

9th IRTG
Report
UEMOA

10 November

2009

This report presents results of surveys collected from July 1 to Sept. 30, 2009, in two sections :

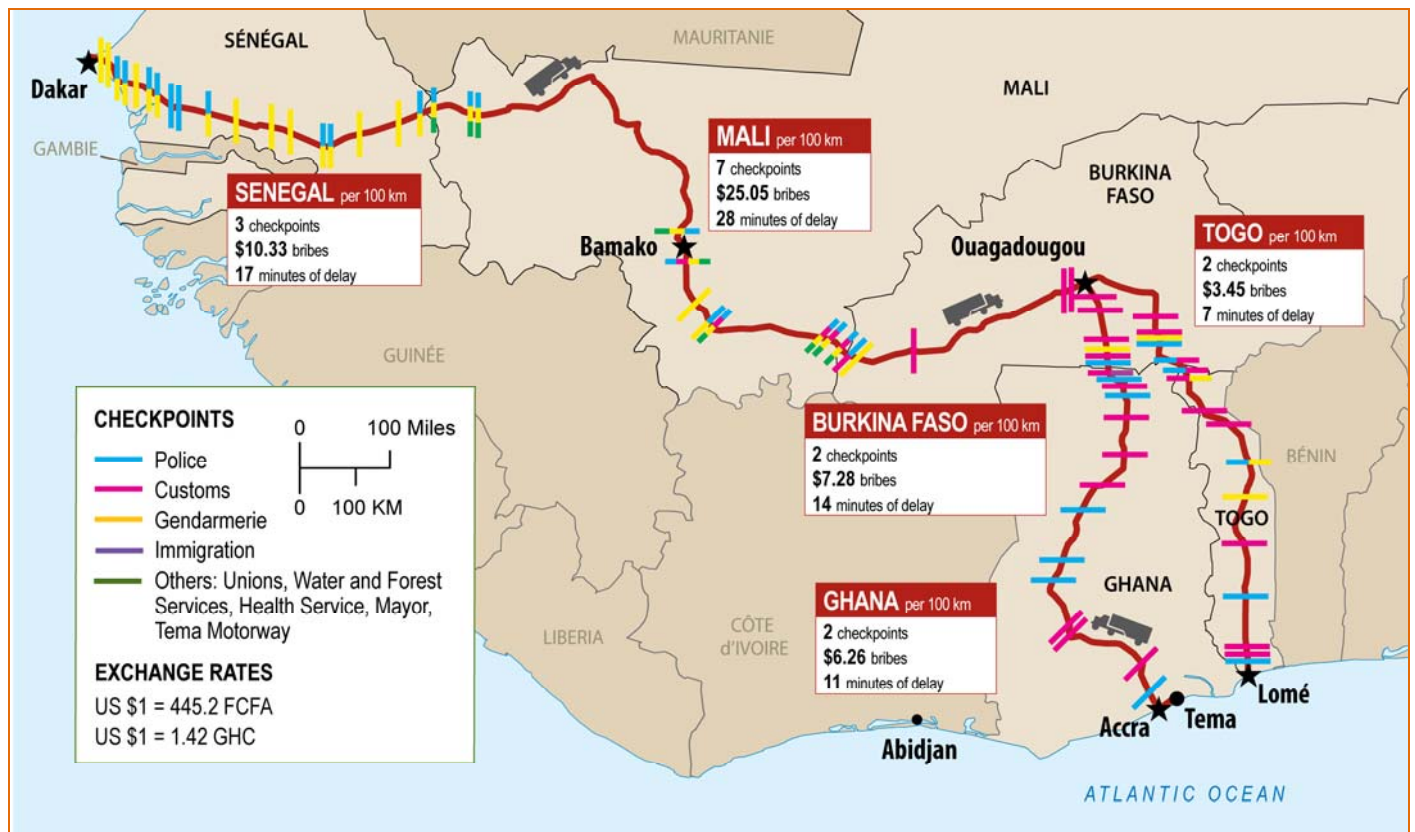
- The first section presents results obtained on corridors followed by the Improved Road Transport Governance initiative : Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou and Bamako-Dakar, with the financial support of the United States Agency for International Development and of the World Bank's Sub-Saharan Transport Policy program (SSATP), and in partnership with the West Africa Trade Hub based in Accra (Ghana).

- The second section presents results on the « onion corridor. » These results are obtained on interstate routes connecting Madaoua (Niger) and Bittou (Burkina Faso) by transporters and onion traders under the supervision of the Agribusiness & Trade Promotion project. This is regional initiative of USAID supported also by ECOWAS and UEMOA. It is based in Ouagadougou (Burkina Faso) and Accra.

Survey
Results
from the
3rd
Quarter
2009

IMPROVED ROAD TRANSPORT GOVERNANCE ON INTERSTATE CORRIDORS

Results for the period July 1 to Sept. 30, 2009



EXECUTIVE SUMMARY

The 9th IRTG report presents survey results obtained from July 1 to Sept. 30, 2009. For the first time, it features results from surveys submitted for the Bamako-Dakar corridor, and shows some encouraging trends for the reduction of road harassment on along these corridors.

The number of checkpoints varies between 2 and 4 per 100 km. Senegal had the highest number of checkpoints, with 4 per 100 km, followed by Mali, which had 3.

The level of bribery per 100 km ranges from USD 3.42 in Togo to USD 10.22 in Mali. In Mali, bribery has fallen compared to the previous quarter by nearly 60%, dropping from USD 25.33 100 km to USD 10.22 on the Malian segment of the Ouagadougou-Bamako corridor.

Delays caused by inspections at checkpoints per 100 km vary between 7 minutes in Togo to 23 minutes in Senegal with 17 minutes in Mali.

Awareness raising and advocacy campaigns undertaken by IRTG and its partners seem to have produced positive results during this third quarter of 2009.

INTRODUCTION

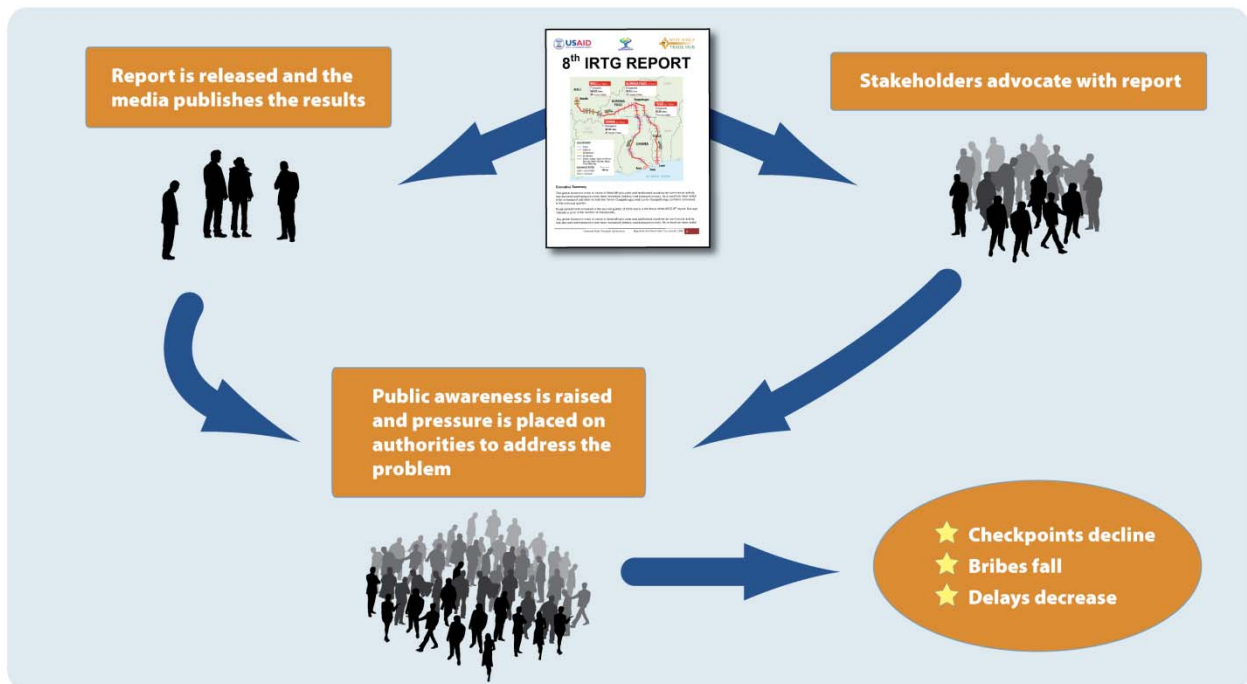
The Improved Road Transport Governance (IRTG) initiative began in 2005 as a joint effort of UEMOA and ECOWAS financed by the United States Agency for International Development (USAID) and the World Bank's sub-Saharan Africa Transport Policy Program (SSATP) with the West Africa Trade Hub as its implementing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

IRTG monitors trends in road harassment on the **Tema-Ouagadougou**, **Ouagadougou-Bamako**, **Lomé-Ouagadougou** and **Bamako-Dakar** corridors with the aim of eliminating the barriers, delays and bribes, which affect drivers along major interstate trade routes in West Africa.

Figure 1 below illustrates how the IRTG report contributes to efforts to reduce barriers along the corridors.

What Happens to the Report

Advocacy plays an integral role in Improved Road Transport Governance initiative. Once written, the Trade Hub-UEMOA report is used to advocate for real change.



Corridors monitored by IRTG

RESULTS OF SURVEYS UNDERTAKEN ON IRTG-MONITORED CORRIDORS FROM JULY 1 TO SEPT. 30 2009

Road harassment indicators fell during the third quarter of 2009. Bribery fell by 3.7%, the number of inspection points fell by 10.8% and the inspection times fell by 22.3% compared to the previous quarter's results on all corridors except the Bamako-Dakar corridor which has produced its first results this quarter.

The data analyzed in this report was collected by focal points in Burkina Faso, Ghana, Mali, Senegal and Togo.

Table 1 below presents an overview of the results. Table 5 in Annex 1 provides detailed results of the surveys.

Table 1

IRTG Results: July 1-Sept. 30, 2009: Checkpoints, Bribes and Delays							
Corridor	Distance (km)	Average number of checkpoints by trip		Average value of bribes (US\$)		Delays (minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Tema – Ouagadougou	1057	24.18	2.04	\$76.17	\$7.21	154	15
Ouagadougou – Bamako	920	35.88	3.40	\$116.26	\$12.64	167	18
Lomé – Ouagadougou	1020	22.14	2.05	\$44.23	\$4.34	92	9
Bamako-Dakar	1365	37.01	3.63	\$100.26	\$9.83	229	22

Note: USD 1 = XOF 450.

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

I. NUMBER OF CHECKPOINTS

The Bamako-Dakar corridor showed the highest density of checkpoints with 37 stops per trip, or a ratio of 4 stops per 100 km. This is due to the Senegalese segment of the route, which had 26 checkpoints per trip compared to 11 per trip on the Malian segment.

The Ouagadougou-Bamako corridor had 31 stops per trip or 3 stops per 100 km.

The Lomé-Ouagadougou and Tema-Ouagadougou corridors had the lowest number of barriers this quarter with 21 and 22 stops per trip, respectively, or about 2 stops per 100 km on each.

In Senegal, the Gendarmerie operates the most checkpoints (15 per trip) followed by the Police (9 checkpoints per trip); the Customs service operates only one checkpoint per trip, according to the surveys submitted.

In Mali, the Gendarmerie operated the most checkpoints, followed by the Police and Road Tax agents (which extort fees based on overloading) and then customs.

In Burkina Faso and Togo, the Customs services operated the most checkpoints followed by the Police and the Gendarmerie.

II. BRIBERY PER TRIP

The Ouagadougou-Bamako corridor has highest level of bribery with agents extorting USD 116.26 per trip or USD 12.64 per 100 km. Most of the bribes are collected along the Malian segment of the corridor with about USD 80.90 collected (of which USD 22.46 is extorted by agents purporting to assess penalties for overloading).

The Bamako-Dakar corridor, which submitted its first surveys, follows closely the Ouagadougou-Bamako corridor with bribery reaching USD 100.26 per trip or USD 9.83 per 100 km. The Senegalese segment of the route is primarily responsible with USD 64.17 extorted per trip compared to USD 36.09 on the Malian segment.

The Lomé-Ouagadougou corridor has the lowest level of bribery with USD 44.23 per trip.

In the Ghana, the Customs service is the main culprit followed by the Police. Weighbridge agents at the entry to the route at Tema have considerably decreased harassment of drivers for bribes.

In Burkina Faso, the Customs service is the most incriminated for extortion, followed by the Police and the Gendarmerie.

In Togo, similarly, the Customs service again has the dubious distinction of leading extortionists, followed by the Police and the Gendarmerie.

The uniformed services that deal most harshly with drivers in Mali are, in decreasing order with the highest extortion first, the Police, the Gendarmerie and finally Customs.

Senegal's first road harassment surveys of drivers on the Bamako-Dakar corridor show the Gendarmerie extorting the highest level of bribes followed by the Police.

III. INSPECTION TIMES AND AVERAGE DELAYS PER TRIP

Inspection times decreased during this corridor compared to the previous quarter. The results this quarter are encouraging.

- Bamako-Dakar, 1 020 km : 229 minutes, or 22 minutes of delay per 100 km
- Bamako-Ouagadougou, 920 km : 167 minutes, or 18 minutes of delay per 100 km
- Tema-Ouagadougou, 1 057 km : 154 minutes, or 15 minutes of delay per 100 km
- Lomé-Ouagadougou, 1 020 km : 92 minutes, or 9 minutes of delay per 100 km

IV. TRENDS

The third quarter results engender some hope as decreases in the three indicators of road governance have fallen.

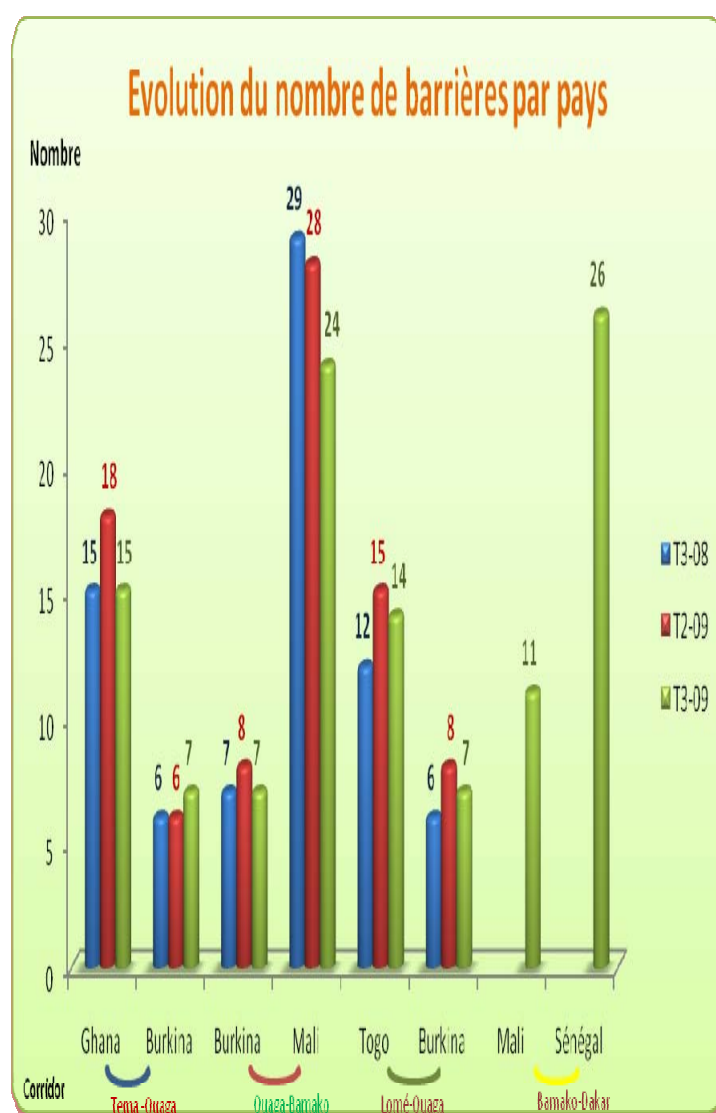
The results this quarter are compared below to those from the second quarter of 2009 and the third quarter of 2008 (one year ago).

IV.1. Trend in the number of checkpoints, by trip and by state crossed

Table 2: Average number of inspections on each corridor

Corridor	Number of inspections per trip			Number of inspections per 100 km		
	T3-08	T2-09	T3-09	T3-08	T2-09	T3-09
Tema-Ouaga	21	24	22	2	2	2
Ghana	15	18	15	2	2	2
Burkina	6	6	7	3	4	4
Ouaga-Bamako	36	36	31	4	4	3
Burkina	7	8	7	1	2	1
Mali	29	28	24	7	7	6
Lomé-Ouaga	18	23	21	2	2	2
Togo	12	15	14	2	2	2
Burkina	6	8	7	2	3	2
Bamako-Dakar			37			4
Mali			11			1
Senegal			26			4

Figure 2: Trend in the number of inspections in each state



Checkpoints

Compared to the second quarter of 2009, the total number of checkpoints has decline by more than 10% on the corridors taken together. The total fell from 83 to 74.

This decrease is due to changes on the Ouagadougou-Bamako corridor, which saw a decline of almost 14% with 8.5% declines on the Tema-Ouagadougou and Lome-Ouagadougou corridors.

The Ghanaian segment of the route had the biggest drop – almost 17% - in the number of checkpoints, with 15 compared to 18 in the second quarter of 2009.

In Mali, four checkpoints disappeared, a 14% decline.

In Togo, one checkpoint was eliminated, a 7% drop.

In Burkina Faso, about one checkpoint disappeared during the quarter.

Compared to the same period one year ago, the total number of checkpoints where inspections were undertaken dropped by about 1.3%, in raw numbers, from 75 to 74. But the Tema-Ouagadougou and Lome-Ouagadougou actually saw a slight increase – 4.5% and 14.3%, respectively – in the numbers of checkpoints where inspections occurred

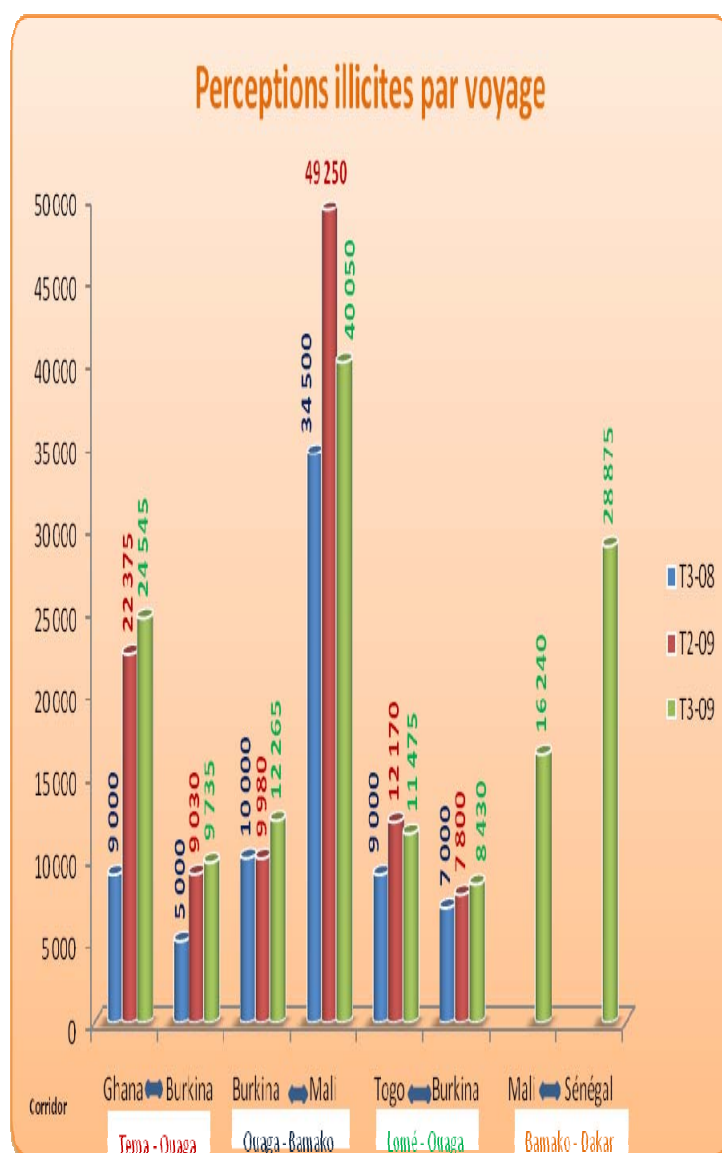
IV.2. Trend in bribes extorted per trip and per state crossed

Table 3: (in USD)

Corridor	Bribes per trip			Bribes per 100 km		
	T3-08	T2-09	T3-09	T3-08	T2-09	T3-09
Tema-Ouaga	31.11	69.79	76.18	2.89	6.60	7.21
Ghana	20	49.72	54.54	1.11	5.64	6.19
Burkina	11.11	20.07	21.63	11.11	11.40	12.29
Ouaga-Bamako	98.89	131.62	116.26	11.11	14.31	12.64
Burkina	22.22	22.18	27.26	4.44	4.54	5.58
Mali	76.67	109.44	89	17.78	25.33	20.60
Lomé-Ouaga	34.44	44.38	44.23	3.33	4.35	4.34
Togo	20	27.04	25.50	2.67	3.62	3.42
Burkina	15.56	17.33	18.73	5.56	6.32	6.83
Bamako-Dakar			100.26			9.83
Mali			30.09			4.56
Senegal			64.17			9.76

Note: USD 1 = XOF 450; USD 1 = GHS 0.96

Figure 3: Trend in bribes



Bribery

Comparing the third quarter results to those of the second quarter, bribes per trip have declined by almost 4% on all the corridors taken together (except Bamako-Dakar, which is reporting data for the first time). Total bribes fell from USD 245.79 in the second quarter to USD 236.67 in the third, a drop of about USD 9.

The greatest decrease – almost 12% – occurred on the Bamako-Ouagadougou corridor; the Lomé-Ouagadougou saw a 0.33% decrease.

Bribery in Mali dropped by almost 19%, dropping from USD 109.44 in the second quarter to USD 89 in the third, a USD 20.44 decline from the previous quarter to the current quarter. This decline supports the initiative's efforts undertaken with authorities to reduce road harassment.

Togo saw bribery decline by about 6%, but an increase in bribery was seen in Burkina Faso and Ghana.

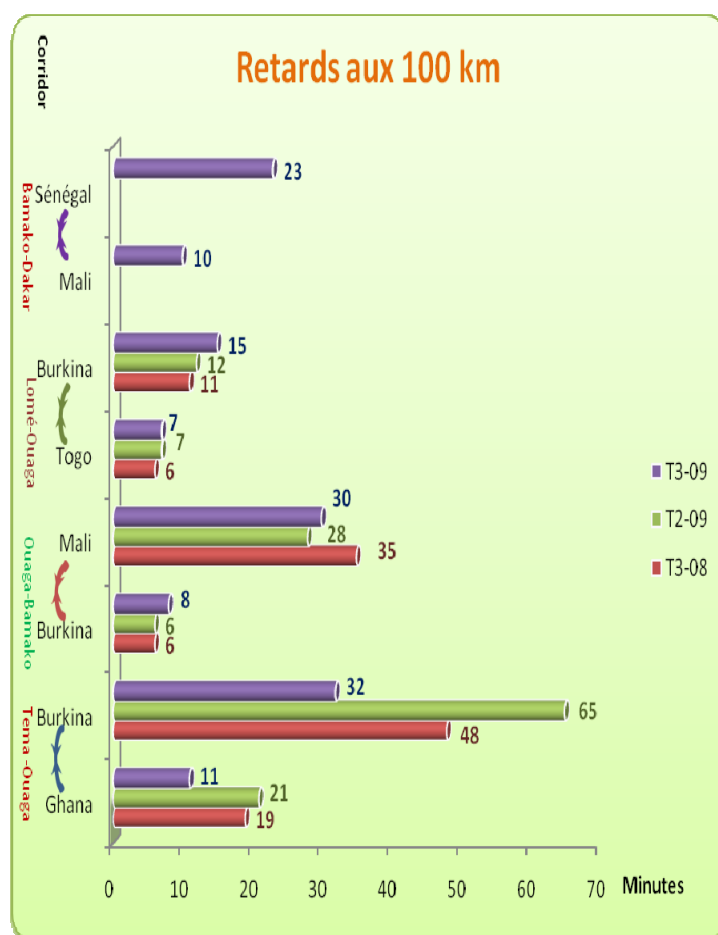
Compared to one year ago, however, bribery is up by about 43% on the corridors connecting Ouagadougou to Bamako, Lome and Tema.

IV.3. Trend in average delays caused by inspections by trip and by state crossed

Table 4:

Corridor	Delays (minutes) per 100 km		
	T3-08	T2-09	T3-09
Tema-Ouagadougou	24	29	15
Ghana	19	21	11
Burkina	48	65	32
Ouagadougou-Bamako	20	16	18
Burkina	6	6	8
Mali	35	28	30
Lomé-Ouagadougou	7	8	9
Togo	6	7	7
Burkina	11	12	15
Bamako-Dakar			22
Mali			10
Senegal			23

Figure 4: Trend in inspection times per 100 km



Delays

Inspection times have dropped by 22.3% per 100 km compared to the previous (2nd) quarter of 2009 on all of the corridors except Bamako-Dakar (reporting its first data on road harassment in this report). Delays dropped, on average, by about 4 minutes, from about 18 minutes to about 14 minutes per 100 km.

The Tema-Ouagadougou corridor is primarily responsible for this change, which is the only corridor to have seen a drop of nearly 50%. Delays were cut from about 29 minutes per 100 km to about 15 minutes. Delays dropped by about 48% and about 51%, respectively, on the segments of the route in Ghana and Burkina Faso.

The Bamako-Dakar corridor, with its first data submitted for the initiative, has the highest level of delays: 22 minutes per 100 km.

Compared to the same period one year ago, delays per 100 km have dropped by about 18% on the three corridors connecting Ouagadougou to Bamako, Lome and Tema. Delays are about 3 minutes shorter per 100 km dropping from 17 minutes in the third quarter of 2008 to 14 minutes.

CONCLUSION

The third quarter of 2009 shows slight improvement compared to the previous quarter. The three primary IRTG indicators have dropped. Efforts undertaken by states and awareness raising and advocacy campaigns undertaken by civil society organizations in partnership with the initiative appear to explain the decreases. Nevertheless, the indicators are still worse than those reported one year ago for the same period.

Bribery dropped by almost 4% on the three corridors connecting Ouagadougou to Bamako, Lome and Team. The Bamako-Ouagadougou corridor showed the greatest decline, about 12%.

Still, agents of uniformed services on the Ouagadougou-Bamako corridor are extorting the most in bribes: about USD 116.26 per trip or USD 12.64 per 100 km.

The Bamako-Dakar corridor, a new addition to the IRTG initiative, appears to be as problematic for road harassment as the Bamako-Ouagadougou corridor with a level of bribery measured to be USD 100.26 per trip, or USD 9.83 per 100 km. The Senegalese segment is largely to blame with agents collecting USD 64.17 per trip compared to USD 36.09 collected in Mali.

The Bamako-Dakar corridor has the highest density of checkpoints where trucks are stopped for inspection: 37 stops registered per trip, or about 4 per 100 km. The Senegalese segment of the corridor explains this statistic: it has about 26 checkpoints doing inspections compared to 11 in on the Malian segment.

Generally speaking, the Police (greatest bribe takers) have the most negative impact on the corridors as far as extorting bribes from drivers is concerned, and the same could be said for the Gendarmerie. The Customs service in Burkina Faso, Ghana, Mali and Togo should copy Senegal's example: The Senegalese Customs service operates just one checkpoint on the Bamako-Dakar corridor. As for the agents purporting to collect penalties from drivers for overloading their vehicles, the data this quarter shows the problem abating except along the Ouagadougou-Bamako and Bamako-Dakar corridors where the value of bribes these agents collected represented 25% and 19%, respectively, of the total bribes collected on these corridors. This return to normal should be followed by the effective enforcement of UEMOA's axle-load rules.

The initiative invites Member States to intensify their awareness raising and advocacy efforts in order to substantially reduce road harassment that slows the movement of goods and people on the interstate routes.

ANNEX 1: Overall results of surveys submitted for the period July 1 to Sept. 30, 2009

Table 5: The table presents overall results obtained during the period.

IRTG Results : July 1 to Sept. 30, 2009																				
Checkpoints, Bribes, Delays																				
Country crossed	Number of trips	Distance covered	Average number of checkpoints by service								Average bribes (USD) by service								Delays (minutes)	
			Police	Border police : immigration	Customs	Gendarmerie	Municipal, Unions, Health Agents, Tema Motorway	Other ***	Total	Per 100 km	Police	Border police : immigration	Customs	Gendarmerie	Municipal, Unions, Health, Tema	Other ***	Total	Per 100 km	Total	Per 100 km
Tema – Ouagadougou																				
Ghana**	139	881	5.85	0.77	8.20	0.01	0.06	0.09	14.98	1.70	17.96	0.76	34.85	0.04	0.06	0.88	54.54	6.19	98	11
Burkina	139	176	1.01	0.95	3.58	0.90	0.09	0.03	6.57	3.73	3.54	3.41	9.84	4.17	0.40	0.26	21.62	12.29	56	32
Par corr,	139	1057	6.86	0.86	11.78	0.91	0.15	0.12	21.55	2.04	21.50	4.17	44.69	4.21	0.46	1.14	76.17	7.21	154	15
Ouagadougou – Bamako																				
Burkina	55	488	0.98	0.78	4.20	1.02	0.05	0.00	7.04	1.44	4.16	2.99	15.58	3.60	0.93	0	27.25	5.58	38	8
Mali	55	432	5.96	0.98	4.45	6.56	1.25	5.02	24.24	5.61	20.61	4.81	18.26	20.12	2.75	22.45	88.99	20.60	129	30
Par corr,	55	920	6.95	0.88	8.65	7.58	1.31	5.02	31.27	3.40	24.77	7.80	33.84	23.72	3.68	22.45	116.25	12.64	167	18
Lomé – Ouagadougou																				
Togo	204	746	3.75	0.97	6.72	2.88	0.08	0.01	14.41	1.93	8.06	2.38	8.67	6.35	0.05	0	25.50	3.42	51	7
Burkina	204	274	1.60	0.95	3.00	0.99	0.00	0.00	6.54	2.39	5.33	3.27	6.02	4.11	0	0	18.72	6.83	41	15
Par corr,	204	1020	5.35	0.96	9.72	3.87	0.08	0.01	20.95	2.05	13.38	5.65	14.69	10.46	0.05	0	44.23	4.34	92	9
Bamako – Dakar (new corridor)																				
Mali	154	792	3.52	0.02	1.51	3.91	0.00	2.52	11.47	1.45	10.78	0.06	9.00	9.51	0	6.74	36.09	4.56	80	10
Senegal	154	657	8.51	0.95	1.01	15.06	0.00	0.00	25.53	3.89	22.76	2.47	2.80	36.13	0	0	64.16	9.76	149	23
Par corr,	154	1020	12.03	0.48	2.51	18.97	0.00	2.52	37.01	3.63	33.54	2.53	11.80	45.65	0	6.74	100.25	9.83	229	22

Notes: *USD 1 = XOF 450 and USD 1 = GHS 0.98. XOF is the currency used for analysis. ** There is no Gendarmerie in Ghana.

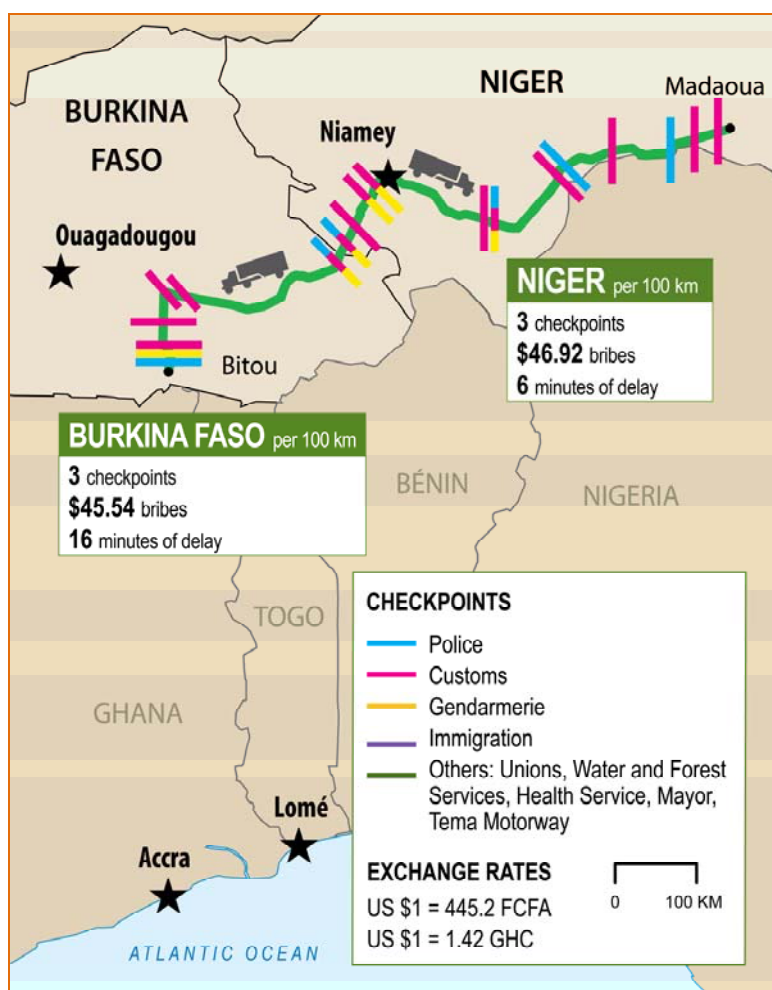
Other***: Bribes collected for alleged axle-load violations, charged without issuing of receipts, along certain corridors.

The Onion Corridor



SURVEY RESULTS FOR THE ATP CORRIDOR: MADAOUA (Niger) – BITTOU (Burkina Faso)

July 1-Sept. 30, 2009



EXECUTIVE SUMMARY

Bribery along the Onion Corridor is the rule and very common. This quarter, the number of checkpoints varies from 2 to 3 per 100 km, the maximum occurring in Burkina Faso.

Bribery per 100 km varies between USD 45.05 in Burkina Faso and USD 46.42 in Niger. This high rate of bribery almost certainly is due to the nature of the product being transported (onions). The level of bribes is about four times higher than the level on other IRTG corridors.

Delays vary between 6 minutes per 100 km (in Niger) and 16 minutes (in Burkina Faso). Here again Niger scores slightly better and a 45% reduction in delays was seen this quarter compared to the previous quarter, dropping from 11 minutes per 100 km to 6 minutes. But delays in Burkina Faso increased by 33%, rising from 12 minutes per 100 km to 16 minutes.

INTRODUCTION

Data analyzed in this report was collected in Niger and Burkina Faso by onion transporters and traders under the supervision of agents at USAID's Agribusiness and Trade Promotion project.

Based in Accra and Ouagadougou, the Agribusiness and Trade Promotion project is a regional USAID initiative supporting the ECOWAS and UEMOA effort to implement a regional agricultural policy that :

- In general terms, grows the value and volume of intra-regional agriculture in West Africa
- In specific terms, improves agricultural productivity.

The Onion Corridor is a minefield for drivers: it has numerous checkpoints, the level of bribery is very high and delays are long.

By monitoring this corridor in particular, IRTG aims to report the extent of harassment that transporters suffer, whether they are operating legally or illegally, and, at the same time, raise awareness among uniformed services in order to reduce harassment which is negatively impacting the local and regional economies.

Survey results for the third quarter of 2009 are presented below and compared to results obtained during the first and second quarters of the year.

Table 1 presents an overview of checkpoints, bribes and delays on the corridor. Annex 1 includes a detailed presentation of survey results.

Table 1

Results for July 1-Sept. 30, 2009: Checkpoints, Bribes, Delays							
Corridor	Distance	Average number of checkpoints		Bribes (USD)		Delays (minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Madaoua-Bittou	1048	27	2.58	481.02	45.90	104.12	9.94

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

I. AVERAGE NUMBER OF CHECKPOINTS

There are 3 checkpoints per 100 km on the Madaoua-Bittou corridor.

In Niger, Customs agents operate the highest number of checkpoints (10 stops per trip), followed by Police (4 stops) and the Gendarmerie (2 stops). This order is the same in Burkina Faso.

II. BRIBERY

Bribery on the Onion Corridor is high – USD 481.02 per trip – due to the perishable nature of onions. This is largely due to bribes collected in Niger, where USD 300.82 is collected per trip (of this total, USD 205.07 is collected by Customs agents, or 68% of the amount collected in Niger). This sets a new record for bribery along monitored corridors in West Africa well ahead of Burkina Faso, which along the same corridor shows USD 180.20 in bribes per trip.

In Niger, Customs is particularly implicated, followed by the Gendarmerie and the Police. Customs in Burkina Faso is similarly first followed by the Police and then the Gendarmerie.

III. AVERAGE INSPECTION TIMES AND DELAYS

Given the perishable nature of onions, delays should be minimized. Unfortunately, this is not the case. Delays of 10 minutes per 100 km were reported, for a cumulative total of 104 minutes on the corridor. In order of magnitude, the delays noted are (in minutes per trip):

- In Burkina Faso, 400 km section: 66 minutes, or 16 minutes per 100 km
- In Niger, 648 km section: 39 minutes, or 6 minutes per 100 km

IV. TRENDS

During the third quarter and in comparison to the two previous quarters of 2009, the three indicators have decreased.

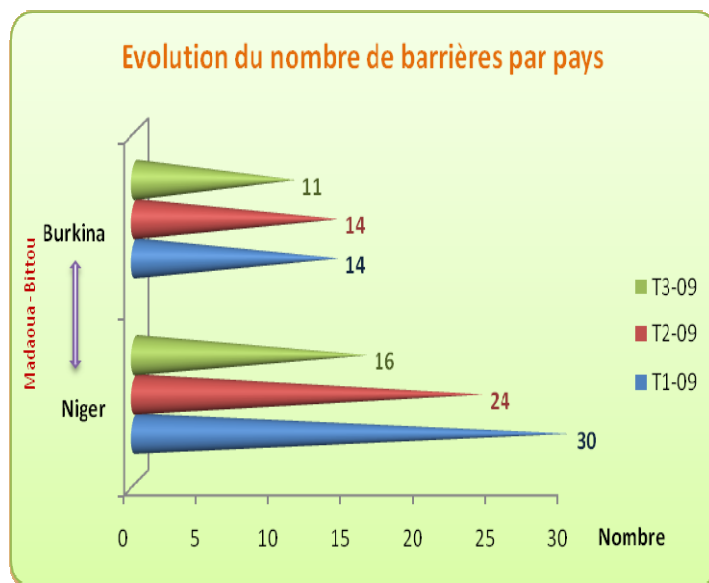
Below, the results for the third quarter (T3-09) are compared to those obtained for the first quarter (T1-09) and for the second quarter (T2-09) of 2009.

IV.1. Trends in the Number of Checkpoints and by State Crossed

Table 2: Average number of checkpoints on the corridor

Corridor	Checkpoints per trip			Checkpoints per 100 km		
	T1-09	T2-09	T3-09	T1-09	T2-09	T3-09
Madaoua-Bittou	44	38	27	4.2	3.6	2.58
Niger	30	24	16	4.6	3.7	2.47
Burkina	14	14	11	3.5	3.5	2.75

Figure 1: Trend in the average number of inspections during the three quarters analyzed



Checkpoints

Compared to the 2nd and 1st quarters of 2009, the corridor showed decreases of 28.95% and 38.64%, respectively

The number of checkpoints dropped by 33.33% and 21.43%, respectively, in Niger and Burkina Faso, compared to the 2nd quarter of 2009.

Compared to the 1st quarter of 2009, checkpoints decreased by 46.67% and 21.43%, respectively, in Niger and Burkina Faso.

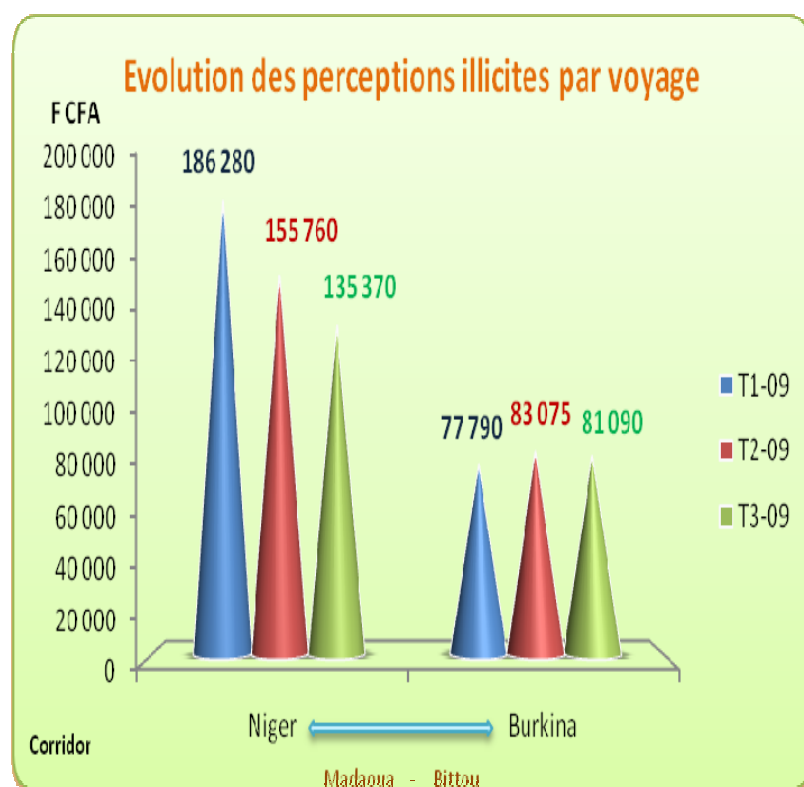
IV.2. Trends in Value of Bribes Collected and by State Crossed

Table 3: in USD

Corridor	Bribes per trip			Bribes per 100 km		
	T1-09	T2-09	T3-09	T1-09	T2-09	T3-09
Madaoua-Bittou	586.82	530.74	481.02	56.00	50.64	45.90
Niger	413.96	346.13	300.82	63.89	53.42	46.42
Burkina	172.87	184.61	180.20	43.22	46.16	45.05

Note: 1 US\$ = 450 FCFA.

Figure 2: Trend in average bribes for the three periods analyzed



Bribery

Bribery is decreasing, compared to the 2nd quarter of 2009, by 9.37%, dropping from USD 530.74 to USD 481.02 per trip, or a decrease of USD 49.72. Still, the level of bribery remains very high.

The two countries have apparently made some progress in reducing the level of bribery, with a 13.09% drop in Niger and a 2.39% drop in Burkina Faso compared to the 2nd quarter of 2009.

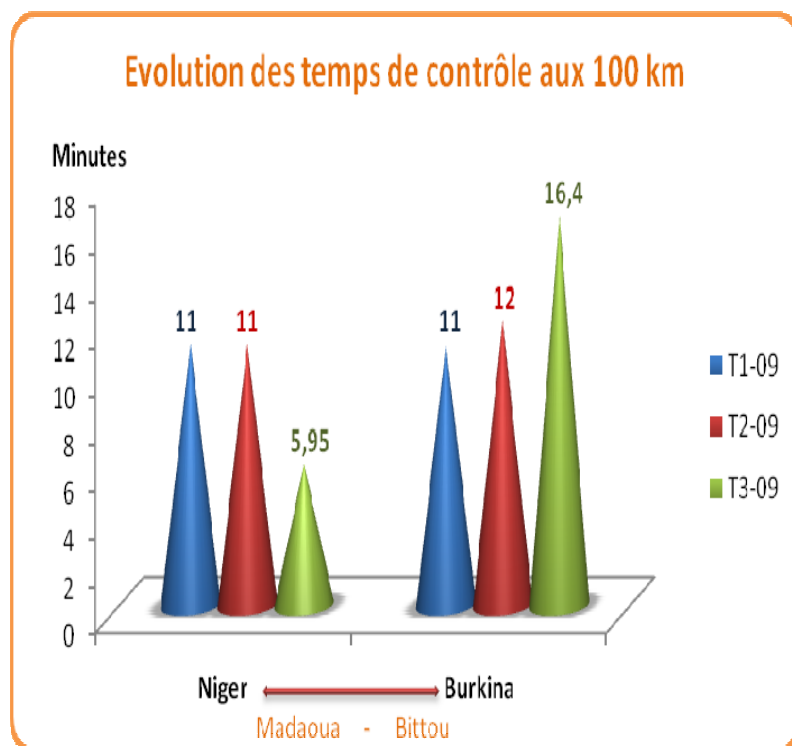
Compared to the 1st quarter of 2009, the corridor saw an 18.03% decrease in the value of bribes collected.

IV.3. Trend in Delays per Trip and by State Crossed

Table 4: Delays in minutes by corridor

Corridor	Delays (minutes) per 100 km		
	T1-09	T2-09	T3-09
Madaoua-Bittou	11	11	9.94
Niger	11	11	5.95
Burkina	11	12	16.40

Figure3: Trend in inspection times, per 100 km



Delays

Delays have decreased by 9.64% compared to the two previous quarters.

Niger saw the greatest decrease, reducing inspection times by 5 minutes per 100 km, dropping from 11 minutes per 100 km in the 2nd quarter of 2009 to 6 minutes in the 3rd quarter of 2009, a 45.91% decrease.

On the other hand, delays in Burkina Faso have increased by 36.67%, increasing from 12 minutes per 100 km in the 2nd quarter to 16 minutes in the 3rd quarter, or 4 more minutes per 100 km.

CONCLUSION

The 3rd quarter of 2009 shows modest improvements compared to the previous quarter. Road harassment has declined on the Onion Corridor. Awareness raising and advocacy campaigns undertaken by civil society organizations may explain this progress. The will of public authorities to address the problem, which is negatively affecting economic development, also played some part.

Greater political will is necessary to properly address this issue, which is one of the more serious problems affecting the region's economic integration and economic development.

IRTG proposes that Member States increase their efforts to ensure the free movement of people and goods and vehicles on primary trade corridors.

ANNEX 2: Detailed overall survey results on the Onion Corridor, April 1 to June 30, 2009

Table 6: Overall results obtained, April 1 to June 30, 2009

Results : April 1 to June 30, 2009 Checkpoints, Bribery, Delays																
Country	Number of trips	Distance traveled	Average number of checkpoints per uniformed service, per trip						Average bribes extorted by service						Delays (minutes)	
			Police	Customs	Gendarmerie	Municipality, Unions	Total	Per 100 km	Police	Customs	Gendarmerie	Municipality, Unions	Total	Per 100 km	Total	Per 100 km
Madaoua-Bittou																
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	530.75	50.64	116	11

Tableau 7: Overall results obtained, July 1 to Sept. 30, 2009

Results : July 1 to Sept. 30, 2009 Checkpoints, Bribes, Delays																
Country	Number of Trips	Distance traveled	Average number of checkpoints per service, per trip						Average bribes extorted by service						Delays (minutes)	
			Police	Customs	Gendarmerie	Municipality Unions	Total	Per 100 km	Police	Customs	Gendarmerie	Municipality Unions	Total	Per 100 km	Total	Per 100 km
Madaoua-Bittou																
Niger	100	648	4	10	2	0	16	2.47	25.82	205.07	62.96	6.97	300.82	46.42	38.54	5.95
Burkina	100	400	3	6	2	0	11	2.75	46.04	97.19	35.67	1.30	180.20	45.05	65.58	16.40
Par corr,	100	1048	7	16	4	0	27	2.58	71.87	302.26	98.62	8.27	481.02	45.90	104.12	9.94

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*

Senegal

- National Coordinator: National Direction of Road Transport
- Focal Point: Chamber of Commerce and Industry of Senegal

Togo

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

Niger

- National Coordinator of the ATP Project