

**Abstract Preview - Step 3/4**

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Abstract category: C5 Epidemiology of HIV in key populations (MSM, transgender, migrants, serodiscordant couples)

**Title: Potential bridging group for HIV transmission: sexual behaviors and HIV prevalence among motorcycle-taxi drivers in Cameroon (MOVIHCAM study - ANRS 12350)**Authors: H. Hidayatu<sup>1</sup>, V. Sandres<sup>2</sup>, V. Pente<sup>1</sup>, G. Beninguisse<sup>3</sup>, S. Legac<sup>4</sup>, P. Msellati<sup>5</sup>, P. De Beaudrap<sup>6</sup>*Institution(s):* <sup>1</sup>Moto Action Cameroon, Yaounde, Cameroon, <sup>2</sup>Moto Action France, Jouy en Josas, France, <sup>3</sup>IFORD, Yaounde, Cameroon, <sup>4</sup>Site ANRS Cameroun, Yaounde, Cameroon, <sup>5</sup>Institut de Recherche pour le Developpement, Montpellier, France, <sup>6</sup>Institut de Recherche pour le Developpement, Paris, France

**Text:** **Background:** Ending the AIDS epidemic is now discussed, which was unthinkable a few years ago. However, such objective can be achieved only if all affected populations are identified, reached and have access to immediate antiretroviral therapy. While motorcycle-taxi drivers have been identified as a potential bridging group in the late 90s, little is known on their characteristics and sexual behaviors. This work aims to fill this gap by adding to the recently emerging body of information on HIV risk among motorcycle-taxi drivers.

**Methods:** A cross-sectional survey was conducted with 1411 motorcycle-taxi drivers recruited using a time-location sampling in Yaoundé, Douala, Kribi and Bertoua (Cameroon). A face-to-face interview was realized with all participants and an HIV test administrated to a subset of them (n = 1003).

Participants characteristics were described using weighted estimators and compared to historical data (DHS and ANRS12302 study conducted respectively in 2011 and 2015). Factors associated with HIV infection were assessed using mixed-effects logistic regression.

**Results:** Compared to other men of similar age, motorcycle-taxi drivers reported a higher number of sexual partners and sexual relationships with commercial and/or casual partners (Table 1). During their more recent relationships, 55% of motorcycle-taxi drivers had multiple partners. In addition, one third reported sexual relationships with female clients in exchange of a ride. Consistent condoms use was high with casual partners or commercial partners (respectively 69.1%, and 91.9%) but less common when the partner was a client (58.9%). HIV prevalence was 2.4% (1.6 - 3.2) slightly higher than the HIV prevalence observed among men in a population-based survey conducted in Yaoundé in 2015 (1.5%). The prevalence of HIV infection was significantly higher among participants living with their family (OR 3.8 [1.4 - 10.7]) and among those not owning their motorcycle (OR 3.0 [1.3 - 7.1]). A high proportion of the motorcycle-taxi drivers (82%) get tested for HIV at least once (DHS2011: 65%, ANRS12302: 74%).

**Conclusions:** Our results suggest that motorcycle-taxi drivers are often engaged in risky sexual behaviors and may be at increased risk of HIV infection. As the use of motorcycle-taxi is increasing in many African settings, interventions tailored to this group are urgently needed.

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