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AGRIBUSINESS AND TRADE PROMOTION (USAID ATP)

In fulfillment of the following deliverable under task A 3.1.1:

Semi Annual Reports on Road Harassment on at least One Selected Trunk Route

FY09 (Oct. 2009 – Mar. 2010)

Contract/ Project No.: EDH-I-00-00005-08

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10th IRTG Report UEMOA

23 February 2010



The 10th IRTG report presents the results of survey data collected from Oct. 1 to Dec. 31, 2009 in two sections:

- Section 1 presents results based on data collected along corridors monitored by the Improved Road Transport Governance Initiative implemented by USAID's West Africa Trade Hub: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou and Bamako-Dakar.

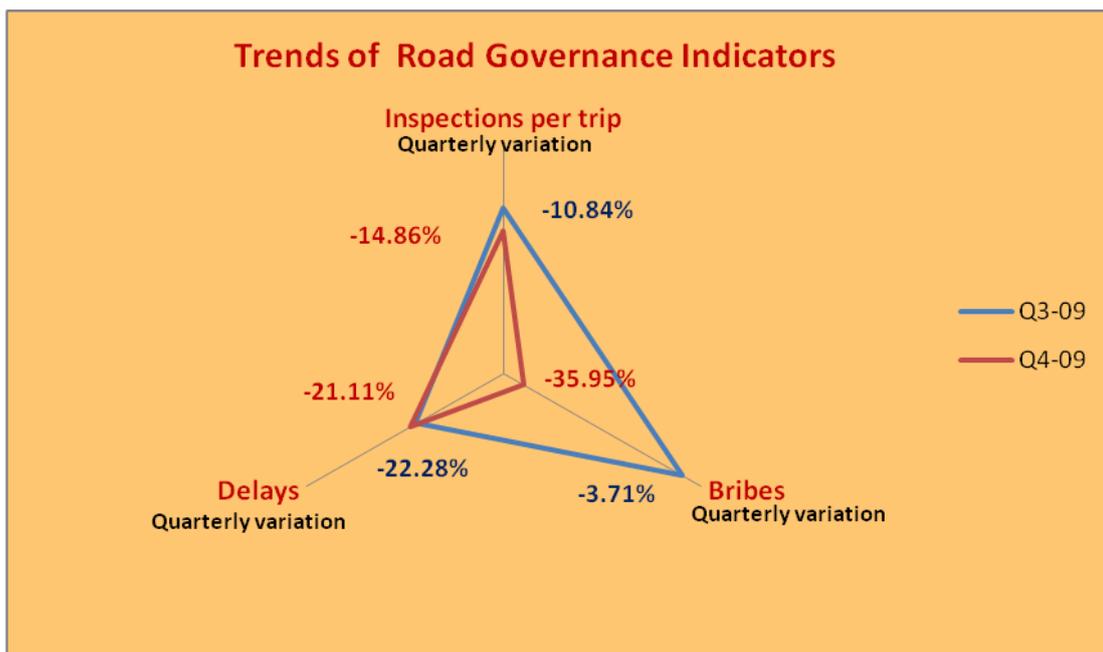
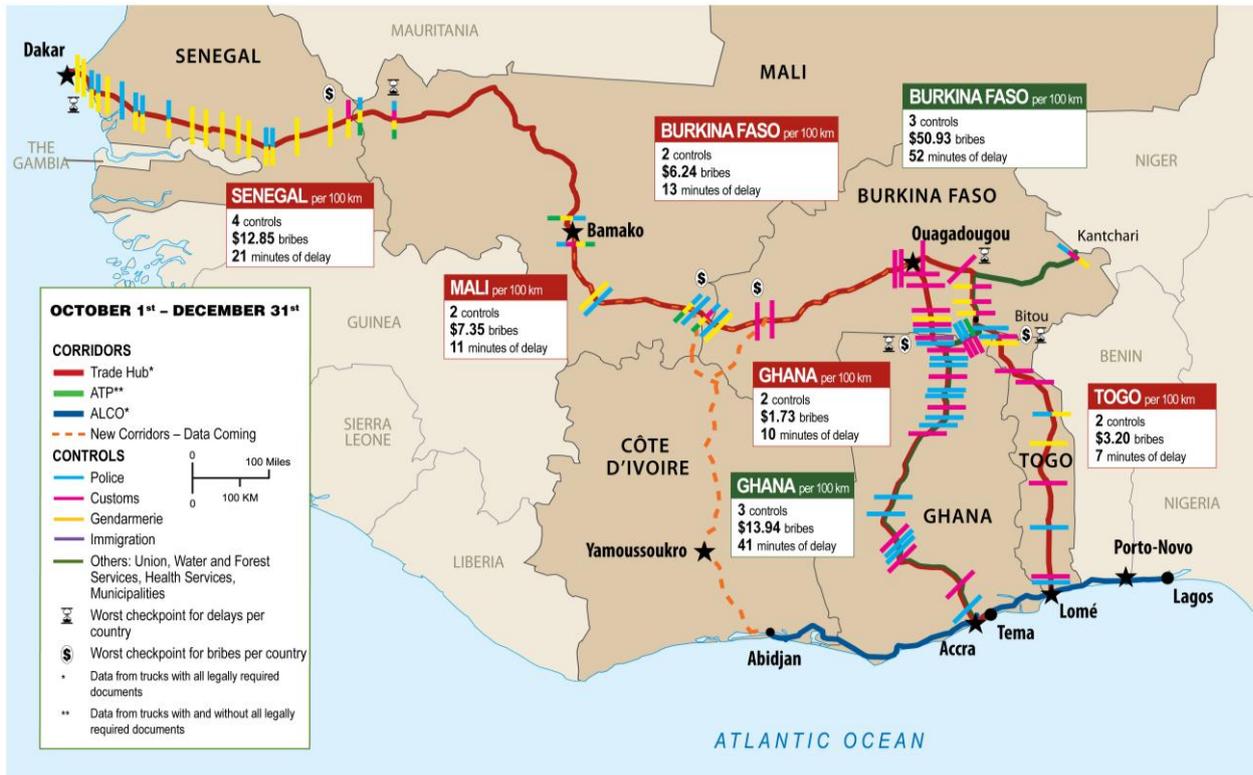
- Section 2 presents the results based on data collected on the "onion corridor," which starts in Kantchari in Burkina Faso and ends in Accra in Ghana. These results are obtained from onion transporters and traders who participate via USAID's Agribusiness and Trade Promotion project.

Results of surveys completed in the 4th quarter of 2009

Corridors monitored by IRTG

IMPROVED ROAD TRANSPORT GOVERNANCE ON INTERSTATE CORRIDORS

Results for Oct. 1 to Dec. 31, 2009



EXECUTIVE SUMMARY

The survey results obtained from Oct. 1 to Dec. 31, 2009, show encouraging decreases in road harassment on the trade corridors. Overall, all of the indicators (checkpoints, delays and bribery) declined.

The number of checkpoints varied from 2 to 4 per 100 km with Senegal producing the highest level.

The value of bribes drivers paid at checkpoints varied between USD 1.73 per 100 in Ghana and USD 12.85 per 100 in Senegal. Bribery dropped by 72% in Ghana but rose by 32% in Senegal.

Delays varied between 7 minutes per 100 km in Togo up to 21 minutes per 100 km in Senegal.

The figure on the bottom of page 2 shows a decline in all of the indicators – checkpoints, delays and bribes – along the three corridors: Tema-Ouagadougou, Ouagadougou-Bamako and Lomé-Ouagadougou. The Bamako-Dakar corridor is not indicated because it has only recently been added to the IRTG monitoring activities.

The notable declines from the third to fourth quarters, particularly the level of bribery, may indicate that awareness raising campaigns undertaken by the IRTG initiative and civil society groups have had the desired impact.

INTRODUCTION

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

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

OCTOBER 1 TO DECEMBER 31 IRTG SURVEY RESULTS

The fourth quarter saw a general decline in the indicators monitored by IRTG. Bribery fell by 18.42% while the number of checkpoints and the delays drivers experienced fell by 8.11% and 18.51% respectively, compared to the previous quarter.

Focal points in Burkina Faso, Ghana, Mali and Togo collected the data for this report.

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

Table 1

| IRTG Results: Oct. 1 to Dec. 31, 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 | 21.71 | 2.05 | 32.84 | 3.11 | 131 | 12 |
| Ouagadougou – Bamako | 920 | 22.73 | 2.47 | 79.21 | 8.61 | 117 | 13 |
| Lomé – Ouagadougou | 1020 | 18.15 | 1.78 | 37.99 | 3.72 | 84 | 8 |
| Bamako – Dakar | 1020 | 39.19 | 3.84 | 122.04 | 11.96 | 199 | 19 |

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

I. NUMBER OF CHECKPOINTS PER TRIP

The Bamako-Dakar corridor recorded the highest density of checkpoints of the four corridors monitored: 39 stops per trip were recorded for a ratio of 4 stops per 100 km.

The Senegalese section of the corridor largely is responsible for this statistic: 28 of the 39 stops were recorded in Senegal, 11 in Mali.

The Ouagadougou-Bamako corridor had 23 stops per trip, or 3 per 100 km.

The lowest numbers of checkpoints occurred along the Lomé-Ouagadougou and Tema-Ouagadougou corridors, which had 18 and 22 stops per trip, respectively, or 2 stops per 100 km for each.

In Senegal, barriers operated by the Gendarmerie are the most numerous, followed by the Police and then Customs.

In Mali, the Police operated the most barriers followed by the Gendarmerie, then agents who operate weighbridges and finally by Customs.

In Burkina Faso and Togo, Customs agents operate the greatest number of checkpoints followed by the Police and then the Gendarmerie.

In Ghana, Customs operates the greatest number of checkpoints followed by the Police. There is no Gendarmerie in Ghana.

II. AVERAGE VALUE OF BRIBES PER TRIP

The Bamako-Dakar corridor shows the highest level of bribes, replacing by a significant amount the Ouagadougou-Bamako corridor, which had been the worst. Drivers paid, on average, USD 122.04 per trip during the quarter, or USD 11.96 per 100 km. Most of this money is paid in Senegal: USD 84.45 per trip (of this USD 49.65 went to gendarmes and USD 30.63 went to police). This is the highest level of bribery for the corridors monitored.

The Ouagadougou-Bamako corridor is the second most costly corridor per trip with USD 79.21 extorted per trip, or USD 8.61 per 100 km. Agents at checkpoints in Mali are mainly responsible for this figure: They extorted USD 52.41 per trip compared to USD 26.80 in Burkina Faso.

The Tema-Ouagadougou corridor showed the lowest level of extortion: USD 32.84 per trip.

The table below presents classifies the agencies by level of extortion:

| Agency responsible Country of extortion | 1 st | 2 nd | 3 rd | 4 th |
|--|-----------------|------------------------|-----------------|-----------------|
| 1 st : Senegal | Gendarmerie | Police | Customs | - |
| 2 nd : Mali | Police | Agents at weighbridges | Gendarmerie | Customs |
| 3 rd : Burkina | Customs | Police | Gendarmerie | - |
| 4 th : Togo | Police | Gendarmerie | Customs | - |
| 5 th : Ghana | Customs | Police | - | - |

The Gendarmerie (in francophone countries), the Police, Customs and Agents at weighbridges (who collect penalties on trucks in violation of axle-load limits without giving drivers receipts) show high levels of culpability for extortion. The Gendarmerie and Police are the most incriminated during the fourth quarter.

As the objective of reporting this indicator is to push for a level of zero bribery, it is more than urgent to raise the alarm in order to stop the extortionate behavior of uniformed services on all of the corridors.

III. AVERAGE DELAYS REPORTED PER TRIP, PER 100 KM

Delays declined during the quarter compared to the previous quarter. The delays recorded are presented from greatest to least in minutes per trip and per 100 km:

- ↳ Bamako-Dakar, 1,474 km: 199 minutes, or 19 minutes per 100 km
- ↳ Bamako-Ouagadougou, 920 km: 117 minutes, or 13 minutes per 100 km
- ↳ Tema-Ouagadougou, 1,057 km: 131 minutes, or 12 minutes per 100 km
- ↳ Lomé-Ouagadougou, 1,020 km: 84 minutes, or 8 minutes per 100 km.

IV. TRENDS

A comparison of the results obtained from the third and fourth quarters shows a decline in each of the three road governance indicators, which coincides with an intensification of awareness raising activities and advocacy.

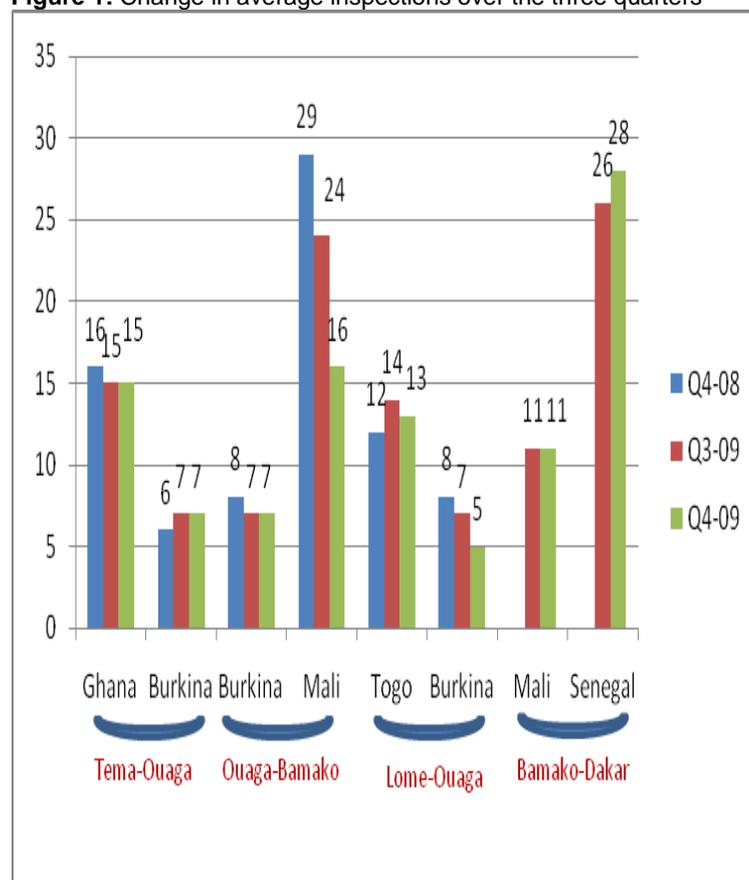
We compare the fourth quarter results (Q4-09) to:

- The third quarter (Q3-09)
- The fourth quarter of 2008 (Q4-08)

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

Table 2: Average number of inspections on each corridor

| Corridor | Inspections per trip | | | Number of inspections per 100 km | | |
|---------------------|----------------------|-----------|-----------|----------------------------------|----------|----------|
| | Q4-08 | Q3-09 | Q4-09 | Q4-08 | Q3-09 | Q4-09 |
| Tema-Ouaga | 22 | 22 | 22 | 2 | 2 | 2 |
| Ghana | 16 | 15 | 15 | 2 | 2 | 2 |
| Burkina | 6 | 7 | 7 | 4 | 4 | 4 |
| Ouaga-Bamako | 37 | 31 | 23 | 3 | 3 | 2 |
| Burkina | 8 | 7 | 7 | 2 | 1 | 1 |
| Mali | 29 | 24 | 16 | 7 | 6 | 4 |
| Lomé-Ouaga | 20 | 21 | 18 | 2 | 2 | 2 |
| Togo | 12 | 14 | 13 | 2 | 2 | 2 |
| Burkina | 8 | 7 | 5 | 3 | 2 | 2 |
| Bamako-Dakar | | 37 | 39 | | 4 | 4 |
| Mali | | 11 | 11 | | 1 | 1 |
| Senegal | | 26 | 28 | | 4 | 4 |

Figure 1: Change in average inspections over the three quarters

Checkpoints

Compared to the previous quarter (Q3-09), checkpoints declined by 8.11% per trip on all of the IRTG corridors, dropping from 111 (Q3-09) to 102 (Q4-09).

This overall drop in the number of checkpoints can be credited to the change seen on the Ouagadougou-Bamako corridor, which alone saw checkpoints drop by 25.81%, or 8 checkpoints. (exclusively in Mali, where checkpoints dropped by 33.33%).

On the Lomé-Ouagadougou corridor, two checkpoints were removed in Burkina Faso (representing a 28.57% drop) and one checkpoint in Togo (a 7.14% drop).

In Senegal, the situation is alarming: the number of checkpoints increased by 7.5% - two checkpoints were added.

Compared to the same period in 2008, checkpoints per trip declined by 20.25% for all of the corridors taken together, dropping from a total of 79 (Q4-08) to 63 (Q4-09).

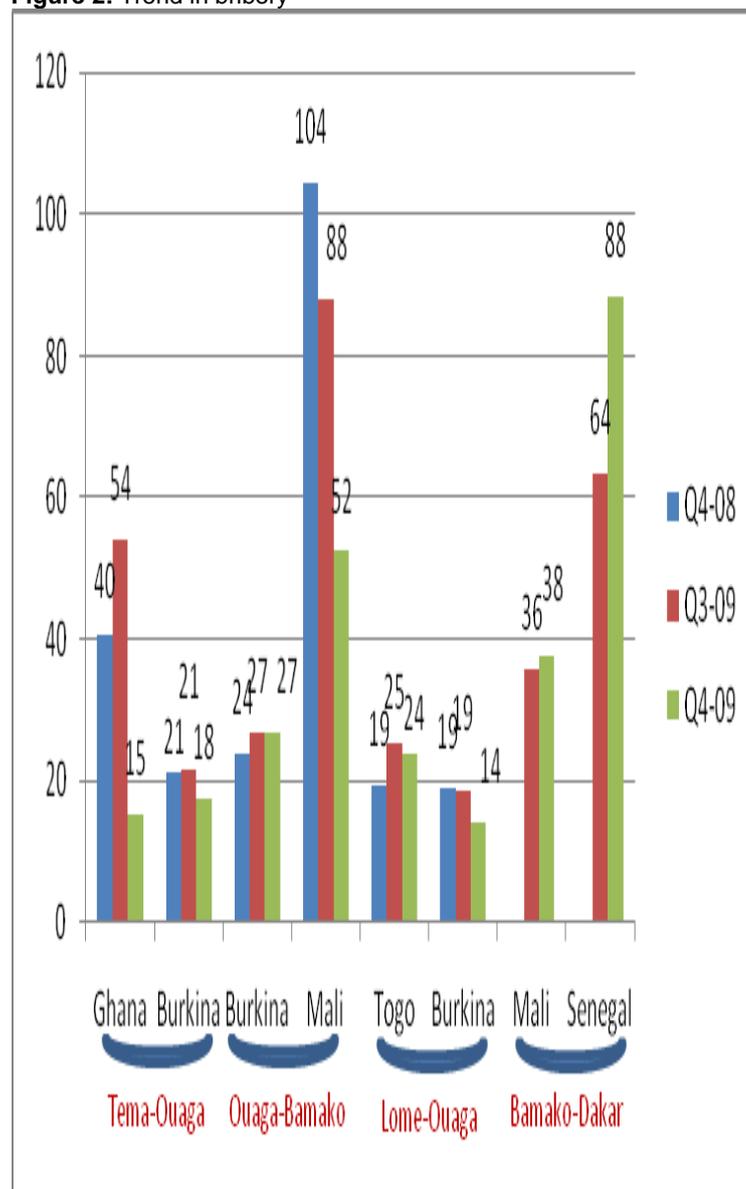
IV.2. Trend in bribes extorted per trip and per state crossed

Table 3: (in USD)

| Corridor | Bribery per trip | | | Bribery per 100 km | | |
|---------------------|------------------|---------------|---------------|--------------------|--------------|--------------|
| | Q4-08 | Q3-09 | Q4-09 | Q4-08 | Q3-09 | Q4-09 |
| Tema-Ouaga | 61.59 | 75.41 | 32.84 | 5.84 | 7.13 | 3.11 |
| Ghana | 40.48 | 53.99 | 15.22 | 4.59 | 6.13 | 1.73 |
| Burkina | 21.34 | 21.41 | 17.62 | 12.08 | 12.16 | 10.01 |
| Ouaga-Bamako | 127.58 | 115.08 | 79.21 | 13.93 | 12.51 | 8.61 |
| Burkina | 23.76 | 26.98 | 26.80 | 4.87 | 5.53 | 5.49 |
| Mali | 104.27 | 88.10 | 52.41 | 24.16 | 20.39 | 12.13 |
| Lomé-Ouaga | 38.28 | 43.79 | 37.99 | 3.74 | 4.29 | 3.72 |
| Togo | 19.36 | 25.24 | 23.88 | 2.60 | 3.38 | 3.20 |
| Burkina | 18.92 | 18.54 | 14.11 | 6.87 | 6.76 | 5.15 |
| Bamako-Dakar | | 99.24 | 122.04 | | 9.73 | 11.96 |
| Mali | | 35.72 | 37.59 | | 4.51 | 4.74 |
| Senegal | | 63.52 | 88.45 | | 9.67 | 12.85 |

Note: USD 1 = XOF 454.6; USD 1 = GHS 1.42

Figure 2: Trend in bribery



Bribery

Comparing the results of the fourth quarter to those of the third quarter, bribery has declined by 18.42% on the corridors collectively. The total amount dropped from USD 333.51 to USD 272.09, which is less about USD 61.43.

The greatest decrease occurred on the Tema-Ouagadougou corridor where bribery dropped by 56.45%. The Ouagadougou-Bamako and Lomé-Ouagadougou corridors saw declines of 31.17% and 13.24%, respectively.

But bribery ominously increased on the Bamako-Dakar corridor by 22.97%: rising from USD 99.24 to USD 122.04 (a USD 22.80 increase) compared to the previous quarter.

By state, Ghana saw the largest decrease – about 72% less in bribes extorted – followed by Mali (on the Ouagadougou-Bamako corridor) where bribes fell by 40.51%. Burkina Faso followed with a 23.9% decline and 17.72% decline, respectively, on the Lomé-Ouagadougou and Tema-Ouagadougou corridors. Togo saw a 5.4% decrease.

But bribery increased by almost 33% in Senegal, rising from USD 63.52 to USD 84.45, an increase of USD 20.93. Compared to Senegal, bribery increased in Mali on the same corridor by 5.2%.

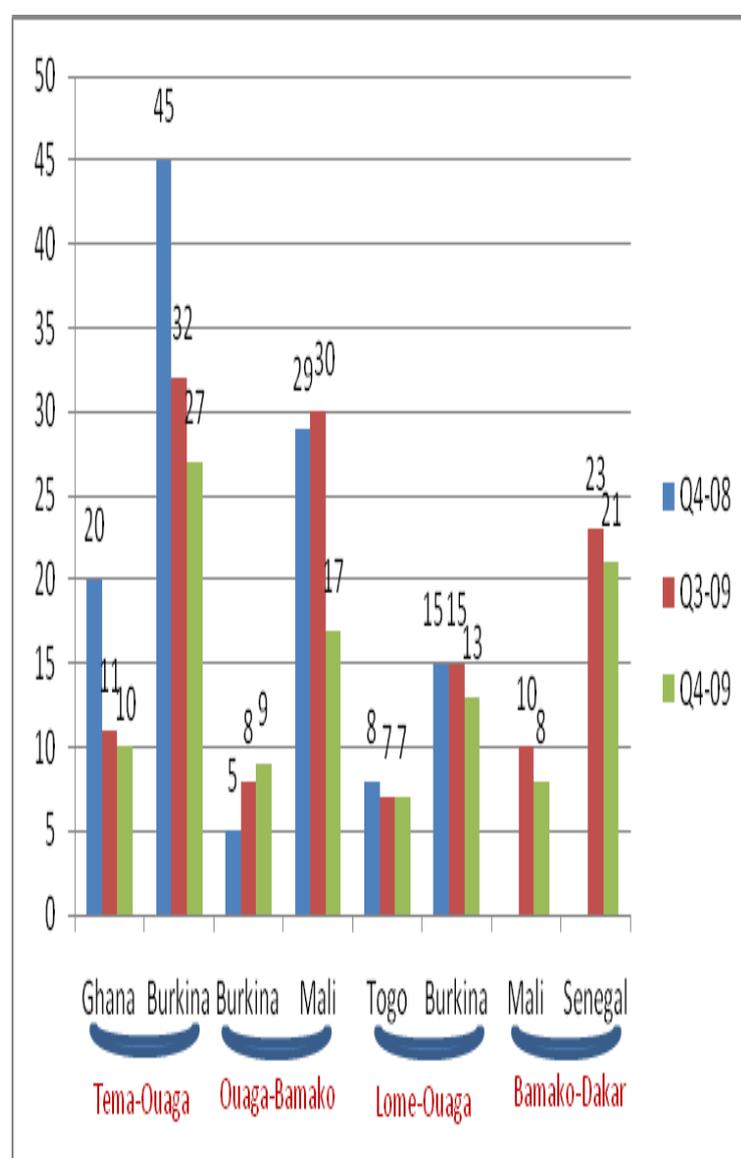
Compared to the same period in 2008, bribery declined by 34.03% on all of the corridors taken together.

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

Table 4:

| Corridor | Delays (minutes) per 100 km | | |
|---------------------------|-----------------------------|-----------|-----------|
| | Q4-08 | Q3-09 | Q4-09 |
| Tema-Ouagadougou | 24 | 15 | 12 |
| Ghana | 20 | 11 | 10 |
| Burkina | 45 | 32 | 27 |
| Ouagadougou-Bamako | 16 | 18 | 13 |
| Burkina | 5 | 8 | 9 |
| Mali | 29 | 30 | 17 |
| Lome-Ouagadougou | 10 | 9 | 8 |
| Togo | 8 | 7 | 7 |
| Burkina | 15 | 15 | 13 |
| Bamako-Dakar | | 22 | 19 |
| Mali | | 10 | 8 |
| Senegal | | 23 | 21 |

Figure 3: Trend in inspection times per 100 km



Delays

Inspection times decreased by 18.5% per 100 km compared to the previous quarter on all of the corridors taken together, dropping from 16 minutes to 13 minutes.

This overall decline is due to the change seen on the Ouagadougou-Bamako corridor, where delays dropped by 27.78% (from 18 minutes (in Q3-09) to 13 minutes (in Q4-09)). Drops were also seen along the Tema-Ouagadougou corridor (-20%), the Bamako-Dakar corridor (-13.64%) and the Lomé-Ouagadougou corridor (-11.11%).

By state crossed, Mali saw the greatest drops: 43.33% (or 13 minutes decline) and 20% (or 2 minutes decline), respectively, on the Ouagadougou-Bamako and Bamako-Dakar corridors. Burkina Faso follows with 15.63% and 13.33% declines seen, respectively, on the Tema-Ouagadougou and Lomé-Ouagadougou corridors. Ghana saw delays reduced by 9.09%, Senegal saw an 8.7% decline; the length of delays did not change in Togo.

Only the Burkina Faso segment of the Ouagadougou-Bamako corridor saw an increase in times of delays, by 12.5%, due to a new barrier being erected.

Compared to the same period in 2008 (Q4-08), delays have dropped by almost 35% per 100 km on the three corridors taken together, or 6 minutes less delay.

CONCLUSION

The last quarter of 2009 ended with encouraging results: an overall decrease in the practical indicators of road harassment compared to the previous semester on all of the IRTG corridors. More precisely, bribery declined by 18.42%, and the number of checkpoints and delays dropped by 8.1% and 18.5% respectively compared to the previous quarter.

The Bamako-Dakar corridor has the greatest density of checkpoints, with 39 stops per trip or 4 per 100 km. The Senegal portion of the route largely explains this figure – it had 28 checkpoints per trip compared to 11 along the Mali section of the route.

The Bamako-Dakar corridor also is the most expensive to travel, as far as bribery is concerned, and trucks move the most slowly along this route due to the delays. It now takes the place of the Ouagadougou-Bamako corridor – by a large margin – as the corridor most plagued by bribery, checkpoints and delays.

The Police/Gendarmerie is the service most liable for the extortion and delays seen along the corridors in the fourth quarter. The value of bribes extorted by agents at weighbridges is relatively similar to the amounts collected by other services, except in Mali where the sums they are extorting represent a disproportionate 18% and 21% of the total along the Ouagadougou-Bamako and Bamako-Dakar, respectively.

The IRTG initiative invites Member States to intensify awareness raising efforts and advocacy in order to reduce road harassment that slows the movement of goods and people and drives up the cost of trucking.

ANNEX 1: Overall results of surveys submitted for the period Oct. 1 to Dec. 31, 2009

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

| IRTG Results : Oct. 1 to Dec. 31, 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 | 6.16 | 0.94 | 7.92 | 0.01 | 0.01 | 0.00 | 15.03 | 1.71 | 5.69 | 0.63 | 8.87 | 0.01 | 0.04 | 0.00 | 15.23 | 1.73 | 85 | 10 |
| Burkina | 139 | 176 | 0.99 | 0.94 | 3.75 | 0.90 | 0.02 | 0.07 | 6.68 | 3.79 | 3.22 | 3.13 | 7.93 | 3.15 | 0.05 | 0.15 | 17.62 | 10.01 | 47 | 27 |
| By corr. | 139 | 1057 | 7.14 | 0.94 | 11.68 | 0.91 | 0.03 | 0.07 | 21.71 | 2.05 | 8.90 | 3.75 | 16.79 | 3.16 | 0.08 | 0.15 | 32.85 | 3.11 | 131 | 12 |
| Ouagadougou – Bamako | | | | | | | | | | | | | | | | | | | | |
| Burkina | 53 | 488 | 0.76 | 0.57 | 4.52 | 0.64 | 0.05 | 0.00 | 6.54 | 1.34 | 4.35 | 3.20 | 15.26 | 3.76 | 0.23 | 0.00 | 26.80 | 5.49 | 42 | 9 |
| Mali | 53 | 432 | 4.86 | 0.83 | 3.20 | 3.59 | 0.67 | 3.03 | 16.19 | 3.75 | 16.64 | 2.67 | 7.61 | 9.99 | 1.51 | 13.98 | 52.41 | 12.13 | 75 | 17 |
| By corr. | 53 | 920 | 5.62 | 0.70 | 7.72 | 4.23 | 0.73 | 3.03 | 22.73 | 2.47 | 20.99 | 5.87 | 22.87 | 13.75 | 1.75 | 13.98 | 79.21 | 8.61 | 117 | 13 |
| Lomé – Ouagadougou | | | | | | | | | | | | | | | | | | | | |
| Togo | 204 | 746 | 4.15 | 0.84 | 5.16 | 2.53 | 0.04 | 0.00 | 12.72 | 1.71 | 9.42 | 2.22 | 5.88 | 6.18 | 0.18 | 0.00 | 23.88 | 3.20 | 49 | 7 |
| Burkina | 204 | 274 | 1.03 | 0.88 | 2.54 | 0.97 | 0.01 | 0.00 | 5.43 | 1.98 | 3.26 | 2.86 | 3.73 | 4.25 | 0.02 | 0.00 | 14.11 | 5.15 | 35 | 13 |
| By corr. | 204 | 1020 | 5.18 | 0.86 | 7.70 | 3.50 | 0.05 | 0.00 | 18.15 | 1.78 | 12.68 | 5.07 | 9.61 | 10.43 | 0.20 | 0.00 | 37.99 | 3.72 | 84 | 8 |
| Bamako – Dakar | | | | | | | | | | | | | | | | | | | | |
| Mali | 152 | 792 | 3.43 | 0.11 | 0.79 | 3.42 | 0.46 | 2.70 | 10.92 | 1.38 | 11.61 | 0.47 | 5.80 | 10.92 | 0.92 | 7.87 | 37.59 | 4.74 | 61 | 8 |
| Senegal | 152 | 682 | 8.46 | 0.70 | 1.12 | 17.98 | 0.01 | 0.01 | 28.27 | 4.30 | 30.63 | 1.86 | 2.28 | 49.65 | 0.01 | 0.01 | 84.45 | 12.85 | 138 | 21 |
| By corr. | 152 | 1474 | 11.89 | 0.41 | 1.91 | 21.40 | 0.48 | 2.71 | 39.19 | 3.84 | 42.24 | 2.33 | 8.09 | 60.56 | 0.93 | 7.88 | 122.04 | 11.96 | 199 | 19 |

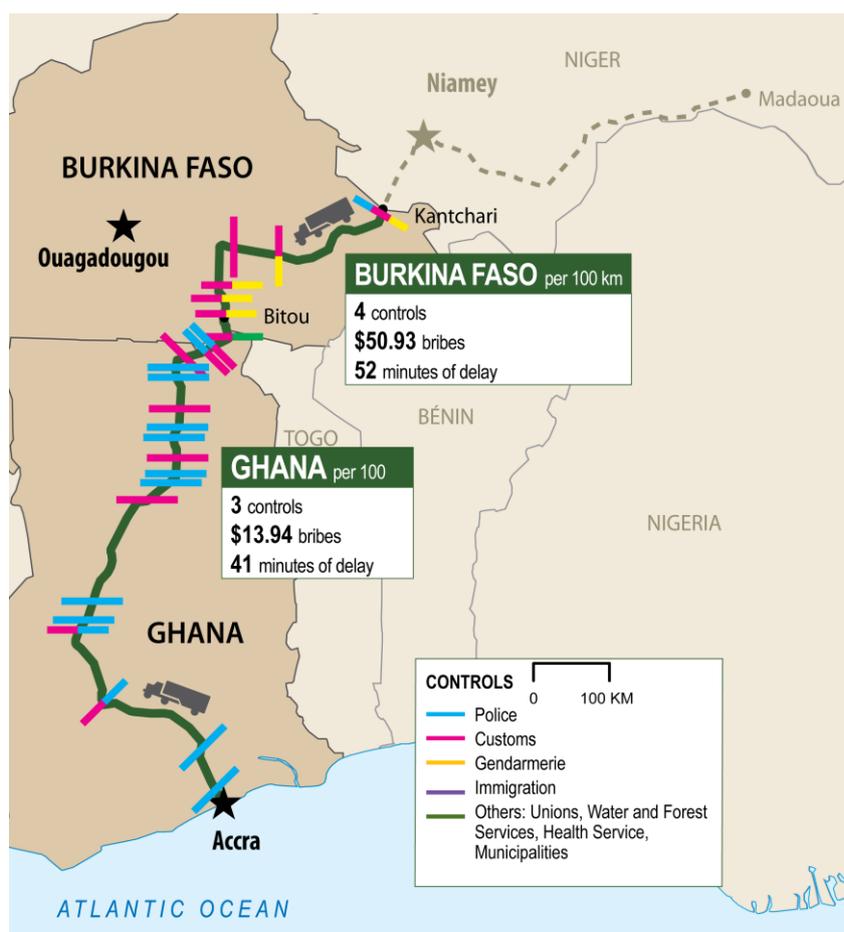
Notes: *USD 1 = XOF 454.6 and USD 1 = GHS 1.42. XOF is the currency used for analysis. ** There is no Gendarmerie in Ghana.

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 KANTCHARI (BURKINA FASO) – ACCRA (GHANA) Oct. 1 to Dec. 31, 2009



EXECUTIVE SUMMARY

Changes in the geographic focus of data collection along the onion corridor have done little to alter its reputation for having extremely high levels of road harassment. In fact, it's worse: Road harassment appears to have intensified, particularly along the segment of the corridor in Burkina Faso.

The number of checkpoints per 100 km is most elevated in Burkina Faso with 4 per 100 km; Ghana has 3 per 100 km.

The level of bribery varies between USD 13.94 per 100 km in Ghana and USD 50.93 per 100 km in Burkina Faso. Bribery has increased by more than 10% in Burkina Faso compared to the previous quarter.

The minimum delay is 41 minutes per 100 km in Ghana; the maximum is 52 minutes per 100 km in Burkina Faso. The wait per 100 km is longer in Burkina Faso mainly due to time spent waiting to cross the Burkina Faso-Ghana border (3 to 6 hours)

INTRODUCTION

The USAID Agribusiness and Trade Promotion 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 (whether they and their vehicles respect the traffic laws or not) and aims to raise awareness among uniformed services in order to eliminate these practices that negatively impact the regional economy.

Monitoring of the onion corridor was extended from Niger to Accra on Oct. 30; however, due to circumstances beyond the control of ATP, the data from Niger was not available for this report.

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 1 to this report.

Table 1

| Results for Oct. 1-Dec. 31, 2009: 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 | 38 | 2.89 | 320.04 | 24.32 | 581 | 44 |

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 Kantchari-Accra corridor.

In Burkina Faso, Customs operates most of the checkpoints (6 checkpoints per trip) followed by the Gendarmerie (5 checkpoints per trip) and then the Police (3 checkpoints per trip).

In Ghana, the Police is the most incriminated, with 14 checkpoints along the corridor; the Customs service follows with 9.

II. BRIBERY

Extortion along the corridor is very elevated due largely to the perishable nature of the products being transported. Bribery reaches USD 320.04 per trip. This extortion occurs mainly in Burkina Faso, with USD 196.72 extorted (of this, USD 108.36 is collected by Customs agents, or 55% of the amount extorted in Burkina Faso beating the sad record for extortion along the corridor and ahead of Ghana, where USD 123.32 was collected per trip).

In Burkina Faso, Customs was particularly implicated in road harassment, followed by the Gendarmerie and then the Police. Customs is similarly ahead of the other services in Ghana, followed by the Police.

III. AVERAGE INSPECTION TIMES AND DELAYS

Because of the perishable nature of onions, delays in transport should be kept very short. Unfortunately, compared to the previous quarter, the situation has gone from bad to worse. Drivers experienced very long delays at borders (from 3 hours in Burkina Faso to 6 hours in Ghana) leading to an average of 44 minutes per 100 km or 581 minutes total (9 hours 41 minutes) for the entire corridor.

The delays noted in order of importance and in minutes per trip were:

- ↳ In Burkina Faso, 400 km: 208 minutes, or 52 minutes per 100 km
- ↳ In Ghana, 916 km: 373 minutes, or 41 minutes per 100 km

IV. TRENDS

Because of a change in the geography covered and the non-availability of data from Niger, this report can only compare previous quarterly results for Burkina Faso with the newly collected data.

This section compares the fourth quarter results obtained in Burkina Faso with those of the third quarter results. The same distance was covered in Burkina Faso (about 400 km) during this quarter compared to last quarter making per trip and per 100 km comparisons possible.

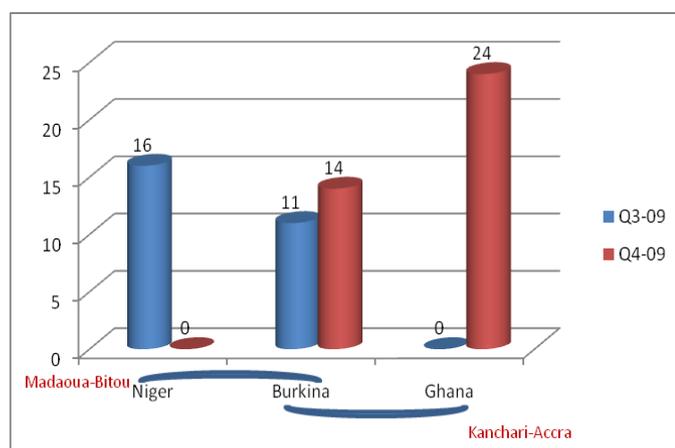
Compared to the previous quarter, Burkina Faso saw increases in all of the indicators. Checkpoints per trip increased by 27.3%, extortion increased by 10.3% and delays per 100 km increased by 217%. The increase in delays was particularly acute due to time spent crossing the border.

IV.1. Trend in inspections by state crossed

Table 2: Average number of barriers per corridor

| Corridor | Number of checkpoints p | | Number of checkpoints per 100 km | |
|----------|-------------------------|-------|----------------------------------|-------|
| | Q3-09 | Q4-09 | Q3-09 | Q4-09 |
| Niger | 16 | - | 2.47 | - |
| Burkina | 11 | 14 | 2.75 | 3.5 |
| Ghana | - | 24 | - | 2.62 |

Figure 1: Trend in the number of checkpoints for the two periods analyzed



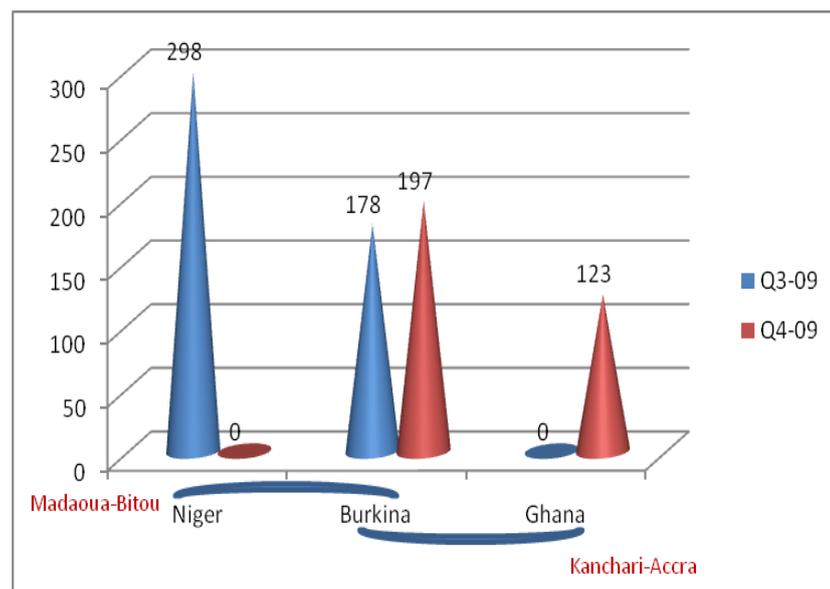
Checkpoints

The number of checkpoints per trip in Burkina Faso increased by 27.3% during the quarter, passing from 11 (Q3-09) to 14 (Q4-09), a real increase of 3 checkpoints.

IV.2. Trend in bribery by trip and by state

Table 3: (in USD)

| Corridor | Bribes per trip | | Bribes per 100 km | |
|----------|-----------------|--------|-------------------|-------|
| | Q3-09 | Q4-09 | Q3-09 | Q4-09 |
| Niger | 297.78 | - | 45.95 | - |
| Burkina | 178.38 | 196.72 | 44.60 | 49.19 |
| Ghana | - | 123.33 | - | 13.46 |

Figure 2: Trend in the level of bribery for the two periods analyzed

Bribery

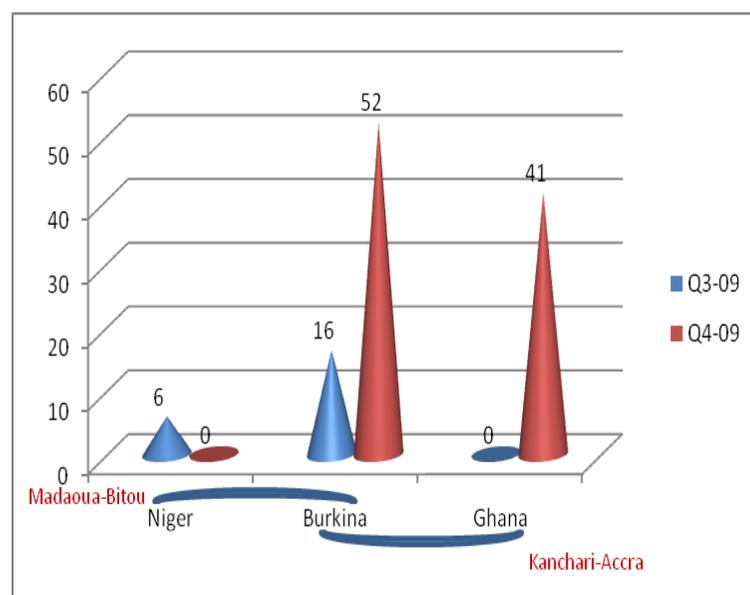
The trend is upward along the Burkina Faso section of the route: increasing from USD 178.38 to USD 196.72, a 10.3% rise.

Vigorous action is necessary to reverse this trend.

IV.3. Trend in average time per inspection per 100 km and by state

Table 4:

| Corridor | Delays (minutes) per 100 km | |
|----------|-----------------------------|-------|
| | Q3-09 | Q4-09 |
| Niger | 5.95 | - |
| Burkina | 16.4 | 52 |
| Ghana | - | 41 |

Figure 3: Trend in inspection times per 100 km

Delays

Unprecedented peaks were recorded along the Burkina Faso section of the corridor during the quarter – a 217% increase. In real terms the delays increased from 16.45 minutes (Q3-09) to 52 minutes (Q4-09). This was 35.6 minutes more than the delays seen in the previous quarter.

This is explained by the long waits experienced at the Burkina Faso-Ghana border.

CONCLUSION

Monitoring of the onion corridor has revealed a high level of road harassment from Madaoua, where onions grow and are harvested, all the way to Ghana, where millions consume them. The harassment appears to be spread evenly across the corridor.

This quarter's data show the situation has worsened in Burkina Faso. To see the trend in Ghana and Niger, we have to wait until future quarters to reach a conclusion.

More political will is necessary to address the problem, which is partly due to weak regional integration.

The IRTG initiative invites member states to increase their efforts so that the free movement of people, goods and services becomes a reality.

ANNEX 2: Detailed overall survey results on the Onion Corridor, Oct. 1 to Dec. 31, 2009

Table 6: Overall results obtained, Oct. 1 to Dec. 31, 2009

| 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 | | | | | | | | | | | | | | | | |
| Niger | | | | | | | | | | | | | | | | |
| Burkina | 35 | 400 | 3 | 6 | 5 | 0 | 14 | 3.50 | 42.55 | 108.35 | 45.82 | 0 | 196.72 | 49.18 | 208.314 | 52 |
| Ghana | 35 | 916 | 14 | 9 | 0 | 1 | 24 | 2.62 | 29.68 | 93.65 | 0 | 0 | 123.32 | 13.46 | 372.914 | 41 |
| By corr | 35 | 1316 | 17 | 15 | 5 | 1 | 38 | 2.89 | 72.23 | 202.00 | 45.82 | 0 | 320.04 | 24.32 | 581.2 | 44 |

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*

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 Burkinabe 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)

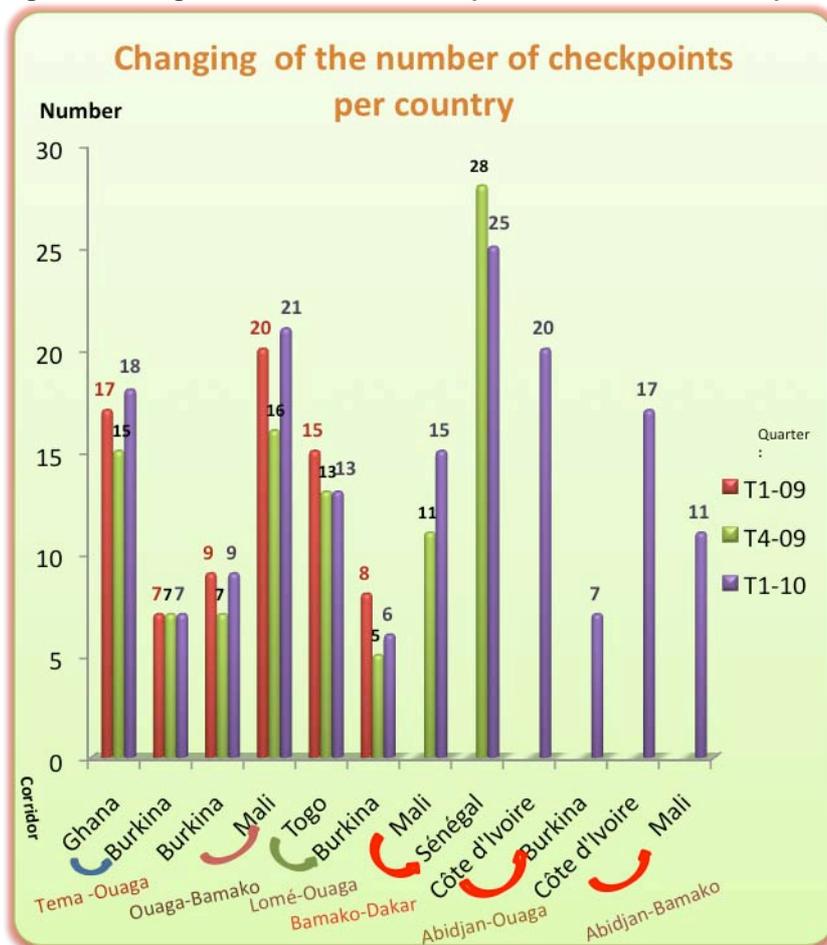
Table 4: Average number of checkpoints on each corridor per trip

| 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

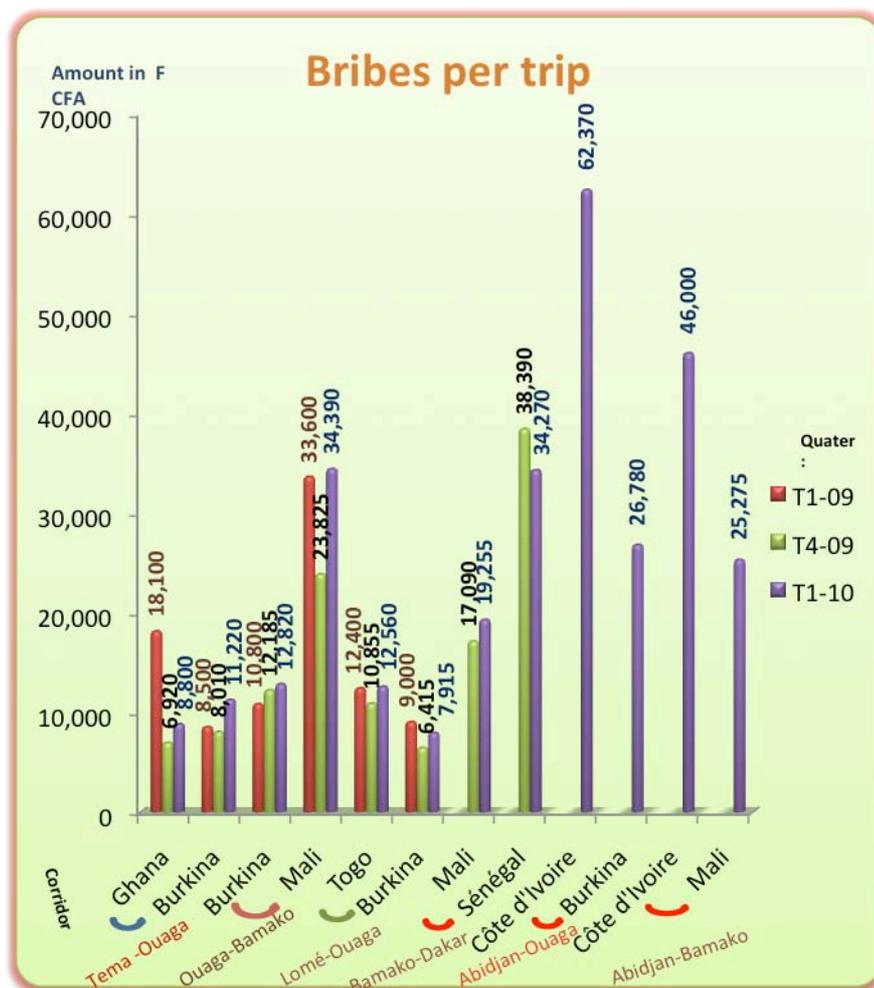
| Distance | Corridor | Average bribes paid per trip | | | Average bribes paid per 100 km | | | Change |
|----------|---------------------|------------------------------|--------|--------|--------------------------------|-------|-------|-------------|
| | | Q1-09 | Q4-09 | Q1-10 | Q1-09 | Q4-09 | Q1-10 | 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

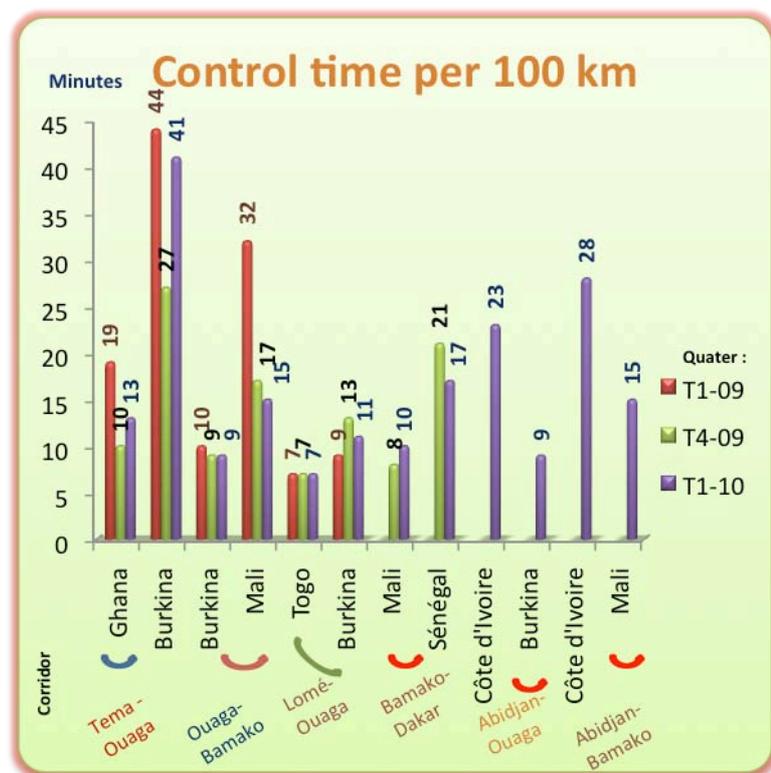
Delays decreased by 5.6% compared to the previous quarter on all of the corridors taken together.

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 !!!

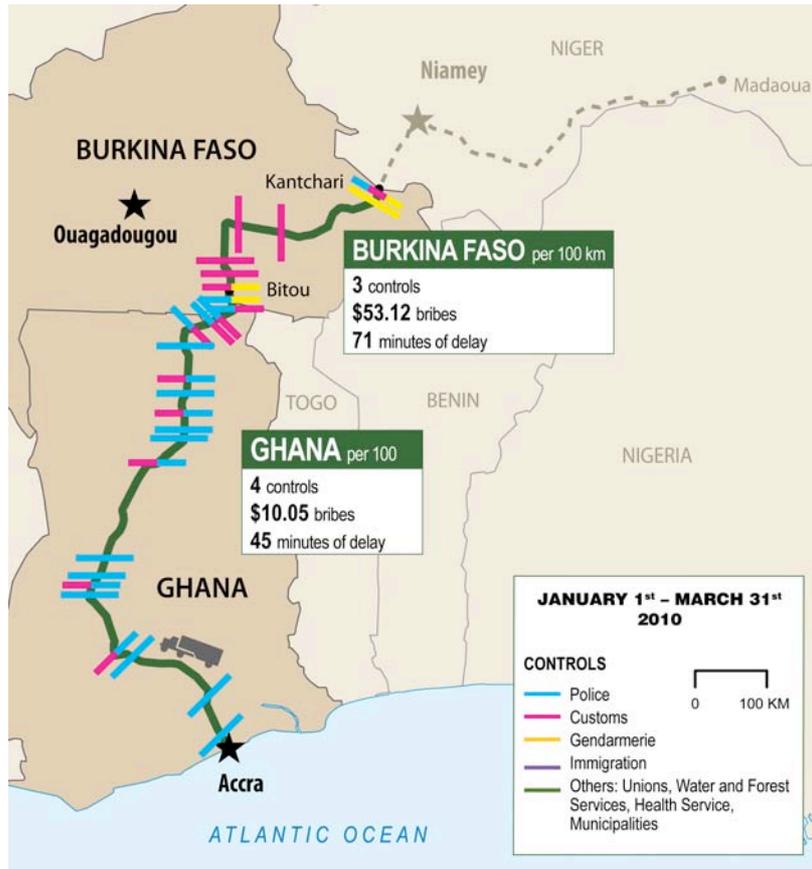
ANNEX 1: Results table for surveys completed Jan. 1 to March 31, 2010

| 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

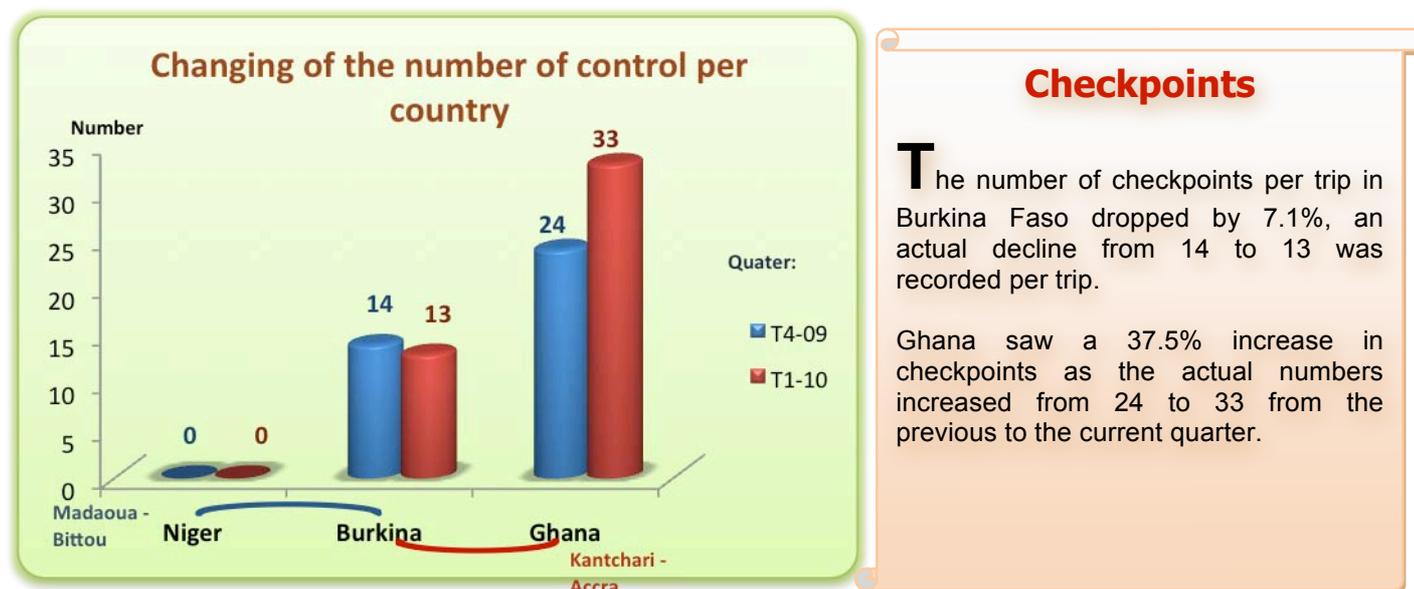
Compared to the previous quarter, road harassment has increased on the Onion Corridor. In particular, the number of checkpoints has increased by 8, or 21.05%, compared to the fourth quarter of 2009.

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

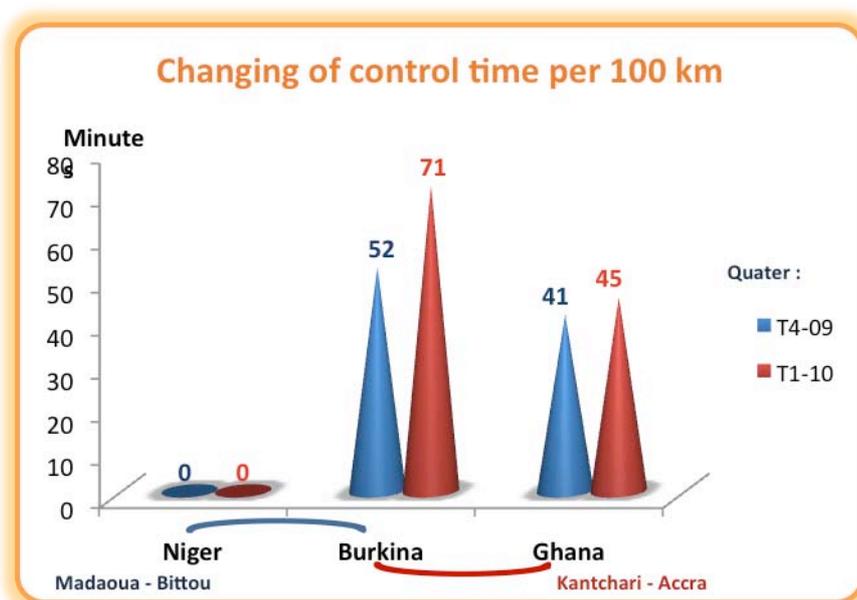
Delays have increased on the corridor since the previous quarter: a 20.45% increase in delays compared to Q4-09.

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.

IRTG National Coordinators

| Country | National Coordination | Coordinator |
|---------------|--|-----------------------------|
| Burkina Faso | Direction Générale des Transports Terrestres et Maritimes | Joachim D. Méda |
| Ghana | African and Regional Integration Bureau | Kingsley Karimu |
| Togo | Directeur Général des Transports | Fatonzoun I. Mawutoé |
| Mali | Direction Nationale des Transports Terrestres Maritimes et Fluviaux | Djibrill Tall |
| Senegal | Directeur des Transports | Drame Seck |
| Côte d'Ivoire | Directeur des Transports et de la Circulation | Veh Sodeh |

IRTG Focal Points

| Country | Host Institution | Director |
|---------------|--|--|
| Burkina Faso | Conseil Burkinabé des Chargeurs (CBC) | Ali Traoré, Directeur Général |
| Ghana | Ghana Shippers' Authority | Kofi M'biah, CEO |
| Togo | Chambre de Commerce et d'Industrie du Togo (CCIT) | Jonathan Fiawoo, Président |
| 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 |
| Côte d'Ivoire | Chambre de Commerce et d'Industrie du Togo (CCIC) | Mamadou SARR, Directeur Général |