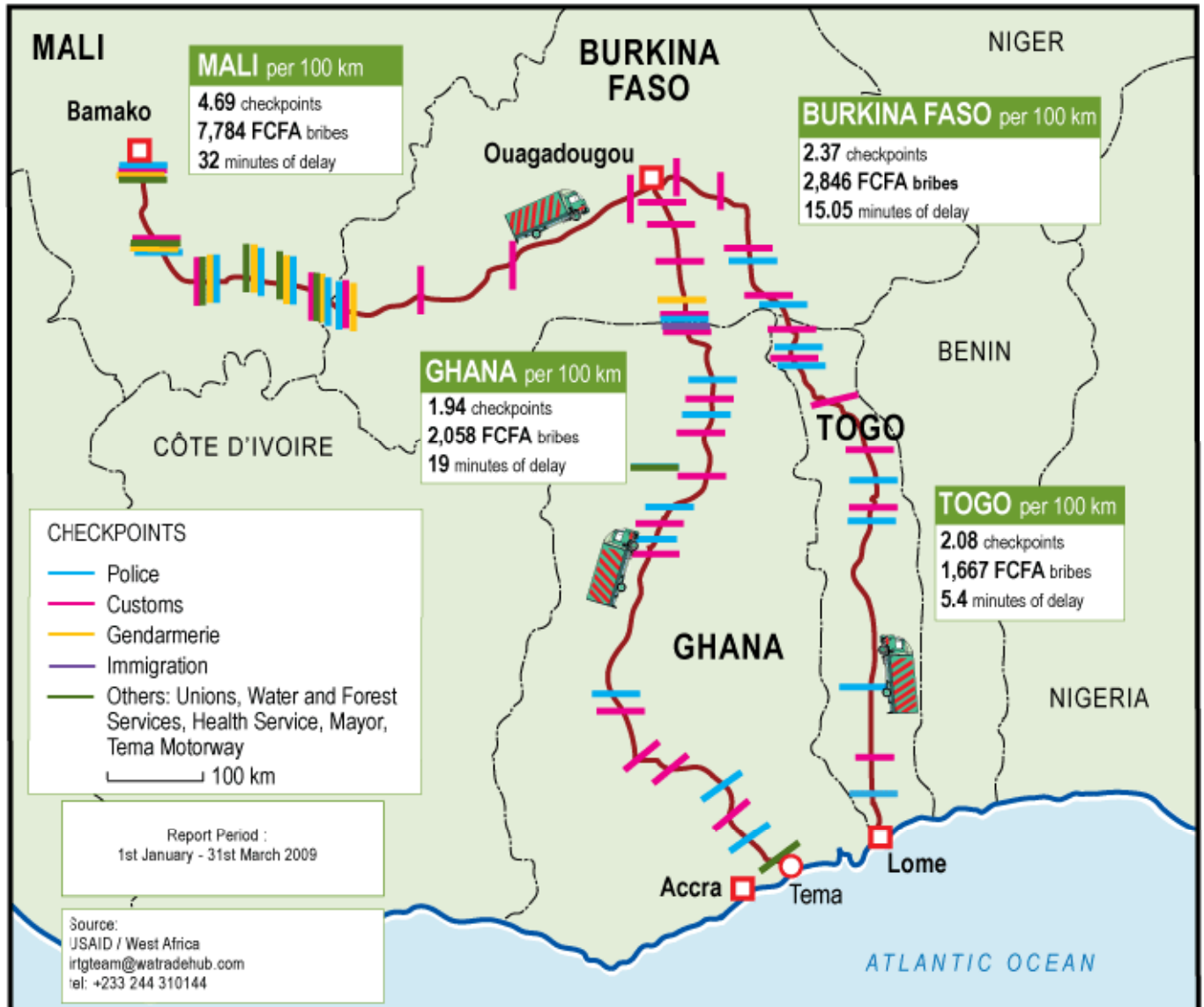


IMPROVED ROAD TRANSPORT GOVERNANCE ON PRIMARY CORRIDORS

Results of surveys taken Jan. 1 to March 31, 2009



EXECUTIVE SUMMARY

Like its predecessors, this report on road harassment during the first quarter of 2009 confirms the existence of practices that limit the free movement of goods and people along trade corridors in Burkina Faso, Ghana, Mali and Togo. The number of checkpoints per 100 km is about 2 in Togo and Ghana but reaches 5 in Mali. The delays per 100 km range from 7 minutes in Togo to 44 minutes in Burkina Faso. Bribery varies from an average 1,667 FCFA per 100 km in Togo to 7,784 FCFA in Mali. During this reporting period, bribery has decreased, compared to previous reports, in every country except Togo. Still, it remains high enough thanks largely to the collection of penalties for violations of axle-weight limits (without the issuing of receipts) on two of the three corridors, despite that the trucks in question are not in violation of the rules. First noted in the statistics generated by the data collected during the fourth quarter of 2008, this problem represents about 46% of the total money collected by agents in Ghana and about 20% of the total collected in Mali.

I- INTRODUCTION

The Improved Road Transport Governance initiative publishes a report each quarter on road corruption along three primary trade corridors as part of its effort to fight road corruption. The three corridors are Tema-Ouagadougou, Ouagadougou-Bamako and Lomé-Ouagadougou.

Road corruption represents an obstacle to development in UEMOA countries and Member States should take appropriate action against the problem as part of their development strategies.

The persistence of road corruption as reported by the IRTG initiative over the past two years is legitimately worrying. The quarterly reports look at three indicators: the number of checkpoints, bribery and delays. These effectively harm economic development in the Member States.

Traffic on the primary trade corridors seems to be getting an unwelcome boost with the appearance of old demons in the form of new sources of bribery.

This 7th report is based on a new quarter of data collected on the corrupt practices of agents of the police, military and customs. It covers the first quarter of calendar year 2009 (January to March) and compares the data to that presented in the 6th IRTG initiative report.

II- Results of the Surveys Completed Jan. 1 to March 31, 2009

In 2009, corrupt practices are still a serious problem, more alarming now perhaps because the level of bribery is still elevated, particularly in Mali although there was a slight decrease (11%) compared to previous reports. The surveys have again identified the introduction of new checkpoints and new extortion under the pretext of enforcing the rules on axle-weight load limits.

The data collected in this report have been, as usual, collected in Burkina Faso, Ghana and Togo by the focal points of these countries. In Mali, the Trade Hub's verification field agent collected the data.

Table 1 below gives an overall view of the number of checkpoints, value of bribes collected and time of delays experienced on the three corridors covered by the IRTG initiative.

For more detailed results from the surveys, see the summary table in Annex 1.

Table 1: Checkpoints, bribes and delays on primary corridors in the first quarter of 2009.

IRTG results, Jan. 1 to March 31, 2009: Checkpoints, Bribes and Delays							
Corridor	Distance traveled (in km)	Average number of barriers per trip		Average value of bribes collected (US\$) ¹		Delay (in minutes)	
		Total	Per 100 km	Total	Ratio sur 100 km	Total	Per 100 km
Tema – Ouagadougou	1,057	23.60	2.23	\$51.98	\$4.92	244	23
Ouagadougou – Bamako	920	29.25	3.18	\$86.67	\$9.42	185	20
Lomé – Ouagadougou	1,020	23.45	2.30	\$41.72	\$4.09	78	8

In the analysis that follows, the number of checkpoints per 100 km has been rounded to the nearest whole number.

¹ Converted from FCFA. The average exchange rate was 512 FCFA for US\$ 1 from Jan. 1 to March 31, 2009.

2.1 Checkpoints by corridor

The Ouagadougou-Bamako corridor has the highest density of checkpoints: A total of 29 stops per trip with an average of 3 stops per 100 km were recorded during the first quarter of 2009. The density of the checkpoints along the Mali section of this corridor largely explains this situation. The Mali section had 20 stops per trip compared to 9 stops per trip along the Burkina Faso section of the corridor. The Lomé-Ouagadougou corridor surveys showed the lowest level of checkpoints with 23 stops per trip, about 2 stops per 100 km.

Checkpoints in Mali are most often operated by the police, followed by the gendarmerie and then the customs service; agents implementing the axle-weight load limits follow in last place

2.2 Bribery by corridor

The summary table in Annex 1 indicates again a high level of bribery noted in surveys during the first quarter of 2009. In effect, the bribery at weighbridges, where trucks are weighed to check compliance with axle-weight load rules, noted during the last quarter of 2008 on certain corridors, were again reported on this quarter's surveys. Bribes collected at weighbridges represent 32% of the total bribes collected on the Tema-Ouagadougou corridor and 15% of the total collected on the Ouagadougou-Bamako corridor.

The Ouagadougou-Bamako corridor shows bribery reaching a level of about US\$ 86.67 per trip. This high level is largely due to checkpoints in Mali, where US\$ 65.67 is collected per trip (of which US\$ 12.94 is collected at weighbridges). This level beats Mali's sad record for the highest level of bribery per trip and per corridor for an average trip, far ahead of Burkina Faso, where the total average bribe per trip was US\$ 21.

The Lomé-Ouagadougou corridor showed the lowest level of bribery of the three corridors, with an average US\$ 41.72 collected per trip.

In Ghana, the agents at the weighbridge located at the entry of the motorway collect the highest amount of bribes followed by the customs agents and police officers.

In Burkina Faso, the customs agents are collecting the most in bribes ahead of the police and then the gendarmerie.

In Togo, the police officers are collecting the most in bribes, ahead of the customs and then the gendarmerie.

All of the various agents are collecting bribes in Mali; in decreasing order of importance, the most implicated are: the police, the gendarmerie, the customs and, finally, agents at weighbridges.

2.3 Inspection times and delays by corridor

Delays caused by checkpoints is verified by a counter-survey and decreases by order of importance as follows, in minutes per trip:

- Tema-Ouagadougou (1,057 km): 244 minutes, or 23 minutes delay per 100 km.
- Bamako-Ouagadougou (920 km): 185 minutes, or 20 minutes delay per 100 km.
- Lomé-Ouagadougou (1,020 km): 78 minutes, or 8 minutes delay per 100 km.

III Trends Analysis

During this first quarter of 2009, the assessment of results is still crucial. This report compares the results of this first quarter (**T1-09**) to:

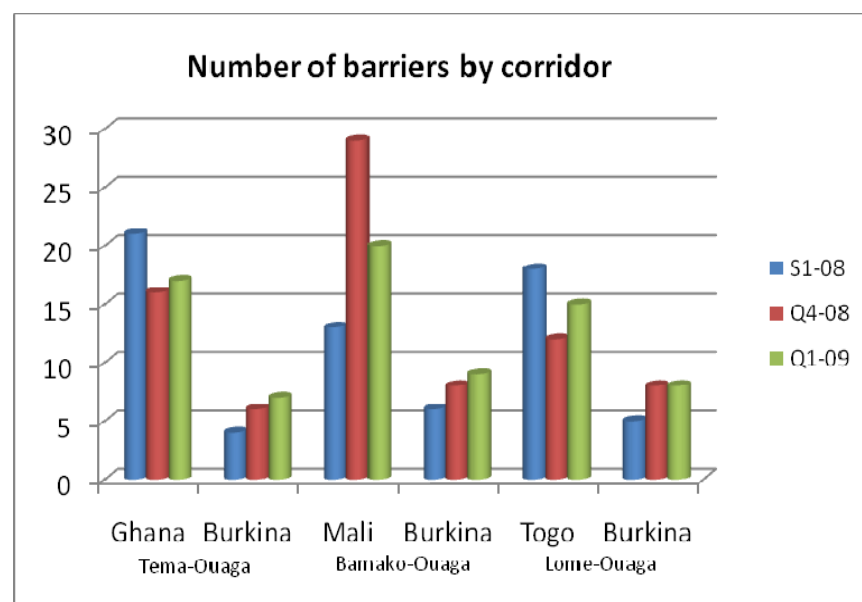
- Results of the fourth quarter of 2008 (the previous quarter) **T4-08**
- Results of the first semester of 2008 (one year ago) **S1-08**

3.1 Change in the number of checkpoint inspections by corridor and by state

Table 2: Number of barriers noted on each corridor and by state.

Corridor	Number of barriers by corridor			Number of barriers per 100 km		
	S1-08	T4-08	T1-09	S1-08	T4-08	T1-09
Tema-Ouaga	25	22	24	2	2	2
Ghana	21	16	17	2	2	2
Burkina	4	6	7	2	4	4
Ouaga-Bamako	19	37	29	2	3	3
Burkina	6	8	9	1	2	2
Mali	13	29	20	3	7	5
Lomé-Ouaga	23	20	23	2	2	2
Togo	18	12	15	2	2	2
Burkina	5	8	8	2	3	3

Figure 1: Change in the number of checkpoints compared to the previous quarter and one year ago.



Comparing the two most recent reporting periods, the fourth quarter of 2008 and the first quarter of 2009, we note that the total number of checkpoints slightly decreased from 79 to 76. We attribute this to a 31% decline on the Mali corridor section and a 25% increase in the Togo corridor section.

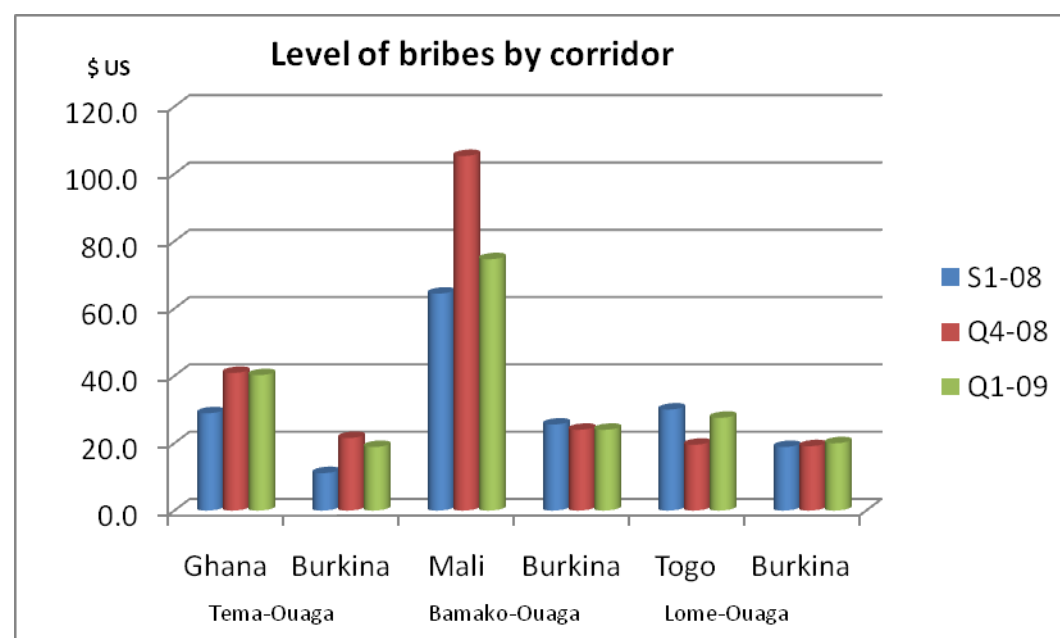
In Ghana and Burkina Faso, the number of checkpoints slightly increased (by one checkpoint) compared to the fourth quarter of 2008. Comparing the first semester report of 2008 to the first quarter report of 2009, we note a 13% net increase in the total number of checkpoints on the corridors collectively; this is largely due to the appearance of new forms of bribery.

3.2 Change in bribery by corridor and by state

Table 3: Bribery on the corridors and in the states, by trip and per 100 km (in US\$).

Corridor	Bribes by trip			Bribes per 100 km		
	S1-08 ²	T4-08 ³	T1-09 ⁴	S1-08	T4-08	T1-09
Tema-Ouaga	\$41	\$55.11	\$51.95	\$3.88	\$5.23	\$4.92
Ghana	29.68	36.22	35.35	3.42	4.11	4.02
Burkina	11.42	19.09	16.60	6.85	10.81	9.41
Ouaga-Bamako	\$92.47	\$114.17	\$86.72	\$10.27	\$12.46	\$9.42
Burkina	26.26	21.26	21.09	5.71	4.32	4.30
Mali	66.21	93.31	65.63	14.84	21.62	15.20
Lomé-Ouaga	\$50.22	\$34.25	\$41.80	\$4.57	\$3.35	\$4.09
Togo	30.82	17.32	24.22	4.57	2.32	3.26
Burkina	19.41	16.93	17.58	6.85	6.15	6.36

Figure 2: Change in bribery over the three reporting periods.



Comparing the results of the fourth quarter of 2008 with those of the first quarter of 2009, we note a decrease of 11% in the collection of bribes on the three corridors collectively. The greatest decrease – by 23% – was recorded on the Bamako-Ouagadougou corridor; the Tema-Ouagadougou corridor followed with a 5% decrease.

On the other hand, the Lomé-Ouagadougou corridor saw a 23% increase in bribes collected, which is largely attributable to Togo's section of the route where bribes increased by 41%, mainly at new checkpoints.

Bribery in Mali saw a 29% decline compared to the previous quarter, but nevertheless remains the highest. In Burkina, which has sections of each of the three corridors, bribery declined by 3%. The emergence of weighbridges as a point of bribery based on alleged violations of regional axle-weight load restrictions (without the issuing of receipts) is still apparent in Ghana and Mali.

Despite the recent reduction in bribery, the amount truck drivers are paying to pass checkpoints has actually increased by 15% compared to one year ago (first semester of 2008 compared to first quarter of 2009).

² For the first semester of 2008, that is, Jan. 1 to June 30, 2008, US\$ 1 = 438 FCFA

³ For the fourth quarter of 2008, Oct. 1 to Dec. 31, 2008, US\$ 1 = 508 FCFA

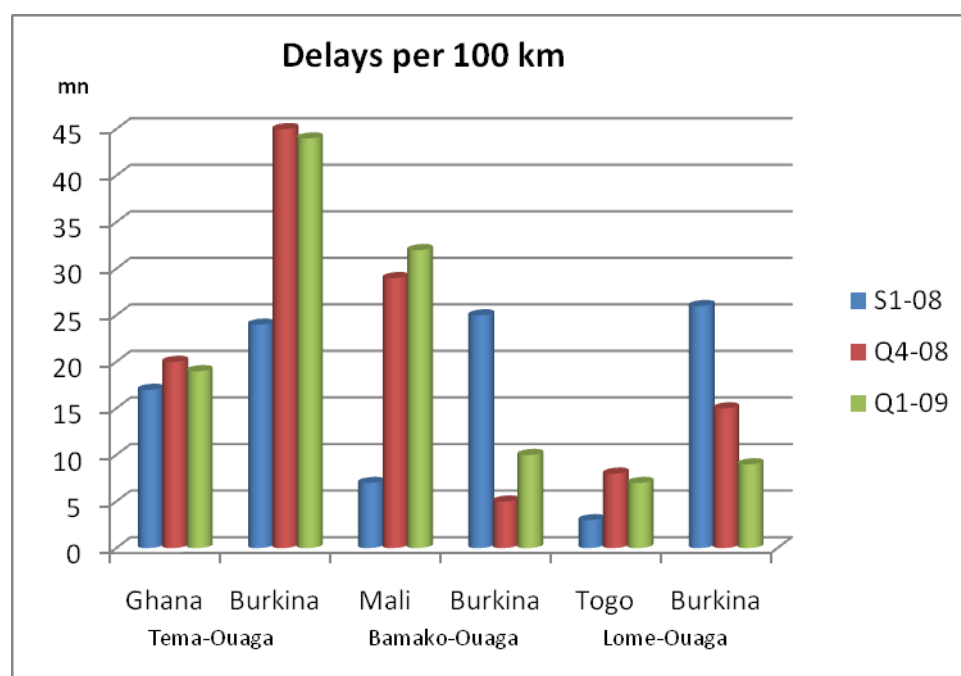
⁴ For the first quarter of 2009, Jan. 1 to March 31, 2009, US\$ 1 = 512 FCFA

3.3 Change in inspection times by corridor and by state

Table 4: Delays by corridor per 100 km.

Corridor	Delays per 100 km (in minutes)		
	S1-08	T4-08	T1-09
Tema-Ouagadougou	18	24	23
Ghana	17	20	19
Burkina	24	45	44
Ouagadougou-Bamako	16	16	20
Burkina	25	5	10
Mali	7	29	32
Lomé-Ouagadougou	9	10	8
Togo	3	8	7
Burkina	26	15	9

Figure 3: Change in inspection times by corridor and by state per 100 km.



Compared to the previous quarter, delays have increased by 2% on the three corridors collectively. Only the Ouagadougou-Bamako corridor registered an increase in delays, from 16 minutes average delay noted in the fourth quarter of 2008 to 20 minutes this quarter. This 25% increase can largely be attributed to the Burkina section of the route where inspection times at checkpoints increased from 5 to 10 minutes per 100 km, a 100% increase.

Mali is second with a 10% increase as delays increased 29 to 32 minutes per 100 km. The largest decrease, from 10 minutes to 8 minutes, occurred on the Lomé-Ouagadougou corridor, a 20% decrease.

On the Burkina Faso section of the Lomé-Ouagadougou corridor delays decreased from 15 to 9 minutes, a 40% drop. But compared to one year ago (first semester of 2008), delays have increased by 19% on the corridors collectively.

IV CONCLUSION

The data collected on road harassment during the first quarter of 2009 show the problem is still serious. The level of road harassment has not substantially declined and seems to be go up and down without notably changing. The results are mixed.

Bribery increased on the Lomé-Ouagadougou corridor by 23% but it decreased by 5% and 23% on the Ouagadougou-Tema and Bamako-Ouagadougou corridors, respectively. Despite a 29% reduction in bribery compared to the previous quarter along the Mali section of the Bamako-Ouagadougou corridor, Mali still has the highest level of bribery among the four countries.

The number of checkpoints has decreased in the first quarter of 2009 by 4% compared to the previous quarter, on all of the corridors collectively. Still, the number of checkpoints is still 13% higher than it was one year ago.

The challenge is to effectively and strictly implement the decisions announced or taken by national authorities to reduce road corruption. All of the countries should implement firm measures in order to see results.

The IRTG initiative invites political and administrative authorities in the states to improve awareness of the struggle against road harass and equally to take appropriate measures to stop the practices that are harmful to the free movement of people and goods on the corridors..

ANNEX 1: Summary Table of Results of Surveys, Jan. 1 to March 31, 2009

Table 5: Summary table of IRTG initiative results from surveys collected in the first quarter of 2009.

IRTG initiative results Jan. 1 to March 31, 2009 :																			
Checkpoints, Bribes, Delays																			
State	Number of trips	Distance traveled in km	Average number of checkpoints by agency							Average bribe taken in US\$ by agency*							Delay (in minutes)		
			Police	Border police, immigration	Customs	Gendarmerie	Municipal, Unions, Health agents; Tema Motorway	Total	Per 100 km	Police	Border police, immigration	Customs	Gendarmerie	Municipal, Unions, Health agents	Other**	Total	Per 100 km	Total	Per 100 km
Tema – Ouagadougou																			
Ghana**	91	881	6.91	0.75	8.93	**	0.49	17.09	1.94	\$5.40	\$0.60	\$12.95	0	0	\$16.47	\$35.41	\$4.02	167	19
Burkina	91	176	1.78	0.98	3.42	0.32	0.02	6.52	3.70	5.15	2.51	7.58	1.27	0.06	0	16.57	9.41	77	44
By corridor	91	1057	8.69	0.86	12.35	0.32	0.51	23.60	2.23	10.56	3.11	20.52	1.27	0.06	16.47	51.98	4.92	244	23
Ouagadougou – Bamako																			
Burkina	8	488	1.63	0.63	5.75	1.00	0.00	9.00	1.84	5.13	2.69	10.25	2.93	0	0	21.00	4.30	46	10
Mali	8	432	5.13	1.00	4.50	4.63	5.01	20.25	4.69	16.48	16.88	15.63	16.11	1.22	12.94	65.67	15.20	139	32
By corridor	8	920	6.75	0.81	10.25	5.63	5.01	29.25	3.18	21.61	3.30	25.88	19.04	1.22	12.94	86.67	9.42	185	20
Lomé – Ouagadougou																			
Togo	115	746	7.47	0.90	6.47	0.60	0.05	15.49	2.08	14.79	1.98	6.07	1.21	0.15	0.08	24.29	3.26	54	7
Burkina	115	274	2.45	2.23	3.10	0.19	0.00	7.97	2.91	7.18	6.52	3.15	0.58	0	0	17.44	6.36	23	9
By corridor	115	1020	9.92	1.56	9.57	0.79	0.05	23.45	2.30	21.97	8.50	9.22	1.79	0.15	0.08	41.73	4.09	78	8

Notes: *1 US\$ = 512 FCFA.

** There is no gendarmerie in Ghana;

*** Other: This column presents bribery that occurs at weighbridges, where drivers pay sums without receiving receipts on certain corridors.

ANNEX 2: Acknowledgements

The IRTG initiative recognizes the numerous people who have contributed to the writing and publication of this report and deeply thanks them. We thank the truck drivers who complete the data sheets, the transport companies and the transport unions. The initiative maintains excellent relationships with economic operators, the media and civil society organizations as well, with a view to undertake actions against road harassment on the corridors.

The IRTG team thanks particularly the National Coordinators of Focal Points in the following countries:

Burkina Faso

- National Coordinator: *Direction Générale des Transports Terrestres et Maritimes*
- Focal Point: *Conseil Burkinabè des Chargeurs*

Ghana

- National Coordinator: ECOWAS Office of the Ministry of Foreign Affairs, Regional Cooperation and NEPAD.
- Focal Point: Ghana Shippers' Council

Mali

- National Coordinator: *Direction des Transports Terrestres, Maritimes et Fluviaux*

Togo

- National Coordinator: *Direction Générale des Transports*
- Focal Point: *Chambre de Commerce et d'Industrie du Togo*