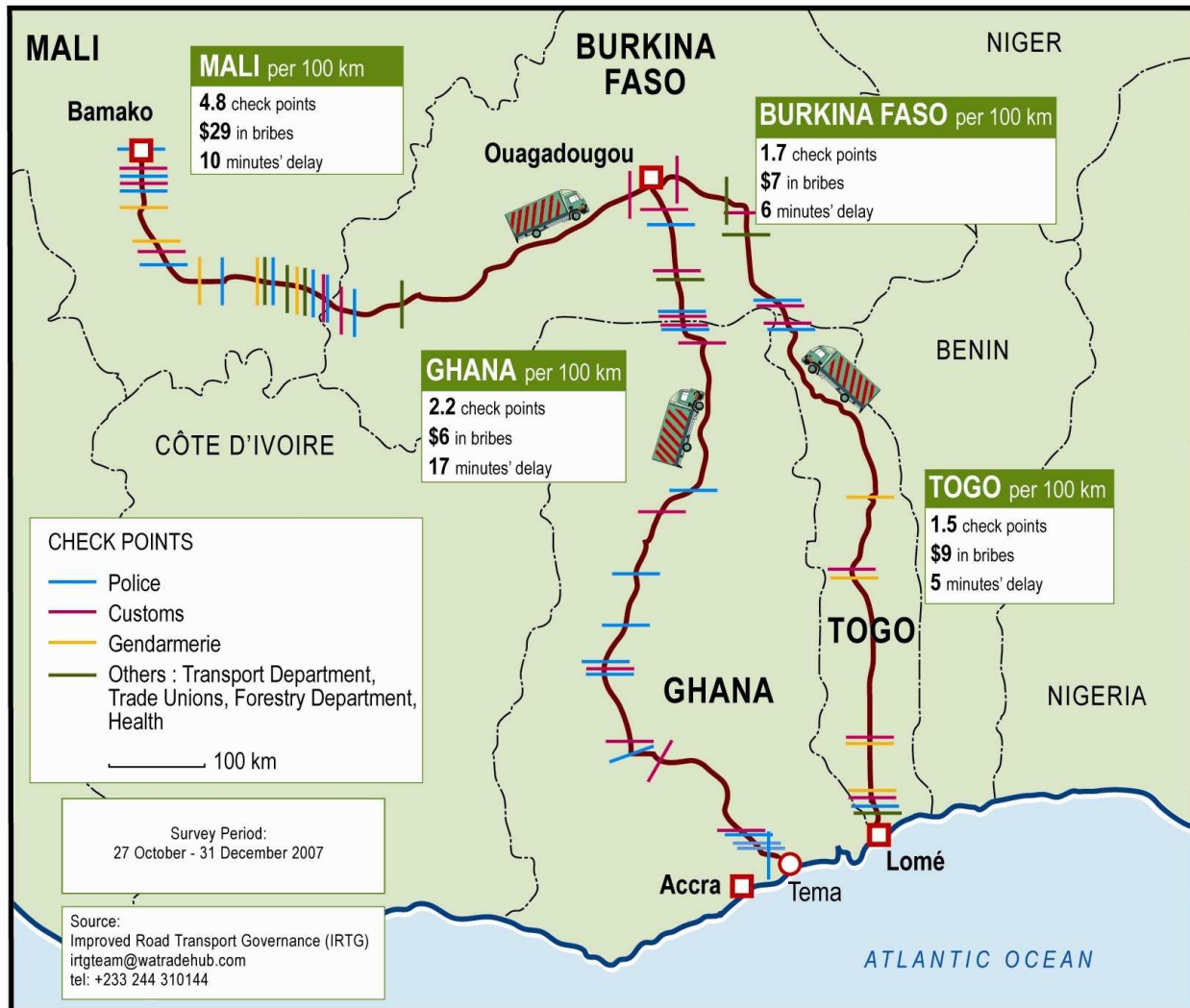


IMPROVED ROAD TRANSPORT GOVERNANCE (IRTG) INITIATIVE ON INTERSTATE TRUNK ROADS

Results from October 27 to December 31, 2007



I. Introduction

The Improved Road Transport Governance Initiative (IRTG) monitors road practices harmful to trade and commerce on interstate trunk roads between Ouagadougou (Burkina Faso) and Tema (Ghana), Bamako (Mali) and Lomé (Togo). This report summarizes the analysis of data on checkpoints, bribes, and delays captured by cargo truck drivers traveling in either direction on the corridors shown on the map above between October 27 and December 31, 2007. The report then compares these results with those of the two previous data collection periods.

II. Survey results from October 27 to December 31, 2007

Table 1

Improved Road Transport Governance Results from October 27 to December 31, 2007: Checkpoints, Bribes, Delays							
Country*	Distance traveled in each country (in km)	Number of checkpoints		Bribes (in USD)**		Uniformed services responsible ***	Delays per 100 km (in minutes)
		In the country	Per 100 km	In the country	Per 100 km		
Bamako – Ouagadougou Corridor							
Mali	417	20	4.8	121	29	P C G	10
Burkina	488	4	0,8	31	6	C P	6
Corridor	905	24	2.7	152	17	C P G	8
Lomé – Ouagadougou Corridor							
Togo	746	11	1.5	69	9	P G	5
Burkina	274	6	2.2	25	9	C G	4
Corridor	1020	17	1.7	94	9	G P C	5
Tema – Ouagadougou Corridor							
Ghana	808	18	2.2	51	6	C	17
Burkina	184	6	3.3	14	8	C P	9
Corridor	992	24	2.4	65	6	C P	16
Burkina All	946	16	1.7	70	7	C P	6

Notes: *The surveys covered: 24 trips between Tema and Ouagadougou; 30 trips between Ouagadougou and Bamako; 2 trips between Lomé and Ouagadougou (very weak sample). Statistics have been rounded.

**1 USD = 450 FCFA and 1 USD = 0.96 GH¢

***C = Customs; G = Gendarmerie; P = Police

2.1 Number of checkpoints per corridor

As shown in Table 1, the density of checkpoints is highest on the Bamako – Ouagadougou corridor (average of 2.7 stops per 100 km), principally in Mali (4.8 stops per 100 km). The corridor with the fewest checkpoints is Lomé – Ouagadougou (1.7 stops per 100 km). Togo boasts the fewest average amount of checkpoints per 100 km (1.5 stops) followed by the overall average for Burkina Faso (1.7 stops per 100 km).

The majority of checkpoints tend to be manned by different uniformed services in each country:

- ***Customs and the police in Burkina Faso and Ghana***
- ***Police, customs, and gendarmerie in Mali***
- ***Police and gendarmerie in Togo***

2.2 Bribes per corridor

Table 1 also shows average bribes taken in U.S. dollars (using current conversion levels of 1 USD = 450 FCFA = 0.96 GH¢-cedis) by corridor, by country, overall, and per 100 km. It shows that, as with checkpoints, bribery is most pervasive on the Bamako – Ouagadougou corridor (an average of USD 17 per 100 km), principally in Mali (USD 29 per 100 km). The least amount of bribes is paid on the Burkina section of the Bamako – Ouagadougou corridor and the Ghana section of the Tema – Ouagadougou corridor (USD 6 per 100 km).

According to data, the uniformed services collecting the most bribes are:

- ***Customs and police in Burkina***
- ***Police, customs, and gendarmerie in Mali***
- ***Police in Ghana and Togo***

2.3 Delays

According to results from verification trips—when a member of the IRTG team rides incognito as an apprentice/mate in the cabin of a truck on all corridors to confirm data and make other observations—time spent at checkpoints for a legal vehicle depends on how quickly the driver pays a bribe. If a driver resists corruption, the driver and his load suffer longer delays. On the other hand, the driver of an illegal vehicle systematically pays bribes to gain passage, and verbal confrontation is rare.

Throughout the region, uniformed officials discriminate against foreign drivers and make it more difficult for vehicles not registered in that particular country to pass.

Average delays in time registered at checkpoints varied according to country: 17 minutes in Ghana, 10 in Mali, 6 in Burkina Faso, and 5 in Togo.

III. Comparison of results over time

This report compares data from three reporting periods:

October 26, 2006 – May 26, 2007 (T1)

May 27 – October 26, 2007 (T2)

October 27 – December 31, 2007 (T3)

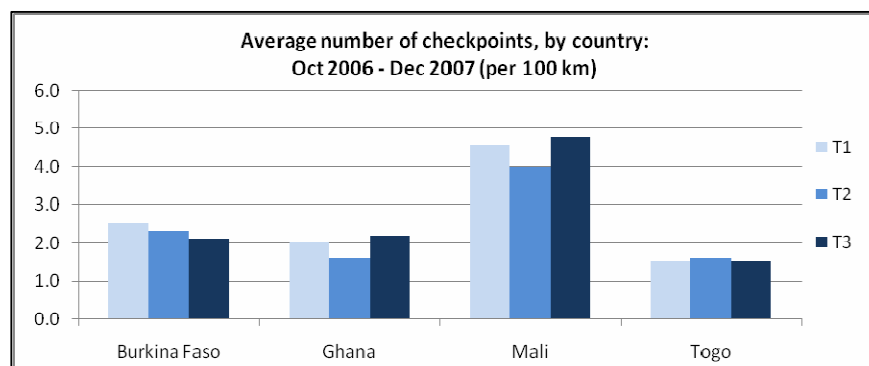
3.1 Changes in numbers of checkpoints by corridor and by country

Table 2

Corridor	Number of checkpoints per trip				Number of checkpoints per trip per 100km		
	T1	T2	T3		T1	T2	T3
Bamako - Ouagadougou	24	25	24		2.5	2.5	2.7
Mali	19	17	20		4.5	4.0	4.8
Burkina	5	8	4		1.0	1.6	0.8
Lomé - Ouagadougou	18	16	17		1.7	1.5	1.7
Togo	11	12	11		1.0	1.6	1.5
Burkina	7	4	6		4.0	1.5	2.2
Tema - Ouagadougou	25	20	24		2.5	2.0	2.4
Ghana	18	13	18		2.2	1.6	2.2
Burkina	7	7	6		3.8	3.8	3.3

Note: T1 = October 26, 2006 – May 26, 2007; T2 = May 27 – October 26, 2007;
T3 = October 27 – December 31, 2007

Average numbers of checkpoints have followed different trends between T1 and T2 and between T2 and T3. Drivers reported that, as an average of all three corridors, uniformed officials set up slightly fewer



checkpoints between T1 and T2, but then slightly more checkpoints between T2 and T3, though data varies by country. In Mali and Ghana, a rise in number of checkpoints followed a decline. In Togo, the reverse happened, though changes have been slight. In Burkina, trends in number of checkpoints vary according to the corridor. IRTG data does not have specific explanations for these trends.

3.2 Changes in bribes by corridor and by country

Table 3

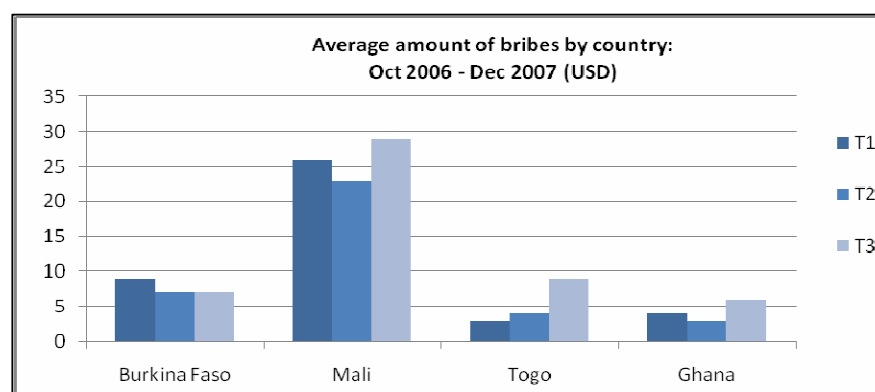
Corridor	Bribes per trip (USD)			Bribes per 100 km (USD)		
	T1	T2	T3	T1	T2	T3
Bamako - Ouagadougou	147	129	152	16	14	17
Mali	109	95	121	26	23	29
Burkina	38	34	31	8	7	6
Lomé - Ouagadougou	53	41	94	5	4	9
Togo	26	27	69	3	4	9
Burkina	27	14	25	10	5	9
Téma - Ouagadougou	56	43	65	6	4	7
Ghana	35	23	51	4	3	6
Burkina	21	20	14	11	11	8
Burkina – all corridors	32	25	26	9	7	7

Notes: T1 = October 26, 2006 – May 26, 2007; T2 = May 27 – October 26, 2007;

T3 = October 27 – December 31, 2007

1 USD = 450 FCFA and 1 USD = 0.96 GH¢

Bribery data also show fluid trends. Drivers in Ghana and Mali reported a decrease in collection of bribes between T1 and T2, but bribery collection rose again between T2 and T3. In Togo, bribery continues to rise. In Burkina Faso, drivers reported both rises and declines in bribery collection, depending on the corridor. A decrease over time is noted on all corridors starting in Ouagadougou.



3.3 Changes in delays at checkpoints by corridor and by state, as observed during verification trips¹

Tableau 4

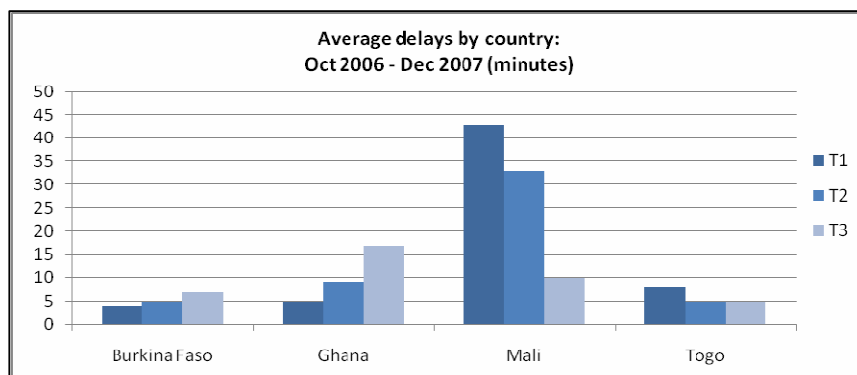
Corridor	Delays (minutes per 100 km)		
	T1	T2	T3
Bamako – Ouagadougou	45	38	16
Mali	43	33	10
Burkina	2	5	6
Lomé – Ouagadougou	12	9	11
Togo	8	5	5
Burkina	4	4	6
Téma – Ouagadougou	16	15	26
Ghana	5	9	17
Burkina	11	6	9

Note: T1 = October 26, 2006 – May 26, 2007; T2 = May 27 – October 26, 2007;

T3 = October 27 – December 31, 2007

¹ Delays caused by water damage to the road near Pô are not included in these results.

Drivers in Mali continue to report decreased delays, especially during the T3 period, while increasing delays are reported in Burkina Faso and Ghana. Per corridor, Bamako – Ouagadougou has reported the biggest decrease in delays



through both periods. Delays increased on the Lomé – Ouagadougou corridor during T3 after a reduction during T2. A sharp increase in delays was reported on the Tema – Ouagadougou corridor in T3. One reason is explained here:

Long waits for a “temporary entry permit” document—known commonly as the “laissez passer”—face foreign cargo trucks entering Ghana.

Truck drivers from Burkina Faso and Mali entering Ghana have recently been reporting delays reaching two-and-a-half hours while waiting for a *laissez passer* from Ghanaian customs. In addition to the long wait, customs officers usually charge 50 Ghana cedis (USD 52.08 or 23,400 FCFA) for the document, but they write receipts for only 45 Ghana cedis, meaning that the customs officials who issue *laissez passer* documents are pocketing 5 Ghana cedis (USD 5.20 or 2,300 FCFA) each time a cargo truck passes.

This data is confirmed in IRTG data collection forms and was publicly stated at an awareness meeting with drivers in the presence of Ghanaian officials on February 28, 2008. This situation explains the longer delays reported in Ghana this period.

Acknowledgments

Support of numerous people enabled IRTG to publish this report, including drivers who completed the data collection forms, transporters, and drivers’ syndicates. IRTG also collaborates with the private sector, business organizations, the media, and civil society organizations who work to decrease road corruption.

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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, Ministry of Foreign Affairs, Regional Cooperation, and NEPAD
- Focal Point: Ghana Shippers’ Council

Mali

- National Coordinator: *Direction des Transports Terrestres, Maritimes et Fluviaux*
- Focal Point: *Chambre de Commerce et d’Industrie du Mali*

Togo

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