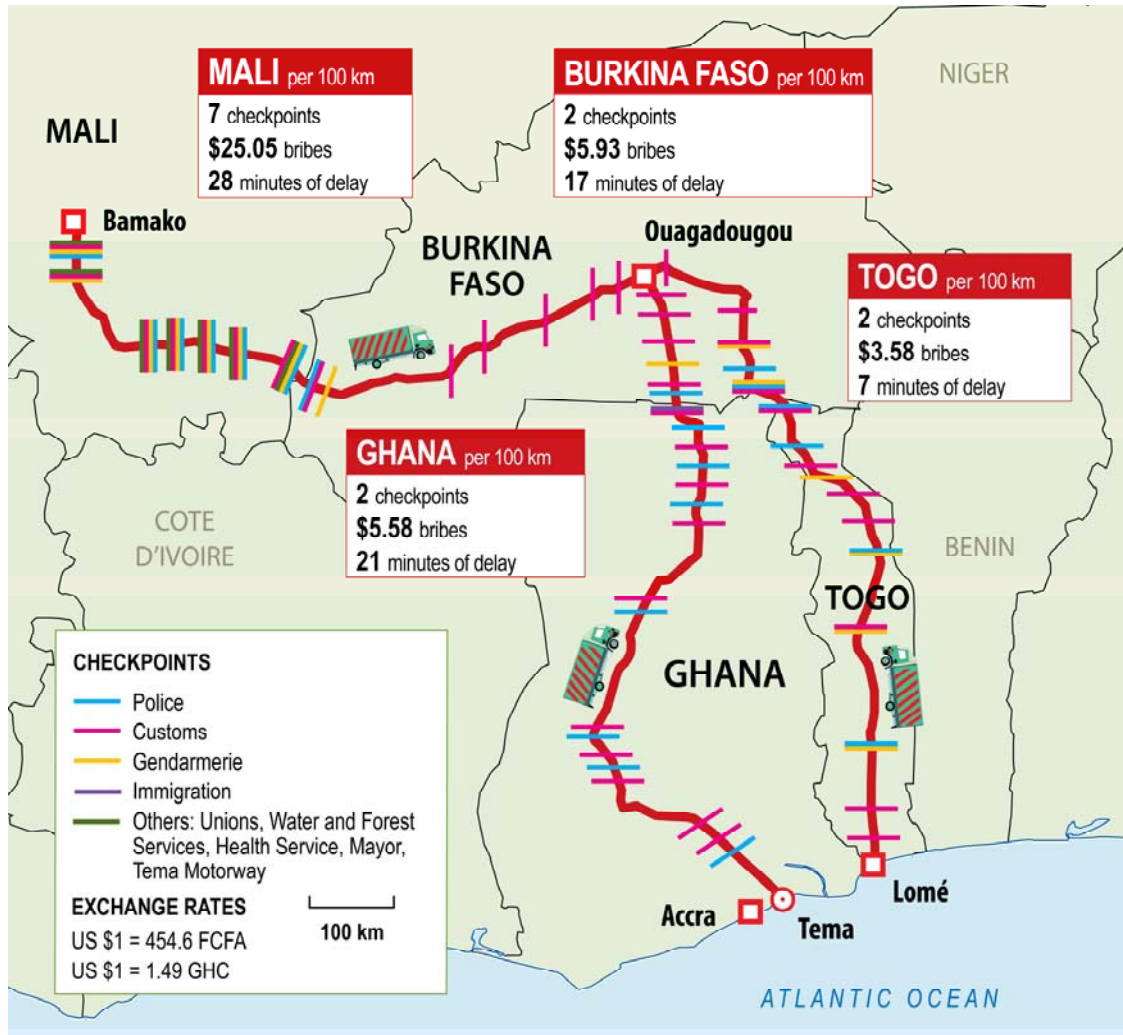


IMPROVED ROAD TRANSPORT GOVERNANCE (IRTG) INITIATIVE ON INTERSTATE TRADE CORRIDORS Results for the period April 1 to June 30 2009



Executive Summary

The global economic crisis is visible in West Africa's ports and landlocked countries as commercial activity has declined and transport prices have increased (notably road transport prices). As a result we have noted a fall in transport activities on both the Tema–Ouagadougou and Lomé–Ouagadougou corridors compared to the previous quarter.

Road harassment increased in the second quarter of 2009 which is the focus of the IRTG 8th report. Surveys indicate a jump in the number of checkpoints, bribes, and delays on the IRTG corridors.

This drop in transport activities seems to have increased the amount in bribes agents are collecting, which has reached \$3.58 in Togo and \$25.05 in Mali per 100 km. The number of checkpoints has increased, too: ranging from 2 per 100 km in Togo, Burkina Faso, and Ghana and 7 per 100 km in Mali. Delays rose, too, during the quarter, ranging from 7 minutes in Burkina Faso on the Ouagadougou-Bamako corridor and 65 minutes in Burkina on the Tema-Ouagadougou corridor.




Bribes have increased on two of the three corridors due to the recent axel load restrictions that have been implemented where trucks found to be overloaded are fined and then pay without being given a receipt.

Introduction

The Improved Road Transport Governance (IRTG) initiative began in 2005 as a joint effort of UEMOA and ECOWAS financed by the United States Agency for International Development (USAID) and the World Bank's sub-Saharan Africa Transport Policy Program (SSATP) with the West Africa Trade Hub as its implementing partner. The objective is good governance along primary trade corridors in West Africa.

IRTG, with decreasing road harassment its primary objective, reports on practices that impede the movement of road traffic on three corridors: Tema-Ouagadougou, Ouagadougou-Bamako and Lomé-Ouagadougou.

In 2009, the reporting will cover three new corridors:

-  Bamako - Dakar
-  Niamey - Cotonou
-  Ouagadougou - Abidjan.

A new feature that debuts with this 8th report is the presentation of data collected on the “onion trade corridor” that connects Madaoua (Niger) to Bitou (Burkina Faso). This corridor connects the region where onions are cultivated to the markets where they are traded in Ghana and Togo, passing by Bitou (a village near the Burkina-Ghana-Togo borders).

The conclusions drawn from this analysis of the data are disseminated to a wide audience, including public and private sector stakeholders, in order to discourage harassment practices.

At this time, the economic and financial crisis has not severely affected West Africa's trade with the world; however, some negative signs have become evident. The international economic slowdown will necessarily negatively impact transport activities in West Africa.

In this context, the project has observed a sustained and continued worsening in the three indicators presented in IRTG reports: the number of checkpoints, the value of bribes and the length of delays, due to:

- Inaction or non-application of appropriate corrective measures
- The appearance of new sources of bribery
- The reappearance or establishing of a new checkpoint.

Survey data is presented in two sections. In the first section, we focus on the traditional IRTG corridors (Tema-Ouagadougou, Ouagadougou-Bamako and Lomé-Ouagadougou); in the second, we focus on the “onion trade corridor.”

SECTION I:

SURVEY RESULTS FOR TRADITIONAL IRTG CORRIDORS APRIL 1-JUNE 30, 2009

In the 2nd quarter of 2009, the indicators for good road governance are disturbing. Bribery, which has always been elevated, again has worsened, particularly in Mali where a 46% increase was noted compared to the previous quarter. The number of checkpoints also increased in Mali by 40%. In Burkina Faso, delays caused by inspections at checkpoints increased by 48%.

The surveys also showed the appearance of new checkpoints and acts of extortion linked to a slow-down in transport activities and under the pretext of implementing axle-load limit rules.

The data analyzed in this report were collected from drivers in Burkina, Ghana, Mali and Togo by staff at the IRTG focal points in each country.

Table 1 below provides an overview of the number of checkpoints, value of bribes collected and length of delays experienced on the three traditional IRTG corridors. The table in the annex to this report presents detailed results of the surveys.

Table 1

IRTG Results: April 1-June 30, 2009 : Checkpoints, Bribes and Delays							
Corridor	Distance (km)	Average number of checkpoints by voyage		Average value of bribes (US\$)		Delays (minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Tema – Ouagadougou	1057	24.18	2.29	\$69.08	\$6.54	301	29
Ouagadougou – Bamako	920	35.88	3.90	\$130.29	\$14.16	148	16
Lomé – Ouagadougou	1020	22.14	2.17	\$43.93	\$4.30	86	8

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

I. AVERAGE NUMBER OF CHECKPOINTS PER VOYAGE

The Ouagadougou-Bamako corridor suffers a disturbing level of bad road governance practices, particularly demonstrated by its number of checkpoints: There were 36 reported per voyage (the highest density of all the corridors), with a ration of four (4) per 100 km. This average is reached mainly due to the number that occurs on the Malian section of the corridor, which reached 28 per voyage compared to 8 along the Burkina segment of the corridor. The Lomé-Ouagadougou corridor shows the least checkpoints this quarter (22), or 2 per 100 km.

In Mali, the gendarmerie is responsible for the greatest number of the checkpoints followed by agents at axle-load weighbridges, the Customs service and finally the Police service.

II. BRIBERY PER VOYAGE

The level (already elevated) of bribery saw a new record by reaching US\$130.29 per voyage this quarter on the Ouagadougou-Bamako corridor (see Table 1).

This level is mainly due to bribery paid along the Mali segment of the corridor, which is US\$108.34 per voyage (of which US\$38.59 was collected at weighbridges), beating the sad record of the highest level of bribes paid along a corridor during a voyage, and far ahead of Burkina Faso, which, along the same corridor on its territory recorded a level of US\$21.95 per voyage.

Another notable result concerns the payment of bribes at axle-load weighbridges, which represented 38% of the total value of bribes collected on the Tema-Ouagadougou corridor and 30% on the Ouagadougou-Bamako corridor.

The Lomé-Ouagadougou corridor showed the lowest level of bribery, with US\$43.93 per trip.

In Ghana, agents operating toll booths and weighbridges collected the most in bribery, followed by Customs agents and Police officers.

In Burkina, the Customs service was the most incriminated ahead of the Police and Gendarmerie. Still, the IRTG statistics show that the Police and Gendarmerie in Burkina have made many efforts to reduce the number of checkpoints along their segments of the three corridors.

In Togo, the Customs is singularly the worst offender, ahead of the Gendarmerie and then the Police.

In Mali, the most incriminated in decreasing order are: agents collecting axle-load violation penalties (without issuing receipts), the Police, the Gendarmerie and, finally, Customs.

III. DELAYS BY VOYAGE

Delays along the corridors during the reporting period are as follows:

- ↻ Tema-Ouagadougou (1,057 km): 301 minutes, or 29 minutes per 100 km
- ↻ Bamako-Ouagadougou (920 km): 148 minutes, or 16 minutes per 100 km
- ↻ Lomé-Ouagadougou (1,020 km): 86 minutes, or 8 minutes per 100 km

The longest delays occur on the Tema-Ouagadougou corridor, with an average 29 minutes per 100 km per voyage.

IV. TREND ANALYSIS

The results of this quarter's surveys reveal a worrying worsening in road governance that calls for appropriate corrective measures to be taken. Below, this quarter's results (**T2-09**) are compared to:

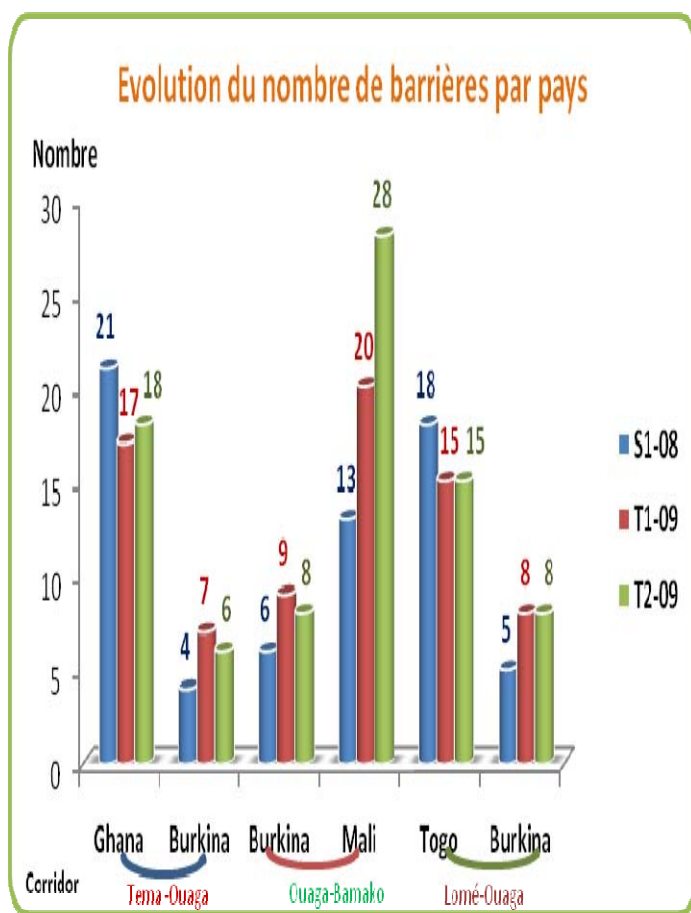
- Results from the first quarter of 2009 (**T1-09**)
- Results from the first semester of 2008 (**S1-08**)

IV.1. Change in the average number of checkpoints per voyage, by state crossed

Table 2: Average number of checkpoints on each corridor

Corridor	Checkpoints per voyage			Checkpoints per 100 km		
	S1-08	T1-09	T2-09	S1-08	T1-09	T2-09
Tema-Ouaga	25	24	24	2	2	2
Ghana	21	17	18	2	2	2
Burkina	4	7	6	2	4	4
Ouaga-Bamako	19	29	36	2	3	4
Burkina	6	9	8	1	2	2
Mali	13	20	28	3	5	7
Lomé-Ouaga	23	23	23	2	2	2
Togo	18	15	15	2	2	2
Burkina	5	8	8	2	3	3

Graphic 1: Change in the number of checkpoints over the three periods.



Checkpoints

Between the first quarter (T1-09) and the second of 2009, the total number of checkpoints per voyage on all of the corridors increased by 9%, increasing from 76 to 83.

This is due largely to checkpoints on the Ouagadougou-Bamako corridor, which saw a 24% increase compared to 0% along the two other corridors.

Mali saw a 40% increase in checkpoints: from 20 (T1-09) to 28 (T2-09).

In Ghana, the number of checkpoints increased by one, or 6%.

In Togo, the number of checkpoints did not change.

In Burkina, the number of checkpoints saw a slight change of more or less one checkpoint compared to the first quarter of 2009.

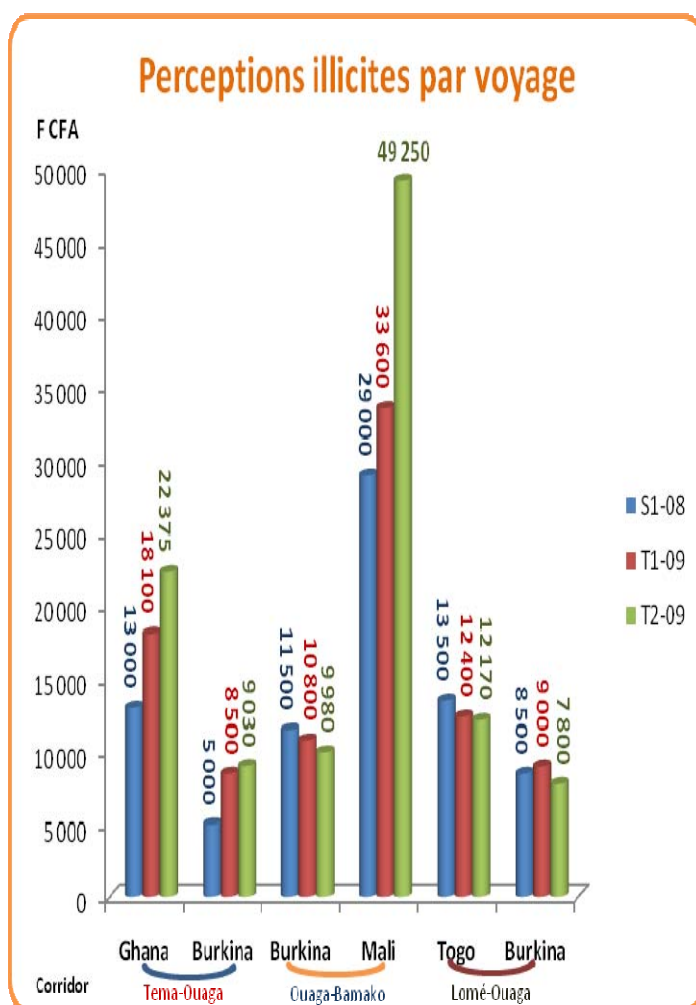
Between the first semester of 2008 (S1-08) and the second quarter of 2009 (T2-09), checkpoints increased 24% overall on the three corridors. This is largely explained by the increase in checkpoints in Mali, which rose from 13 (S1-08) to 28 (T2-09), or a 115% increase.

IV.2. Change in the value of bribes collected by voyage, by country crossed

Table 3: (in US\$)

Corridor	Bribes per trip			Bribes per 100 km		
	S1-08	T1-09	T2-09	S1-08	T1-09	T2-09
Tema-Ouaga	40	59.11	69.79	3.78	5.96	6.60
Ghana	28.89	40.22	49.72	3.33	4.57	5.64
Burkina	11.11	18.89	20.07	6.67	10.71	11.40
Ouaga-Bamako	90	98.67	131.62	10.00	10.72	14.31
Burkina	25.56	24	21.18	5.56	4.90	4.54
Mali	64.44	74.67	109.44	14.44	17.30	25.33
Lomé-Ouaga	48.89	47.56	44.38	4.44	4.67	4.35
Togo	30	27.56	27.04	4.44	3.70	3.62
Burkina	18.89	20	17.33	6.67	7.24	6.32

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

Graphic 2: Change in bribery

Bribery, considered across all of the corridors, has increased 20% compared to the first quarter of 2009, with US\$245.79 collected (T2-09) against US\$205.33 collected (T1-09) per trip, a change of US\$40.46.

The same increasing trend (plus 37%) occurs when comparing this quarter to the first semester of 2008. The greatest increase was noted on the Bamako-Ouagadougou corridor – 33%. The Tema-Ouagadougou corridor followed with an increase of 18%.

The only drop in the value of bribes collected occurred on the Lomé-Ouagadougou corridor, which declined by 7%.

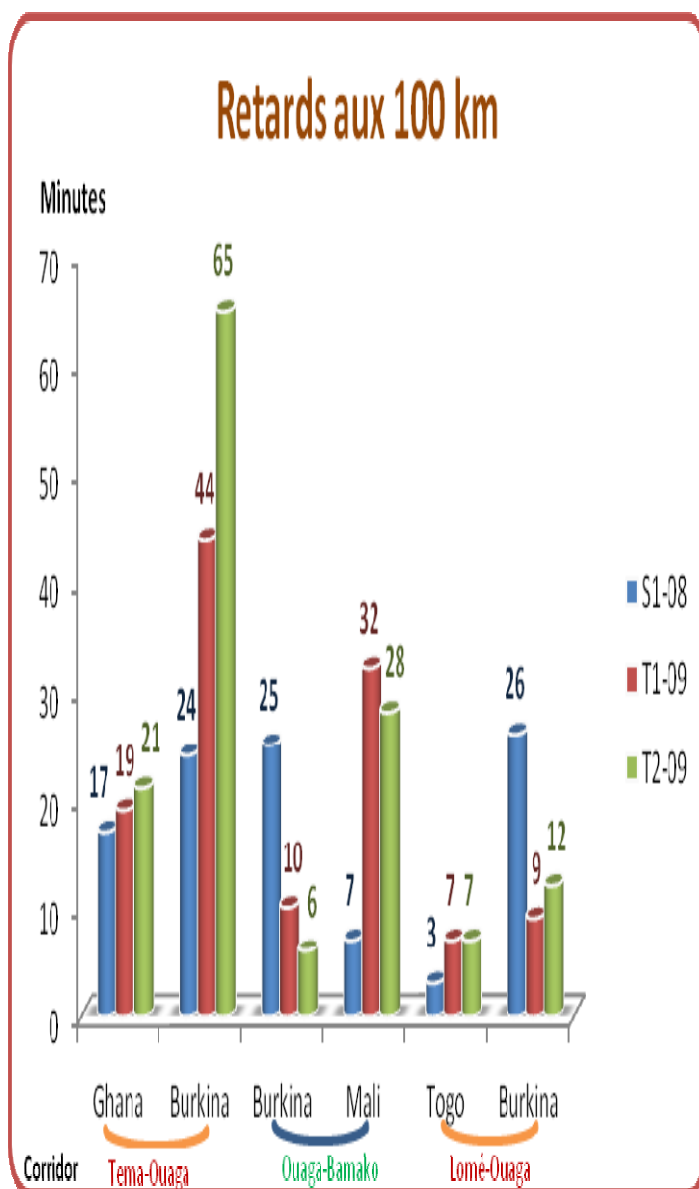
The value of bribes collected in Mali increased by 47% with US\$109.44 collected (in T2-09) against US\$74.67 collected (in T1-09), for a variation of US\$34.78 compared to the previous quarter. Ghana saw an increase of 24%. The increase seen in both countries is largely due to axle-load violation « penalties » drivers are paying – without being given receipt when they pay. For instance, in Mali, weighbridge agents extorted US\$38.99 or 36% of the total amount of bribes collected in Mali. Agents at weighbridges in Ghana collected US\$26.59 or 53% of the total collected in the country by voyage.

On the other hand, a 2% decrease in the value of bribes collected was recorded in Togo and a 5% decrease in Burkina (for all corridors) compared to the first quarter of 2009.

IV.3. Change in delays caused by checkpoints, per trip and state crossed

Table 4:

Corridor	Delay (minutes) per 100 km		
	S1-08	T1-09	T2-09
Tema-Ouagadougou	18	23	29
Ghana	17	19	21
Burkina	24	44	65
Ouagadougou-Bamako	16	20	16
Burkina	25	10	6
Mali	7	32	28
Lomé-Ouagadougou	9	8	8
Togo	3	7	7
Burkina	26	9	12

Graphic 3: Change in checkpoint delays per 100 km

Delays

The delays caused by checkpoints increased 4% compared to the previous quarter by an average 18 minutes (per 100 km) in T2-09 against an average of 17 minutes in T1-09 on the three corridors together.

However, the Tema-Ouagadougou corridor is the only to show an increase (of 26%) in delays during this second quarter of 2009. Here, the Burkina segment is negatively presented with a 48% increase against an 11% increase in Ghana, going from 44 minutes (in T1-09) to 65 minutes (in T2-09), or a variation of 21 minutes, which is very high.

The Ouagadougou-Bamako corridor recorded a decrease (the only) of 20%, dropping from 20 minutes (in T1-09) to 16 minutes (in T2-09). Here the two segments posted a drop, respectively of 40% and 13%.

The change in inspection times did not change on the Lomé-Ouagadougou corridor between T1-09 and T2-09. Still, the Burkina worsened with an increase of 33% in delays due to inspections at checkpoints.

Comparing the results of the second quarter of 2009 to the first quarter of 2008 shows an increase in inspection times by 300% in Mali, increasing from 7 minutes (in S1-08) to 28 minutes (in T2-09). Similarly, a 171% increase in inspection times was seen in Burkina (on the Tema-Ouagadougou corridor) and 133% in Togo compared to the first quarter of 2008.

CONCLUSION

During the second quarter of 2009, road governance worsened. The three IRTG indicators are “in the red”, with unacceptable and unprecedented increases. In effect, practices harmful to the free movement of goods and vehicles have increased making household purchases more expensive as the world experiences an international economic and financial crisis.

Bad road governance is illustrated by the road harassment on the primary interstate trade corridors presented in this report and has never been worse.

The daily work for drivers on the corridors was more difficult during this second quarter of 2009. In effect, bribery has increased by 20%, from US\$205.33 (first quarter of 2009) to US\$245.79 (second quarter of 2009), an increase of about US\$40.46.

The greatest increase was seen on the Ouagadougou-Bamako corridor (see Table 1), which recorded value of bribery per trip reaching US\$131.62, an increase of 33% compared to the previous quarter. Responsibility for this increase goes to Mali, which, with US\$109.44 in bribes paid per trip (\$38.99 of which went only to weighbridge agents), occupies first place for the highest rate of bribery per corridor and country per trip.

The sums extorted for alleged violations of axle-load weight limits represented 38% of the total collected on the Tema-Ouagadougou corridor and 30% on the Ouagadougou-Bamako corridor.

In terms of checkpoints, the total number on the IRTG traditional corridors saw an increase a 9% increase passing from 76 (first quarter of 2009) to 83 (second quarter of 2009).

This road harassment situation has its origins in the lack of professionalism among uniformed services' agents who are not working in a conscientious manner and taking care of their personal interests. In effect, weighbridge agents, Police and Customs agents are generally fingered as the primary extorters in the three countries.

The IRTG advocacy actions (received favorably) to the states and civil society have seen difficulty bringing sustainable change over time. In effect, no observable change over time or on the ground has been seen in road harassment.

In light of this corruption, IRTG invites the states to intensify awareness-raising activities to fight road harassment on one part and to take corrective measures called for on the other part, in order to stop these practices that impede the fluid transport of people and goods on the primary corridors.

“The need for efficient transport, more rapid and at competitive prices remains fundamental” for the integration of West Africa. Without continuous improvement, the delays and the costs will continue to weigh on the region's economic development.”¹

¹ **Joe Lamport** in http://www.watradehub.com/index.php?option=com_content&task=view&id=1269.

ANNEX 1: Overview Table: Results of surveys, April 1 to June 30, 2009

Table 5: Global results obtained from analysis of data collected on the three corridors.

IRTG Results April 1 to June 30 2009																				
Checkpoints, Bribery and Delays																				
Country	Number of trips	Distance traveled (km)	Average number of checkpoints by service								Average bribes (US\$) by service							Delays (minutes)		
			Police	Border Police & Immigration	Customs	Gendarmerie	Municipal, Union, Health Agents, Tema Motorway	Other ***	Total	Per 100 km	Police	Border Police & Immigration	Customs	Gendarmerie	Mayor, Unions, Health	Other ***	Total	Per 100 km	Total	Per 100 km
Tema – Ouagadougou																				
Ghana**	68	881	6.51	0.88	9.62	0.01	0.00	0.71	17.74	2.01	6.34	0.88	15.89	0.02	0	26.59	49.72	5.64	186	21
Burkina	68	176	1.03	1.00	3.35	1.01	0.01	0.03	6.44	3.66	2.99	2.96	9.74	4.15	0.03	0.20	20.06	11.40	115	65
By corr,	68	1057	7.54	0.94	12.97	1.03	0.01	0.74	24.18	2.29	9.33	3.83	25.63	4.16	0.03	26.78	69.78	6.60	301	29
Ouagadougou – Bamako																				
Burkina	51	488	0.88	0.84	5.14	0.82	0.02	0.00	7.71	1.58	4.10	3.96	10.37	3.70	0.04	0	22.18	4.54	28	6
Mali	51	432	6.02	1.00	6.20	6.88	1.84	6.24	28.18	6.52	27.35	5.74	3.62	27.24	6.49	38.99	109.44	25.33	120	28
By corr,	51	920	6.90	0.92	11.33	7.71	1.86	6.24	35.88	3.90	31.45	9.71	6 294	30.95	6.54	38.99	131.61	14.31	148	16
Lomé – Ouagadougou																				
Togo	98	746	3.61	0.77	6.76	3.44	0.02	0.01	14.60	1.96	6.98	1.74	13.99	7.88	0.15	0.02	27.04	3.62	52	7
Burkina	98	274	1.93	0.91	3.61	1.07	0.01	0.01	7.54	2.75	5.84	2.95	4.55	3.92	0.02	0.02	17.31	6.32	34	12
By corr,	98	1020	5.54	0.84	10.37	4.51	0.03	0.02	22.14	2.17	12.82	4.70	14.81	11.80	0.17	0.04	44.35	4.35	86	8

Notes: *1 US\$ = 425 FCFA and 1 US\$ = 0, 98 GH¢. The FCFA is the currency used in the analysis. ** There is no gendarmerie in Ghana.

Other*** : This column appears because of the bribes collected for alleged axle-weight load violations at weighbridges – receipts are not issued to drivers for these payments that occur on certain corridors.

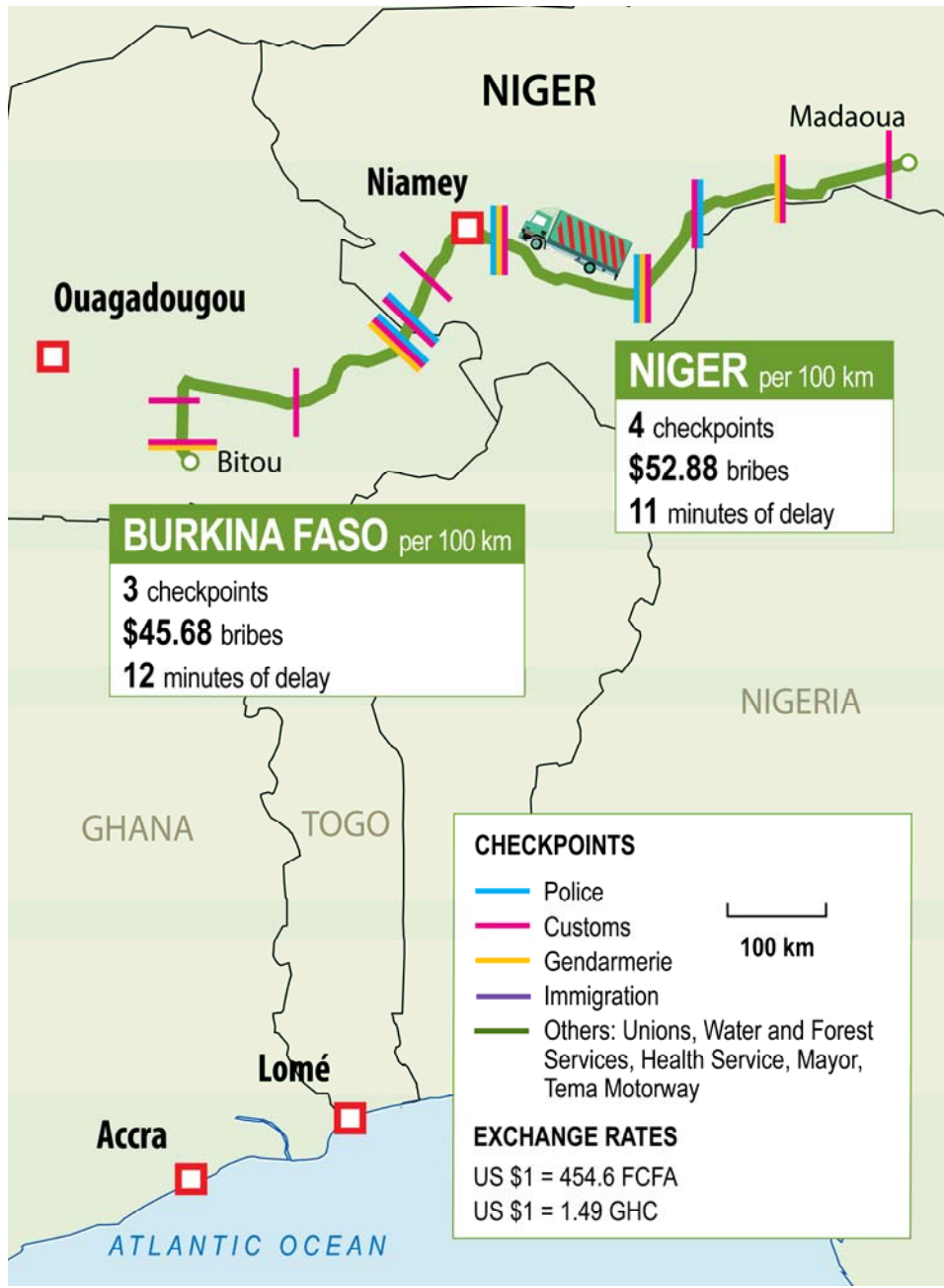


USAID
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IMPROVED ROAD TRANSPORT GOVERNANCE (IRTG) ON THE MADAOUA (Niger) – BITOU (Burkina Faso) CORRIDOR

Results for the period April 1 to June 30, 2009



SECTION II:

RESULTS TABULATED FROM SURVEYS IMPLEMENTED ON THE “ONION CORRIDOR” APRIL 1 TO JUNE 30, 2009

The Agribusiness and Trade Promotion project (ATP), based in Accra, Ghana, and in Ouagadougou, Burkina Faso, is a USAID regional initiative in support of ECOWAS and UEMOA to implement a common agricultural policy with as:

- Principal objective: To grow the value and volume of intraregional agricultural commerce in West Africa, and
- Secondary objective: To improve agricultural productivity.

The first quarter of 2009 saw the beginning of ATP activities in the program to reinforce a market information system to assist maize, onion and livestock value chain stakeholders on the Madaoua (Niger) – Bitou (Burkina Faso) corridor.

With the growth in consumption of perishable food products (maize, onions, tomatoes and meat, etc.), emerges a notion of time, a significant issue because the time to consume is often very short. These products must be moved rapidly.

The movement by road of these perishable food products is not achieved without harassment. This is why IRTG decided to examine data collected by ATP on road harassment that occur on the corridor.

It is important to note that:

- The surveys conducted concern only the transport of onions. On the traditional corridors, IRTG follows trucks regardless of what they are transporting.
- The protocol for distributing data collection sheets was not totally respected. Usually, drivers must fulfill the following conditions before participating in IRTG data collection: 1. Have a basic education and be literate; 2. Have a driver’s license appropriate for the truck they are driving; 3. The truck in question conforms to technical norms for regional commerce; 4. Have complete and correct documentation for the product being transported; 5. Be ready to drive the truck for the entire length of the corridor, correctly fill out the data sheet and submit it to a focal point agent in the destination country. For ATP, conditions 1, 3 and 4 are not always verified (see explanation below).
- This corridor is not a part of those identified and followed by IRTG

This section of the report presents the results and analysis of data collected on the “Onion Trade Corridor” during the second quarter of 2009 and compares them to those collected during the first quarter of the same year. The data collected in this section were collected in Niger and in Burkina by transporters and traders of onions under the supervision of ATP agents.

The result is clear: Road harassment is more accentuated when drivers do not entirely conform to the rules. They become the prey of traffic control agents. In effect, the number of checkpoints and the rates of bribery are very high, particularly the indicator “bribery,” which reaches US\$530.74 per trip, or US\$50.64 per 100 km against US\$131.62 per trip or US\$14.31 per 100 km on the Ouagadougou-Bamako corridor (the worst of the traditional IRTG corridors) during the same period.

Table 1 below gives an overall view of the average number of checkpoints, the average level of bribery and of average delays on the Madaoua-Bitou corridor and compares these values to those of the same type of corridor, Ouagadougou-Bamako.

The overview table in Annex 1 provides detailed results of the surveys.

Table 1

Results: April 1-June 30, 2009: Checkpoints, Bribes and Delays							
Corridor	Distance traveled on each corridor (km)	Average number of checkpoints per trip		Average bribery (US\$) per trip		Delays (minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Madaoua-Bitou	1048	37.9	3.6	530.74	50.64	116	11
Ouagadougou – Bamako	920	35.88	3.9	131.62	14.31	148	16

Note: Survey results from the Ouagadougou-Bamako corridor (followed by IRTG) are presented here for comparison. In the analysis that follows, the number of checkpoints per 100 km has been rounded to the nearest whole number.

I. AVERAGE NUMBER OF CHECKPOINTS ON THE CORRIDOR

The number of checkpoints is very high. In effect, checkpoints abound on the corridor, with 38 stops per trip noted, or about 4 per 100 km, the same ratio seen on the Ouagadougou-Bamako corridor.

The services most often inspecting trucks on the corridor are: in first place, the customs agents, in second place, the gendarmerie and finally, the police.

II. AVERAGE BRIBERY ON THE CORRIDOR

Bribery on the corridor is very high due to the nature of the products and the conditions indicated previously, and particularly these three:

1. Owners of onions being transported, almost all illiterate, do not master the documentation (nor the legislation) relative to interstate transport of raw products;
2. They must rely totally on transit agents or their representatives for customs formalities as they do not know the rules concerning transit of goods;
3. The drivers are mostly illiterate (more onion owners are illiterate than truck drivers).

These factors lead to the payment of high sums with fear and under pressure in order to avoid unloading the goods or, worse, deliver products that have spoiled.

The rate of bribery is inexorably elevated. The second quarter saw a rate of bribery reaching US\$530.74 per trip on the Madaoua-Bitou corridor (see Table 6). Most of the bribery occurs in Niger, where agents at checkpoints collected US\$346.13 per trip (of which US\$176.09 was collected by Customs agents, 60% of total collected per trip in Niger). This is far ahead of the sum collected in Burkina Faso, where US\$184.61 was extorted.

In Niger, the Customs service is particularly fingered, followed by the Gendarmerie and Police. In Burkina, the Customs service is also the first source of harassment followed by the Police and Gendarmerie.

III. AVERAGE INSPECTION TIMES AND DELAYS CAUSED ON THE CORRIDOR

Because the product being moved is a perishable food product (onions), the delays should be very short. Unfortunately, this is not the case. Inspection times of 11 minutes on average per 100 km were observed, or 116 minutes total for a trip. The delays noted in minutes per trip are:

- In Niger, 648 km segment: 69 minutes, or 11 minutes per 100 km
- In Burkina, 400 km segment: 47 minutes, or 12 minutes per 100 km

IV. CHANGE IN RESULTS OVER TIME ON THIS CORRIDOR

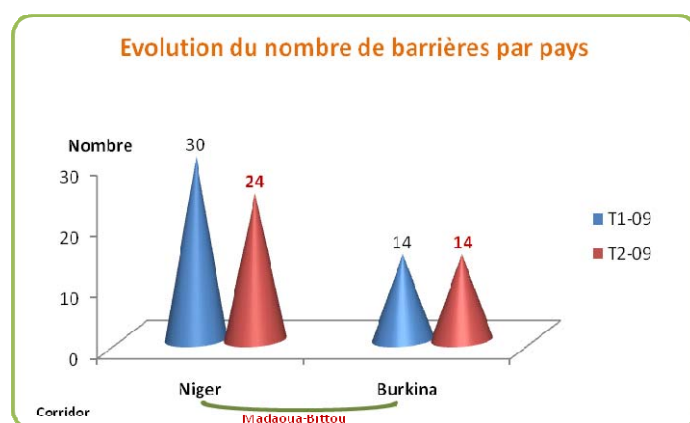
The table below compares second quarter (T2-09) results to first quarter (T1-09) results in 2009.

IV.1. Change in the average number of checkpoints on the corridor, by state crossed

Table 2: Average number of checkpoints

Corridor	Number of checkpoints per trip		Number of checkpoints per 100 km	
	T1-09	T2-09	T1-09	T2-09
Madaoua-Bitou	44	38	4.2	3.6
Niger	30	24	4.6	3.7
Burkina	14	14	3.5	3.5

Graphic 1: Change in the number of inspections for the two periods analyzed



Checkpoints

Between the first and second quarters 2009, the total number of checkpoints on the corridor declined 14%, falling from 44 (T1-09) to 38 (T2-09). This can be attributed to Niger, which saw checkpoints fall from 30 to 24, or 20%.

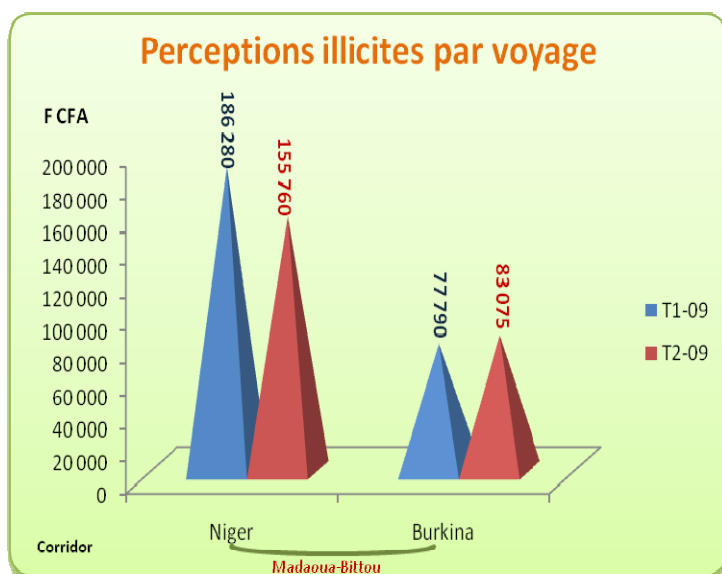
In Burkina, the number of checkpoints did not change.

IV.2. Change in the average value of bribes paid, by state crossed

Table 3: (in US\$)

Corridor	Bribes per trip		Bribes per 100 km	
	T1-09	T2-09	T1-09	T2-09
Madaoua-Bitou	586.82	530.74	56.00	50.64
Niger	413.96	346.13	63.89	53.42
Burkina	172.87	184.61	43.22	46.16

Note: 1 US\$ = 450 FCFA.

Graphic 2: Change in the level of bribery for the 2 periods analyzed

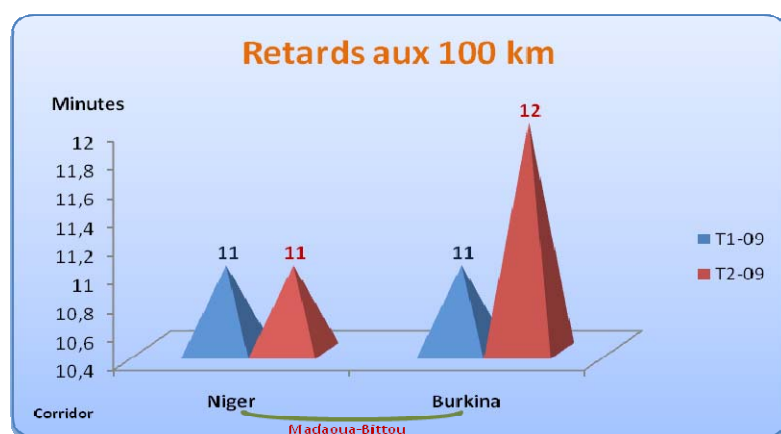
Bribery on the corridor declined 10 percent compared to the results obtained in the first quarter of 2009, with US\$530.74 collected (in T2-09) against US\$586.82 (in T1-09), or a variation of US\$56.08.

The only decrease was noted in Niger, with a drop of 16%, from US\$413.96 (T1-09) to US\$346.13 (T2-09) or a variation of US\$67.82. On the other hand, Burkina saw a 7% increase compared to the first quarter of 2009.

IV.3. Change in average inspection times per trip, by state crossed

Table 4:

Corridor	Delays (minutes) per 100 km	
	T1-09	T2-09
Madaoua-Bitou	11	11
Niger	11	11
Burkina	11	12

Graphic 3: Change in inspection times, per 100 km

Delays

The progression of inspection times on the corridor in Niger has not changed compared to the previous quarter (with a delay of 11 minutes per 100 km each quarter).

An increase in inspection times of 10% in Burkina was recorded, from 11 minutes to 12 minutes, or 10%.

The “Onion Trade Corridor” should be normalized, conferring data collection of the corridor to IRTG focal points in Burkina and Niger. Awareness rising proportionate to the problems cited should be undertaken directed at uniformed services and inspection agents.

ANNEX 2: Overall table of results of surveys conducted on the Onion Corridor, Jan. 1 to June 30, 2009.

Table 6: Synthesis table of global results obtained from analysis of data collected from surveys on the onion corridor, Jan 1-March 31, 2009

IRTG Results, Jan. 1-March 31, 2009																
Checkpoints, Bribes, Delays																
Country	Number of trips	Distance traveled (km)	Average number of checkpoints by service						Bribery by service						Delays (minutes)	
			Police	Customs	Gendarmerie	Municipal Union	Total	Per 100 km	Police	Customs	Gendarmerie	Municipal Union	Total	Per 100 km	Total	Per 100 km
Madaoua-Bitou																
Niger	61	648	9.3	10.3	9.1	1.1	29.8	4.6	104.88	178.38	109.98	20.71	413.95	63.88	72	11
Burkina	61	400	3.7	5.4	4.2	0.8	14.2	3.5	32.39	89.33	35.30	15.85	172.86	43.22	45	11
Par corr,	61	1048	13	16	13	2	44.0	4.2	137.27	267.70	145.28	36.56	586.81	55.99	117	11

Table 7: Synthesis table of global results obtained from analysis of data collected from surveys on the onion corridor, April 1-June 30, 2009

IRTG Results, Jan. 1-March 31, 2009																
Checkpoints, Bribes, Delays																
Countries	Number of trips	Distance traveled (km)	Average number of checkpoints, by service						Average bribery by service						Delays (minutes)	
			Police	Customs	Gendarmerie	Municipal, Union	Total	Per 100 km	Police	Customs	Gendarmerie	Municipal, Union	Total	Per 100 km	Total	Per 100 km
Madaoua-Bitou																
Niger	75	648	6.7	9.1	7.1	0.9	23.9	3.7	65.38	176.09	87.78	16.88	346.13	53.42	69	11
Burkina	75	400	3.6	5.7	3.9	0.7	14.0	3.5	40.06	93.56	35.17	15.82	184.61	46.15	47	12
Par corr,	75	1048	10	15	11	2	37.9	3.6	105.44	269.64	122.95	32.70	530.74	50.64	116	11

ANNEX 3: 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*

Niger

- National Coordinator of the ATP Project