

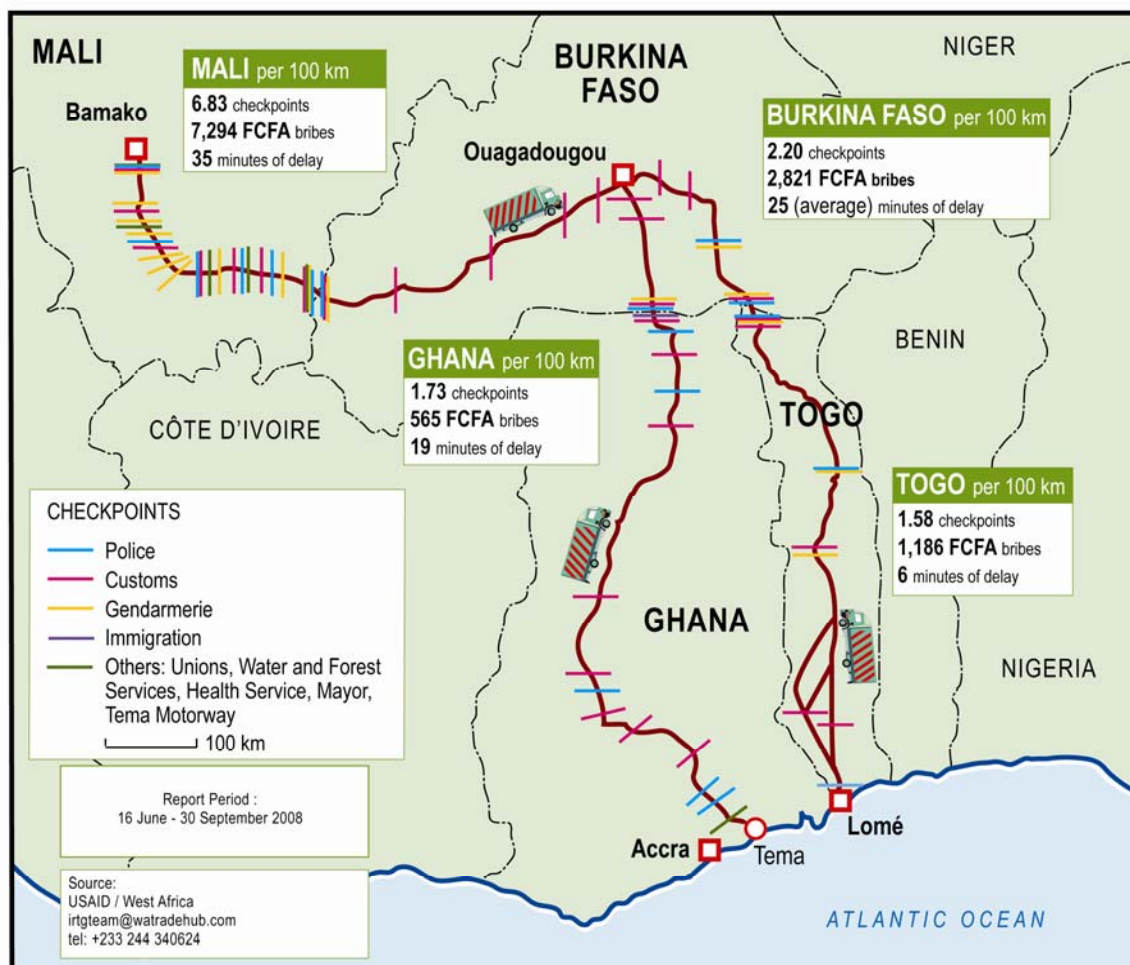


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IMPROVED ROAD TRANSPORT GOVERNANCE PROJECT REPORT

Results for the period June 16 to Sept. 30, 2008



I. Introduction

The Improved Road Transport Governance (IRTG) project regularly surveys primary trade corridors to measure the number of checkpoints and the extent of delays and bribery caused by police, customs and military agents. The project covers the primary trade corridors of Tema-Ouagadougou, Ouagadougou-Bamako and Lome-Ouagadougou. This report presents the results from data collected from June 16 to Sept. 30, 2008 and compares them to data collected during the previous quarter of 2008.

II. Results of data collected from June 16 to Sept. 30, 2008

The following table presents the results of the analysis of the data collected from surveys of truckers using the IRTG trade corridors.

Table 1

IRTG Results : 16 June to 30 Sept. 2008 Checkpoints, Bribery and Delays																		
Countries traveled	Number of voyages	Distance covered (km)	Number of checkpoints by type of agency							Bribery, in FCFA*						Delays**		
			Police	Border police : Immigration	Cust oms	Gendarmerie	Civil gov't, unions	Total	Ratio per 100 km	Police	Border police : Immigration	Cust oms	Gendarmerie	Civil gov't, unions	Total	Ratio per 100km	Total	Ratio per 100km
Tema – Ouagadougou																		
Ghana**	67	881	5.84	1.00	8.36	-	0.09	15.3	1.73	1 687	70	3 062	-	154	4 974	565	89	19
Burkina	67	176	0.84	1.00	3.24	0.87	0.01	6.00	3.38	1 632	1 513	3 960	1 676	15	8 796	4 997	160	48
By route	67	1057	6.67	2.00	11.60	0.87	0.10	21.2	2.01	3 320	1 583	7 022	1 676	169	13 770	1 303	249	24
Ouagadougou – Bamako																		
Burkina	41	488	1.00	1.00	3.49	1.00	0.39	6.9	1.41	1 829	1 780	3 317	2024	390	9 341	1 914	31	6
Mali	41	432	6.93	1.00	6.66	10.12	4.78	29.5	6.83	8 883	1 146	2 902	14 540	4 037	31 509	7 294	150	35
By route	41	920	7.93	2.00	10.15	11.12	5.17	36.4	3.95	10 712	2 927	6 220	16 565	4 427	40 850	4 440	181	20
Lomé – Ouagadougou																		
Togo	85	746	2.98	1.00	3.86	3.91	0.02	11.8	1.58	2 534	841	2 279	3 167	24	8 845	1 186	45	6
Burkina	85	274	1.47	1.00	2.85	1.21	0.02	6.6	2.39	1 909	1692	1 453	1 647	41	6 742	2 461	30	11
By route	85	1020	4.45	2.00	6.71	5.12	0.05	18.3	1.80	4 444	2533	3 732	4 814	65	15 587	1 528	75	7
Total Burkina	192	882	3.31	3	9.58	3.08	0.42	19.4	2.20	5 370	4 985	8 315	5 347	446	24 879	2 821	221	25

Notes: *1 US\$ = 425 FCFA and 1 US\$ = 0.98 GH¢; ** There is no gendarmerie in Ghana.

2.1 Number of checkpoints by corridor

Table 1 shows that the Ouagadougou-Bamako corridor has the greatest density of checkpoints, with a total of about 36 stops per trip, a ratio of 3.95 stops per 100 km during this reporting period. It should be noted that this high density is mainly a result of the high number of checkpoints in Mali, which has 29 compared to 7 in Burkina Faso. The Lomé-Ouagadougou corridor stands out in this report for having the least number of checkpoints with 18.3 stops and a ratio of 1.80 stops per 100 km. Notably, improper stops are due in large part and by order of magnitude to the gendarmes, the police and the customs agents in Mali. Burkina Faso recorded the lowest ratio of checkpoints on its different corridor: notably, 1.41 stops per 100 km on the Ouagadougou-Bamako.

2.2 Bribery by corridor

The data collected, analyzed and presented in Table 1 indicate that the highest level of bribery occurs on the Ouagadougou-Bamako corridor, with 40,850 FCFA collected on average per voyage. This level is attributable mainly to Mali, which, with 31,509 FCFA average bribe collected along its length of the corridor, beats the record of the highest level of bribes collected by country and by corridor during one voyage. The Tema-Ouagadougou corridor recorded the lowest level of bribery, with 13,770 FCFA, but it remains a constraining problem.

The agencies the most responsible, in order of decreasing importance, are: customs followed by police in Ghana; customs, the gendarmerie and the police in Burkina Faso; the gendarmerie and the police in Togo. Mali shows bribery to be a problem within all of the agencies operating checkpoints and particularly for the gendarmerie and the police.

2.3 Inspection times and delays by corridor

The delays caused by inspection times and confirmed by a review survey are, by order of decreasing magnitude and in minutes per trip:

- Tema-Ouagadougou, 1,057 km: 249 minutes, or 24 minutes per 100 km
- Bamako-Ouagadougou, 920 km: 181 minutes, or 20 minutes per 100 km
- Lomé-Ouagadougou, 1,020 km: 75 minutes, or 25 minutes per 100 km.

III. Change in results over time

The results of this third quarter of 2008 are compared to those from the first quarter of 2008.

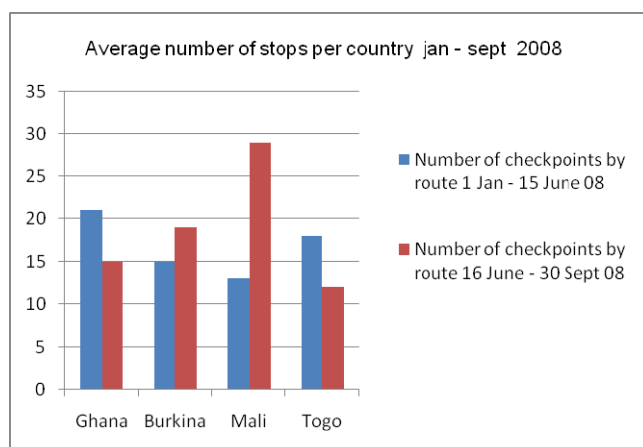
3.1. Change in the number of stops by corridor and by country

Table 2

Corridor	Number of checkpoints by route		Ratio per 100 km	
	1 Jan – 15 June 08	16 June – 30 Sept	1 Jan – 15 June 08	16 June – 30 Sept
Tema-Ouaga	25	21	2.40	2.01
Ghana	21	15	2.41	1.73
Burkina	4	6	2.39	3.38
Ouaga-Bamako	19	36	2.09	3.95
Burkina	6	7	1.27	1.41
Mali	13	29	3.01	6.83
Lomé-Ouaga	23	18	2.22	1.80
Togo	18	12	2.35	1.58
Burkina	5	6	1.84	2.39

Figure 1

The number of stops has increased by 12% during the third quarter of 2008, rising from 67 to 75. Only Togo, with a 33% decrease in checkpoints, and Ghana, with a 28.6% decrease, have recorded a significant decline. On the other hand, a 21% increase was recorded in Burkina Faso and an increase of 47% was recorded on the Ouagadougou-Bamako. Mali alone saw a 55% increase in the number of checkpoints on this corridor.



Mixed Results: The IRTG initiative's reports have led Togolese authorities to take actions during the third quarter of 2008 to reduce checkpoints along its routes and essentially on the Lome-Cinkasse (at the border with Burkina Faso) route. The Ghanaian police, for its part, continued to make progress in the reduction of checkpoints following the publication of articles in the media. It reduced checkpoints by about 29% on the Tema-Paga section of the Tema-Ouagadougou corridor, reducing the number from 21 in June 2008 to 15 at the end of September 2008.

3.2. Change in bribery by corridor and by country

Table 3

Corridor	Bribery per trip		Ratio per 100 km	
	1 Jan – 15 June 08	16 June – 30 Sept	1 Jan – 15 June 08	16 June – 30 Sept
Tema-Ouaga	18 000	14 000	1 700	1 300
Ghana	13 000	9 000	1 500	500
Burkina	5 000	5 000	3 000	5 000
Ouaga-Bamako	40 500	44 500	4 500	5 000
Burkina	11 500	10 000	2 500	2 000
Mali	29 000	34 500	6 500	8 000
Lomé-Ouaga	22 000	15 500	2 000	1 500
Togo	13 500	9 000	2 000	1 200
Burkina	8500	7 000	3 000	2 500

Note: 1 US\$ = 450 FCFA and 1 US\$ = 0.96 GH¢

Figure 2

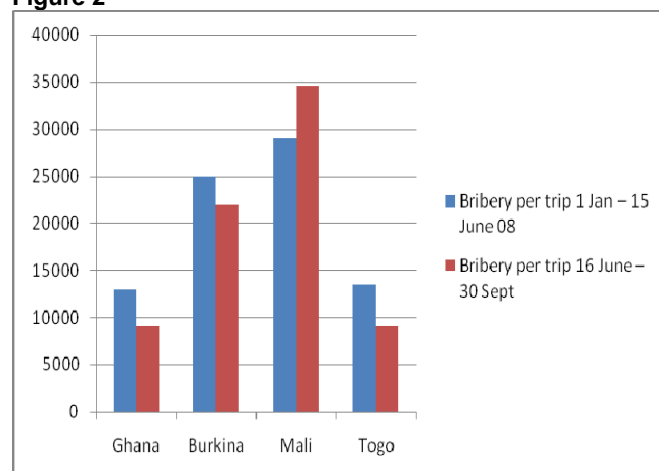


Table 3 and Figure 2 show a strong increase in bribery along the Ouagadougou-Bamako corridor (9%); the increase in Mali is 16%, and it remains far and away the country where the value of bribes collected is the highest. On the other corridors, by comparison, there has been a significant decrease in the value of bribes paid per trip: a 31% decline on the Lome-Ouagadougou corridor and a 22% decline on the Tema-Ouagadougou corridor.

IV. Conclusion

The number of checkpoints increased by about 12% during the third quarter of 2008. During the same time, the value of bribery only increased along the primary corridor in Mali, while the level of bribery paid generally declined along the other corridors.

The efforts undertaken by authorities in Togo and Ghana (see box above) to reduce the number of checkpoints have had a positive impact and have led to a notable decline in the number of stops in these countries.

The IRTG initiative consequently invites political and administrative authorities (particularly those in Mali) to take appropriate measures in order to improve the movement of goods and people along the IRTG primary trade corridors.

Acknowledgements

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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*