

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

February 2011



*The 14<sup>th</sup> report presents in detail results tracked during the period from October 1<sup>st</sup> to December 31<sup>st</sup> 2010.*

*– The first section presents results obtained from six<sup>1</sup> corridors monitored by the Improved Road Transport Governance initiative (IRTG) – Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.*

*– The second section presents results obtained on five<sup>2</sup> corridors monitored by USAID's regional project Agribusiness and Trade Promotion (ATP) – Kantchari-Accra, Fada N'Gourma-Parakou, Techiman-Kantchari, Bobo Dioulasso-Koutiala, Koutiala-Dakar and the Malian section Niono-Bamako.*

## Results from surveys conducted during the 4<sup>th</sup> quarter of 2010

<sup>1</sup> To facilitate analysis, an IRTG corridor connects only two counties while an ATP corridor involves only one type of food product.

<sup>2</sup> The corridors Bobo Dioulasso-Koutiala, Koutiala-Dakar, and the Malian section Niono-Bamako were included during the fourth quarter.



# SECTION 1

## Improved Road Transport Governance initiative on West African interstate corridors



Graphic 1: Summary map of IRTG corridors – October 1<sup>st</sup> to December 31<sup>st</sup> 2010

## EXECUTIVE SUMMARY

The 14th report lists in detail the road harassment faced by West African truckers and shippers through three indicators: number of control points, amount of bribes and time of delays. In the countries monitored during the last quarter of 2010 bribes paid by surveyed truckers to uniformed officers amounted to \$61,662 USD at 19,161 control points delaying truckers for a total of 148.5 days.

The survey results are alarming:

- Average number of controls per 100 km is around 2.
- Average bribes per 100 km vary between \$2.18 USD (in Ghana) and \$13.96 USD (in Côte d'Ivoire).
- Average time of delays per 100 km vary between 14 minutes (in Togo and Ghana) up to 28 minutes (in Senegal).

The evolution suggests a generalized increase in almost all indicators – controls +2.5%, bribes +3.1% and delays 74.0%.

## INTRODUCTION

The IRTG project is an ECOWAS and UEMOA initiative established in 2005 with the technical and financial support of USAID's West Africa Trade Hub and with financial support from the World Bank's Transport Policy Program in Sub Saharan Africa (SSATP).

The objective of the Improved Road Transport Governance IRTG project is to institute good road governance along primary road corridors. The initiative monitors and reports on the number of checkpoints, the length of delays and the value of bribes drivers pay when hauling goods along the **Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou** and **Abidjan-Bamako** corridors.

The initiative raises public awareness about the devastating effects of road harassment by working with local governments, private sector partners and civil society organizations to develop and implement effective measures to curb the malpractice.

Road harassment on interstates corridors across West Africa cost states tens of thousands of U.S. dollars a month obstructing the path to sustainable economic growth. Truckers importing and exporting goods must stop at numerous checkpoints delaying their delivery times. These delays compounded with bribes paid increase overall transport costs and eventually amount to higher than necessary costs of goods to consumers.

The extent of road harassment on West African trade routes is staggering and its impacts are harmful for national and sub-regional economies. The IRTG project asks West African states to take action in reducing road harassment on their main corridors to achieve good road governance for sustainable economic development.

The first section presents the results of the ongoing monitoring of trade corridors by IRTG during the October 1<sup>st</sup> to December 31<sup>st</sup> 2010 quarter.

Considering the quarterly evolution, we follow first the trends between results of the fourth quarter of 2010 (Q4-10) and those of third quarter 2010 (Q3-10), and secondly the results of Q4 2010 and those of the same period last year – Q4-09.

# RESULTS OF SURVEYS CONDUCTED BY IRTG

The data analyzed was collected by legal truck drivers in Burkina Faso, Côte d'Ivoire, Ghana, Mali, Senegal and Togo.

Table 1 gives an overview of the number of controls, bribes and delays per trip on the six corridors currently followed by the IRTG.

Annex 1 details the survey results.

IRTG Results between 1 <sup>st</sup> October and 31 <sup>st</sup> December 2010 :							
Controls, Bribes, Delays induced per trip							
Corridor	Distance on each corridor in km	Average number of controls per trip		Average bribes in USD per trip		Delays (in minute)	
		Total	Ratio for 100 km	Total	Ratio for 100 km	Total	Ratio for 100 km
Tema – Ouagadougou	1,057	23.31	2.20	39.12	3.70	245	23
Ouagadougou – Bamako	920	28.23	3.07	110.49	12.01	234	25
Lome – Ouagadougou	1,020	18.77	1.84	40.45	3.97	181	18
Bamako – Dakar	1,476	28.15	1.91	97.96	6.64	441	30
Abidjan – Ouagadougou	1,263	25.55	2.02	98.36	7.79	296	23
Abidjan – Bamako	1,174	24.61	2.10	157.25	13.39	181	15

Table 1: Overview of number of controls, bribes and delays

## I. NUMBER OF CONTROLS

### I.1. AVERAGE NUMBER OF CONTROLS

Regarding the number of controls, the Ouagadougou-Bamako corridor still remains most dense with an average of 3.07 stops per 100 km or about 28 stops per trip. The situation is most prominent on the Malian side with an average of 4.74 stops per 100 km or more than 20 controls per trip compared to 8 stops per trip on the Burkinabe side.

This quarter, the Lome-Ouagadougou corridor recorded the fewest number of stops with only 19 per trip or 1.84 stops per 100 km.

Responsible Agency & Rank Country & Rank	Number of controls per 100 km	1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>th</sup>		4 <sup>th</sup>	
		Agency	Ratio	Agency	Ratio	Agency	Ratio	Agency	Ratio
1 <sup>st</sup> : Senegal	2.42	Gendarmerie	1.30	Police	0.92	Immigration	0.13	Customs	0.06
2 <sup>nd</sup> : Côte d'Ivoire	2.39	Forces Nouvelles	1.66	Police	0.35	Gendarmerie	0.26	Customs	0.08
3 <sup>rd</sup> : Mali	2.38	Police	0.86	Gendarmerie	0.66	Customs	0.42	Others	0.21
4 <sup>th</sup> : Ghana	1.93	Police	0.92	Customs	0.92	Immigration	0.10		
5 <sup>th</sup> : Burkina	1.91	Customs	1.12	Police	0.27	Gendarmerie	0.25	Immigration	0.21
6 <sup>th</sup> : Togo	1.67	Customs	0.68	Police	0.54	Gendarmerie	0.30	Immigration	0.14

Table 2: Ranking of countries by density of controls and responsible agencies

Average number of controls per 100 km								
Corridor	Distance in km	Number of controls per 100 km by corridor	Number of controls per 100 km by corridor sub-section					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	2.20	3.56	-	1.93	-	-	-
Ouagadougou – Bamako	920	3.07	1.59	-	-	4.74	-	-
Lome – Ouagadougou	1,020	1.84	2.32					1.67
Bamako – Dakar	1,476	1.91	-	-	-	1.47	2.42	-
Abidjan – Ouagadougou	1,263	2.02	1.42	2.44	-	-	-	-
Abidjan – Bamako	1,174	2.10	-	2.33	-	1.74	-	-
<b>Weighted Average</b>		<b>2.15</b>	<b>1.90</b>	<b>2.39</b>	<b>1.93</b>	<b>2.38</b>	<b>2.42</b>	<b>1.67</b>

Table 3: Number of controls per 100 km, by corridor and sub-corridor

## I.2. Evolution of average number of controls

Regarding the number of controls, the figures obtained during the fourth quarter of 2010 are still up slightly from the previous quarter on all six corridors observed by the IRTG. The number has increased by 2.5% within the six corridors, as evident by the following table.

Table 4: Evolution of the average number of controls by corridor and sub-corridor

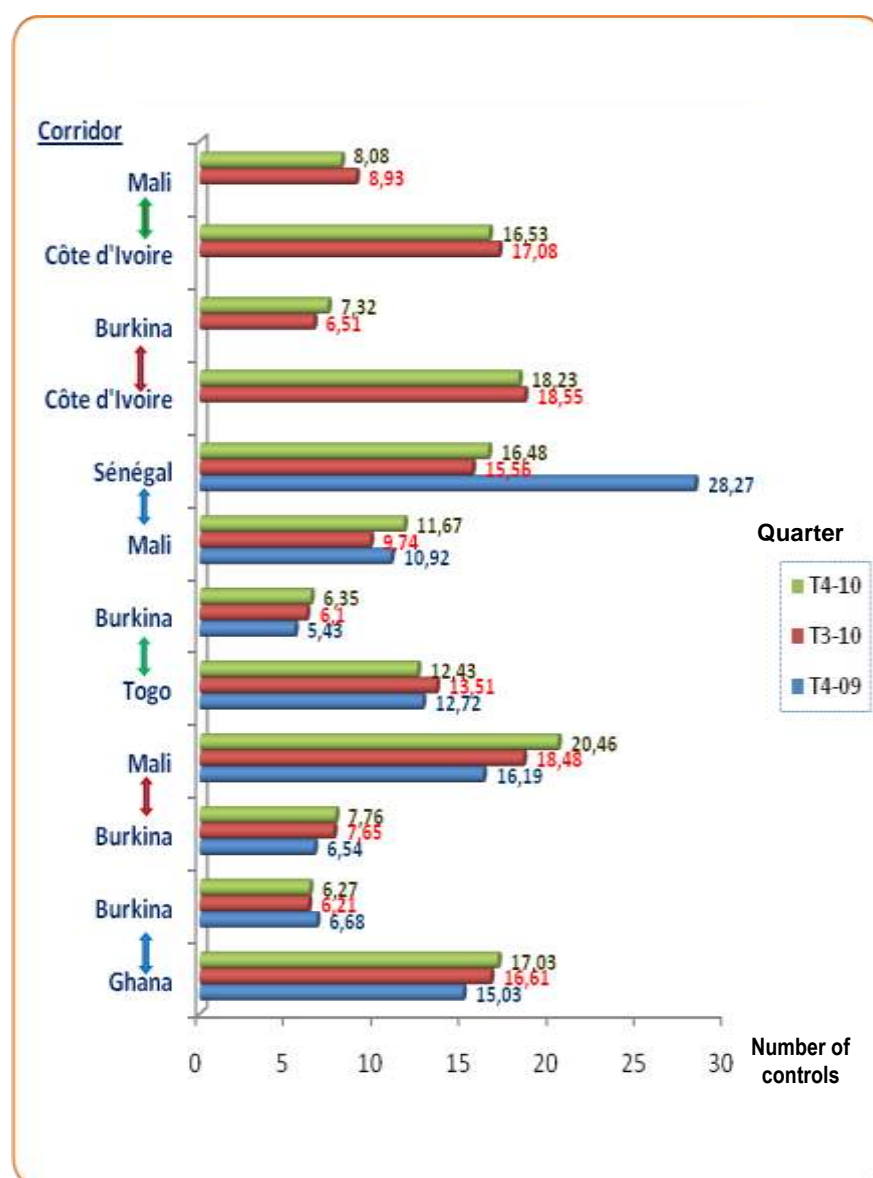
Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q4-09
1057	Tema – Ouaga	21.71	22.83	23.31	2.05	2.16	2.20	2.1%	7.3%
881	Ghana	15.03	16.61	17.03	1.71	1.89	1.93	2.5%	13.3%
176	Burkina	6.68	6.21	6.27	3.79	3.53	3.56	0.9%	-6.0%
920	Ouaga – Bamako	22.73	26.13	28.23	2.47	2.84	3.07	8.0%	24.2%
488	Burkina	6.54	7.65	7.76	1.34	1.57	1.59	1.6%	18.8%
432	Mali	16.19	18.48	20.46	3.75	4.28	4.74	10.7%	26.4%
1020	Lome – Ouaga	18.15	19.62	18.77	1.78	1.92	1.84	-4.3%	3.4%
746	Togo	12.72	13.51	12.43	1.71	1.81	1.67	-8.0%	-2.3%
274	Burkina	5.43	6.10	6.35	1.98	2.23	2.32	3.9%	16.8%
1476	Bamako – Dakar	39.19	25.3	28.15	2.66	1.71	1.91	11.3%	-28.2%
794	Mali	10.92	9.74	11.67	1.38	1.23	1.47	19.8%	6.8%
682	Senegal	28.27	15.56	16.48	4.15	2.28	2.42	5.9%	-41.7%
1263	Abidjan – Ouaga		25.06	25.55		1.98	2.02	1.9%	
746	CI		18.55	18.23		2.49	2.44	-1.7%	
517	Burkina		6.51	7.32		1.26	1.42	12.4%	
1174	Abidjan – Bamako		26.01	24.61		2.22	2.10	-5.4%	
710	CI		17.08	16.53		2.40	2.33	-3.2%	
464	Mali		8.93	8.08		1.93	1.74	-9.5%	
<b>Average<sup>3</sup> 6 corridors</b>		<b>25.45</b>	<b>24.16</b>	<b>24.77</b>	<b>2.28</b>	<b>2.10</b>	<b>2.15</b>	<b>2.5%</b>	

<sup>3</sup> The average number of controls per trip is a simple average. The average number of controls per 100 km is an average weighted by the length of corridors

Table 5: Evolution of the number of controls per 100 km by country

Number of controls per 100 km by country							
	Number of controls per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	2.15	1.90	2.39	1.93	2.38	2.42	1.67
Quarter Q3-10	2.10	1.82	2.45	1.89	2.20	2.28	1.81
Quarter Q4-09	2.28	1.99	-	1.71	2.21	4.15	1,71

Graphic 2: Evolution of the average number of controls per trip by corridor and sub-corridor



### Number of controls

In comparison with last quarter (Q3-10), the number of controls increased by 2.5% per trip on all the 6 corridors covered by IRTG. Mali is mainly responsible with the highest increase of 19.8% and 10.7% on Bamako-Dakar and Ouaga-Bamako corridors.

Small decreases were noted on the Lome-Ouagadougou and Abidjan-Bamako corridors – -4.3% and -5.4% respectively. In Togo the removal of 1 control point added to an 8.0% decrease while in Mali 1 control removal decreased their average by 9.5%.

In comparison with the same period of last year (Q4-09), this 4<sup>th</sup> quarter of 2010 (Q4-10) shows a 3.3% decrease in the number of controls per trip on four corridors – Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar dropping the average from 2.28 (Q4-09) to 2.20 (Q4-10) control points per 100 km.

## II. BRIBES

### II.1. Average bribes collected

Average bribes per 100 km								
Corridor	Distance in km	Bribes per 100km by corridor (USD)	Bribes per 100km by corridor sub-section (USD)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	3.70	11.31	-	2.18	-	-	-
Ouagadougou – Bamako	920	12.01	5.64	-	-	19.21	-	-
Lome – Ouagadougou	1,020	3.97	5.75	-	-	-	-	3.31
Bamako – Dakar	1,476	6.64	-	-	-	5.50	7.96	-
Abidjan – Ouagadougou	1,263	7.79	4.41	10.13	-	-	-	-
Abidjan – Bamako	1,174	13.39	-	17.99	-	6.36	-	-
<b>Weighted Average</b>		<b>7.87</b>	<b>5.91</b>	<b>13.96</b>	<b>2.18</b>	<b>9.24</b>	<b>7.96</b>	<b>3.31</b>

Table 6: Bribes per 100 km, by corridor and sub-corridor

The table below details which uniformed officials are responsible for bribes collected in each country.

Country & Rank	Responsible Agency & Rank	Bribes per 100 km (USD)	1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>rd</sup>		4 <sup>th</sup>	
			Agency	Bribes	Agency	Bribes	Agency	Bribes	Agency	Bribes
1 <sup>st</sup> : Côte d'Ivoire		13.96	Forces Nouvelles	11.76	Police	0.81	Gendarmerie	0.54	Others	0.46
2 <sup>nd</sup> : Mali		9.24	Police	3.36	Customs	2.61	Gendarmerie	1.73	Others	0.75
3 <sup>rd</sup> : Senegal		7.96	Gendarmerie	3.47	Police	3.37	Immigration	0.61	Customs	0.50
4 <sup>th</sup> : Burkina		5.91	Customs	2.82	Gendarmerie	1.10	Police	1.08	Immigration	0.77
5 <sup>th</sup> : Togo		3.31	Police	1.25	Customs	0.99	Gendarmerie	0.70	Immigration	0.36
6 <sup>th</sup> : Ghana		2.18	Police	1.19	Customs	0.86	Immigration	0.13		

Table 7: Ranking of countries by density of bribes and responsible agencies

## II.2. Evolution of average bribes

The average amount of bribes paid during the 4<sup>th</sup> quarter 2010 is 3.1% higher in comparison with the previous quarter on all six corridors observed by IRTG.

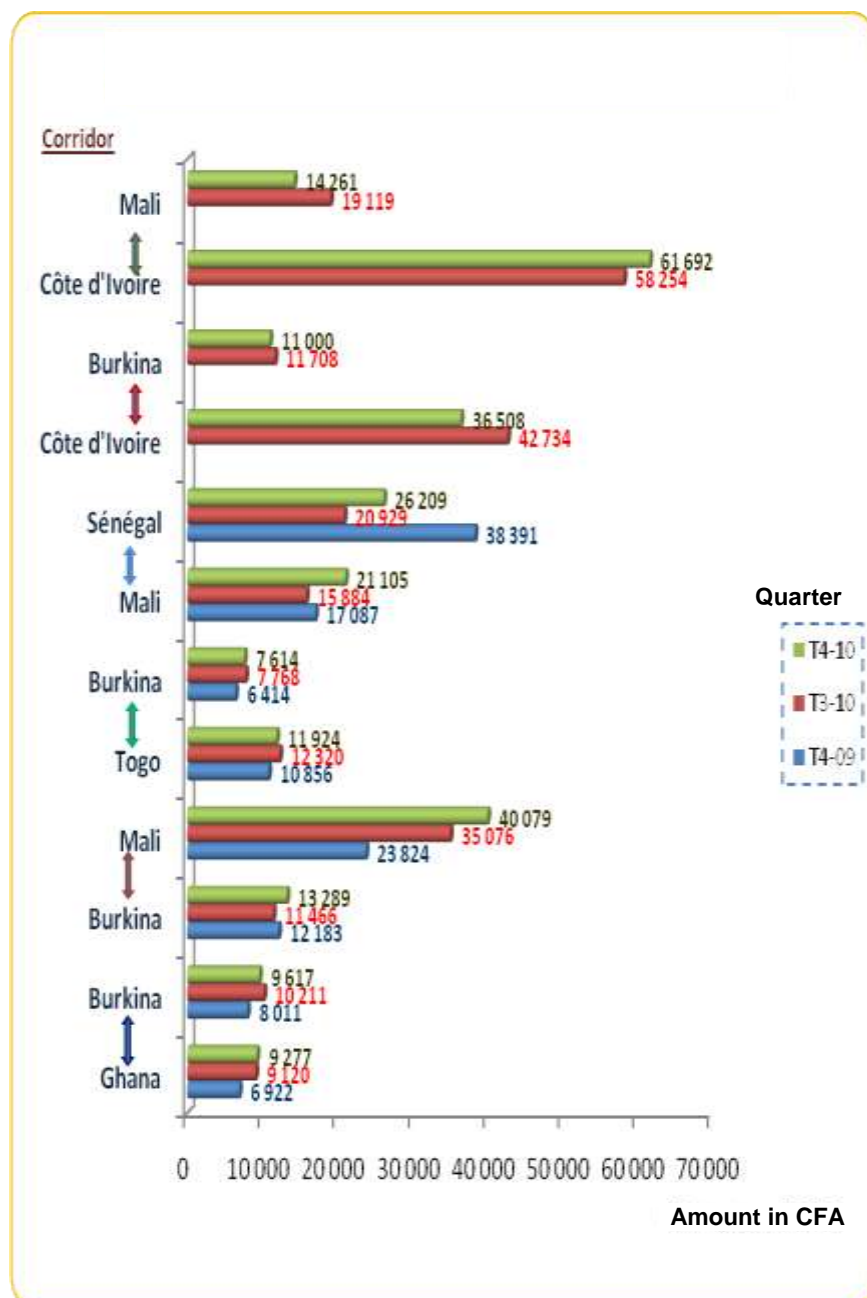
**Table 8: Evolution of the average bribes by corridor and sub-corridor**

Distance	Corridor	Bribes collected per trip			Bribes collected per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q4-09
<b>1,057</b>	<b>Tema – Ouagadougou</b>	<b>30.92</b>	<b>40.02</b>	<b>39.12</b>	<b>2.92</b>	<b>3.79</b>	<b>3.70</b>	<b>-2.3%</b>	<b>26.5%</b>
881	Ghana	14.33	18.88	19.21	1.63	2.14	2.18	1.7%	34.0%
176	Burkina	16.59	21.14	19.91	9.42	12.01	11.31	-5.8%	20.0%
<b>92</b>	<b>Ouagadougou – Bamako</b>	<b>74.55</b>	<b>96.36</b>	<b>110.49</b>	<b>8.10</b>	<b>10.47</b>	<b>12.01</b>	<b>14.7%</b>	<b>48.2%</b>
488	Burkina	25.22	23.74	27.51	5.17	4.86	5.64	15.9%	9.1%
432	Mali	49.33	72.62	82.98	11.42	16.81	19.21	14.3%	68.2%
<b>1,020</b>	<b>Lome – Ouagadougou</b>	<b>35.76</b>	<b>41.59</b>	<b>40.45</b>	<b>3.51</b>	<b>4.08</b>	<b>3.97</b>	<b>-2.7%</b>	<b>13.1%</b>
746	Togo	22.48	25.51	24.69	3.01	3.42	3.31	-3.2%	9.8%
274	Burkina	13.28	16.08	15.76	4.85	5.87	5.75	-2.0%	18.7%
<b>1,476</b>	<b>Bamako – Dakar</b>	<b>114.86</b>	<b>76.22</b>	<b>97.96</b>	<b>7.78</b>	<b>5.16</b>	<b>6.64</b>	<b>28.5%</b>	<b>-14.7%</b>
794	Mali	35.38	32.89	43.70	4.46	4.14	5.50	32.9%	23.5%
682	Senegal	79.48	43.33	54.26	11.65	6.35	7.96	25.2%	-31.7%
<b>1,263</b>	<b>Abidjan – Ouagadougou</b>		<b>112.72</b>	<b>98.36</b>		<b>8.92</b>	<b>7.79</b>	<b>-12.7%</b>	
746	Côte d'Ivoire		88.48	75.59		11.86	10.13	-14.6%	
517	Burkina		24.24	22.77		4.69	4.41	-6.0%	
<b>1,174</b>	<b>Abidjan – Bamako</b>		<b>160.19</b>	<b>157.25</b>		<b>13.65</b>	<b>13.39</b>	<b>-1.8%</b>	
710	Côte d'Ivoire		120.61	127.73		16.99	17.99	5.9%	
464	Mali		39.58	29.53		8.53	6.36	-25.4%	
<b>Average<sup>4</sup> of 6 corridors</b>		<b>64.02</b>	<b>87.85</b>	<b>90.61</b>	<b>5.73</b>	<b>7.63</b>	<b>7.87</b>	<b>3.1%</b>	

**Table 9: Evolution of bribes per 100 km by country**

Bribes per 100 km by country							
	Bribes per 100 km (USD) on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	7.87	5.91	13.96	2.18	9.24	7.96	3.31
Quarter Q3-10	7.63	5.86	14.36	2.14	8.59	6.35	3.42
Quarter Q4-09	5.73	5.87	-	1.63	6.91	11.65	3.01

<sup>4</sup> The average bribes per trip is a simple average. The average bribes per 100 km is an average weighted by the length of corridors



Graphic 3: Evolution of the average bribes per trip by corridor and sub-corridor

## Bribery

Comparing the results of this quarter to the previous quarter (Q3-10) the average amount of bribes paid per trip increased by 3.1% on all the 6 IRTG corridors. The rates went from \$89 USD (Q3-10) to \$92 USD (Q4-10). Mali registered the highest average increase across all the countries at 32.9%, and 14.3% on the Bamako-Dakar and Ouaga-Bamako corridors respectively.

A 12.7% decrease was noted on the Abidjan-Ouaga corridor dropping from \$112.72 USD (Q3-10) to \$98.36 USD (Q4-10) per trip.

Tema-Ouagadougou and Lome-Ouagadougou corridors also registered small drops of -2.3% and -2.7% respectively.

Compared to the same period of 2009 there was a 12.5% increase in bribes on the Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar corridors.

## III. DELAYS

### III.1. Average delays

On the Bamako-Dakar corridor the delays were the highest with 30 minutes lost every 100 km, a staggering delay of 7 hours 21 minutes per trip.

Average delays per 100 km								
Corridor	Distance in km	Delays per 100 km by corridor (min)	Delays per 100 km by corridor sub-section (min)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	23	69	-	14	-	-	-
Ouagadougou – Bamako	920	25	13	-	-	39	-	-
Lome – Ouagadougou	1,020	18	29	-	-	-	-	14
Bamako – Dakar	1,476	30	-	-	-	31	28	-
Abidjan – Ouagadougou	1,263	23	15	29	-	-	-	-
Abidjan – Bamako	1,174	15	-	19	-	10	-	-
<b>Weighted average</b>		23	24	24	14	27	28	14

Table 10: Delays per 100 km, by corridor and sub-corridor

## II.2. Evolution of average delays

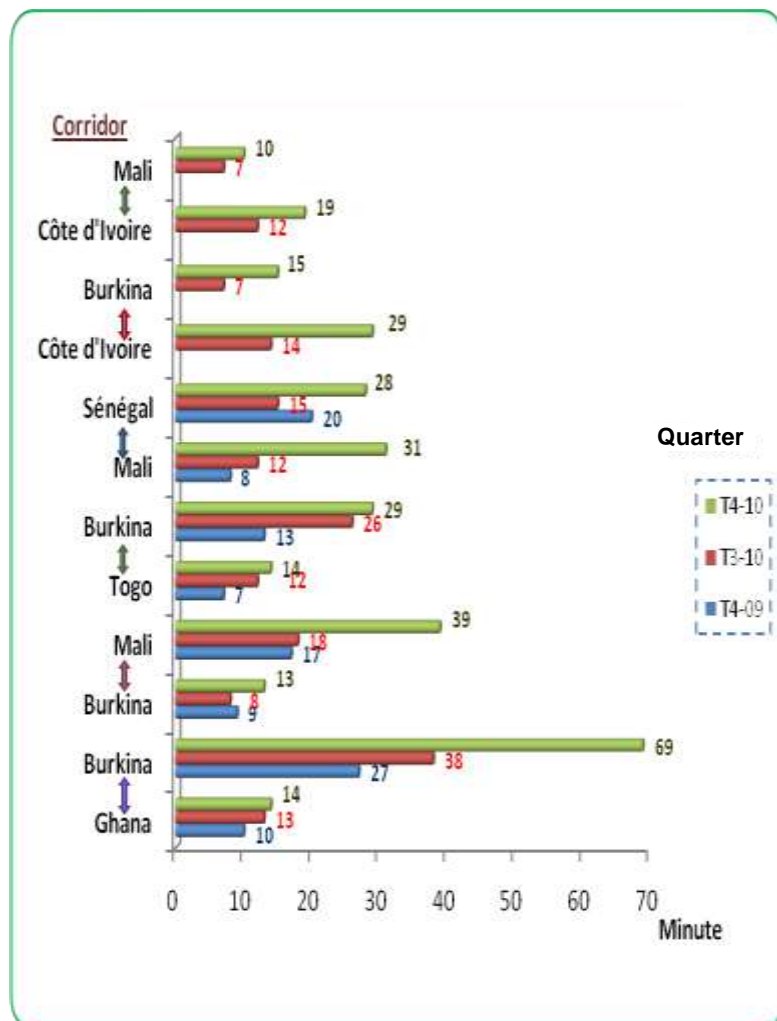
Data obtained during the fourth quarter of 2010 revealed higher delays as compared to the previous quarter for the six corridors followed by IRTG. The delays strongly increased by 74.0% on all six corridors as indicated by the table below.

Distance	Corridor	Delays (minutes) per 100 km			Variation	
		Q4-09	Q3-10	Q4-10	Q4-10/Q3-10	Q410/Q4-09
<b>1,057</b>	<b>Tema-Ouagadougou</b>	<b>12</b>	<b>17</b>	<b>23</b>	<b>38.6%</b>	<b>86.5%</b>
881	Ghana	10	13	14	12.5%	46.8%
176	Burkina	27	38	69	81.9%	158.3%
<b>920</b>	<b>Ouagadougou-Bamako</b>	<b>13</b>	<b>12</b>	<b>25</b>	<b>103.4%</b>	<b>99.8%</b>
488	Burkina	9	8	13	72.8%	56.5%
432	Mali	17	18	39	118.3%	123.6%
<b>1,020</b>	<b>Lome-Ouagadougou</b>	<b>8</b>	<b>16</b>	<b>18</b>	<b>11.0%</b>	<b>114.7%</b>
746	Togo	7	12	14	12.0%	104.8%
274	Burkina	13	26	29	9.9%	128.8%
<b>1,476</b>	<b>Bamako-Dakar</b>	<b>13</b>	<b>13</b>	<b>30</b>	<b>125.0%</b>	<b>121.7%</b>
794	Mali	8	12	31	169.3%	310.6%
682	Senegal	20	15	28	85.3%	38.5%
<b>1,263</b>	<b>Abidjan-Ouaga</b>		<b>11</b>	<b>23</b>	<b>111.4%</b>	
746	Côte d'Ivoire		14	29	104.0%	
517	Burkina		7	15	134.4%	
<b>1,174</b>	<b>Abidjan-Bamako</b>		<b>10</b>	<b>15</b>	<b>55.9%</b>	
710	Côte d'Ivoire		12	19	65.3%	
464	Mali		7	10	33.0%	
Average for 6 corridors		12	13	23	74.0%	

Table 11: Evolution of average delays by corridor and sub-corridor

Delays per 100 km by country							
	Delays per 100 km (min) on all the corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q4-10	23	24	24	14	27	28	14
Quarter Q3-10	13	14	13	13	12	15	12
Quarter Q4-09	12	13	-	10	11	20	7

Table 12: Evolution of delays per 100 km by country



Graphic 4: Evolution of the average delays by corridor and sub-corridor

## Delays

Average fourth quarter delays per 100 km compared to the previous quarter (Q3-10) increased by 74% on all the 6 IRTG corridors rising from an average of 13 minutes (Q3-10) to 23 minutes (Q4-10).

The highest increase in delays was on the Bamako-Dakar corridor (+125%), jumping from an average of 13 minutes (Q3-10) to 30 minutes (Q4-10) per 100 km.

The Lome-Ouagadougou corridor increased the least (11%) jumping from 16 minutes (Q3-10) to 18 minutes (Q4-10) per 100 km.

Compared to the same period of 2009 the fourth quarter results increased by 107% on the four following corridors: Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar from 12 minutes (Q4-09) to 25 minutes (Q4-10) per 100 km.

## CONCLUSION

The last quarter of 2010 ended with a 2.5% increase in controls, a 3.1% increase in bribes and a 74.0% increase in delays in comparison with the previous quarter on the 6 main corridors covered by IRTG.

Regarding controls, the Ouaga-Bamako corridor still remains the densest with an average of 3.07 stops per 100 km or 28 stops per trip. This is primarily due to the Malian section of the corridor and the large number of controls, which alone averages 4.74 stops per 100 km or 20 total controls compared to 8 on the Burkinabe side.

The Lome-Ouagadougou corridor averaged the lowest number of controls this quarter with an average of 1.84 stops per 100 km or 19 total controls per trip.

Among the six countries covered, Senegal has the highest average of controls. Côte d'Ivoire ranks second, followed by Mali, Ghana, Burkina Faso and Togo. In Senegal the Gendarmerie leads the road harassment followed by the police, immigration and customs.

The Abidjan-Bamako corridor ranks highest in the average amount of bribes per 100 km paid by truck drivers at an average of \$13.39 USD per 100 km which totals \$157.25 USD across the entire corridor. The Ivoirian side contributes largely to the harassment with an average of \$17.99 USD paid per 100 km or \$127.73 USD paid along the entire Ivoirian side of the corridor – \$111.54 USD of which is extorted by the Forces Nouvelles and escort truck officers. For this reason Côte d'Ivoire is where West African truckers pay the highest bribes.

The Tema-Ouagadougou corridor ranked the lowest among the 6 corridors collecting an average of \$3.70 USD per 100 km or \$39.12 USD per truck for the entire corridor.

Among the six countries covered, Côte d'Ivoire collects the highest amount of bribes followed by Mali, Senegal, Burkina Faso, Togo, and Ghana.

In terms of delays the Bamako-Dakar corridor leads with an average of 30 minutes lost per 100 for a total delay of 7 hours 21 minutes throughout the entire corridor.

The corridor Abidjan-Bamako has the lowest delays with an average of 15 minutes per 100 km.

Among the six countries covered Senegal has the highest delays followed by Mali, Côte d'Ivoire, Burkina Faso, Ghana, and Togo.

The persistence of road harassment on the various corridors underlines the inadequacy of current efforts by the current ECOWAS Trade Liberalization Scheme. The same observations were noted about the management of the security and control officers.

Consequently, IRTG asks these countries to strengthen awareness and advocacy to reduce the corruption, which impedes the fluidity of the transportation of persons and goods on the interstate highway corridors.



## Removing trade barriers in West Africa

# ANNEX 1 : Summary Table of results from October 1<sup>st</sup> to December 31<sup>st</sup> 2010

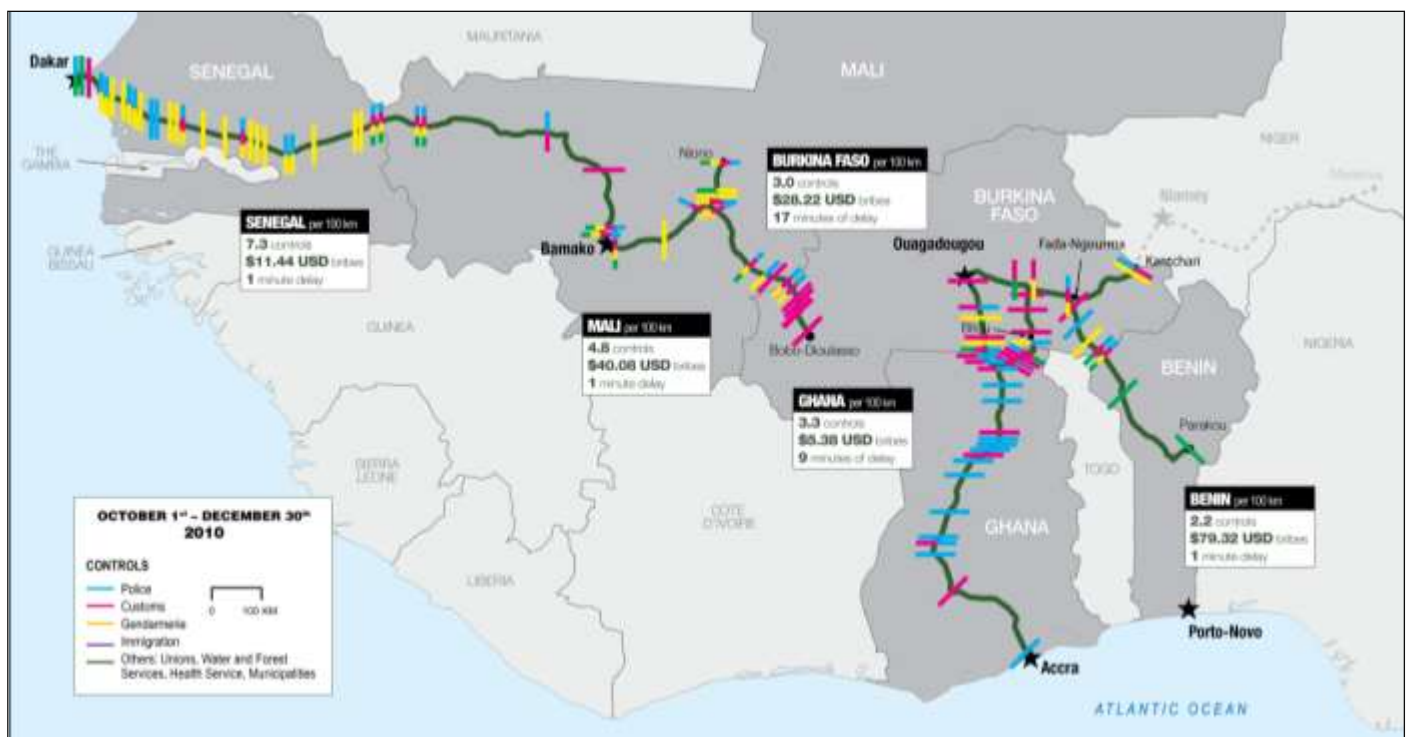
IRTG results from October 1st to December 31st 2010: Controls, bribes, and delays																				
Country	Number of trips	Distance in km	Number of controls								Bribes in CFA francs								Delays (in minute)	
			Police	Border Police/ Immigration	Customs	Gendarmerie**	Municipalities, Unions	Other***	Total per trip	Total 100 km	Police	Border Police/ Immigration	Customs	Gendarmerie**	Municipalities, Unions	Other***	Total per trip	Total 100 km	Total per trip	Total 100 km
<b>Tema – Ouagadougou</b>																				
Ghana	154	881	8.06	0.90	8.06	0.00	0.01	0.00	17.03	1.93	5,077	558	3,642	0	0	0	9,277	1,053	124	14
Burkina	154	176	0.87	0.87	3.44	1.01	0.00	0.08	6.27	3.56	1,558	1,558	3,981	2,519	0	0	9,617	5,464	121	69
By corr.	154	1,057	8.94	0.88	11.51	1.01	0.01	0.08	23.31	2.20	6,635	2,116	7,623	2,519	0	0	18,894	1,787	245	23
<b>Ouagadougou – Bamako</b>																				
Burkina	102	488	0.95	0.95	4.58	0.62	0.67	0.00	7.76	1.59	1,887	1,887	7,588	966	961	0	13,289	2,723	65	13
Mali	102	432	5.59	0.93	4.63	5.31	2.46	1.54	20.46	4.74	10,211	2,078	13,142	7,098	2,333	5,217	40,079	9,278	168	39
By corr.	102	920	6.54	0.94	9.21	5.93	3.13	1.54	28.23	3.07	12,098	3,966	20,730	8,064	3,294	5,217	53,369	5,801	234	25
<b>Lome – Ouagadougou</b>																				
Togo	223	746	4.04	1.04	5.09	2.23	0.00	0.03	12.43	1.67	4,496	1,296	3,578	2,534	4	16	11,924	1,598	101	14
Burkina	223	274	0.98	0.80	3.58	0.97	0.00	0.00	6.35	2.32	1,453	1,193	3,045	1,919	4	0	7,614	2,779	79	29
By corr.	223	1,020	5.02	0.92	8.67	3.21	0.01	0.03	18.77	1.84	5,948	2,489	6,623	4,453	9	16	19,539	1,916	181	18
<b>Bamako – Dakar</b>																				
Mali	183	794	3.98	0.30	2.13	4.01	0.97	0.27	11.67	1.47	7,828	459	7,186	4,552	910	171	21,105	2,658	250	31
Sénégal	183	682	6.27	0.91	0.41	8.88	0.01	0.00	16.48	2.42	11,107	2,022	1,645	11,425	11	0	26,209	3,843	191	28
By corr.	183	1,476	10.26	0.60	2.54	12.89	0.98	0.27	28.15	1.91	18,934	2,481	8,831	15,977	921	171	47,314	3,206	441	30
<b>Abidjan – Ouagadougou</b>																				
CI	62	746	2.98	0.00	1.05	2.31	0.19	11.69	18.23	2.44	3,032	0	2,274	2,089	258	28,855	36,508	4,894	216	29
Burkina	62	517	1.15	0.44	4.63	1.03	0.05	0.03	7.32	1.42	2,661	774	5,194	2,306	48	16	11,000	2,128	80	15
By corr.	62	1,263	4.13	0.22	5.68	3.34	0.24	11.73	25.55	2.02	5,694	774	7,468	4,395	306	28,871	47,508	3,762	296	23
<b>Abidjan – Bamako</b>																				
CI	72	710	2.06	0.01	0.08	1.53	0.39	12.46	16.53	2.33	2,688	139	319	1,701	2,972	53,872	61,692	8,689	136	19
Mali	72	464	4.94	0.21	0.38	1.76	0.13	0.67	8.08	1.74	9,347	500	1,014	2,472	167	761	14,261	3,074	45	10
By corr.	72	1,174	7.00	0.11	0.46	3.29	0.51	13.13	24.61	2.10	12,035	639	1,333	4,174	3,139	54,633	75,953	6,470	181	15

Notes: \*1 US\$ = 524,8 F CFA et 1 US\$ = 1,41 GH¢, the currency used in this analysis is the CFA Franc ; \*\* There is no Gendarmerie in Ghana ; Other\*\*\*: This column includes: 1) agents or tax collectors on the axle load or 2) the Forces Nouvelles (Côte d'Ivoire).

# SECTION 2

## Road Harassment on USAID ATP and E-ATP Corridors

*Graphic 5: Summary map of corridors followed by USAID ATP and E-ATP*



## EXECUTIVE SUMMARY

The second section describes in detail the number of controls, bribes and delays faced by West African truckers and shippers transporting specific agricultural commodities on five corridors followed by USAID ATP and E-ATP. The average bribes paid amounted to \$26.40 USD per 100 km with an average of 4.15 controls and almost 7 minutes of delay registered per 100 km.

The results observed during the period from October 1<sup>st</sup> to December 31<sup>st</sup> 2010 are alarming. At the national level the lowest average number of controls is 2.2 per 100 km in Benin. The highest is observed in Senegal, a country recently included in the survey, with more than 7.3 controls per 100 km.

The results from bribery show other countries with the highest and lowest average amount paid per 100 km – \$5.47 USD for Ghana and \$77.85 USD for Côte d'Ivoire.

Benin, Mali, and Senegal have the lowest delays in the region averaging 1 minute per 100 km while Burkina Faso delays trucker the most at 17 minutes per 100km.

The number of controls has increased by 5.1% while bribes and delays showed decreases of 12.8% and 67.0% respectively from the previous quarter on three corridors – Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari.

## INTRODUCTION

The USAID Agribusiness and Trade Promotion (ATP) and Expanded Agribusiness and Trade Promotion (E-ATP) projects aim to increase the value and the volume of intraregional agribusiness to achieve a target of 6% annual agricultural growth set by the Comprehensive Africa Agricultural Development Program (CAADP) of the New Partnership for Africa's Development of African Union (NEPAD). These two projects also contribute to the implementation of the common Agricultural Policy (ECOWAP) of the Economic Community of West African States (ECOWAS) and its unifying regional programs. They focus on 6 value chains (maize, onion/ shallot, livestock/ meat, millet/ sorghum, rice, poultry) along the West African trade corridors linking production areas to consumer markets in West Africa.

The transportation of these food commodities by road along the corridors of Kantchari-Accra (for onion), Fada N'Gourma-Parakou (for livestock), Techiman-Kantchari (for maize), Bobo Dioulasso-Koutiala (for rice), Koutiala-Dakar (for millet and sorghum) and the Malian road section Niono-Bamako (for rice) is still very difficult as controls are numerous, the rates of bribes very high and delays very long.

The extent of road harassment on the interstate highways of West Africa observed by USAID/ATP and E-ATP is disheartening. The consequences of this are harmful for the national and sub-regional economies.

This section presents the results of the ongoing surveys on the corridors followed by USAID/ATP and E-ATP from October 1<sup>st</sup> to December 31<sup>st</sup> 2010 and follows the quarterly trends from the third quarter of 2010 (Q3-10) and from the same period last year – the 4<sup>th</sup> quarter of 2009 (Q4-09).

# RESULTS OF SURVEYS LED BY USAID / ATP and E-ATP

Table below gives an overview of the number of controls, bribes and delays per trip on six corridors currently followed by USAID/ ATP and E-ATP.

Annex 2 shows details of the surveys.

USAID ATP and E-ATP results between 1 <sup>st</sup> October and 31 <sup>st</sup> December 2010 :							
Number of controls, bribes, and delays							
Corridor	Distance in km	Average number of controls		Average bribes (USD)		Average delays (min)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Kantchari - Accra	1,316	38	3	201.39	15.30	244	19
Fada N’Gourma – Parakou	469	13	3	290.55	61.95	10	2
Techiman - Kantchari	976	31	3	132.74	13.60	73	7
Bobo-Dioulasso - Koutiala	273	16	6	290.55	106.43	10	4
Koutiala - Dakar	1,865	99	5	429.04	23.00	11	1
Niono - Bamako	354	21	6	42.23	1193	7	2

Table 13: Overview of controls, bribes and delays

## I. NUMBER OF CONTROLS

### I.1. Average number of controls

The short Malian section of Niono-Bamako (for rice) was recently added to the survey and is the most controlled corridor with an average of 5.93 stops per 100 km – 21 stops the entire 354 km trip. It is closely followed by the Bobo Dioulasso-Koutiala corridor, the shortest corridor surveyed, with an average of 5.86 controls per 100 km – 16 stops per trip.

The Fada N’Gourma-Parakou corridor has registered the fewest number of stops this quarter with 2.77 controls per 100 km – 13 stops total.

Corridor	Distance in km	Average number of controls per 100 km by corridor	Number of controls per 100 km by corridor sub-section				
			Benin	Burkina Faso	Ghana	Mali	Senegal
			Kantchari – Accra	1,316	2.89	-	2.50
Fada N’Gourma – Parakou	469	2.77	2.19	4.00	-	-	-
Techiman-Kantchari	976	3.18	-	2.73	3.67	-	-
Bobo-Dioulasso-Koutiala	273	5.86	-	3.98	-	9.28	-
Koutiala – Dakar	1,865	5.31	-	-	-	4.14	7.34
Niono – Bamako	354	5.93	-	-	-	5.93	-
Weighted average		4.15	2.19	2.99	3.26	4.83	7.34

Table 14: Number of controls per 100 km by corridor and sub-corridor

For details on the uniformed services responsible for controls see the following table:

Country & Rank	Responsible Agency	Number of controls per 100 km	(Worst) 1 <sup>st</sup>		2 <sup>nd</sup>		3 <sup>rd</sup>		4 <sup>th</sup>	
			Agency	Value	Agency	Value	Agency	Value	Agency	Value
(Worst) 1 <sup>st</sup> : Senegal		7.34	Customs	4.55	Police	1.76	Customs	0.59	Phyto & Unions	0.44
2 <sup>nd</sup> : Mali		4.83	Customs	1.53	Phyto & Unions	1.16	Customs	1.10	Police	1.04
3 <sup>rd</sup> : Ghana		3.26	Police	1.89	Customs	1.3	Local Councils and Unions	0.07	-	-
4 <sup>th</sup> : Burkina Faso		2.99	Customs	1.29	Police	0.89	Gendarmerie	0.65	Local Councils and Unions	0.16
5 <sup>th</sup> : Benin		2.19	Local Councils and Unions	1.25	Customs	0.31	Police	0.31	Gendarmerie	0.31

Table 15: Ranking of countries by density of controls and by responsible agency

## I.2. Evolution of average number of controls

The number of controls recorded during the fourth quarter of 2010 was slightly higher than during the previous quarter on the Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari corridors. The number of stops increased by 5.1% on those three corridors.

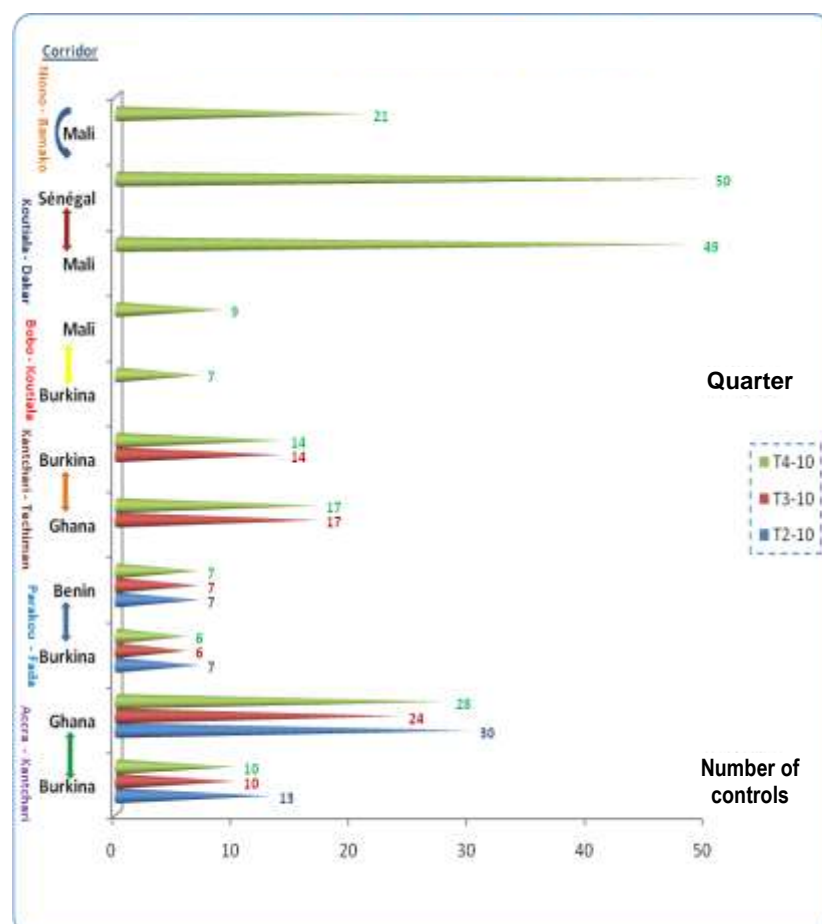
Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Variation of number of controls per trip	
		Q2-10	Q3-10	Q4-10	Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari- Accra	43	34	38	3.27	2.58	2.89	11.76%	-11.63%
400	Burkina Faso	13	10	10	3.25	2.5	2.50	0.00%	-23.08%
916	Ghana	30	24	28	3.28	2.62	3.06	16.67%	-6.67%
469	Fada N'Gourma - Parakou	14	13	13	2.99	2.77	2.77	0.00%	-7.14%
150	Burkina Faso	7	6	6	4.67	4	4.00	0.00%	-14.29%
319	Benin	7	7	7	2.19	2.19	2.19	0.00%	0.00%
976	Techiman - Kantchari		31	31		3.18	3.18	0.00%	
463	Ghana		17	17		3.67	3.67	0.00%	
513	Burkina Faso		14	14		2.73	2.73	0.00%	
273	Bobo-Dioulasso - Koutiala			16			5.86		
176	Burkina Faso			7			3.98		
97	Mali			9			9.28		
1,865	Koutiala - Dakar			99			5.31		
1,184	Mali			49			4.14		
681	Senegal			50			7.34		
354	Niono - Bamako			21			5.93		
354	Mali			21			5.93		
Average <sup>5</sup> 5 corridors + section				36.33			4.15		

Table 16: Evolution of average number of controls by corridor and sub-corridor

<sup>5</sup> The average of the number of the controls per trip is a simple average. The average of the time for all the controls per trip is an average weighted by the length of corridors.

Average number of controls per 100 km by country						
	Number of controls per 100 km on all corridors	Benin	Burkina	Ghana	Mali	Senegal
Quarter Q4-10	4.15	2.19	2.99	3.26	4.83	7.34
Quarter Q3-10	2.82	2.19	2.82	2.97	-	-
Quarter Q2-09	3.20	2.19	3.64	3.28	-	-

Table 17: Evolution of the number of controls per 100 km, per country



Graphic 6: Evolution of the average number of controls by corridor and sub-corridor

## Number of controls

Compared to the previous quarter (Q3-10), there was a slight increase of 5.51% in the number of controls per trip on the Kantchari-Accra, Fada N’Gourma-Parakou and Techiman-Kantchari corridors covered – an average of 26 (Q3-10) to 27 (Q4-10) controls.

The Kantchari-Accra corridor contributes the most to this increase with an 11.8% jump in control points – 34 (Q3-10) to 38 (Q4-10) total controls.

The Fada N’Gourma-Parakou and Techiman-Kantchari corridors remain the same.

Comparing to the 2<sup>nd</sup> quarter of 2010 (Q2-10) to the fourth quarter 2010 (Q4-10) shows a 10.5% decreasing trend of controls per trip on the Kantchari-Accra and Fada N’Gourma-Parakou corridors – an average of 29 (Q2-10) to 26 (Q4-10) controls.

## II. BRIBES COLLECTED

### II.1. Average bribes collected

The following tables present an overview of bribes paid on USAID ATP and EATP corridors.

Average of bribes per 100 km in USD							
Corridor	Distance in km	Bribes per 100 km by corridor (USD)	Bribes per 100 km by corridor sub-section (USD)				
			Benin	Burkina Faso	Ghana	Mali	Senegal
Kantchari - Accra	1,316	15.30	-	38.06	5.37	-	-
Fada N'Gourma - Parakou	469	61.95	77.85	28.15	-	-	-
Techiman-Kantchari	976	6,569	-	20.76	5.67	-	-
Bobo-Dioulasso-Koutiala	273	106.43	-	23.99	-	256.01	-
Koutiala - Dakar	1,865	23.00	-	-	-	29.78	11.23
Niono - Bamako	354	11.93	-	-	-	11.93	-
<b>Weighted average</b>		<b>26.40</b>	<b>77.85</b>	<b>27.70</b>	<b>5.47</b>	<b>39.34</b>	<b>11.23</b>

Table 18: Overview of the bribes per 100 km by corridor and sub-corridor

The table below details the agents responsible for such bribes.

Responsible Agency Country & Rank	Bribes per 100 km (USD)	Worst (1 <sup>st</sup> )		2 <sup>nd</sup>		3 <sup>rd</sup>		Best (4 <sup>th</sup> )	
		<b>Worst (1<sup>st</sup>): Benin</b>	<b>77.85</b>	Gendarmerie	22.17	Customs	21.80	Police	19.92
<b>2<sup>nd</sup>: Mali</b>	<b>39.34</b>	Customs	13.48	Gendarmerie	9.64	Police	8.93	Phyto & Unions	7.29
<b>3<sup>rd</sup>: Burkina Faso</b>	<b>27.70</b>	Customs	12.10	Police	6.66	Gendarmerie	6.32	Town Councils and Unions	2.62
<b>4<sup>th</sup>: Senegal</b>	<b>11.23</b>	Customs	4.36	Gendarmerie	3.57	Police	3.22	Phyto & Unions	0.08
<b>Best (5<sup>th</sup>): Ghana</b>	<b>5.47</b>	Customs	2.83	Police	1.71	Town Councils and Unions	0.93	-	-

Table 19: Ranking of countries by density of bribes, and by responsible agency.

### II.2. Evolution of average bribes

The levels of bribes collected during the fourth quarter of 2010 slightly decreased by 12.8% compared to the previous quarter on the Kantchari - Accra, Fada N'Gourma – Parakou and Techiman – Kantchari corridors.

Distance	Corridor	Bribes per trip (USD)			Bribes per 100 km (USD)			Variation of bribes per trip	
		Q2-10	Q3-10	Q4-10	Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari– Accra	277.43	250.62	201.39	21.08	19.04	15.30	-19.6%	-27.4%
400	Burkina Faso	170.64	172.64	152.22	42.66	43.16	38.06	-11.8%	-10.8%
916	Ghana	106.78	77.98	49.17	11.66	8.51	5.37	-36.9%	-54.0%
469	Fada N’Gourma – Parakou	320.46	282.91	290.55	68.33	60.32	61.95	2.7%	-9.3%
150	Burkina Faso	62.07	43.91	42.23	41.38	29.27	28.15	-3.8%	-32.0%
319	Benin	258.39	239.00	248.33	81.00	74.92	77.85	3.9%	-3.9%
976	Techiman - Kantchari		183.07	132.74		18.76	13.60	-27.5%	
463	Ghana		44.67	26.24		9.65	5.67	-41.3%	
513	Burkina Faso		138.40	106.50		26.98	20.76	-23.1%	
273	Bobo-Dioulasso - Koutiala			290.55			106.43		
176	Burkina Faso			42.23			23.99		
97	Mali			248.33			256.01		
1,865	Koutiala - Dakar			429.04			23.00		
1,184	Mali			352.59			29.78		
681	Senegal			76.44			11.23		
354	Niono - Bamako			42.23			11.93		
354	Mali			42.23			11.93		
Average <sup>6</sup> of the 5 corridors + road section				231.08			26.40		

Table 20: Evolution of the average bribes per corridor and sub-corridor

Average bribes per 100 km by country						
	Bribes per 100 km on all corridors	Benin	Burkina Faso	Ghana	Mali	Senegal
Quarter Q4-10	26.40	77.85	27.70	5.47	39.34	11.23
Quarter Q3-10	25.95	74.92	33.39	8.89		
Quarter Q2-10	33.49	81.00	42.31	11.66		

Table 21: Evolution of bribes per 100 km by country

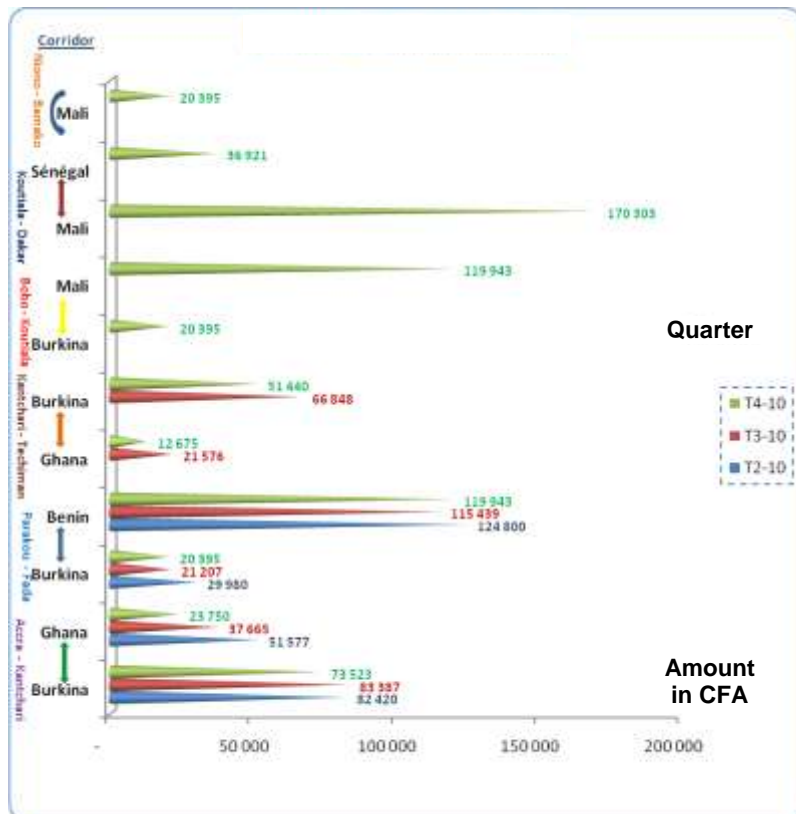
<sup>6</sup> The average bribes per trip is a simple average. The average bribes per 100 km is an average weighted by the length of corridors.

## Bribery

Comparing bribes from the fourth quarter with the previous quarter (Q3-10), the amounts paid per trip decreased by 12.8% on the Kantchari-Accra, Fada N’Gourma-Parakou and Techiman-Kantchari corridors from \$238.87 (Q3 -10) to \$208.23 USD (Q4-10).

Kantchari-Accra and Techiman-Kantchari corridors decreased 19.6% and 27.5% respectively (the highest across countries). Ghana also contributed with a decrease of 36.9% and 41.3% (the strongest decrease across countries) on the Kantchari-Accra and Techiman-Kantchari corridors. Benin increased by 3.9%, from \$239 USD (Q3-10) to \$248 USD (Q4-10).

Compared to the second quarter 2010 there was an increase of 17.7% on both Kantchari-Accra and Fada N’Gourma-Parakou corridors from \$298.94 USD (Q2-10) to \$245.98 USD (Q4-10) per trip.



Graphic 7: Evolution of bribes per corridor and sub-corridor

### III. DELAYS

#### III.1. Average delays

The Kantchari-Accra corridor has the longest delays per 100 km, with 19 minutes lost every 100 km, or a huge delay of about 2 hours per trip. Burkina Faso is mainly responsible for this situation with 40 minutes lost per 100 km, as compared to 9 minutes in Ghana.

The Techiman-Kantchari corridor is in 2<sup>nd</sup> position with 7 minutes lost every 100 km, or a delay of 73 minutes registered per trip. Ghana and Burkina Faso are mutually responsible for this situation with, respectively, 7 minutes and 8 minutes delay registered every 100 km.

Bobo-Dioulasso – Koutiala corridor ranks at the third position with 4 minutes lost every 100 km, or a delay of 10 minutes registered per trip.

The Fada-Parakou corridor and the Malian road section Niono-Bamako rank at the fourth position with two minutes of delay every 100 km; or respectively 10 minutes and 7 minutes registered per trip.

The 1,865 km long Koutiala – Dakar corridor ranks at the sixth position with 1 minute lost every 100 km, or a delay of 11 minutes registered per trip. It is important to notice that this short delay is due to the high number of illegal traffic trucks on this corridor. Indeed in Mali, due to export ban on millet/sorghum and other cereals, the traders and drivers who still carry those goods illegally need to corrupt ahead of time all the agents along the corridor. These illegal trucks are then identified by the agents and not stopped at all during their journey.

Average delays per 100 km (min)							
Corridor	Distance in km	Delays per 100 km by corridor (min)	Delays per 100 km by corridor sub-section (min)				
			Benin	Burkina Faso	Ghana	Mali	Senegal
Kantchari - Accra	1,316	19	-	40	9	-	-
Fada N'Gourma - Parakou	469	2	1	5	-	-	-
Techiman-Kantchari	976	7	-	8	7	-	-
Bobo-Dioulasso-Koutiala	273	4	-	4	-	3	-
Koutiala - Dakar	1,865	1	-	-	-	1	1
Niono - Bamako	354	2	-	-	-	2	-
<b>Weighted average</b>		7	1	17	9	1	1

Table 22: Overview of delays per 100 km by corridor and sub-corridor

As per the table above, Burkina Faso ranks first with the highest delays per 100km followed by Ghana, Benin, Mali, and Senegal, together at the third position.

#### III.2. Evolution of the average delays

The delays observed during the fourth quarter of 2010 show a strong decrease as compared to the previous quarter on the Kantchari – Accra; Fada N'Gourma – Parakou; and Techiman – Kantchari corridors. The delays registered a decrease of 67.0%.

Distance	Corridor	Delays (minutes) per 100 km			Variation of the delays per trip	
		Q2-10	Q3-10	Q4-10	Q4-10/Q3-10	Q4-10/Q2-10
1,316	Kantchari– Accra	53	34	19	-44.1%	-64.2%
400	Burkina Faso	71	58	40	-31.0%	-43.7%
916	Ghana	45	23	9	-60.9%	-80.0%
469	Fada N'Gourma – Parakou	28	14	2	-85.7%	-92.9%
150	Burkina Faso	44	17	5	-70.6%	-88.6%



## CONCLUSION

The last quarter of 2010 ends with a slight 5.1% increase of control points whereas bribes collected and delays have decreased by 12.80% and 67.0% respectively as compared to the previous quarter for Kantchari-Accra; Fada N'Gourma-Parakou and Techiman-Kantchari corridors. Despite these variations, the indicators remain high.

If we analyze the number of stops in detail, the recently added Malian road section Niono-Bamako has the most controls with an average of 5.93 stops per 100 km – 21 stops per trip. It is followed closely by Bobo Dioulasso-Koutiala and Koutiala-Dakar corridors with averages of 5.86 and 5.31 stops per 100 km respectively. The N'Gourma Fada-Parakou corridor averaged the fewest number of controls this quarter with 2.77 stops per 100 km – 13 controls per trip.

By country Senegal has the most controls followed by Mali and then Ghana.

The highest average amount of bribes paid by truckers was \$106.43 USD per 100 km on the Bobo Dioulasso-Koutiala corridor.

Finally, with regard to delays, the Kantchari-Accra corridor is delaying truckers the most with an average of 19 minutes lost every 100 km, which is a huge delay of 244 minutes wasted per trip. Techiman-Kantchari corridor ranks in the 2<sup>nd</sup> position with 7 minutes, followed by Bobo Dioulasso-Koutiala corridor (4 minutes), Fada-Parakou corridor (2 minutes), the Malian road section Niono-Bamako (2 minutes), and Koutiala-Dakar corridor (1 minute). Concerning this last corridor, it is interesting to note that delays are disproportionately reduced due to illegal traffic. Indeed in Mali, due to export ban on millet/sorghum and other cereals, the traders and drivers who still carry those goods illegally need to corrupt ahead of time all the agents along the corridor. These illegal trucks are then identified by the agents and not stopped at all during their journey.

Across countries, Burkina Faso ranks first with the longest delays per 100 km, followed by Ghana. Benin, Mali and Senegal rank at the third position.

The high number of controls, level of bribes and length of delays by uniformed officials undermines the application of regulations related to the free movement of persons, goods and services along trade corridors. Police, customs, gendarmerie, local councils and unions posted along interstate highways must change their behavior and be more motivated to work towards the facilitation and acceleration of traffic flow.

Therefore, the IRTG initiative invites the countries to reinforce their efforts to ensure awareness and advocacy to substantially reduce road corruption throughout West Africa trade routes.



### Removing trade barriers in West Africa.

## ANNEX 2: Summary Table of surveys conducted between October 1<sup>st</sup> and December 31<sup>st</sup> 2010

IRTG results between October 1st and December 31th 2010 Controls, Bribes, Delays on the corridors followed by USAID / ATP and E-ATP																
Country	Number of trips	Distance in km	Number of controls						Bribese in CFA francs*						Delays	
			Police	Customs	Gendarmerie	Others	Total per trip	Total per 100 km	Police	Customs	Gendarmerie	Others	Total per trip	Total per 100 km	Total per trip	Total per 100 km
<b>Kantchari - Accra</b>																
Burkina Faso	44	400	2	6	2	0	10	2,5	19,773	33,682	20,068	0	73,523	18,381	159	40
Ghana	44	916	18	10	0	0	28	3,1	8,125	15,275	0	350	23,750	2,593	85	9
By corridor	44	1,316	20	16	2	0	38	2,9	27,898	48,957	20,068	350	97,273	7,392	244	19
<b>Fada N'Gourma - Parakou</b>																
Burkina Faso	90	150	2	2	1	1	6	4	5,778	6,811	4,989	2,817	20,395	13,597	7	5
Benin	90	319	1	1	1	4	7	2	30,694	33,593	34,165	21,491	119,943	37,600	3	1
By corridor	90	469	3	3	2	5	13	3	33,829	41,427	40,024	21,366	140,338	29,923	10	2
<b>Techiman-Kantchari</b>																
Ghana	10	463	8	8	0	1	17	4	3,250	3,575	0	5,850	12,675	2,738	33	7
Burkina Faso	10	513	5	4	4	1	14	3	8,550	25,090	7,750	10,050	51,440	10,027	40	8
By corridor	10	976	13	12	4	2	31	3	11,800	28,665	7,750	15,900	64,115	6,569	73	7
<b>Bobo-Dioulasso - Koutiala</b>																
Burkina Faso	9	176	2	4	1	0	7	4	5,778	6,811	4,989	2,817	20,395	11,588	7	4
Mali	9	97	3	3	3	0	9	9	30,694	33,593	34,165	21,491	119,943	123,653	3	3
By corridor	9	273	5	7	4	0	16	6	36,472	40,404	39,154	24,308	140,338	51,406	10	4
<b>Koutiala - Dakar</b>																
Mali	19	1,184	10	11	15	13	49	4	34,053	66,026	37,000	33,224	170,303	14,384	7	1
Senegal	19	681	12	4	31	3	50	7	10,579	14,342	11,737	263	36,921	5,422	4	1
By corridor	19	1,865	22	15	46	16	99	5	44,632	80,368	48,737	33,487	207,224	11,111	11	1
<b>Niono - Bamako</b>																
Mali	30	354	4	4	7	6	21	6	5,778	6,811	4,989	2,817	20,395	5,761	7	2
By corridor	30	354	4	4	7	6	21	6	5,778	6,811	4,989	2,817	20,395	5,761	7	2

## ANNEX 3: ACKNOWLEDGEMENTS

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