

## Role of FIA in Combating Human Smuggling at Pak-Afghan Border, Torkham

Shafqat Jamal, Irfan Ullah, Laila Manan

M.Sc (Criminology), Department of Criminology University of Peshawar

**DOI:** <https://doi.org/10.63163/jpehss.v3i3.558>

### Abstract

Human smuggling refers to illegal cross of international border by an individual or group of individuals by violating immigration law of one or more countries/states, travelling alone/in groups or through human smugglers (organized criminal groups) and with their own consent/will, on payment of a certain amount to smuggler mutually agreed upon. Such illegal cross of borders is also called irregular migration or migrant smuggling. The person facilitating the said process is called “smuggler” and the effected persons are called victim. The smuggling of migrants is truly a global concern, with a large number of countries affected by it as origin, transit or destination points. Profit seeking criminals smuggle migrants across borders and between continents for the sake of monetary benefit by facilitating the intentional illegal crossover of victims, based on certain reason/back ground of victims, like political unrest in certain territories, natural disasters, sectarian and ethnic issues and for search of a better life abroad. The land route crossing points between Pakistan and Afghanistan, particularly Torkham in KPK is an old crossing point for pedestrian movement. The enforcement of passport/visa regime in the year 2015 has changed the traditional mode (without passport/visa) of crossover into a formal movement. With such legal restriction, the movement without documents or without fulfillment of terms & conditions for entry into Pakistan and exit from Pakistan is of course illegal act and constitute the offence of human or migrant smuggling. This research is aimed to understand the role of Federal Investigation Agency in combating Human Smuggling at Pak-Afghan Border, Torkham land route, District: Khyber, KPK. This research will assist FIA to ascertain the causes of human smuggling at Torkham land route and to suggest some preventive measure, in order to curb the menace of human smuggling.

### Introduction

The procurement in order to obtain directly or indirectly, a financial or other material benefit of the illegal entry of a person into a state party of which the person is not a national is called migrant smuggling or human smuggling. Human trafficking and migrant smuggling are global and widespread crimes that use men, women and children for profit. The organized networks or individuals behind these lucrative crimes take advantage of people who are vulnerable, desperate or simply seeking a better life abroad. People smuggling, under U.S. law is that, " Smuggling occurs when a person voluntarily enters into an agreement with a smuggler to gain illegal entry into a foreign country and is moved across an international border. According to its Section 2 of the Prevention of smuggling of migrant Act, 2018 of Pakistan: Smuggling of migrants means the facilitation, for benefit, of illegal entry of another person who, (i) is a foreigner, as defined in clause (a) of the Foreigner's Act, 1946 into Pakistan or from Pakistan into a country of which the person is not a national or a permanent resident; or (ii) is a citizen of Pakistan, as specified in the Pakistan Citizenship Act, 1951 (II of 1951), into another country of which the person is not a national or a permanent resident.

### Statement of the Problem

The smuggling of migrants across the countries and continents is of course a global concern. The activities of human smuggling are on rise and many countries are victim of such activities as origin, transit and destination. It is very difficult to ascertain the exact global human smuggling

trends. Like many other countries, Pakistan is an origin, transit and destination country for human smuggling. Besides its immigration activities at airports, the land routes and sea ports crossing points are of great concern. As Pakistan share its major land border with Afghanistan and people from same races are living across the border, who were allowed to crossover without passport/visa. Since enforcement of visa regime in 2015 at Torkham land route and promulgation of law on smuggling of migrants in 2018 has made easement rights of travelling without documents as an illegal act. The internal situation of Afghanistan, the security concerns of Pakistan and issues like poverty, unemployment, sectarian & and ethnic issues and refugee status of afghan nationals have led to illegal crossover at Torkham land route which is of course a challenge for the immigration authorities of Pakistan.

### **Objectives of the Study:**

Following objectives are expected by the end of the study:

- To ascertain the awareness level of FIA officials on human smuggling and its causes at Torkham land route.
- To analyze the modus-operandi of human smugglers operating at Torkham land route.
- To know about the problems faced by FIA officials to curb human smuggling at Torkham land route.

### **Research Questions:**

Focus of the research will be on the following questions:

- a. What are the causes of human smuggling at Pak-Afghan border, Torkham?
- b. What are the modus operandi of human smugglers?
- c. who are the victims of human smugglers at Torkham land route?
- d. What are the local patterns of irregular immigration/ Human Smuggling at Torkham land route?

### **Literature Review**

The term human smuggling refers to illegal cross of international border by an individual or group of individuals by violating immigration law of one or more countries/states, travelling alone/in groups or through human smugglers (organized criminal groups) and with their own consent/will, on payment to smuggler mutually agreed upon. Such illegal cross of borders is also called irregular migration or migrant smuggling. Or Smuggling occurs when a person voluntarily enters into an agreement with a smuggler to gain illegal entry into a foreign country and is moved across an international border. **Or** Either the procurement of an illegal entry or illegal residence of a person into or in a country of which that person is not a national or permanent resident for the purpose of financial or other material benefit. **Or** The Protocol against the Smuggling of Migrants by Land, Sea and Air, adopted by General Assembly resolution 55/25, entered into force on 28 January 2004. It deals with the growing problem of organized criminal groups who smuggle migrants, often at high risk to the migrants and at great profit for the offenders. According to UNTOC: Article 3: The procurement in order to obtain directly or indirectly, a financial or other material benefit of the illegal entry of a person into a state party of which the person is not a national.

### **Human Smuggling Global Perspective:**

The smuggling of migrants is a truly global concern, with a large number of countries affected by it as origin, transit or destination points. Profit-seeking criminals smuggle migrants across borders and between continents. Smugglers take advantage of the large number of migrants willing to take risks in search of a better life when they cannot access legal channels of migration. Smuggled migrants are vulnerable to abuse and exploitation. Their safety and even their lives are often put at risk. They may suffocate in containers, perish in deserts or drown at sea while being smuggled by profit-seeking criminals who treat them as goods. As the crime is a clandestine one, accurate global figures are difficult to come by. Nevertheless, it is estimated that two of the principal smuggling routes - leading from East, North and West Africa to Europe and from South America to North America - generate about \$6.75 billion a year for criminals. The

global figure is likely to be much higher.

### **Moving People for Profit:**

The smuggling of migrants is the facilitation of crossing borders illegally or residing illegally in another country with the aim of making a financial or other material profit. This crime is often perpetrated by organized criminal networks, which seize the opportunity to make large profits from an illicit activity involving little risk of detection. The profiles of the smugglers vary widely. Full-time professional criminals are involved in smuggling migrants around the world. Some of those criminals are specialized in smuggling people, and some are not. Corrupt officials and other individuals may also be involved in the process. Smugglers of migrants are becoming more and more organized, establishing professional networks that transcend borders and encompass all regions. As with other forms of organized crime, the groups concerned have increased their operations by shifting routes in a bid to expand into other markets and circumvent the responses of States. Criminal groups have merged or formed cooperative relationships, expanding their geographical reach and the range of their criminal activities. Some criminal groups view migrants as simply one of many commodities to be smuggled, alongside drugs and firearms. Since the smuggling of migrants is a highly profitable illicit activity with a relatively low risk of detection, it is attractive to criminals.

**Global Routes of Human Smuggling:** The Eastern Mediterranean Route/ Sea Route, Central American Route, Southeast Asian Route

### **Routes and Packages**

There are many different ways of smuggling migrant that range from simple to complex, from safe to dangerous and from cheap to very costly. The level of safety and ease of reaching the destination are dependent on the amount of money paid. Migrants with little financial means may opt for a "pay-as-you-go" package in which they pay bit by bit for different parts of the journey to smugglers who may not be linked with one another. These migrants are more likely to become stranded and be exposed to abuse. The more comprehensive "package deals" may be quicker, safer and have a higher guarantee of success, but they can also be considerably more expensive. Smuggling routes can be affected by long detours and last-minute changes in the itinerary to take advantage of certain border policies or weaknesses in border control.

### **From South America and Central America to North America:**

It is estimated that just under one third of all immigrants in the United States of America are there illegally, with about 80 per cent of the illegal immigrant population in the country originating in South America (as well as Mexico). Of all illegal immigrants in the United States, an estimated 25-40 per cent entered the country on a legal visa and then overstayed, and the remainder entered the country clandestinely. Of the latter group, 97 per cent entered the United States clandestinely through that country's border with Mexico. Coastal apprehensions comprised less than 1 per cent of the total. While not all illegal immigrants are smuggled, these figures do provide an indication of the extent of the situation. Most migrants are smuggled across the border in trucks, although there have been cases in which the crossing is made on foot, by rail or even through special tunnels. Americans account for around 3 million illegal entries into the United States each year, generating an annual income of about \$6.6 billion for criminals. Incidents of hostage-taking and extortion have increasingly been noted which highlights the diverse criminal elements involved in the smuggling of migrants. Figures for 2008 show that 88 per cent of migrants apprehended at United States borders were Mexican nationals, 3 per cent were from Honduras, 3 per cent were from Guatemala, 2 per cent were from El Salvador and 4 per cent were from other countries.

### **From East, North and West Africa to Europe:**

Each year, some 55,000 migrants are thought to be smuggled from East, North and West Africa into Europe, generating about \$150 million in revenue for criminals. While the number of migrants smuggled from Africa into Europe is far lower than the number smuggled from South America and Central America into North America, the conditions are no better: long desert

routes and treacherous sea crossings. While figures on fatalities can be difficult to ascertain, media reports indicate that between 1996 and 2011, at least 1,691 people died while attempting to cross the Sahara and that in 2008 alone, 1,000 deaths occurred during sea crossings. For African migrants travelling to Europe, the motivation for leaving their country of origin mirrors that of migrants from Central America and South America: a lack of economic opportunities and political instability are two of the leading reasons. It is believed that many migrants heading to Europe from Africa are either smuggled by air with the aid of fraudulent documents or initially enter Europe legally and then remain in the country of destination once their visa has expired. The rest are smuggled along a combination of land and sea routes, which can take considerably longer and be more dangerous.

### **A Far Reaching Crime:**

Smuggled migrants are often subject to grave human rights abuses. While they might initially agree to be smuggled into another country. The journey can turn into anything but a consensual one. During the trip, people might be squeezed into exceptionally small spaces in trucks or onto unseaworthy boats in order for smugglers to maximize their "cargo". Migrants might be raped or beaten or left to die in the desert. Once they reach their destination, many find that they (or their families) are the victims of blackmail or debt bondage. The latter can involve migrants paying huge sums of money to criminals in order to settle near-impossible levels of debt out of fear of violence or fear of being deported by the authorities, which can result in them becoming victims of human trafficking. The smuggling of migrants and the activities related to it cost many people their lives and generate billions of dollars in profit for criminals. They also fuel corruption - through the bribery of officials and strengthen organized crime in the countries of origin, transit or destination. There is evidence suggesting that with the ever-growing interdependence of the global economy, the involvement of criminal groups in the smuggling of migrants is on the rise.

### **Smuggling of Migrant as an Illegal Migration Business:**

The concept of smuggling as a migration business was formally developed by Salt and Stein in 1997. Even if one may find reference to this theory in earlier literature. This new interpretation of the smuggling phenomenon had a great influence on academic circles and was then borrowed by many academics. In a critical analysis of this concept, Herman stresses that the focus of expert discussions then revolved around the notion of a migration industry and its professionalization, in which migrants are seen as products and people who aid migrants are called smugglers, and are portrayed as illegal entrepreneurs. Salt and Stein suggested treating international migration as a global business that has both legitimate and illegitimate sides. The model conceives smuggling as an intermediary part of the global migration business facilitating movement of people between origin and destination countries. The model is divided into three stages:

- i. The mobilization and recruitment of migrants;
- ii. Their movement;
- iii. Their insertion and integration into labour markets and host societies in destination countries.

Salt and Stein conclude their theory by citing the need to look at immigration controls in a new way, placing sharper focus on the institutions and vested interests involved rather than on the migrants themselves. Aranowitz puts forward a similar view and claims that smuggling could not have grown to such proportions if it were not supported by powerful market forces. Empirical research led by Van Liempt and Doornik in the Netherlands in 2003 and 2004 looked at how smugglers of migrants may depict themselves as serving migrants rather than as profit-makers, despite the fees involved. Equally, migrants may not use the word smugglers when they talk about the person who helped them. According to Aranowitz, the Mother of All Snakeheads a major Chinese smuggler is probably the symbol of the dual reality of smuggling of migrants, as she was a revered figure in New York's Chinatown and considered a saint for reuniting families. The importance of altruistic motivation in the smuggling business is also mentioned in the academic literature produced by authors who specialize in the study of the smuggling phenomenon in the Mediterranean region, such as Pastore and Monzini, but also increasingly by

experts focusing on smuggling trends from and within West Africa that highlight the (ambiguous) role of relatives and social networks in the recruitment of smuggled migrants.



### Human Smuggling in the Context of Pakistan:

Pakistan is a federally administrated state comprised of four provinces, the special region of Gilgit Baltistan and Azad Jammu and Kashmir, newly merged 7 districts (ex-FATA) and Federal Capital Territory, Islamabad. Following are the formal land route crossing points with different countries. At present, 5 land routes are formal crossing points between Pakistan and Afghanistan. Out of which 4 are in Khyber Pakhtunkhwa province.

#### Borders Details:

Country Name	Border Shared in KM	Formal Land Routes Crossing Points
India	1605	<ul style="list-style-type: none"> <li>• Wagha L and Bus Service</li> <li>• Wagha Railservice</li> <li>• Khokrapar</li> </ul>
China	523	Sust
Iran	905	<ul style="list-style-type: none"> <li>• Taftan</li> <li>□ BP-252</li> </ul>
Afghanistan	2400	<ul style="list-style-type: none"> <li>• Chamman</li> <li>• Torkham</li> <li>• GhulamKhan</li> <li>• AngoorAdda</li> <li>• Kharlachi</li> </ul>

A dedicated and separate law at par with UNTOC standards was promulgated in Pakistan in 2018 –The of Prevention of Smuggling of Migrants Act, 2018 According to its Section 2 of the Prevention of smuggling of migrant Act, 2018: Smuggling of migrants means the facilitation, for benefit, of illegal entry of another person who, (i) is a foreigner, as defined in clause (a) of the Foreigner’s Act, 1946 into Pakistan or from Pakistan into a country of which the person is not a national or a permanent resident; or (ii) is a citizen of Pakistan, as specified in the Pakistan Citizenship Act, 1951 (II of 1951), into another country of which the person is not a national or a permanent resident.

**Smuggler:** A person who facilitates the victim to cross the border of a country illegally or to travel another country illegally.

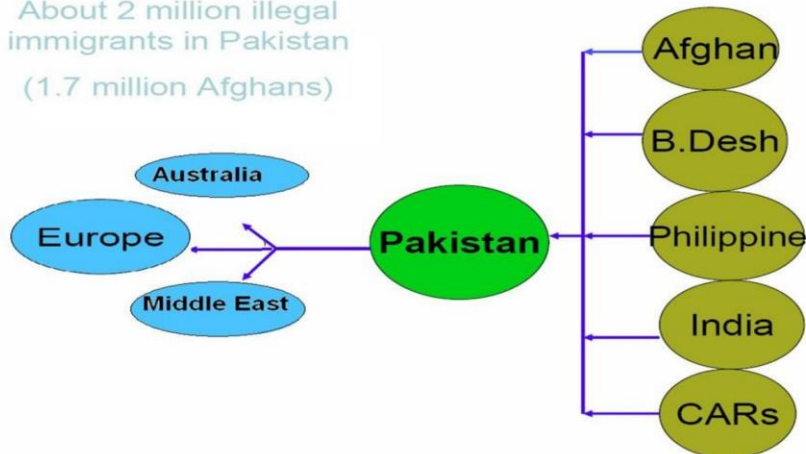
**Victim:** A person subject to human smuggling.



### Elements of Smuggling:

Act	Means	Purpose
Recruitment	Pedestrian Crossing	Financial Benefits
Agreement	Vehicles	Attachments with Terror Groups
Documentation	Boats	Ethnic Group
Transportation	Camels	

About 2 million illegal immigrants in Pakistan  
(1.7 million Afghans)



### Major Routes for Human Smuggling: Pakistan - Iran – Oman –UAE:

#### Pakistan – Iran – Turkey –Greece:



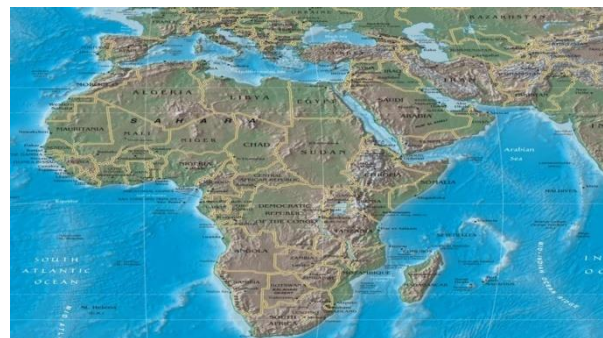
#### Pakistan – Malaysia – Indonesia –Australia:



#### Pakistan – CARs (Ukraine) –Europe:



#### Pakistan – Middle East – West Africa –Spain:



### Role of FIA in Combating Human Smuggling:

The regulation of immigration at Airports, Land Routes and Sea Ports in Pakistan is entrusted to Federal Investigation Agency (FIA). FIA officials are deployed at all the international airports, 4

seaports and 11 land routes with focus on stoppage of illegal entry into and out of Pakistan. FIA has a dedicated wing to deal with human smuggling of migrants called Anti Human Smuggling Wing (AHS) and also Anti Human Trafficking Circles in all provinces to arrest the smugglers, present them before the court of law for legal action.

#### **Anti-Human Smuggling Directorate of FIA:**

Keeping in view, the rise in crimes of human smuggling, a separate Anti Human Smuggling Directorate had been established in September 2007, headed by Director BPS-20. Anti-Human Smuggling (AHS) is a directorate working under the Addl. D.G Immigration. The AHS Wing, in coordination with all the Zones of FIA monitors the activities of Human Smugglers/ Agents throughout Pakistan. Therefore, specialized teams have been formed in order to arrest the absconders of human smugglers / traffickers in their concerned Zones / Anti Human Trafficking Cells (AHTCs).

#### **Applicable Laws:**

The Passport Act, 1974, The Emigration Ordinance, 1979, Prevention of Smuggling of Migrants Act, 2018 Prevention of Trafficking in Persons Act, 2018 The Foreigner's Act, 1946, The Exit from Pakistan Control Ordinance, 1981 and Rules, 2010 The Extradition Act, 1972, NADRA Ordinance, 2000 Passport & Visa Manual, 2006

#### **Measures to Combat Human Smuggling and Trafficking:**

Establishment of Integrated Border Management System (IBMS) at all FIA Immigration Check posts (Entry/ Exit points). IBMS is a national level system of critical nature and being vital component to support FIA immigration to keep an eye on all incoming and outgoing international travelers under the legal cover of FIA Act, 1974 and Foreigners Registration Act 1964. Also part of National Action Plan to support Law Enforcement Agencies (LEAs) & Intelligence Agencies (IAs) in fight against terrorism, illegal trafficking and over stay of foreign nationals in Pakistan.

#### **Role of AHTC:**

Anti-Human Trafficking Circles of FIA deals with the enquiry & investigation of the human smuggling cases and assist the victims of such cases. FIA has notified AHTC's throughout Pakistan to curb the menace of human smuggling. Dedicated AHTC's and Composite Circles dealing with human smuggling and Trafficking are as under:

<b>Zone</b>	<b>AHTC's</b>	<b>Zone</b>	<b>AHTC's</b>
Balochistan	Quetta Gawadar Turbat Chaman Taftan	Khyber Pakhtunkhwa	Abbottabad Bannu D.I Khan Mardan Kohat Peshawar
Punjab-I	Lahore Gujranwala Gujrat	Sindh-I	Karachi
Punjab-II	Bahawalpur Multan Faisalabad Sargodha	Sindh-II	Hyderabad Mirpurkhas Shaheed Banazirabad
Islamabad	Islamabad Rawalpindi Gilgit Baltistan		

#### **Performance and Achievements of AHT Circles:**

AHTCs offices are equipped with the sole responsibility to curb the menace of Human smuggling and Human trafficking. AHTCs have been established being an operational unit on ground. They collect intelligence, conduct raids, investigate the cases and get them prosecuted in their respective courts. Each AHTC is headed by an officer of Deputy Director(BS-18).

During the year 2021, following are the achievements of AHTC's.

**DFDs and OFDs for the year2021:**

<b>Period</b>	<b>DFDs</b>		<b>OFDs</b>
	<b>“A”</b>	<b>“B”</b>	
1st January, 2021 to 31st December, 2021	27	15	240

**General Deportees for the year2021:**

<b>Period</b>	<b>General Deportees</b>	
1 <sup>st</sup> January, 2021 to 31st December, 2021	By Air	By land
	39204	19557
	<b>Total = 58761</b>	

**Human Smugglers Arrested during2021:**

<b>Year</b>	<b>Human Smugglers / Traffickers Arrested</b>	<b>Arrest of Most Wanted Human Smugglers/Traffickers</b>
2021	1332	11

**Enquiries:**

<b>Zone</b>	<b>B/F on 01.01.21</b>	<b>Registered</b>	<b>Total</b>	<b>Enquiries Converted into Cases</b>	<b>Closed/ Transferred</b>	<b>Pending on 31.12.21</b>
Punjab Zone-I	1753	2354	4107	222	2077	1808
Punjab Zone-II	2272	2152	4424	969	1912	1543
Sindh Zone-I	634	857	1491	156	684	651
Sindh Zone-II	55	42	97	15	31	51
KPK	248	648	896	286	323	287
Balochistan	95	105	200	44	80	76
Islamabad	984	966	1950	341	792	817
<b>Total</b>	<b>6041</b>	<b>7124</b>	<b>13165</b>	<b>2033</b>	<b>5899</b>	<b>5233</b>

**Cases:**

<b>Zone</b>	<b>B/F on 01.01.21</b>	<b>Registered</b>	<b>Total</b>	<b>Challenged</b>	<b>Closed/ Transferred</b>	<b>Pending on 31.12.21</b>
Punjab Zone-I	2419	499	2918	538	146	2234
Punjab Zone-II	1431	1004	2435	347	218	1870
Sindh Zone- I	51	179	230	132	0	98
Sindh Zone- II	3	14	17	7	0	10
KPK	197	574	771	634	0	137
Balochistan	0	874	874	863	0	11
Islamabad	506	383	889	225	6	658
<b>Total</b>	<b>4607</b>	<b>3527</b>	<b>8134</b>	<b>2746</b>	<b>370</b>	<b>5018</b>



**Arrests:**

<b>Zone</b>	<b>Total No. of Accused</b>	<b>Accused Arrested</b>
Punjab Zone-I	769	553
Punjab Zone-II	1588	849
Sindh Zone-I	274	191
Sindh Zone-II	15	0
KPK	808	442
Balochistan	20697	20686
Islamabad	498	140
<b>Total</b>	<b>24676</b>	<b>22861</b>

**IATF:**

Inter- Agency Task Force (IATF) has been established for the collection of intelligence and sharing of information, to control Human Smuggling & Trafficking. The task force comprises of personnel from the FIA along with the Frontier Constabulary, Coast Guard, Balochistan Police, Levies, Maritime security agency and ISI etc.

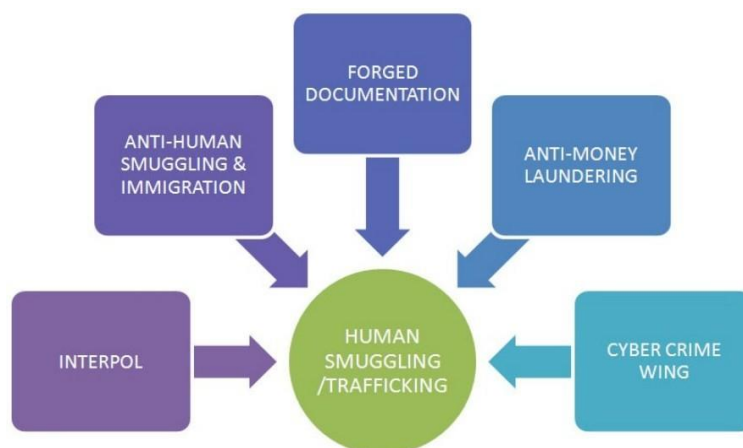
**IATF Interceptions during 2021:**

<b>Interceptions</b>	<b>Year 2021</b>
EIA	793
Frontier Corps	117
Coast Guards	152
Balochistan Police	98
Balochistan Levies	46
ISI/Mari-time Security Agency	86
<b>Total</b>	<b>1292</b>

**FIA National Action Plan for 2021-2025:**

FIA in collaboration with UNODC has developed a National Action Plan for five years from 2021-25 to curb the menace of human smuggling and trafficking at par with international standards and in close liaison with international community. The 3P strategy (Prevent, Protect, and Prosecute) is aimed to enable the FIA to draw its objective, key performance indicators and commitment to victim centered approach. On engagement with stakeholders with consistency, it has been decided to achieve the following in the period 2021-25:

- Strengthen the legislative and policy frameworks.
- Take affirmative action to increase women participation/representation in key institutions mandated to combat HTMS especially law enforcement agencies, criminal justice institutions and the judiciary.
- Enhance capacities - in identification, investigation and prosecution and protection of the victims/smuggled migrants.
- Increase gender and age disaggregated data on the nature and scale of human trafficking and smuggling of migrants.



### **Torkham Land Route, Pak-Afghan Border, District Khyber, KPK**

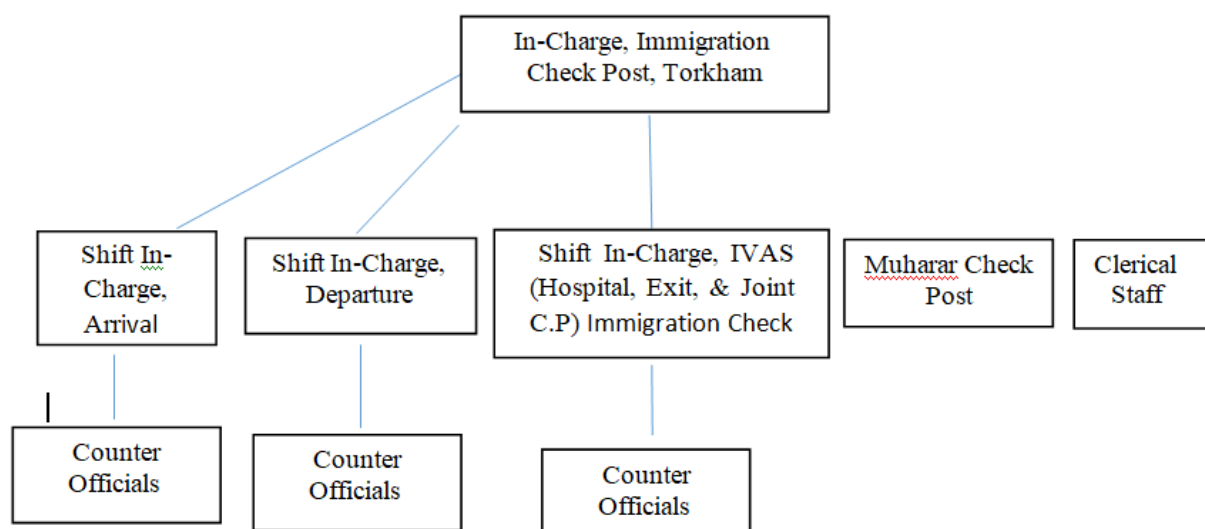
FIA established immigration check post at Torkham (Pak-Afghan Border) in 2004 to regulate the passengers travelling into/out of Pakistan. At that time, the Afghan nationals having passports of 3rd countries (foreign passport) used to come to immigration counter to undergo immigration process. Rest of the passengers (Tribal) used to avail the facility of Easement Rights to cross the border without passport/visas. In 2012, FIA installed the Integrated Border Management System at Torkham Border Crossing Point (BCP). In order to enact passport/visa regime. Easement Right Law was terminated in 2014 and in 2015, FIA started regulating pedestrian flow on valid passport/visa.

#### **Current Mode of Immigration at Torkham:**

Document	Regulated By	Point	Category of immigrants
Passport & visa	Regulated by FIA through Integrated Border Management System (IBMS)	Both at Arrival & Departure	Both Pakistani & Foreigners
Proof Of Registration Card (POR)	Regulated by FIA through Identity Verification & Alert System (IVAS)	At Departure only	Only Afghan Refugees
Afghan Citizen Card (ACC)	-do-	-do-	Only Afghan nationals residing in Pakistan
Critical Emergency Patients without or no documents	-do-	At Arrival	Afghan Nationals

#### **Working Facility:**

Arrival Hall	01 (08 Immigration Counters)
Departure Hall	01 (08 Counters + 02 dedicated for E-visa)
Joint C.P	02 Immigration counter for Cargo Drivers
IVAS Exit	01 System at Departure Hall
IVAS Hospital	02 Systems for Patients/Attendants
Muharrar/ Clerical Staff Office	01
Assistant Director Office	01

**Hierarchy:****Job Description & Role of Officers/Officials at Torkham BCP:**

S.No	Designation	Rank/BPS	Job Description
1	In-Charge, Immigration Check Post, Torkham	Deputy or Assistant Director BPS: 18/17	Overall supervisor of Immigration C.P including administrative/operational role Attending meetings
2	Shift In-Charge	Inspector/Sub Inspector PBS: 16/14	Supervisor the shift on duty Ensure the attendance of staff Interrogation of suspect passengers Ensure re-checking of documents
3	Counter Official	Assistant Inspector or Sub Head Constable BPS: 09/07/05	Immigration of passengers Passport/visa checking Rechecking duty
4	Muharar/Station Clerk	ASI or HC BPS: 09/07	Maintain the Daily Diary Referral of Hit cases to FIA Police Station. Issuance of immigration stamps to counter officials.
5	Clerical Staff	Assistant/UDC/LDC BPS: 14/11/09	Office work Record keeping

**The Pattern of Human Smuggling at Torkham Land Route:**

The human smuggling into and from Pakistan via Torkham land route is slightly different from the routine human smuggling activities of smugglers and victims. Victims of human smuggling intend to go abroad (into European countries, USA & Australia etc) in search of a better life due to non-availability of jobs and other opportunities to earn bread for family, whereas the human smuggling activities at Torkham land route are of the following nature/with following reason.

**Back Ground of Human Smuggler Operating at Pak-Border:**

As earlier mentioned the patterns of human smuggling/irregular migration/illegal crossover at Torkham land route is very different from usual migrant smuggling. The agents involved in facilitation of illegal entry of Afghan nationals into Pakistan are local (shinwari tribe), who are unaware that such acts on their part are illegal and liable to punishments under the law, rather

they for the sake of monetary benefits or based on relation with such families / individuals get involved in such illegal crossover.

### Reason of Involvement in Activities of Human Smuggling:

#### Monetary Benefit

- No economic activities at border area
- No source of earning at Torkham
- Nonagricultural and
- No industry

### Immigration Data, Torkham BCP, 2022:

1	Arrivals of Passengers	447844 392197	Total 840041
2	Entry Refusal at Arrival	1942	
3	Off-Loaded at Departure	141	General off-loaded Passengers
4	Repatriation	120	
5	Deportation	95	
6	Arrival on E.P	378	
8	Passengers referred to AHTC	150	
9	Passengers travelled on Exit permit	1743	

Act	Year	No of Cases Registered	No of Cases		No of Accused Identified		No of Accused Challenged		No of Victims Identified		
			Challenged	U/I	Male	Female	Male	Female	Male	Female	Children
PSM A. 2018	2019	11	11	--	11	--	11	--	11	--	--
	2020	10	10	--	13	--	03	--	14	01	--
	2021	06	02	04	07	--	02	--	06	--	--
	2022	11	--	11	12	--	--	--	11	--	--

- Data of arrested, under trial, proclaimed offenders human smugglers is shared with FIA HQ, Islamabad for transmission to all stations for information.
- The directions passed by FIA-AHS Wing, FIA HQ, Islamabad regarding the elimination human smuggling are followed in true letter & spirit.
- The strategies demonstrated in National Action Plan (2021-2025) on SOM & TIP are being followed.
- Afghan counter parts across the border are being informed about the activities of human smuggling to take action on their part accordingly.

### Methodology

#### Nature of the Respondents:

The respondents for the research are the FIA officials posted at FIA Immigration check post, Torkham and officials of Anti Human Trafficking Circle, Peshawar. They are the first and second tier handlers of human smugglers and victims and most relevant to the subject matter.

#### Sample size:

The number of participants was 30 and appropriate to draw inferences and conclusion of the research.

#### Sampling technique:

Non-probability convenience sampling technique was used to collect sample. I found this technique very effective with the following benefits:

- Easier to find respondents for achieving the objectives set forth for carrying out the research
- Time efficient

iii. Cost efficient

#### **Tools of Data collection:**

30 questions were asked to be answered with –Yes, No and Up to some extent options filled by the FIA officials in the form of a questionnaire close ended. Questionnaire was briefly explained to the respondents. The language/medium of the questionnaire was English.

#### **Pre-testing of research Tool:**

Questionnaires were pre-tested on a few respondents prior to finalizing it. It helped a lot as the ambiguities and irrelevance was removed from the Questionnaire.

#### **Techniques of data analysis:**

The data was analyzed through the help of SPSS (Statistical Package for the Social Sciences) and shaped in Tabular form & Bar Chart. The mode of the research was Quantitative one so all the findings, conclusions and recommendations were presented in the shape of Numerical values and graphs. Brief descriptions of the tables and values were provided for the ease of the generalized population as numerical data is for easier to be grasped.

#### **Data Analysis**

**Table 4.1: Awareness of FIA officials about basic concept of human smuggling: Frequency Table**

Awareness about basic concept of human smuggling of respondents		
Options	Frequency	Percentage
Yes	26	86.7
No	4	13.3
Total	30	100.0

**Table 4.2: Trainings received by FIA officials on human smuggling: Frequency Table:**

Trainings received by FIA officials on human smuggling:		
Options	Frequency	Percentage
Yes	13	43.3
No	17	56.7
Total	30	100.0

Data collected reflects that 43.3% of the total respondents posted at Immigration check post, Trokham and AHTC, Peshawar have received training on human smuggling and 56.7% have not received trainings on human smuggling.

**Table 4.3: Difference between human smuggling and trafficking: Frequency Table:**

Difference between human smuggling and trafficking		
Options	Frequency	Percentage
Yes	14	46.7
No	16	53.3
Total	30	100.0

FIA officials posted at Immigration check post, Trokham and AHTC, Peshawar are the first & second tire handlers of human smuggling and trafficking. 46.7% of the total respondents can differentiate between human smuggling and human trafficking. The number of officials not aware of the difference between human smuggling are 53.3%, which is higher than the officials clear on the concept.

**Table 4.4: Awareness on Prevention of Smuggling of Migrants Act, 2018 and its rules 2020: Frequency Table:**

<b>Awareness on SOM Law, 2018</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	13	43.3
No	17	56.7
Total	30	100.0

Awareness level of FIA officials (respondents) on Prevention of smuggling of migrants Act, 2018 & rules 2020 is 43.3%, whereas the officer not aware of the SOM law, 2018 are 56.7%, which is higher than the ones having knowledge of the subject law.

**Table 4.5: Awareness on Punishments in SOM, Act, 2018: Frequency Table:**

<b>Awareness on Punishments in SOM, Act, 2018</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	13	43.3
No	17	56.7
Total	30	100.0

43.3% of the total respondents are aware of the punishments mentioned in Prevention of smuggling of migrants Act, 2018. Whereas 56.7% are not aware of the punishments mentioned in the law. The number of officials of FIA not aware of the punishments mentioned in the SOM law, 2018 are higher.

**Table 4.6: Victims of human smuggling at Torkham land route: Frequency Table:**

<b>Victims of human smuggling at Torkham land route:</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
labor class	2	6.7
Minors	0	0
Ladies	0	0
Mix	28	93.3
Total	30	100.0

Data collected reflects that 93.3% respondents know the class / group / category of the victims of human smugglings at Torkham Land Route. Passengers form all genders and of all age groups are victims of human smuggling at Torkham land route.

**Table 4.7: Nationality of smugglers involved in crossover of Afghans via Torkham: Frequency**

<b>Nationality of human smugglers involved in illegal crossover of Afghan nationals</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
<b>Local Shinwari Tribe of Torkham</b>	<b>28</b>	<b>93.3</b>
<b>Afghan Nationals</b>	<b>0</b>	<b>0</b>
<b>Both</b>	<b>2</b>	<b>6.7</b>
<b>Total</b>	<b>30</b>	<b>100.0</b>

Majority of the respondents 93.3% are of the view that human smugglers involved in human smuggling at Torkham land route are Local Shinwari community of Torkham, whereas, 6.7% are of the view that both Pak and Afghan nationals are involved in human smuggling at Torkham.



**Table 4.8: Nationality of illegal entrants into Pakistan via Torkham land route: Frequency Table:**

<b>Nationality of illegal entrants into Pakistan via Torkham land route:</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Afghan Nationals	28	93.3
Pak Nationals	0	0
Others	2	6.7
Total	30	100.0

Majority of respondents 93.3% from FIA posted at Immigration check post, Torkham state that Afghan nationals make attempt to come into Pakistan illegally. Only 6.7% are of the view that others nationals also make attempt to come into Pakistan illegally via Torkham land route.

**Table 4.9: Major causes of illegal entry of Afghans into Pakistan via Torkham: Frequency Table:**

<b>Major causes of illegal entry of Afghans into Pakistan via Torkham:</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Non issuance of passports to afghan nationals	11	36.7
Strictness in issuance of Pakistani visa	17	56.7
To conceal their identity on afghan side	2	6.7
Total	30	100.0

Respondents 56.7% are of the view that due to strictness in issuance of Pakistani visa, Afghan nationals try illegal entry via Torkham land route. 36.7% are of the view that non issuance of travelling document (passport) to Afghan nationals is a reason for their illegal entry into Pakistan via Torkham land route. 6.7% opined that in order to conceal their identity on Afghan side, they try to get entered illegally.

**Table 4.10: Purpose of entry of Afghans into Pakistan Frequency Table:**

<b>Purpose of entry of Afghans into Pakistan</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
For work/business	2	6.7
For treatment	0	0
Further travelling to third countries	0	0
All above	28	93.3
Total	30	100.0

Majority of the FIA officials almost 93.7% of them posted at Torkham land route immigration check post are of the view that Afghan nationals enter Pakistan for the purpose of work/business, treatment and for further travelling to third countries. 6.7% are of the view that Afghan nationals enter Pakistan illegally for work/business purpose.

**Table 4.11: Awareness on the methods used by human smugglers for illegal entry of victims via Torkham Land Route: Frequency Table:**

<b>Awareness on methods of human smugglers techniques</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	21	70.0
No	9	30.0
Total	30	100.0

70% of the FIA officials posted at Torkham land route and AHTC, Peshawar are aware of the methods used by human smugglers for smuggling of migrants. 30% show no awareness, which are in fact the newly posted officials.

**Table 4.12: Assistance to the victim of human smuggling in safe return to Afghanistan: Frequency:**

<b>Assistance to the victim of human smuggling in safe return to Afghanistan</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	11	36.7
No	17	56.7
Up to some extent	2	6.6
Total	30	100

56.7% respondents are of the view that they are not involve in assistance to victims of human smuggling in safe return to Afghanistan, whereas 36.7% do assist victims in safe return to their origin. 6.6% thus showing some involvement in subject issue.

**Table 4.13: Usage of Immigration terminal at Torkham for illegal crossover: Frequency Table:**

<b>Illegal crossover through Immigration terminal at Torkham</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	15	50.0
No	13	43.3
Up to some extent	2	6.7
Total	30	100.0

Respondents almost 50% state that immigration terminal is used for illegal crossover, whereas, 43.3% shows no illegal crossover within immigration terminal. 6.7% are of the view that up to some extent the immigration terminal is used for illegal crossover.

**Table 4.14: Information sharing with Afghan counter parts on activities of human smugglers organized criminal groups: Frequency Table:**

<b>Information sharing with Afghan counter parts on activities of human smugglers</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	19	63.3
No	9	30.0
Up to some extent	2	6.7
Total	30	100.0

A percentage of 63.3% respondents are of the view that they share information of organized human smugglers across the border with Afghan counterparts. 30% are of the view that they do not share such information. 6.7% are of the view that up to some extent the information is shared, which they consider to be useful to counterparts across the border.

**Table 4.15: Strength of FIA deployed at Torkham land route to curb the menace of human smuggling: Frequency Table:**

<b>Strength/Manpower of FIA at Torkham</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	8	26.7
No	20	66.7
Up to some extent	2	6.7
Total	30	100.0

Respondents up to 66.7% are of the view that the manpower deployed at Torkham is insufficient to curb the menace of human smuggling at Torkham land route. 26.7% are satisfied with the current strength of staff deployed. 6.7% shows partial satisfaction on the current employment.

**Table 4.16: Issues created by local community for FIA officials while operating against human smugglers: Frequency Table:**

<b>Issues created by local community for FIA to curb the menace of human smuggling</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	29	96.7
No	0	0
Up to some extent	1	3.3
Total	30	100.0

Majority of the respondents 96.7% are of the view that Local community of Torkham is a hurdle in operating against human smugglers. They hinder arrest of such persons. Only 3.3% are of the view that the local community some time create problems for FIA to curb the human smuggling, arrest the smugglers.

**Table 4.17: Impact of construction of the new FIA immigration terminal at Torkham**

<b>Impact of creation of new terminal on human smuggling activities</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	26	86.7
No	3	10.0
Up to some extent	1	3.3
Total	30	100.0

Majority of the respondents 86.7% are of the view that creation of new FIA Immigration terminal will help in reduction of human smuggling. 10% says that it will have no effect on such illegal activities.

**Table 4.18: Utility / significance of online visa verification system is detection of smuggling**

<b>Significance of online visa verification system is detection of smuggling case</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	30	100
No	0	0
Up to some extent	0	0
Total	30	100.0

Almost all the respondents (100%) are agreed that conversion of manual visa issuance into online visa is very significant in control of illegal crossover or human smuggling.

**Table 4.19: Significance of IVAS system installation is reducing the human smuggling: Frequency Table:**

<b>Significance of IVAS system installation is reducing the human smuggling</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	24	80.0
No	5	16.7
Up to some extent	1	3.3
Total	30	100.0

Majority of the respondents, almost are of the view that installation of IVAS system is effective in reduction of human smuggling. 16.7% are of the view that IVAS installation has no impact in reduction of human smuggling at Torkham land route.

**Table 4.20: Involvement of patients/attendants in smuggling activities as victims on arrival through IVAS system: Frequency Table:**

<b>Engagement of patients/attendants in human smuggling activities</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	16	53.3
No	13	43.3
Up to some extent	1	3.3
Total	30	100.0

53.3% respondents are of the view that patients/attendants arriving without or with incomplete documents through IVAS system via hospital at zero line are engaged in human smuggling in grab of special relaxation granted by government of Pakistan for critical emergency patients. 43.3% says no to such involvement, while 3.3% states that up to some extent patients/attendants are involved in such activities.

**Table 4.21: FIA Deployment at Zero Line to Stop the Entry of Afghan Nationals**

<b>FIA Deployment at Zero Line to Stop Entry on Fake/Forged Documents</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	8	26.7
No	22	73.3
Total	30	100.0

Out of 30 respondents 73.3% have stated that FIA has not deployed its officials at zero line to check the documents at first entry. 26.7% said that there is no deployment of FIA at zeroline.

**Table 4.22: Search by FIA Officials for Human Smugglers Outside Immigration Terminal**

<b>Search by FIA Officials for Human Smugglers Outside Immigration Terminal</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	17	56.7
No	10	33.3
Up to Some Extent	3	10.0
Total	30	100.0

Half of the respondents 56.7% states that they do search the area outside the immigration terminal for human smuggling operating there. 33.3% showed no such search outside the immigration terminal for surveillance/arrest of human smugglers. 10% are of the view that on need basis such search/surveillance are carried out.

**Table 4.23: Effect of Human Smuggling the Routine Immigration Process: Frequency Table:**  
**Effect of Human Smuggling the Routine Immigration Process**

Options	Frequency	Percentage
Yes	24	80.0
No	4	13.3
Up to Some Extent	2	6.7
Total	30	100.0

Majority of the respondents 80% are of the view that human smuggling effects the routine immigration process. 13.3% are of the view that human smuggling has no effect on routine immigration process. 6.7% are of the view that it partially or occasionally effect routine immigration process and not all the time.

**Table 4.24: Local Community Support to FIA in Arrest of Human Smugglers: Frequency Table:**  
**Local Community Support to FIA in Arrest of Human Smugglers**

Options	Frequency	Percentage
Yes	0	0
No	28	93.3
Up to Some Extent	2	6.7
Total	30	100.0

Majority of the respondents 93.3% are of the view that local community do not assist FIA in arrest of local human smugglers. 6.7% respondents are of the view that up to some extent the local community assist FIA in arrest of local human smugglers.

**Table 4.25: Modus Operandi of Human Smugglers Operating at Torkham Rand Route:**  
**Modus Operandi of Human Smugglers Operating at Torkham Rand Route**

Options	Frequency	Percentage
Manage illegal crossover on fake/forged documents	1	3.3
Takeaway the victims before entry into immigration	2	6.7
Both	27	90.0
Total	30	100.0

Majority of respondents, almost 90% are of the view that human smugglers manage the crossover of Afghan nationals via Torkham land route on fake/forged documents and also take away the victims before the entry into the immigration terminal by cutting the fence and roof of pedestrian tube.

**Table 4.26: The Patterns of Human Smuggling at Torkham Land Route Under the Prevention of Smuggling of Migrants Act, 2018:**

<b>Patterns of Human Smuggling at Torkham Land Route Under SOM Act, 2018</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	19	63.3
No	5	16.7
Up to Some Extent	6	20.0
Total	30	100.0

Out of 30 respondents 63.3% are of the view that patterns of human smuggling at Torkham land routes are covered under -Prevention of smuggling of migrant act, 2018. 16.7% are of the view that patterns/modes of human smuggling at Torkham land route are not covered under SOM Law, 2018. 20% are of the view that patterns/modes of human smuggling at Torkham land route are covered up to some extent under the SOM law, 2018.

**Table 4.27: Issues Faced by Investigation Officers of AHTC, Peshawar While Investigating SOM cases of Torkham land route: Frequency Table**

<b>Issues Faced by Investigation Officers of AHTC, Peshawar</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	10	33.3
No	8	26.7
Up to Some Extent	12	40.0
Total	30	100.0

Respondents up to 33.3% are of the view that investigation officers posted at Anti Human Trafficking Circle face problem in investigation of smuggling cases of Torkham land route. 26.7% are of the view that I.O's have no issues in investigation SOM cases of Torkham land route. 40% respondents are of the view that in some case the I. O's face issues in such investigations.

**Table 4.28: Training of Investigation and Law Officers on Smuggling of Migrants: Frequency Table: Training of Investigation and Law Officers on SOM:**

<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	8	26.7
No	17	56.7
Up to Some Extent	5	16.7
Total	30	100.0

Majority of respondents 56.7% state that the investigation and law officers of FIA dealing with smuggling of migrants cases are not trained on the subject. 26.7% are of the view that investigation and law officers of FIA dealing with SOM case have received trainings on smuggling of migrants. 16.7% are of the view that up to some I.O's and law officers are trained on human smuggling.

**Table 4.29: Involvement of Government Officials in Facilitation of Illegal Crossover via Torkham Land Route: Frequency Table:**

<b>Involvement of Government Officials in Facilitation of Illegal Crossover</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	13	43.3
No	15	50.0
Up to Some Extent	2	6.7
Total	30	100.0



Some officials up to 43.3% are of the view that government officials posted at Torkham land route are involved in human smuggling. 50% state that there is no involvement of government officials in human smuggling activities in human smuggling. 6.7% are of the view that some officials are involved in human smuggling activities.

**Table 4.30: Sharing of New Patterns of Human Smuggling with other BCP's in KPK: Frequency Table:**

<b>Sharing of new patterns of human smuggling with other BCP's in KPK</b>		
<b>Options</b>	<b>Frequency</b>	<b>Percentage</b>
Yes	0	0
No	23	76.7
Up to Some Extent	7	23.3
Total	30	100.0

Majority of the respondents 76.7% are of the view that patterns of human smuggling at Torkham land route are not shared with other land routes used for pedestrian movement in KPK. 23.3% are of the view that in some cases the pattern of human smuggling of Torkham land route are shared with others.

### **Major Findings:**

Following are the major findings based on the data collected from the FIA officials posted at Immigration check post, Torkham and Anti Human Trafficking Circle, Peshawar.

1. Data collected from the FIA officials posted at Immigration Check Post, Torkham and AHTC, Peshawar, reveals that majority of FIA officials are well aware of the basic concept of Human Smuggling.
2. The number of FIA officials posted at Immigration check post, Torkham and AHTC, Peshawar, who have not received trainings on Human Smuggling are higher than the one's with proper training received on this subject.
3. Majority of the officials were unable to differentiate between Human Smuggling and Human Trafficking. The number of officials with clear concept on difference of both the terms is less.
4. Most of the officials posted at Immigration Check Post, Torkham and AHTC, Peshawar were unaware of the Prevention of Smuggling of Migrants Act, 2018 and Rules, 2020.
5. Most of the officials were also not aware of the punishment mentioned in Prevention of Smuggling of Migrants Act, 2018.
6. The officials stated that Passengers from all genders and of all age groups are victims of human smuggling at Torkham land route i.e ladies, gents, minors, old age, handicapped.
7. FIA officials are of the view that Majority of human smugglers involved in human smuggling at Torkham land route are Local Shinwari community of Torkham.
8. Only Afghan nationals make attempt to come into Pakistan illegally.
9. Majority of the respondents are of the view that they are directly not involved in assistance to victims of human smuggling in safe return to Afghanistan. In some case they do assist victims in safe return to their origin.

### **Conclusion:**

The Federal Investigation Agency (FIA) is the lead law enforcement agency in the fight against the menace of human smuggling. Dedicated law on human smuggling promulgated in 2018 is placed on schedule of FIA, under FIA Act, 1975. FIA has the authority to enquire & investigate the cases of human smuggling/migrant smuggling/ irregular migration/illegal migration. Besides the immigration operation carried out by FIA at the airports, the land route pedestrian movement is also of great concern specially the Pak-Afghan border crossing Points in terms of traditional & cultural ties, security, ethnic & sectarian issues on Afghan side, dependency of Afghanistan on Pakistan in many fields, terrorism issues etc. It has been observed during the research that the FIA officials posted at Immigration Check Post Torkham and AHTC, Peshawar are well aware of the basic concept of Human Smuggling. The officials posted over there are well trained on

Human Smuggling, except the newly posted officials. Some of the officials are unable to differentiate between Human Smuggling and Human Trafficking. Most of the officials posted at Immigration Check Post, Torkham and AHTC, Peshawar are also unaware of the Prevention of Smuggling of Migrants Act, 2018 & Rules 2020 and punishment mentioned therein. The officials know the age groups of victims of human smuggling at Torkham land route. FIA officials of the opinion that majority of the human smugglers involved in human smuggling at Torkham land route are Local Shinwari community of Torkham and only Afghan nationals make attempt to come into Pakistan illegally, which is a source of income for the local community. Besides the financial benefits, the local community (Shinwari Tribe) is living on both side of the border and based on family & business relation they help each other in illegal crossover. The illegal crossover is because of strictness in issuance of Pakistani visa to Afghan nationals. Another reason for illegal entry and human smuggling activities are the non-issuance of travelling document (passport) to Afghan nationals by government of Afghanistan. The reasons for illegal entry includes: work/business, treatment and for further travelling to third countries. FIA officials are well aware of the modus operandi of the human smugglers, except the newly posted staff. The installation of IVAS system is also effective in reduction of human smuggling. At times, the desperate Afghans do try to enter Pakistan in the garb of patients/attendants through hospital via IVAS system installed at Pak-Afghan Dosti hospital at zero line. Furthermore, FIA has not deployed its officials at zero line to check the documents at entry into Pakistan, resultantly, the Afghan nationals with fake documents may reach the immigration terminal and may skip in the pedestrian tube before entry into the immigration terminal. Random search is also carried out to keep an eagle eye on the movement of human smugglers operating outside the immigration terminal. The newly promulgated law on smuggling of migrants covers the patterns / trends of human smuggling at Torkham land routes. The investigation officers posted at Anti Human Trafficking Circle face problem in investigation of smuggling cases of Torkham land route, being very change form routine illegal crossover. The investigation and law officers of FIA dealing with smuggling of migrants cases are not fully trained on the concept, trends/patterns and law enacted in this regard. In some case, the government officials posted at Torkham land route are involved in human smuggling. The patterns / trends of human smuggling activities at Torkham land route are not shared with other land routes used for pedestrian movement in KPK.

### **Recommendations:**

1. FIA may train all of its officials posted at Torkham on human smuggling, its trends/patterns and at difference between human smuggling and trafficking.
2. The FIA officials posted at Torkham and AHTC, Peshawar be apprised of the Prevention of smuggling of migrants Act, 2018 & rules 2020 and punishments mentioned therein.
3. The local community be provided with alternate source of income to divert their means of earning from illegal to legal.
4. FIA to deploy its officials at zero line to check the suspect victims of human smuggling and get information of human smugglers and ensure their safe return to Afghanistan.
5. Afghan counterparts be taken on board to scrutinize the incoming pedestrians to eliminate the human smuggling elements.
6. Patients/attendants arriving via hospital through IVAS system be checked thoroughly to detect human smuggling cases.
7. The government officials be scrutinized to eliminate their involvement in human smuggling.
8. The IVAS and IBMS be interlinked to compare the data of passengers using different mode of immigration for travelling.

### **References:**

www.state.gov/j/tip  
 www.state.gov/j/tip Washington, D.C  
<https://www.unodc.org>issue>  
[www.dawn.com](http://www.dawn.com)

[www.arabnews.pk](http://www.arabnews.pk)

<http://www.icmpd.org>

[www.fia.gov.pk](http://www.fia.gov.pk)

FIA Schedule, FIA Act, 1975 (FIA handbook)

UNODC Country Office, Pakistan ((<http://www.unodc.org>>pakistan)

National Initiative Against Organized Crime (<http://nioc.pk>)

Presentation by AD Torkham (hard copy available at Torkham immigration office)

FIA AHTC, Peshawar (yearly report, [www.fia.gov.pk](http://www.fia.gov.pk))

FIA Zonal Office, Peshawar, KPK (yearly report, [www.fia.gov.pk](http://www.fia.gov.pk))