at the national level on matters related to addressing and preventing TIP.



The key responsibilities of COPTIP as stipulated in the act are:

- To formulate a comprehensive and integrated program to prevent and suppress trafficking in persons.
- To prepare an annual national plan of action, taking the key strategies of Prevention, Prosecution and Protection into account.
- To develop measures and policies to protect, assist and support victims, taking into consideration age, gender, and victims' specific needs.
- To establish a data bank on cases of TIP, and conduct research and study on patterns and schemes of trafficking in persons to inform policy and program direction as an ongoing activity.

In an effort to fulfil its mandate, COPTIP has in the past three years undertaken a number of interventions including regular COPTIP task force meetings and setting up and training District Anti Trafficking Task Forces in border districts of Arua, Kyotera, Tororo and Kasese. These interventions have been underpinned by annual TIP reports that show the levels of trafficking cases in each of these districts. This report will further enhance evidence-based decision making and targeted interventions to further manage the ever increasing challenge of trafficking in human beings.

Summary of key findings

- The data underscores the importance of recognizing both its insights and limitations. While it provides valuable information, the gaps in data coverage are equally significant. These gaps highlight potential underrepresentation of vulnerable groups, such as Eritreans and Ethiopians, who may not be captured in law enforcement reports but could be reported through other channels like the Office of the Prime Minister. Furthermore, limited access to case files, particularly those managed by aviation police, poses challenges in comprehensively understanding trafficking incidents. Thus, it's crucial to interpret the data while keeping in mind the significance of these limitations in shaping our understanding of the issue and to improve data collection mechanisms and collaboration among stakeholders.
- The dataset highlights the prevalence of internal trafficking within Uganda, and reveals the migration routes between various districts. Notably, 399 submissions collectively document the movement patterns within the country, emphasising districts such as Mayuge to Kampala, Wakiso to Entebbe, Kanungu to Masaka, and Soroti to Mbale. This internal trafficking data underscores the need for targeted interventions at a local level to address and prevent exploitation.



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- In terms of cross-border movement, 107 submissions document migration paths connecting Uganda to neighbouring countries and extending to the Middle East and Asia. This emphasises the transnational nature of human trafficking and the importance of international cooperation in addressing the issue.
- Demographically, the dataset reveals a gender imbalance, with 354 cases involving females and 146 involving males. The majority of individuals affected fall within the 11-18 age group, highlighting the vulnerability of young people to exploitation.
- The dataset also identifies key vulnerability factors contributing to migration-related exploitation. Poverty emerges as a significant factor in 408 submissions, emphasising the need for socio-economic interventions to address root causes. Additionally, 207 submissions involve vulnerable social groups, 166 feature individuals with low education levels, and 58 cases are linked to homelessness, highlighting the importance of addressing these underlying vulnerabilities.
- The data indicates a noteworthy prevalence of re-victimisation, with 48 cases identified, primarily affecting females.
- The primary driver for migration across genders is the pursuit of better employment opportunities. However, the significant impact of abuse at home, particularly affecting females, underscores the complex and multifaceted reasons prompting individuals to migrate. The gender-specific variations in motivations, such as marriage and promised employment, highlight the need for tailored approaches to address the diverse factors influencing migration decisions.
- Family connections play a pivotal role in recruitment, indicating the influence of familial networks in trafficking. Additionally, social networks, workplaces, and educational institutions can all play a part in the recruitment process. Understanding these dynamics is crucial for designing targeted preventive measures and support systems to disrupt trafficking networks at various entry points.
- The involvement of multiple facilitators suggests that trafficking operations are based on networks and are organized in nature. Identifying and dismantling these networks is essential for disrupting the facilitation of trafficking.
- An analysis of payments reveals financial transactions in some cases, with the majority involving cash. This financial aspect of trafficking highlights the economic dimensions of exploitation.
- The varying durations of trafficking journeys, from one week to one year, indicate the diverse nature of trafficking incidents. Short-term trafficking may involve different challenges and risks compared with long-term cases. Tailoring interventions based on the duration of trafficking experiences can enhance their effectiveness.



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- The dominance of domestic work, begging, and commercial sex as industries of exploitation calls for targeted interventions within these sectors. Addressing the root causes within each industry, such as labour rights violations and gender-based exploitation, is crucial for preventing and combating trafficking.
- The documented cases of physical abuse, psychological abuse, sexual abuse, and various forms of coercion underscore the traumatic experiences faced by trafficking victims. Tailored support services, including counselling and mental health resources, are imperative for addressing the physical and psychological consequences of trafficking.
- Identification of 30 high-risk migration routes emphasizes the need for enhanced safety measures and monitoring along these pathways. Organizations' responses, including record-keeping, referrals to authorities, and psychosocial support, highlight the multi-dimensional approach required to address the challenges of missing migrants. The international nature of these routes necessitates collaborative efforts among countries to ensure the safety of migrants.



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Introduction

Between 2021 and 2022, there was a 185.03 per cent increase in the cases of trafficking in persons reported to police, from 421 cases in 2021 to 1,200 cases in 2022. In comparison, 125 cases were reported in 2016, 177 cases were reported in 2017, 286 cases were reported in 2018, 252 cases were reported in 2019 and 214 cases were reported in 2020. The report shows a steady increase of reported cases annually, with a slight decrease around the time of the COVID-19 pandemic. It identifies Kampala Metropolitan area, Greater Masaka, Kidepo and Albertine as the most frequently used recruitment and transit areas for human trafficking activities.

In 2021, CATIP-U and other regional CSOs, supported by the Better Migration Management (BMM) Programme, undertook a regional migration and trafficking routes mapping exercise covering Djibouti, Ethiopia, Kenya, Sudan, South Sudan and Uganda. Due to the regional nature of the exercise, in addition to the limited participation of Ugandan CSOs, the outcome of the mapping was of limited use to the Ugandan civil society and government agencies.

This follow-up mapping in Uganda was therefore motivated by the need to increase national coverage, scope and participation of both CSOs and lead government agencies in the collection and provision of data to enhance the representativeness and comprehensiveness of the findings. Additionally, this follow-up mapping analyzes internal migration and TIP routes, which account for more than 60 per cent of all TIP cases reported in Uganda. The collected data can therefore be used for programming, policy reviews, discussions and decisions at the national level.

Another regional mapping exercise by CSOs is anticipated for 2025.

Methodology

To compile and analyse the data for this report, CATIP-U and COPTIP partnered with Freedom Collaborative.

- The data was collected using a consultative approach by a team of 10 data collectors, comprising representatives from CATIP-U member organizations and police officers selected by COPTIP.
- The team used a digital data collection tool based on the tool used for a previous regional migration and TIP routes mapping project in 2021.



CATIP-U and COPTIP reviewed the tool and Freedom Collaborative incorporated their comments to ensure the tool responded to their specific data collection needs. The tool was then pre-tested before it was applied in the field.

- The team collected data from five regions of Uganda (Northeast, Eastern, Northwest, Central and Southwestern). Overall, data was collected from 29 regional police centers, the Office of the Director of Public Prosecutions (ODPP), and selected CSOs that work directly with survivors, for a period of five days in each region.
- The submissions included specific data points, enhancing the report's ability to offer a comprehensive insight into the journeys and encounters of vulnerable migrants, and proving especially valuable for supporting key programmatic initiatives and advocacy activities. For example:
 - Each submission was structured around route location information, encompassing origin, transit, and destination, as the primary unit of analysis.
 - Beyond that, submissions included information about TIP (act, means, and purpose), supplemented by additional information that contextualizes the experiences along specific routes. This information encompasses gender and age of the migrant, nationality, vulnerability factors, the year the route was taken, recruitment channels, the involvement of one or multiple facilitators/traffickers, the relationship to the first facilitator/trafficker, solo or group travel, transportation modes, journey duration, payment details, industry of exploitation, means of coercion, and any supplementary background details.
 - The dataset also captures cases of missing migrants along the specified routes.
- The majority of submissions in the dataset are associated with cases in which Victims of Trafficking (VoTs) and migrants traveled in 2023 (227 submissions), along with instances recorded in 2022 (148 submissions), 2021 (82 submissions), 2020 (28 submissions), 2019 (18 submissions), 2018 (2 submissions), and 2001 (1 submission).

The following chapters offer an overview of the collected data, covering internal trafficking and migration within Uganda, cross-border cases, and more detailed analyzes of specific locations and contextual factors.



Data summary

In total, the data collection comprises 506 submissions of migration routes related to 20 countries. Nine countries are identified as countries of origin, and fourteen countries are designated as final destinations. The dataset also contains information on transit locations in seven countries.

The submissions encompass both cases of cross-border migration and trafficking and internal migration and trafficking: 111 submissions specify cross-border movement, while 395 submissions do not involve any crossing of borders. In four submissions, Uganda is both the origin and final destination; however, the migrants' journeys include crossing into Tanzania.

The following were the most reported origin and destination combinations:

- Uganda to Uganda (internal) (395 submissions)
- Uganda to Kenya (29 submissions)
- Burundi to Uganda (24 submissions)
- Uganda to United Arab Emirates (13 submissions)
- Kenya to Uganda (7 submissions)
- Eritrea to Uganda (6 submissions)
- Uganda to Tanzania (5 submissions)



Map 1: All submitted routes and location totals.



The map above provides an overview of all the routes identified through the submissions. In the following chapters of this report, we include more detailed versions of the map for each country and destination combination, providing a closer look at transit points and exact locations.

Countries of origin, transit, and destination

The following maps offer a summary of the identified countries of origin, transit, and destination.

Nine countries of origin have been identified based on the submissions, with the respective number of submissions as follows: Uganda (461), Burundi (24), Kenya (7), Eritrea (6), Rwanda (3), South Sudan (2), Tanzania (1), Lebanon (1), and Algeria (1).



Map 2: All countries of origin.

The dataset includes transit locations in seven countries, with the respective numbers of submissions as follows. Notably, Ethiopia is the only country mentioned solely as a transit point.

Transit points have been identified in the following countries: Uganda (265), Tanzania (22), Kenya (12), United Arab Emirates (4), Ethiopia (2), Burundi (1), and Rwanda (1).



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Map 3: All countries with identified transit locations.

And fourteen destination countries were mentioned, with the number of submissions for each country as follows: Uganda (444), Kenya (29), United Arab Emirates (13), Tanzania (5), South Sudan (2), Egypt (2), Iraq (2), Saudi Arabia (2), Democratic Republic of the Congo (2), Thailand (1), Malaysia (1), Somalia (1), Jordan (1), and Kiribati (1).



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Map 4: All destination countries.

Internal trafficking and migration in Uganda

Within the dataset, there are 399 submissions for routes where Uganda is specified as both the country of origin and destination. These submissions are based on 363 cases officially recognized as Victims of Trafficking (VoT), 31 cases that, while not officially recognized, include an exploitative experience and, in 5 cases, the official status is unknown.

Four routes have been submitted that mention migrants transiting through Tanzania, involving the crossing of country borders. For the purpose of this analysis, we are counting these cases within the 399 submissions in the chapter on internal migration, as we structure the report based on origin and destination country combinations.

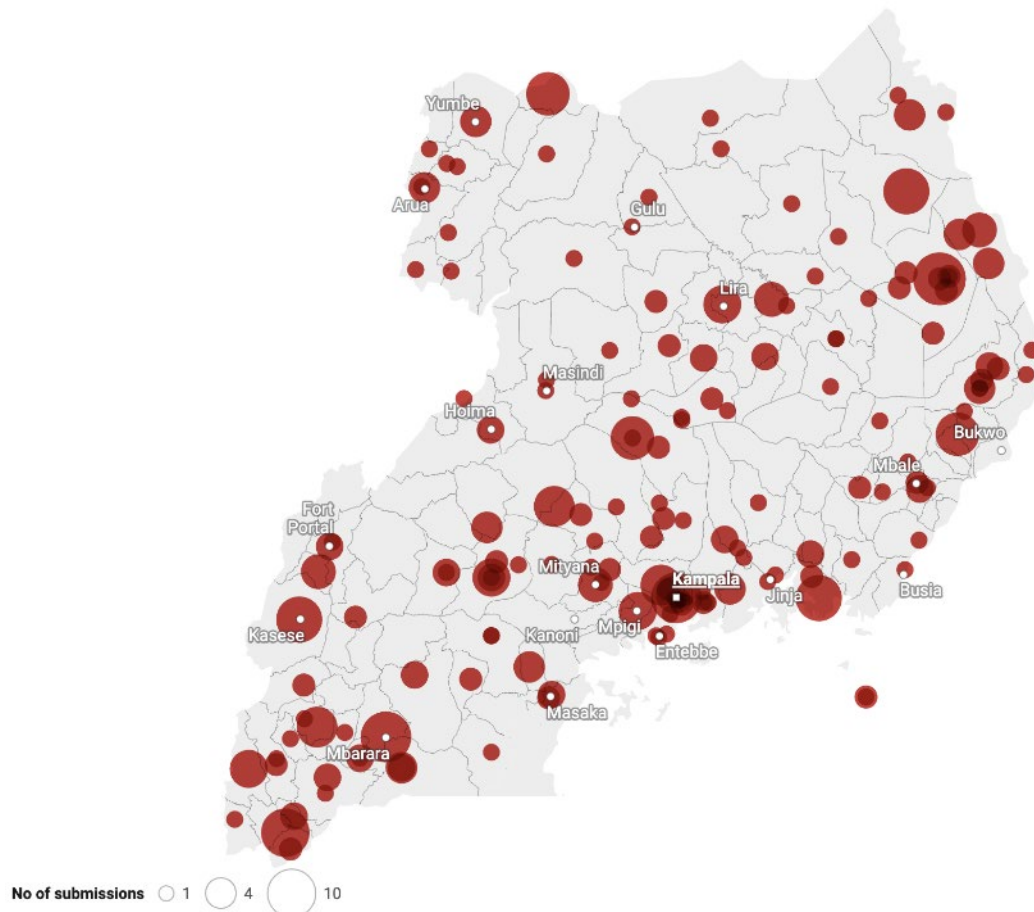
In the following sections, for comprehensiveness, we will initially list all the mentioned locations of origin, transit, and destination within Uganda.

Locations of origin for internal routes

In total, 161 locations of origins in Uganda for migration routes with Uganda as a final destination were mentioned in the submissions. Some locations specified particular parishes/villages, while others referred to sub-counties or districts. For



parishes/villages/towns, we included the district name, unless the parish/village/town name and district name were the same.



Map 5: All locations of origin for routes to and from Uganda.

The mentioned locations of origin are listed in alphabetical order: Abim; Agago District; Alakas, Amudat District; Alaru, Lamwo District; Alebtong District; Alebtong; Amolatar; Amudat; Amuria District; Amuria; Anya, Offaka, Madi-Okollo, Arua District; Apac; Arua; Awach; Bangala Landing Site, Namasale, Amolatar District; Bokora Corridor Gr, Lokopo, Napak District; Budaka; Bufumbo, Mbale District; Bugembe, Jinja District; Bugiri; Bugoloobi, Kampala; Bukaya; Bukomansimbi District; Bukomero, Kiboga District; Bulera, Mityana District; Bunyangabu District; Bushenyi District; Bushenyi; Busimbi, Mityana District; Butuntumula, Luwero District; Buyamba, Rwampara District; Chepsikunya; Dokolo; Entebbe; Fort Portal; Gulu; Hoima District; Hoima; Iganga; Iriiri, Napak District; Isingiro District; Isingiro; Kaabong; Kabale District; Kabale; Kachumbala, Bukedea District; Kajjansi; Kakamara, Aii-Vu, Terego, Arua District; Kakumiro; Kampala; Kamuli; Kamwenge; Kangulumira, Kayunga District; Kanungu District; Kanyale, Nakaseke District; Kapchorwa; Kapelebyong; Karita, Nakapiripirit District; Kasanda District; Kasenyi, Entebbe; Kasese; Kasoli, Tororo District; Kassanda, Mubende District; Katanga, Kampala District; Kathile, Kaabong District; Katwe, Kampala; Kawala,



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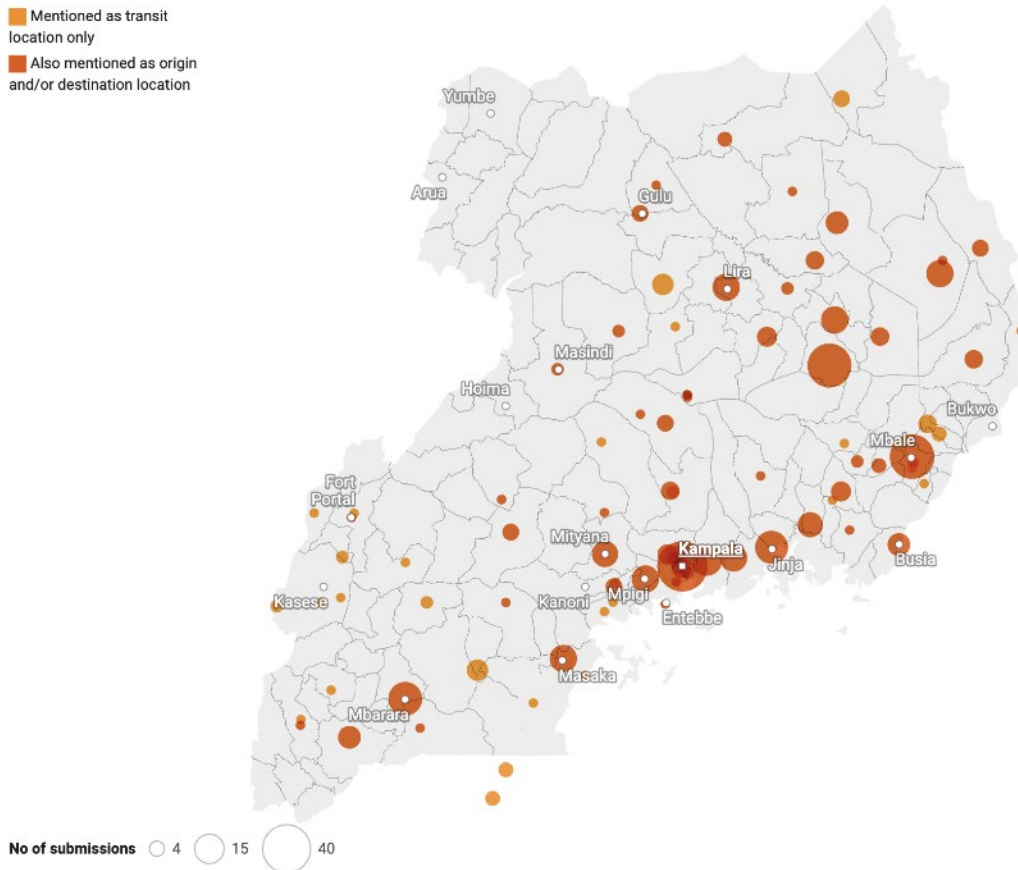
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Kampala District; Kayago, Namasale, Amolatar District; Kayunga; Kiboga District; Kiboga; Kibuku District; Kiganda, Mubende District; Kimanya/kyabakuza, Masaka District; Kirangwa Ward, Kyenda, Mubende District; Kiruhura; Kiryandongo; Kisoro District; Kitega, Mukono District; Kitgum; Kotido; Kumi; Kwania District; Kyegegwa District; Kyegegwa; Lira; Lodi, Nwoya District; Lodiko, Kaabong District; Lokopo, Napak District; Lorengecha, Napak District; Lugazi; Luweero; Lyantonde District; Mabanda, Luwero District; Makindye, Kampala District; Manafwa; Maracha District; Masaka; Masindi District; Masindi; Matany, Napak District; Mawero East, Busia District; Mayuge District; Mayuge; Mbale District; Mbale; Mbarara; Mitoma; Mityana; Morita, Nakapiripirit District; Morita; Moroto District; Moroto; Moyo; Mpigi; Mubende District; Mubende; Mukono District; Mukono; Musenyi District; Nabilatuk, Nakapiripirit District; Nadunget, Moroto District; Nakaseke; Nakasongola; Nakichumet, Matany, Napak District; Nakisunga, Mukono District; Nalubwoyo, Muntu, Amolatar District; Namalu, Nakapiripirit District; Namayingo District; Namayingo; Namorotot, Nakapiripirit District; Nansana; Napak District; Napak; Nazigo, Kayunga District; Nebbi; Nsambya; Ntungamo District; Ntungamo; Onduparaka Town, Pajulu, Ayivu, Arua District; Otuke; Oyam District; Rakai District; Refugee camps, Adjumani District; Rubirizi; Rukiga District; Rukungiri District; Rukungiri; Rwampara District; Rwentuha, Buheesi, Kabarole District; Sekanyonyi, Mityana District; Sembabule District; Sheema; Soroti; Ssembabule District; Terego, Arua District; Tokora, Nakapiripirit District; Wakiso District; Wakiso; Yumbe; and Zombo District.

Transit locations for internal routes

In addition, 89 locations were mentioned as transit locations, of which 31 were mentioned as transit points only and are not included in the list of origin and destination locations.



Map 6: All transit locations for routes to and from Uganda.

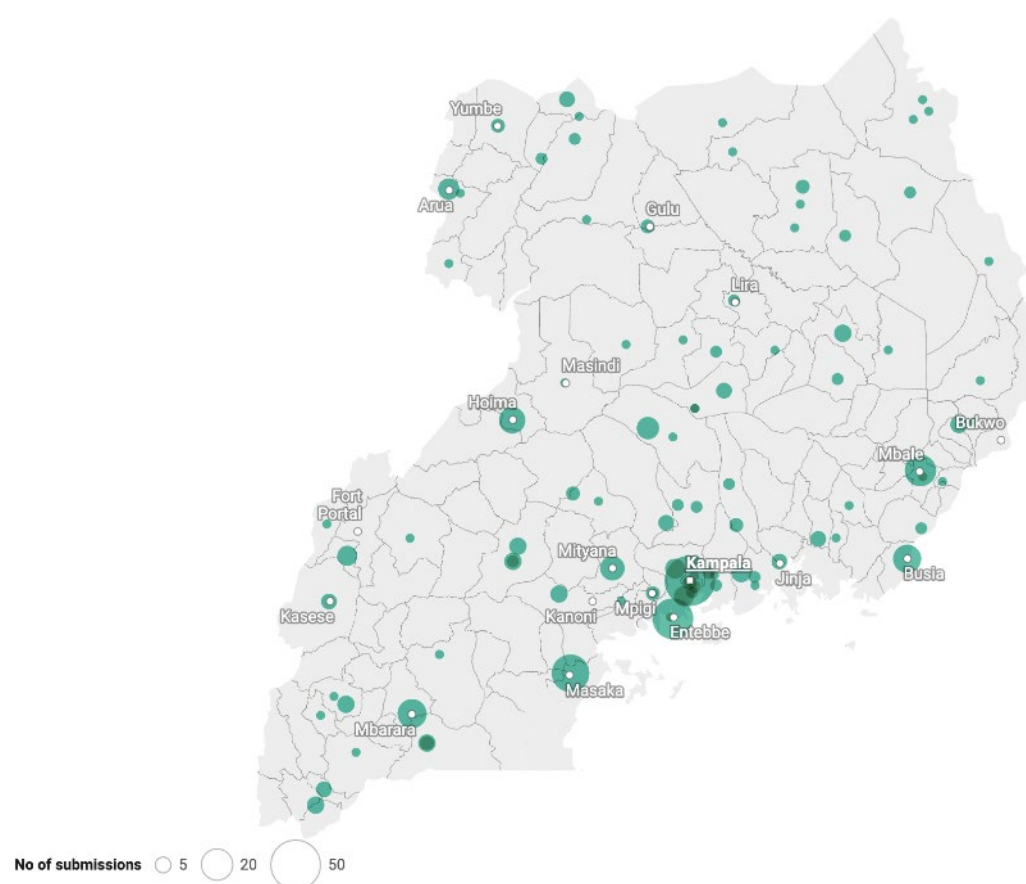
The transit locations include: Abim; Aduku, Apac District (transit only); Agago District; Alebtong; Amudat; Amuria; Awach; Bangala Landing Site, Namasale, Amolatar District; Budaka; Bugema, Mbale District (transit only); Bugiri; Bukomero, Kiboga District; Bumbobi, Mbale District (transit only); Busembatya; Busia; Butambala District; Buwama; Dokolo; Entebbe; Fort Portal; Gombe, Butambala District (transit only); Gulu; Iganga; Ishaka (transit only); Isingiro; Jinja; Kagera Region, Tanzania (transit only); Kajjansi; Kakinga, Rukungiri District (transit only); Kakumiro; Kampala; Kamuli; Karenga (transit only); Kasana (transit only), Luwero District; Kasese District (transit only); Katakwi; Katanga, Kampala District; Katwe, Kampala; Kawempe, Kampala District (transit only); Kayabwe (transit only); Kayago, Namasale, Amolatar District; Kazo, Kiruhura District (transit only); Kibiito, Kabarole District (transit only); Kibuku District; Kibuye (transit only); Kiryandongo; Kitgum; Kyamukube, Bundibugyo District (transit only); Lira; Lugazi; Luweero; Lyantonde (transit only); Makindye, Kampala District; Manafwa; Masaka District (transit only); Masaka; Masindi; Matany, Napak District; Mbale; Mbarara; Missenyi District, Tanzania (transit only); Mityana; Morita; Moroto; Mpigi; Mpondwe (transit only); Mubende; Muhokya, Kasese District (transit only); Mukono; Muyembe (transit only); Nakasongola; Namalu, Nakapiripirit District; Namasale, Amolatar District; Namutumba; Nansana; Napak; Nawuyo, Mbale District (transit only); Ngoma, Nakaseke District (transit only); Ntungamo; Ouke; Oyam (transit only); Pallisa (transit only); Rukungiri; Rwamwanja, Kamwenge District (transit only); Rwimi, Bunyangabu District



(transit only); Sembabule District; Simu, Bulambuli District (transit only); Soroti; and Wakiso.

Locations of destination for internal routes

And 94 locations were mentioned as final destinations for migrants from other locations in Uganda.



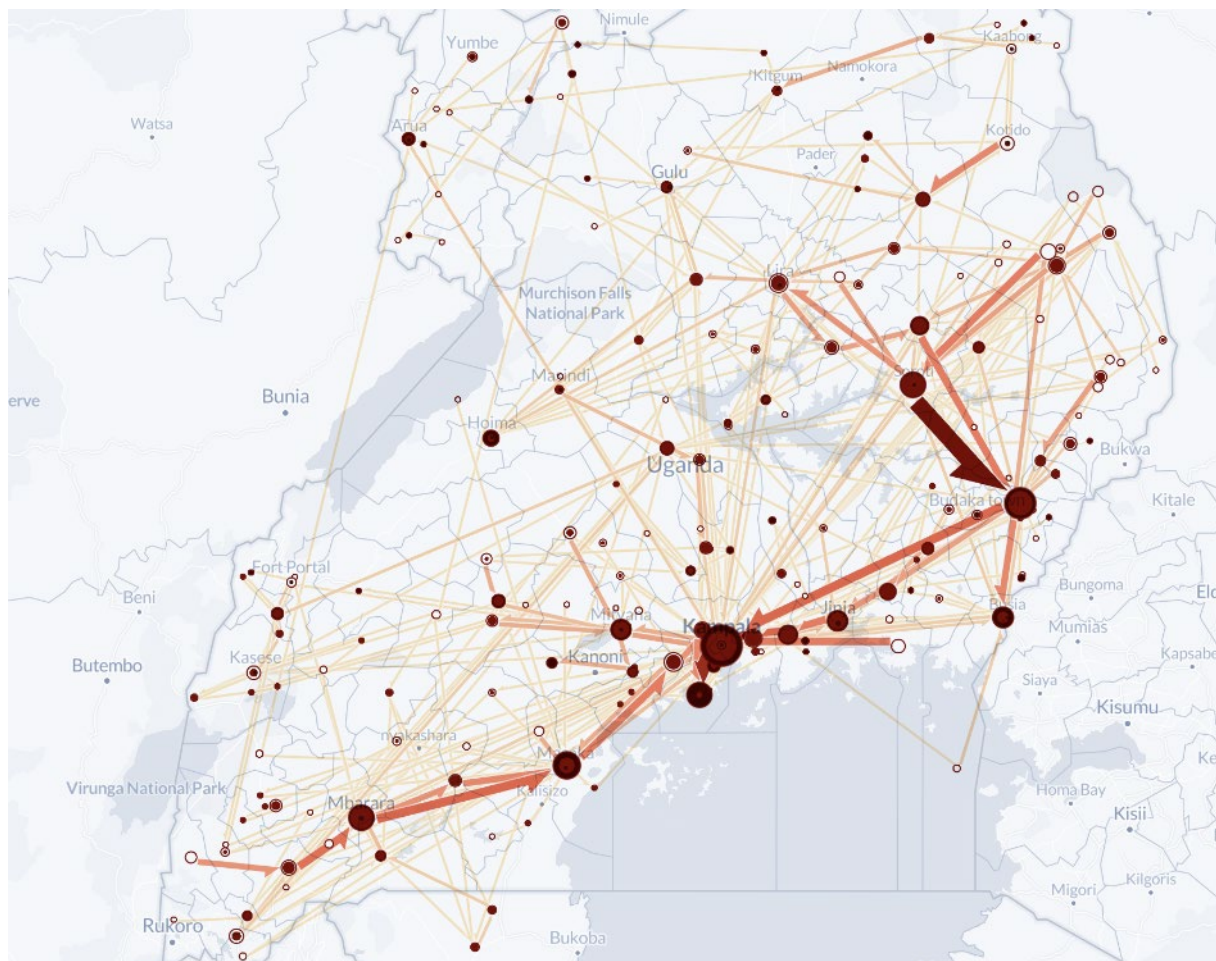
Map 6: All final destination locations for routes to and from Uganda.

The list of destination locations includes: Abim; Adjumani; Agago District; Amolatar; Amuria; Amuru; Apac; Arua; Arua District; Bududa; Bugweri District; Buikwe; Buikwe District; Bundibugyo; Bunyangabu District; Bushenyi; Bushenyi District; Busia; Butambala District; Dokolo; Entebbe; Gomba District; Gulu; Hoima; Iganga; Isingiro; Isingiro District; Jinja; Kaabong; Kaabong District; Kabale; Kajjansi; Kalapata; Kalongo; Kampala; Kapchorwa; Karita, Nakapiripirit District; Kasese; Kassanda, Mubende District; Katakwi; Katwe, Kampala; Kayago, Namasale, Amolatar District; Kayunga; Kayunga District; Kibiri, Wakiso District; Kiboga; Kiboga District; Kiruhura; Kiryandongo; Kisenyi, Kampala District; Kitgum; Kotido; Kwania District; Kween District; Kyenjojo; Lamwo District; Laropi, Dufile, Moyo District; Lira; Lira City West Division, Lira City; Lugazi; Luweero; Luwero District; Makindye, Kampala District; Masaka; Masindi; Mbale; Mbale District; Mbarara; Mitoma; Mityana; Moroto; Moyo; Mpigi; Mpigi District; Mubende;

Mubende District; Mukono; Mukono District; Naguru, Kampala District; Nakaseke; Nakasongola; Namasale, Amolatar District; Namutumba; Ntungamo; Obongi; Patongo, Agago District; Rukiga District; Seeta, Mukono District; Soroti; Tororo; Wakiso; Wakiso District; Yumbe; and Zombo.

Internal migration routes within Uganda

The below map provides an overview of the main migration flows for internal migration to and from Uganda, including transit points.



Map 7: All internal routes to and from Uganda.

Looking at origins and final destinations, the route from Mayuge District to Kampala stands out with the highest number of submissions, with 8 in total. Following closely is the route from Wakiso to Entebbe, with 7 submissions. Other noteworthy routes include Kanungu District to Masaka (6 submissions) and Alebtong District to Mbale (5 submissions). Additionally, routes such as Kampala to Entebbe, Kapchorwa to Kapchorwa, Kassanda in Mubende District to Mityana, Kiboga to Gomba District, and Bukomansimbi District to Wakiso, each have 4 submissions.



Taking into consideration transit points as well, we can also identify the following patterns for high migration activity between locations:

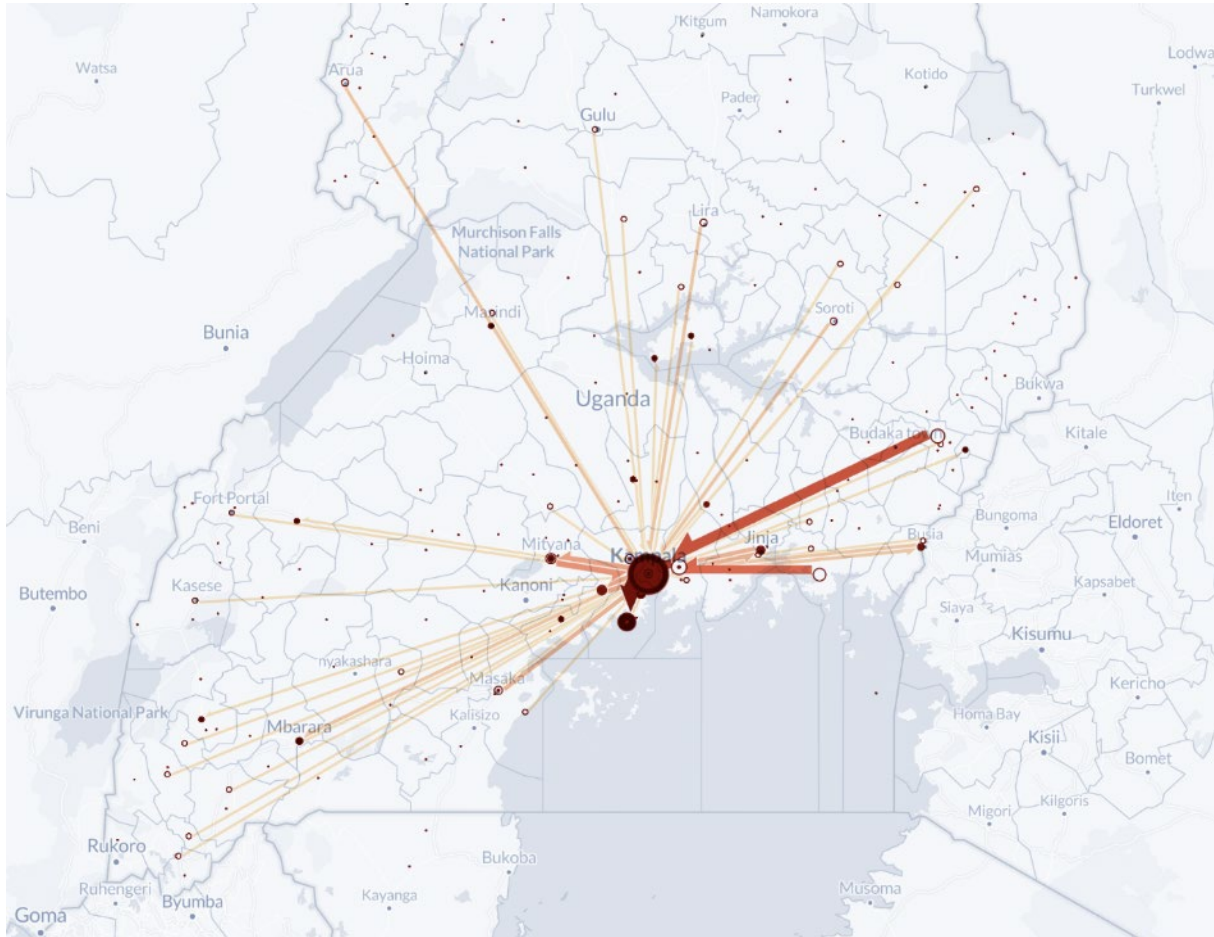
Soroti to Mbale (21 submissions), Kampala to Entebbe (17 submissions), Mukono to Kampala (12 submissions), Mbarara to Mbarara (10 submissions), Mbarara to Masaka (10 submissions), Lugazi to Mukono (10 submissions), Mbale to Kampala (10 submissions), Ntungamo to Mbarara (9 submissions), and Mayuge District to Kampala (8 submissions). Amuria to Mbale also signifies eastern region migration with 8 submissions.

Key Activity Locations within Uganda

The following maps provide a visual representation of migration activity in several high-activity locations in Uganda, including Kampala, Mbale, Soroti, Masaka, Entebbe, Mbarara, and Busia.

Kampala and Kampala District

Kampala and locations in Kampala District (Kawempe, Katwe, Makindye, Katanga, Naguru, Nakawa, Bugoloobi, Kawala, Kisenyi) are mentioned 22 times as locations of origin, 63 times as transit points, and 59 times as final destinations.

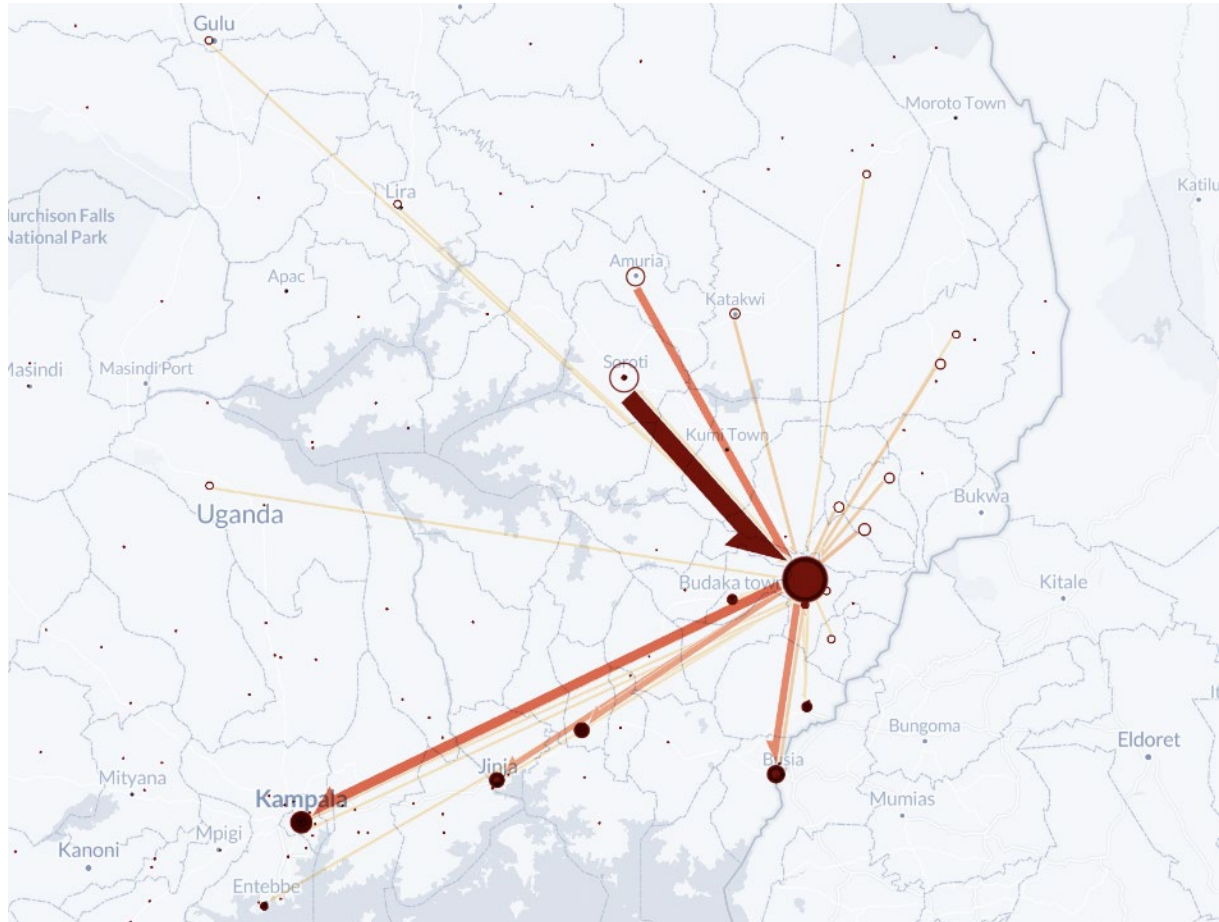


Map 8: All internal routes to and from Kampala and Kampala District.

Notably, there is significant migration from Kampala to Entebbe, Mukono to Kampala, and Mbale to Kampala. Additionally, migration from Mayuge District to Kampala and Busia to Kampala stands out. Routes such as Mpigi to Kampala, Katwe in Kampala to Kampala itself, and Jinja to Kampala also exhibit notable migration activity. Furthermore, the routes from Kampala to Mityana and Mityana to Kampala are noteworthy.

Mbale and Mbale District

Mbale and locations in Mbale District (Wambewo, Nawuyo, Bugema, Bumbobi, and Bufumbo) are mentioned as origin locations six times, 37 times as transit locations, and 20 times as the destination.



Map 9: All internal routes to and from Mbale and Mbale District.

Noteworthy routes include migration from Soroti to Mbale, Mbale to Busia, and Mbale to Kampala. Significant numbers of migration submissions with routes from Amuria to Mbale and Mbale to Jinja were also observed. The migration route from Mbale to Iganga is notable, along with migrations from Simu in Bulambuli District to Mbale and Muyembe to Mbale.

Soroti

Soroti was mentioned as the location of origin once, 33 times as a transit location, and twice as the destination.

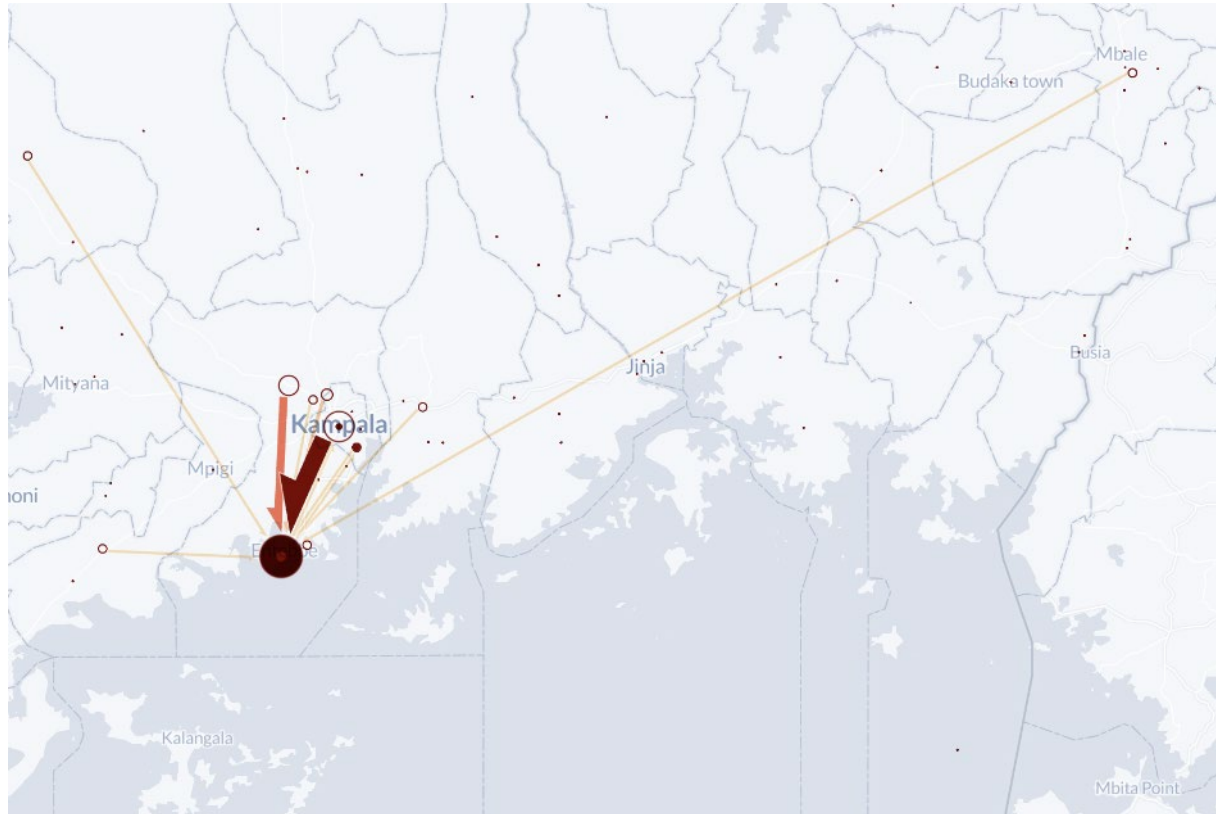


Map 11: All internal routes to and from Masaka and Masaka District.

Key migration routes include Masaka to Mpigi, indicating significant movement, and Mbarara to Masaka as another notable trend. Cross-border migration from Mutukula in Tanzania to Masaka in Uganda was also observed. Internal migrations within Uganda encompass routes such as Lyantonde to Masaka, Masaka to Kampala, Mpigi to Masaka, and Bukomansimbi District to Masaka. Additionally, there are minor migration routes, including Masaka to Entebbe, Kalangala to Masaka, and Kimanya/Kyabakuza in Masaka District to Masaka town itself.

Entebbe

Within the dataset, Entebbe is identified as the origin location twice, as a transit location once, and as the destination 33 times.



Map 12: All internal routes to and from Entebbe.

The prominent route is from Kampala, highlighting significant movement between the capital city and Entebbe. Other notable submissions include migrations from Wakiso, Makindye in Kampala District, Masaka, and Kawempe in Kampala District. Additionally, there are single submissions from Nansana, Mukono, and Buwama to Entebbe.

Mbarara

Mbarara is mentioned as the origin 11 times, in transit 19 times, and as the final destination 16 times.

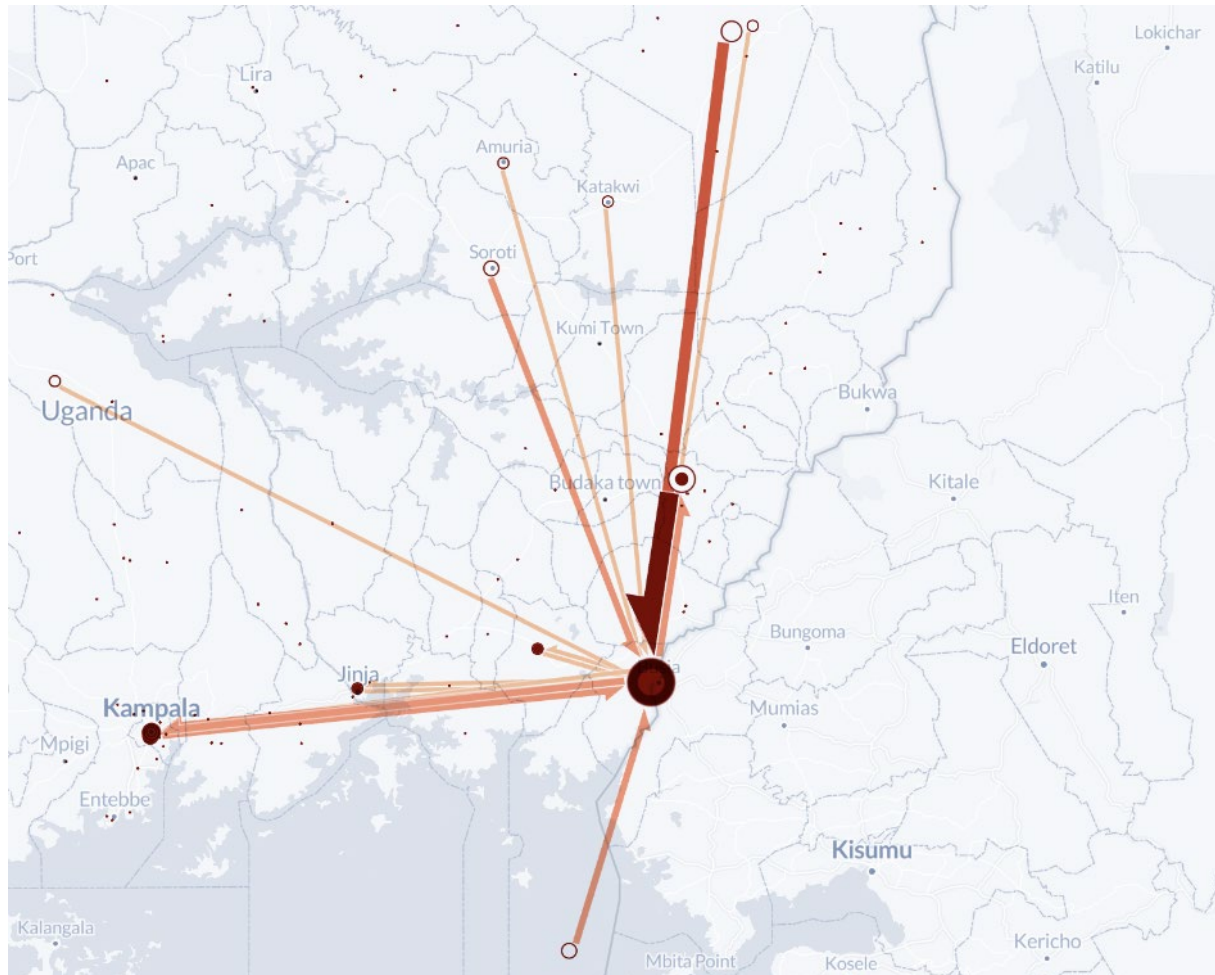


Map 13: All internal routes to and from Mbarara.

Notable patterns include migrations from Mbarara to Masaka, Mbarara to Mbarara itself, and Ntungamo to Mbarara, each with a significant count. Additionally, there are multiple submissions for other routes, such as Mbarara to Lyantonde, Isingiro to Mbarara, and Kampala to Mbarara. Various one-time submissions highlight diverse migration routes, including Mbarara to Uganda, Mbarara to Kabale, and several others.

Busia

The data illustrates diverse migration routes involving Busia, with 1 mention as the origin, 8 as transit, and 15 as the final destination.



Map 14: All internal routes to and from Busia.

A significant pattern is migration from Mbale to Busia, with additional noteworthy routes such as Busia to Kampala, Napak District to Busia, and Soroti to Busia. Other routes include migrations from Namayingo to Busia, Busia to Mbale, and Busia to Katwe in Kampala. Several routes have a single submission, covering migrations from Kampala to Busia, Katakwi to Busia, Amuria to Busia, Mawero East in Busia District to Kampala, Bulumbi in Busia District to Kiribati, Jinja to Busia, Busia to Jinja, Matany in Napak District to Busia, Busia to Bugiri, and Bugiri to Busia.



Industries of exploitation for internal trafficking and migration

The data outlines the primary types of work or industries associated with internal migration and trafficking in Uganda.

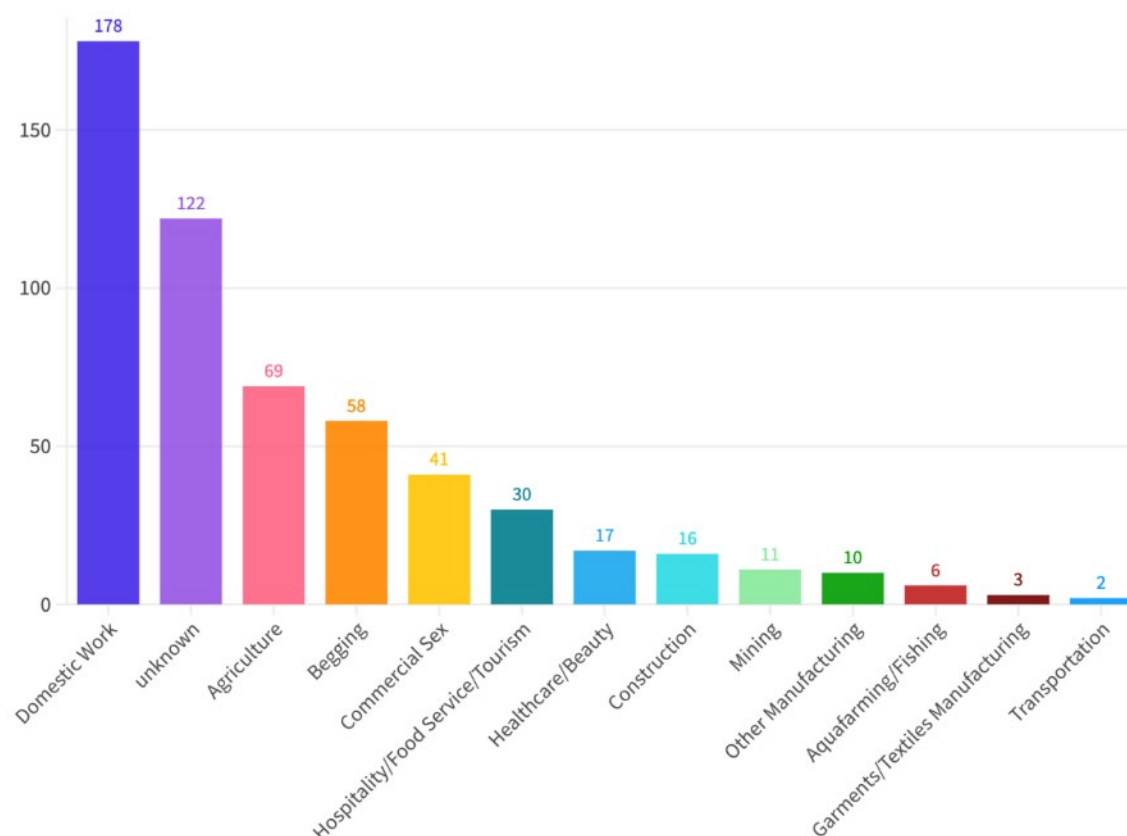


Figure 1: Industries of exploitation for internal trafficking and migration within Uganda.

The most prevalent category is domestic work with 178 mentions, suggesting a significant number of individuals engaged in domestic labour. The category labeled as unknown follows closely with 122 mentions, indicating a need for further clarification or identification of the nature of the work. Agriculture is another notable sector, with 69 mentions, reflecting the involvement of individuals in farming activities. Begging is reported in 58 mentions, highlighting a concerning aspect of exploitation. Commercial Sex, with 41 mentions, indicates involvement in the sex industry. Hospitality/Food Service/Tourism (30 mentions), Healthcare/Beauty (17 mentions), Construction (16 mentions), and Mining (11 mentions) also emerge as significant sectors of exploitation. Other categories include Other Manufacturing (10 mentions), Aquafarming/Fishing (6 mentions), Garments/Textiles Manufacturing (3 mentions), and Transportation (2 mentions).



Cross-border trafficking and migration

The dataset also includes 107 submissions of international routes, indicating cases where the origin and destination countries differ. Among these international submissions, 96 cases are officially acknowledged as Victims of Trafficking (VoT), 7 cases involve exploitative experiences without official recognition, and the official status is unknown in 4 cases.

The map below shows all the identified route submissions based on cross-border cases.



Map 15: All routes relating to submissions based on cross-border cases.

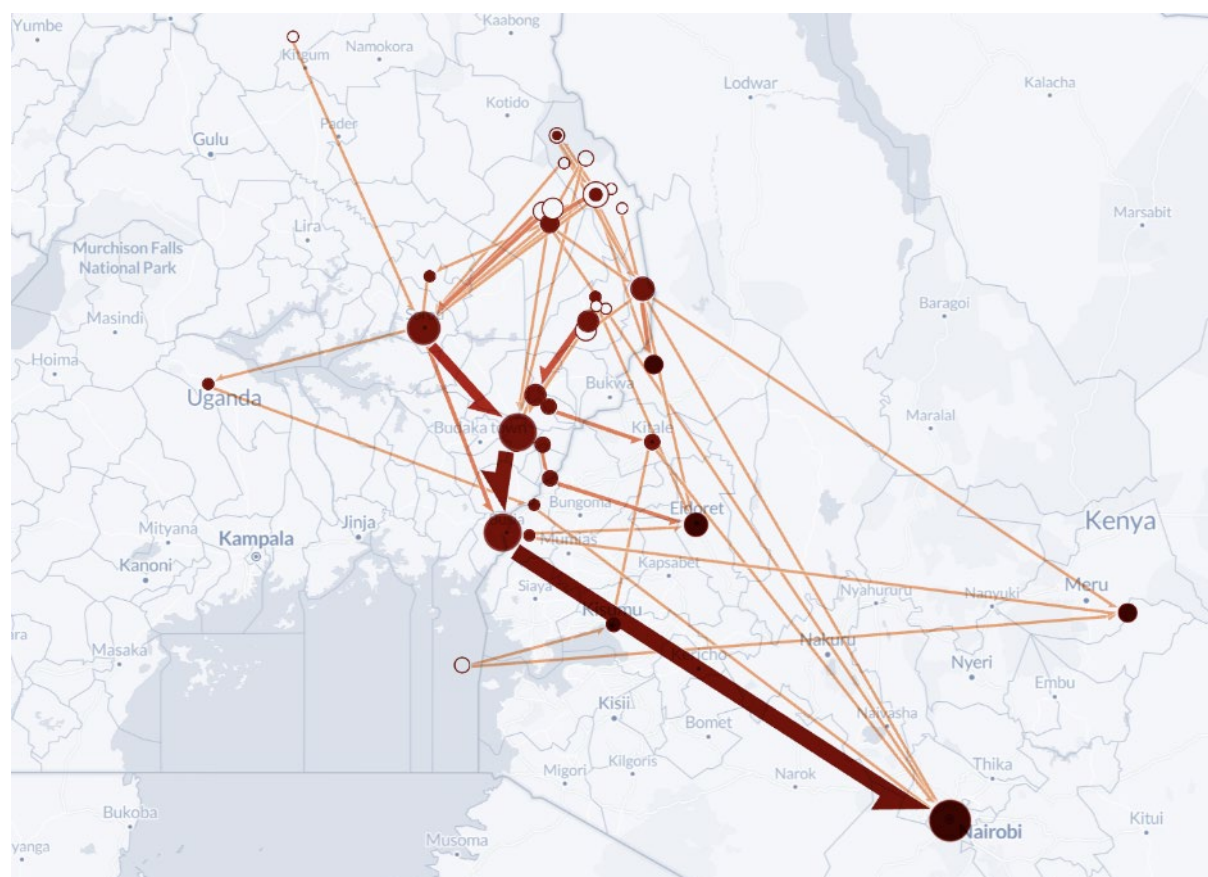
The main trends in the provided data suggest diverse international migration routes involving Uganda. Notable patterns include regional migrations with neighboring countries such as Kenya, Tanzania, Rwanda, South Sudan, and the Democratic Republic of the Congo. Additionally, there are substantial international links, including migrations between Uganda and countries in the Middle East such as the United Arab Emirates, Iraq, Lebanon, Saudi Arabia, and Jordan. The dataset also reveals connections with nations such as Eritrea, Algeria, Egypt, and Asian countries such as Thailand, Malaysia, and Kiribati. This diversity highlights Uganda's widespread global migration patterns, including both regional and intercontinental connections.

The following sections explore the data based on country of origin and destination combinations, including locations, industries of exploitation and modes of transport used.

Uganda to Kenya

Based on 29 submissions, migration routes from various locations in Uganda to different destinations in Kenya, specifically Nairobi, Eldoret, Kisumu, and Pokot North, are documented. Notably, Napak District, Uganda, to Nairobi, Kenya, has three submissions, with transit points in Soroti, Mbale, and Busia. Similarly, migration from Moroto, Uganda, to Nairobi, Kenya, also has three submissions, involving transit points in Napak, Amuria, Soroti, Mbale, Busia, Rupa – Matheniko County (Moroto District), and Amudat.

Additionally, routes from Matany (Napak District), Wambewo (Mbale District), Lotisan (Moroto District), Tokora (Nakapiripirit District), Tapac (Moroto District), Morita (Nakapiripirit District), Nabilatuk (Nakapiripirit District), Lotuko (Lamwo District), Karita (Nakapiripirit District), Namayingo, Mayombe (Busia District), Katikekile (Moroto District), and Namorotot (Nakapiripirit District) to various destinations in Kenya are also documented with varying submission counts.



Map 16: All routes relating to Uganda (origin) to Kenya (destination).

The data includes the following modes of transport in migration submissions: Motorbike (17 mentions), Bus (21 mentions), Taxi (9 mentions), Foot (19 mentions), and one instance of traffickers/facilitators using their car.

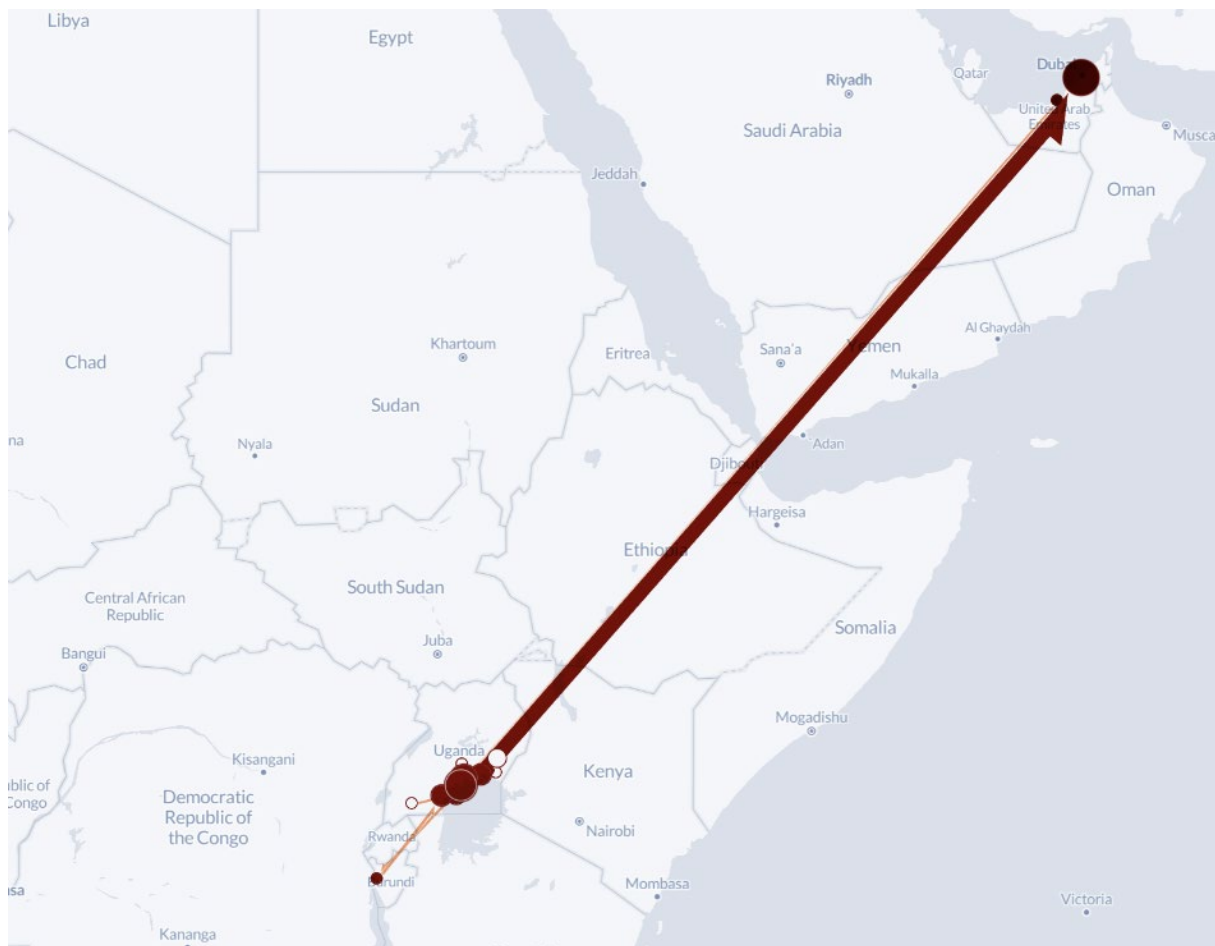


For migration routes from Burundi to Uganda, various transportation modes were utilized: 12 submissions mentioned foot travel, 14 submissions involved taxis, and in 24 submissions buses were used as well.

The data primarily highlights exploitation in Agriculture, mentioned 12 times, with an additional 12 cases categorized as “unknown”. One case is specifically associated with Healthcare/Beauty.

Uganda to United Arab Emirates

The dataset provides insights into migration routes from various locations in Uganda to Dubai and Abu Dhabi in the United Arab Emirates, totaling 13 submissions. Notable entries include submissions from Kibuku District, Uganda, to Dubai, passing through Jinja, Kampala, Kalangala, Bwiza (Mukaza, Bujumbura Mairie Province, Burundi), Masaka, and Entebbe. Additionally, there were submissions from Luweero, Entebbe, Kajjansi, Makindye (Kampala District), Mbarara, Nabweru (Wakiso District), Bugiri District, Nakawa (Kampala), and Bwebajja (Wakiso District) to Dubai. There is also a submission from Makindye (Kampala District) to Abu Dhabi.



Map 18: All routes relating to Uganda (origin) to United Arab Emirates (destination).

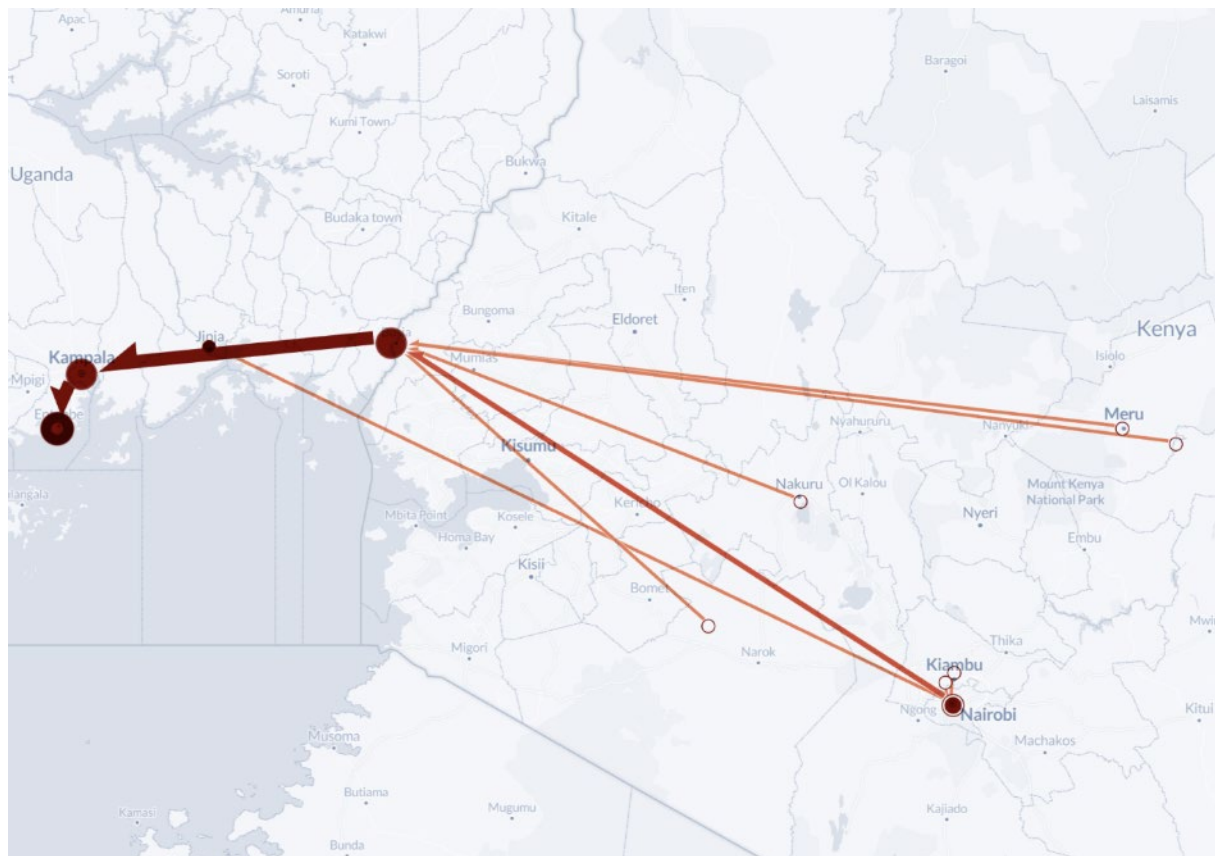


Multiple modes of transport were used by migrants traveling to the United Arab Emirates, including Motorbike (2 mentions), Car of the trafficker/recruiter/facilitator (3 mentions), Taxi (4 mentions), and Plane (passenger) (7 mentions). The submissions did not include details of airlines used.

The migration routes from Uganda to the United Arab Emirates involve exploitation in various industries. Commercial Sex is prominent with 5 submissions, followed by 3 instances categorized as unknown. Domestic Work is mentioned in 2 submissions, while Transportation, Construction, and Hospitality/Food Service/Tourism each have 1 submission.

Kenya to Uganda

The map below illustrates various cross-border routes from Kenya to Uganda.



Map 18: All routes relating to Kenya (origin) to Uganda (destination).

The first route originates from an unspecified location in Kenya, traversing through Busia and Kampala in Uganda before reaching the final destination of Entebbe. The second route starts from Nairobi, Kenya, heading to Jinja, Uganda, with no specific transit points mentioned. The third and fourth routes commence from Kabutukei, Meru, and Melelo, Narok, respectively, both converging on Entebbe, with transit points including Busia and



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Kampala. Nakuru in Kenya serves as the starting point for the fifth route, which, similar to the first two, passes through Busia and Kampala en route to Entebbe. The sixth and seventh routes originate from Gathanga in Kiambu County and Kagongo in Kiambu, respectively, with transit points spanning Nairobi, Busia, Kampala, and concluding in Entebbe.

The travel from Kenya to Uganda involves two submissions associated with taxis, five cases involving vehicles owned by traffickers, recruiters, or facilitators, and six instances involving usage of buses.

The exploitation route from Kenya to Uganda primarily involves domestic work, accounting for six instances. An additional case is labelled as “unknown”, indicating an unspecified industry.

Other cross-border routes

Algeria to Uganda:

A route from Algeria to Jinja, Uganda – no other details were provided.

Eritrea to Uganda:

The migration route originates in Eritrea, and passes through Ethiopia, Nairobi, Kenya, and Malaba, Uganda.

Lebanon to Uganda:

Starting from Lebanon and transiting through Rwanda, the route concludes in Amuru, Uganda.

Rwanda to Uganda:

The journey begins in Mbarara, Uganda, passing through Masaka, Kampala, and Mityana, before reaching the final destination.

South Sudan to Uganda:

The migration route is from South Sudan to Moyo, Uganda.

Tanzania to Uganda:

The route starts from Dar es Salaam, Tanzania, and concludes in Arua, Uganda.

Uganda to Democratic Republic of the Congo:

The migration route originates in Mpondwe, Uganda, heading to Beni in the Democratic Republic of the Congo.

Uganda to Egypt:

The journey is from Kampala, Uganda, to Cairo, Egypt, with transit points not specified.



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Uganda to Iraq:

The route from Kampala, Uganda, to Baghdad, Iraq, includes transit points in Entebbe and Dubai, United Arab Emirates.

Uganda to Jordan:

The migrant's journey begins in Kampala, Uganda, with transit points in Entebbe and Dubai, United Arab Emirates, before reaching the final destination of Amman, Jordan.

Uganda to Kiribati:

The route from Bulumbi, Busia District, Uganda, to Kiribati does not specify transit points, and the specific final destination in Kiribati is not provided.

Uganda to Malaysia:

Originating in Makindye, Kampala District, Uganda, the route involves transit through Entebbe before reaching the final destination in Malaysia (not specified).

Uganda to Saudi Arabia:

The route from Kampala, Uganda, to Jeddah, Saudi Arabia, includes transit points in Malaba, Uganda, Malaba, Kenya, Nairobi, Kenya, and Dubai, United Arab Emirates.

Uganda to Somalia:

The migration route originates in Mukono, Uganda, passing through Kampala and Nairobi before reaching the final destination of Mogadishu, Somalia.

Uganda to South Sudan:

The migration route is from Uganda to South Sudan with the final destination in Adjumani, Uganda.

Uganda to Tanzania:

The route is from Uganda to Tanzania with specific transit points and final destination not specified.

Uganda to Thailand:

The migrant's journey began in Nansana, Wakiso District, Uganda, with transit points in Kampala and Entebbe, eventually reaching the final destination of Pattaya, Thailand.



Data insights on contextual factors

Demographics

The demographic distribution in the data, comprising 506 submissions, reflects information on cases of migration. In terms of gender, there were 354 cases involving females, 146 cases involving males, and 6 cases where gender information was not specified.

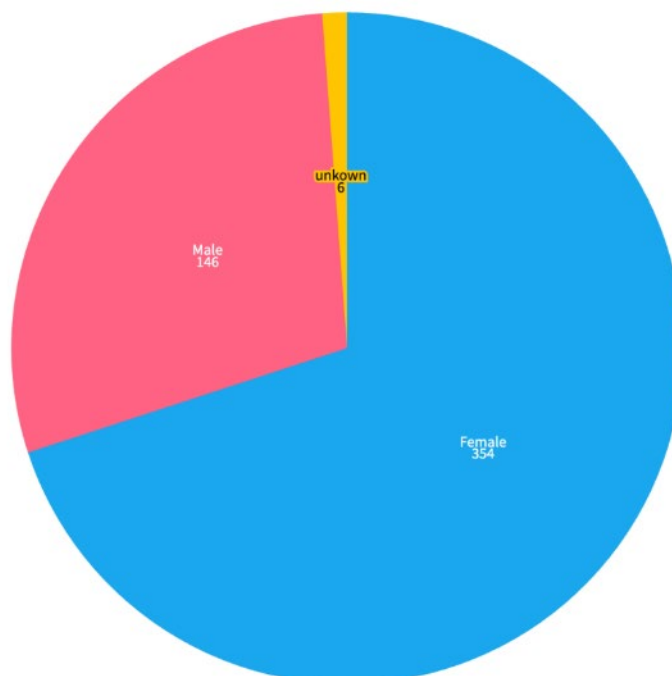


Figure 2: Demographic data - Gender of VoTs and migrants who experienced exploitation.



The age groups of the migrants are categorized as follows: 274 cases for individuals aged between 11 and 18, 124 cases for ages 19 to 29, 56 cases for ages 0 to 10, 43 cases for ages 30 to 40, 6 cases for ages 41 to 50, and only 1 case for individuals aged 51 and above. Additionally, there are 2 cases where the age information is not known or provided in the dataset.

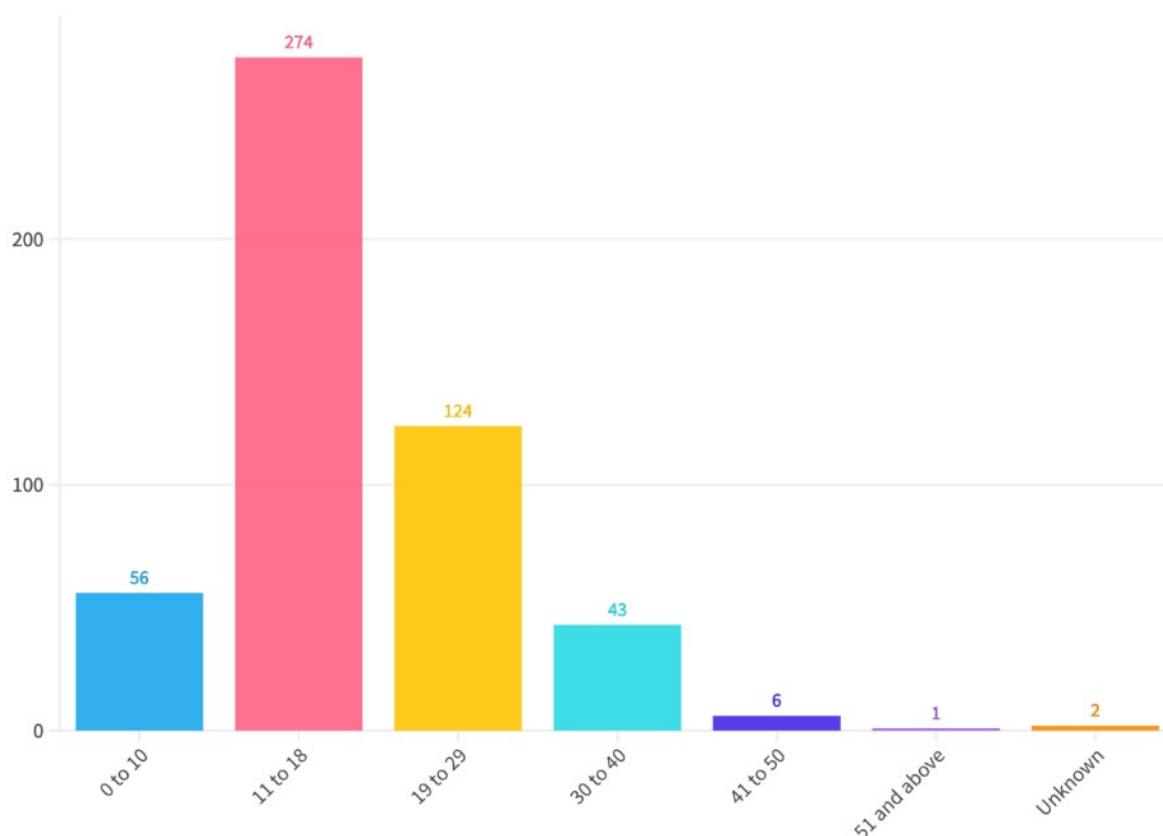


Figure 3: Demographic data - Ages of VoTs and migrants who experienced exploitation.

Vulnerability factors

The vulnerability factors identified in the dataset encompass a range of challenges that contribute to the susceptibility of individuals to exploitation and trafficking.

The predominant factor is poverty, mentioned in 408 submissions, indicating the prevalence of economic hardship. Additionally, 207 cases involve individuals from vulnerable social groups, signifying the impact of societal dynamics on exploitation risks. Vulnerability is also observed among specific ethnic groups in 19 cases. Low levels of education, homelessness, and abuse at home further compound the challenges faced by individuals, noted in 166, 58, and 79 cases respectively. Other factors, totaling 32 cases, represent additional circumstances contributing to vulnerability. This comprehensive variety underscores the multifaceted nature of vulnerability and the diverse factors that expose individuals to the risks of exploitation and trafficking.

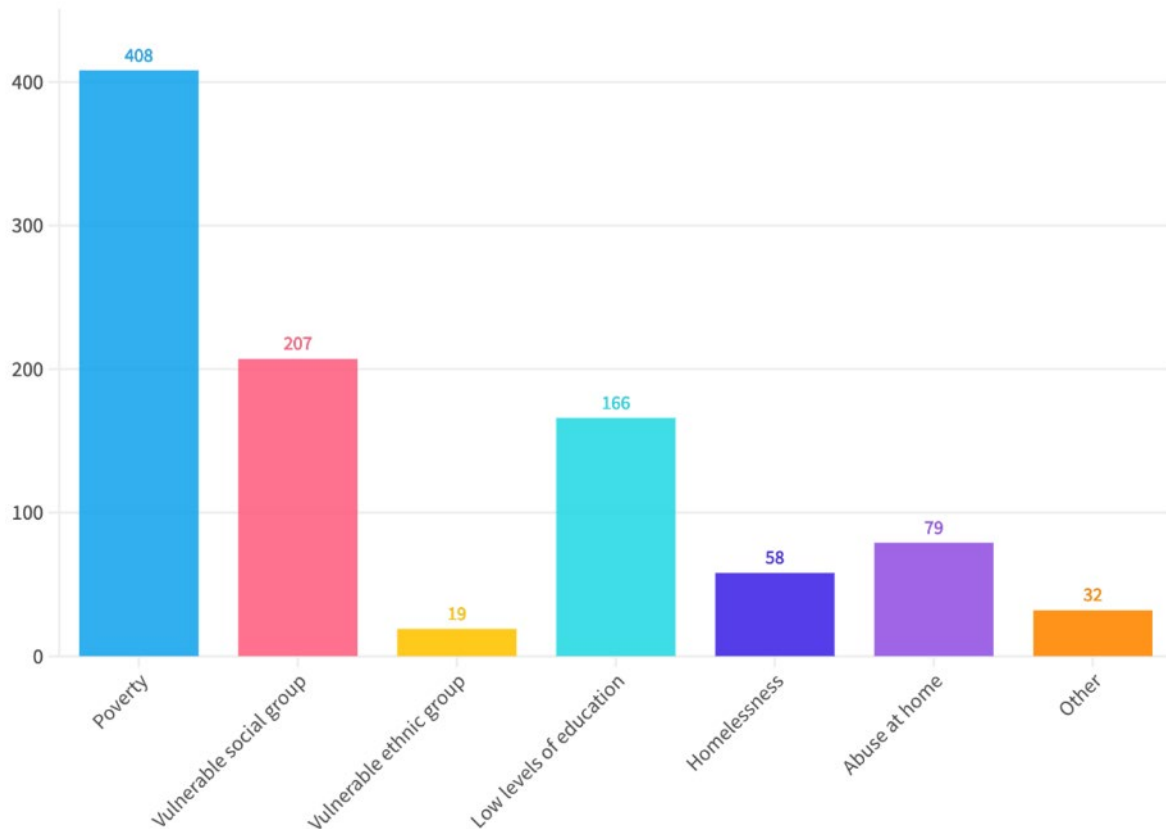


Figure 4: Vulnerability factors.

The dynamics of vulnerability factors in the context of exploitation and trafficking reveal multifaceted challenges faced by different gender groups. Females appear to be more significantly impacted by poverty, vulnerable social group affiliations, and low levels of education, with higher numbers in each category compared to their male counterparts. The vulnerability related to ethnic groups shows a relatively even distribution between males and females. Homelessness affects both genders, but slightly more males, while abuse at home is more prevalent among females.

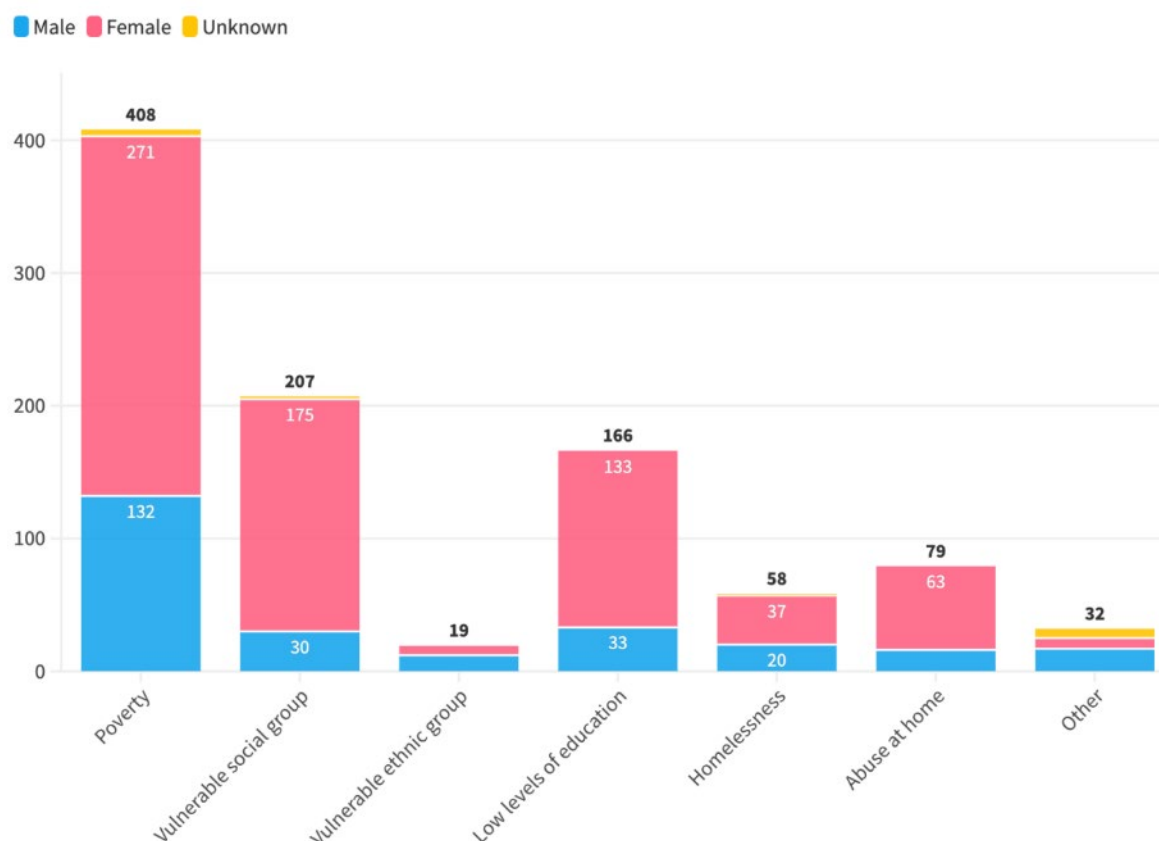


Figure 5: Vulnerability factors by gender.

This nuanced breakdown underscores the diverse and complex interplay of factors contributing to vulnerability, emphasizing the need for targeted interventions to address the specific challenges faced by different gender groups in the context of exploitation and trafficking.

Re-trafficking

The data on re-victimization suggests that a significant proportion of the submissions (406 out of 506 cases) do not relate to cases of re-trafficking. Among these, 271 were female, 129 were male, and, in 6 cases, the gender was unknown.

However, it's noteworthy that 48 cases, consisting of 42 females and 6 males, are instances of re-victimization. The "N/A" category, which includes cases where information on re-victimization is not applicable or available, accounts for 52 cases. This information underscores the prevalence of re-victimization among those who have previously experienced trafficking, particularly among females.

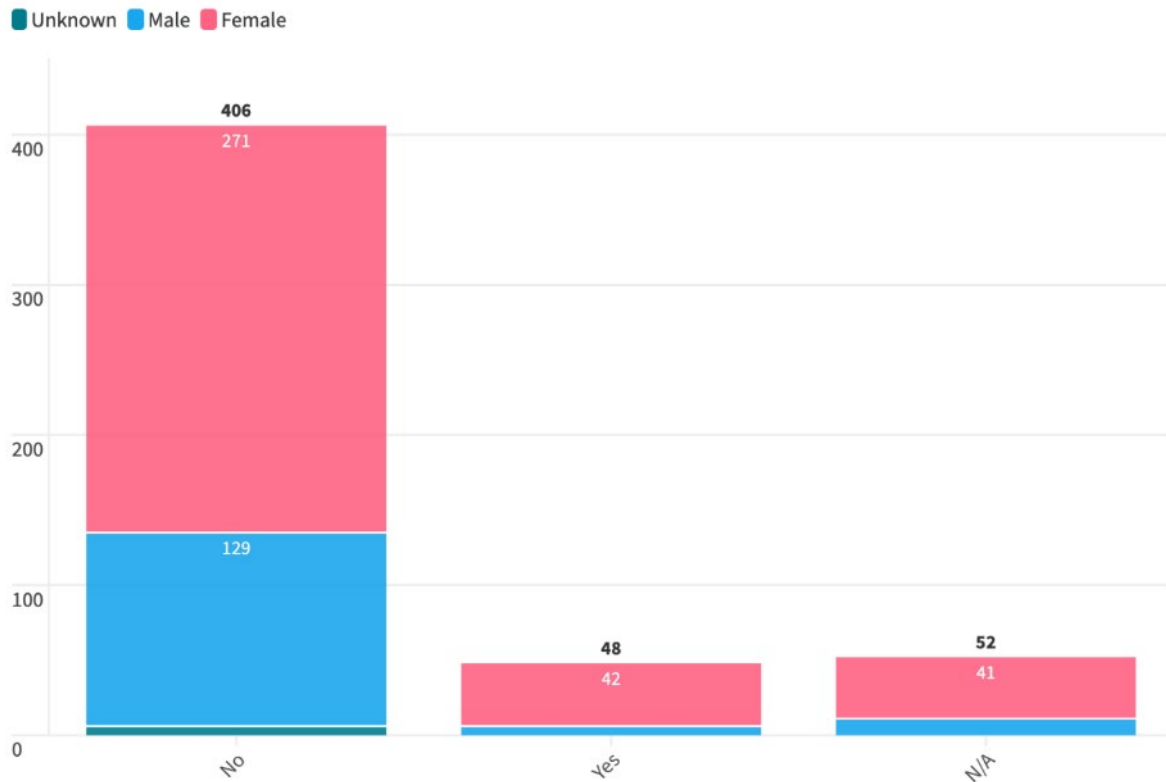


Figure 5: Cases of re-trafficking by gender.

Reasons for the migration decision

The primary motivation for migration across genders is the pursuit of better employment opportunities. Notably, abuse at home also emerges as a significant factor, impacting females substantially with 60 reported cases, while 15 males and 1 unknown case also highlight this reason.

Gender disparities are evident in other factors as well, such as marriage, which is a notable consideration for 74 females, and promised employment, attracting 59 females and 38 males.

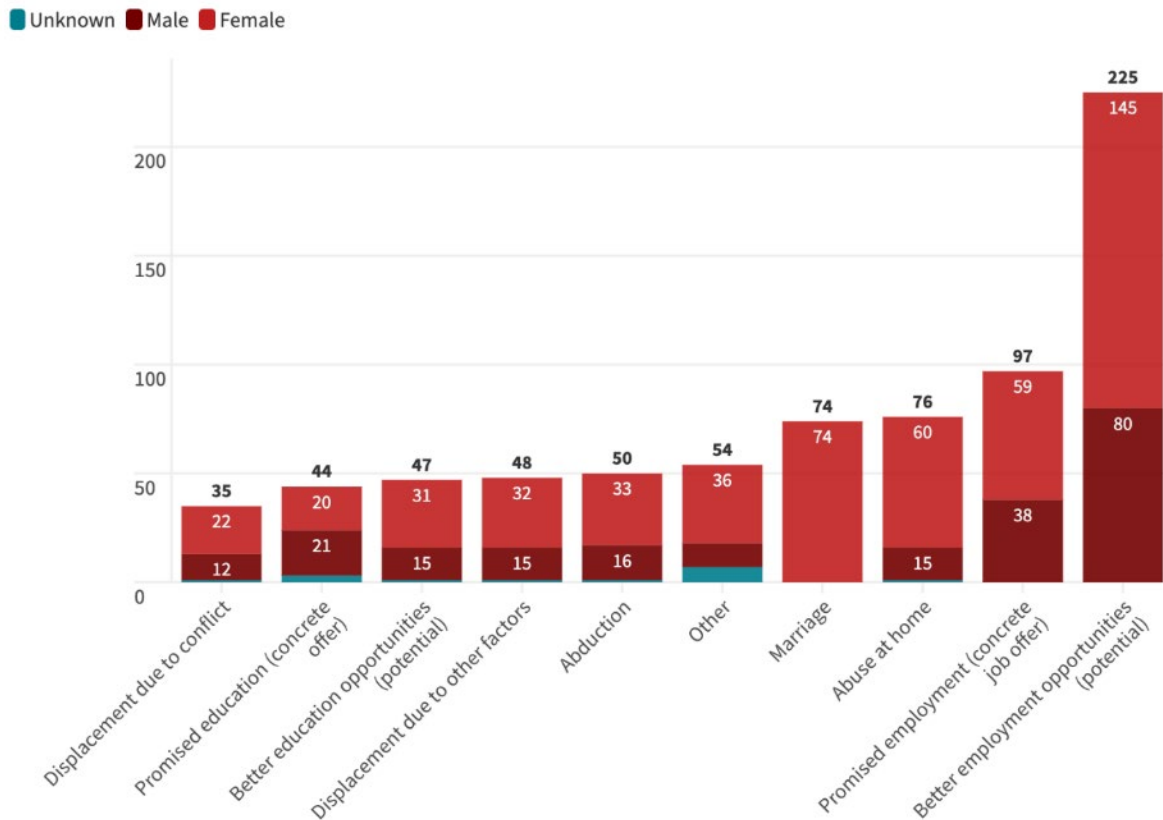


Figure 5: Reasons to migrate by gender.

These numbers underscore the nuanced and gender-specific nature of motivations behind migration decisions.

Recruitment

Family connections prove to be a significant recruitment channel, involving 103 females, 30 males, and 1 unknown case. Social networks also play a prominent role, with 127 females, 49 males, and 1 unknown case recruited through friends or social events. Workplace recruitment is notable, particularly among males (6 cases), as is recruitment through educational institutions (4 cases).

The online realm, though less common, is not exempt, with 2 females falling victim to online advertisements and 14 females and 8 males recruited through online social networks – in particular, WhatsApp, Line and Facebook.

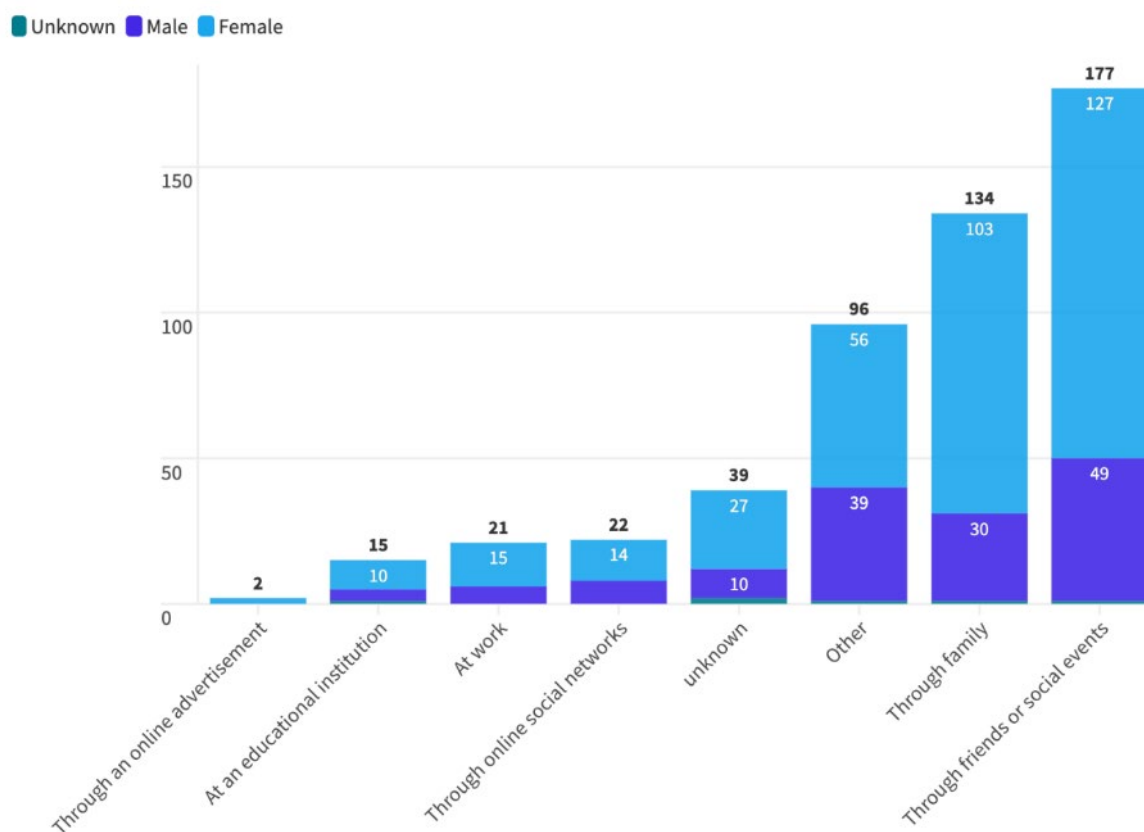


Figure 6: Recruitment channels by gender.

In recruitment dynamics, family members significantly contributed to cases involving 91 females, 24 males, and 1 unknown victim. Friends played a role in recruiting 67 females, 13 males, and 2 unknown cases.

Key figures such as labour brokers or agents were involved in recruiting 33 females, 32 males, and an unknown case. The category of recruitment facilitators also expands to include community members, employers, recruitment agencies, and intimate partners too.

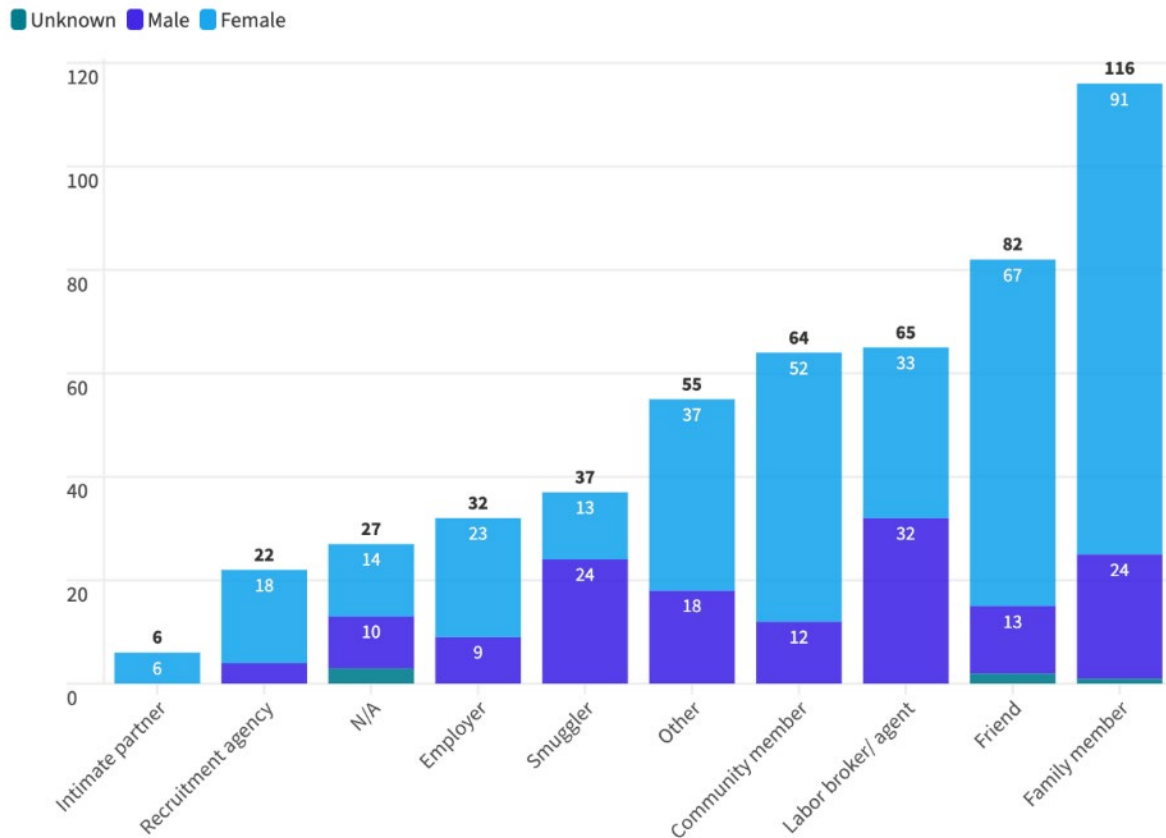


Figure 7: Relationship to the first trafficker/recruitment/facilitator by gender.

The data on facilitators shows that in 363 cases, multiple individuals were involved in facilitating the migration or trafficking process. In 128 cases, a single person is identified as the facilitator, while the specific details are unknown in 15 cases.



Unknown Multiple facilitators One person

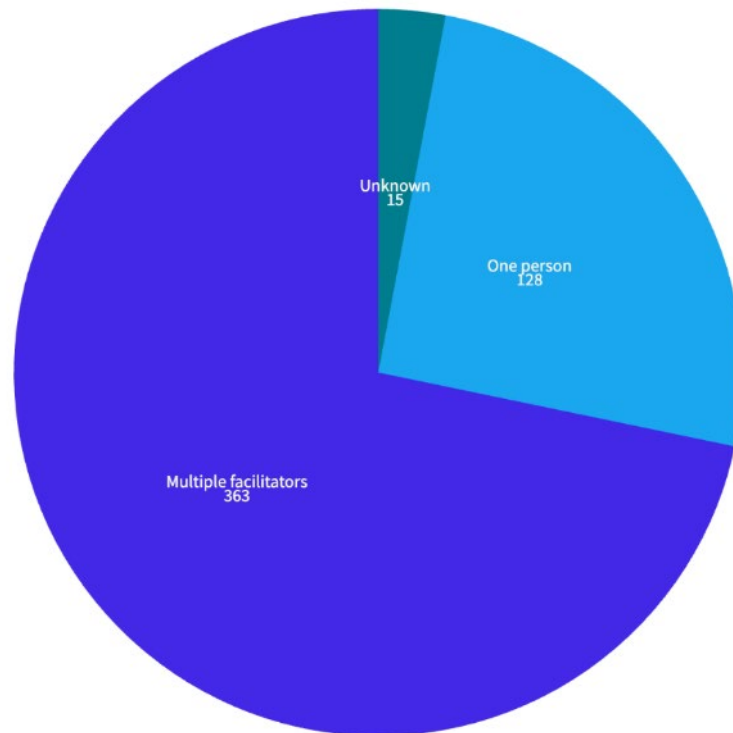


Figure 8: One or multiple traffickers/facilitators involved.

Payments

The data on payments to traffickers or facilitators indicates that in 261 cases, migrants or their families did not make any payments for facilitation of the migration journey. In 155 cases, payments were made, while in 90 cases, the information regarding payments remains unknown.



Unknown Yes No

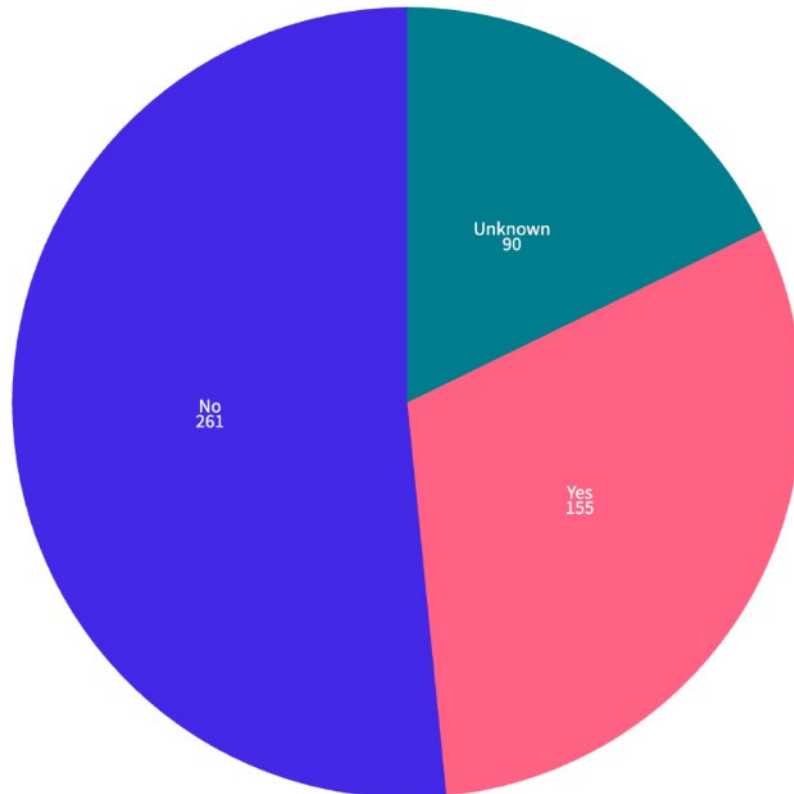


Figure 9: Payments made to the trafficker/facilitator.

In cases where payments were made to traffickers or facilitators, the majority, accounting for 108 cases, involved cash transactions. Additionally, 39 cases reported the use of mobile or online money transfers, while one case each mentioned wire transfer and bank deposit as methods of payment. Furthermore, a small number of cases (4) noted payments made in-kind or through favors.

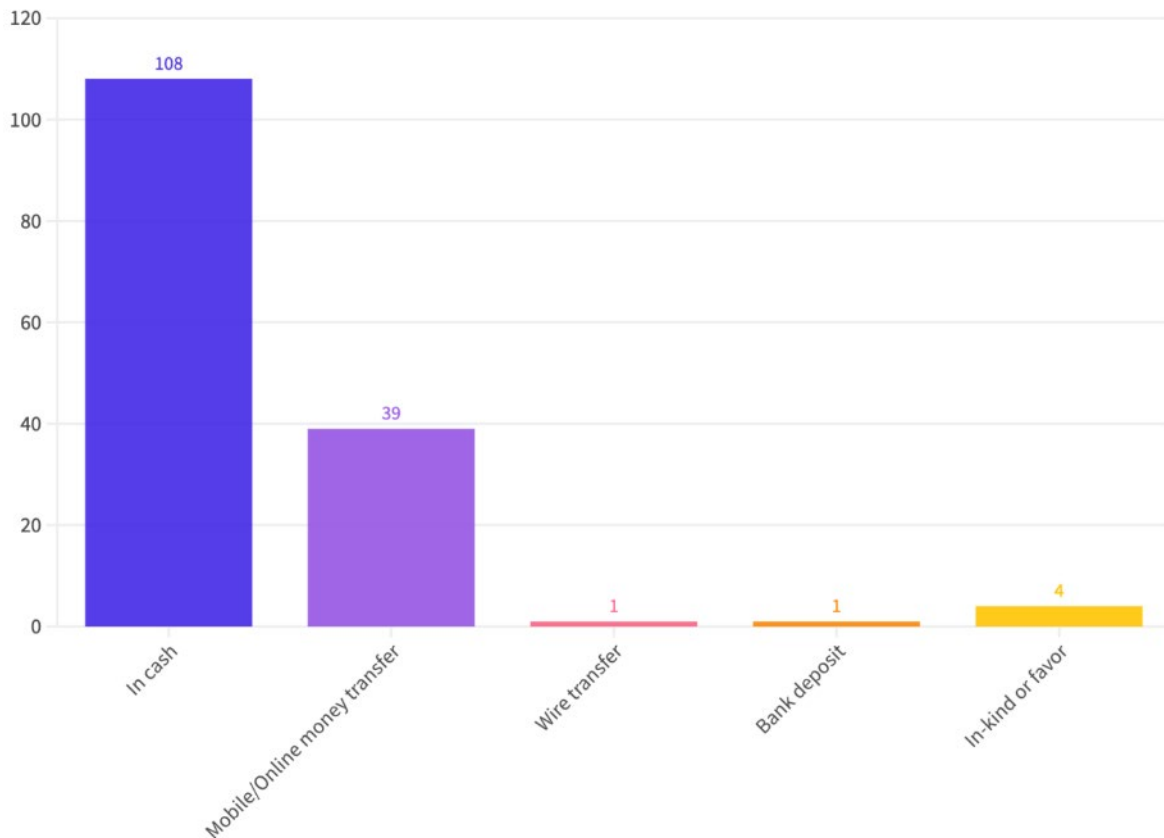


Figure 10: Payment methods.

Where payments were made, a majority of 61 cases involved payments made before leaving, indicating a pre-departure financial transaction. Additionally, 23 cases reported payments made on arrival at the final destination, while 25 cases involved a split payment with transactions both before leaving and at arrival. Another 42 cases indicated payments on arrival at a transit destination. In one unique case, payment was specified to have occurred at the time of recovering a child. Furthermore, a single case mentioned payment to be made as the victim received their salary, indicating a form of debt bondage. There were also two cases in which the timing of payment was unspecified (unknown).



Migration journey

The trafficking journeys submitted show considerable variation in their duration. The majority of cases, numbering 330, reported a journey duration of up to one week, indicating a significant proportion of relatively short-term trafficking incidents. Additionally, 62 cases documented journeys lasting one to two weeks, while 25 cases extended between two to four weeks. A relatively smaller number of cases, 29, reported longer durations ranging from one to three months, with only 9 cases spanning three to six months. In two instances, the trafficking journey endured for six months to one year. In two instances, the trafficking journey endured for six months to one year. In two instances, the trafficking journey endured for six months to one year. In two instances, the trafficking journey endured for six months to one year.

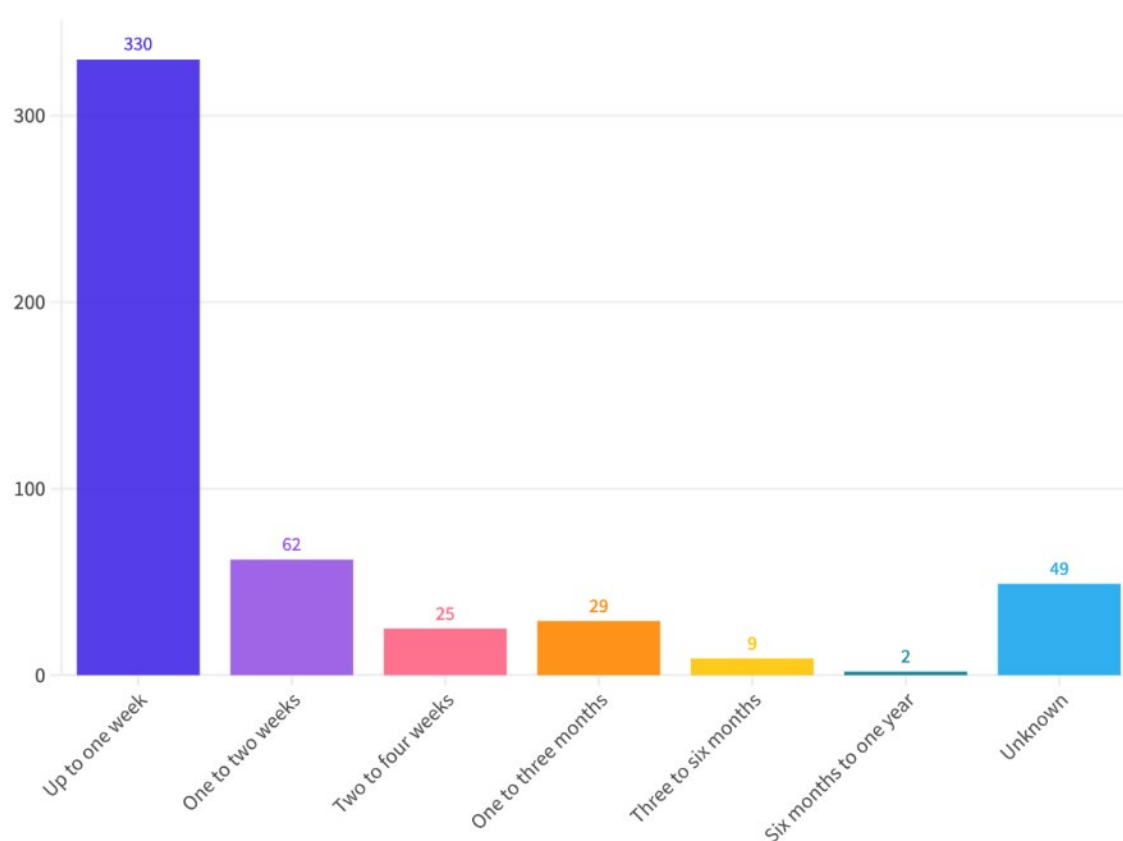


Figure 11: Migration journey duration.

In 212 submissions it was specified that the victims were traveling alone, while 271 cases documented victims traveling in groups. In 23 cases, information about the travel arrangement was unspecified or unknown.

Most victims/migrants, as per the submissions, employed multiple modes of transport for their journeys. These included 205 cases involving motorbikes, 188 cases in which buses were used, 167 cases of foot travel, 220 cases utilizing taxis, and various other modes such as planes, ships, charcoal cars, ambulances, trains, and ride-hailing services, each with smaller counts ranging from 1 to 30.

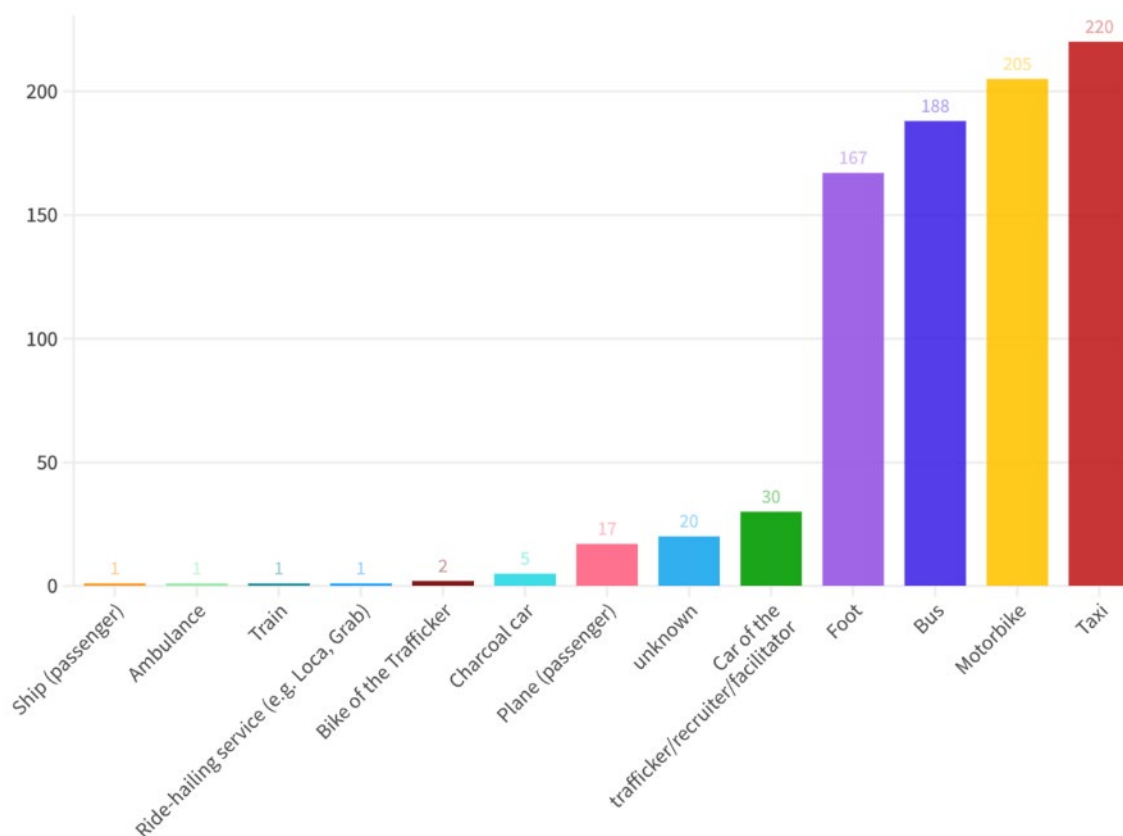


Figure 12: Modes of transport.

Industries of concern

The data on the types of work in which victims were exploited reveals diverse industries of concern. Domestic work stands out prominently with 228 submissions, followed by begging (71 submissions) and commercial sex (64 submissions). The agriculture and hospitality/food service/tourism sectors also feature prominently with 90 and 32 submissions respectively. Other categories, including manufacturing, construction, aquafarming/fishing, garments/textiles manufacturing, healthcare/beauty, transportation, and mining, constitute the remaining submissions, each with varying but notable numbers. The prevalence of unknown submissions (154) underscores the challenge of obtaining comprehensive information on the types of work victims are subjected to in these cases.

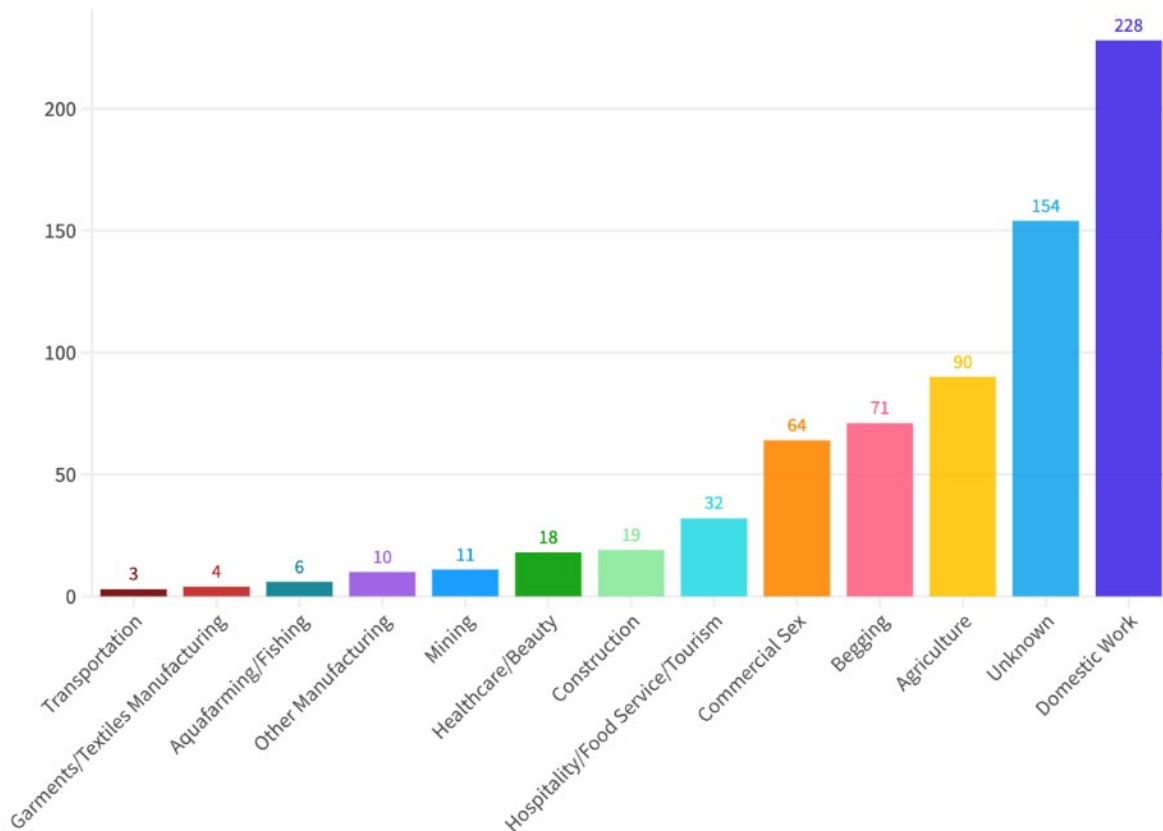


Figure 13: Industries of exploitation.

The breakdown of industries by gender highlights notable gender-specific patterns in the types of work victims are exploited in. For males, agriculture is a significant sector with 39 submissions, followed by domestic work (35 submissions) and begging (19 submissions). On the other hand, females are disproportionately affected in domestic work, constituting 193 submissions, and commercial sex, with 62 submissions. Other sectors, such as manufacturing, construction, aquafarming/fishing, garments/textiles manufacturing, healthcare/beauty, transportation, and mining show varying numbers for both genders.

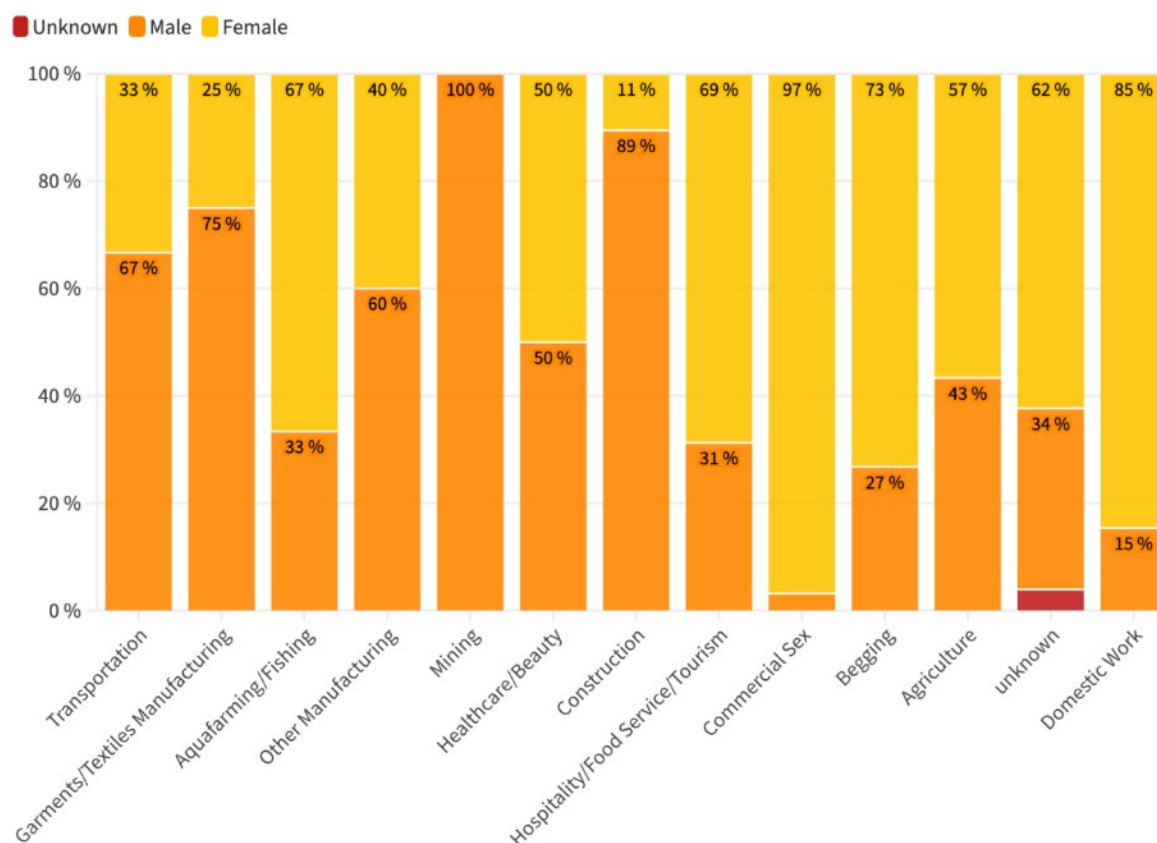


Figure 14: Industries of exploitation by gender in percentages.

Types of abuse and coercion

The data provides insights into the various forms of abuse and coercion experienced by trafficking victims, categorized by gender.

Physical abuse is reported in 147 submissions for males and 44 submissions for females. Psychological abuse is prevalent, with 146 female submissions and 61 male submissions, and an additional 4 submissions in which the gender is unknown. Sexual abuse is reported in 174 submissions for females and 9 submissions for males. False promises and deception are significant, with 223 female submissions, 88 male submissions, and 2 submissions of unknown gender. Threats to individual safety are reported in 72 male submissions and 20 female submissions.

Other forms of abuse and coercion, such as denial of freedom of movement, denial of medical treatment, threats of arrest, threats to family, giving of drugs, denial of food/drink, giving of alcohol, withholding of travel documents, debt at high-interest rates, withholding of identity documents, and cases marked as "N/A" are also documented.

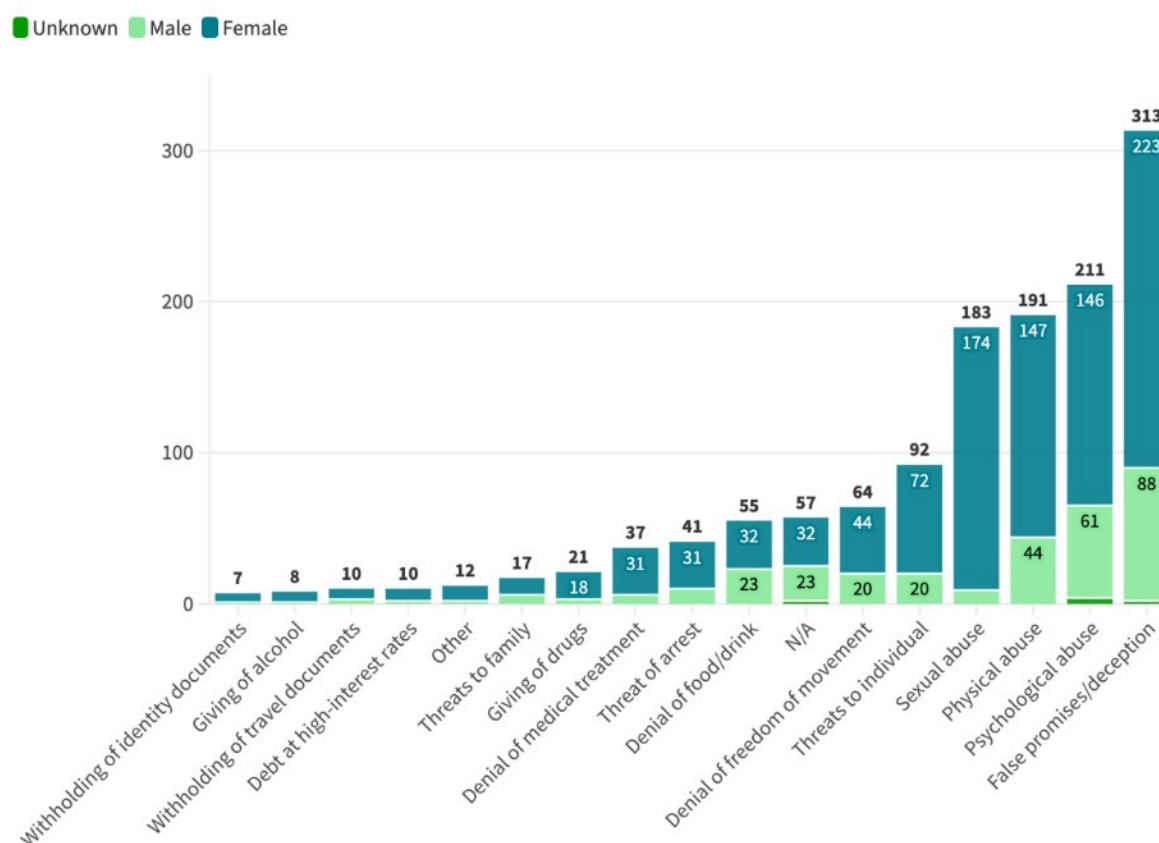


Figure 15: Types of abuse and coercion by gender.

Cases of missing migrants

This data collection additionally enabled the compiling of information on routes characterized by heightened risk, where organizations have received reports from their clients regarding the death or disappearance of another migrant during their journey. A total of 30 such high-risk routes were identified, documenting instances of fatalities or disappearances along these pathways.

The identified routes of especially high risk mentioned include:

- Amuria District, Uganda to Wakiso District, Uganda
- Kampala, Uganda to Kyenjojo, Uganda
- Kangulumira, Kayunga District, Uganda to Kayunga District, Uganda
- Lugazi, Uganda to Buikwe, Uganda
- Lugazi, Uganda to Buikwe District, Uganda



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- Mukono, Uganda to Bushenyi District, Uganda
- Mukono District, Uganda to Mukono District, Uganda (multiple routes)
- Nsambya, Uganda to Mbale District, Uganda
- Wakiso, Uganda to Entebbe, Uganda
- Katwe, Kampala, Uganda to Kampala, Uganda
- Kajjansi, Uganda to Kajjansi, Uganda
- Kajjansi, Uganda to Dubai, United Arab Emirates
- Karita, Nakapiripirit District, Uganda to Eldoret, Kenya
- Namorotot, Nakapiripirit District, Uganda to Nairobi, Kenya
- Chepsikunya, Uganda to Kampala, Uganda
- Nabilatuk, Nakapiripirit District, Uganda to Mbale, Uganda
- Namorotot, Nakapiripirit District, Uganda to Amuria, Uganda
- Tokora, Nakapiripirit District, Uganda to Nairobi, Kenya
- Morita, Uganda to Mbale, Uganda
- Karita, Nakapiripirit District, Uganda to Jinja, Uganda
- Namorotot, Nakapiripirit District, Uganda to Kampala, Uganda
- Nabilatuk, Nakapiripirit District, Uganda to Soroti, Uganda
- Nabilatuk, Nakapiripirit District, Uganda to Kisumu, Kenya
- Kiganda, Mubende District, Uganda to Kassanda, Mubende District, Uganda
- Amudat, Uganda to Kabale, Uganda
- Katanga, Moroto District, Uganda to Gulu, Uganda
- Nadunget, Moroto District, Uganda to Lira, Uganda
- Moroto District, Uganda to Kampala, Uganda
- Rupa, Matheniko County, Moroto District, Uganda to Eldoret, Kenya
- Moroto District, Uganda to Eldoret, Kenya
- Bujumbura, Burundi to Mpigi District, Uganda
- Moroto, Uganda to Nairobi, Kenya
- Matany, Napak District, Uganda to None, Kenya
- Moroto, Uganda to Dodoma, Tanzania
- Moroto, Uganda to Nairobi, Kenya
- Nebbi, Uganda to Zombo, Uganda
- Bokora Corridor Gr, Lokopo, Napak District, Uganda to Kampala, Uganda
- Napak District, Uganda to Nairobi, Kenya
- Kotido, Uganda to Amuria, Uganda
- Algeria to Jinja, Uganda
- Kampala, Uganda to Bududa, Uganda

Notably, 30 submissions indicate that cases were referred to local or national authorities, seeking their assistance in recovering migrant remains and resolving missing persons reports. Four submissions mention the referral of beneficiaries to specialized entities providing psychosocial support, while in one submission the case



was referred to non-governmental organizations focused on recovery efforts. Additionally, five submissions mention maintaining records of such incidents, contributing valuable data to the understanding of the risks migrants face. One submission stated that direct psychosocial support had been provided for affected beneficiaries, demonstrating the multifaceted approaches organizations employ in addressing the challenging consequences of disappearances and deaths along migration routes.

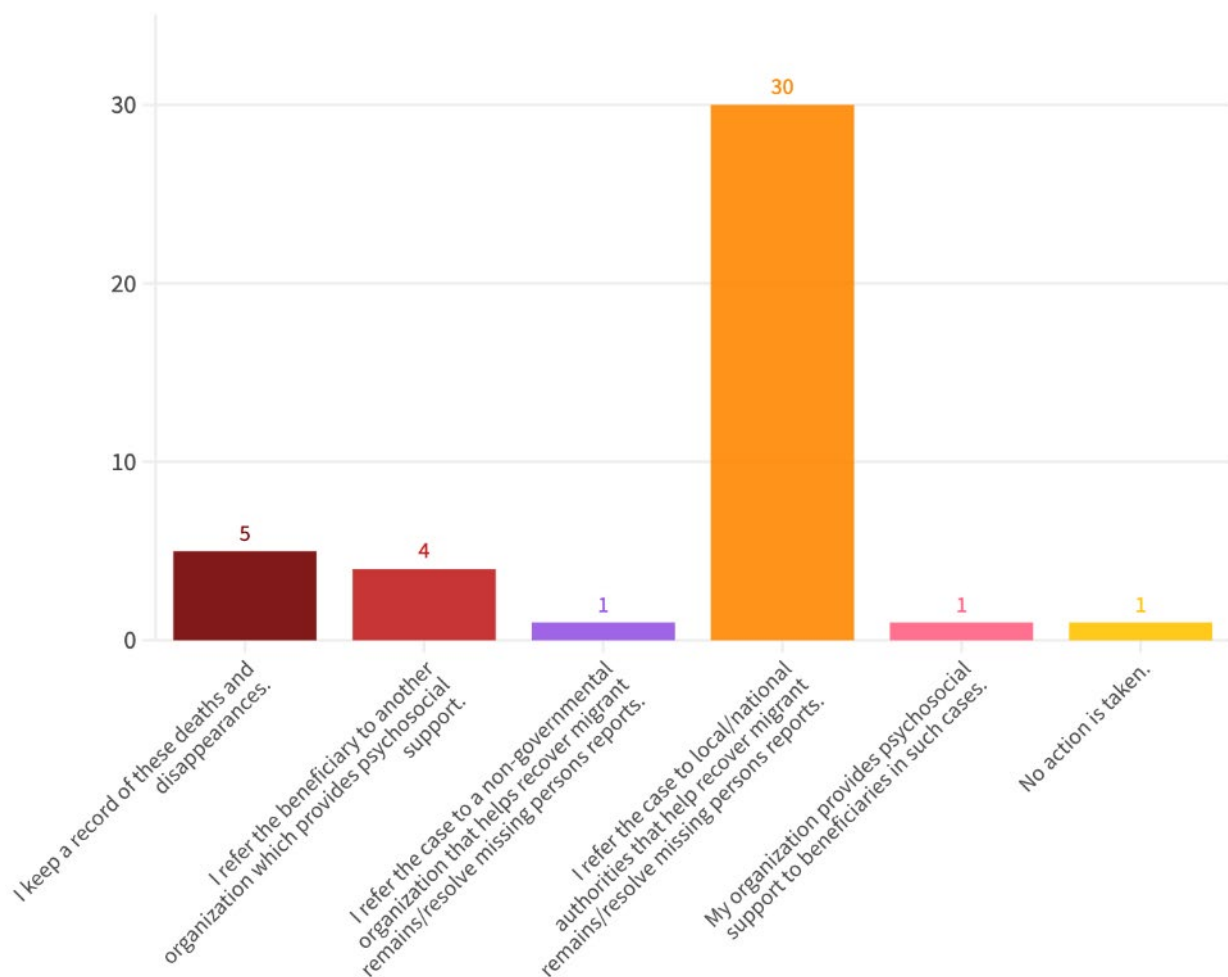


Figure 16: Information about missing migrants.



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MINISTRY OF INTERNAL AFFAIRS
Republic of Uganda

Better Migration Management
Horn of Africa



Conclusions and data applications

The analysis of migration patterns and routes relating to Uganda revealed a complex network of movement driven by various factors, including economic opportunities, access to education and healthcare, and social connections. Understanding these patterns is crucial for developing effective migration policies and supporting communities affected by displacement.

Possible applications of this report to guide efforts in addressing human trafficking and the exploitation of vulnerable migrants in Uganda include the following:

Enhance Targeted Interventions at a Local Level: Utilize data to identify migration patterns and trafficking hotspots within specific districts, such as Mayuge to Kampala and Wakiso to Entebbe. Develop targeted prevention and awareness campaigns tailored to the unique vulnerabilities and motivations of communities in these areas. Collaborate with local organizations and community leaders to integrate anti-trafficking education and support services into existing community programs.

Strengthen International Cooperation and Information Sharing: Analyze data on migration routes connecting Uganda to neighboring countries and extending to the Middle East and Asia. Identify potential trafficking hubs and coordinate with relevant authorities in neighboring countries to enhance cross-border collaboration. Establish a centralized data-sharing platform to facilitate information exchange and joint intervention strategies.

Develop a Comprehensive Understanding of Vulnerability Factors: Analyze data on socio-economic indicators, demographic factors, and individual vulnerabilities, such as poverty, homelessness, and low education levels. Identify patterns and disparities that contribute to increased vulnerability to trafficking. Develop tailored support programs to address the specific needs of vulnerable groups, such as youth and women.

Address Re-victimization and Promote Survivor Support: Track cases of re-victimization and identify common factors that lead to repeat exploitation. Develop effective preventive measures, such as targeted counseling and support services, to reduce the risk of re-trafficking. Offer specialized rehabilitation programs that address the psychological and emotional trauma of trafficking.

Understand Migration Motivations and Recruitment Dynamics: Analyze data on migration motivations, including economic opportunities, family pressure, and promises of employment. Segment the data based on gender, age group, and education level to understand the specific motivations of different populations. Develop targeted



prevention and awareness campaigns that address the underlying reasons for migration.

Combat Organized Trafficking Networks and Financial Transactions: Analyze data on facilitators involved in trafficking networks, such as recruiters, intermediaries, and employers. Identify patterns in financial transactions associated with trafficking operations. Collaborate with law enforcement agencies to investigate and prosecute trafficking networks and their facilitators. Utilize data analytics to track financial flows and disrupt the financial infrastructure of trafficking organizations.

Identify and Address Data Gaps: Contrast the collected data with information from other responders such as NGOs and embassies. This comparison will help to identify whether gaps are due to limited access to data, or if specific case and demographic information is not being properly identified, reported, and recorded.

Tailor Interventions based on Trafficking Durations and Industries of Exploitation: Analyze data on trafficking durations to identify patterns and challenges faced by victims based on the length of their exploitation. Develop tailored interventions that address specific needs, such as short-term support for immediate stabilization and long-term support for reintegration and rehabilitation. Focus on industries with a high prevalence of trafficking, such as domestic work, begging, and commercial sex, to address root causes of exploitation and protect vulnerable workers.

Strengthen Support Services for Trafficking Victims: Analyze data on the needs and experiences of trafficking victims, including physical and psychological trauma, legal and social challenges. Develop comprehensive support services that address the full spectrum of their needs, such as counseling, medical care, legal assistance, vocational training, and reintegration support.

Monitor and Enhance Safety along High-risk Migration Routes: Identify and monitor high-risk migration routes, such as those connecting Uganda to neighboring countries, to ensure the safety of migrants and prevent human trafficking. Implement safety measures, such as checkpoints, security escorts, and information sharing platforms, to reduce the risk of trafficking and exploitation. Collaborate with neighboring countries to strengthen border security and coordinate responses to trafficking incidents.

Address the Challenges of Missing Migrants: Establish mechanisms for recording and tracking missing migrants, including standardized data collection protocols. Develop standardized procedures for notifying and assisting families of missing migrants. Provide psychosocial support and family tracing services to assist families coping with uncertainty and grief regarding missing loved ones.



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