

11th IRTG Report

25 April 2010



The 11th IRTG Report presents the results of surveys completed from Jan. 1 to March 31, 2010 in two sections:

- The first section presents data obtained on the corridors monitored by the Improved Road Transport Governance (IRTG) initiative: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.¹

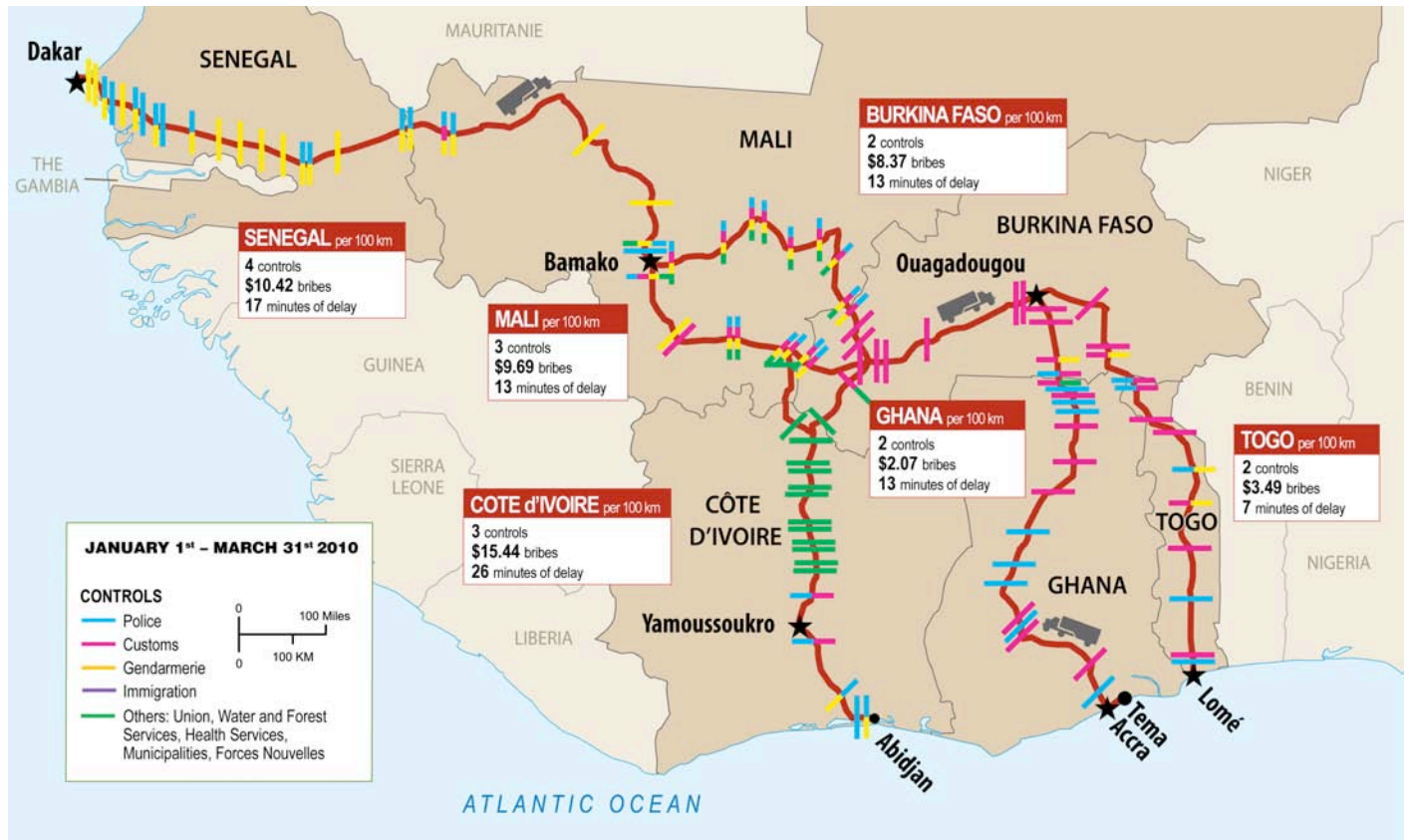
- The second section presents results obtained from data collected on the "Onion Corridor," which begins in Madaoua in Niger and ends in Accra in Ghana passing by Kantchari in Burkina Faso. The USAID Agribusiness and Trade Promotion (ATP) project oversees the collection of this data from truck drivers and traders.

Results of Surveys from the 1st Quarter of 2010

¹ This is the first report to include data collected on the Abidjan-Ouagadougou and Abidjan-Bamako corridors.

IMPROVED ROAD TRANSPORT GOVERNANCE (IRTG) ON INTERSTATE CORRIDORS

Results for January 1 to March 31, 2010



EXECUTIVE SUMMARY

The results of surveys conducted from Jan. 1 to March 31 are not encouraging. Road harassment has increased.

The lowest number of checkpoints per 100 km remains about 1.8 in Togo. The country with the largest number of checkpoints (3.7 per 100 km) is still Senegal, while the section with the greatest density of checkpoints (5 per 100 km) is in Mali along the Ouagadougou-Bamako corridor.

The country with the lowest value of bribes is Ghana where the average is about USD 2. The country with the highest value is Côte d'Ivoire, where drivers pay an average of about USD 15.50, an inauspicious debut for the country as part of the IRTG initiative.

Delays vary from 7 minutes in Togo to 26 minutes in Côte d'Ivoire.

INTRODUCTION

The objective of IRTG is to institute good road governance along primary road corridors. The initiative monitors and reports on the number of checkpoints, the length of delays and the value of bribes drivers pay when hauling goods along the **Tema-Ouagadougou**, **Ouagadougou-Bamako**, **Lomé-Ouagadougou**, **Bamako-Dakar**, **Abidjan-Ouagadougou** and **Abidjan-Bamako** corridors.

IRTG is an ECOWAS and UEMOA initiative that has been operating since 2005 with funding from USAID's West Africa Trade Hub and the World Bank's Transport Policy Program in Sub Saharan Africa (SSATP).

This 11th IRTG Report presents the results of data collected from Jan. 1 to March 31, 2010.

RESULTS OF SURVEYS CONDUCTED FROM JANUARY 1 TO MARCH 31, 2010

Survey results from the first quarter of 2010 show worrying trends: bribery has increased by 10.8% and the number of checkpoints has increased by 10.1% compared to the previous quarter. Only delays have decreased, by 5.6%.

Focal points in Burkina Faso, Côte d'Ivoire, Ghana, Mali, Senegal and Togo collected the data for this report.²

Table 1 below presents an overview of the results. The table in Annex 1 presents detailed results.

Table 1: Overview of checkpoints, bribes and delays for the period Jan. 1 to March 31, 2010

IRTG Results: Jan. 1 to March 31, 2010							
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	24.86	2.35	41.60	3.94	190	18
Ouagadougou–Bamako	920	30.42	3.31	98.11	10.67	109	12
Lomé–Ouagadougou	1020	19.4	1.9	42.55	4.17	81	8
Bamako–Dakar	1476	39.63	2.68	111.23	7.54	196	13
Abidjan-Ouagadougou	1263	26.89	2.13	185.27	14.67	216	17
Abidjan-Bamako	1174	28.43	2.42	148.12	12.88	270	23

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

² Focal points are used to monitor and report on the number of checkpoints, length of delays and value of bribes levied on drivers along specific corridors. They collect the data at the end of road journeys and enter it into a database hosted by UEMOA

I. NUMBER OF CHECKPOINTS PER TRIP

I.1. Average number of checkpoints per trip, by country

The Ouagadougou-Bamako corridor remains the route most densely covered with checkpoints: three (3) stops per 100 km, or 30 stops per trip. The Malian section of the route largely accounts for this situation: it has five (5) stops per 100 km and a total of 22 stops per trip compared to 9 stops along the Burkina section of the route.

The Lomé-Ouagadougou corridor has the least number of checkpoints – 19 stops per trip, or 1.79 per 100 km.

Table 2: Overview of checkpoints on each corridor per trip and per 100 km by country

Average number of checkpoints per corridor, per trip and per 100 km								
Corridor	Distance km	Per 100 km	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema–Ouagadougou	1057	2.35	4.22	-	1.98	-	-	-
Ouagadougou–Bamako	920	3.31	1.81	-	-	5.00	-	-
Lomé–Ouagadougou	1020	1.90	2.2					1.79
Bamako–Dakar	1476	2.68	-	-	-	1.81	3.71	-
Abidjan–Ouagadougou	1263	2.13	1.38	2.65	-	-	-	-
Abidjan–Bamako	1174	2.42	-	2.39	-	2.46	-	-
Average	1152	2.3	2.37	2.52	1.98	2.85	3.71	1.79

The table below presents the services responsible for checkpoints in each country in order of magnitude.

Table 3: Rank of countries by density of checkpoints per 100 km and by services responsible

Responsible service Country (in order of magnitude)	Average	1 st	2 nd	3 rd	4 th
1 st : Senegal	3.71	Gendarmerie 2.46	Police 1.09	Immigration 0.12	Customs 0.04
2 nd : Mali	2.85	Police 0.88	Gendarmerie 0.71	Weighbridge operators 0.46	Customs 0.42
3 rd : Côte d'Ivoire	2.52	<i>Forces Nouvelles</i> 1.24	Police 0.83	Gendarmerie 0.21	Customs 0.16
4 th : Burkina Faso	2.37	Customs 1.25	Police 0.27	Gendarmerie 0.25	Immigration 0.19
5 th : Ghana	1.98	Police 0.94	Customs 0.94	Immigration 0.09	
6 th : Togo	1.79	Customs 0.79	Police 0.57	Gendarmerie 0.31	Immigration 0.11

I.2. Trend in checkpoints per trip, by country

The numbers for the first quarter of 2010 are high, notably the number of checkpoints, compared to the previous quarter. Checkpoints have increased by 10.2% on all of the corridors taken together.

The table below compares this quarter's results (Q1-10) with:

- The results of the fourth quarter of 2009 (Q4-09)
- The results from the same period one year ago – the first quarter of 2009 (Q1-09)

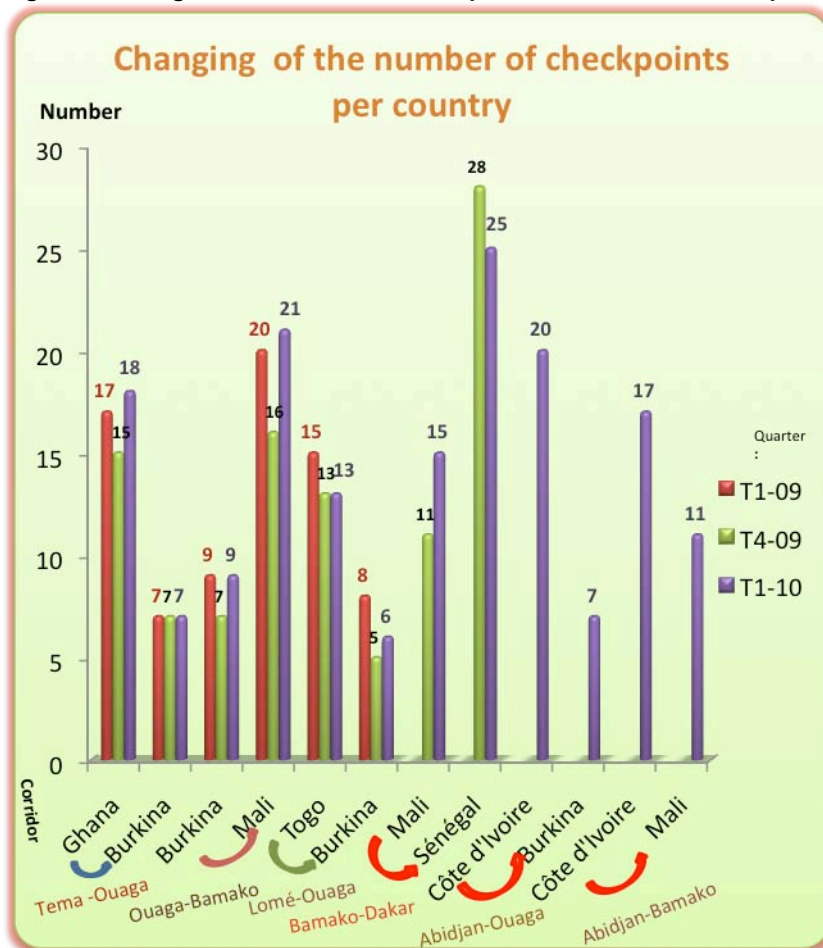
Table 4: Average number of checkpoints on each corridor per trip

Distance (km)	Corridor	Checkpoints per trip			Checkpoints per 100 km			Change Q1-10/Q4-09
		Q1-09	Q4-09	Q1-10	Q1-09	Q4-09	Q1-10	
1057	Tema–Ouaga	23.6	21.71	24,86	2,23	2,05	2,35	5,34%
881	Ghana	17.09	15.03	17,44	1,94	1,71	1,98	2,05%
176	Burkina	6.52	6.68	7,43	3,7	3,79	4,22	13,96
920	Ouaga–Bamako	29.25	22.73	30,42	3,18	2,47	3,31	4%
488	Burkina	9	6.54	8,81	1,84	1,34	1,81	-2,11%
432	Mali	20.25	16.19	21,61	4,69	3,75	5	6,72%
1020	Lome-Ouaga	23.45	18.15	19,4	2,3	1,78	1,9	-17,27%
746	Togo	15.49	12.72	13,37	2,08	1,71	1,79	-13,69%
274	Burkina	7.97	5.43	6,03	2,91	1,98	2,2	-24,34%
1476	Bamako–Dakar		39.19	39,63		3,84	2,68	
794	Mali		10.92	14,34		1,38	1,81	
682	Senegal		28.27	25,28		4,3	3,71	
1263	Abidjan–Ouaga			26,89			2,13	
746	CI			19,78			2,65	
517	Burkina			7,11			1,38	
1174	Abidjan–Bamako			28,43			2,42	
710	CI			17			2,39	
464	Mali			11,43			2,46	
	Average	25.28	26.88	28,93	2,55	2,67	2,45	14,44%

Table 5: Quarterly trend in the number of checkpoints per 100 km

Average number of checkpoints by quarter per trip, by country per 100 km							
	Per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter Q1-10	2.30	2.37	2.52	1.98	2.85	3.71	1.79
Quarter Q4-09	2.53	2.42	-	1.71	2.50	4.30	1.71
Quarter Q1-09	2.55	2.86	-	1.94	4.69	-	2.08

Figure 1: Change in the number of checkpoints over the three time periods



Checkpoints

Compared to the previous quarter (Q4-09), the number of checkpoints has increased by 10.2% for all of the corridors taken together, passing from 27 (Q4-09) to 30 (Q1-10).

The Ouagadougou-Bamako corridor accounts largely for this statistic: Checkpoints increased by 33.8% - with 7 more than checkpoints recorded (5 in Mali and 2 in Burkina Faso).

In Senegal, the situation improved slightly, with a 10.6% reduction – 3 checkpoints were removed from the route.

Compared to the same period one year ago (Q1-09), the number of checkpoints is still down 2.3%. There were an average of 25 checkpoints per corridor one year ago; there were 24 during this quarter.

II. AVERAGE BRIBES PAID PER TRIP

II.1. Average level of bribes paid per trip and by country

With the addition of the Côte d'Ivoire to the road harassment monitoring initiative, it has been found that drivers pay the highest bribes on the Abidjan-Ouagadougou corridor. The Abidjan-Bamako corridor, which also terminates in Côte d'Ivoire, is similarly bad. These two corridors together are now the worst among all of those being monitored. Bribe payments on the Abidjan-Ouagadougou corridor are the highest: drivers paid an average USD 185.27 total or 14.67 per 100 km. Drivers pay most of this sum – USD 129.61 – in Côte d'Ivoire (of this, USD 111.90 is paid to agents of the *Forces Nouvelles*, which control the northern half of the country, and USD 10.62 is paid to the police). The Abidjan-Bamako corridor is the second most costly route with a similarly high level of bribes: USD 148.12 per trip and USD 12.62 per 100 km. Again, Côte d'Ivoire's section of the route largely accounts for most of the bribes paid, with USD 95.58 paid compared to USD 52.54 along the Malian section of the route.

The Ouagadougou-Bamako corridor is in third place for bribes paid: USD 98.11 total paid per trip, or USD 10.67 per 100 km. Most of this money is paid in Mali – USD 71.47 – compared to USD 26.64 extorted along the section of the route in Burkina Faso.

The Tema-Ouagadougou corridor showed the lowest level of bribes paid per trip: drivers paid an average USD 41.60 per trip, or USD 3.94 per 100 km.

Table 6: Overview of bribes paid on each corridor per trip and per 100 km

Average bribes (USD) paid per corridor, per trip and per 100 km								
Corridor	Distance km	Per 100 km	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema–Ouagadougou	1057	3.94	13.25	-	2.08	-	-	-
Ouagadougou–Bamako	920	10.67	5.46	-	-	16.54	-	-
Lomé–Ouagadougou	1020	4.17	6.00	-	-	-	-	3.50
Bamako–Dakar	1476	7.54	-	-	-	5.04	10.44	-
Abidjan–Ouagadougou	1263	14.67	10.76	17.38	-	-	-	-
Abidjan–Bamako	1174	12.62	-	13.46	-	11.32	-	-
Average	1152	8.51	9.10	15.49	2.08	10.07	10.44	3.50

Table 7 below shows the services most responsible for the bribery in each country.

Table 7: Rank of services by country in bribes paid per 100 km

Agent responsible Country	Average	1 st		2 nd		3 rd		4 th	
1 st : Côte d'Ivoire	15.49	<i>Forces Nouvelles</i>	10.58	Police	3.67	Immigration	0.58	Gendarmerie	0.45
2 nd : Senegal	10.44	Gendarmerie	5.67	Police	4.17	Immigration	0.37	Customs	0.23
3 rd : Mali	10.07	Police	3.17	Weighbridge operators	2.17	Gendarmerie	1.71	Customs	1.69
4 th : Burkina Faso	9.10	Customs	4.04	Gendarmerie	1.48	Police	1.37	Immigration	0.74
5 th : Togo	3.50	Police	1.34	Customs	1.00	Gendarmerie	0.82	Immigration	0.31
6 th : Ghana	2.08	Customs	1.03	Police	0.97	Immigration	0.07		

II.2. Change in the average level of bribes paid per trip and per country

Bribery increased by 10.8% during this quarter compared to the previous quarter. This quarter's results are compared below to the results obtained during the previous quarter, the fourth quarter of 2009 designated as Q4-09, and to the results obtained during the same period one year ago, the first quarter of 2009 designated as Q1-09.

Table 8: Bribes in USD by corridor and by trip

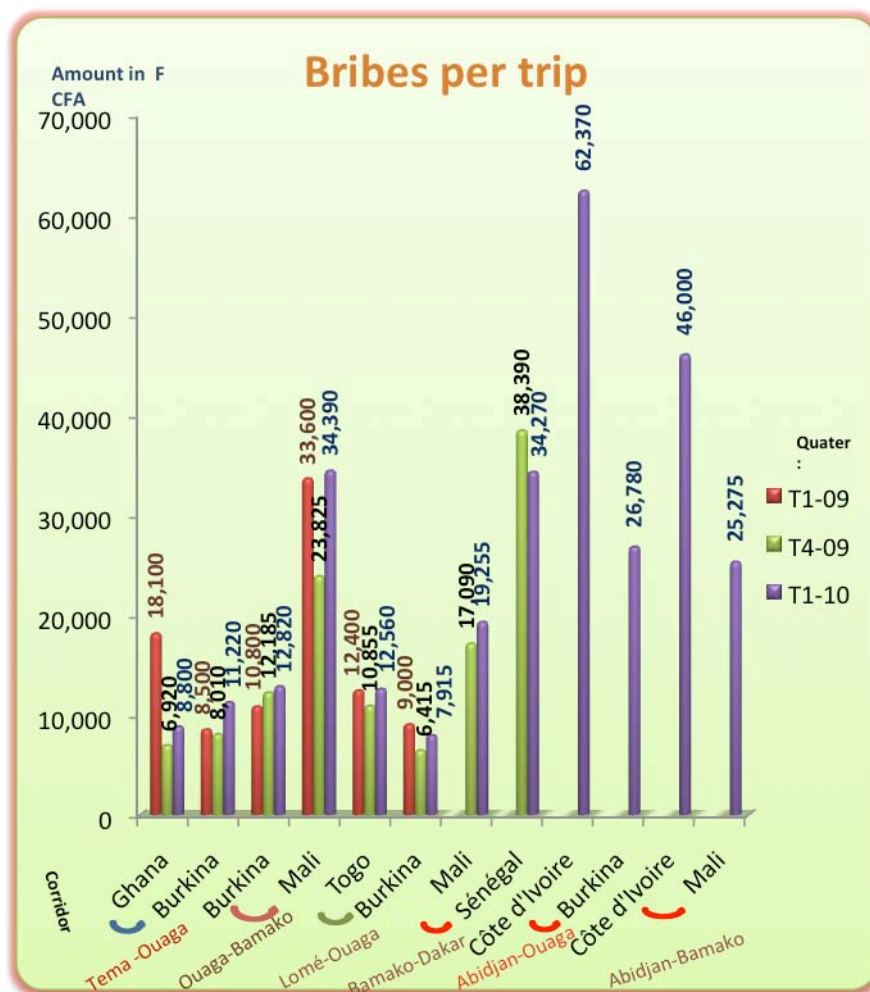
Distance	Corridor	Average bribes paid per trip			Average bribes paid per 100 km			Change
		Q1-09	Q4-09	Q1-10	Q1-09	Q4-09	Q1-10	Q1-10/Q4-09
1057	Tema–Ouagadougou	55.28	31.03	41.60	5.23	2.94	3.94	34.08%
881	Ghana	37.61	14.38	18.29	4.28	1.63	20.8	27.13%
176	Burkina	17.66	16.65	23.32	10.02	9.46	13.25	40.08%
920	Ouagadougou–Bamako	92.27	74.83	98.11	10.02	8.13	10.67	31.12%
488	Burkina	22.44	25.32	26.64	4.58	5.19	5.46	5.26%
432	Mali	69.83	49.51	71.47	16.18	11.46	16.54	44.34%
1020	Lomé–Ouagadougou	44.47	35.89	42.55	4.35	3.52	4.17	18.55%
746	Togo	25.77	22.56	26.10	3.46	3.02	3.50	15.67%
274	Burkina	18.70	13.33	16.45	6.77	4.86	6.00	23.43%
1476	Bamako–Dakar		115.30	111.23		11.30	7.54	-3.52%
794	Mali		35.52	40.01		4.48	5.04	12.68%
682	Senegal		79.78	71.22		12.14	10.44	-10.73%
1263	Abidjan–Ouagadougou			185.27			14.67	
746	CI			129.61			17.38	
517	Burkina			55.65			10.76	
1174	Abidjan–Bamako			148.12			12.62	
710	CI			95.59			13.46	
464	Mali			52.52			11.32	
	Average	62.92	68.95	108.50	6.50	6.90	9.07	57.35%

Note: 1 US\$ = 482.1 FCFA and 1 US\$ = 1.42 GHS

Table 9: Quarterly change in bribes paid per 100 km

Bribes paid per quarter by corridor, by trip and by country per 100 km							
Corridor	Per 100 km on all the corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Q1-10	9.07	9.10	15.49	2.08	10.07	10.44	3.50
Q4-09	6.90	6.59	-	1.63	7.79	12.14	3.02
Q1-09	6.40	7.24		4.28	16.18		3.46

Figure 2: Change in bribery this quarter compared to previous quarters



Bribery

A comparison of the survey results for this quarter to those from Q1-09 shows that bribes have increased by 10.8% on the corridors taken all together. The average increased from USD 68.95 to USD 76.41.

The greatest increase – by 34.1% – occurred on the Tema-Ouagadougou corridor: In Q4-09, the average payment was USD 31.03; by Q1-10, the average was USD 41.60.

Only the Bamako-Dakar corridor saw bribery decrease, by 3.5%. The Senegal section of the route accounts for this decrease, where a decline of 10.7% was recorded, a decrease in real terms of USD 8.56 per trip.

Compared to the same period one year ago, bribery has declined by 5.8% on the Tema-Ouagadougou, Ouagadougou-Bamako and Lome-Ouagadougou corridors.

III. INSPECTION TIMES AND AVERAGE DELAYS PER TRIP

III.1. Average inspection times per 100 km and by country

The delays caused by multiple inspections on the corridors this quarter are presented in the table below. As the table indicates, the longest delays were recorded along the Abidjan-Bamako corridor, averaging 23 min per 100km.

Table 10: Delays on each corridor by trip and per 100 km

	Distance (km)	Total delays (minutes)	Minutes of delay per 100 km
Tema–Ouagadougou	1057	190	18
Ouagadougou–Bamako	920	109	12
Lomé–Ouagadougou	1020	81	8
Bamako–Dakar	1476	196	13
Abidjan–Ouagadougou	1263	216	17
Abidjan–Bamako	1174	270	23
Weighted Average	1152		

III.2. Change in average delays per 100 km and by country

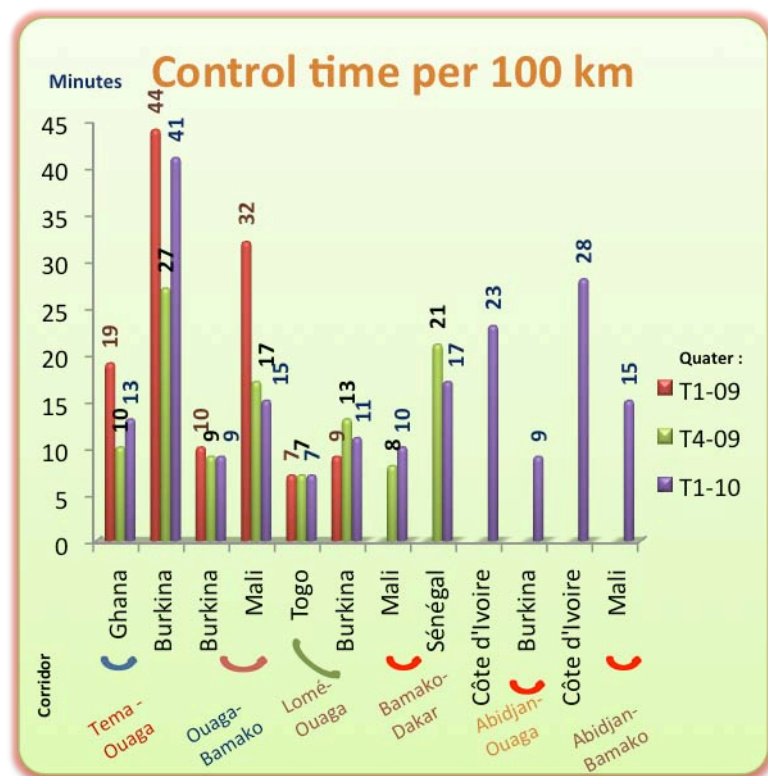
Delays decreased by 5.6% compared to the previous quarter on all of the corridors taken together.

The first quarter's results are presented below and compared against the delays recorded during Q4-09, and against the delays recorded during the same period one year ago Q1-09.

Table 11: Change in delays by corridor, per 100 km

Corridor	Delays in minutes per 100 km		
	Q1-09	Q4-09	Q1-10
Tema-Ouagadougou	23	12	18
Ghana	19	10	13
Burkina	44	27	41
Ouagadougou-Bamako	20	13	12
Burkina	10	9	9
Mali	32	17	15
Lomé-Ouagadougou	8	8	8
Togo	7	7	7
Burkina	9	13	11
Bamako-Dakar		19	13
Mali		8	10
Senegal		21	17
Abidjan-Ouaga			17
Côte d'Ivoire			23
Burkina			9
Abidjan-Bamako			23
Côte d'Ivoire			28
Mali			15

Figure 3: Change in inspection times per 100 km



Delays

Inspection times per 100 km declined by 5.6% on all of the corridors taken together compared to the previous quarter. The average delay in Q4-09 was 14 minutes; in Q1-10, the average was 13 minutes.

The decline – from 19 minutes to 13 minutes, a 31.6% drop – on the Bamako-Dakar corridor largely explains the overall decline in delays. The decline on that corridor occurred exclusively in Senegal where delays dropped by 4 minutes per 100 km, or 19.1%. The Ouagadougou-Bamako corridor also saw a decline of 7.7%.

The greatest increase in delay time occurred on the Tema-Ouagadougou corridor where average delays increased from 12 (Q4-09) to 18 minutes (Q1-10).

Compared to the same period one year ago, delays have dropped by 24.9% on the three corridors, Tema-Ouagadougou, Ouagadougou-Bamako and Lomé-Ouagadougou.

CONCLUSION

Survey results from the first quarter of 2010 show worrying trends: bribery has increased by 10.8% and the number of checkpoints has increased by 10.1% compared to the previous quarter. Only delays have decreased, by 5.6%.

The quarter saw the introduction of two new corridors to the IRTG road harassment monitoring initiative – Abidjan-Ouagadougou and Abidjan-Bamako. Their debut was inauspicious – they are the worst corridors as far as bribes are concerned, with Côte d'Ivoire heavily implicated in extortion from drivers.

Checkpoints are most dense on the Ouagadougou-Bamako corridor with 3 stops per 100 km, or 30 stops per trip. The Malian section of the corridor primarily accounts for this statistic: it has 5 stops per 100 km, 22 per trip, compared to 9 per trip on the Burkina Faso side of the route.

Drivers pay the highest average bribes on the Abidjan-Ouagadougou corridor, and the Abidjan-Bamako corridor is almost as bad. Drivers on the Abidjan-Ouagadougou route pay on average USD 185.27 per trip, or USD 14.67 per 100 km. Most of this money – about 70% (USD 129.61) – is collected by agents in Côte d'Ivoire, making this section of the corridor the most significant barrier to trade among all the corridors in the sub-region.

The Abidjan-Bamako route had the longest delays – 23 minutes per 100 km.

Côte d'Ivoire's *Forces Nouvelles* occupy first place as the most extortionate during the first quarter of 2010. In Mali, agents at weighbridges appear to have revived their habit of extortion, too.

Police, gendarmes and customs officials – in that order – are responsible for an overall increase in bribes collected this quarter.

The IRTG initiative invites member states to continue raising awareness of the problem of road harassment, and advocating against it.



Pour Une Route Enfin Libre !!!

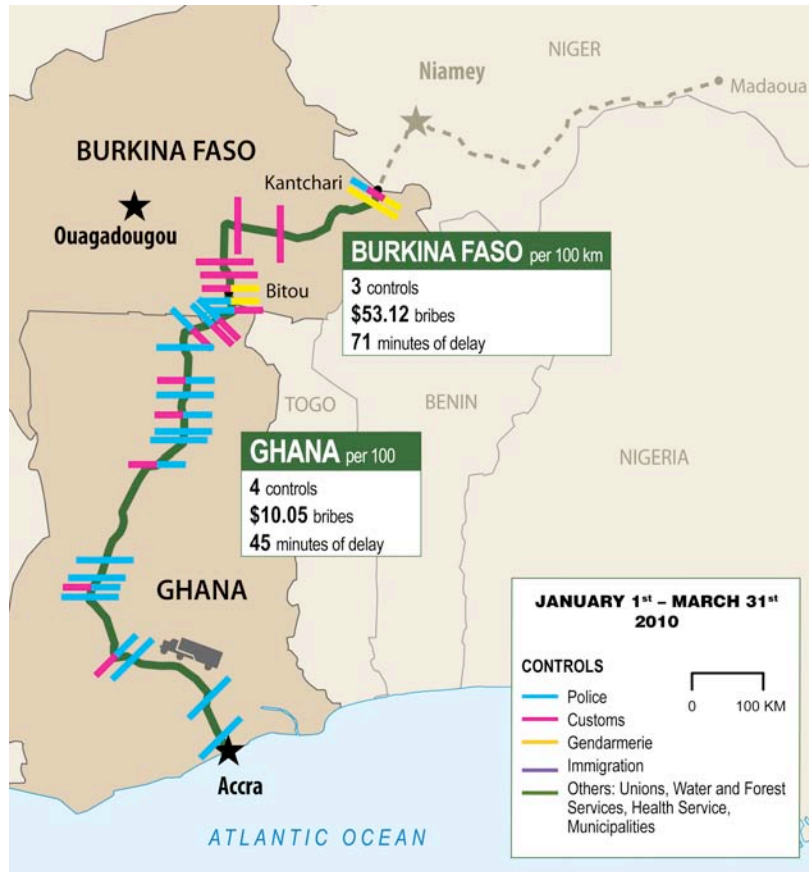
ANNEX 1: Results table for surveys completed Jan. 1 to March 31, 2010

IRTG Results: Jan. 1 to March 31, 2009 Checkpoints, Bribes, Delays																				
Country	Number of trips	Distance (km)	Number of checkpoints per service per trip								Average level of bribes per service per trip (USD)							Delays (minutes)		
			Police	Border police; immigration	Cust-oms	Gendarmerie	Municipal, unions	Other ***	Total	Per 100 km	Police	Border police, immigration	Customs	Gendarmerie	Municipal unions, health agents	Other ***	Total	Per 100 km	Total	Per 100 km
Tema–Ouagadougou																				
Ghana	117	881	8.29	0.82	8.30	0.01	0.00	0.02	17.44	1.98	8.54	0.63	9.09	0.01	-	0.02	18.29	2.08	118	13
Burkina	117	176	1.07	0.95	4.46	0.87	0.02	0.06	7.43	4.22	4.25	3.94	10.20	4.78	0.04	0.12	23.32	13.25	72	41
By corr.	117	1057	9.36	0.88	12.76	0.88	0.02	0.08	24.86	2.35	12.79	4.57	19.29	4.79	0.04	0.14	41.60	3.94	190	18
Ouagadougou–Bamako																				
Burkina	159	488	0.94	0.91	5.91	0.94	0.06	0.05	8.81	1.81	4.12	4.01	14.07	4.16	0.20	0.09	26.64	5.46	45	9
Mali	159	432	6.29	0.94	4.11	4.14	1.95	4.18	21.61	5.00	24.10	5.05	13.76	11.45	4.19	12.92	71.47	16.54	64	15
By corr.	159	920	7.23	0.92	10.01	5.09	2.01	4.23	30.42	3.31	28.23	9.05	27.83	15.60	4.39	13.01	98.11	10.67	109	12
Lomé–Ouagadougou																				
Togo	235	746	4.26	0.86	5.93	2.32	0.01	0.00	13.37	1.79	10.02	2.35	7.47	6.12	0.14	-	26.10	3.50	50	7
Burkina	235	274	1.03	0.90	3.14	0.94	0.00	0.01	6.03	2.20	3.11	2.83	6.47	3.87	-	0.18	16.45	6.00	31	11
By corr.	235	1020	5.29	0.88	9.07	3.27	0.01	0.01	19.40	1.90	13.13	5.17	13.93	9.99	0.14	0.18	42.55	4.17	81	8
Bamako–Dakar																				
Mali	184	794	4.66	0.56	1.45	5.22	0.75	1.70	14.34	1.81	14.44	1.57	7.29	10.36	1.43	4.93	40.01	5.04	83	10
Senegal	184	682	7.46	0.81	0.24	16.77	0.00	0.00	25.28	3.71	28.45	2.56	1.57	38.64	-	-	71.22	10.44	113	17
By corr.	184	1476	12.12	0.68	1.70	21.99	0.75	1.70	39.63	2.68	42.89	4.13	8.86	49.00	1.43	4.93	111.23	7.54	196	13
Abidjan–Ouagadougou																				
CI	18	746	4.06	0.39	1.72	1.11	0.33	12.17	19.78	2.65	10.62	-	4.53	2.02	0.55	111.90	129.61	17.38	172	23
Burkina	18	517	0.94	0.06	4.72	0.89	0.22	0.28	7.11	1.38	8.43	-	28.05	8.66	0.46	10.04	55.65	10.76	45	9
By corr.	18	1263	5.00	0.22	6.44	2.00	0.56	12.44	26.89	2.13	19.05	-	32.58	10.68	1.02	121.94	185.27	14.67	216	17
Abidjan–Bamako																				
CI	47	710	8.09	0.28	0.66	1.98	0.04	5.96	17.00	2.39	42.82	2.08	3.85	4.57	0.13	42.14	95.58	13.46	200	28
Mali	47	464	3.91	0.45	1.57	2.57	0.91	2.00	11.43	2.46	15.08	1.66	7.58	7.02	2.36	18.84	52.54	11.32	70	15
By corr.	47	1174	12.00	0.36	2.23	4.55	0.96	7.96	28.43	2.42	57.90	3.74	11.43	11.58	2.50	60.97	148.12	12.62	270	23

Notes: *USD 1 = FCFA 481.2 and USD 1 = GHS 1.42. FCFA 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.

RESULTS OF SURVEYS ON THE KANTCHARI (BURKINA FASO) – ACCRA (GHANA) CORRIDOR (ATP) Results for Jan. 1 to March 31, 2010



EXECUTIVE SUMMARY

The results for the first quarter of 2010 on the “Onion Corridor” are very alarming. Road harassment has increased. All of the indicators show the problem has worsened.

Ghana shows the highest density of road barriers with 4 per 100 km. Burkina Faso has the lowest of 3 per 100 km.

The level of bribes varies from USD 10.07 in Ghana to USD 53.22 in Burkina Faso.

The minimum average delay on the onion corridor is 45 minutes per 100 km in Ghana and 71 minutes per 100 km in Burkina Faso. The long waits at the border, 4 to 7 hours, largely account for this difference. Vigorous action is needed to correct the situation.

INTRODUCTION

The USAID Agribusiness and Trade Promotion (ATP) project works to increase the value and the volume of intraregional commerce and improve agricultural productivity in West Africa.

The movement of onions along the Kantchari-Accra corridor via Bittou is difficult, with many checkpoints, a high level of extortion and very long delays.

By monitoring this corridor, IRTG presents the level of road harassment that victimizes transporters of onions (whether they and their vehicles respect the customs and traffic laws or not) and aims to raise awareness among uniformed services in order to eliminate these practices which negatively impact the regional economy

Monitoring of the Onion Corridor was extended from Niger to Accra on Oct. 30, 2009; however, due to circumstances beyond the ATP's control, the data from Niger was not available for this report. The report's coverage is limited to Kantchari in Burkina Faso to Accra in Ghana via Bittou.

Onion transporters and traders under the supervision of ATP agents collected the data for this report.

Table 1 below provides an overview of the number of checkpoints, bribes and delays on the Kantchari-Accra corridor.

Detailed results are presented in Annex 2 to this report.

Table 1: Overview of checkpoints, bribes and delays for the period Jan. 1 to March 31, 2010

Results for Jan. 1 to March 31, 2010							
Checkpoints, Bribes, Delays							
Corridor	Distance traveled (km)	Average # of checkpoints per trip		Average level of bribery (USD)		Delays (minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Kantchari-Accra	1316	46	3.50	305.11	23.18	697	53

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

I.1. Average number of checkpoints per trip and per 100 km

This quarter, drivers recorded nearly 4 checkpoints per 100 km.

In Burkina Faso, customs operates the greatest number of checkpoints (6 checkpoints per trip) followed by the gendarmerie (4 per trip) and the police (2 per trip).

In Ghana, the police operated the most checkpoints with 21 per trip, followed by customs, which had 9 per trip.

I.2. Change in the number of checkpoints per trip, by country

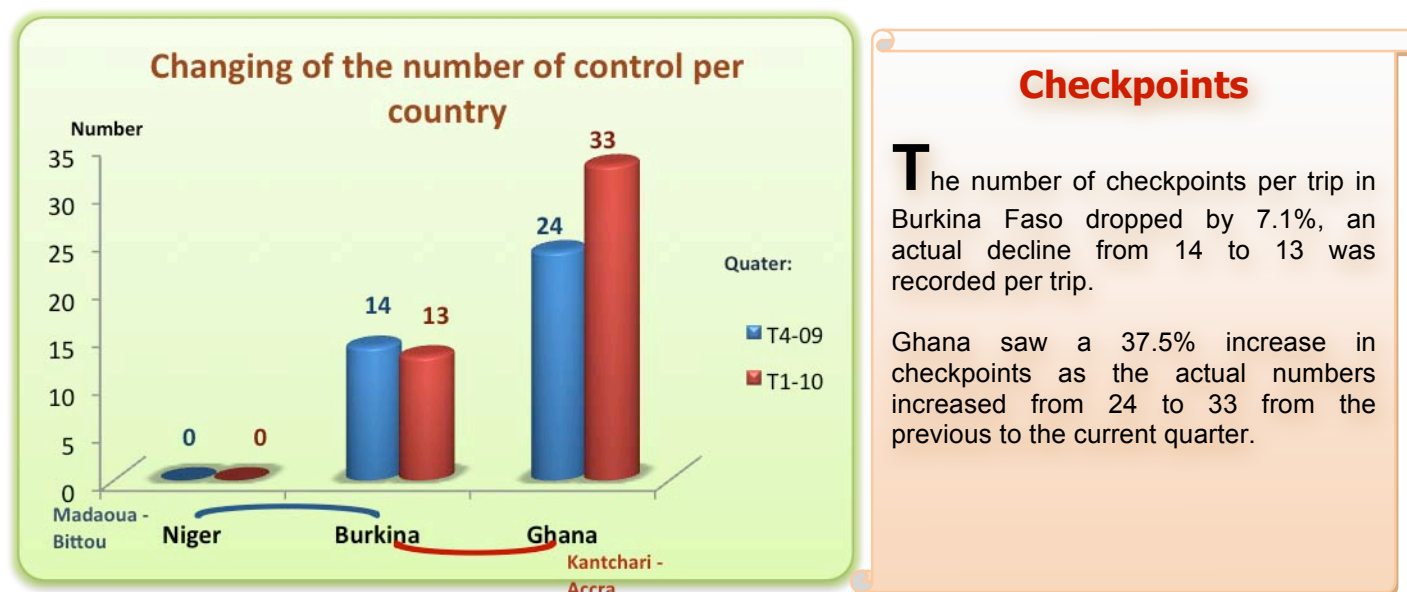
Compared to the previous quarter, road harassment has increased on the Onion Corridor. In particular, the number of checkpoints has increased by 8, or 21.05%, compared to the fourth quarter of 2009.

The table below compares this quarter's results (Q1-10) to last quarter's results (Q4-09).

Table 2: Average number of checkpoints compared to previous quarter

Corridor	Average number of checkpoints per trip		Number of checkpoints per 100 km	
	Q4-09	Q1-10	Q4-09	Q1-10
Niger	-	-	-	-
Burkina	14	13	3.5	3.25
Ghana	24	33	2.62	3.60

Figure 1: Change in the average number of checkpoints per trip



II. AVERAGE LEVEL OF BRIBES

II.1. Average level of bribes per trip, by country

The perishable nature of onions largely explains why bribery is so much higher on this corridor than on the IRTG corridors. At checkpoints, customs, police and gendarmes know that traders and drivers need to move the onions quickly or risk losing their produce. Additionally, unlike on IRTG corridors, monitoring along the Onion Corridor does not disqualify drivers who do not have correct documents for their cargoes or trucks, or whose trucks are not in roadworthy condition. These drivers are more at risk from extortion.

Drivers paid USD 305.11 in bribes per trip. They paid more in Burkina Faso – USD 212.89 – mainly to customs agents, who took USD 114.37, or about 54% of the amount paid per trip in Burkina Faso. This beats the previous record of bribes paid on the corridor and is much ahead of Ghana where drivers paid USD 92.22 per trip.

In Burkina Faso, customs officers lead the police and the gendarmerie, in that order, as most responsible for extorting drivers; in Ghana, customs officers also lead the way followed by police.

II.2. Change in levels of bribes paid per trip, by country

The level of bribes paid increased – by 0.91% - during the first quarter of 2010 compared to the previous quarter. The table below presents the results from this quarter (Q1-10) next to those of the previous quarter (Q4-09).

Table 3: Average bribes paid per trip and per 100 km (USD)

Corridor	Average bribes paid per trip		Average bribes paid per 100 km	
	Q4-09	Q1-10	Q4-09	Q1-10
Niger	-	-	-	-
Burkina	185.85	212.89	46.47	53.22
Ghana	116.51	92.22	12.72	10.07

Figure 2: Change in the level of average bribes paid from the previous quarter to this quarter



Bribery

Since the last quarter, the level of bribes paid in Burkina Faso has increased by 14.6% - passing from USD 185.85 to USD 212.89, a real increase of USD 27.05.

In Ghana, bribes declined by 20.9%, decreasing from USD 116.51 to USD 92.22 – a drop of USD 24.29.

III. AVERAGE INSPECTION TIME AND AVERAGE DELAY

III.1. Average inspection times per 100 km by country

Given that onions are perishable, delays on the corridor should be kept to a minimum. Inspection times at the border are very long, 4 hours in Burkina Faso and 7 hours in Ghana, negatively affecting trade.

In order of magnitude, the delays in total minutes and per 100 km are:

- ↳ In Burkina Faso (400 km): 284 minutes, or 71 minutes delay per 100 km
- ↳ In Ghana (916 km): 413 minutes, or 45 minutes delay per 100 km

III.2. Change in average inspection times per 100 km by country

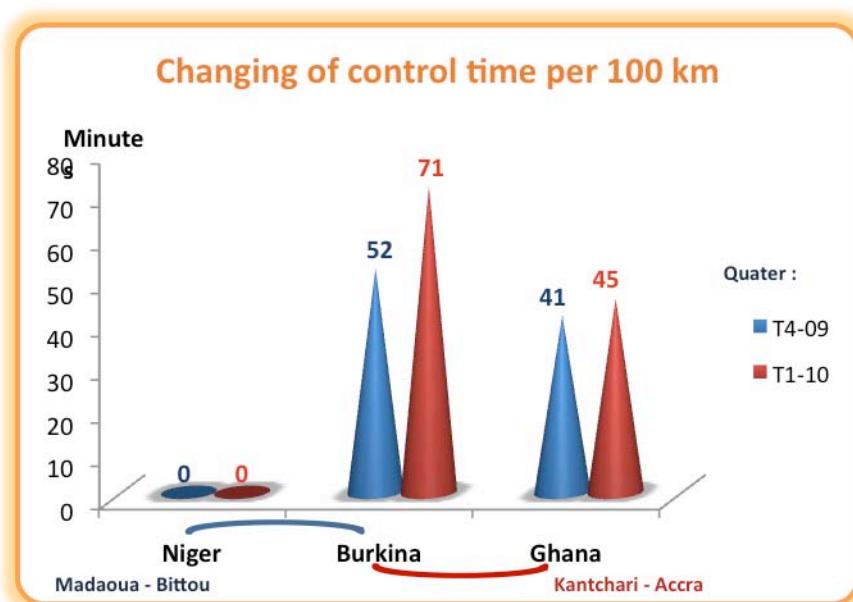
Delays have increased on the corridor since the previous quarter: a 20.45% increase in delays compared to Q4-09.

The table below presents Q1-10 results alongside Q4-09 results:

Table 4: Delays per 100 km

Corridor	Delays (minutes) per 100 km	
	Q4-09	Q1-10
Niger	-	-
Burkina	52	71
Ghana	41	45

Figure 3: Change in inspection times per 100 km



Delays

Inspection times per 100 km increased by 36.5% in Burkina, from 52 minutes in Q4-09 to 71 minutes this quarter, an increase of 19 minutes.

In Ghana, delays increased by 9.8%, from 41 minutes in the Q4-09 to 45 minutes this quarter.

The increased times are due to long waits at the

CONCLUSION

The first quarter of 2010 shows worrying results as road harassment increased compared to the last quarter. Per 100 km, checkpoints increased by 21.1%, bribes by 0.9% and delays by 20.5%.

Ghana had the highest density of checkpoints with 33 per trip, or 4 per 100 km.

As far as bribery is concerned, drivers pay more in bribes in Burkina Faso – USD 212.89 per trip, USD 53.33 per 100 km – than in Ghana.

Delays in Burkina Faso are the longest, averaging 71 minutes per 100 km.

This quarter, checkpoints operated by customs officers involved the most harassment. Bribes increased among police and gendarmerie services.

IRTG invites member states to redouble their efforts to ensure the free movement of people, goods and transport.



Pour Une Route Enfin Libre !!!

ANNEX 2: Overall results of surveys completed Jan. 1 to March 31, 2010 on the Onion Corridor

Results: Oct. 1 to Dec. 31, 2009 Checkpoints, Bribery, Delays																
Country	Number of trips	Distance covered (km)	Average number of checkpoints, by service and by trip						Average level of bribes by service and by trip						Delays (minutes)	
			Police	Customs	Gendarmerie	Union, Municipal	Total	Per 100 km	Police	Customs	Gendarmerie	Union, Municipal	Total	Per 100 km	Total	Per 100 km
(Madaoua)-Kantchari-Accra																
Burkina	27	400	2	6	4	1	13	3.25	51.72	114.37	38.25	8.54	212.89	53.22	284	71
Ghana	27	916	21	9		3	33	3.60	34.44	57.56		0.22	92.22	10.07	413	45
By corr	27	1316	23	15	4	4	46	3.50	86.17	171.93	38.25	8.76	305.11	23.18	697	53

ANNEX 3: ACKNOWLEDGEMENTS

The members of the IRTG initiative recognize and thank the numerous people who have contributed to the writing and publication of this report. We thank the truck drivers who completed the data sheets, the transport companies and the transport unions. The initiative maintains excellent relationships with economic operators, the media and civil society organizations, with a view to undertaking action against road harassment on the corridors.

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Côte d'Ivoire	Directeur des Transports et de la Circulation	Veh Sodeh

IRTG Focal Points

Country	Host Institution	Director
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Ghana	Ghana Shippers' Authority	Kofi M'biah, CEO
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Mali	Chambre de Commerce et d'Industrie du Mali (CCIM)	Djamille Bittar, Président
Sénégal	Chambre de Commerce et d'Industrie du Sénégal (CCIAD)	Lamine Niang, Président
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