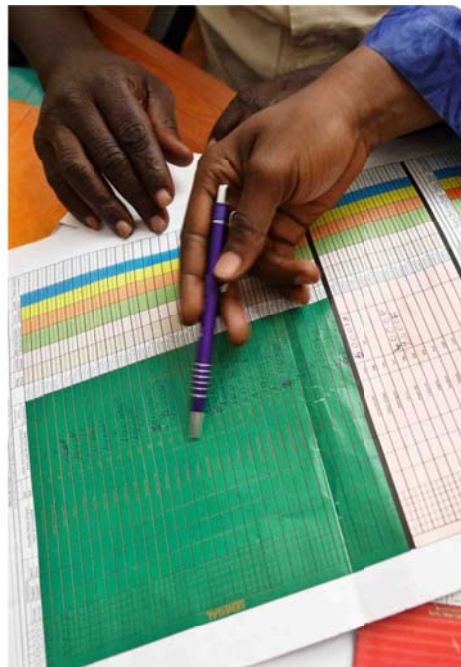


# 15<sup>th</sup> IRTG Report UEMOA



*This report presents information on checkpoints, bribes and delays based on data collected Jan. 1 to March 31, 2011. The report includes two sections :*

*1 – The six corridors<sup>1</sup> covered by the Improved Road Transport Governance initiative (IRTG) : Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako. The trucks in this initiative are in roadworthy condition and the drivers and cargoes are properly documented.*

*2 – The five corridors<sup>2</sup> covered by the USAID ATP and E-ATP projects (Agribusiness and Trade Promotion and Enhanced Agribusiness and Trade Promotion): Kantchari-Accra, Fada N’Gourma-Parakou, Techiman-Kantchari, Bobo-Dioulasso-Koutiala and Koutiala-Dakar.*

## Results from surveys conducted during the 1<sup>st</sup> quarter of 2011

**BORDERLESS**  
Removing trade barriers in West Africa

<sup>1</sup> To facilitate analysis, corridors followed by Trade Hub, ATP, and E-ATP connect only two countries

<sup>2</sup> ATP and E-ATP corridors involve only one type of food product

## General Introduction

The 15<sup>th</sup> IRTG Report is notably different from previous IRTG reports. It has been modified to make it easier to read and easier to understand, to present trends more clearly and to provide more relevant analysis for policy makers – and with an eye to reducing the number of pages. Although the source data remains the same, they are presented more visually. The text has been shortened to present essential information and avoid duplication.

The survey data indicators remain the same:

- The number of checkpoints is based on the average number of stops that drivers experience at points operated by a given uniformed service, excluding voluntary stops drivers make to eat or sleep
- Delay times are the total time drivers spend at a checkpoint, excluding voluntary time they spend to eat, rest or pray
- Bribery is the sum of illegal payments drivers pay to uniformed service members ; this sum does not include bribes paid by freight forwarders or other stakeholders ; the average amount in each country are considered by the length of the corridor

Although both the USAID Trade Hub and ATP/E-ATP projects use the same indicators, the results vary significantly due to differences in trucks and type of trade: trucks that participate in the USAID Trade Hub initiative haul all types of goods and are inspected by Focal Point staff for roadworthiness; only roadworthy trucks with drivers and cargoes that are properly documented participate in collecting data. By comparison, the ATP/E-ATP initiative involves trucks hauling specific products, mainly perishable foods in targeted value chains. The trucks are not necessarily roadworthy and neither the drivers nor the goods are properly or legally documented. Consequently, a driver in Burkina Faso participating in the USAID Trade Hub initiative will pay bribes on average of 3000 FCFA per 100 km while a driver in the ATP/E-ATP initiative will pay bribes of about 12000 FCFA per 100 km.

The UEMOA, USAID Trade Hub and ATP/E-ATP teams have worked diligently to emphasize the most representative results and to highlight key aspects of road governance in West Africa, while closely monitoring the reliability of data and statistical significance.

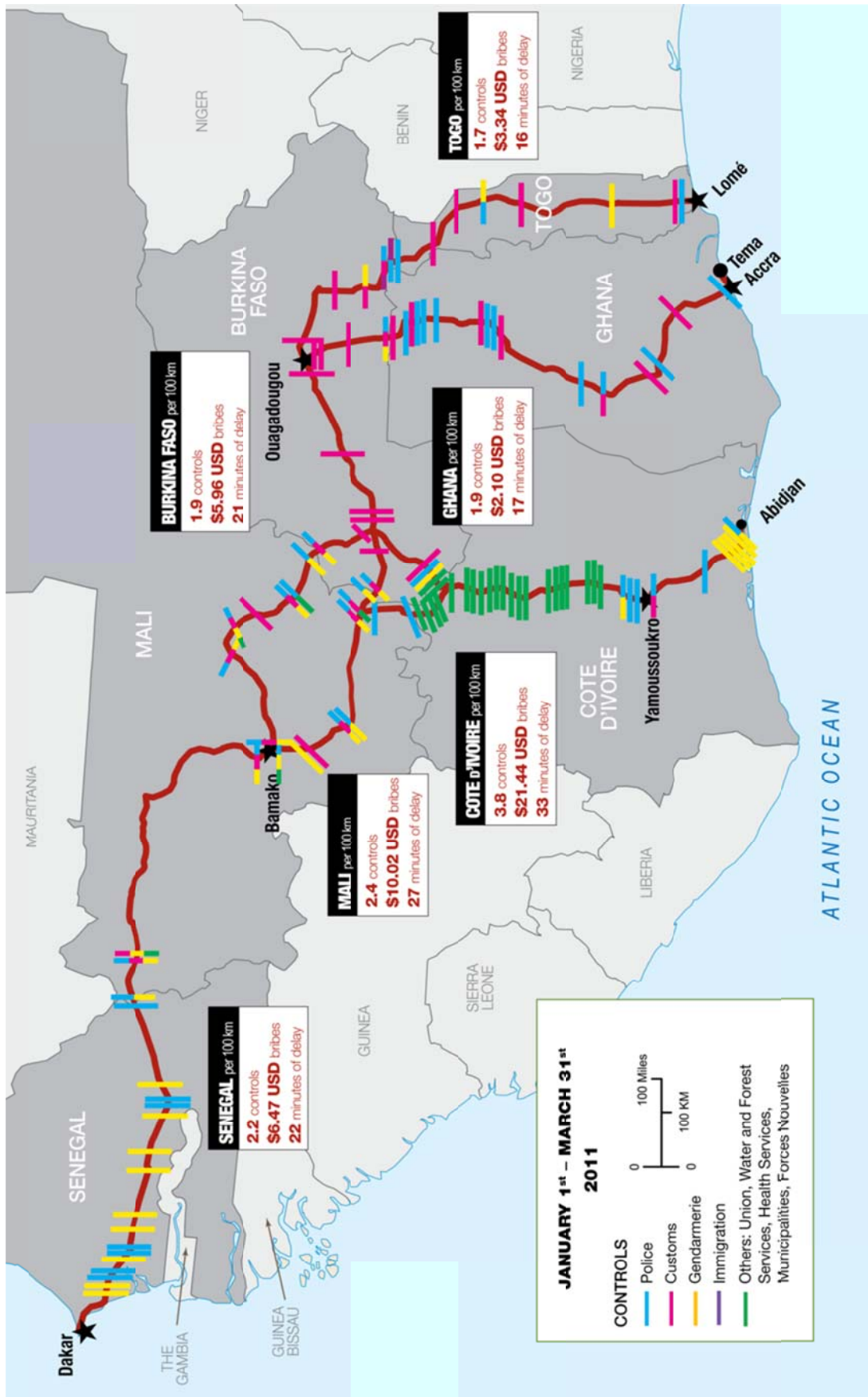
This report serves to inform decision-makers at the highest levels of the public and private sectors and in civil society who work in transport and trade, in order to facilitate trade across the region in a manner that is sustainable and profitable for all.

The report presents the results of surveys taken from Jan. 1 to March 31, 2011.

The IRTG initiative expresses gratitude to the stakeholders who contributed to the production and dissemination of this report: the drivers who complete the surveys, the transport companies and unions, the Focal Points and National Coordinators, the media and civil society organizations.

# SECTION 1 – Improved Road Transport Governance in West Africa

Figure 1: IRTG Data Map



# Results from surveys conducted on the corridors followed by the Trade Hub

## Introduction

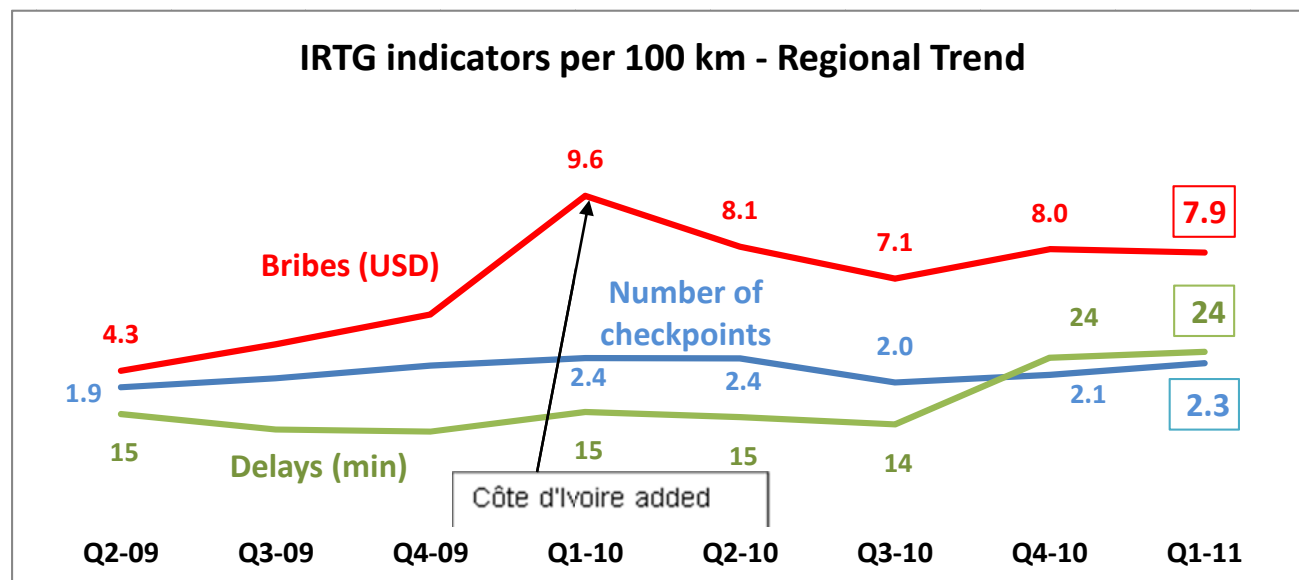
The Improved Road Transport Governance initiative on primary trade corridors is a joint effort of the West African Economic and Monetary Union (WAEMU) and the Economic Community of West African States (ECOWAS) implemented in 2005 with technical and financial assistance from the USAID West Africa Trade Hub and financial support from the World Bank through the Sub-Saharan Africa Transport Policy program (SSATP).

The objective of IRTG is to promote good road transport governance on primary trade corridors: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.

Due to the crisis in Cote d'Ivoire during this quarter, data were not collected on the Abidjan-Ouagadougou corridor.

## Summary

**Figure 2** below presents the trends on the six corridors.



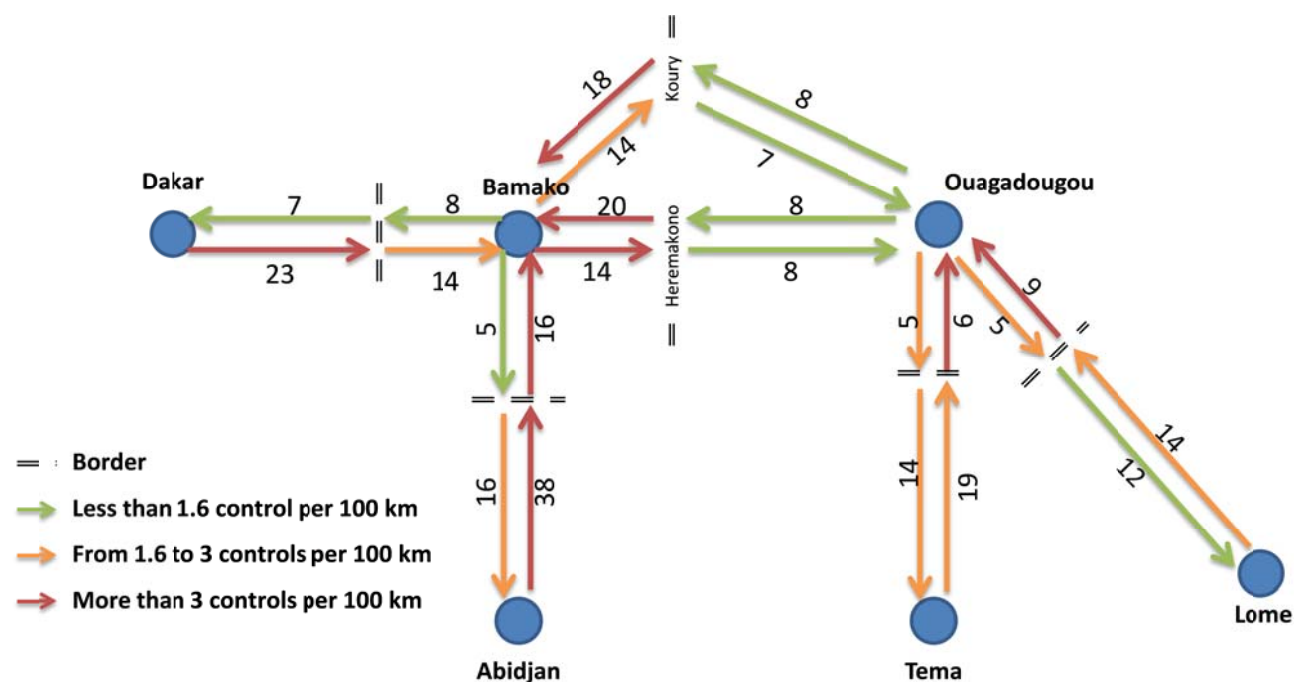
The results of the first quarter of 2011 show a stabilization in the indicators. The increase in delays observed during the 4<sup>th</sup> quarter of 2010 slightly increased again, by 4%. It is due in part to a real increase in delays at checkpoints and in part to a more exhaustive review of all delay times, particularly at borders, on the part of drivers.

Compared to the previous quarterly report, the level of bribery has slightly decreased by 2% and the number of checkpoints has increased by about 8%. A driver of a truck that is roadworthy and properly documented pays bribes amounting to 43,000 FCFA on average per trip. .

## I. Number of Controls

The density of controls does not appreciably vary across the corridors. All the same, the Abidjan-Bamako corridor has the most controls per 100 km: 3.2, or 38 stops per trip, on average. This is most obvious for imports on the Ivorian segment of the corridor, with more than one control every 20 km. The corridor with the least controls per 100 km is the **Bamako-Dakar** route, with 1.8. The number of checkpoints is again less for exports on this corridor.

**Figure 3: Number of controls per trip, by corridor and sub-corridor**



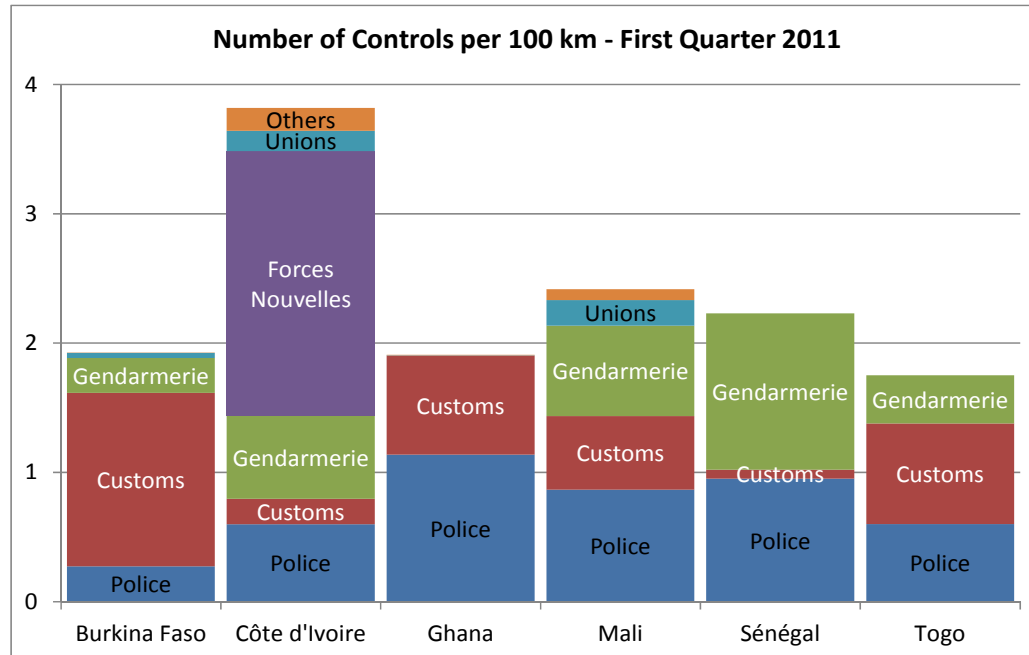
**Table 1: Number of controls per trip, by corridor and sub-corridor**

Corridor / Country	Number of controls per trip	Corridor / Country	Number of controls per trip
<b>Ouagadougou-Lomé</b>	17	<b>Ouaga-Bamako via Kourou</b>	26
Burkina Faso	5	Burkina Faso	8
Togo	12	Mali	18
<b>Lomé-Ouagadougou</b>	23	<b>Bamako-Ouaga via Kourou</b>	21
Burkina Faso	9	Burkina Faso	7
Togo	14	Mali	14
<b>Ouagadougou-Tema</b>	19	<b>Bamako-Dakar</b>	15
Burkina Faso	5	Mali	8
Ghana	14	Sénégal	7
<b>Tema-Ouagadougou</b>	25	<b>Dakar-Bamako</b>	37
Burkina Faso	6	Mali	14
Ghana	19	Sénégal	23
<b>Ouaga-Bamako via Hérémakono</b>	27	<b>Bamako-Abidjan</b>	21
Burkina Faso	8	Côte d'Ivoire	16
Mali	20	Mali	5
<b>Bamako-Ouaga via Hérémakono</b>	22	<b>Abidjan-Bamako</b>	54
Burkina Faso	8	Côte d'Ivoire	38
Mali	14	Mali	16

**Côte d'Ivoire** has the greatest density of controls, largely due to the high number in the north of the country.

**Mali** is in second place with all of the uniformed services implicated followed by **Senegal**, where the Gendarmerie operates the most.

**Figure 4: Density of controls by country and uniformed service**



With the exception of Côte d'Ivoire, the number of checkpoints remained stable this quarter compared to last and also compared to the same period one year ago.

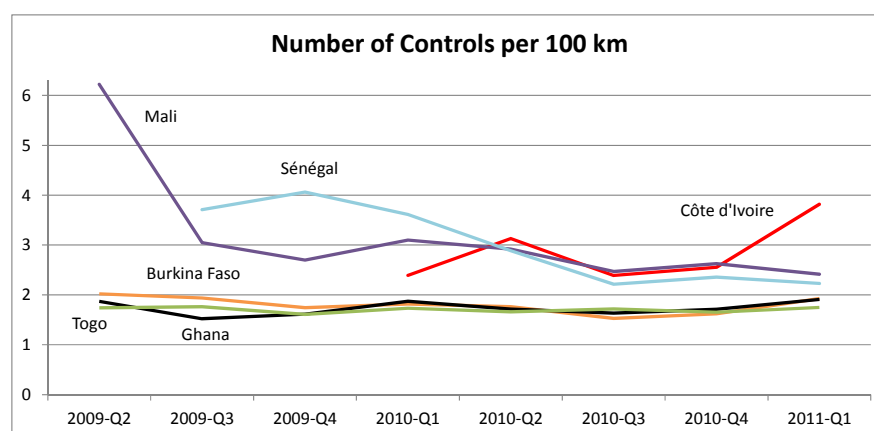
The political crisis in **Côte d'Ivoire** during the first quarter of 2011 probably explains the 50% increase in controls compared to the previous quarter. All uniformed services were responsible for the increase.

In **Togo**, the Jan. 2011 announcement that the customs post in Kante will close, and the March 2011 announcement of the closure of the customs posts in North Dapaong and South Cinkasse were unfortunately not achieved on the ground.

The slight increase in controls in **Ghana** is totally due to the Police service.

In **Mali**, the number of checkpoints operated by unions has decreased (see annex).

**Figure 5: Trend in the number of controls per 100 km by country**



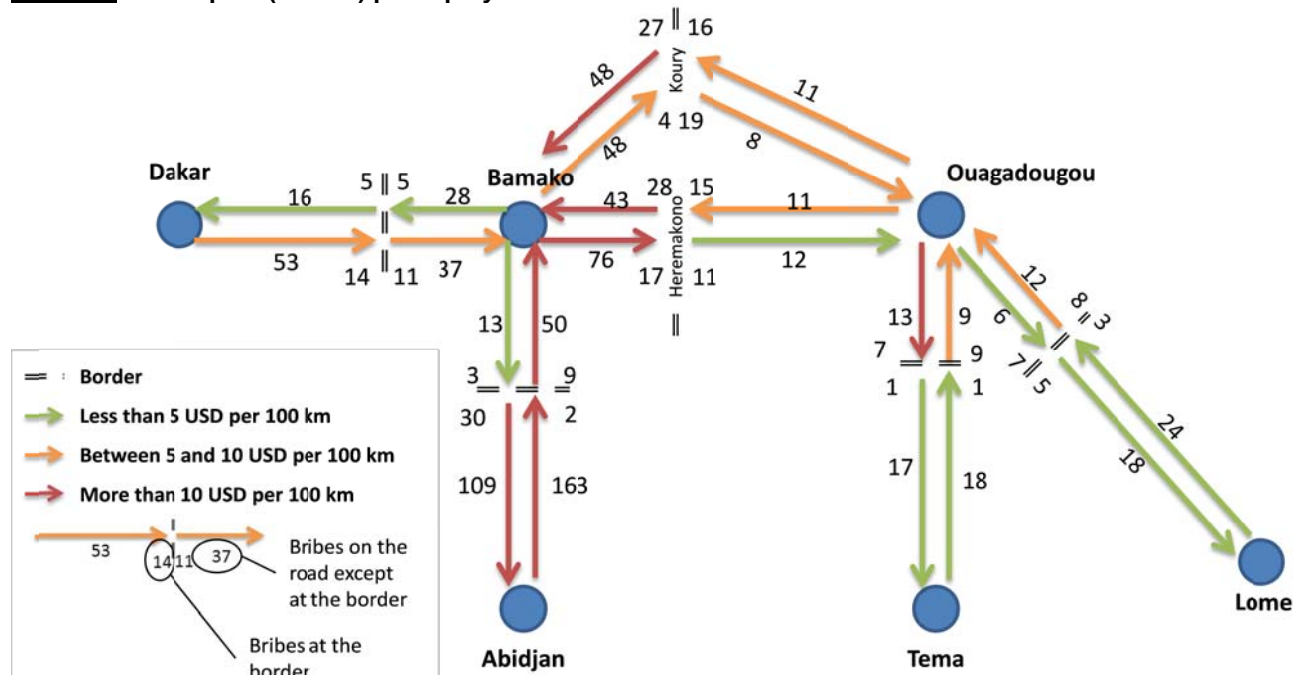
## II. Bribery

Unlike the number of checkpoints, the level of bribery varies considerably by corridor and by country. Bribes on the **Abidjan-Bamako** corridor are overall higher – 16 USD per 100 km. Drivers pay most of these bribes along the Ivorian segment of the corridor where the level can reach 23 USD per 100 km – or 163 USD per trip.

The **Tema-Ouagadougou** corridor shows the lowest bribe amounts – about 3 USD per 100 km (in either direction) – a low level mainly thanks to the Ghanaian segment of the corridor.

In the same country, a large difference in the value of bribes paid can occur from one corridor to another. For example, in Mali, drivers pay an average of 4 USD per 100 km from Bamako to the border with Côte d'Ivoire but almost six times more than that – or 22 USD per 100 km – from Bamako to the Burkina Faso border at Hérémakono.

**Figure 6: Bribes paid (in USD) per trip by corridor and sub-corridor**



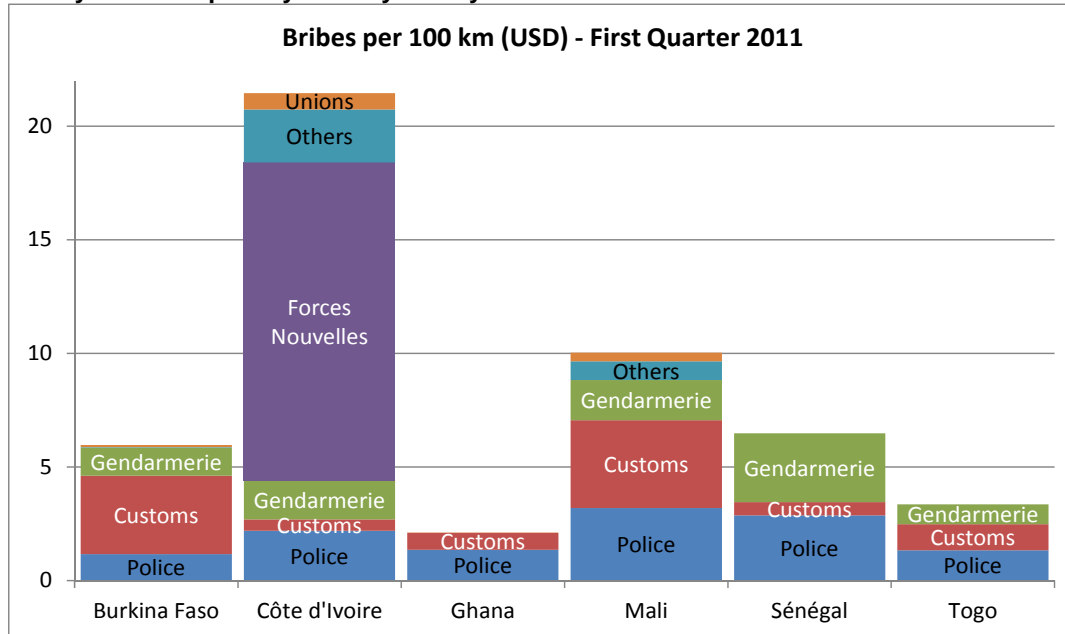
**Table 2: Bribes paid (in USD) per trip by corridor and sub-corridor**

Corridor / Country	Bribes on the road except at the border (USD)	Bribes at the border (USD)	Corridor / Country	Bribes on the road except at the border (USD)	Bribes at the border (USD)
<b>Ouagadougou-Lomé</b>	24	11	<b>Ouaga-Bamako via Koury</b>	58	43
Burkina Faso	6	7	Burkina Faso	11	16
Togo	18	5	Mali	48	27
<b>Lomé-Ouagadougou</b>	35	12	<b>Bamako-Ouaga via Koury</b>	57	24
Burkina Faso	12	8	Burkina Faso	8	19
Togo	24	3	Mali	48	4
<b>Ouagadougou-Tema</b>	30	8	<b>Bamako-Dakar</b>	44	11
Burkina Faso	13	7	Mali	28	5
Ghana	17	1	Sénégal	16	5
<b>Tema-Ouagadougou</b>	27	9	<b>Dakar-Bamako</b>	89	25
Burkina Faso	9	9	Mali	37	11
Ghana	18	1	Sénégal	53	14
<b>Ouaga-Bamako via Hérémakono</b>	54	43	<b>Bamako-Abidjan</b>	122	34
Burkina Faso	11	15	Côte d'Ivoire	109	30
Mali	43	28	Mali	13	3
<b>Bamako-Ouaga via Hérémakono</b>	88	28	<b>Abidjan-Bamako</b>	214	11
Burkina Faso	12	11	Côte d'Ivoire	163	2
Mali	76	17	Mali	50	9

**Côte d'Ivoire** is by far the country where bribery is the most elevated, which is largely due to the agents operating checkpoints in the north of the country.

**Mali** is in second place, where all of the uniformed services significantly contribute to the level of bribes paid. **Sénégal** is in third place, principally due to the extortion undertaken by Gendarmes and Police Officers.

**Figure 7: Density of bribes paid by country and by uniformed service**



Apart from an overall increase in bribes paid in **Côte d'Ivoire**, in particular by Police and Gendarmes, the level of bribery is largely unchanged compared to the previous quarter.

A slight improvement was noted in Senegal and in Togo, while bribery slightly worsened in Ghana, Burkina Faso and in Mali.

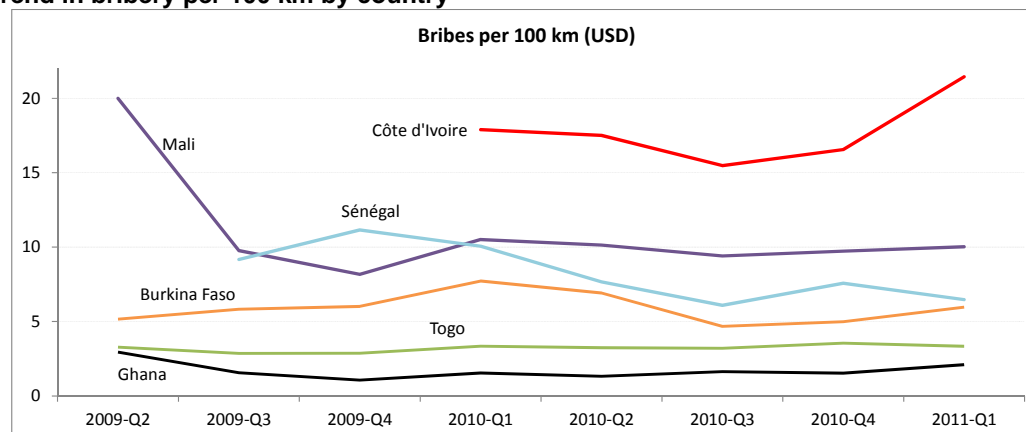
In **Mali**, the removal of checkpoints operated by agents of the National Transport Office did not compensate for a steep increase in bribes collected by customs agents.

In **Sénégal**, a notable decrease in bribes collected by the police and gendarmes was noted.

In **Togo**, the police service dropped below customs in terms of bribes collected.

The country ranking remained the same as it was one year ago: Ghana and Togo still lead with the least in bribes collected while Mali and Côte d'Ivoire are still the worst. Burkina Faso and Senegal remain roughly in the middle of the group.

**Figure 8: Trend in bribery per 100 km by country**

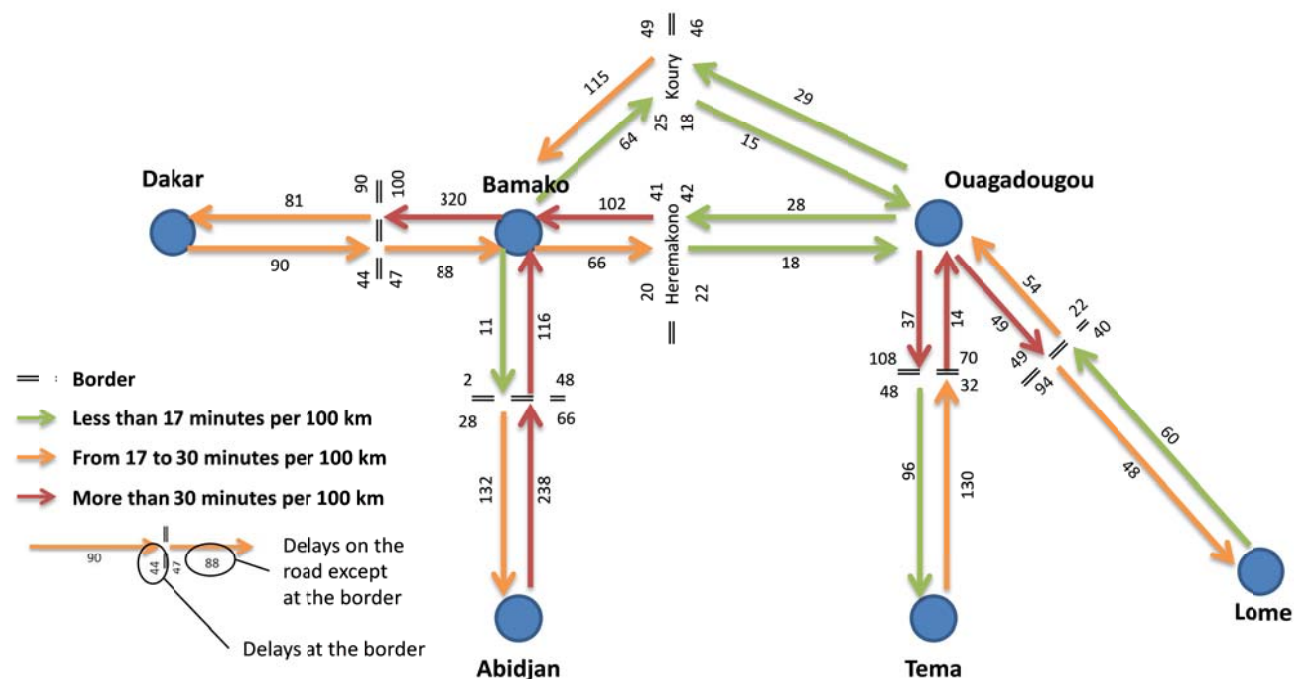


### III. Delays

Disparities in the level of delays vary significantly by corridor and by country. The **Bamako-Dakar** and **Bamako-Abidjan** corridors remain the worst with 29 and 27 minutes of delays per 100 km, respectively – or from 5 to 7 hours of delays by trip.

The **Ouagadougou-Bamako** corridor showed the lowest level of delays – about 18 minutes per 100 km.

**Figure 9: Delays per trip (in minutes) by corridor and sub-corridor**



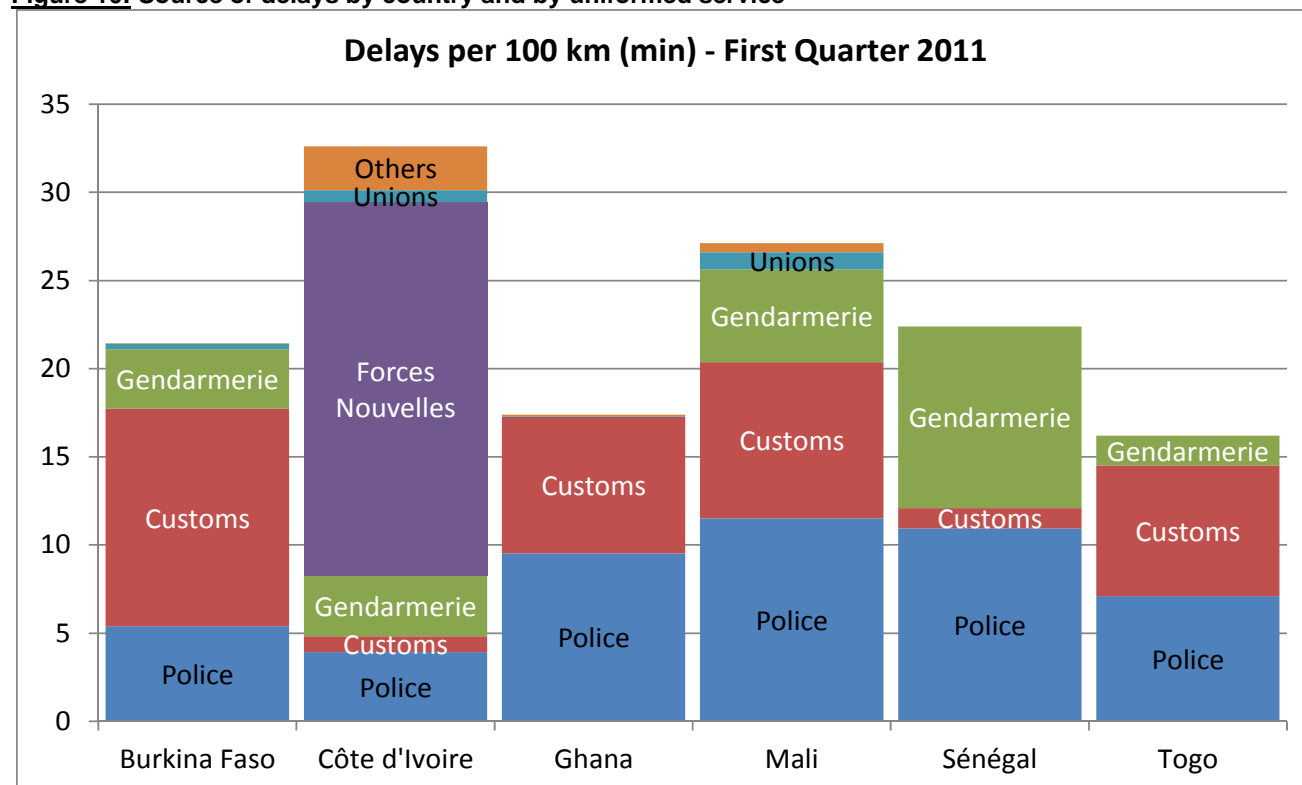
**Table 3: Delays per trip (in minutes) by corridor and sub-corridor**

Corridor / Country	Delays on the road except at the border (min)	Delays at the border (min)	Corridor / Country	Delays on the road except at the border (min)	Delays at the border (min)
<b>Ouagadougou-Lomé</b>	<b>96</b>	<b>143</b>	<b>Ouaga-Bamako via Koury</b>	<b>144</b>	<b>95</b>
Burkina Faso	49	49	Burkina Faso	29	46
Togo	48	94	Mali	115	49
<b>Lomé-Ouagadougou</b>	<b>113</b>	<b>63</b>	<b>Bamako-Ouaga via Koury</b>	<b>79</b>	<b>43</b>
Burkina Faso	54	22	Burkina Faso	15	18
Togo	60	40	Mali	64	25
<b>Ouagadougou-Tema</b>	<b>133</b>	<b>155</b>	<b>Bamako-Dakar</b>	<b>401</b>	<b>190</b>
Burkina Faso	37	108	Mali	320	100
Ghana	96	48	Sénégal	81	90
<b>Tema-Ouagadougou</b>	<b>144</b>	<b>103</b>	<b>Dakar-Bamako</b>	<b>179</b>	<b>91</b>
Burkina Faso	14	70	Mali	88	47
Ghana	130	32	Sénégal	90	44
<b>Ouaga-Bamako via Hérémakono</b>	<b>129</b>	<b>83</b>	<b>Bamako-Abidjan</b>	<b>142</b>	<b>30</b>
Burkina Faso	28	42	Côte d'Ivoire	132	28
Mali	102	41	Mali	11	2
<b>Bamako-Ouaga via Hérémakono</b>	<b>84</b>	<b>42</b>	<b>Abidjan-Bamako</b>	<b>354</b>	<b>113</b>
Burkina Faso	18	22	Côte d'Ivoire	238	66
Mali	66	20	Mali	116	48

Drivers in **Côte d'Ivoire** experience the longest delays, largely due to uniformed services operating checkpoints in the north of the country.

**Mali** follows. All of the uniformed services contribute significantly to delays experienced. **Sénégal** is in third position, largely due to the Gendarmes and the Police; in **Burkina Faso**, customs agents cause most of the delays.

**Figure 10: Source of delays by country and by uniformed service**

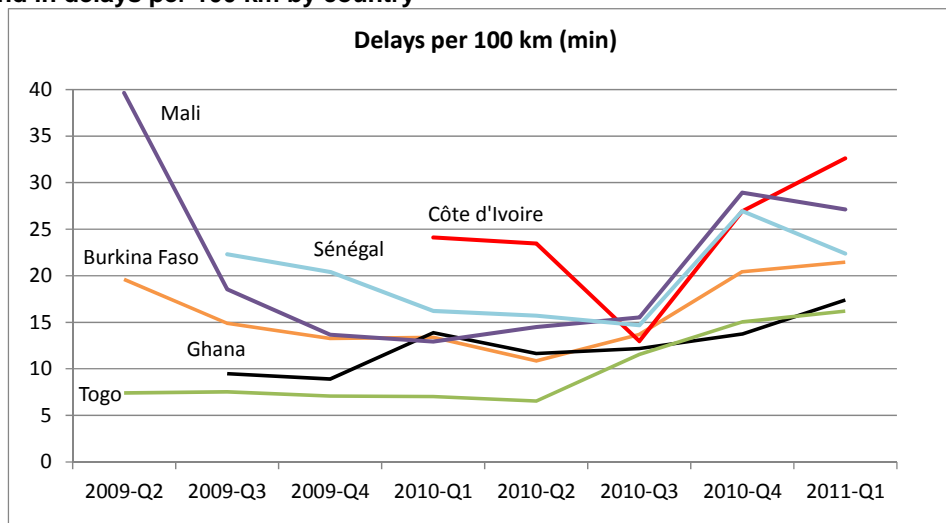


Note: When different agents are present at the same checkpoint, delays are attributed equally.

The overall increase in delays observed during the previous quarter was confirmed in this quarter's data. Apart from Mali and Senegal where there were small decreases, all of the other countries saw delays increase slightly.

This can be explained partly by a real increase in delays at checkpoints and partly by a more exhaustive consideration of all delays, particularly at borders, by drivers.

**Figure 11: Trend in delays per 100 km by country**



## Conclusion

### ***Over the long term, there are not clear signs of improvement***

Apart from the increase in delays seen during this quarter, which was partly due to an increase in precision of delay measurement at borders, none of the indicators has significantly changed one way or the other over the past year. This suggests that the pledges made by different governments are ineffective, have little impact or are simply taking too long to be implemented.

One good example comes from Togo, where, despite the announcements by the customs service in January and March 2011 of the immediate elimination of three checkpoints on the corridor, drivers continue to report delays and bribes at these checkpoints.

### ***Importing is more affected than exporting***

Drivers of trucks that carry imported goods are systematically more harassed than those of trucks carrying exports – regardless of what corridor they are driving on or what country they are in.

According to the IRTG transport specialists, this occurs largely because of the perceived value of imported goods (equipment, consumable goods), and their relative scarcity, which is cited as a rationale for higher bribes

### ***Côte d'Ivoire, Mali, and Sénégal are the weakest performers in road governance***

Regardless of the indicator, these three countries perform less well than Ghana, Togo or Burkina Faso.

### ***Borders are the principal points for delays and bribes***

Border crossings account for 27% of bribes extorted from drivers and 42% of the delays drivers experience. This is particularly true at borders between Mali and Burkina Faso, and Burkina Faso and Ghana. Efforts to improve governance at borders consequently may have a greater impact than those elsewhere.

### ***Foreign drivers driving foreign trucks pay more***

With the exception of Togo, agents of uniformed services extort twice as much money from foreign drivers driving trucks registered in foreign countries as they do from local drivers. On the other hand, there is not a similar correlation in terms of delays. In effect, it would seem that a foreign driver has less power to negotiate and/or is less inclined to discuss the amount demanded or simply offers more than usual.

### ***The agents operating in the north of Côte d'Ivoire extort the highest level of bribes***

Agents operating in the north of Côte d'Ivoire are principally to blame for the long delays seen on corridors in Cote d'Ivoire, and this is also true for the high levels of bribes – the highest in the region. Sadly, drivers in Côte d'Ivoire are resigned to this state of affairs.

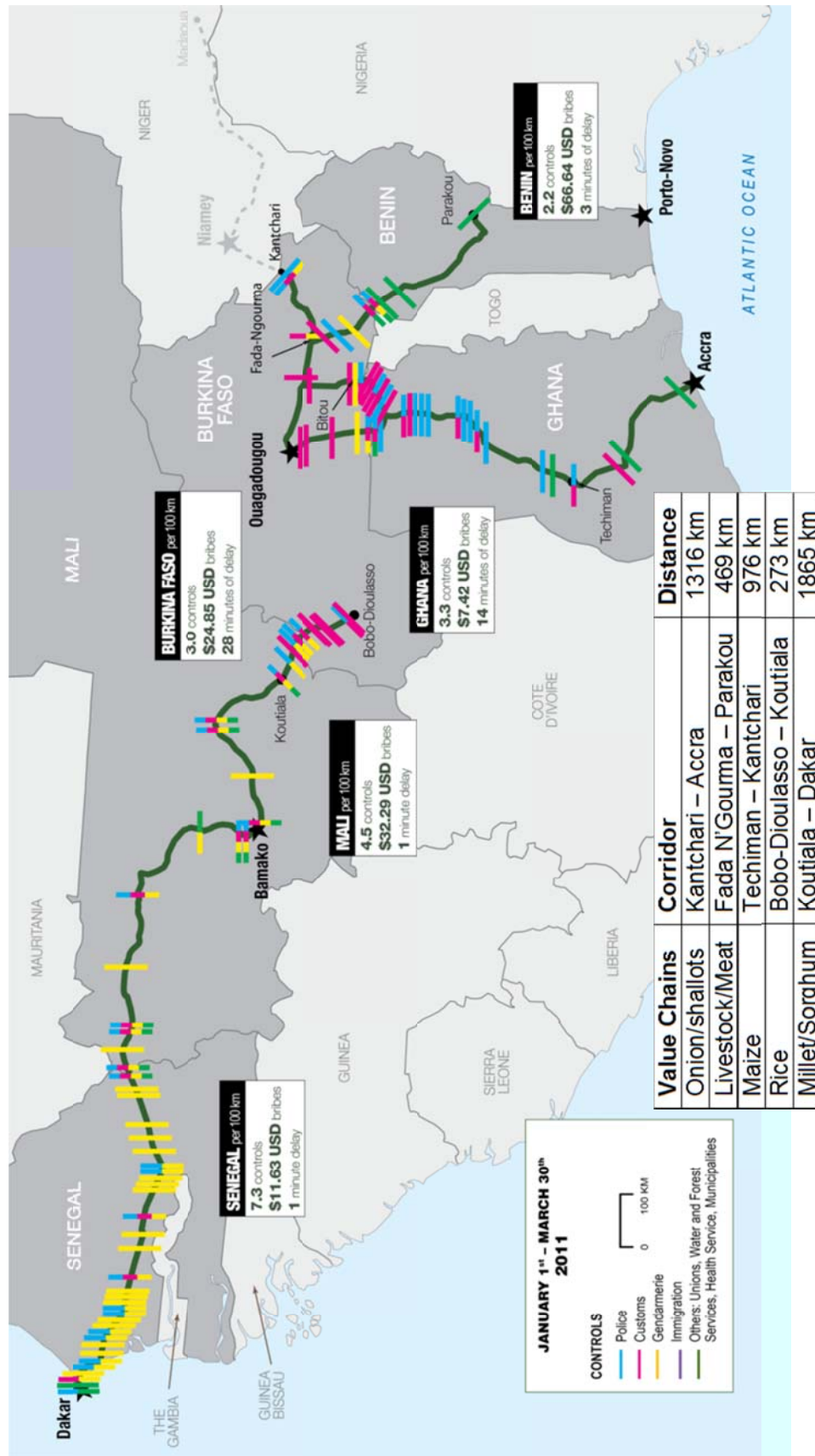
## ANNEX 1: Source data - January 2010 to March 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service						Average bribes in FCFA per trip by service						Delays per trip (min)	
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Total	Ratio per 100 km
Abidjan-Bamako	Q1-2011	57	1174	9.1	2.5	7.7	18.3	37.6	3.2	5,095	15,525	9,267	61,492	91,379	7,784	319	27
	Q4-2010	70	1174	7.0	1.5	6.0	17.3	31.8	2.7	11,509	4,497	7,904	60,973	84,883	7,230	302	26
	Q1-2010	47	1174	5.8	2.6	4.1	18.6	31.1	2.7	9,693	5,734	5,122	55,533	76,083	6,481	276	24
Côte d'Ivoire	Q1-2011	57	710	4.3	1.4	4.6	16.9	27.1	3.8	1,705	7,468	5,834	58,108	73,115	10,298	232	33
	Q4-2010	70	710	1.9	0.2	2.2	16.2	20.5	2.9	2,467	804	2,859	59,234	65,364	9,206	190	27
	Q1-2010	47	710	1.7	0.7	1.1	15.2	18.6	2.6	2,006	1,632	1,125	43,177	47,939	6,752	201	28
Mali	Q1-2011	57	464	4.8	1.1	3.2	1.4	10.5	2.3	3,391	8,057	3,433	3,384	18,265	3,936	88	19
	Q4-2010	70	464	5.1	1.3	3.7	1.1	11.2	2.4	9,042	3,693	5,045	1,740	19,519	4,207	112	24
	Q1-2010	47	464	4.2	1.9	3.1	3.4	12.5	2.7	7,687	4,103	3,997	12,356	28,143	6,065	75	16
Abidjan-Ouaga	Q1-2011	0	1263	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	1263	4.5	4.1	3.3	10.8	22.8	1.8	6,550	6,837	5,014	43,410	61,810	4,894	261	21
	Q1-2010	18	1263	2.4	5.0	1.4	14.1	22.9	1.8	6,875	19,217	4,500	79,896	110,488	8,748	193	15
Burkina Faso	Q1-2011	0	517	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	517	1.3	3.6	1.1	0.2	6.1	1.2	3,287	5,364	2,623	143	11,417	2,208	59	11
	Q1-2010	18	517	0.8	4.3	0.9	0.5	6.6	1.3	3,708	17,833	4,042	7,792	33,375	6,456	43	8
Côte d'Ivoire	Q1-2011	0	746	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q4-2010	58	746	3.2	0.6	2.1	10.7	16.6	2.2	3,262	1,473	2,390	43,267	50,393	6,755	202	27
	Q1-2010	18	746	1.5	0.7	0.5	13.5	16.3	2.2	3,167	1,383	458	72,104	77,113	10,337	150	20
Bamako-Dakar	Q1-2011	159	1476	10.4	2.5	12.0	1.0	25.9	1.8	9,642	16,196	13,674	1,045	40,557	2,748	430	29
	Q4-2010	183	1476	10.4	2.6	13.3	1.4	27.8	1.9	18,984	9,225	16,274	1,218	45,702	3,096	423	29
	Q1-2010	184	1476	12.0	1.8	22.3	2.6	38.7	2.6	20,057	4,486	23,865	3,307	51,716	3,504	192	13
Mali	Q1-2011	159	794	3.9	2.0	3.7	1.0	10.7	1.3	7,716	6,822	3,771	1,045	19,354	2,438	277	35
	Q4-2010	183	794	4.0	2.2	4.1	1.4	11.7	1.5	7,637	7,401	4,667	1,206	20,911	2,634	239	30
	Q1-2010	184	794	4.6	1.5	5.3	2.6	14.0	1.8	6,764	3,672	5,020	3,307	18,763	2,363	81	10
Sénégal	Q1-2011	159	682	6.5	0.5	8.2	0.0	15.2	2.2	1,926	9,374	9,903	-	21,203	3,109	153	22
	Q4-2010	183	682	6.5	0.5	9.2	0.0	16.1	2.4	11,348	1,824	11,608	12	24,791	3,635	184	27
	Q1-2010	184	682	7.3	0.3	17.0	0.0	24.6	3.6	13,293	814	18,845	-	32,952	4,832	111	16
Bamako-Ouaga via Heremakono	Q1-2011	86	934	6.3	10.5	5.4	2.4	24.6	2.6	26,153	11,651	8,422	4,860	51,086	5,470	169	18
	Q4-2010	58	934	5.9	9.5	5.3	3.4	24.1	2.6	9,093	22,018	6,490	5,736	43,337	4,640	218	23
	Q1-2010	86	934	6.4	9.5	5.6	6.3	27.8	3.0	11,037	13,640	7,971	9,122	41,770	4,472	102	11
Burkina Faso	Q1-2011	86	502	1.0	5.7	0.9	0.3	7.9	1.6	7,977	1,894	1,495	268	11,633	2,317	54	11
	Q4-2010	58	502	0.9	4.7	0.7	0.4	6.7	1.3	1,448	8,567	832	481	11,328	2,256	63	13
	Q1-2010	86	502	1.0	5.8	0.9	0.1	7.8	1.5	1,907	7,000	1,651	87	10,645	2,121	42	8
Mali	Q1-2011	86	432	5.3	4.8	4.5	2.2	16.8	3.9	18,176	9,758	6,927	4,592	39,453	9,133	115	27
	Q4-2010	58	432	5.0	4.8	4.6	3.0	17.4	4.0	7,645	13,451	5,658	5,255	32,010	7,410	155	36
	Q1-2010	86	432	5.4	3.7	4.7	6.2	20.0	4.6	9,130	6,640	6,320	9,035	31,124	7,205	60	14
Bamako-Ouaga via Koury	Q1-2011	50	1035	6.4	9.9	5.2	2.0	23.5	2.3	18,980	12,875	7,543	4,224	43,621	4,215	180	17
	Q4-2010	44	1035	5.9	9.4	4.4	5.4	25.1	2.4	10,651	14,972	6,150	8,604	40,378	3,901	203	20
	Q1-2010	69	1035	7.6	11.2	5.9	6.5	31.3	3.0	15,915	13,910	8,974	7,973	46,771	4,519	124	12
Burkina Faso	Q1-2011	50	488	1.0	5.0	1.0	0.3	7.3	1.5	6,798	3,235	2,680	299	13,011	2,666	54	11
	Q4-2010	44	488	1.0	4.6	0.4	0.6	6.6	1.3	1,466	5,135	810	890	8,301	1,701	62	13
	Q1-2010	69	488	1.0	6.5	1.0	0.1	8.6	1.8	2,217	7,067	2,447	189	11,920	2,443	50	10
Mali	Q1-2011	50	547	5.4	4.8	4.2	1.7	16.2	3.0	12,183	9,640	4,863	3,925	30,611	5,596	126	23
	Q4-2010	44	547	4.9	4.8	3.9	4.8	18.5	3.4	9,185	9,837	5,340	7,715	32,076	5,864	141	26
	Q1-2010	69	547	6.7	4.7	5.0	6.4	22.7	4.2	13,698	6,843	6,527	7,783	34,852	6,371	74	13
Ouagadougou-Lomé	Q1-2011	221	1020	5.4	10.8	3.7	0.0	20.0	2.0	8,706	6,217	4,952	-	19,875	1,949	208	20
	Q4-2010	209	1020	5.1	11.2	3.6	0.0	19.9	1.9	5,770	10,678	4,867	20	21,335	2,092	210	21
	Q1-2010	231	1020	5.3	10.2	3.6	0.2	19.4	1.9	6,407	8,236	5,070	276	19,989	1,960	93	9
Burkina Faso	Q1-2011	221	274	1.0	5.0	0.9	0.0	6.9	2.5	4,587	1,448	1,861	-	7,896	2,882	87	32
	Q4-2010	209	274	1.1	5.3	1.1	0.0	7.5	2.7	1,629	4,877	2,107	10	8,623	3,147	97	36
	Q1-2010	231	274	1.1	4.4	0.9	0.0	6.4	2.4	1,519	4,643	1,765	77	8,004	2,921	41	15
Togo	Q1-2011	221	746	4.5	5.8	2.8	0.0	13.1	1.7	4,119	4,770	3,090	-	11,979	1,606	121	16
	Q4-2010	209	746	4.0	5.8	2.5	0.0	12.3	1.7	4,141	5,801	2,760	10	12,712	1,704	112	15
	Q1-2010	231	746	4.3	5.8	2.7	0.2	12.9	1.7	4,888	3,593	3,305	199	11,985	1,607	52	7
Ouagadougou-Tema	Q1-2011	197	1057	11.0	10.3	1.1	0.1	22.5	2.1	7,584	7,209	2,547	269	17,609	1,666	267	25
	Q4-2010	151	1057	8.7	9.8	1.0	0.3	19.8	1.9	5,149	5,988	2,468	39	13,645	1,291	240	23
	Q1-2010	114	1057	9.5	12.2	0.9	0.1	22.7	2.1	4,795	8,116	2,171	61	15,143	1,433	209	20
Burkina Faso	Q1-2011	197	176	1.0	3.5	1.1	0.1	5.7	3.2	4,437	1,480	2,547	244	8,706	4,947	114	65
	Q4-2010	151	176	0.8	2.8	1.0	0.1	4.8	2.7	1,326	3,355	2,468	-	7,150	4,062	119	67
	Q1-2010	114	176	1.0	4.3	0.9	0.1	6.2	3.5	1,582	4,789	2,171	57	8,600	4,887	86	49
Ghana	Q1-2011	197	881	10.0	6.7	0.0	0.1	16.8	1.9	3,148	5,729	-	25	8,902	1,010	153	17
	Q4-2010	151	881	7.9	7.0	0.0	0.2	15.1	1.7	3,822	2,633	-	39	6,495	737	121	14
	Q1-2010	114	881	8.6	7.9	0.0	0.0	16.5	1.9	3,212	3,327	-	4	6,543	743	122	14

Note: Currency used is CFA Franc. For the first quarter 2011, exchange rates were 317 CFA for 1 GH¢ and 480 CFA for 1 USD, for the fourth quarter 2010, 334 CFA for 1 GH¢ and 483 CFA for 1 USD, and for the first quarter 2010, 333 CFA for 1 GH¢ and 474 CFA for 1 USD.

## SECTION 2 – Road Governance on USAID ATP/E-ATP-monitored corridors

Figure 12: ATP Data Map



# Results from surveys conducted on the corridors followed by ATP and E-ATP

## Introduction

The USAID Agribusiness and Trade Promotion (ATP) and Expanded Agribusiness and Trade Promotion (E-ATP) projects aim to increase the value and volume of intra-regional agricultural trade, in order to attain the targeted 6% growth set by the Comprehensive African Agricultural Development Program (CAADP) of the New Partnership for Africa's Development (NEPAD). The two projects similarly contribute to the ECOWAS Common Agricultural Policy (ECOWAP) and the UEMOA Agricultural Policy (PAU) and its federated regional programs. The projects target six value chains (maize, onions/shallots, livestock/meat, millet/sorghum, rice and poultry) along the transport corridors linking production zones to consumer markets in West Africa.

The following corridors are monitored:

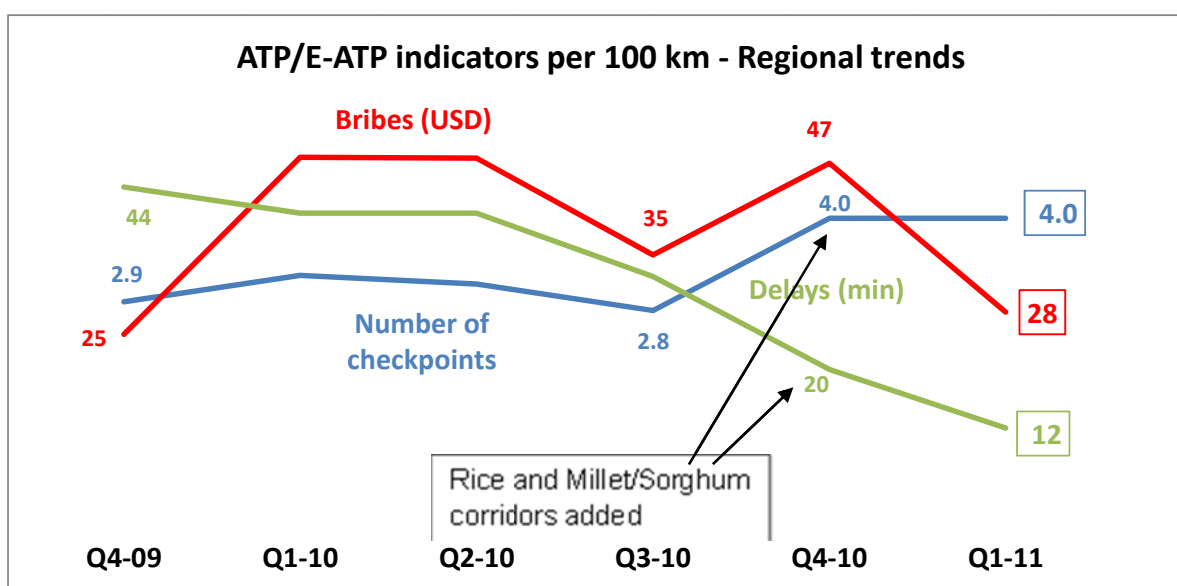
Value Chains	Corridor	Distance
Onion/shallots	Kantchari – Accra	1316 km
Livestock/Meat	Fada N’Gourma – Parakou	469 km
Maize	Techiman – Kantchari	976 km
Rice	Bobo-Dioulasso – Koutiala	273 km
Millet/Sorghum	Koutiala – Dakar	1865 km

The movement of these agricultural goods along the corridors remains a serious challenge, with numerous checkpoints, a very high level of bribery and long delays.

The extent of the road governance problems on the corridors is stupefying. The consequences severely harm the national and regional economies. Nevertheless, since the implementation of USAID ATP and E-ATP activities, the extent of the problem has diminished more and more.

## Summary

**Figure 13** shows the trend in indicators on the five corridors.

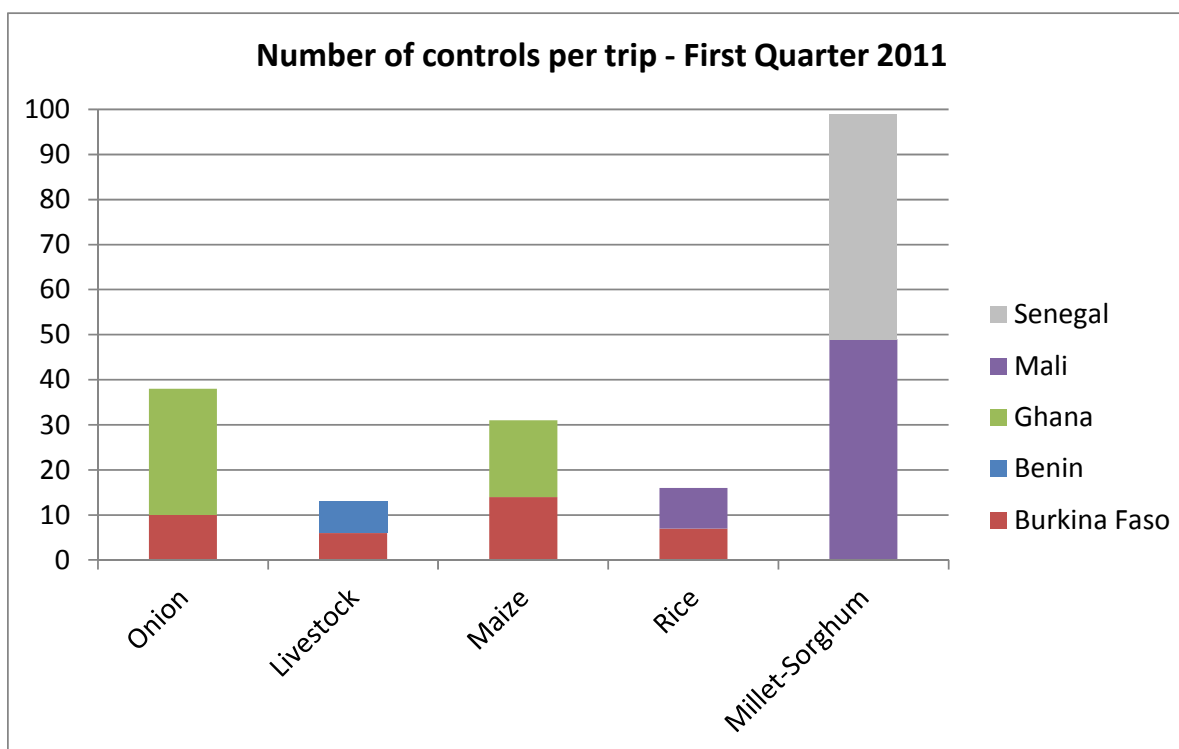


An important – and sustained – decline in delays was noted this quarter compared to the previous quarter, as well as a decline in the level of bribery; the number of checkpoints did not appreciably change. Still, bribery remains very high: a truck driver will pay, on average, 223 USD in illegal payments per trip.

### I. Number of Controls

The corridors monitored by the USAID ATP project include following trucks carrying onions from Kantchari to Accra, livestock from Fada N’Gourma to Parakou, and maize from Techiman to Kantchari. These corridors are the least dense in terms of checkpoints per 100 km. By comparison, the value chain corridors of the USAID E-ATP project, particularly in Senegal and Mali, have a higher density of controls, 7 and 5 per 100 km, respectively.

**Figure 14: Controls observed per trip, by corridor and sub-corridor**

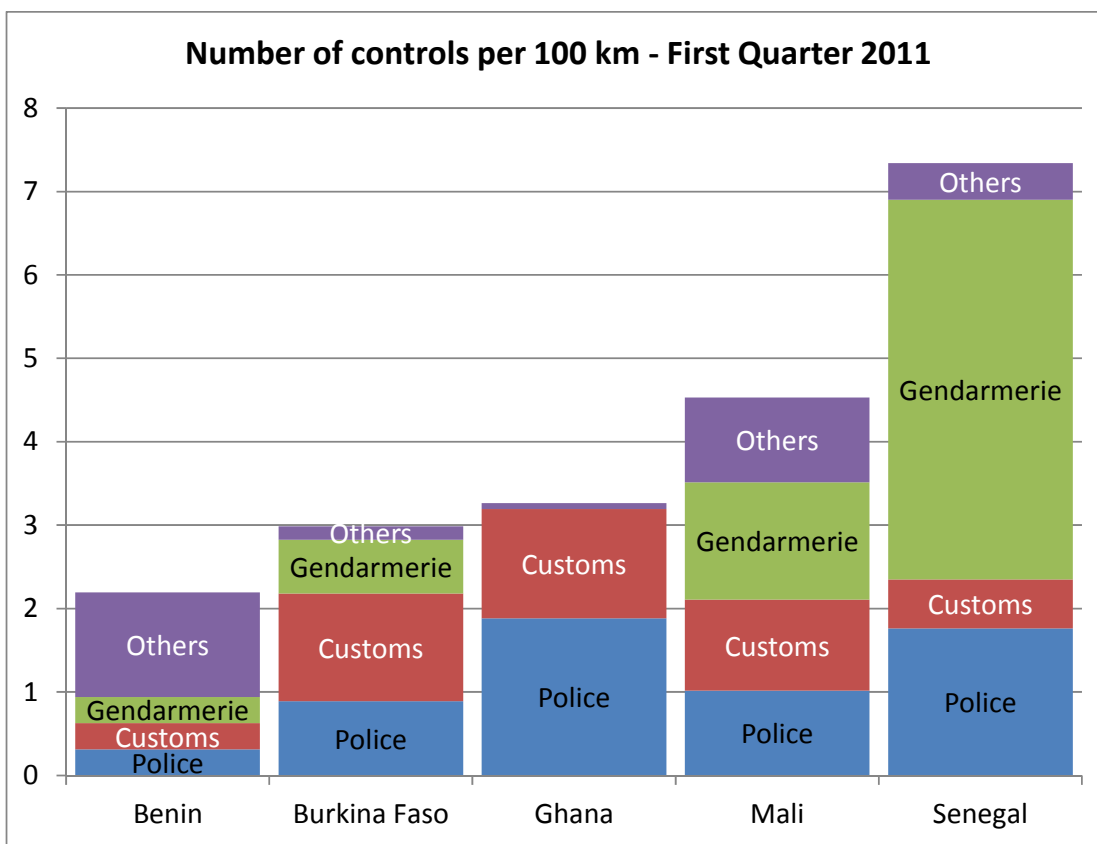


**Table 4: Controls observed per trip, by corridor and sub-corridor**

Corridor / Country		Number of controls per trip
<b>Kantchari-Accra</b>	<b>Onion</b>	<b>38</b>
	Burkina Faso	10
	Ghana	28
<b>Fada-Parakou</b>	<b>Livestock</b>	<b>13</b>
	Benin	7
	Burkina Faso	6
<b>Techiman-Kantchari</b>	<b>Maize</b>	<b>31</b>
	Burkina Faso	14
	Ghana	17
<b>Bobo-Koutiala</b>	<b>Rice</b>	<b>16</b>
	Burkina Faso	7
	Mali	9
<b>Koutiala-Dakar</b>	<b>Millet-Sorghum</b>	<b>99</b>
	Mali	49
	Senegal	50

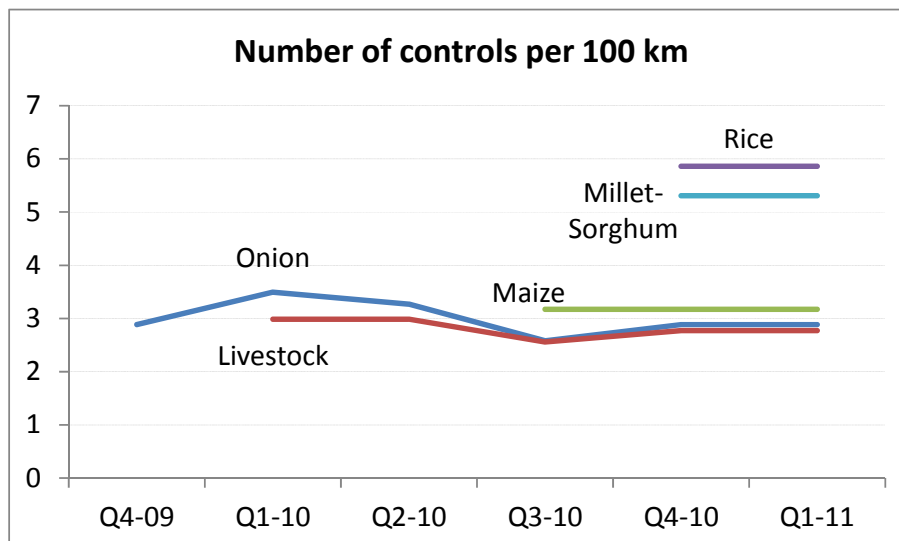
The uniformed services or agencies that operate most checkpoints are the gendarmerie in Senegal (4.6 controls per 100 km) and in Mali (1.4 per 100 km); the police in Ghana (1.9 per 100 km); the veterinary and municipal services in Benin (1.3 per 100 km) and customs in Burkina Faso (1.3 per 100 km).

**Figure 15: Density of controls by country and by uniformed service/agency**



Aside from the Livestock/Meat corridor, which saw a light decrease, the number of controls did not change per 100 km during this quarter.

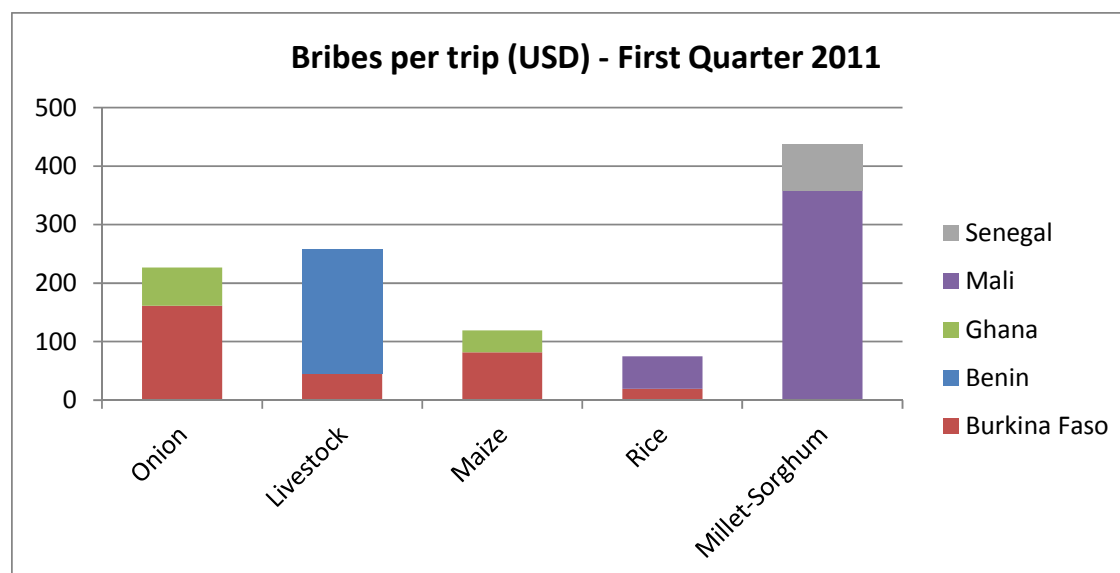
**Figure 16: Trend in the number of controls per 100 km by corridor**



## II. Bribery

Drivers pay the highest bribes in Mali, where payments can reach 350 USD per trip, and principally pay these sums on the Millet/Sorghum corridor. Benin is a close second, where drivers pay more than 200 USD per trip as they haul livestock. In Burkina Faso, drivers pay about 160 USD per trip on the Onion/Shallot corridor. Ghana remains the least harassing, with an average of 50 USD per trip.

**Figure 17: Bribery observed per trip by corridor and sub-corridor**

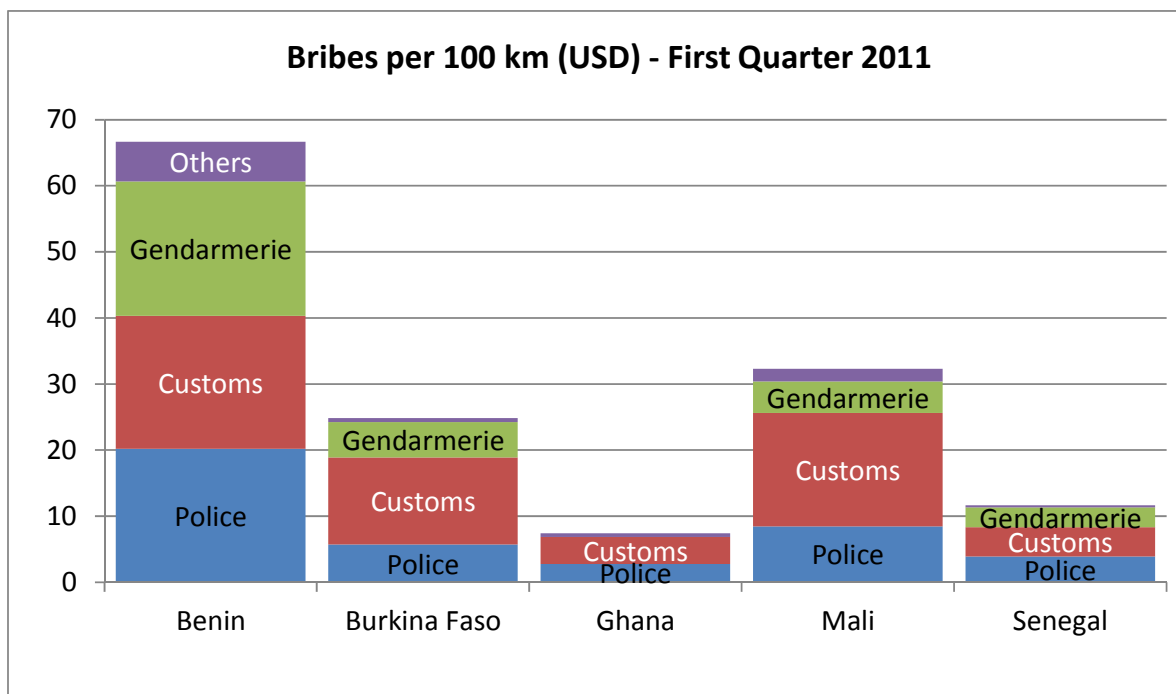


**Table 5: Bribery observed per trip by corridor and sub-corridor**

Corridor / Country		Bribes per trip (USD)
<b>Kantchari-Accra</b>	<b>Onion</b>	<b>226</b>
	Burkina Faso	161
	Ghana	65
<b>Fada-Parakou</b>	<b>Livestock</b>	<b>258</b>
	Benin	213
	Burkina Faso	45
<b>Techiman-Kantchari</b>	<b>Maize</b>	<b>119</b>
	Burkina Faso	82
	Ghana	37
<b>Bobo-Koutiala</b>	<b>Rice</b>	<b>75</b>
	Burkina Faso	19
	Mali	56
<b>Koutiala-Dakar</b>	<b>Millet-Sorghum</b>	<b>437</b>
	Mali	358
	Senegal	79

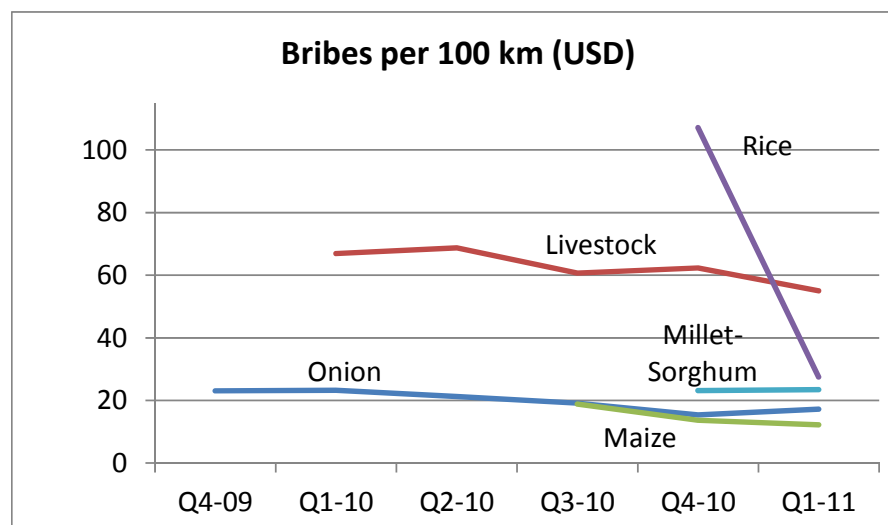
In Benin, on the Livestock corridor, customs, police and gendarmerie are the services that extort the highest levels of bribes with an average of 60 USD per 100 km. In Burkina Faso and in Mali, customs is the primary service extorting the highest level of bribes, with an average of 15 USD per 100 km.

**Figure 18: Density of bribery observed by country and by uniformed service**



This quarter, the Rice, Livestock and Maize corridors saw a decrease in the level of bribery. The Rice corridor (273 km), which goes from Bobo-Dioulasso to Koutiala, saw the greatest decrease: from 292 USD to 75 USD per trip. This decline occurred because mobile customs checkpoints are no longer extorting bribes from drivers who haul local rice.

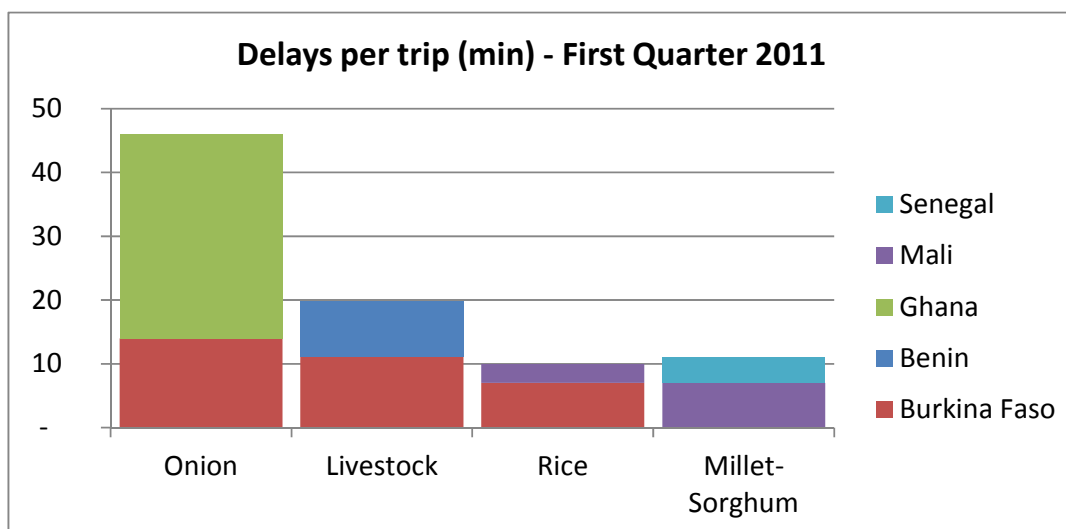
**Figure 19: Trend in bribes per 100 km by corridor**



### III. Delays

The graphic below (Fig. 20) shows that drivers on the Onion corridor – from Kantchari to Techiman – experience the greatest delays. This is due to very long delays at Kantchari and at Fada N’Gourma that occur as drivers wait for escorts by gendarmes due to security issues on the route. In Ghana, the delays occur mainly at Bawku. The strategy of fostering dialogue between drivers and traders on the one hand and uniformed services on the other largely explains the decline in delays seen this quarter.

**Figure 20:** Delays observed per trip, by corridor and sub-corridor



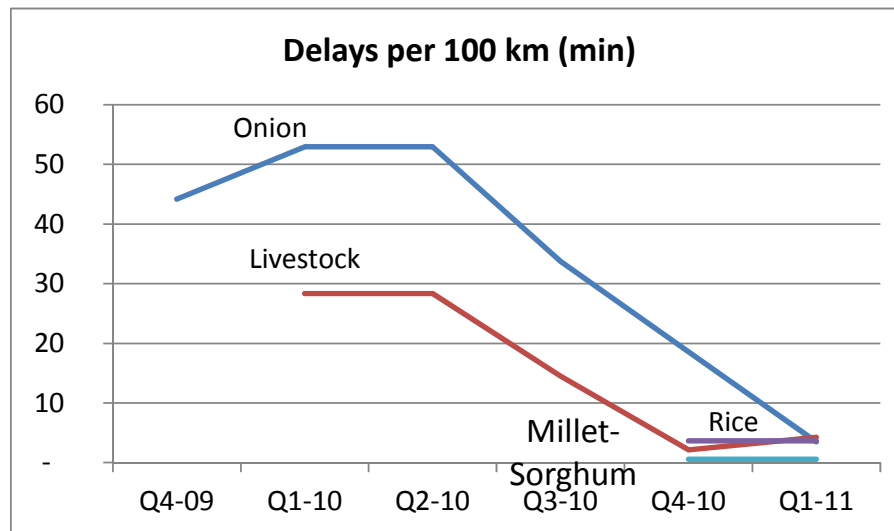
N.B.: Delays on the Maize corridor are not considered here due to aberrations in data collection

**Table 6:** Delays observed per trip, by corridor and sub-corridor

Corridor / Country		Delays per trip (min)
<b>Kantchari-Accra</b>	<b>Onion</b>	<b>46</b>
Burkina Faso		14
Ghana		32
<b>Fada-Parakou</b>	<b>Livestock</b>	<b>20</b>
Benin		9
Burkina Faso		11
<b>Bobo-Koutiala</b>	<b>Rice</b>	<b>10</b>
Burkina Faso		7
Mali		3
<b>Koutiala-Dakar</b>	<b>Millet-Sorghum</b>	<b>11</b>
Mali		7
Senegal		4

Delays have declined sustainably on all of the corridors monitored by USAID ATP and E-ATP.

**Figure 21:** Trend in delays per 100 km by corridor



## Conclusion

The communications and advocacy strategies implemented by the USAID ATP and E-ATP projects are beginning to bear fruit for all of the indicators: delays have fallen significantly and the decline has been sustained; bribery has dropped significantly; and the number of checkpoints has not increased. These strategies are implemented with truck drivers and traders who understand more and more the importance of professionalism and of a permanent dialogue with the uniformed services.

## ANNEX 2: Source data - January 2010 to March 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service						Average bribes in F CFA per trip by service						Delays per trip (min)	
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Total	Ratio per 100 km
Burkina Faso	Q1-2011	26	400	2	6	2	0	10	2.5	19,500	40,193	17,808	0	77,501	19,375	14	4
	Q4-2010	44	400	2	6	2	0	10	3	19,773	33,682	20,068	0	73,523	18,381	159	40
	Q1-2010	27	400	2	6	4	1	13	3	24,889	55,037	18,407	4,111	102,444	25,611	284	71
Ghana	Q1-2011	26	916	18	10	0	0	28	3.1	10,718	17,052	0	3,399	31,169	3,403	32	3
	Q4-2010	44	916	18	10	0	0	28	3	8,125	15,275	0	350	23,750	2,593	85	9
	Q1-2010	27	916	21	9	0	3	33	4	16,574	27,697	0	104	44,375	4,844	413	45
Kantchari-Accra	Q1-2011	26	1316	24	28	8	1	61	4.6	74,880	145,964	56,283	7,510	284,637	21,629	46	3
	Q4-2010	44	1316	20	16	2	0	38	2.9	27,898	48,957	20,068	350	97,273	7,392	244	19
	Q1-2010	27	1316	23	15	4	4	46	3.5	41,463	82,734	18,407	4,215	146,819	11,156	697	53
Burkina Faso	Q1-2011	47	150	2	2	1	1	6	4.0	7,606	6,479	4,915	2,787	21,787	14,525	11	7
	Q4-2010	90	150	2	2	1	1	6	4	5,778	6,811	4,989	2,817	20,395	13,597	7	5
	Q1-2010	21	150	2	2	2	1	7	5	12,952	9,357	8,571	333	31,214	20,810	66	44
Benin	Q1-2011	47	319	1	1	1	4	7	2.2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Q4-2010	90	319	1	1	1	4	7	2	30,694	33,593	34,165	21,491	119,943	37,600	3	1
	Q1-2010	21	319	1	1	1	4	7	2	28,714	37,857	35,714	17,190	119,476	37,453	67	21
Fada - Parakou	Q1-2011	41	469	3	3	2	5	13	2.8	38,564	37,223	36,085	11,957	123,830	26,403	20	4
	Q4-2010	90	469	3	3	2	5	13	2.8	36,472	40,404	39,154	24,308	140,338	29,923	10	2
	Q1-2010	21	469	3	3	3	5	14	3.0	41,667	47,214	44,286	17,524	150,690	32,130	133	28
Ghana	Q1-2011	9	463	8	8	0	1	17	3.7	7,690	10,093	0	172	17,955	3,878	984	24
	Q4-2010	10	463	8	8	0	1	17	4	3,250	3,575	0	5,850	12,675	2,738	330	71
	Q1-2010	9	513	5	4	4	1	14	3	5,000	26,392	7,111	667	39,170	7,635	1,482	32
Burkina Faso	Q1-2011	10	513	5	4	4	1	14	2.7	8,550	25,090	7,750	10,050	51,440	10,027	398	78
	Q4-2010	10	976	13	12	4	2	31	3.2	12,690	36,485	7,111	839	57,125	5,853	2,466	25
	Q1-2010	10	976	13	12	4	2	31	3.2	11,800	28,665	7,750	15,900	64,115	6,569	728	75
Burkina Faso	Q1-2011	9	176	2	4	1	0	7	4.0	1,889	5,333	2,111	0	9,333	5,303	7	4
	Q4-2010	9	176	2	4	1	0	7	4	5,778	6,811	4,989	2,817	20,395	11,588	7	4
	Q1-2010	9	97	3	3	3	0	9	9	3,389	20,278	3,056	0	26,722	27,549	3	3
Mali	Q1-2011	9	97	3	3	3	0	9	9.3	30,694	33,593	34,165	21,491	119,943	123,653	3	3
	Q4-2010	9	273	5	7	4	0	16	5.9	5,278	25,611	5,167	0	36,056	13,207	10	4
	Q1-2010	9	273	5	7	4	0	16	5.9	36,472	40,404	39,154	24,308	140,338	51,406	10	4
Mali	Q1-2011	26	1,184	10	11	15	13	49	4.1	48,692	85,250	26,123	11,731	171,796	14,510	7	1
	Q4-2010	19	1,184	10	11	15	13	49	4	34,053	66,026	37,000	33,224	170,303	14,384	7	1
	Q1-2010	26	681	12	4	31	3	50	7	12,854	14,394	9,846	923	38,017	5,583	4	1
Senegal	Q1-2011	19	681	12	4	31	3	50	7.3	10,579	14,342	11,737	263	36,921	5,422	4	1
	Q4-2010	26	1865	22	15	46	16	99	5.3	61,546	99,644	35,969	12,654	209,813	11,250	11	1
	Q1-2010	19	1865	22	15	46	16	99	5.3	44,632	80,368	48,737	33,487	207,224	11,111	11	1

Note: Currency used is CFA Franc. For the first quarter 2011, exchange rates were 309 CFA for 1 GH¢ and 480 CFA for 1 USD, for the fourth quarter 2010, 334 CFA for 1 GH¢ and 483 CFA for 1 USD, and for the first quarter 2010, 333 CFA for 1 GH¢ and 474 CFA for 1 USD



## COMPLAINTS ARE KEY TO REDUCING HARASSMENT

Uniformed services have set up hotlines that drivers can call to report road harassment. Complaints are one important way drivers can help the uniformed services weed out officers who use their positions for personal gain.

Drivers who feel a uniformed official has harassed them can call the following numbers to report the incident:



### BENIN

To report offenses by customs officials dial

**+229 81 000 001**

or

**+229 81 000 002.**



### COTE D'IVOIRE

To report offenses by any uniformed

officer dial **115.**



### GHANA

To report offenses by police officers dial

**+233 (0) 30 277 6435.**

To report offenses by customs officials dial

**+233 (0) 28 953 3990.**

To report offenses by immigration officers dial

**+233 (0) 28 955 6000**

or

**+223 (0) 29 933 3505.**



### MALI

To report offenses by gendarmes dial

**+233 66 711 712.**



### TOGO

To report offenses by gendarmes dial **162**

or

To report offenses by any uniformed officer dial

**161**

or

Drivers can also call commandant Gbadagou at

**+228 9052567** to report offenses by either the

police or gendarmes.





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**BORDERLESS** is trucks hauling maize and millet from Ouagadougou to Cotonou, Bamako to Niamey, tariff-free and efficiently, free trade that ensures everyone has enough to eat.

**BORDERLESS** is people working together - trucking companies and drivers, uniformed services and customs officials, civil society and traders - to increase trade across the region.

