REPORT FINDINGS

Long Distance Truck Driving *and Potential for* High Risk Behavior

FINDINGS FROM A DIPSTICK STUDY OF TRUCK DRIVERS
AT CHALINZE, MIKUMI AND MAKAMBAKO TRUCK STOPS

August 2009

USAID FROM THE AMERICAN PEOPLE

T-MARC TANZANIA MARKETING & COMMUNICATIONS

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Preface
A dipstick assessment was conducted by the Tanzania Marketing and Communications for AIDS, Reproductive Health, Child Survival and Infectious Diseases (T-MARC) Project, a five-year USAID Private Sector Program (PSP) initiative managed by the Academy for Educational Development (AED). The objective of the study was to explore the media habits and sexual behavior of truck drivers who are currently engaged in high risk activities as related to HIV/AIDS transmission and identify potential strategies for communicating with this group in order to reduce this risk.

Sampling
The dipstick assessment was conducted at three main truck stops: Makambako in Iringa, Mikumi in Morogoro and Chalinze in Pwani; The rationale for selecting these sites was that long-distance truck drivers spend their night or stop for rest at these truck stops. These three truck stops are located along the southern transport corridor that connects Dar es Salaam with Zambia and Malawi. Truck drivers were asked to participate in the interview on a voluntary basis.

Methodology
The dipstick study was conducted through one-on-one interviews and observations of the truck drivers' activities at the truck stops. A questionnaire with a series of close-ended questions was administered to individual truck drivers at the truck stop. A total of 50 interviews, lasting about 15 minutes each, were conducted.

Summary
Many of the landlocked countries neighboring Tanzania use the port of Dar es Salaam to import their goods. This creates a vibrant transportation industry for long-distance truck drivers.
Truck drivers are often on the road for long periods of time due to long distances and border crossings. These drivers have to make stops at different truck stops along the major transport routes and corridors linking Tanzania to its neighbors. While on the road, truck drivers are believed to involve themselves in vigorous sexual cultures involving multiple sexual partners at roadside settlements and

border crossings. These transient residents include poor, often young, women from rural hinterlands.

For this reason, a simple dipstick study was designed and conducted at three truck stops located along Dar es Salaam-Tunduma highways with an objective of assessing and exploring the sexual behavior, media habits and activities of long-distance truck drivers who may be at high risk of contracting HIV/AIDS. Information collected on the behavior of these groups will be used to identify potential strategies, messages and materials for communicating with these truck drivers in order to reduce their risk.

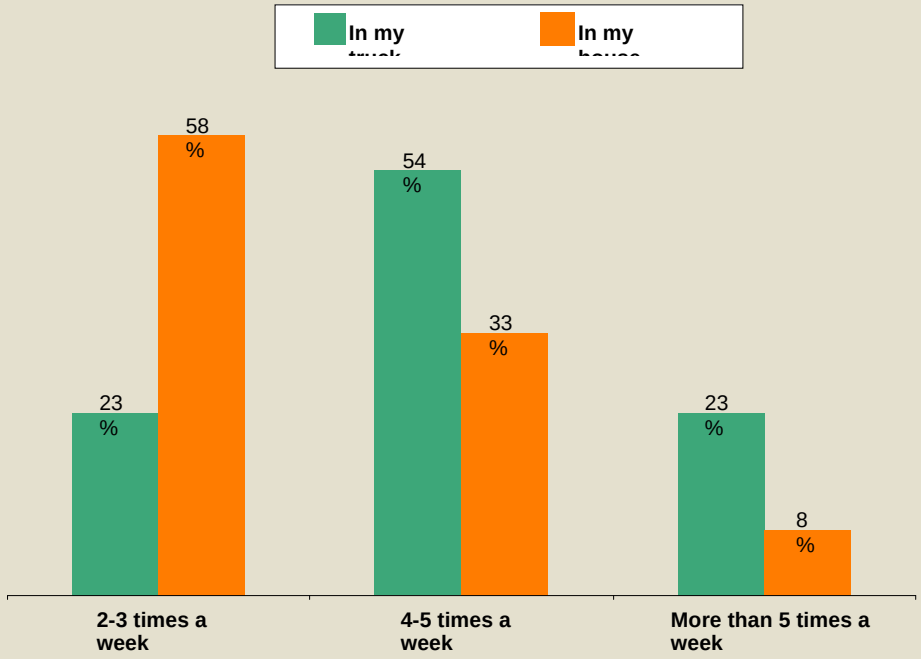
Summaries of characteristics of each individual truck stop are below:

Chalinze Truck Stop
Chalinze is the main junction between the southern/central corridor and the northern corridor and several trucks pass through it. From the study it was found that very few trucks stop and spend the night at Chalinze; most of the trucks stop to be weighed and then continue on their northern route. It is busy during the evening, but most of the people around at night are residents of Chalinze. Trucks going south don't stop at Chalinze because their main stop is Mikumi and trucks going north mainly stop at Mkata, Kabuku and other places.

Mikumi Truck Stop
Mikumi is located on the southern transport corridor near the Udzungwa and Kitonga Mountains. Both of these mountains require about four hours or more to cross, and it is very risky to cross them at night with trucks carrying cargo. Therefore, most drivers prefer to stop at Mikumi and spend the night. Mikumi town is also the gateway to Kilombero District, where there are many sugar plantations. A lot of trucks go in and out of the plantations and make a stopover at Mikumi for the night.

Makambako Truck Stop
Makambako is along the southern transport corridor and most of the truck drivers interviewed there were residents of Makambako or Njombe. The drivers haul timber from Njombe to various places in Tanzania such as Dar es Salaam and Arusha. Many of the truck drivers who are carrying cargo from Dar do not spend time in Makambako; they only stop for a few hours at the weigh bridge before continuing to Mbeya and other destinations.

FINDINGS

INDIVIDUAL GROUPS	
	Truck Drivers
MEDIA ACCESS	
Radio Listenership	More than 70% of the truck drivers interviewed listen to various radio stations. Radio is their main medium of information.
Frequency of Listenership	Most drivers listen to the radio almost every day of the week. The survey showed that 54% of the drivers listen to a radio 4 to 6 times a week.
Place of Listening	The main place to listen to the radio is inside their trucks, and RFA is the most listened to radio station because of its wide coverage along - main roads.
Figure 1	 Figure 1: Frequency & place of radio listenership. N=All respondents
Television Viewership	Over 70% of the drivers watch television. It plays an important role as a source of information.
Frequency of Viewership	More than 50% of the truck drivers watch television more than 3 times a week .
Place of Viewership	Community halls and guest houses are the main places where truck drivers watch television; 56% of the drivers watch TV in these two

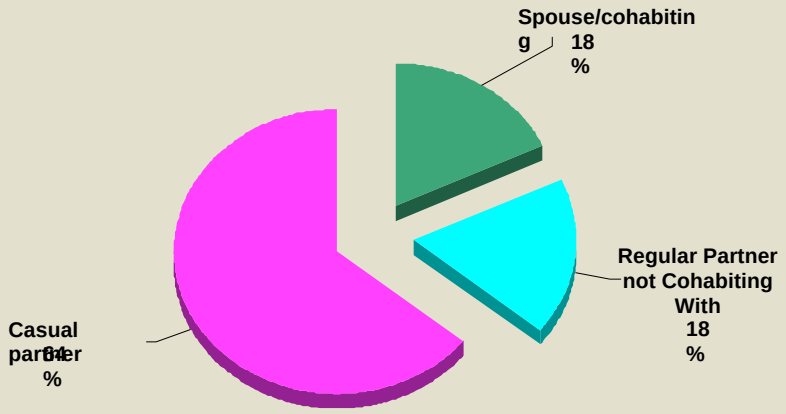
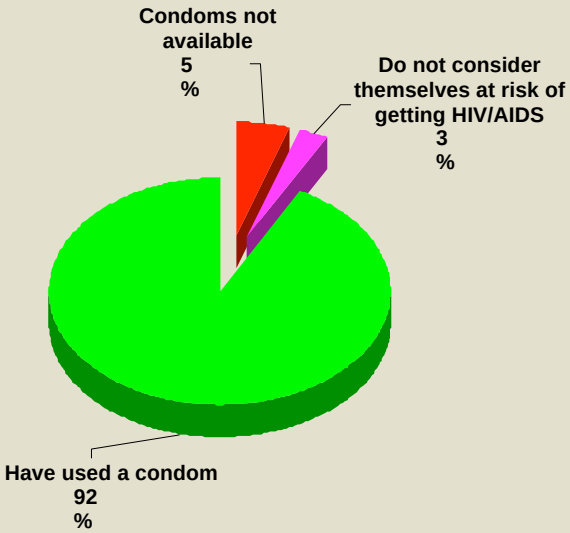
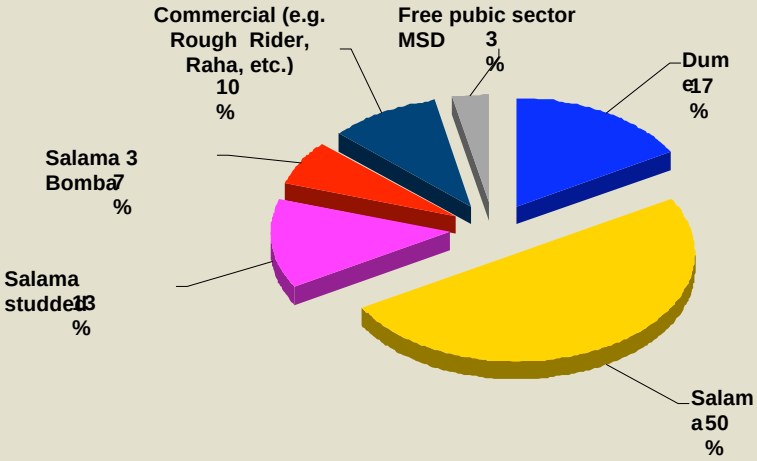
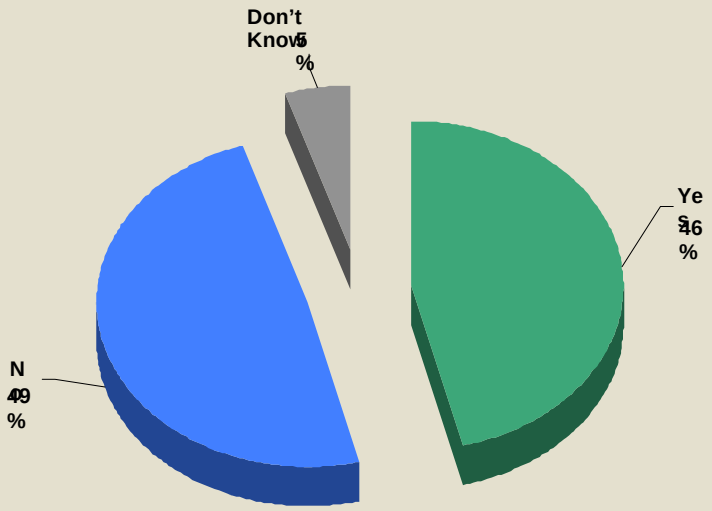
	places.
Newspaper	Newspapers are another means of information to the drivers; the survey shows 60% of them read newspaper 2-3 times a week.
Sexual Behavior	
Sexual Intercourse	All of the truck drivers interviewed had had sexual intercourse.
Multiple Partners	Most truck drivers interviewed have had sex with other partner beside their spouses; 80% of them had sex with another partner in the last 12 month. Of those who had had sex with another partner, 92% had sex with at least four partners in the past 12 months.
Casual Partners	64% of the truck drivers indicated that their last sexual partner was a casual partner (i.e., someone whom they are not married to but have a permanent relationship with).
Figure 4	 Figure 4: Last partner respondents had sex with. N= All respondents
Condom Use	
Condom Awareness and Usage	Every truck driver interviewed was aware of condoms and 92% hadused a condom. The 8% who had never used a condom reported this was because either condoms were not available to them or they did not feel at risk of getting HIV.

Figure 2	 Figure 2: Condom usage. N=All respondents
Condom Outlets	More than half of the truck drivers surveyed buy or get condoms from shops (53%), 18% obtain them from bar/clubs and 17% from a Duka la Dawa Baridi (DLDB).
Brand Use	Over half of the drivers said they used a Salama Condom the last time they had sex. Dume and Salama Studded came second and third at 17% and 13% respectively.
Figure 3	 Figure 3: Brand used last time had sex. N=All respondents
Regular Brand	40% of the truck drivers did not have a regular condom brand. This means that they use any condom available at the time it is needed. However, 20% of them mentioned Dume condom as their regular

	brand.
Condom Regularity With Spouse or Live-in Partner	Only 25% of the truck drivers interviewed said they had used a condom last time they had sex with their spouse and 92% reported they don't use a condom very often with their spouse or live-in partner.
Condom Use with Casual Partners	92% of the truck drivers had never used a condom with their casual partner.
Condom Use with Sex Workers	90% of the truck drivers said they used a condom when they had sex with a sex worker.
Sex with Sex Workers	
Prevalence of Sex Worker Use	45% of truck drivers reported that they had had sex with a sex worker, 50% had not and 5% did not know if any of their partners had been sex workers.
Frequency	49% of those who had had sex with a SW had sex with a sex worker at least 3 times in the last 12 months.
Figure 5	 Figure 5: Have you ever had sex with a commercial sex worker? N=All respondents
HIV Testing	
HIV Testing	Over half of the truck driver (53%) interviewed have never been tested for HIV, 46% have been tested for HIV at least once.
Testing Location	37% of the drivers had their HIV test done at a hospitals or clinic.
Test Result Collection	83% of the truck drivers who were tested collected their results.
Voluntary Counseling	80% received counseling from the place they were tested.
Counseling on Abstinence	All those who went for an HIV test were told that abstinence is an effective method for preventing HIV.

Counseling on Being Faithful	All those who went for HIV test were told that being faithful is an effective method for preventing HIV.
Counseling on Condom Use	All those who went for HIV tested were told that using a condom is an effective method for preventing HIV.

Other Findings at Mikumi Truck Stop

The assessment also established the following characteristics pertaining to Mikumi truck stop:

- At Mikumi truck stop, it is very common for women to work as food vendors during the day and as barmaids during the night at venues which are frequented by truck drivers. These women establish relationships with truck drivers who prefer to be served food and alcohol by the same women and ultimately have sex with them.
- Food vendors/barmaids at Mikumi truck stop often have sexual relationships with more than one truck driver, some of whom work for the same company. Often times these truck drivers have different work schedules and stop in Mikumi at different times. Therefore, they are not aware that they may be having sexual relationships with the same woman at that particular truck stop. In contrast, women at the same truck stop monitor truck drivers' work schedules and the companies they work for. Thus, they are aware that they have sexual relationships with truck drivers who work for the same company, but do not disclose this information to the truck drivers.
- There were some indications from women food vendors that local authorities at Mikumi have passed a rule that every after three months, all food vendors and bar maids must go for an HIV test. Those who do not are denied the opportunity to renew their food vending license.

CONCLUSION

The findings from the study show that 80% of all respondents had sex with someone other than their live-in partner or spouse in the last 12 months, and 92% of those respondents had never used a condom with that partner. The last partner 64% of the truck drivers had had sex with was a casual partner; this implies that most of the truck drivers have established sexual relationships with partners at truck stops whom they consider as a permanent/second wife (i.e. "*Nyumba ndogo*"). This is likely why less than half of the truck drivers interviewed had had sex with a sex worker (SW), and 90% of those who had have used a condom because they do not considered SWs to be permanent partners. This concludes that there is a need to promote the use of condoms with every sexual partner, even those not considered permanent.

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T-MARC Company, Plot No.383, Mikocheni B, Ndovu Road/Garden Road, Dar es Salaam, Tanzania
(T) +255 22 2700 772/2 • (F) +255 22 2700773 • www.tmarc.or.tz

This study is made possible by the generous support of the American people through the United States Agency for International Development (USAID), through the T-MARC Project under the terms of the USAID Contract GPO-I-00-04-00012-00.

The contents are the responsibility of Academy for Educational Development's T-MARC Project and do not necessarily reflect the views of USAID or the United States Government.