People protection

Stronger system

Sustainable solutions

Brighter future

CORRIDORS FOR GROWTH!

From transport corridors to pathways of protection.

July 2024 – Sept 2026



RAILWAY children
No child lost to the streets

UK International Development
Partnership | Progress | Prosperity

Making every journey safer for children and vulnerable people.

Transport hubs in Tanzania are important points of mobility and economic activity but can also present significant safeguarding risks for children and vulnerable adults. Children moving through transport networks may face risks including exploitation, abuse, trafficking, unsafe movement, family separation, and neglect. Historically, limited safeguarding mechanisms within transport settings have resulted in missed opportunities to identify vulnerability early and connect children and adults at risk with appropriate protection and social welfare services.

The Corridors for Growth – Transport Hubs Project, implemented by Railway Children Africa with support from the UK Foreign, Commonwealth & Development Office (FCDO) has worked to address these systemic gaps by strengthening safeguarding at multiple and interconnected levels.

At the heart of this work are Social Welfare Service Desks (SWSDs), bringing protection, early identification, referral and support closer to vulnerable children and adults when they need it most.

OUR APPROIACH

- Frontline services (SWSDs)
- Gorvernment capacity and ownership
- Multi agency coordination
- Policy, standards and infrastructure planning
- Evidance, monitoring and sustainability

WHY THIS WORK MATTERS?

A bus terminal can be a turning point.

For a child travelling alone, separated from family, being trafficked, or living on the streets, a transport hub can be a place of serious risk , but it can also be a turning point.

Before the project, safeguarding concerns, including sexual abuse, human trafficking, and other forms of exploitation, were frequently reported in and around bus terminals.

The project changed the response.

Now, trained frontline workers and community members within and around the bus terminals can recognise concerns earlier and connect vulnerable children and adults to the support they need.

SWSDs provide a critical first point of contact.

At the desk, children and vulnerable adults can receive or be connected to:

- Protection and safeguarding assessment
- Psychosocial support
- Temporary safe shelter
- Family tracing and reunification

The model brings social welfare services directly into transport hubs, where protection concerns can arise and timely action matters.

Today, Railway Children Africa (RCA) reports 14 Social Welfare Service Desks across 12 regions of Tanzania, established in collaboration with government.

The principle is simple:
Identify vulnerability early
Respond quickly
Connect people to the right support



Impact Snapshot

July 2024 - September 2026

3,705

Children reached (1,954 boys | 1,751 girls). That is 276% of the project target.

2,755

Vulnerable adults reached (1,222 men | 1,533 women)
That is 115% of the project target.

68 M

Through awareness raising session 68 million people were reached through Clouds FM, wasafi fm and Azam TV.

14

14 Social Welfare Services Desk established across 12 region.

48%

of child beneficiaries were girls before the intervention, girls represented approximately 28-30% of children reached.

184

FitA total of 184 fitpersons (33 male, 151 female) were identified and trained to provide temporary care for rescued children.

198

"A total of 198 government officials (99 male, 99 female) including Social Welfare Officers (SWOs), Police Gender Desk Officers, Bus Terminal Managers, Regional/District Medical Officers (RMOs/DMOs), and other contextual stakeholders were trained.

1140

Total A total of 1,440 children (679 male, 761 female) were reunified with their families from July 2024 to September 2026.

247

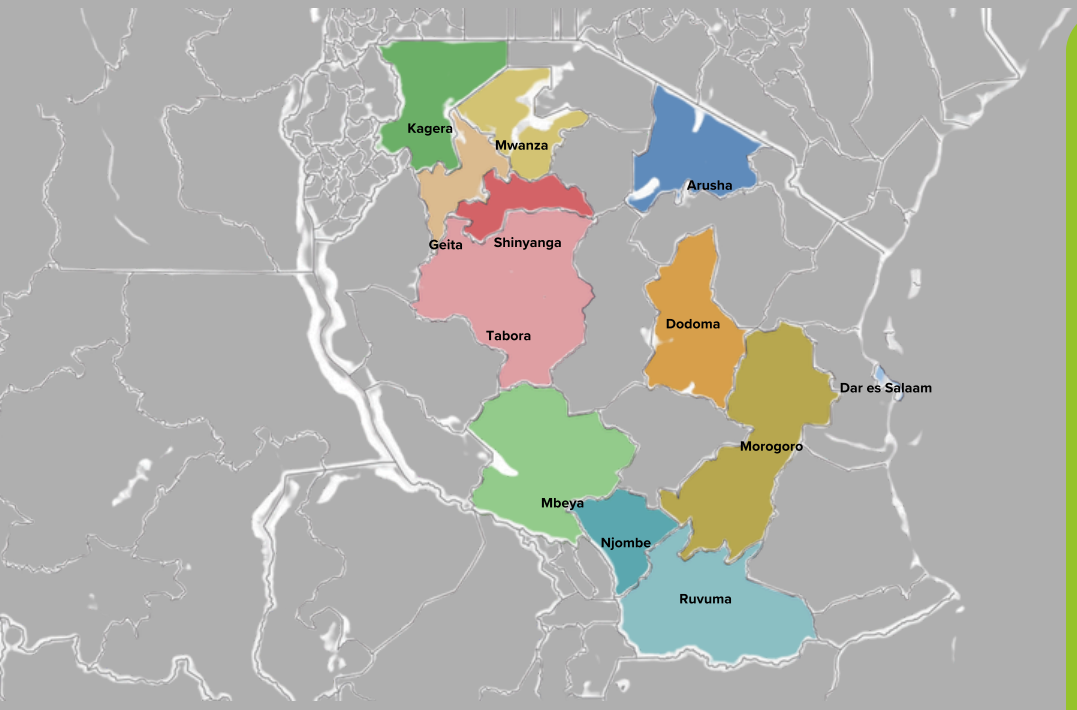
Safeguarding committee members trained (151 male,96female)

11

New safeguarding committee formed with 218 members reached.

9,142 social media reach.
1,200+ social media engagements.

11 safeguarding awareness articles published.



Children and vulnerable people reached per region.

1837	Dar Es Salaam.
1726	Mwanza
272	Arusha
104	Ruvuma
89	Njombe
87	Geita
499	Dodoma
383	Mbeya
108	Morogoro
409	Tabora
818	Shinyanga
128	Kagera

Behind every number is a person.

A risk that was identified.
A child who was noticed.
A concern that was reported.
A frontline worker/community member who knew how to respond.
A family that could be traced.
A referral that connected someone to help.
A transport hub made safer through coordinated action.
A system that strengthened protection across the transport sector.
A policy that put safeguarding at the heart of transport planning.

A STORY OF CHANGE

Before the SWSD , risk could go unseen.

Imagine a child arriving at a busy bus terminal alone.

No trusted adult is waiting. No one yet understands their situation. They may be separated from family, vulnerable to exploitation or at risk of being drawn further into street life.

THEN SOMETHING CHANGES.

A transport worker, police officer, community member or another frontline worker notices the signs that something is wrong.

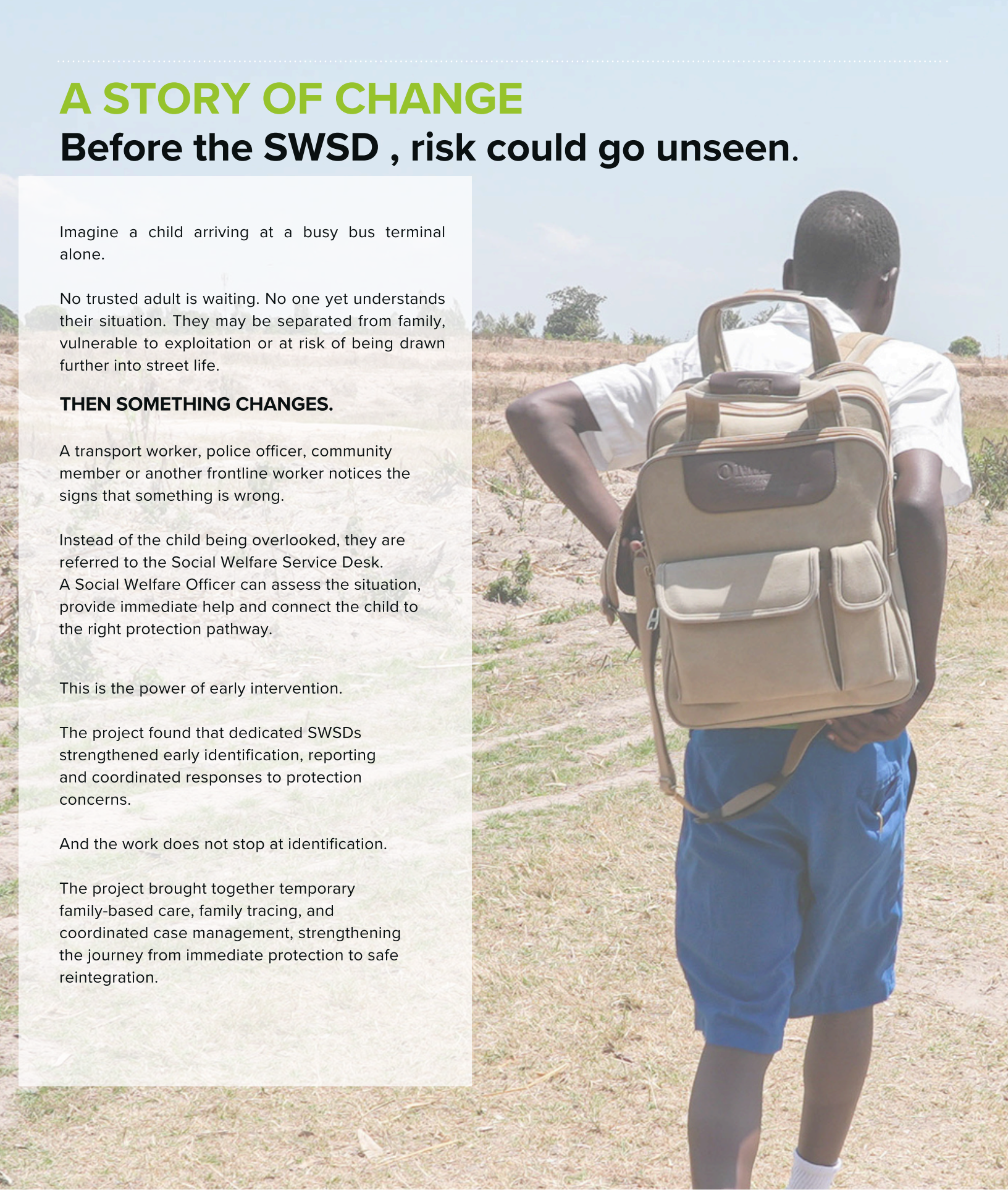
Instead of the child being overlooked, they are referred to the Social Welfare Service Desk.
A Social Welfare Officer can assess the situation, provide immediate help and connect the child to the right protection pathway.

This is the power of early intervention.

The project found that dedicated SWSDs strengthened early identification, reporting and coordinated responses to protection concerns.

And the work does not stop at identification.

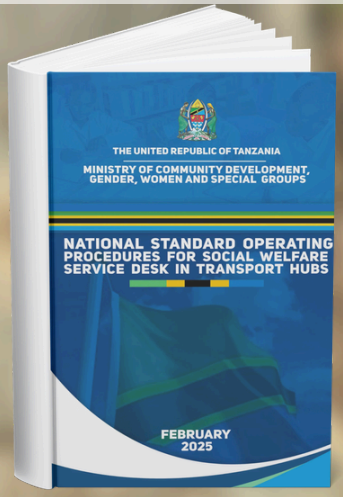
The project brought together temporary family-based care, family tracing, and coordinated case management, strengthening the journey from immediate protection to safe reintegration.



No child should be lost to the streets.

Beyond numbers .....
SYSTEMS ARE CHANGING.

Social Welfare Service Desks have created a frontline mechanism for identifying children and vulnerable adults, assessing their needs, managing cases, making referrals and supporting family tracing and reintegration. At the same time, government and transport-sector actors have strengthened their capacity to work together around safeguarding concerns.



But the most significant change is happening beyond the desks.
Safeguarding is moving from a project activity towards institutional responsibility.

POLICY

Safeguarding has been advanced within the **National Transport Policy and its Implementation Strategy.**

Safeguarding standards have been proposed for the **National Building Code.**

N**ational Standard Operating Procedures for safeguarding within bus terminals have been developed**.

SWSD indicators have also been integrated into the **Comprehensive Council Social Welfare Operational Planning Tool (CCSWOP)**, creating a pathway for councils to plan, monitor and budget for safeguarding as part of their routine responsibilities.

GOVERNMENT OWNERSHIP

Bus Terminal Safeguarding Committees and multi-sector coordination have been strengthened, helping local government systems take greater ownership of safeguarding.

STRONGER PARTNERSHIP.

Social Welfare Officers, police, transport operators, local government and community stakeholders increasingly worked together to identify concerns, make referrals, manage cases and strengthen accountability.

SUSTAINABILITY EVIDENCE

Councils are now funding their own safeguarding desks.

As corridor for growth draws to close, nine local government councils across Tanzania have begun committing their own budgets to keep Social Welfare Services Desks (SWSD) running at bus Terminals , a first sign that safeguarding is being absorbed into routine council business, not left dependent on the project.

TZS 66.1M

Committed across 9 councils toward SWSD related work.

Nyamagana (Mwanza CC)
SWSD-Specific — TZS 15,000,000/=

Shinyanga MC
SWSD-Specific — TZS 10,040,000/=

Ilemela MC
General SWO Fund — TZS 10,040,000/=
Allocated under general Social Welfare Officer needs, not specifically earmarked for SWSD.

Njombe TC
General SWO Fund — TZS 8,000,000/=
Covers general SWO expenses including reunification and stationery; minicipal office also covers intern costs.

Kahama MC
SWSD Specific — TZS 5,000,000/=

Geita MC — TZS 5,000,000/=

Tabora MC
SWSD Specific — TZS 5,000,000/=

Mbeya CC
Not yet utilised — TZS 5,000,000/=

Dodoma CC
SWSD-specific — TZS 5,000,000/=

Nine different councils, nine independent decisions, the same conclusion: this work is worth paying for.

What this looks like on the ground?

Kahama

LATRA and the police supported transportation of vulnerable children to safe shelters.

Songea

The municipal councils provided a vehicle to support the safeguarding committee's, community outreach and awareness work.

Geita

The municipal council stationed an additional Police Gender Desk Officer and Ward Community Development Officer at the Social Welfare Services Desk, sustaining services beyond the project.

Njombe

The municipal council provided a vehicle to support reunification and follow up of children with their families.

None of these partners were asked to do this forever, they chose to keep doing it with their own vehicles, their own staff and their own budget lines.

PARTNERSHIP EVIDENCE

When one stakeholder moves, the whole system responds.

Protecting a child at a bus terminal was never going be one organisation's job. Across project sites, Social Welfgare Officers, police, transport operators, local government and communities have started acting as one coordinated system, each contributing resources, personnel or authority the others dont have to.



In some bus terminals, agents now refuse to issue a ticket to an unaccompanied child untill the Social Welfare Officer has assesed and verified them turning every ticket counter into a safeguarding checkpoint.

Lesson Learned!

Government ownership from the start.
Working through existing government systeam builds legitimacy and sustainability.

Partnership are essentials.
Multi-sectoral colaboration strengthen identification, refferal and support.

Capacity and behaviour change.
Training combined with ongoing mentoring and practical tools enhences skills and changes attitude.
Contextual safeguarding awareness reduses risk.
Involving transport actors and communities builds a culture of shared responsibilities.

Data drives better decisions.
Standardsed tools and the SWSD database improve planning, monitoring and quality of services.

Contextual approaches work.
Each transport hub has unique risks and opportunities -tailored solutions are more effective.

Sustainability requires continue investment.
Consistance staffing, space and financing are critical to maintain and expanmd services.



Recomendations!

- **Sustain and scale government investment.**
  Allocate adequate resources for SWSD operations, staffing. reintagration and child protection services.
- **Implement and monitor national SOPs**
  Ensure consistance applications across all transpoprt hubs.
- **Intagrate safeguarding in infrastructure planning.**
  Apply safeguarding standards include in the national building old and new transport development.
- **Strengthen data use**
  Continue use of SWSD indicators in CCSWOP for planning,. budgeting and accountability.
- **Maintain multi-sectoral coordination.**
  Keep bus terminals safeguarding committees active and engaged.
- **Expand and replicate good practice.**
  Build on lessons to reach more transport hubs and vulnerable people.







The Journey Continues...

The project may be closing, but the system, partnership and momentum it has strengthened are designed to continue. Together we can ensure Tanzania's transport hubs remain safer for every journey, for every child and every community.

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