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Fråga-svar

Afghanistan. Resväg mellan Kabul och Ghazni

Fråga

- Går det flyg mellan Kabul och Ghazni?
- Är resvägen mellan Kabul och Ghazni säker för hazarer?
- Finns det några organisationer i landet som kan bistå andra med t.ex. eskort för att göra resan säker?
- Hur kan underåriga ta sig fram?

Svar

Nedan följer en sammanställning av information från olika källor. Sammanställningen gör inte anspråk på att vara uttömmande. Refererade dokument bör alltid läsas i sitt sammanhang. Vad gäller säkra resvägar så kan läget snabbt förändras. Vad som gällde då nedanstående dokument skrevs gäller kanske inte idag!

Australia Refugee Review Tribunal (May 2015): Domen handlar om en hazar från Ghazni som under lång tid levt som flykting i Iran. Underlaget till beslutet beskriver situationen angående resvägar i Afghanistan speciellt i provinsen Ghazni. Se utdrag nedan:

33. DFAT's 2014 Report statcontains the following in relation to road security in Afghanistan:

Insecurity compounds the poor condition of Afghanistan's limited road network, particularly those roads that pass through areas contested by insurgents. Taliban and criminal elements target the national highway and secondary roads, setting up arbitrary armed checkpoints.

Official ANP and ANA checkpoints designed to secure the road are sometimes operated by poorly-trained officers known to use violence to extort bribes. More broadly, criminals and insurgents on roads target all ethnic groups, sometimes including kidnapping for ransom. It is often difficult to separate criminality (such as extortion) from insurgent activity.

Individuals working for, supporting or associated with the Government and the international community are at high risk of violence perpetrated by insurgents on roads in Afghanistan. Carrying documentation that would indicate employment or another connection with the Government is dangerous. Because Hazaras are perceived to be affiliated with either the Government or international community, those Hazaras travelling these routes who work for the Government or international community frequently take precautions to ensure that, if they are stopped, they could not be identified as such.

Hazara MPs and several credible civil society contacts have told DFAT that ‘dozens’ of Hazaras were killed on roads to and from Hazarajat in 2013. However, DFAT has no reliable evidence to indicate that insurgents disproportionately target Hazaras on roads in Afghanistan.

Hazaras are often the main travellers on roads to Hazarajat, so higher numbers of victims could also reflect the higher volume of traffic.

There are two well-established routes from Kabul to Ghazni city. One is short and insecure, via Maidan Wardak. The other passes through parts of Parwan Province on the Bamiyan–Charikar Highway. This is more secure, but long and arduous.

There are three routes from Ghazni city to the Hazara-majority Jaghori district. The most frequently used road passes through Nawur district, and is considered secure. The second route through Qarabagh district is considered less secure. A third through Muqur is insecure due to a Taliban presence, with occasional checkpoints and security incidents. DFAT understands that local residents with ties to the province and knowledge of the area—including Hazaras—are generally able to travel between Ghazni City and Hazara districts without incident and thousands of vehicles use these roads daily.⁶

34. The Department’s COIS Paper summarises the differing views regarding the safety of road travel for Hazaras:

Most security concerns for Hazaras in the Hazara districts of Ghazni relate to travel outside the district, as most roads travel through Pashtun districts where insurgents are active. There are conflicting views among external sources consulted by the RRT on whether Hazara travelers travelling to Ghazni City or Kabul are being targeted because of their ethnicity. In 2014-5 there have been three reported incidents involving Taliban attacks on Hazaras travelling into Jaghori from Kabul. ...

There are conflicting views among external sources consulted on whether Hazara travelers travelling to Ghazni City or Kabul are being targeted because of their ethnicity. Advice by DFAT, Qayoom Suroush, of Afghanistan Analysts Network and the Afghanistan Development Association indicates that there is no evidence of ethnic targeting on roads in Ghazni. In contrast, Thomas Ruttig, Professor Alessandro Monsutti, Professor William Maley and a Ghazni based NGO, the Ghazni Rural Support Program, maintain that travel for Hazaras is dangerous on roads passing through Pashtun districts. 7 (s.10)

35. The *COIS paper* also provides a list of reported attacks on Hazaras in Afghanistan. The following is the excerpt from the list of attacks occurring in 2014 and 2015, the majority of which occurred on the roads:

15 March 2015 A bus was stopped travelling between Ghazni and Jaghouri. Ten Hazaras were abducted. After some hours nine were released with one continuing to be held at the time of writing. Unconfirmed reports believe the remaining captive worked for the government.

23 February 2015 Masked men stopped two vehicles traveling on the highway near Zabul and identified and abducted 30 Hazaras. The Hazaras were reported to be Afghan refugees returning from Iran. Different reports identified the abductors as possibly foreign and either members of the Taliban or ISIS. As of the time of publication, the men had not been found, although one Hazara escaped on 25 February.

20 January 2015 Eight or nine Hazaras were killed in Gilan district in Ghazni when their van was exploded by a remote controlled bomb. The Hazaras were travelling from Kabul to Jaghori district. The pro-Hazara source Kabul Press claimed that ‘These victims were civilians who were going from Kabul to Jaghori, did not work for any government offices and did not have any connection with any of Afghanistan’s political parties’, though other sources do not give such details about the victims.

20 September 2014 Australian-Afghan Sayed Habib Musawi, a Hazara from Jaghori district in Ghazni, was reportedly killed by the Taliban while travelling from Kabul to his home district of Jaghori. He was reportedly killed as he was an Australian, but the fact that he was also a Hazara may have been relevant.

c.16 September 2014 Zainullah Naseri, a Hazara from Jaghori district in Ghazni, was reportedly abducted and tortured by the Taliban for two days in Ghazni province after being deported from Australia. He escaped to Jaghori then returned to Kabul. DFAT was unable to confirm the report.

25 July 2014 Suspected Taliban fighters halted two minibuses in Lal-o-Sar Jangal district in the western province of Ghor, identified 14 Shia Hazara passengers, including three women and a child, bound their hands, then shot them dead by the side of the road.

28 June 2014 The Taliban killed (Hazara sources say ‘beheaded’) between 14 and 17 people, usually described as policemen or ex-policemen, in Gizab district of Uruzgan Province. This incident was little reported and reports do not give much detail. According to Hazara sources, the victims were Hazaras, mostly students and workers, though other sources do not mention their ethnicity. Other information tends to support the assertion that the victims were Hazaras: Hazaras comprised a disproportionately large part of the police force in Uruzgan and particularly in Gizab, according to a 2010 NGO report on Uruzgan, and one of the reports mentions that one of the victims was the nephew of Governor Amanollah Timuri who is elsewhere reported to be a Hazara.⁸

There have been further reports of attacks on Hazaras on the roads around Ghazni in Afghanistan since COIS published its paper. According to media reports six Hazaras were abducted by armed masked men on the Herat-Farah highway in Farah province on 16 March 2015.⁹ (s. 11)

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42. The Tribunal notes the opinion of DFAT in its March 2014 reports that Hazaras are not deliberately targeted or at greater risk than any other group in Afghanistan. However the Tribunal considers the situation in Afghanistan has changed significantly since the publication of that report. The Tribunal considers that recent information of the increase in targeting of Hazaras on the roads in or around Ghazni gives rise to a substantial ground for the applicant’s fear of serious harm on return to Afghanistan.

43. The Tribunal notes that to return to his home area in [District 1] the applicant will necessarily have to travel along roads where Hazaras have been singled out and abducted or killed. (s. 13)

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50. Reports cited above have commented on the deteriorating security situation in Afghanistan. DFAT has also referred to the ongoing dangers in road travel and the lack of security on the highways between Kabul and Ghazni. (s. 15)

Minority Rights Group International uppger i sin rapport "*State of the World's Minorities and Indigenous Peoples - 2015*":

For Hazara, the journey to Kabul from Hazarajat in the centre of the country has proven dangerous. The main roadway between the two areas – dubbed 'Death Road' – has been the site of kidnappings and other deadly Taliban attacks on Hazara in recent years. As a result, having successfully arrived in Kabul, Hazara have often been unable or afraid to return to their previous homes.

BAAG (British & Irish Agencies Afghanistan Group) är ett nätverkande organ som syftar till att stödja humanitära och utvecklingsprogram i Afghanistan. BAAG (2015) skriver i sin rapport:

Afghan roads got even more dangerous in March. On the 24th, masked gunmen attacked vehicles on Kabul-Kandahar road.

They took at least 13 people - including a woman - off a bus and shot them dead. Roadside mine blasts killed 14 civilians this month, while at least 27 civilians were killed and scores more were injured in Taliban attacks in Helmand and Kabul.

Författaren Suroush, Qayoom /Afghanistan Analysts Network (AAN) 2015 skriver i sin rapport följande:

On 15 March 2015, another 'Hazara kidnapping' was reported, this time in Qarabagh district of Ghazni province (where about half of all citizens are Hazaras). Taleban stopped a car coming from Jaghori district (another Hazara-dominated district) and took ten passengers, all of whom were Hazaras. However, they released them only hours later, after the Taleban had interrogated the travellers and warned the women to wear "proper Islamic attire", meaning burqas rather than the large headscarves or *chadors* favoured by many Hazara

women. This kind of road block is common across the country, including in insecure Qarabagh district where there is little Afghan National Army (ANA) presence. With both districts having large Hazara communities, chances are that Hazaras will often face such incidents, but such road blocks also hit the local Pashtun population.

UD:s Ambassad i Kabul (februari 2015) meddelar följande angående flygplatsen i Ghazni:

Ett svar som vi fått från en resebyrå; ”Till further notice it is closed.”

Guvernörskontoret i Ghazni meddelar att landningsbanan i Ghazni är 2400 m lång och endast grusbelagd vilket gör att större plan inte kan bruka den av säkerhetskäl. Mindre chartrade eller privata passagerarplan med max ca 20 passagerare kan den dock facilitera. Kontoret meddelar vidare att ekonomiska medel inte finns för renovering med asfalt vilken gör att vi nog kan anta att den förblir stängd på längre sikt.

Afghanistan har enligt motsvarigheten till Luftfartsverket fyra fungerande flygplatser; Kabul, Herat, Kandahar och Mazar- e Sharif.

UN High Commissioner for Refugees (UNHCR) skriver i sin rapport “*Why do children undertake the unaccompanied journey*”(2014)bl.a. om underåriga som reser utan vuxnas sällskap:

However, in some cases an eldest son could be sent on an unaccompanied journey if this is seen to be the best way to support the family. For instance, a male respondent from lowsending Bamiyan (Hazara majority) explained why he sent his eldest son unaccompanied to Iran: (s. 11)

A small number of respondents in the high-sending Kabul province (Hazara majority) also mentioned problems related to insecurity as reasons for engaging in unaccompanied travel.⁴⁷ One respondent from Kabul, who was originally from Wardak province commented on his reason for leaving on an unaccompanied journey with his brother:

⁴⁷ Note that the respondents from Kabul were largely from Ghazni province, an area affected by ongoing insecurity. (s. 13)

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Unaccompanied children from the high-sending areas of Kabul (Hazara majority) and Nangarhar (Pashtun majority) had the support of their families who would pool their resources to cover the cost of the journey. Moreover, families borrowed money or mortgaged their properties to pay for the travel or used a combination of these schemes.

By contrast, children from low-sending Bamiyan (Hazara majority) and Paktya (Pashtun majority) who decided to travel without the permission of their families either resorted to taking money or property from family members without their consent in order to fund the travel. Very few made arrangements with smugglers for payment to be made once the child finds work in departure points or countries of destination. (s. 30)

Denna sammanställning av information/länkar är baserad på informationssökningar gjorda under en begränsad tid. Den är sammanställd utifrån noggrant utvalda och allmänt tillgängliga informationskällor. Alla använda källor refereras. All information som presenteras, med undantag av obestridda/uppenbara fakta, har dubbelkontrollerats om inget annat anges. Sammanställningen gör inte anspråk på att vara uttömmande och bör inte tillmätas exklusivt bevisvärde i samband med avgörandet av ett enskilt ärende. Informationen i sammanställningen återspeglar inte nödvändigtvis Migrationsverkets officiella ståndpunkt i en viss fråga och det finns ingen avsikt att genom sammanställningen göra politiska ställningstaganden. Refererade dokument bör läsas i sitt sammanhang.

Källförteckning

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