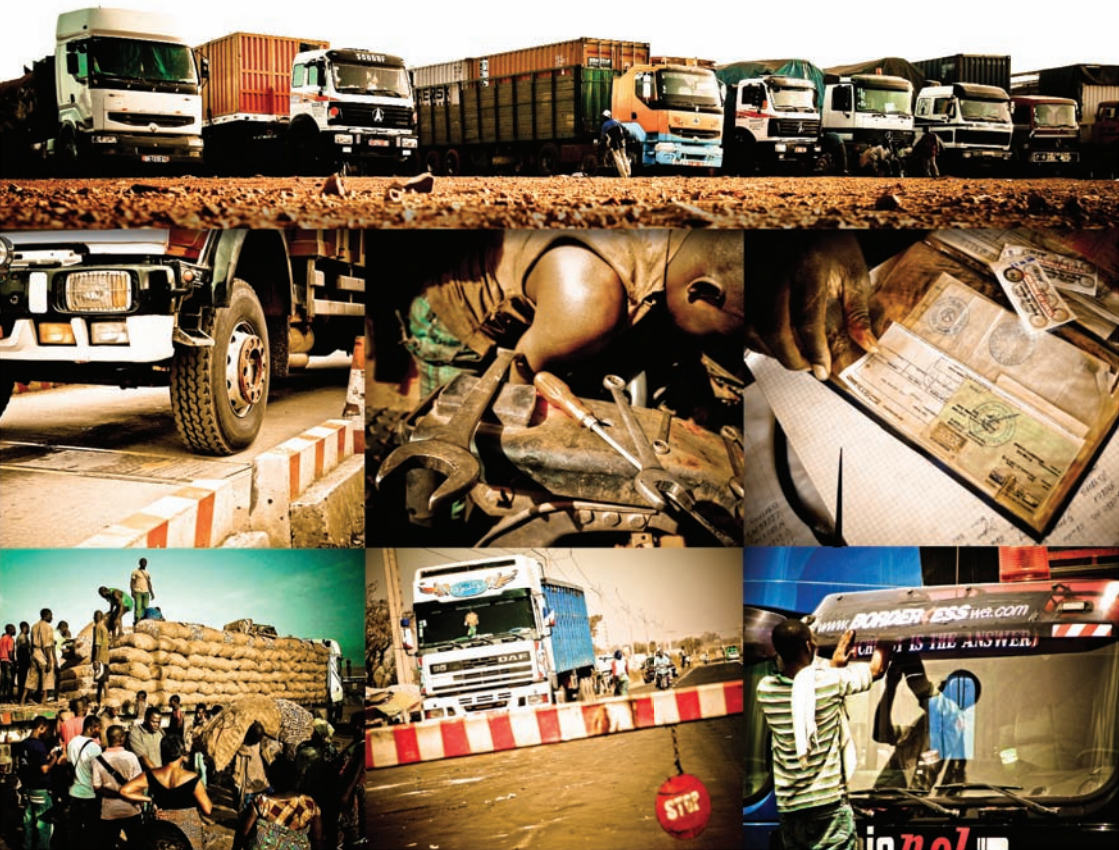


August 2010

# Promoting the Free Movement of Transport, Goods & Persons

the 2<sup>nd</sup> joint report on road harrassment



**BORDERLESS**

Removing trade barriers in West Africa

### Across the Region, Borderless Partners are Taking Action to Remove Trade Barriers

“One control at the point goods are loaded, one at the border and one at the point where the goods are unloaded.” This is the directive that Heads of State across West Africa have approved to realize the dream of the free movement of people and goods. Certainly, numerous other barriers along the interstate corridors pose a challenge to this vision but recent changes are reason for hope. Borderless, the new public-private campaign to remove trade barriers in West Africa, has now completed its second review of the realities

on West Africa’s primary trade corridors. In this second joint report – produced by the Abidjan-Lagos Corridor Organization (ALCO), USAID’s Agribusiness and Trade Promotion project and USAID’s West Africa Trade Hub – road transport stakeholders across the region have taken concrete actions to promote the free movement of people and goods

#### What is the number of checkpoints allowed along inter-state transit corridors?

The Economic Commission of West African States (ECOWAS) and the West Africa Economic and Monetary Union (WAEMU) have both clearly stated that member states should take all necessary measures to effectively reduce the number of checkpoints on Inter-State roads. (ECOWAS Resolution C/RES.4/5/90 dated 27 May 1990)

In addition, WAEMU goes a step further by ruling that controls to verify the legal and regulatory requirements with regards to the road vehicles, the cargo carried and drivers of the vehicles should only take place at the departure point, at border crossings and at the destination where the goods are cleared (WAEMU Directive 08/2005/CM/UEMOA dated 16 December 2005)



#### The Map

The map on pages 3 and 4 presents data on checkpoints, bribes and delays affecting transport across West Africa. The Abidjan-Lagos Corridor Organization, USAID’s West Africa Trade Hub and USAID’s Agribusiness and Trade Promotion project obtain the information from truck drivers on the primary corridors. UEMOA analyses the data. In order to compare the situation across the region, values are represented per 100 km.



### The Trade and Transport Facilitation Project on the Abidjan-Lagos Corridor:

Free and uninterrupted transit as an engine of prosperity and competitiveness in the ECOWAS region

Obstacles to free movement of people and goods are widespread on all the corridors in West Africa. These problems lead to loss of time and increased costs for the various participants in the transport chain, thereby rendering the products more expensive than necessary to the final consumer. All the actors in the transport chain are conscious of the phenomenon which impedes the economic development of the region, and are looking for sustainable solutions. Faced with this issue, ECOWAS, with the financial support of the World Bank, initiated a trade and transport facilitation project on the Abidjan-Lagos corridor.

The development objective of the project is to remove barriers to trade and transport in the ports and on the Abidjan-Lagos Corridor route.

The project has 5 components:

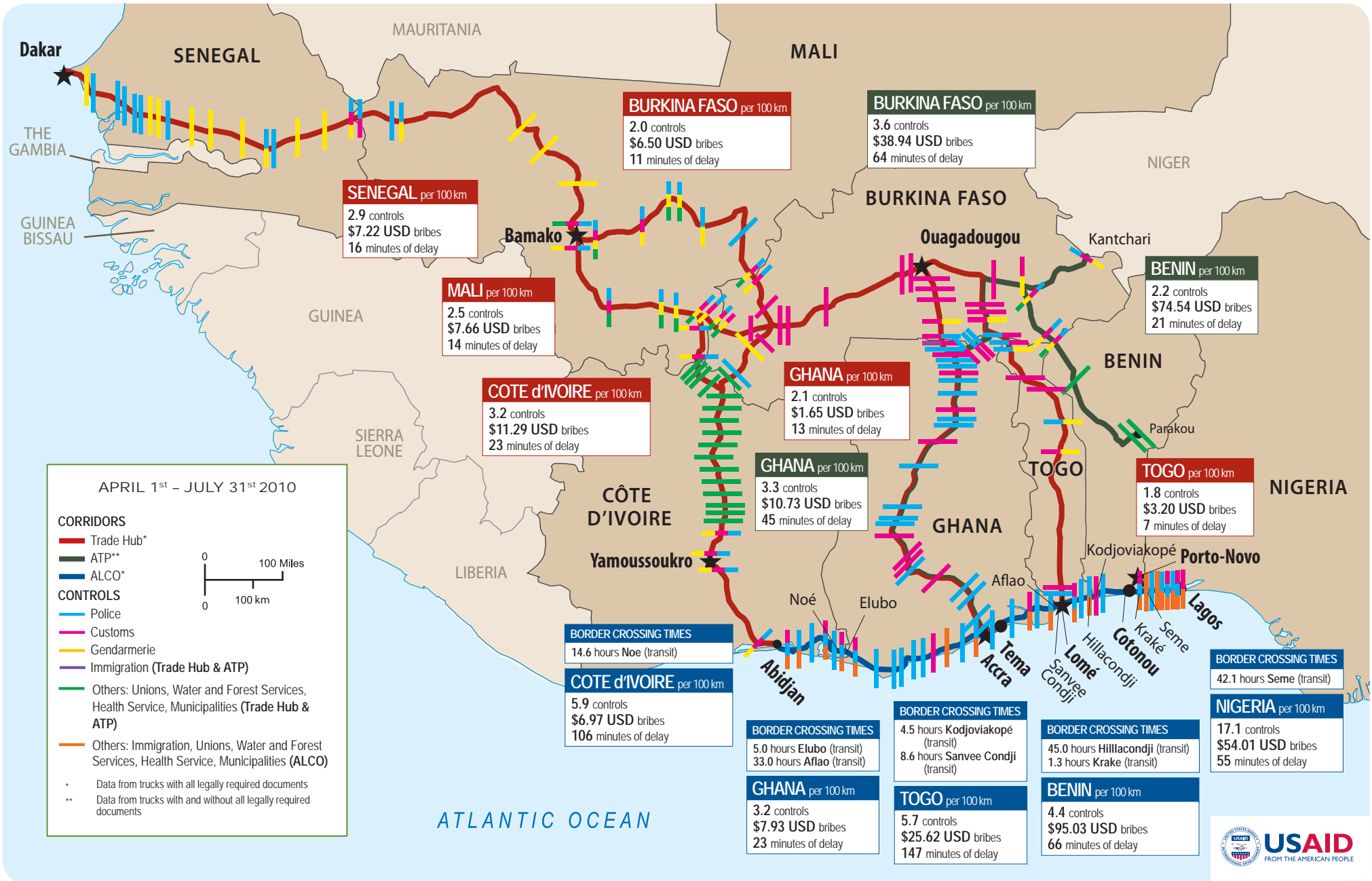
- trade facilitation
- improvement of the corridor road infrastructure
- project coordination and management
- fighting the spread of HIV/AIDS; and
- monitoring of corridor performance

ALCO is in charge of the last two components.



# Promoting Free Movement

Removing barriers to trade across West Africa



### Bold Action is Making Transport Move



#### MALI

##### The National Transport Observatory (NTO) removed from checkpoints

"It's unbelievable how the NTO harass us on the roads, taking our money at every checkpoint without any good reason. NTO is bad. Why does NTO need to be at control points? We don't want it along the roads." So said Malian transporters and drivers. "The NTO is there to collect data on imports and exports," the Ministry of Transport responded. Such views are often discussed during the public debates on road harassment organized regularly by the Improved Road Governance project in Mali in order to improve transport efficiency. For some the NTO agents are misusing their position to collect bribes, for others the NTO agents collect vital statistical information.

The Ministry has now ended this debate by removing NTO from checkpoints in Mali.



#### TOGO

##### A pledge to remove checkpoints from Lome to Cinkasse

With the opening of the Burkina Faso-Togo joint border post at Cinkasse, Togoese authorities have pledged to remove most checkpoints on the Lome-Cinkasse route: Only checkpoints at Davie and Mango will remain. In addition, two mobile units will patrol the length of the route to assure the security of people and goods.

If these measures are implemented, and when the joint border post at Cinkasse becomes operational during the Fall of 2010, the Lome-Ouagadougou corridor may become a veritable showcase for what can be achieved in

terms of making transit traffic more efficient in West Africa. As many as 11 joint border posts are expected to be built across the region within the next few years.



#### SENEGAL

##### 10th IRTG report incites vigorous responses

Following the release of the the 10th Road Governance report, Senegalese authorities have announced a number of important initiatives:

- The Director of Public Security from the Senegal Police has issued instructions to only have three control points in Senegal along the Dakar-Bamako corridor, namely at Bargney, Kaffrine and Tambacounda (Notes de service 000598/DSP/SPD dated 17.03.2010 and 00019/DSP/AA DDATED 05.01.2010)
- The High Command of the Gendarmerie has introduced a windshield sticker for trucks in transit - indicating that transit vehicles have been inspected and shouldn't be harassed - and has reduced the number of control points to four, namely Diarniadio, Kaolack, Tambacounda and Kidira
- The Senegalese customs authority has identified three official control points to be located at Kaffrine, Tambacounda and Kidira.

Senegalese authorities have committed to reducing bribes and delays along the Dakar-Bamako corridor and publicly stated that the impact of its actions will be positively reflected in the 13th road governance report to be published in the last quarter of 2010.

### One Way to Reduce Road Harrassment

By simply complying with all of the laws on moving cargo, trucking companies in West Africa can save significant amounts of money. The data our project has gathered shows how true this is. For the last two years, USAID's Agribusiness and Trade Promotion (ATP) project has monitored the level of bribes and delays that drivers pay as they haul food products - onions, maize, livestock and poultry - on trade corridors. While our friends at USAID's West Africa Trade Hub follow only legal trucks, ATP collects data on any truck carrying these goods - legal or illegal.

The difference in bribes has been striking. If a truck, its driver and its cargo are properly documented, drivers pay much less in bribes than if the truck, its driver and/or its cargo are not properly documented.

One look at the map (pages 3-4) reflects this truth. The Trade Hub's surveys, which only document trucks and drivers with their papers in order, reveal payments of USD 6.50 in bribes in Burkina Faso while trucks that participate in the ATP surveys pay 600% more - mainly

because many do not have their documentation in order.

Now it's also true that trucks we follow pay more because they are carrying goods that are perishable while Trade Hub-followed trucks do not. However, the legality of the truck, its driver and cargo is an important factor in the amount of bribes extorted. We have therefore modified our work with truck drivers and companies: At our market shows along the corridors, we are helping drivers and their companies understand the benefits of being legal and rectify the problem. They are now making sure their documents are completely in order before they move any goods and this has resulted in a reduction in informal fees truckers and onion importers were paying from USD 586 per trip to USD 481.

That's not only good for their businesses - it's also good for everyone using the road. Legal trucks are less dangerous and properly documented cargoes are easier for officials to process and keep moving. This is one way we are removing trade barriers across West Africa!

#### What needs to change

Too many decisions and directives are not implemented and prolong unnecessarily the existence of check points. Decisive action is required to ensure their implementation for the good of West African integration and economic growth through the free movement of goods and people. That way drivers will no longer hear the infamous refrain at the many control points that "it is not paper we eat here" since there should be but two in any one country: at the point of departure and at the border.



# HALT LESS

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