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### Driving Force: Automotive Supply Chains and Forced Labor in the Uyghur Region

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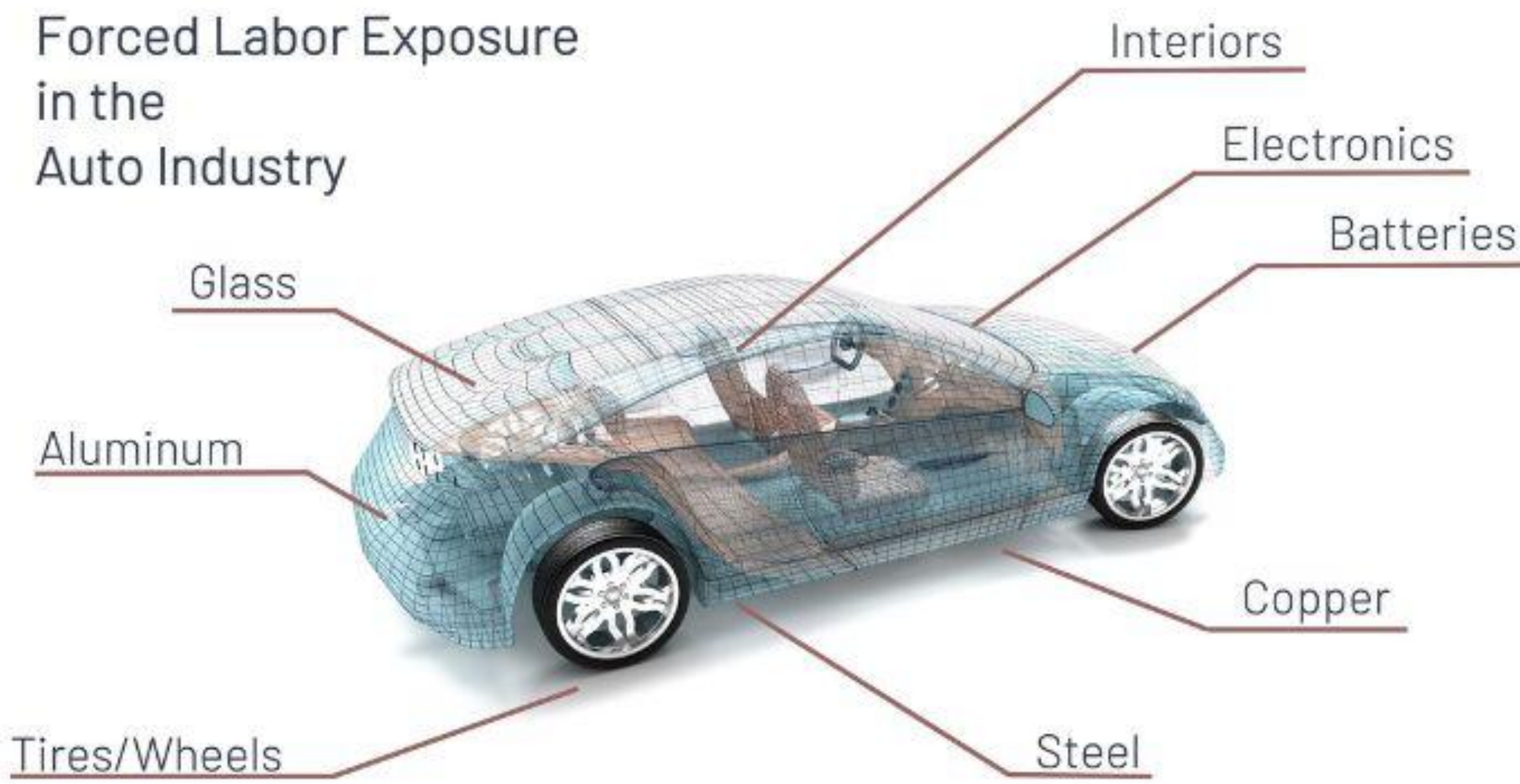
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# Driving Force: Automotive Supply Chains and Forced Labor in the Uyghur Region

Murphy, L., Salcito, K, Uluyol, Y, Rabkin, M, et al (2022). "Driving Force: Automotive Supply Chains and Forced Labor in the Uyghur Region." Sheffield, UK: Sheffield Hallam University Helena Kennedy Centre for International Justice, December 2022. Available [Online](#).

Forced Labor Exposure in the Auto Industry



## Research Methods:

- Open source research methods in Mandarin, Kazakh, Turkish, and English to trace supply chain linkages to the Uyghur region from mining of raw materials to the finished car parts for over 96 international car manufacturers.
- We broke down the 78 page report in 7 sections; Steel, Aluminum, Copper, Nickel, Batteries (EV/Lead), Car Electronics, Other Car Parts.

## Impact of Report:

- Lead to a ongoing Senate Finance Committee Inquiry concerning 12 automotive companies using Uyghur forced labor.
- Findings have been featured in every major news outlet except the BBC, with NY Times exclusives.
- An investigation into Volkswagen's use of forced labor in Xinjiang.
- An international task force with the US and Japan to combat forced labor in international supply chains.

## Summary of Report:

- If you have bought a car in the last 5 years it was made or exposed to Uyghur forced labor, and every major automotive manufacturer is affected.
- A single passenger car has over 30,000 parts and every single part is highly likely exposed or made with Uyghur forced labor.
- Over 96 mining, processing, or manufacturing companies relevant to the automotive sector operating in the Uyghur Region, at least 38 that have documented engagement in state-sponsored labor transfer programs.
- The PRC has incentivized companies to move polluting processing and mining of raw materials such as; (such as iron for steel, copper for electrodes and plating, and bauxite for aluminum, or even the lithium used in the making of electric vehicle batteries), into the Uyghur Region.
- Volkswagen Audi Group, Honda, Ford, General Motors, Mercedes-Benz Group, Toyota, Tesla, Renault, NIO, and Stellantis Group had several supply chain exposures to the Uyghur Region.

