



USAID
FROM THE AMERICAN PEOPLE



IMPROVED ROAD TRANSPORT GOVERNANCE PROJECT REPORT

Results for the period Jan. 1 to June 15, 2008



I- Introduction

The Improved Road Transport Governance (IRTG) project regularly surveys primary trade corridors to measure 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 the 1st of January to the 15th of June 2008, exactly five and a half months, and compares them to data collected during the last quarter of 2007. In order to learn in an objective manner the magnitude of delays and bribery, the IRTG approach consists only of reviewing data sheets from truck drivers who have all requisite documentation both for themselves and their vehicles. The IRTG staff also ensures that the vehicle is in roadworthy condition. In short, the sample is only constituted of drivers and vehicles that should not be subjected to any penalties. Finally, the IRTG uses a voyage as a single unit for data analysis.

II. Results of data collected from Jan. 1 to June 15, 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

Countries	Number of Voyages	Distance traveled in the country (km)	Number of checkpoints, by type of agency							Bribery (in USD)*							Delays**	
			Police	Immigration	Customs	Gendarmerie	Tema Motorway Unions	Total	Ratio per 100 km	Police	Immigration	Customs	Gendarmerie	Civil, Unions	Total	Ratio per 100 km	Total	Ratio per 100 km
Tema – Ouagadougou																		
Ghana***	158	881	9.09	1	9.87	0	1.26	21.22	2.41	11.910	6.11	11.24	0	1.89	31.16	3.536	146	17
Burkina	158	176	0.35	1	1.69	0.91	0.25	4.2	2.39	0.34	2.72	3.99	4.04	0.56	11.67	6.63	43	24
Route	158	1057	9.44	2	11.56	0.91	1.51	25.42	2.4	12.25	8.83	15.23	4.047	2.46	42.83	4.051	189	18
Ouagadougou – Bamako																		
Burkina	100	488	0.53	1	2.69	1.4	0.6	6.21	1.27	2.64	3.16	11.84	6.24	2.91	26.81	5.49	35	7
Mali	100	432	3.43	1	2.06	4.56	1.94	12.99	3.01	13.66	6.49	13.95	19.02	26.39	68.35	15.82	109	25
Route	100	920	3.96	2	4.75	5.96	2.54	19.2	2.09	16.30	9.65	25.80	25.27	31.45	95.17	10.34	144	16
Lomé – Ouagadougou																		
Togo	165	746	6.33	1	5.08	4.42	0.73	17.56	2.35	6.69	2.83	11.49	9.98	1.13	32.13	4.30	26	3
Burkina	165	274	0.48	1	2.78	0.75	0.04	5.05	1.84	1.38	3.08	13.13	2.68	0.36	20.49	7.48	70	26**
Route	165	1020	6.81	2	7.86	5.17	0.77	22.61	2.22	8.07	5.91	24.62	12.67	1.34	52.63	5.16	96	9

Notes: *1 US\$ = 425 FCFA and 1 US\$ = 0. 98 GH¢; ** Data from March due to the breakdown of a bridge at Koupéla exit (Burkina Faso) ;

*** There is no gendarmerie in Ghana.

2.1 Number of checkpoint by corridor

Table 1 shows that the Tema-Ouagadougou route has the highest density of checkpoints: A total of 25.42, with a ratio of 2.4 stops per 100 km during this reporting period. The Ouagadougou-Bamako route shows itself to have the lowest concentration (2.09) and particularly along the route's Burkina Faso segment with a ratio of 1.27 per 100 km. Notably, improper stops are due mostly to customs and police in Ghana and in Togo and due to the gendarmerie in Mali.

2.2 Bribery by route

Table 1 indicates the average value of bribes in US \$ by route. The Ouagadougou-Bamako route has the highest level of bribery with 95.17 US \$ per voyage. This is due to the Mali sub corridor where the value, 68.35 US \$ per voyage, beats the record of bribes collected for a country and for a segment of a route. The Lomé-Ouagadougou route, which shows a level of 52.63 US \$, has the next lower value of bribes collected. The Tema-Ouagadougou remains the least punitive of routes in terms of bribes collected with 42.83 US\$ per voyage.

The most incriminating agencies are the police and the customs in Ghana, the customs and the gendarmerie in Togo, the customs in Burkina Faso (essentially on the Lome-Ouagadougou and Ouagadougou-Bamako routes). Mali shows a general level of bribery among all of the agencies with the gendarmerie showing the highest level among them.

2.3 Inspection times and delays by route

The delay imposed by inspections and established by a review survey declines from the highest to the lowest as shown below, in minutes per voyage:

- Tema-Ouagadougou, 1,057Km: 189 minutes, **or 3 hours 9 minutes** delay
- Bamako-Ouagadougou, 920 Km: 144 minutes, **or 2 hours 24 minutes** delay
- Lomé-Ouagadougou, 1,020 Km: 96 minutes, **or 1 hour 36 minutes** delay

III. Change in results over time

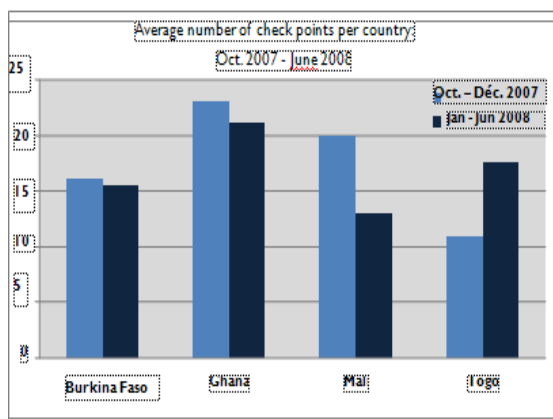
Results of this period's survey compared to results of last quarter of 2007.

3.1 Change in number of stops by route, by country

Table 2

Corridor	Number of stops by route		Ratio per 100 km	
	27 Oct - 31 Dec 07	1 Jan - 15 June 08	27 Oct – 31 Dec 07	1 Jan – 15 June 08
Tema-Ouaga	29	25	2.4	2.40
Ghana	23	21	2.5	2.41
Burkina	6	4	3.3	2.39
Ouaga-Bamako	24	19	2.7	2.09
Burkina	4	6	0.8	1.27
Mali	20	13	4.8	3.01
Lomé-Ouaga	17	23	1.7	2.22
Togo	11	18	1.5	2.35
Burkina	6	5	2.2	1.84

Besides Togo, where there was a big increase in the number of checkpoints (from 11 to 18, or 61% increase) due to an increase in the number of mobile stops, Table 2 shows a decrease in the number of stops in Ghana (8% - see inset) and a small improvement in Burkina Faso along the Lomé-Ouagadougou and Tema-Ouagadougou routes. The number is slightly higher on the Ouagadougou-Bamako route. In Mali, a significant drop in the number of stops was noted (35%). For all the four countries a 4% cumulative reduction was recorded.



Text Box 1: IRTG action helps Ghanaian police make progress.

An IRTG verification mission in May showed that the Ghanaian police had effectively made progress in reducing by 36% the number of checkpoints on the Tema-Paga route, which is part of the Tema-Ouagadougou route. The number of stops fell from 14 in December 2007 to 9 in May and June, a decline of one third during the study period. But customs stops were not reduced. Altogether, there was an 8% decline in the number of stops over the six months of the study.

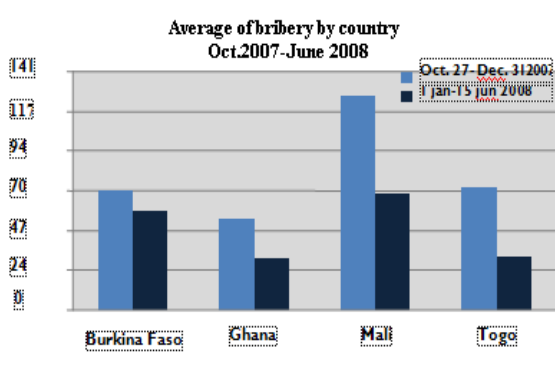
3.2 Change in value of bribes collected by country

Table 3

Corridor	Bribes collected by voyage		Ratio per 100 km	
	27 May -31 Dec 07	1 Jan-15 June 08	27 May-31 Dec 07	1 Jan-15 June 08
Tema-Ouaga	57.64	42.35	6	4
Ghana	40	30.58	4.70	3.52
Burkina	17.64	11.76	10.11	7.05
Ouaga-Bamako	151.17	95.29	16.70	10.58
Burkina	35.29	27.05	6.94	5.88
Mali	115.88	68.23	27.88	15.29
Lomé-Ouaga	72.35	51.76	7.05	4.70
Togo	51.76	31.76	6.70	4.70
Burkina	20.58	20	7.52	7.05

Note: 1 US\$ = 425 FCFA and 1 US\$ = 0.96 GH¢

Table 3 shows a strong downward trend in bribery across the four countries. The decrease in Burkina Faso is less notable than that in Ghana and Togo, which saw considerable decreases of 24% and 39%, respectively. In Mali, despite a significant decrease in the value of bribes collected (41%), it is still far and away the highest level of bribery compared to the other countries.



IV- CONCLUSION

Certainly, road harassment has reasonably declined in this reporting period, even if it is clear that much work remains to be done, particularly in Mali, which has the sad record of having the highest value of bribes collected. The IRTG project therefore invites the States to initiate additional measures to reduce road harassment in order to develop better road governance.

Acknowledgements

The IRTG team was able to publish this report thanks to the support of many people, including the truck drivers who fill out the questionnaires, the transporters and the unions. The IRTG team collaborates similarly with businesses, media and civil society organizations in order to take action against road harassment.

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*