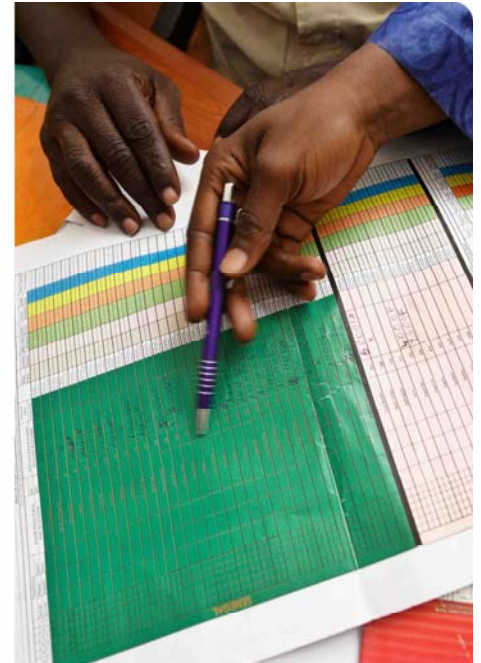


16th Road Governance Report UEMOA



This report presents information on checkpoints, bribes and delays based on data gathered from April 1st to June 30th 2011. The report includes two sections.

1 – The six corridors covered by the road governance initiative are Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou et Abidjan-Bamako. The trucks are all roadworthy and drivers and cargoes are covered by prescribed documentation.

2 – The five corridors¹ covered by USAID ATP and E-ATP projects : (Agribusiness and Trade Promotion and Expanded Agribusiness and Trade Promotion): Kantchari - Accra, Fada N'Gourma - Parakou, Techiman - Kantchari, Bobo-Dioulasso - Koutiala and Koutiala - Dakar.

Results from surveys conducted during the 2nd quarter of 2011

¹ Each ATP or E-ATP corridor involves only one type of food product

SECTION 1 –Road Governance initiative in West Africa – Results from surveys conducted on the corridors monitored by the Trade Hub.

General introduction

Detailed data analysis this quarter allows highlighting the following key findings:

Progress in Togo

During a caravan organized by the road governance initiative in March 2011, customs officials in Togo announced the closure of checkpoints in Kante, North Dapaong and South Cinkanse. The current report shows that this pledge was fulfilled. Several other customs checkpoints do not inspect as many trucks, either. The road governance initiative Focal Point in Togo reports that road harassment by gendarmes and police officers has radically declined also. The 17th report may confirm these observations.

Côte d'Ivoire in transition

This quarter's results are mixed: a decline in the number of checkpoints and the length of delays for trucks going from Bamako to Abidjan are offset by an increase in bribes per checkpoint. It is difficult to draw conclusions this quarter because no import-carrying trips could be monitored and no data was collected on the Abidjan-Ouagadougou corridor. However, the government of Côte d'Ivoire has implemented measures to reduce harassment. Specifically, it has published a list of the 33 authorized checkpoints in the country, of which only 8 are on the corridors monitored by the road governance initiative.

A set-back in Senegal

Since joining the initiative in 2009, the indicators in Senegal had improved in consecutive reports. But this quarter all of Senegal's indicators worsened. This is more surprising given that Senegal is the only country where indicators worsened. Specifically, road harassment increased at the customs checkpoint at Kidira and police checkpoints at Kaffrine, Tambacounda, Kaolack and Fatick; and above all at Gendarmerie checkpoints at Missira, Diamniado, Botou, Goudiry, Kirene and Maka Kahone.

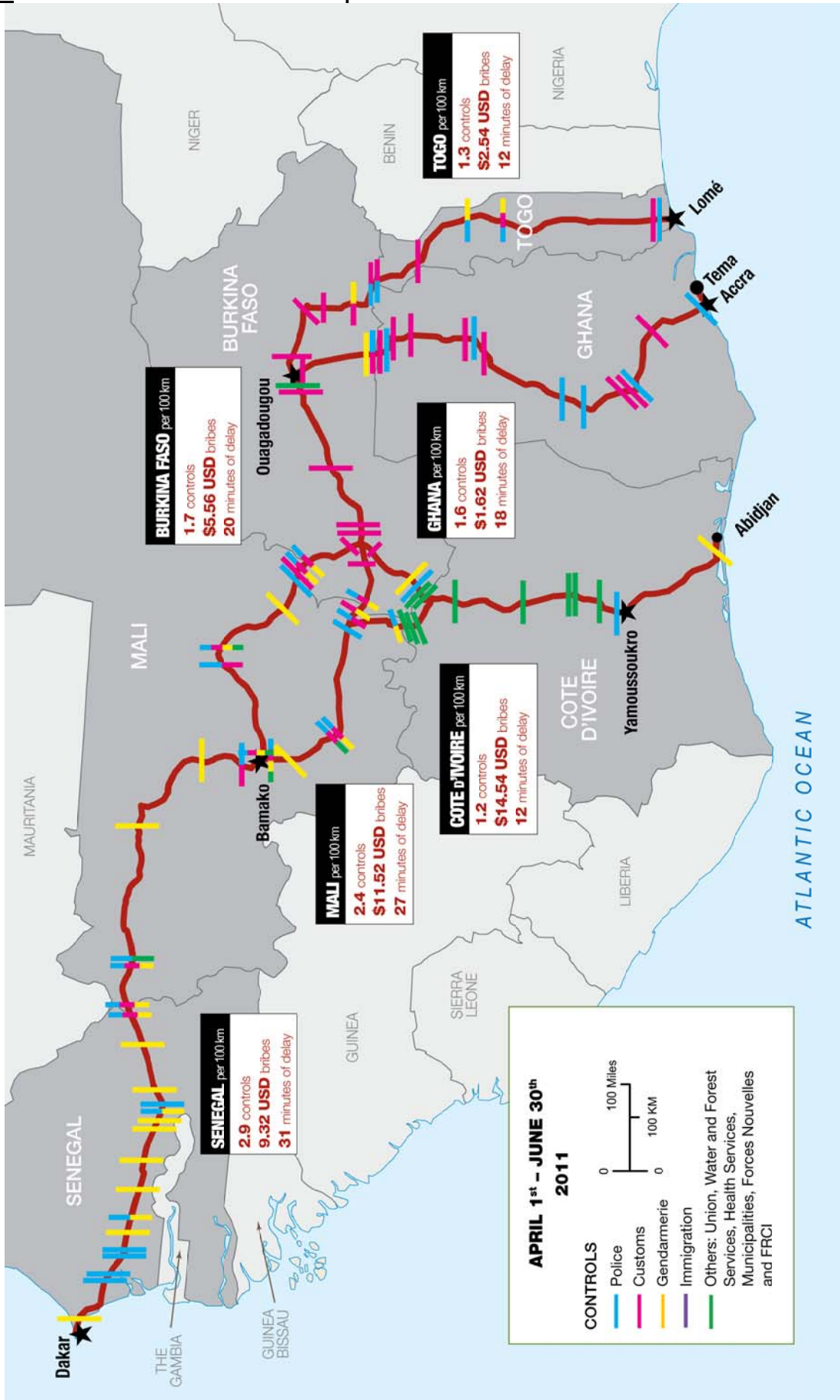
Problems easily pointed out in Burkina Faso, Mali and Ghana

In Burkina Faso the Road Governance initiative recommends the reduction of delays at Dakola and the removal of Customs checkpoints between Ouagadougou and Togo and Ghana borders.

In Mali, delays at Kayes, Kati, and at checkpoints between Bamako and the Burkina Faso borders are prohibitive.

In Ghana the increase in border crossing time in Paga must be curbed

Figure 1: Road Governance initiative Data Map



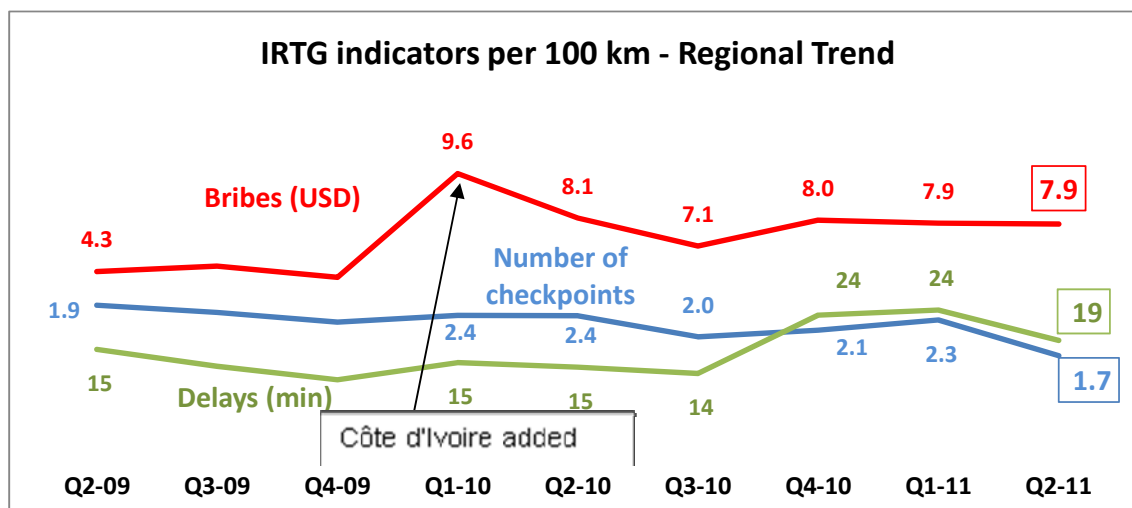
Introduction

The Road Governance initiative on primary trade corridors is a joint effort of the West African Economic and Monetary Union (WAEMU) and the Economic Community of West African States (ECOWAS) implemented in 2005 with technical and financial assistance from the USAID West Africa Trade Hub and financial support from the World Bank through the Sub-Saharan Africa Transport Policy program (SSATP).

The objective of the initiative is to promote good road governance on main road corridors in West Africa. So far corridors studied are: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako. Due to the Ivoirian crisis, data collection was not possible on Ivoirian roads departing from Abidjan.

General trend/progress

Figure 2 below presents the trends on the six corridors.



With the exception of Senegal and in a lesser degree Mali, the indicators showed a slight decline in second quarter in all countries covered by the initiative.

This encouraging effort is to some extent due to the decline of harassments in Côte d'Ivoire. These changes suggest that there is changing of mentality due to increased advocacy work by stakeholders to see a borderless West Africa.

As compared to the previous quarter, bribes saw a light decrease of 6% whilst stops and delays saw 27% and 22% decrease respectively. Illegal payment remains excessive. In with this a roadworthy truck spends averagely FCFA 42,000 per trip.

I. Number of controls

The density of controls improved on each of the corridors monitored. **Ouagadougou-Bamako** corridor weather through Heremakono or through Koury still has the highest number of controls, roughly 2.5 per 100 km that is 24 controls per trip on average.

This is especially true on Malian side with more than 1 control every 30km.

The lesser dense corridors are **Ouagadougou-Abidjan** and **Bamako-Abidjan** however data on Côte d'Ivoire for this quarter only take into account exports. As far as imports are concerned **Lomé-Ouagadougou** remains the lesser dense corridor with “only” 1 control every 55 km

Figure 3 : Number of controls per trip, by corridor and sub-corridor

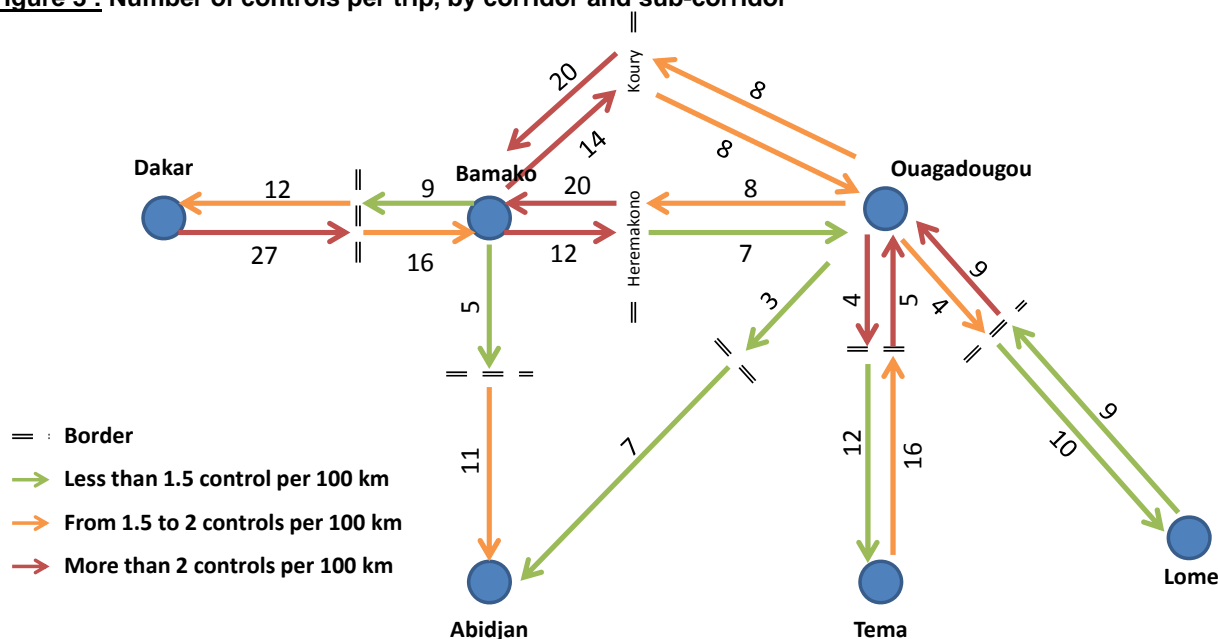


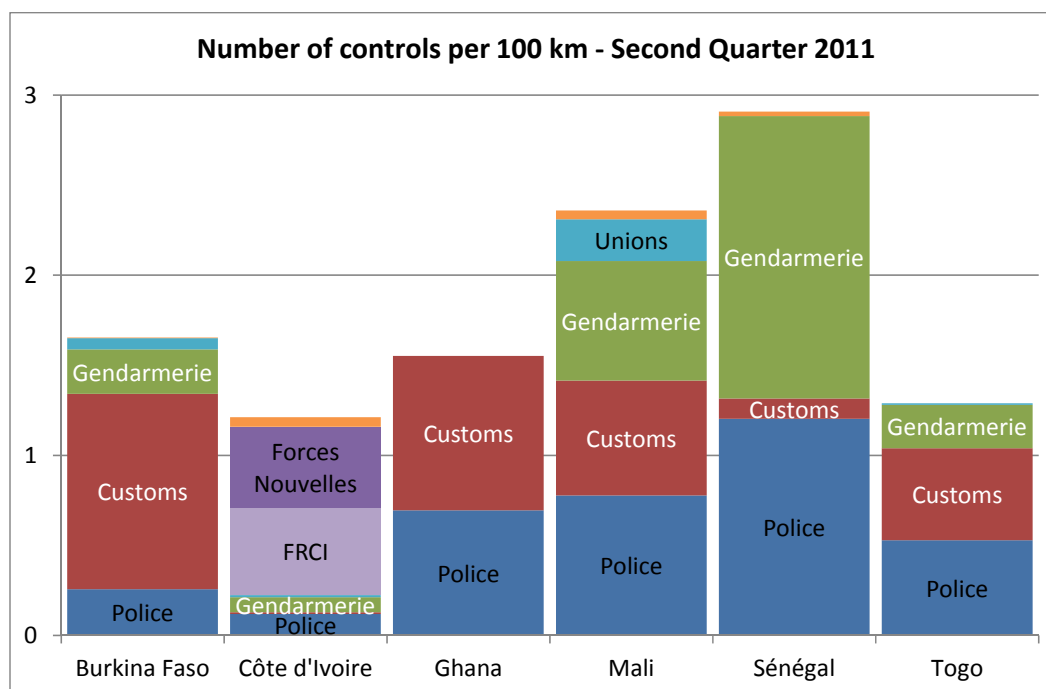
Table 1: Number of controls per trip, by corridor and sub-corridor

Corridor / Country	Number of controls per trip	Corridor / Country	Number of controls per trip
Ouagadougou-Lomé	14	Ouaga-Bamako via Koury	28
Burkina Faso	4	Burkina Faso	8
Togo	10	Mali	20
Lomé-Ouagadougou	19	Bamako-Ouaga via Koury	22
Burkina Faso	9	Burkina Faso	8
Togo	9	Mali	14
Ouagadougou-Tema	15	Bamako-Dakar	21
Burkina Faso	4	Mali	9
Ghana	12	Sénégal	12
Tema-Ouagadougou	21	Dakar-Bamako	43
Burkina Faso	5	Mali	16
Ghana	16	Sénégal	27
Ouaga-Bamako via Hérémakono	28	Ouaga-Abidjan	9
Burkina Faso	8	Burkina Faso	3
Mali	20	Côte d'Ivoire	7
Bamako-Ouaga via Hérémakono	19	Bamako-Abidjan	16
Burkina Faso	7	Côte d'Ivoire	11
Mali	12	Mali	5

Senegal is the country with the highest density of controls. The Senegalese Gendarmerie and the Police are the stubborn in the sub-region

Mali is second position with significant contribution of all services followed by **Burkina Faso** because of Customs.

Figure 4: Density of controls by country and uniformed service

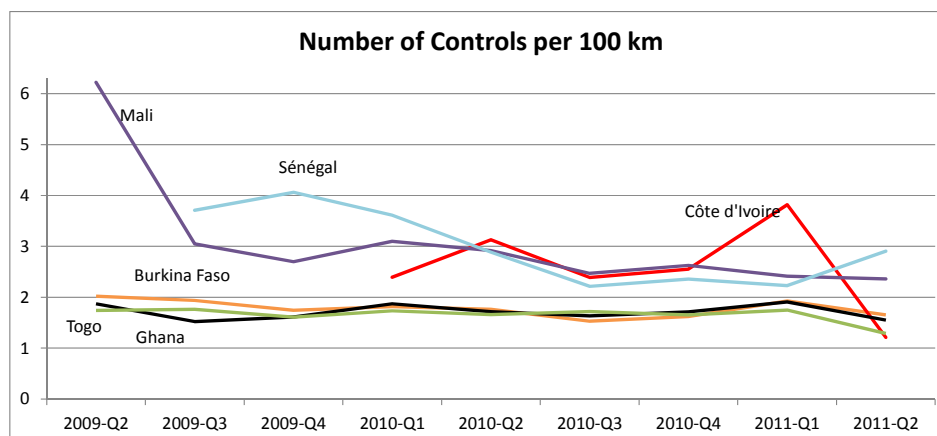


It is encouraging to know that with exception of Senegal the number of controls has reduced in the whole region. The decline in **Côte d'Ivoire** is spectacular. This is due to the political crisis the country experienced and the fact that no data could be collected on imports

Apart from Côte d'Ivoire, the most important decline observed is in **Togo** and thus consolidates its position of "best student" in the region thanks to effort made by Customs. During the caravan organized by the Trade Hub in March 2011, Customs officers announced the closure of checkpoints in Kante, North Dapaong and South Cinkanse. This decision was indeed effective. Also a significant reduction in the rate of controls in Mango and South Tsevie must be noted.

The bad news is from **Senegal** which used to have a positive trend till date has seen its efforts reversed this quarter. This is attributed to Police and Gendarmerie. It must be noted there is high rate of controls in urban centres such as Missira, Botou, Goudiry, Kirene, or Maka Kahone.

Figure 5: Trend in the number of controls per 100 km by country



II. Bribes

The highest bribe is still persistent on destinations corridors to **Abidjan** and on corridors linking **Ouagadougou to Bamako** with about USD 11 per 100 km.

Tema-Ouagadougou corridor remains the cheapest with USD 3 per 100 km (both ways) thanks to the Ghanaian site of the corridor.

29% of illegal payments are made at border posts which are increasing as compared to previous quarter. For instance in Burkina Faso payments are higher at Mali border than at all the checkpoints between Ouagadougou and this border.

Mali-Burkina Faso border post of **Sona** is the most expensive with USD 26 on average whilst the cheapest, with the exception of Ivoirian borders, remains **Paga** with USD 3.

Figure 6: Bribes paid (in USD) per trip by corridor and sub-corridor

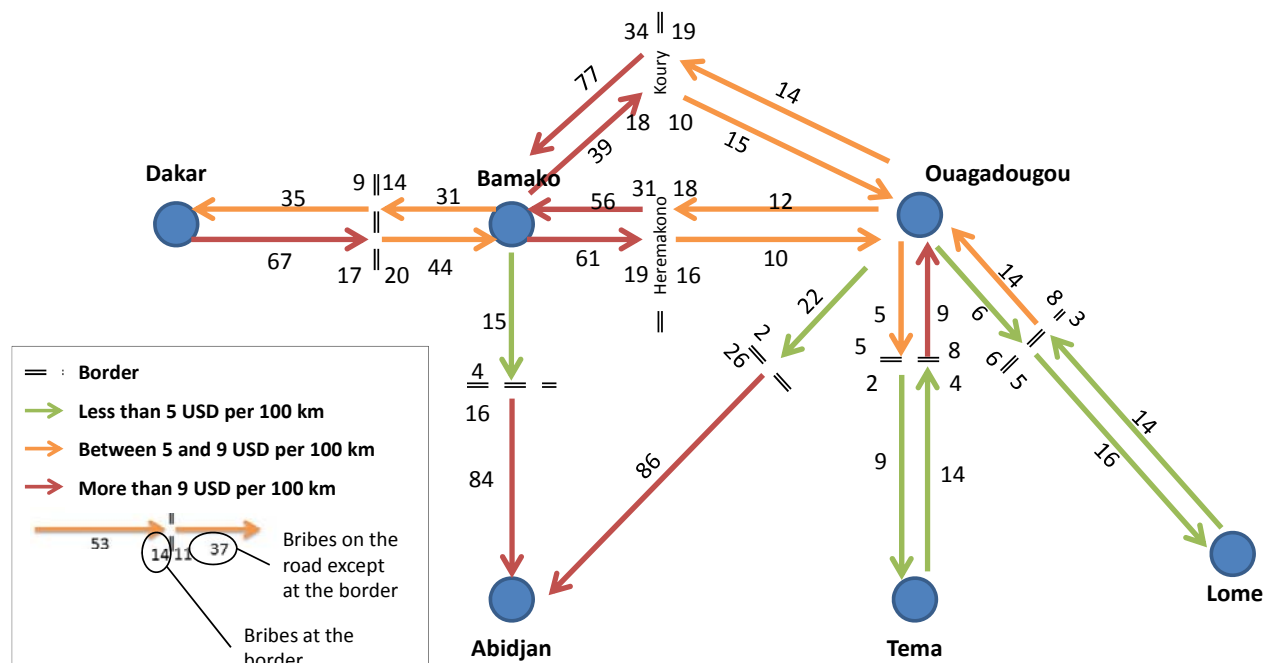


Table 2: Bribes paid (USD) per trip by corridor and sub-corridor

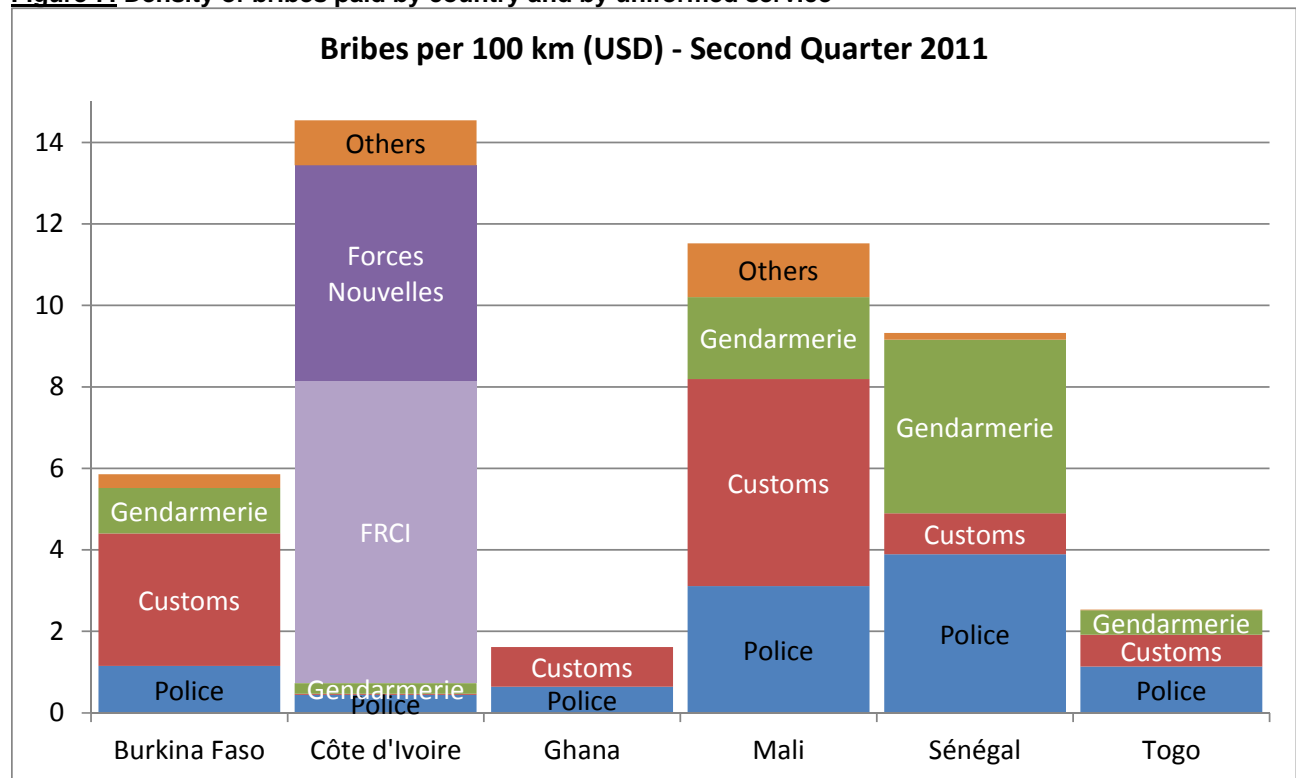
Corridor / Country	Bribes on the road except at the border (USD)	Bribes at the border (USD)	Corridor / Country	Bribes on the road except at the border (USD)	Bribes at the border (USD)
Ouagadougou-Lomé	22	11	Ouaga-Bamako via Koury	91	53
Burkina Faso	6	6	Burkina Faso	14	19
Togo	16	5	Mali	77	34
Lomé-Ouagadougou	27	11	Bamako-Ouaga via Koury	54	28
Burkina Faso	14	8	Burkina Faso	15	10
Togo	14	3	Mali	39	18
Ouagadougou-Tema	14	7	Bamako-Dakar	66	23
Burkina Faso	5	5	Mali	31	14
Ghana	9	2	Sénégal	35	9
Tema-Ouagadougou	23	12	Dakar-Bamako	111	36
Burkina Faso	9	8	Mali	44	20
Ghana	14	4	Sénégal	67	17
Ouaga-Bamako via Hérémakono	69	49	Ouaga-Abidjan	108	28
Burkina Faso	12	18	Burkina Faso	22	2
Mali	56	31	Côte d'Ivoire	86	26
Bamako-Ouaga via Hérémakono	71	35	Bamako-Abidjan	99	20
Burkina Faso	10	16	Côte d'Ivoire	84	16
Mali	61	19	Mali	15	4

Even in decline **Côte d'Ivoire** still remains the country where bribes are the highest even though export was the only data considered this quarter. It is disturbing that bribes per stop have doubled since the previous quarter. So FCFA 5,000 in average is given each time a truck is stopped, breaking the record in the sub-region

The FRCI and the ex-“Force Nouvelles” are fully responsible for this practice.

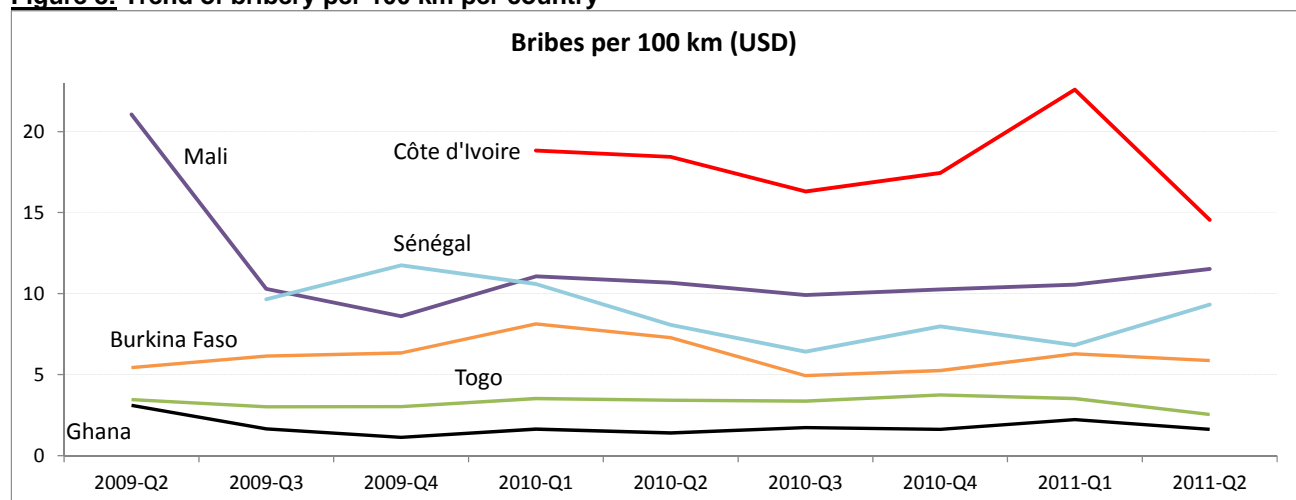
As in the past, **Mali** is the second and all services significantly contribute to illegal payment. **Senegal** comes third mainly because of Police and Gendarmerie.

Figure 7: Density of bribes paid by country and by uniformed service



Since one and half years, position of countries remains unchanged. Ghana, thanks to Police, and Togo remain the good students and continue to improve whilst Mali and Senegal are backsliding. Burkina Faso is stable

Figure 8: Trend of bribery per 100 km per country



III. Delays

Bamako-Dakar remains the corridor where the longest delay of 33 minutes per 100km is observed, that is more than 8 hours delay per trip. Despite limited checkpoints on Malian side of this corridor, waiting time is staggering: on average 2h 30 minutes is wasted at the two checkpoints in Kayes on the way to Dakar.

Fastest corridors are the direction to **Abidjan** for exports and **Lomé-Ouagadougou** for imports with the average time of 13 minutes of controls per 100 km.

The longest border post to cross is **Dakola** in Burkina Faso (Ghana border) with 2 hours on average whilst the fastest with the exception of Ivorian borders for export is **Faramana** also in Burkina Faso (Malian border) with average of 30 minutes.

Figure 9: Delays per trip (in minutes) by corridor and sub-corridor

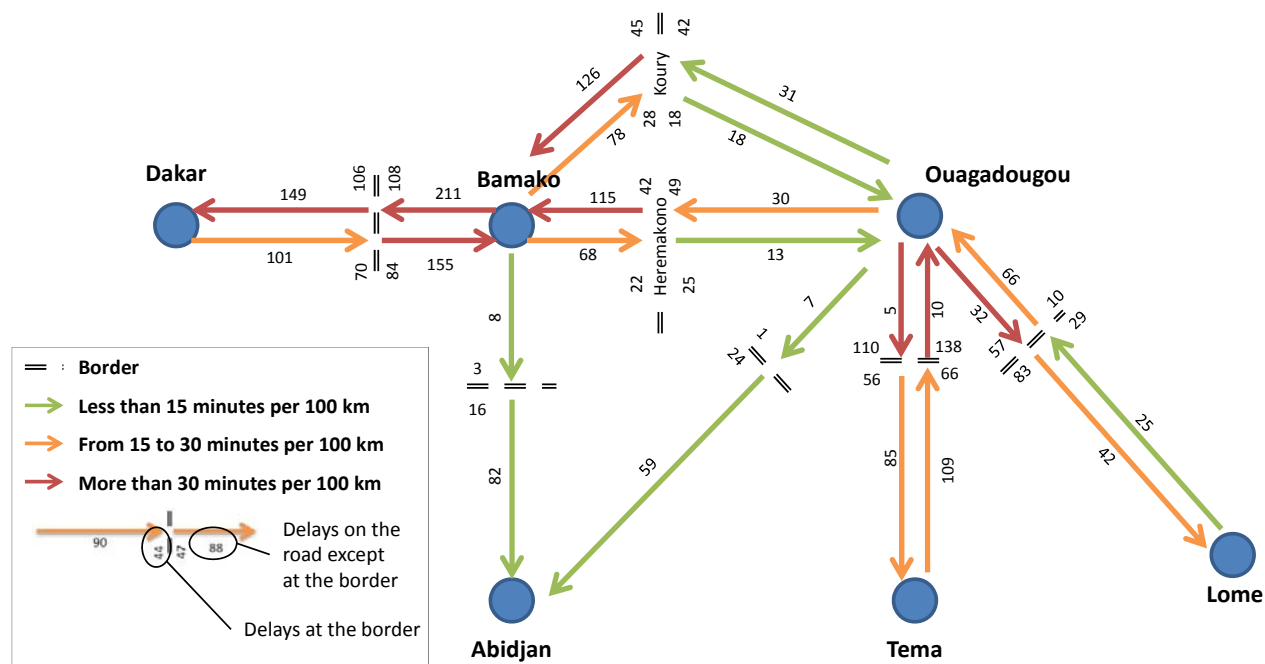
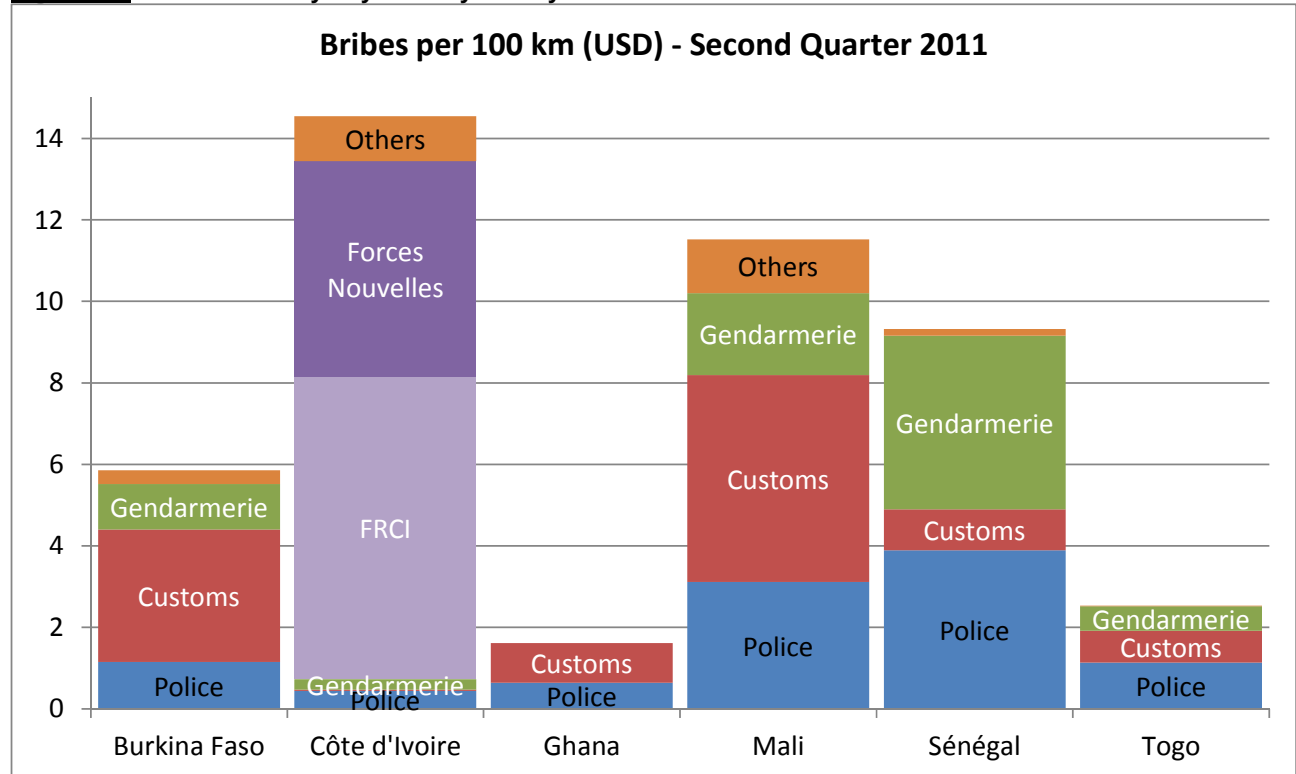


Table 3: Delays (in minutes) per trip by corridor and sub-corridor

Corridor / Country	Delays on the road except at the border (min)	Delays at the border (min)	Corridor / Country	Delays on the road except at the border (min)	Delays at the border (min)
Ouagadougou-Lomé	74	141	Ouaga-Bamako via Koury	158	87
Burkina Faso	32	57	Burkina Faso	31	42
Togo	42	83	Mali	126	45
Lomé-Ouagadougou	91	39	Bamako-Ouaga via Koury	96	46
Burkina Faso	66	10	Burkina Faso	18	18
Togo	25	29	Mali	78	28
Ouagadougou-Tema	90	166	Bamako-Dakar	360	213
Burkina Faso	5	110	Mali	211	108
Ghana	85	56	Sénégal	149	106
Tema-Ouagadougou	119	205	Dakar-Bamako	256	153
Burkina Faso	10	138	Mali	155	84
Ghana	109	66	Sénégal	101	70
Ouaga-Bamako via Hérémakono	144	92	Ouaga-Abidjan	65	25
Burkina Faso	30	49	Burkina Faso	7	1
Mali	115	42	Côte d'Ivoire	59	24
Bamako-Ouaga via Hérémakono	82	47	Bamako-Abidjan	90	19
Burkina Faso	13	25	Côte d'Ivoire	82	16
Mali	68	22	Mali	8	3

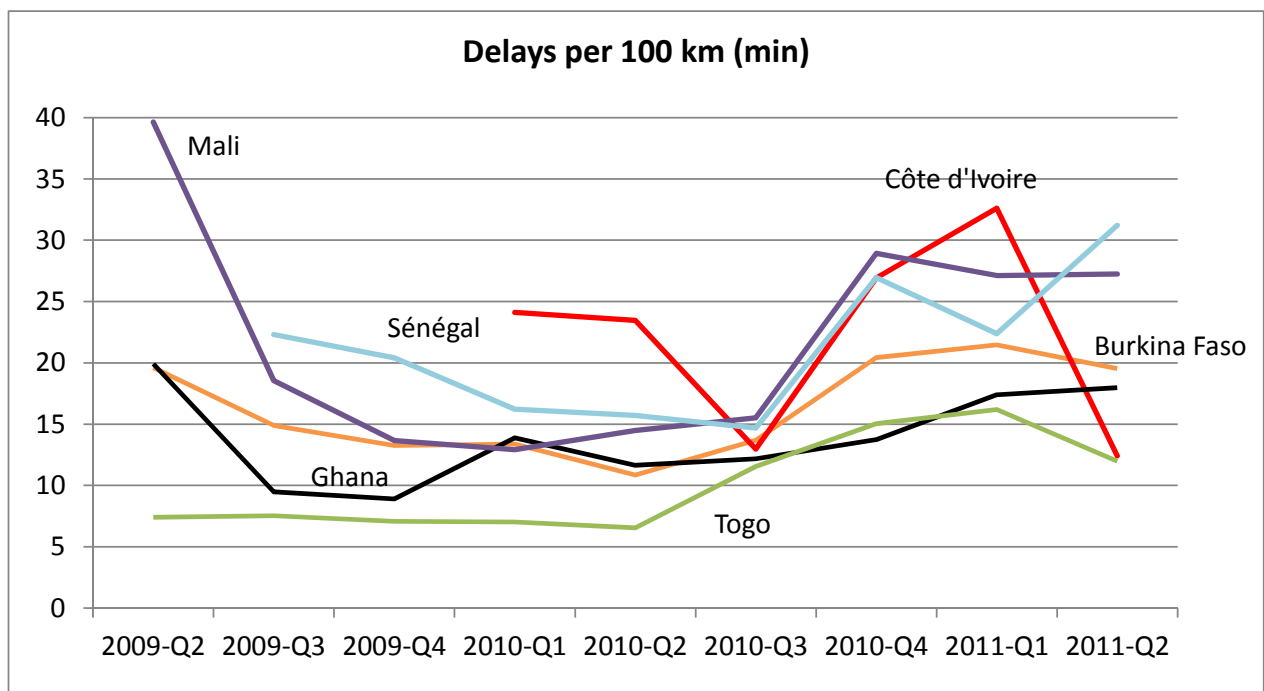
Delays per stop are very similar across countries and among uniformed services: about 10 minutes per stop. The countries or uniformed services where delays are the longest are then the ones with higher density of controls. Only Ghana saw a slight increment of average delays per stop.

Figure 10: Source of delays by country and by uniformed services



Note: When different agents are present at the same checkpoint, delays are attributed equally.

Figure 11: Trend in delays per 100 km by country



Methodology, Objective and Acknowledgement

Indicators monitored through surveys are:

- Number of controls is the average number of stops endured by drivers due to uniformed services excluding voluntary stops to eat or rest,
- Delays are total time spent at checkpoints excluding voluntary stops by drivers (for lunch, rest and praying time),
- Bribes are monies collected by uniformed services from truck drivers. Bribes paid by others such as freight forwarders are excluding. The national average is weighted by the length of each corridor.

Although the indicators are the same between Section 1 “Trade Hub” and Section 2 “ATP/E-ATP”, the results vary significantly due to different type of trucks and cargos. Indeed trucks monitored by Trade Hub transport all sort of cargo and are all roadworthy. However trucks monitored by ATP/E-ATP carry specific products, perishable goods most of the time and corresponding to specific value chain followed by the project. The trucks may not be all roadworthy and cargos may not have been covered by proper documentation.

For this quarter a truck monitored by the Trade Hub paid close to USD 6 per 100km whilst about USD 21 was paid by trucks followed by ATP per 100 km.

Teams from UEMOA, Trade Hub and ATP/E-ATP made the effort to publish most truthful results of the surveys conducted and to highlight key aspect of road governance in West Africa whilst keeping in mind the reliability and accuracy of statistical data.

This report is aiming at sensitizing the policy makers at the highest level in public and private sectors as well as civil society interested in trade and transport to facilitate trade in the sub-region for a long lasting and beneficial change to all.

This report presents results from surveys conducted between April 1 and June 30 2011.

The Road Governance initiative is thanking everyone who contributed to the writing and the publication of this current report: Truck drivers who filled the forms, transporters, shippers, focal points agents and coordinators, media and Civil Society Organizations.

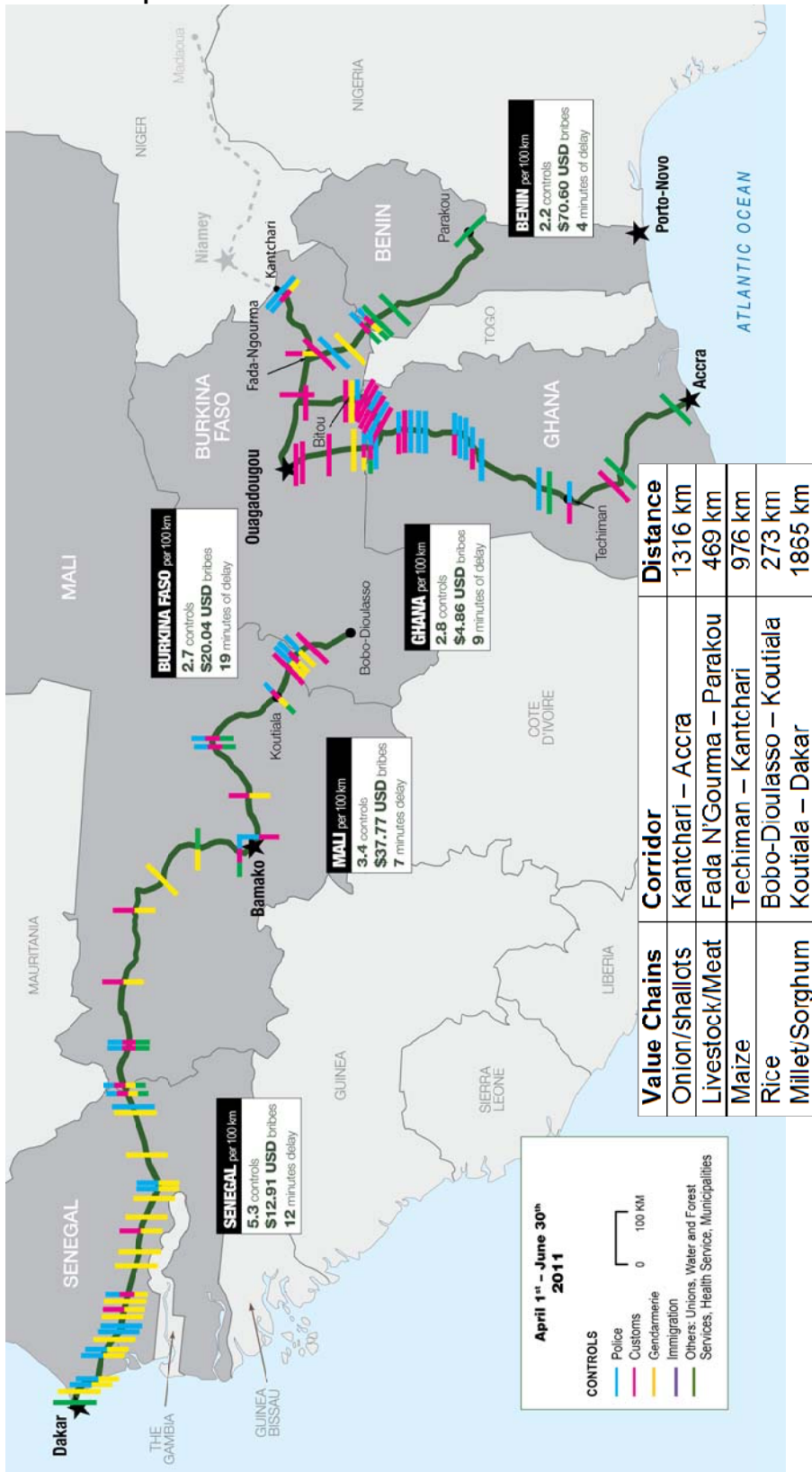
ANNEX 1: Data collected April 1st 2010 to June 30th 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service					Average bribes in CFA per trip by service					Delays per trip (min)			
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km		
Abidjan-Bamako	Q2-2011	73	1174	3.8	0.5	2.3	9.4	16.0	1.4	6,671	981	3,247	43,647	54,545	4,646	109	9
	Q1-2011	57	1174	9.1	2.5	7.7	18.3	37.6	3.2	5,095	15,525	9,267	61,492	91,379	7,784	319	27
	Q2-2010	61	1174	5.2	2.8	4.9	23.8	36.7	3.1	8,498	5,065	5,342	55,384	74,290	6,328	312	27
Côte d'Ivoire	Q2-2011	73	710	0.9	0.2	1.1	8.9	11.1	1.6	1,473	178	1,377	42,789	45,816	6,453	98	14
	Q1-2011	57	710	4.3	1.4	4.6	16.9	27.1	3.8	1,705	7,468	5,834	58,108	73,115	10,298	232	33
	Q2-2010	61	710	1.4	0.7	1.7	20.7	24.5	3.4	1,654	2,190	1,817	51,270	56,931	8,018	231	33
Mali	Q2-2011	73	464	2.9	0.3	1.2	0.5	4.8	1.0	5,199	803	1,870	858	8,729	1,881	11	2
	Q1-2011	57	464	4.8	1.1	3.2	1.4	10.5	2.3	3,391	8,057	3,433	3,384	18,265	3,936	88	19
	Q2-2010	61	464	3.8	2.1	3.2	3.1	12.2	2.6	6,845	2,875	3,525	4,114	17,359	3,741	80	17
Abidjan-Ouaga	Q2-2011	23	1263	1.9	0.8	0.9	5.8	9.4	0.7	4,587	2,130	3,087	51,848	61,652	4,881	90	7
	Q1-2011	0	1263	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q2-2010	63	1263	3.3	5.9	1.9	17.1	28.2	2.2	6,943	19,731	4,758	60,498	91,930	7,279	151	12
Burkina Faso	Q2-2011	23	517	1.1	0.8	0.8	0.2	2.9	0.6	3,130	2,130	2,739	2,913	10,913	2,111	8	1
	Q1-2011	0	517	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q2-2010	63	517	1.2	4.8	0.9	0.3	7.1	1.4	4,313	17,232	3,326	1,613	26,484	5,123	40	8
Côte d'Ivoire	Q2-2011	23	746	0.8	0.0	0.1	5.6	6.5	0.9	1,457	-	348	48,935	50,739	6,801	83	11
	Q1-2011	0	746	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Q2-2010	63	746	2.1	1.1	1.0	16.9	21.1	2.8	2,631	2,499	1,432	58,885	65,446	8,773	110	15
Bamako-Dakar	Q2-2011	165	1476	12.1	3.4	15.1	1.3	32.0	2.2	19,384	14,148	18,438	1,787	53,757	3,642	491	33
	Q1-2011	159	1476	10.4	2.5	12.0	1.0	25.9	1.8	9,642	16,196	13,674	1,045	40,557	2,748	430	29
	Q2-2010	180	1476	12.1	1.9	15.5	1.9	31.3	2.1	17,528	6,286	16,731	2,132	42,677	2,891	192	13
Mali	Q2-2011	165	794	3.9	2.7	4.4	1.1	12.2	1.5	7,280	11,034	5,186	1,257	24,757	3,118	278	35
	Q1-2011	159	794	3.9	2.0	3.7	1.0	10.7	1.3	7,716	6,822	3,771	1,045	19,354	2,438	277	35
	Q2-2010	180	794	4.0	1.5	4.2	1.9	11.6	1.5	5,692	5,452	4,314	2,132	17,590	2,215	85	11
Sénégal	Q2-2011	165	682	8.2	0.8	10.7	0.2	19.8	2.9	12,104	3,114	13,252	530	29,000	4,252	213	31
	Q1-2011	159	682	6.5	0.5	8.2	0.0	15.2	2.2	1,926	9,374	9,903	-	21,203	3,109	153	22
	Q2-2010	180	682	8.1	0.4	11.2	0.0	19.7	2.9	11,835	835	12,416	-	25,086	3,678	107	16
Bamako-Ouaga via Heremakono	Q2-2011	62	934	5.8	9.9	5.3	2.3	23.4	2.5	10,735	26,309	8,578	5,218	50,840	5,443	183	20
	Q1-2011	86	934	6.3	10.5	5.4	2.4	24.6	2.6	26,153	11,651	8,422	4,860	51,086	5,470	169	18
	Q2-2010	89	934	6.5	10.0	6.1	5.1	27.6	3.0	9,505	16,245	9,225	7,904	42,880	4,591	116	12
Burkina Faso	Q2-2011	62	502	1.0	5.3	1.0	0.4	7.8	1.5	2,269	8,260	1,791	421	12,741	2,538	59	12
	Q1-2011	86	502	1.0	5.7	0.9	0.3	7.9	1.6	7,977	1,894	1,495	268	11,633	2,317	54	11
	Q2-2010	89	502	1.0	6.1	0.7	0.1	7.8	1.5	1,638	6,615	1,294	107	9,654	1,923	35	7
Mali	Q2-2011	62	432	4.9	4.6	4.3	1.9	15.7	3.6	8,466	18,049	6,788	4,797	38,099	8,819	124	29
	Q1-2011	86	432	5.3	4.8	4.5	2.2	16.8	3.9	18,176	9,758	6,927	4,592	39,453	9,133	115	27
	Q2-2010	89	432	5.5	3.9	5.4	5.0	19.8	4.6	7,867	9,630	7,931	7,798	33,226	7,691	81	19
Bamako-Ouaga via Kourou	Q2-2011	76	1035	6.3	10.6	5.0	2.9	24.8	2.4	12,407	25,116	7,544	6,330	51,397	4,966	194	19
	Q1-2011	50	1035	6.4	9.9	5.2	2.0	23.5	2.3	18,980	12,875	7,543	4,224	43,621	4,215	180	17
	Q2-2010	43	1035	6.2	11.1	5.3	7.0	29.6	2.9	12,876	22,130	8,814	9,968	53,789	5,197	119	11
Burkina Faso	Q2-2011	76	488	0.9	5.2	1.0	0.6	7.8	1.6	2,317	8,152	2,046	745	13,260	2,717	55	11
	Q1-2011	50	488	1.0	5.0	1.0	0.3	7.3	1.5	6,798	3,235	2,680	299	13,011	2,666	54	11
	Q2-2010	43	488	1.0	6.2	0.8	0.1	8.0	1.6	2,505	8,324	2,190	89	13,109	2,686	41	8
Mali	Q2-2011	76	547	5.3	5.4	4.0	2.3	17.1	3.1	10,090	16,964	5,498	5,585	38,137	6,972	139	25
	Q1-2011	50	547	5.4	4.8	4.2	1.7	16.2	3.0	12,183	9,640	4,863	3,925	30,611	5,596	126	23
	Q2-2010	43	547	5.3	4.9	4.5	6.9	21.6	3.9	10,371	13,805	6,624	9,879	40,680	7,437	78	14
Ouagadougou-Lomé	Q2-2011	192	1020	4.8	8.9	2.7	0.1	16.5	1.6	5,280	7,074	3,772	56	16,182	1,586	172	17
	Q1-2011	221	1020	5.4	10.8	3.7	0.0	20.0	2.0	8,706	6,217	4,952	-	19,875	1,949	208	20
	Q2-2010	158	1020	5.0	9.6	3.7	0.2	18.6	1.8	5,393	8,402	4,830	213	18,839	1,847	93	9
Burkina Faso	Q2-2011	192	274	0.9	5.1	0.9	0.0	6.9	2.5	1,410	4,427	1,721	-	7,557	2,758	83	30
	Q1-2011	221	274	1.0	5.0	0.9	0.0	6.9	2.5	4,587	1,448	1,861	-	7,896	2,882	87	32
	Q2-2010	158	274	1.1	4.3	0.8	0.0	6.2	2.3	1,458	4,186	1,589	-	7,234	2,640	44	16
Togo	Q2-2011	192	746	3.9	3.8	1.8	0.1	9.6	1.3	3,871	2,648	2,051	56	8,625	1,156	89	12
	Q1-2011	221	746	4.5	5.8	2.8	0.0	13.1	1.7	4,119	4,770	3,090	-	11,979	1,606	121	16
	Q2-2010	158	746	3.9	5.4	2.9	0.2	12.4	1.7	3,935	4,216	3,241	213	11,605	1,556	49	7
Ouagadougou-Tema	Q2-2011	100	1057	7.1	9.9	0.9	0.0	17.9	1.7	3,916	7,224	1,719	-	12,859	1,217	290	27
	Q1-2011	197	1057	11.0	10.3	1.1	0.1	22.5	2.1	7,584	7,209	2,547	269	17,609	1,666	267	25
	Q2-2010	111	1057	10.1	9.6	0.9	0.0	20.5	1.9	5,220	6,610	2,263	9	14,102	1,334	155	15
Burkina Faso	Q2-2011	100	176	1.0	2.4	0.9	0.0	4.2	2.4	1,330	3,308	1,719	-	6,357	3,612	132	75
	Q1-2011	197	176	1.0	3.5	1.1	0.1	5.7	3.2	4,437	1,480	2,547	244	8,706	4,947	114	65
	Q2-2010	111	176	0.9	3.6	0.9	0.0	5.4	3.1	1,948	4,272	2,263	9	8,493	4,825	52	30
Ghana	Q2-2011	100	881	6.1	7.6	0.0	0.0	13.7	1.6	2,586	3,916	-	-	6,502	738	158	18
	Q1-2011	197	881	10.0	6.7	0.0	0.1	16.8	1.9	3,148	5,729	-	25	8,902	1,010	153	17
	Q2-2010	111	881	9.1	6.0	0.0	0.0	15.1	1.7	3,272	2,337	-	-	5,609	637	103	12

Note: Currency used is CFA Franc. For the second quarter 2011, exchange rates were 302 CFA for 1 GH¢ and 456 CFA for 1 USD, for the first quarter 2011, 317 CFA for 1 GH¢ and 480 CFA for 1 USD, and for the second quarter 2010, 362 CFA for 1 GH¢ and 515 CFA for 1 USD.

SECTION 2 – Road Governance on corridors monitored by USAID ATP/E-ATP

Figure 12: ATP/E-ATP Data Map



Results from surveys conducted on the corridors followed by ATP and E-ATP

Introduction

The USAID Agribusiness and Trade Promotion (ATP) and Expanded Agribusiness and Trade Promotion (E-ATP) projects aim to increase the value and volume of intra-regional agricultural trade, in order to attain the targeted 6% growth set by the Comprehensive African Agricultural Development Program (CAADP) of the New Partnership for Africa's Development (NEPAD). The two projects similarly contribute to the ECOWAS Common Agricultural Policy (ECOWAP) and the UEMOA Agricultural Policy (PAU) and its federated regional programs. The projects target six value chains (maize, onions/shallots, livestock/meat, millet/sorghum, rice, and poultry) along the transport corridors linking production zones to consumer markets in West Africa.

The following corridors are monitored:

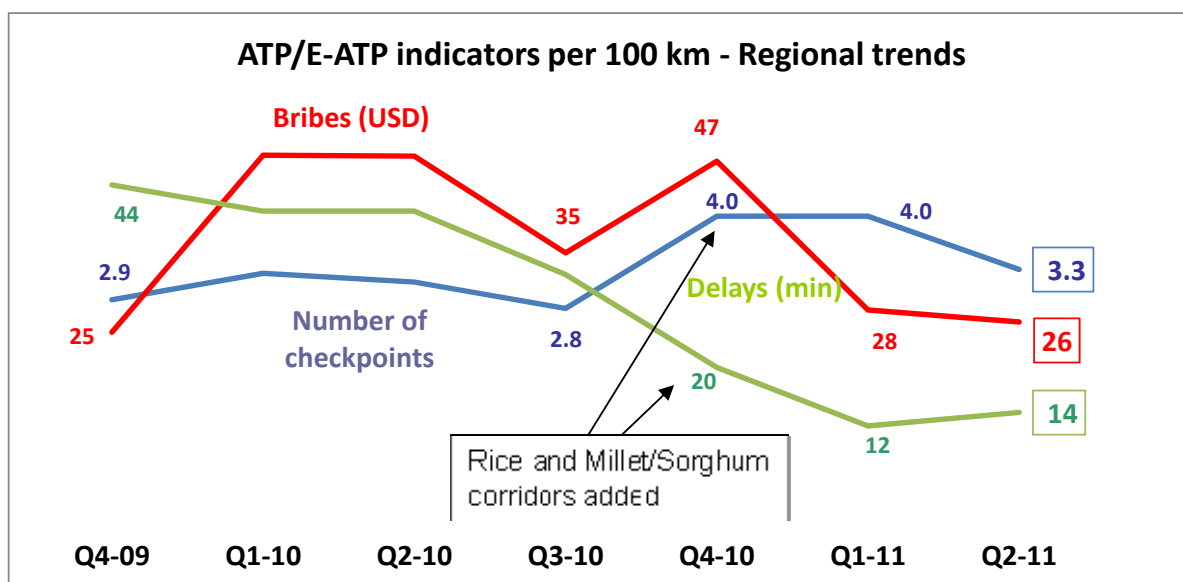
Value Chains	Corridor	Distance
Onion/shallots	Kantchari (Burkina Faso) – Accra (Ghana)	1,316 km
Livestock/Meat	Fada N'Gourma (Burkina Faso) – Parakou (Benin)	469 km
Maize	Techiman (Ghana) – Kantchari (Burkina Faso)	976 km
Rice	Bobo-Dioulasso (Burkina Faso) – Koutiala (Mali)	273 km
Millet/Sorghum	Koutiala (Mali) – Dakar (Senegal)	1,865 km

The movement of these agricultural goods along the corridors remains a serious challenge, with numerous checkpoints, a very high level of bribery and long delays.

The extent of the road governance problems on the corridors is stupefying. The consequences severely harm the national and regional economies. Nevertheless, since the implementation of USAID ATP and E-ATP activities, the extent of the problem has diminished more and more.

Summary

Figure 13 shows the trend in indicators on the five corridors.



As compared to previous quarter results, it is observed this quarter a decline in the average number of controls (3.3 against 4 controls per 100 km), a reduction in average bribe payment (USD 26 against USD 28 per 100 km)

On the other hand the average delay during controls saw a slight increase (14 minutes as against 12 minutes per 100 km) which could be attributed to the fact that drivers and traders resist more and more to pay bribes as they are getting to know their rights.

Bribes still remain astronomical as trucker pay more than USD 230 on average per trip.

I. Number of controls

Number of controls saw a decline at all level of corridors except livestock where there was no variation. Senegal is the country recording the highest number of controls per 100 km (5.28) whereas Benin recorded the least number (2.19). Rice corridor has the least number of controls (12) while millet/sorghum has the highest (71).

The ranking of uniformed services from the highest number of stops to the lowest is:
Police, Customs, Gendarmerie and others (municipal assemblies, unions, phyto-sanitary services)

Figure 14: Controls observed per trip, by corridor and sub-corridor

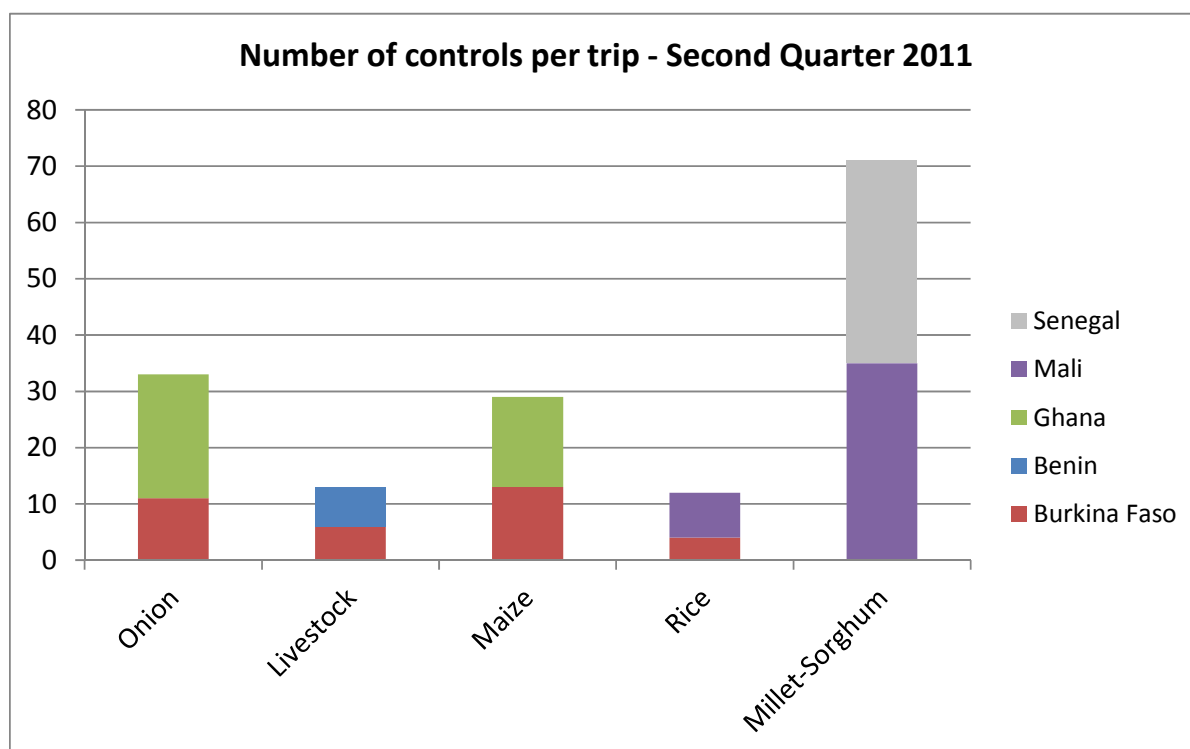
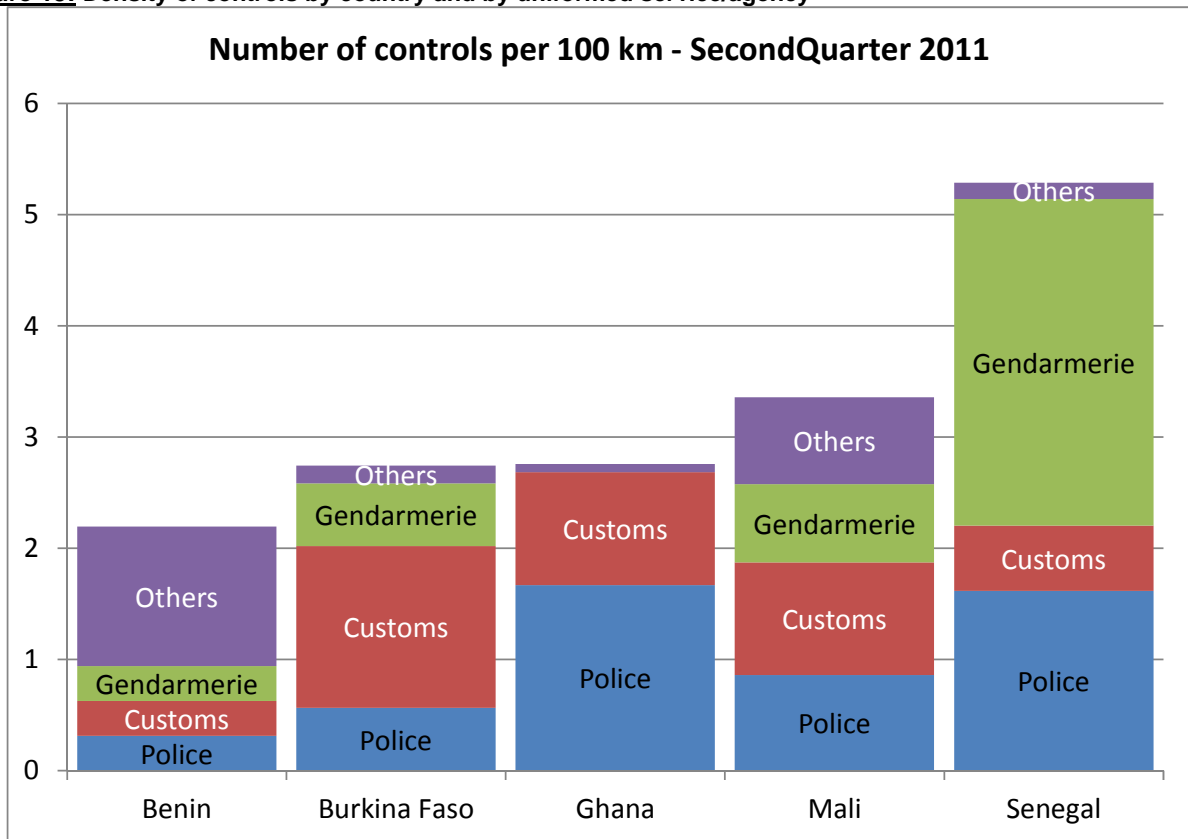


Figure 15: Density of controls by country and by uniformed service/agency

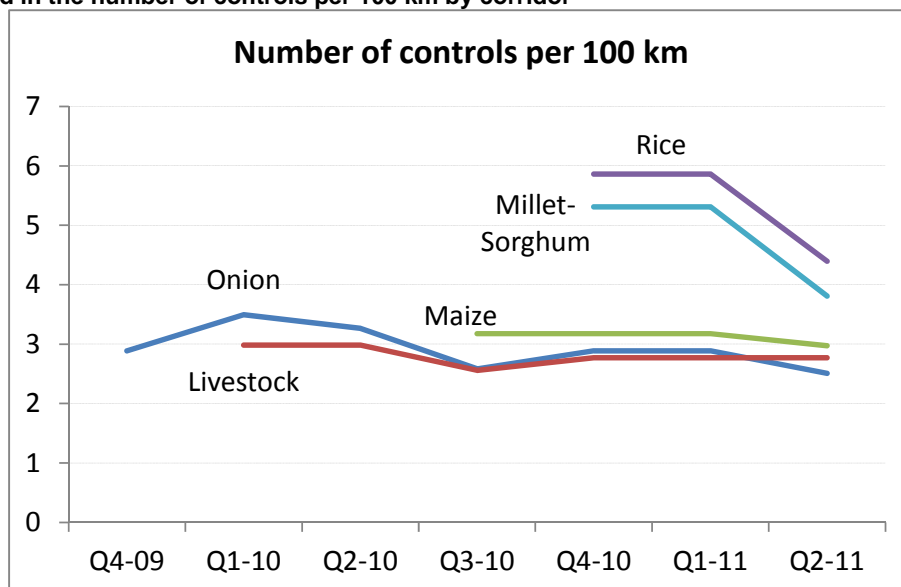


With 319 km of corridor Benin recorded the least controls density per 100 km: 2.19; followed by Burkina Faso with 2.74 controls per 100 km for a total distance of 1,239km. Ghana came third with 2.75 controls per 100 km for a distance of 1,379km. Mali on the fourth position with a distance of 1,281km had 3.35 controls per 100 km and Senegal with 5.28 controls per 100 km on 681 km stretch.

On the 5 corridors, 52 stops came from Police, 49 from Customs, 36 from Gendarmerie and 14 from other services.

Gendarmerie caused the highest number of stops in Senegal (20 stops), Police is the leading trouble maker in Ghana (23 controls) whereas Customs lead in Burkina Faso with 18 controls. In Benin other services are more active (4 controls)

Figure 16: Trend in the number of controls per 100 km by corridor



As compared to the previous quarter, number of controls saw a decline at all level of corridors except livestock (13 as previous quarter) where there was no variation. In line with this the number reduced from 99 to 71 for millet/sorghum, a decline from 38 to 33 for onion, maize saw a slight decrease from 31 to 29 and rice from 16 to 12 controls.

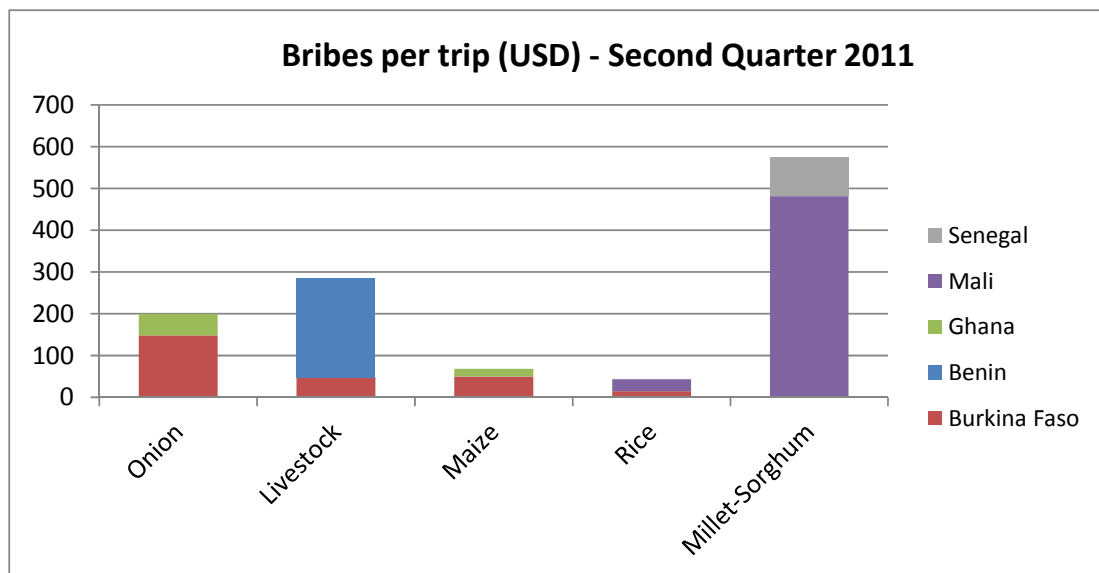
II. Bribes

Bribes decreased as far as maize, onion, and rice corridors are concerned however it is increasing for livestock and millet/sorghum.

Ghana recorded the least density of bribe payment per 100 km, followed by Senegal, Mali, and Burkina Faso. Benin recorded the highest amount in term of bribes per 100 km.

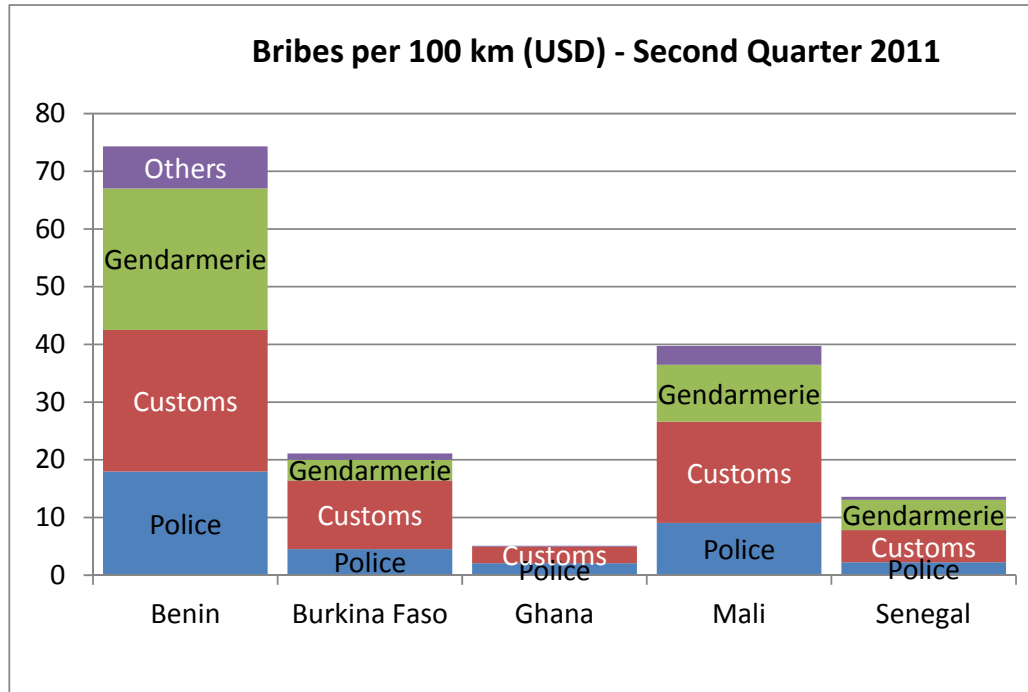
Customs is the highest receiver of bribe followed by Gendarmerie, Police and other services.

Figure 17: Bribery observed per trip by corridor and sub-corridor



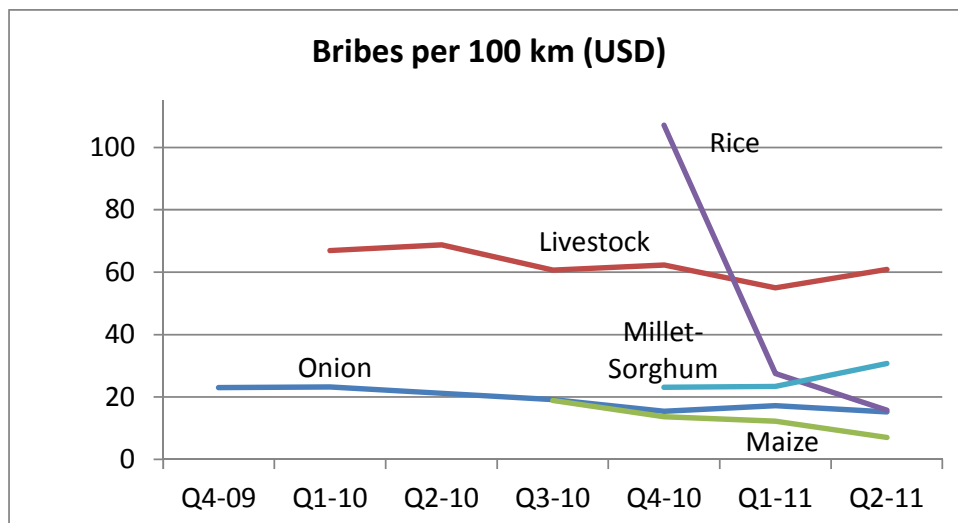
The average amount of bribes per trip is USD 574 for millet/sorghum corridor, USD 286 for livestock, USD 200 for onion, USD 68 for maize, and USD 43 for rice.

Figure 18: Density of bribery observed by country and by uniformed service



Customs receive the highest amount of bribes per trip with USD 562, followed by Police with USD 325, Gendarmerie with USD 224 and other services USD 63.

Figure 19: Trend in bribes per 100 km by corridor



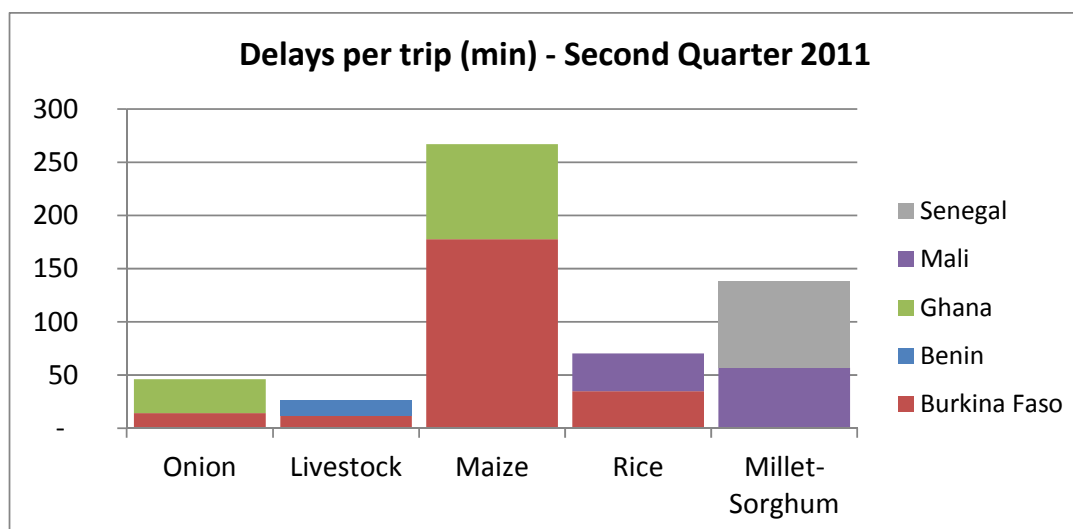
From the previous quarter to the current, the amount of bribes has seen a reduction on maize, onion and rice corridors. They are respectively; from USD 119 to 68 per trip, from USD 226 to 200, and from USD 75 to 43.

There was an increase for livestock and millet/sorghum corridors with respectively from USD 258 to 286 and from USD 437 to 574.

III. Delays

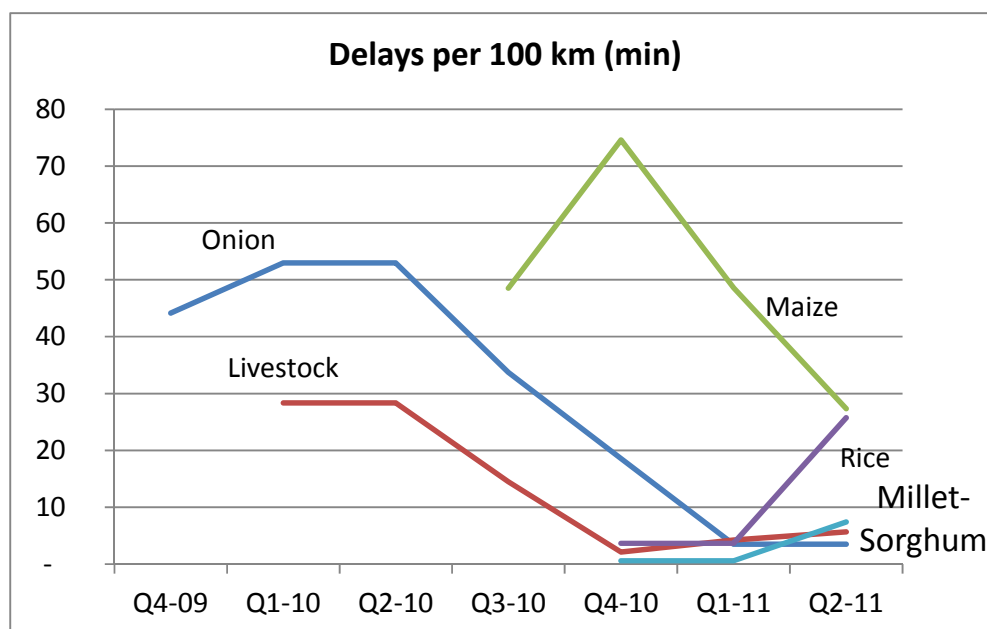
The reduction in payment of bribes is as result of professionalism exhibited by drivers and traders. It is also due to the fact that drivers are becoming conscious of their rights as truckers. So they do not hesitate to challenge uniformed officers anymore. However they spend more time discussing with officers and these officers also waste their time by conducting thorough inspection for those who turn down their demands.

Figure 20: Delays observed per trip, by corridor and sub-corridor



Delays per trip are 27.3 minutes per 100 km for maize corridor, 25.7 minutes for rice, 7.4 minutes for millet/sorghum, 5.7 minutes for livestock and 3.5 minutes for onion.

Figure 21: Trend in delays per 100 km by corridor



With the exception of onion corridor where delays remain the same and maize corridor with a sudden decline from 49 to 28 minutes, others saw an increase. From the previous quarter to the current quarter, delays went from 4 to 26 minutes per 100 km for rice corridor and from 1 to 7 minutes for millet/sorghum and at last from 4 to 6 minutes for livestock.

Conclusion

The communication and advocacy strategies embraced by the USAID ATP and E-ATP projects are bearing fruit on all indicators: delays have fallen significantly and the decline has been sustained; bribery has dropped significantly; and the number of checkpoints still remains unchanged. These strategies are implemented with truck drivers and traders who understand more and more the importance of professionalism and of a permanent dialogue with the uniformed services.

ANNEX 2: Source data - April 2010 to June 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service				Average bribes in CFA per trip by service				Delays per trip (min)					
				Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km	Police	Customs	Gendarmerie	Others	Total	Ratio per 100 km		
Burkina Faso	Q2-2011	39	400	2	7	2	0	11	2.8	15,000	42,154	9,795	667	67,615	16,904	14	4
	Q1-2011	26	400	2	6	2	0	10	2.5	19,500	40,193	17,808	0	77,501	19,375	14	4
	Q2-2010	44	400	3	7	3	0	13	3.3	22,216	52,136	6,932	1,136	82,420	20,605	284	71
Ghana	Q2-2011	39	916	12	10	0	0	22	2.4	8,217	15,177	0	331	23,724	2,590	32	3
	Q1-2011	26	916	18	10	0	0	28	3.1	10,718	17,052	0	3,399	31,169	3,403	32	3
	Q2-2010	44	916	19	9	0	2	30	3.3	28,203	20,753	0	2,621	51,577	5,631	413	45
Kantchari-Accra	Q2-2011	39	1316	14	17	2	0	33	2.5	23,217	57,330	9,795	998	91,340	6,941	46	3
	Q1-2011	26	1316	20	16	2	0	38	2.9	30,218	57,245	17,808	3,399	108,670	8,258	46	3
	Q2-2010	44	1316	22	16	3	2	43	3.3	50,419	72,889	6,932	3,757	133,997	10,182	697	53
Burkina Faso	Q2-2011	49	150	2	2	1	1	6	4.0	7,143	6,827	5,061	3,061	22,092	14,728	12	8
	Q1-2011	47	150	2	2	1	1	6	4.0	7,606	6,479	4,915	2,787	21,787	14,525	11	7
	Q2-2010	25	150	2	2	2	1	7	4.7	12,300	7,360	9,320	1,000	29,980	19,987	66	44
Benin	Q2-2011	49	319	1	1	1	4	7	2.2	26,122	35,714	35,714	10,551	108,102	33,888	14	4
	Q1-2011	47	319	1	1	1	4	7	2.2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Q2-2010	25	319	1	1	1	4	7	2.2	36,000	37,000	35,800	16,000	124,800	39,122	67	21
Fada - Parakou	Q2-2011	49	469	3	3	2	5	13	2.8	33,265	42,541	40,776	13,612	130,194	27,760	27	6
	Q1-2011	47	469	3	3	2	5	13	2.8	38,564	37,223	36,085	11,957	123,830	26,403	20	4
	Q2-2010	25	469	3	3	3	5	14	3.0	48,300	44,360	45,120	17,000	154,780	33,002	133	28
Ghana	Q2-2011	16	463	11	4	0	1	16	3.5	4,842	3,063	0	514	8,418	1,818	89	19
	Q1-2011	9	463	8	8	0	1	17	3.7	7,690	10,093	0	172	17,955	3,878	158	34
	Q2-2010	16	513	2	7	3	1	13	2.5	2,563	13,688	4,063	2,391	22,703	4,426	178	35
Mali	Q2-2011	15	176	1	2	1	0	4	2.3	1,000	4,500	1,250	0	6,750	3,835	35	20
	Q1-2011	9	176	2	4	1	0	7	4.0	1,889	5,333	2,111	0	9,333	5,303	7	4
	Q2-2010	15	97	3	2	3	0	8	8.2	1,438	10,375	1,063	0	12,875	13,273	36	37
Bobo-Dioulasso - Koutiala	Q2-2011	15	273	4	4	4	0	12	4.4	2,438	14,875	2,313	0	19,625	7,189	70	26
	Q1-2011	9	273	5	7	4	0	16	5.9	5,278	25,611	5,167	0	36,056	13,207	10	4
	Q2-2010	22	1,184	8	11	6	10	35	3.0	51,568	92,123	56,364	19,300	219,355	18,527	57	5
Senegal	Q2-2011	26	1,184	10	11	15	13	49	4.1	48,692	85,250	26,123	11,731	171,796	14,510	7	1
	Q1-2011	22	681	11	4	20	1	36	5.3	6,909	17,318	16,386	1,591	42,205	6,197	81	12
	Q2-2010	26	681	12	4	31	3	50	7.3	12,854	14,394	9,846	923	38,017	5,583	4	1
Koutiala-Dakar	Q2-2011	22	1865	19	15	26	11	71	3.8	58,477	109,441	72,750	20,891	261,559	14,025	138	7
	Q1-2011	26	1865	22	15	46	16	99	5.3	61,546	99,644	35,969	12,654	209,813	11,250	11	1

Note: Currency used is CFA Franc. For the second quarter 2011, exchange rates were 302 CFA for 1 GH¢ and 456 CFA for 1 USD, for the first quarter 2011, 317 CFA for 1 GH¢ and 480 CFA for 1 USD, and for the second quarter 2010, 362 CFA for 1 GH¢ and 515 CFA for 1 USD

NOTES

COMPLAINTS ARE KEY TO REDUCING HARASSMENT



Uniformed services have set up hotlines that drivers can call to report road harassment. Complaints are one important way drivers can help the uniformed services weed out officers who use their positions for personal gain.

Drivers who feel a uniformed official has harassed them can call the following numbers to report the incident:



BENIN

To report offenses by customs officials dial

+229 81 00 00 01

or

+229 81 00 00 02.



BURKINA FASO

To report offenses by police officers dial **110.**



COTE D'IVOIRE

To report offenses by police officers dial **100.**



GHANA

To report offenses by police officers dial

+233 (0) 30 277 6435.

To report offenses by customs officials dial

+233 (0) 28 953 3990.

To report offenses by immigration officers dial

+233 (0)28 955 6000.



MALI

To report offenses by gendarmes dial

+223 66 71 17 12.

To report offenses by customs dial

+223 79 03 20 33.



NIGER

To report offenses by any uniformed officer dial

08 00 11 11.



SENEGAL

To report offenses by police officers dial **17**

or

+221 33 84 22 874.

To report offenses by customs officials dial

800 80 44 44.

To report offenses by gendarmes dial

800 00 20 20.



TOGO

To report offenses by gendarmes dial **172.**

To report offenses by police officers dial **161** or **117.**

Drivers can also call commandant Gbadagou at **+228 90 05 25 67** to report offenses by either the police or gendarmes.



BORDERLESS is a vision of increased trade across West Africa.

BORDERLESS is trucks hauling maize and millet from Ouagadougou to Cotonou, Bamako to Niamey, tariff-free and efficiently, free trade that ensures everyone has enough to eat.

BORDERLESS is people working together - trucking companies and drivers, uniformed services and customs officials, civil society and traders - to increase trade across the region.

