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AGRIBUSINESS AND TRADE PROMOTION (USAID ATP)

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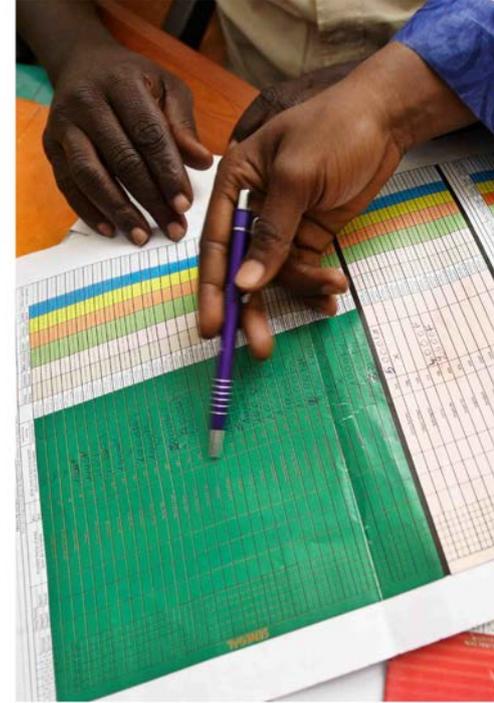
Submitted to: Danielle Kneuppel, COR
Agribusiness and Trade Promotion Project
USAID/WA
Accra, Ghana



Abt Associates Inc. ■ 4550 Montgomery Lane, Suite 800 North ■
Bethesda, Maryland 20814 ■ Tel: 301.347.5000 ■ Fax: 301.913.652.9061
■ www.abtassociates.com

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20th Road Governance Report UEMOA



This report presents information on checkpoints, bribes and delays based on data April 1 to June 30, 2012. The report includes two sections :

1 – The six corridors covered by the Improved Road Transport Governance initiative (IRTG): Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Dakar-Bamako, Abidjan-Ouagadougou and Abidjan-Bamako. The trucks in this initiative are in roadworthy condition and the drivers and cargoes are properly documented.

2 – The four corridors covered by the USAID ATP and E-ATP projects (Agribusiness and Trade Promotion and Enhanced Agribusiness and Trade Promotion): Kantchari-Accra, Fada N’Gourma-Parakou, Techiman-Kantchari, and Koutiala-Dakar.

Results of surveys during the second quarter of 2012

BORDERLESS

Removing trade barriers in West Africa

SECTION 1 – Improved Road Transport Governance initiative – results from corridors monitored by the USAID Trade Hub

Summary and Recommendations

Togo remains a model for the region as focus shifts to Customs

In 2011 the Togolese authorities issued a directive to remove all Police and Gendarmes fixed checkpoints in an effort to facilitate road transport. Surveys show this directive continues to be effectively implemented in the field, setting the stage for a possible mindset change that will prevent regression in the future. Efforts are now underway to push Customs to follow the example of the Police and the Gendarmerie and stop harassing drivers.

Mixed results in Ghana

Although the number of controls increased by 7% this quarter on the Tema-Paga corridor, bribes and delays decreased by 28% and 37% respectively. Therefore Ghana remains the second country with the highest number of controls throughout the region. On the other side, Ghana now collects the least bribes of the six countries monitored by the initiative.

Good performance confirmed in Côte d'Ivoire

The dramatic improvements observed over the last five quarters on the Abidjan-Pogo corridor continued this quarter. Bribes, which spiked in early 2011, have been reduced by 75% over the last 15 months! Despite this success, Côte d'Ivoire still has room for improvement as delays slightly increased this quarter and stakeholders continue to report harassment on the secondary axes of the country.

Burkina Faso is back on a good track

In April 2012, Burkinabè Customs announced measures to reduce harassment of drivers. Although the number of controls remained unchanged this quarter, a significant drop in bribes – 38% – and delays – 12% - has been observed. This is an encouraging sign and the Road Governance initiative will continue to monitor the situation to ensure the change is sustained.

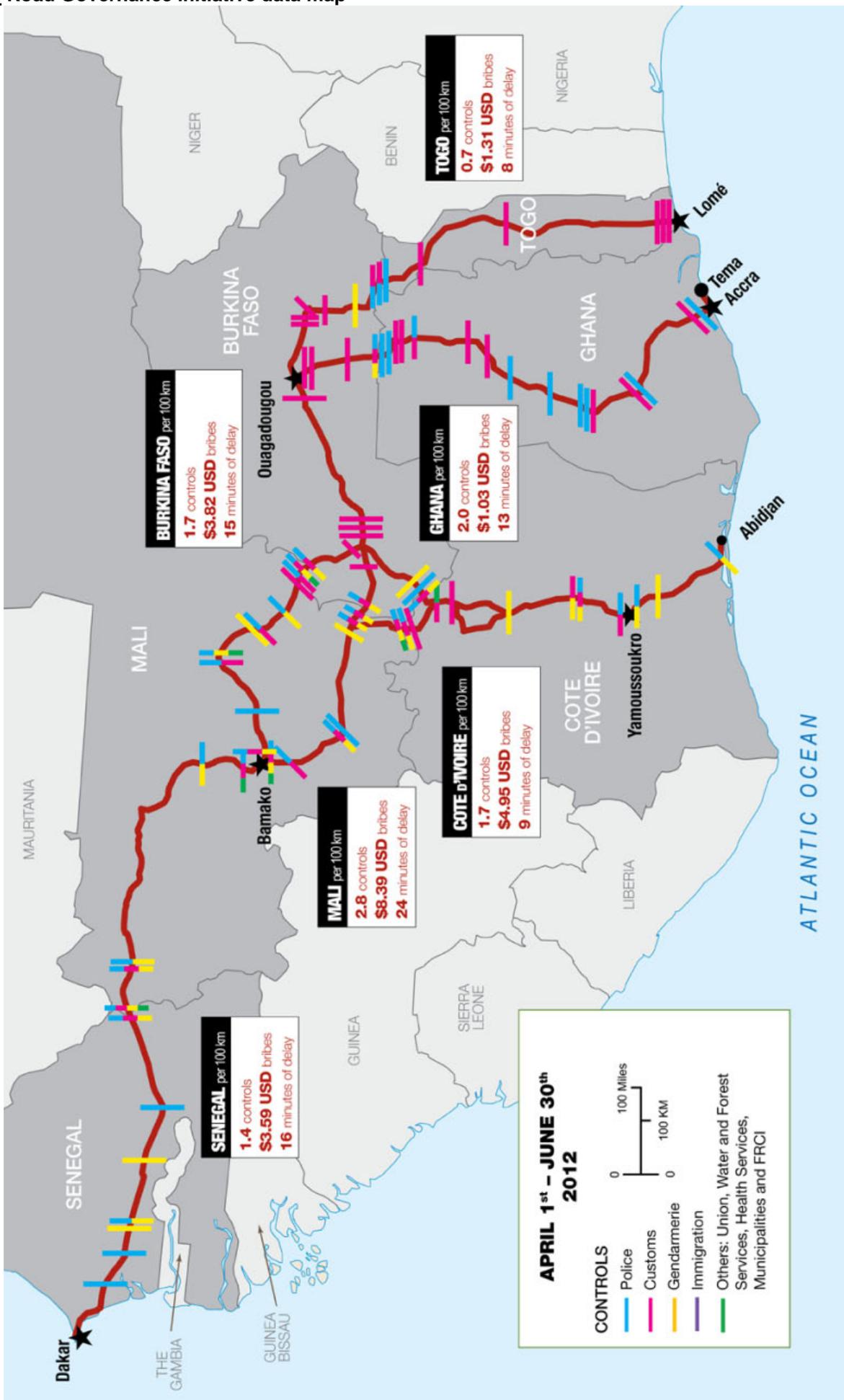
Good momentum for the Gendarmerie in Senegal

The number of stops and bribes continued to decrease this quarter in Senegal, due largely to the efforts of the Gendarmes. These efforts contributed to a yearly decrease in bribes of an impressive 50%! On a less positive note, a sharp increase in the delays due to the Police was observed, 68% of which occurred in Kidira, the border post with Mali.

Biggest concerns are still in Mali

Although bribes paid to each uniformed service decreased this quarter, Mali continues to collect the highest bribes in the region and is responsible for the largest number of controls and related delays. The survey also shows that the coup held in March didn't significantly impact harassment on the corridors monitored by the initiative, despite initial fears.

Figure 1: Road Governance initiative data map



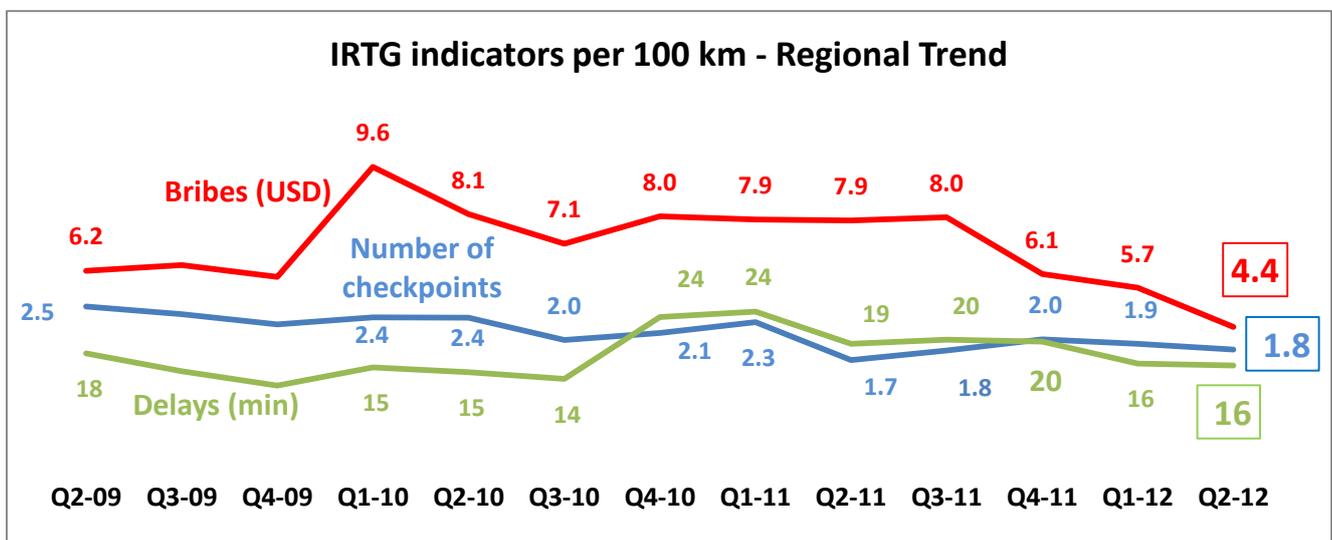
Introduction

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.

The objective of the Road Governance initiative is to promote good road transport governance on primary trade corridors: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Dakar-Bamako, Abidjan-Ouagadougou and Abidjan-Bamako.

General Trends

Figure 2 below illustrates the trend in indicators on the six corridors.



For the second quarter in a row, all primary indicators decreased this quarter. It is even more encouraging to notice that this decrease happened in almost every country monitored.

Compared the previous quarter's data (the 19th report), the number of controls has dropped by 5%, bribery has dropped by 21% and delays have dropped by 2%. Despite these improvements, bribes remain excessive: a legal truck will pay about USD 52 in bribes on average per trip.

I. Number of Controls

Overall, controls decreased in the region by 5% compared to last quarter. However, the Malian part of Bamako-Ouagadougou and Bamako-Abidjan corridors saw an increase in the number of stops: for instance, a legal truck is controlled 27 times on average between the Burkina Faso border of Heremakono and Bamako.

The **Bamako-Dakar** corridor now has the lowest density of controls of the corridors studied, with about 1.3 controls per 100 km. The **Bamako-Ouagadougou** corridor remains the busiest with 2.8 stops per 100 km in average.

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

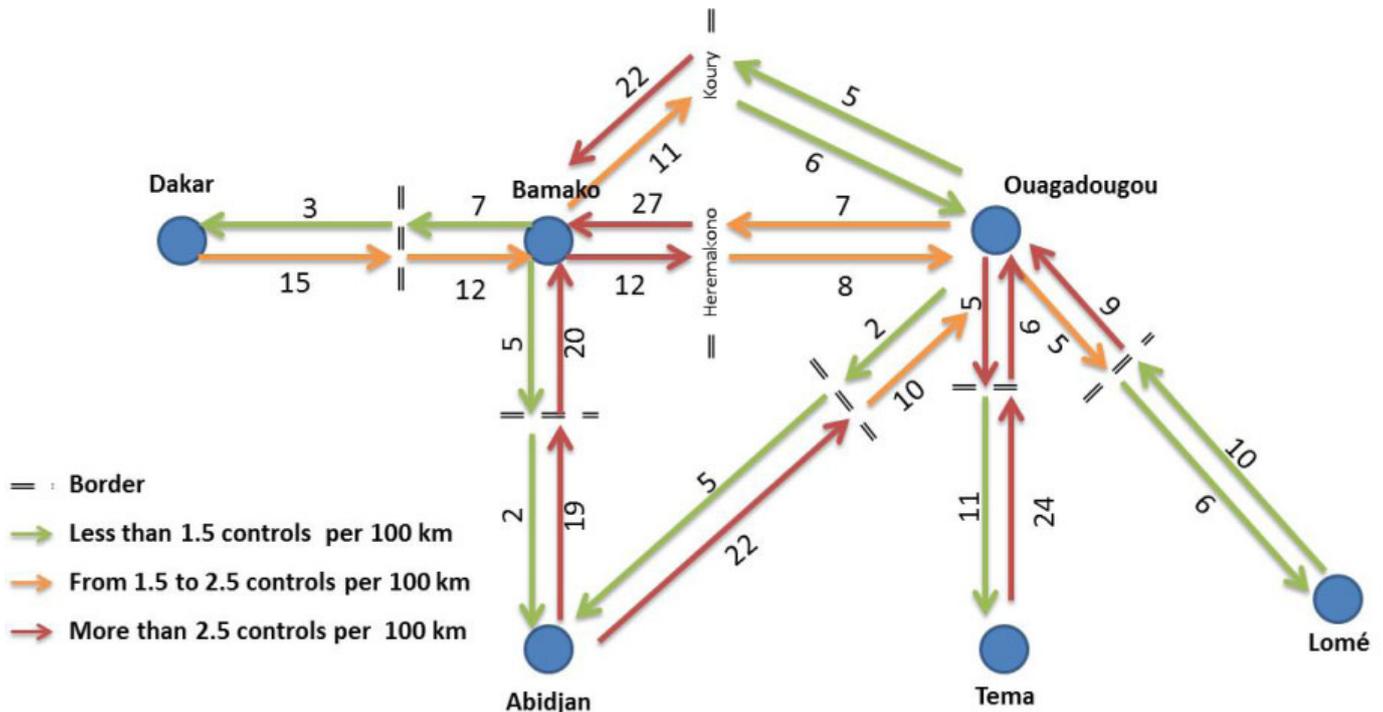
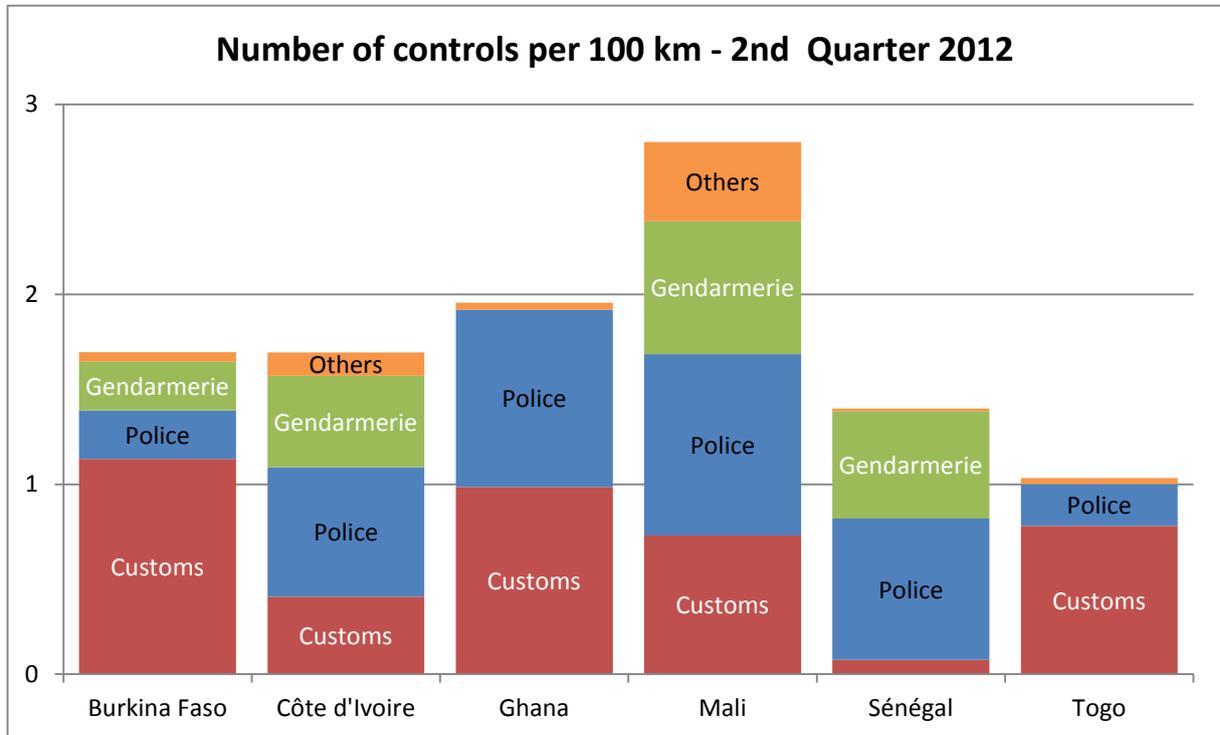


Table 1: Number of controls per trip, by corridor and sub-corridor

Corridor / Country	Number of controls per trip	Corridor / Country	Number of controls per trip
Bamako-Abidjan	7	Bamako-Dakar	10
Côte d'Ivoire	2	Mali	7
Mali	5	Sénégal	3
Abidjan-Bamako	39	Bamako-Ouaga via Kourou	17
Côte d'Ivoire	19	Burkina Faso	6
Mali	20	Mali	11
Abidjan-Ouaga	32	Ouaga-Bamako via Kourou	27
Burkina Faso	10	Burkina Faso	5
Côte d'Ivoire	22	Mali	22
Ouaga-Abidjan	7	Lomé-Ouagadougou	18
Burkina Faso	2	Burkina Faso	9
Côte d'Ivoire	5	Togo	10
Bamako-Ouaga via Hérémakono	19	Ouagadougou-Lomé	10
Burkina Faso	8	Burkina Faso	5
Mali	12	Togo	6
Ouaga-Bamako via Hérémakono	35	Ouagadougou-Tema	16
Burkina Faso	7	Burkina Faso	5
Mali	27	Ghana	11
Dakar-Bamako	27	Tema-Ouagadougou	30
Mali	12	Burkina Faso	6
Sénégal	15	Ghana	24

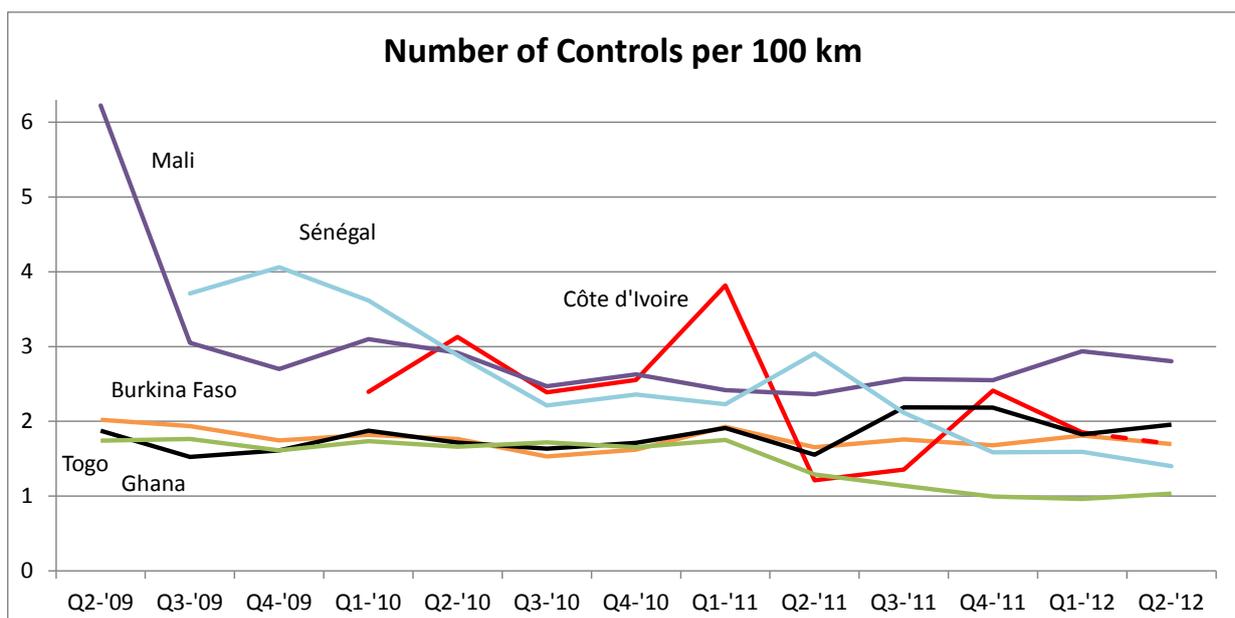
Mali continues to have the highest number of controls in spite of a decrease in the number of Gendarmes checkpoints this quarter. The situation is stable in **Côte d'Ivoire**, where a slight increase in Police checkpoints was balanced by a decrease in checkpoints by the army. In **Ghana**, it is regrettable to record an increase in Police checkpoints. In **Senegal**, Gendarmes have controlled fewer trucks this quarter. No major changes happened in **Burkina Faso** and **Togo** compared to the previous quarter.

Figure 4: Density of controls by country and by service



Ghana proved to be an unwelcome surprise this quarter with the highest increase in the number of controls in the region. Ghana now has the second highest number of controls, just behind **Mali**. The situation did not change in **Togo**, and in all other countries measured there are fewer checkpoints. The biggest drop was seen in **Senegal**, where the number of controls has consistently decreased for a year.

Figure 5: Trend in checkpoints per 100 km by country



II. Bribery

Perhaps a first in many months: bribery has decreased this quarter on every single corridor. The rankings did not change since last quarter: Bamako-Ouagadougou remains the corridor with the highest bribes – about USD 7 per 100 km – and Ouagadougou-Lomé continues to report the lowest illicit payments with about USD 2 per 100 km on average.

This quarter, 37% of the bribes were paid at border posts. Heremakono, a Malian border with Burkina Faso, recorded the highest average bribes, about USD 33 for a legal truck heading to Bamako. In contrast, at the Ghana-Burkina Faso border post of Paga, average bribes are only USD 2, although several sources mentioned that informal agents known as “Goro boys” are back.

Figure 6: Bribery per trip by corridor and sub-corridor

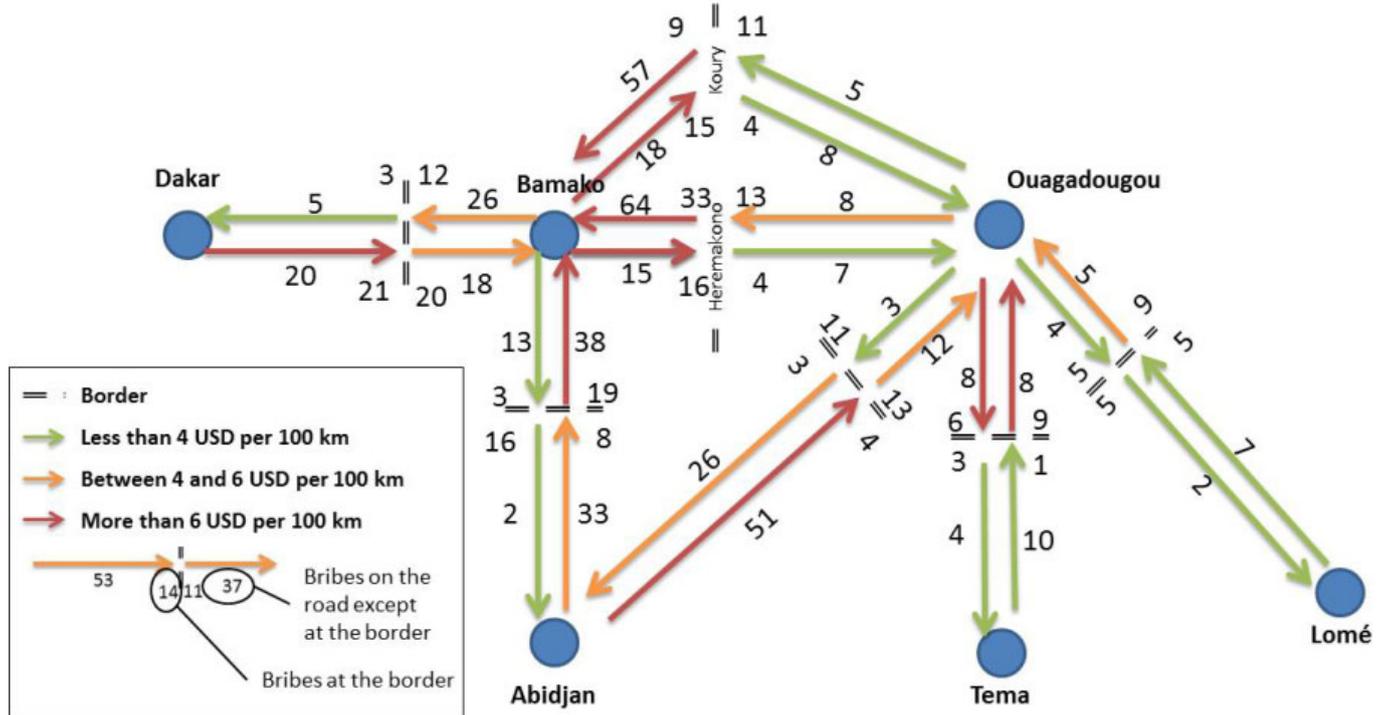
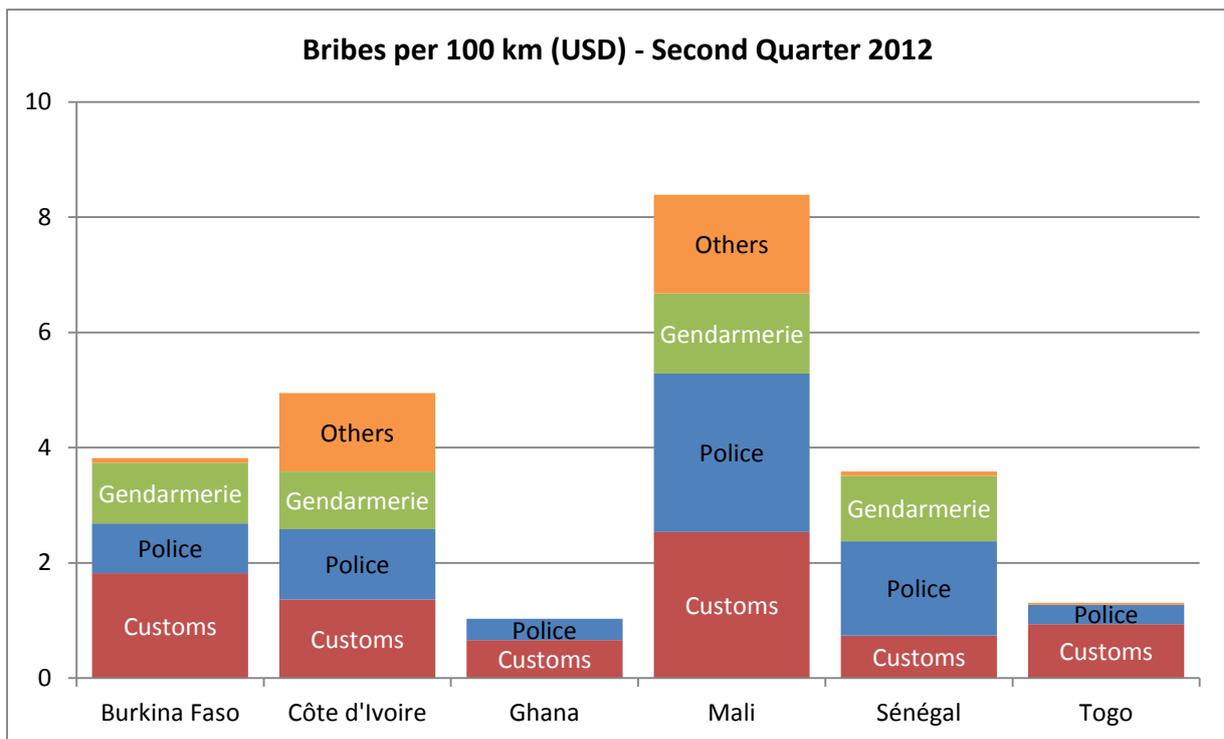


Table 2: Bribery per trip by corridor and sub-corridor

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)
Bamako-Abidjan	15	18	Bamako-Dakar	31	15
Côte d'Ivoire	2	16	Mali	26	12
Mali	13	3	Sénégal	5	3
Abidjan-Bamako	71	27	Bamako-Ouaga via Koury	26	18
Côte d'Ivoire	33	8	Burkina Faso	8	4
Mali	38	19	Mali	18	15
Abidjan-Ouaga	63	18	Ouaga-Bamako via Koury	61	20
Burkina Faso	12	13	Burkina Faso	5	11
Côte d'Ivoire	51	4	Mali	57	9
Ouaga-Abidjan	29	15	Lomé-Ouagadougou	12	14
Burkina Faso	3	11	Burkina Faso	5	9
Côte d'Ivoire	26	3	Togo	7	5
Bamako-Ouaga via Hérémakono	22	21	Ouagadougou-Lomé	6	10
Burkina Faso	7	4	Burkina Faso	4	5
Mali	15	16	Togo	2	5
Ouaga-Bamako via Hérémakono	72	45	Ouagadougou-Tema	12	9
Burkina Faso	8	13	Burkina Faso	8	6
Mali	64	33	Ghana	4	3
Dakar-Bamako	38	40	Tema-Ouagadougou	18	10
Mali	18	20	Burkina Faso	8	9
Sénégal	20	21	Ghana	10	1

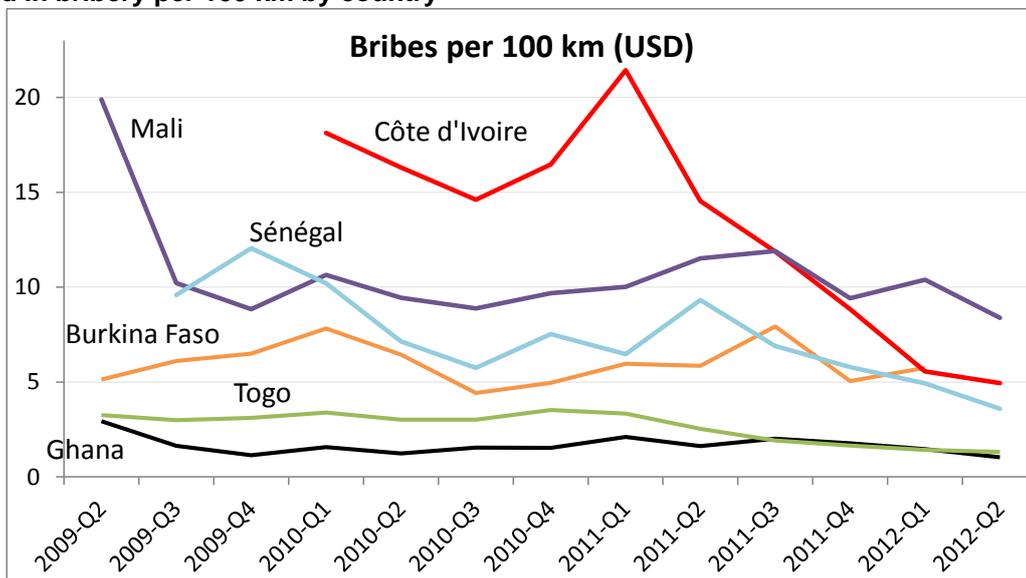
Although bribes paid to each uniformed service decreased this quarter, **Mali** remains the country with the highest level of bribery. **Côte d'Ivoire** comes in second and saw a slight decrease in the bribes from all types of agents. Good news comes from **Burkina Faso**, where the announcement from Customs to reduce harassment was followed by an important 38% drop of illicit payments. Interestingly, the number of controls remained the same, which shows a real effort by Customs officers to extract less money from drivers. This decrease is even higher for the trucks going to and coming from Abidjan or Bamako. Illicit payment to Gendarmes significantly dropped in **Senegal**, in line with the decrease of the checkpoints observed in the country. **Ghana** and **Togo** remain the best-in-class countries in the region.

Figure 7: Density of bribery by country and by service



It is interesting to note that bribes in **Ghana** dropped significantly despite the high level of controls. Ghanaian policemen and Customs officers are by far the most virtuous in the region, taking only small amounts from drivers compared to their francophone counterparts. While **Mali** entered a political crisis this quarter, bribes did not increase as feared.

Figure 8: Trend in bribery per 100 km by country



III. Delays

Overall, delays decreased by 2% since the previous quarter. Delays increased on two of the corridors monitored: **Bamako-Abidjan** and **Bamako-Dakar**. Bamako-Dakar became the corridor with the highest delays, averaging about 6 hours per trip for a legal truck. The Malian border post of Diboli, with an average waiting time of over an hour and a half, the longest in the region, contributed a large portion of the delays on this corridor.

For trucks carrying goods for export, the fastest corridors remain those going to **Abidjan**. For instance, there is only 30 minutes of cumulative waiting from Ouagadougou to Abidjan. For trucks carrying goods for import, **Lomé-Ouagadougou** continues to have the shortest delays: less than two hours. The fastest border remains the crossing between Burkina Faso and Côte d'Ivoire, with an average delay of 35 minutes.

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

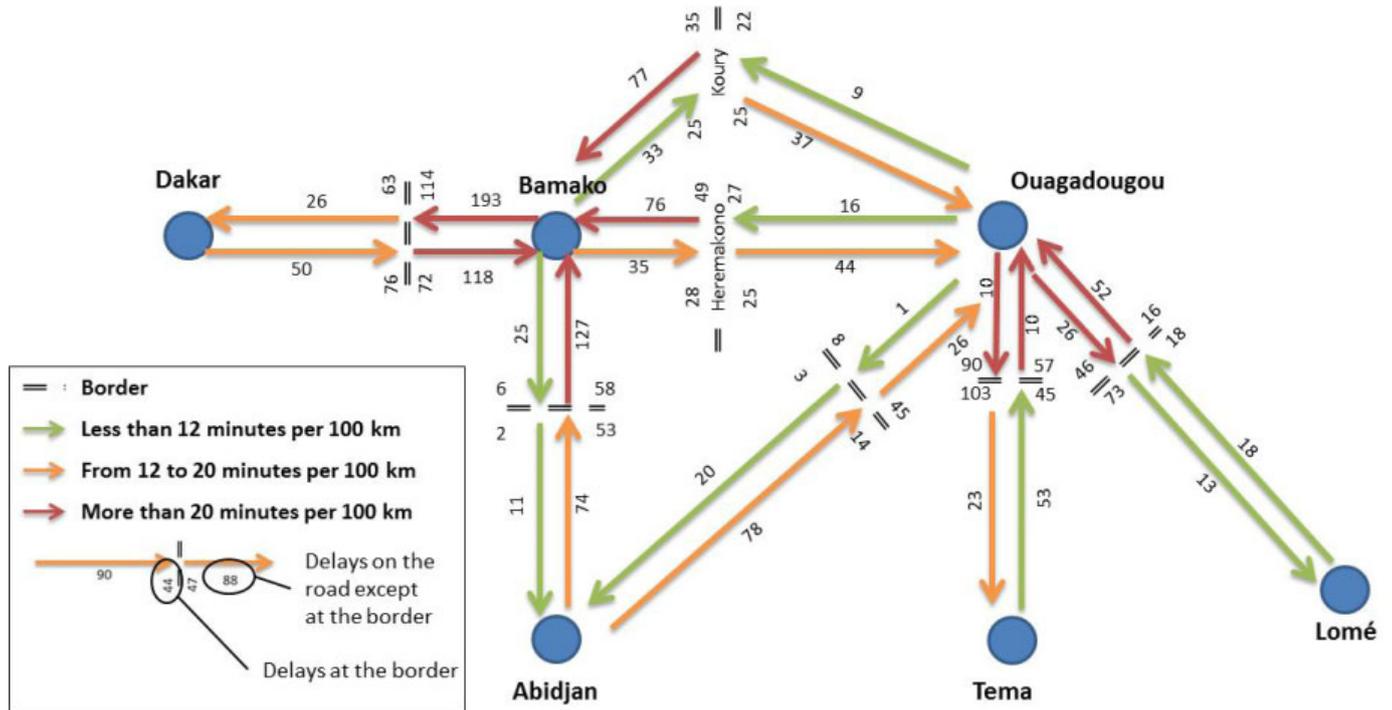
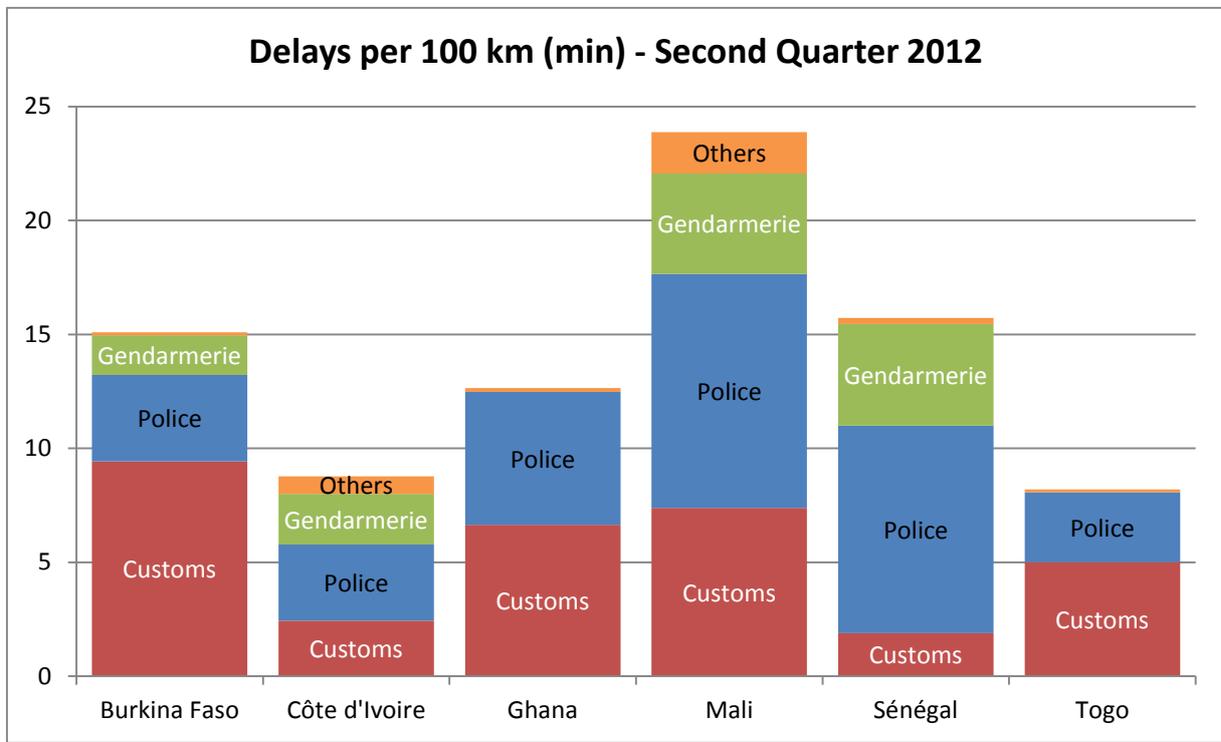


Table 3: Delays per trip (in minutes) by corridor and sub-corridor

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)
Bamako-Abidjan	36	8	Bamako-Dakar	218	177
Côte d'Ivoire	11	2	Mali	193	114
Mali	25	6	Sénégal	26	63
Abidjan-Bamako	201	111	Bamako-Ouaga via Koury	70	49
Côte d'Ivoire	74	53	Burkina Faso	37	25
Mali	127	58	Mali	33	25
Abidjan-Ouaga	104	59	Ouaga-Bamako via Koury	86	57
Burkina Faso	26	45	Burkina Faso	9	22
Côte d'Ivoire	78	14	Mali	77	35
Ouaga-Abidjan	21	11	Lomé-Ouagadougou	71	34
Burkina Faso	1	8	Burkina Faso	52	16
Côte d'Ivoire	20	3	Togo	18	18
Bamako-Ouaga via Hérémakono	78	53	Ouagadougou-Lomé	39	119
Burkina Faso	44	25	Burkina Faso	26	46
Mali	35	28	Togo	13	73
Ouaga-Bamako via Hérémakono	92	76	Ouagadougou-Tema	33	192
Burkina Faso	16	27	Burkina Faso	10	90
Mali	76	49	Ghana	23	103
Dakar-Bamako	168	147	Tema-Ouagadougou	62	101
Mali	118	72	Burkina Faso	10	57
Sénégal	50	76	Ghana	53	45

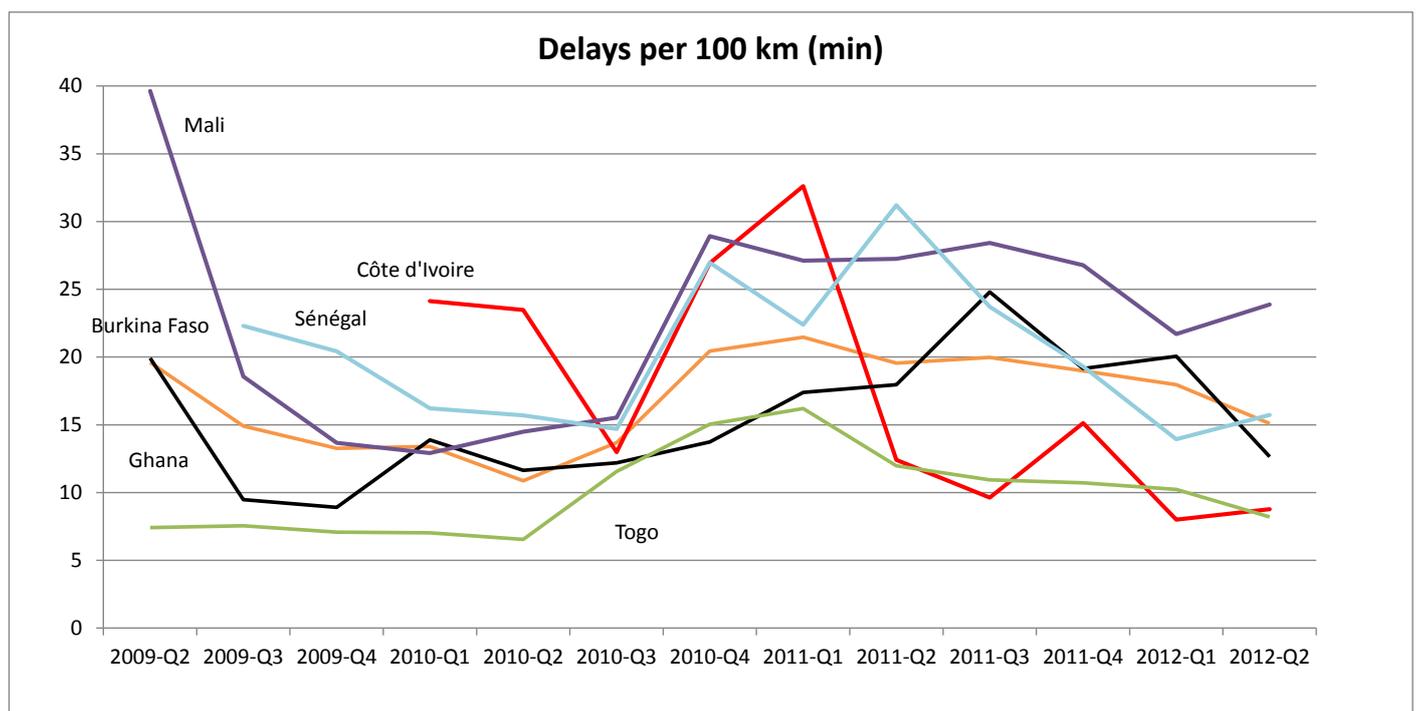
Delays increased in **Mali** this quarter because of Customs and the Police. As a result, the longest delays are still observed in this country. In **Senegal** delays due to the Police also increased, making it home to the second highest delays in the region. To a lesser extent delays also increased in **Côte d'Ivoire**, which is no longer the best-in-class country, outpaced by **Togo**. Delays decreased in all the other countries.

Figure 10: Responsibility for delays, by country and uniformed service



Note: When more than one service operates a checkpoint, the delay is equally divided among them.

Figure 11: Change in delays per 100 km by country



Methodology, objectives and acknowledgements

The indicators reported from the surveys are defined as follows:

- The number of controls is the average number of stops drivers experience imposed by a given uniformed service, excluding voluntary stops by drivers to eat or sleep
- Delays are the total time spent at a checkpoint, excluding voluntary pauses (to eat, rest, pray, etc.)
- Bribery refers to illegal sums taken from drivers by agents of uniformed services. Bribes taken by other actors, such as freight forwarders, are not included. National averages are calculated according to the length of each corridor

Although the USAID Trade Hub and the USAID ATP/E-ATP projects report the same indicators, the methodology each project uses varies in important ways. Trucks monitored by the USAID Trade Hub haul all types of goods and are completely legal, with proper documentation for both the driver and the cargo; further, the truck itself must be roadworthy; in effect, trucks followed by the USAID Trade Hub should not be harassed at all. By comparison, trucks monitored by the ATP/E-ATP project haul specific types of goods, including perishable food staples, which correspond to the value chains studied by the project. These trucks and their cargoes are not always in conformity with applicable laws. These differences explain why this quarter in Burkina Faso, a truck monitored by the USAID Trade Hub paid about 2,000 FCFA per 100 km (about USD 10) while a truck monitored by ATP paid about 12,000 FCFA per 100 km (about USD 60).

The UEMOA, USAID Trade Hub and USAID ATP/E-ATP teams highlight the most representative results of the surveys and key aspects of road governance in West Africa while adhering to valid statistical analysis.

The quarterly report aims to raise awareness among policymakers and leaders at the highest levels of the public and private sectors and in civil society in order to increase trade in a sustainable and profitable manner.

This report presents results based on surveys collected from April 1 and June 30, 2012.

The road governance initiative expresses its gratitude to all of the stakeholders who contributed to the production of the report: the truck drivers who completed survey forms, transporters and unions, the focal points and national coordinators, the media and civil society organizations.

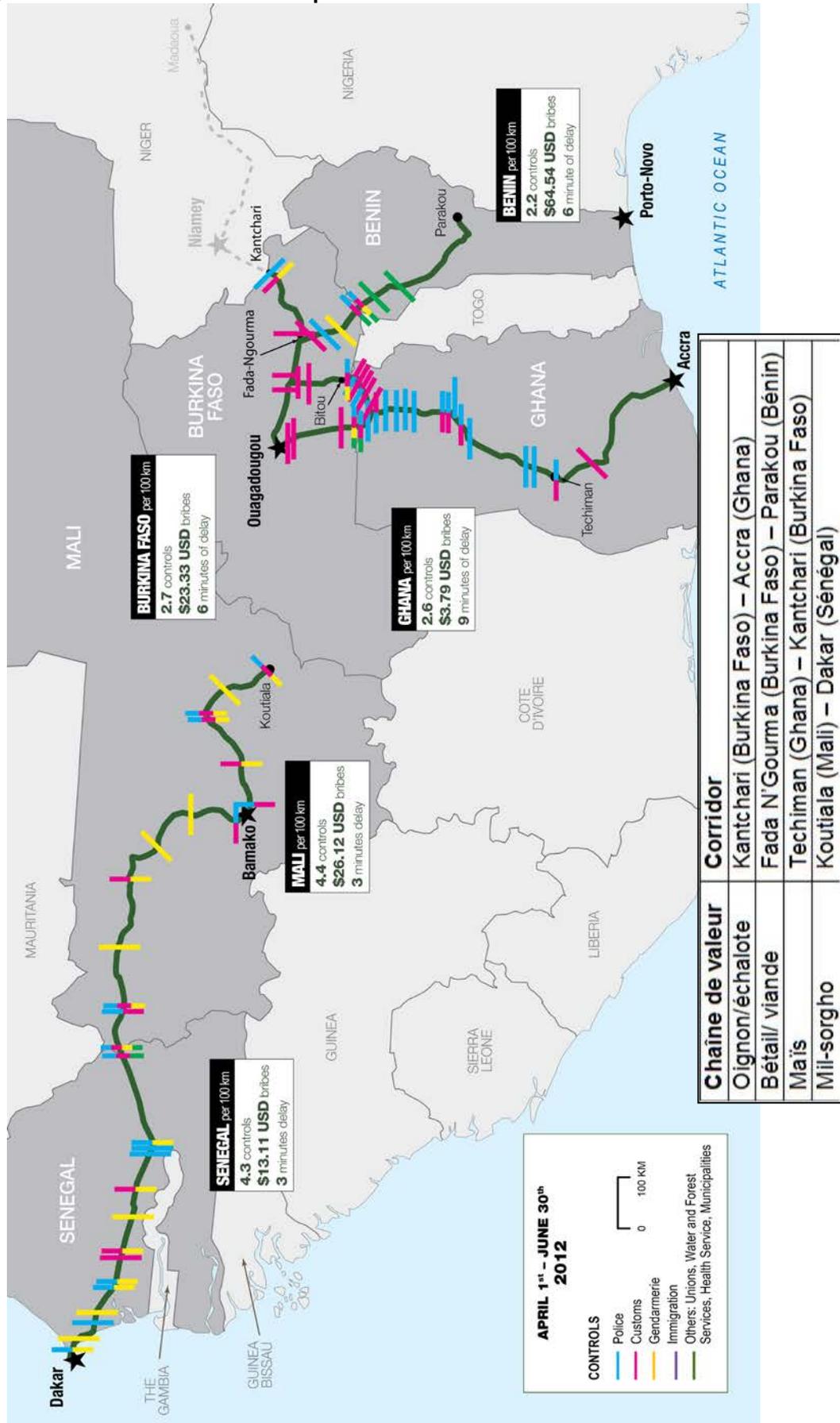
ANNEX 1: Source data, April 1, 2011 to June 30, 2012

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	Total	Ratio per 100 km
Abidjan-Bamako	Q2-2012	92	1174	10.1	4.8	6.9	1.1	22.9	1.9	14,388	3,880	5,628	5,317	29,214	2,488	115	10
	Q1-2012	97	1174	7.0	0.5	3.3	13.9	24.6	2.1	9,283	6,461	6,054	59,116	80,914	6,892	234	20
	Q2-2011	73	1174	7.2	1.7	5.7	17.4	32.0	2.7	6,903	8,271	7,704	58,965	81,843	6,971	243	21
Côte d'Ivoire	Q2-2012	92	710	4.8	1.8	3.4	0.4	10.4	1.5	5,041	2,866	3,156	3,890	14,953	2,106	70	10
	Q1-2012	97	710	2.1	0.1	1.5	12.9	16.5	1.4	2,688	319	1,701	56,983	61,692	8,689	136	19
	Q2-2011	73	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
Mali	Q2-2012	92	464	5.3	3.0	3.5	0.7	12.5	2.7	9,347	1,014	2,472	1,428	14,261	3,074	45	10
	Q1-2012	97	464	4.9	0.4	1.8	1.0	8.1	1.7	6,596	6,141	4,353	2,132	19,222	4,143	98	21
	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
Abidjan-Ouaga	Q2-2012	106	1263	5.9	7.8	4.4	1.5	19.5	1.5	7,550	10,618	7,060	10,661	35,889	2,842	98	8
	Q1-2012	80	1263	4.1	5.7	3.3	12.4	25.5	2.0	5,694	7,468	4,395	29,952	47,508	3,762	296	23
	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
Burkina Faso	Q2-2012	106	517	1.1	3.9	0.9	0.1	6.0	1.2	3,481	3,360	2,754	4,432	14,027	2,713	40	8
	Q1-2012	80	517	1.1	4.6	1.0	0.5	7.3	1.4	2,661	5,194	2,306	839	11,000	2,128	80	15
	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
Côte d'Ivoire	Q2-2012	106	746	4.8	4.0	3.4	1.4	13.5	1.8	4,068	7,259	4,306	6,229	21,862	2,931	58	8
	Q1-2012	80	746	3.0	1.0	2.3	11.9	18.2	2.4	3,032	2,274	2,089	29,113	36,508	4,894	216	29
	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
Bamako-Dakar	Q2-2012	108	1476	9.3	3.0	6.1	0.1	18.4	1.2	13,741	11,626	6,203	4,849	31,833	2,157	355	24
	Q1-2012	124	1476	10.3	2.5	12.9	2.5	28.1	1.9	18,934	8,831	15,977	3,573	47,314	3,206	441	30
	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
Mali	Q2-2012	108	794	4.4	2.4	2.4	0.0	9.2	1.2	8,037	9,047	2,250	2,470	19,334	2,435	248	31
	Q1-2012	124	794	4.0	2.1	4.0	1.5	11.7	1.5	7,828	7,186	4,552	1,540	21,105	2,658	250	31
	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
Sénégal	Q2-2012	108	682	4.9	0.5	3.7	0.1	9.2	1.4	5,704	2,579	3,953	2,379	12,499	1,833	107	16
	Q1-2012	124	682	6.3	0.4	8.9	0.9	16.5	2.4	11,107	1,645	11,425	2,033	26,209	3,843	191	28
	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
Bamako-Ouaga via Heremakono	Q2-2012	25	934	5.9	9.9	6.0	5.3	27.1	2.9	8,938	11,488	7,425	12,850	40,700	4,358	150	16
	Q1-2012	121	934	6.5	9.2	5.9	6.5	28.2	3.0	12,098	20,730	8,064	12,476	53,369	5,714	234	25
	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
Burkina Faso	Q2-2012	25	502	1.0	5.2	1.0	0.4	7.5	1.5	1,488	4,250	1,938	200	7,875	1,569	56	11
	Q1-2012	121	502	1.0	4.6	0.6	1.6	7.8	1.5	1,887	7,588	966	2,848	13,289	2,647	65	13
	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
Mali	Q2-2012	25	432	4.9	4.7	5.0	4.9	19.5	4.5	7,450	7,238	5,488	12,650	32,825	7,598	94	22
	Q1-2012	121	432	5.6	4.6	5.3	4.9	20.5	4.7	10,211	13,142	7,098	9,628	40,079	9,278	168	39
	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
Bamako-Ouaga via Koury	Q2-2012	24	1035	5.8	8.5	4.4	3.3	22.0	2.1	9,482	11,439	6,224	4,766	31,911	3,083	131	13
	Q1-2012	85	1035	6.5	9.2	5.9	6.5	28.2	2.7	12,098	20,730	8,064	12,476	53,369	5,156	234	23
	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
Burkina Faso	Q2-2012	24	488	0.7	3.6	0.8	0.4	5.6	1.1	1,042	3,753	1,647	250	6,692	1,371	47	10
	Q1-2012	85	488	1.0	4.6	0.6	1.6	7.8	1.6	1,887	7,588	966	2,848	13,289	2,723	65	13
	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
Mali	Q2-2012	24	547	5.1	4.9	3.5	2.9	16.5	3.0	8,439	7,687	4,576	4,516	25,218	4,610	85	15
	Q1-2012	85	547	5.6	4.6	5.3	4.9	20.5	3.7	10,211	13,142	7,098	9,628	40,079	7,327	168	31
	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
Ouagadougou-Lomé	Q2-2012	208	1020	2.6	10.6	1.0	0.2	14.4	1.4	2,741	6,149	1,984	134	11,008	1,079	122	12
	Q1-2012	208	1020	5.0	8.7	3.2	1.9	18.8	1.8	5,948	6,623	4,453	2,514	19,539	1,916	181	18
	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
Burkina Faso	Q2-2012	208	274	1.0	4.8	1.0	0.0	6.8	2.5	1,458	2,574	1,984	-	6,016	2,196	61	35
	Q1-2012	208	274	1.0	3.6	1.0	0.8	6.3	2.3	1,453	3,045	1,919	1,197	7,614	2,779	79	29
	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
Togo	Q2-2012	208	746	1.6	5.8	0.0	0.2	7.6	1.0	1,283	3,575	-	134	4,992	669	61	8
	Q1-2012	208	746	4.0	5.1	2.2	1.1	12.4	1.7	4,496	3,578	2,534	1,317	11,924	1,598	101	14
	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
Ouagadougou-Tema	Q2-2012	59	1057	14.0	14.7	1.0	0.7	30.3	2.9	4,218	7,525	2,367	-	14,110	5,401	164	49
	Q1-2012	78	1057	8.9	11.5	1.0	1.9	23.3	2.2	6,635	7,623	2,519	2,116	18,894	1,787	245	23
	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
Burkina Faso	Q2-2012	59	176	1.0	4.4	1.0	0.0	6.4	3.6	1,306	4,684	2,367	-	8,357	4,748	66	38
	Q1-2012	78	176	0.9	3.4	1.0	1.0	6.3	3.6	1,558	3,981	2,519	1,558	9,617	5,464	121	69
	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
Ghana	Q2-2012	59	881	13.0	10.3	0.0	0.7	24.0	2.7	2,912	2,841	-	-	5,753	653	98	11
	Q1-2012	78	881	8.1	8.1	0.0	0.9	17.0	1.9	5,077	3,642	-	558	9,277	1,053	124	14
	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

Note: The currency used in the analysis is the Franc CFA (XOF). In the second quarter of 2012, 1 GHS was equivalent to 273 FCFA; equivalent to 293 FCFA in the first quarter of 2012; and equivalent to 302 FCFA during the second quarter of 2011.

SECTION 2 – Road governance practices on corridors monitored by the USAID ATP and E-ATP projects

Figure 12: Road governance ATP/E-ATP data map



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. Since the beginning of 2012, they focus on five value chains (maize, onions/shallots, livestock/meat, millet/sorghum, and rice) along the transport corridors linking production zones to consumer markets in West Africa.

As well as the West Africa Trade Hub, USAID ATP and E-ATP projects conduct surveys on road harassments on four of the five value chains (see table below). The initiative targets the following corridors:

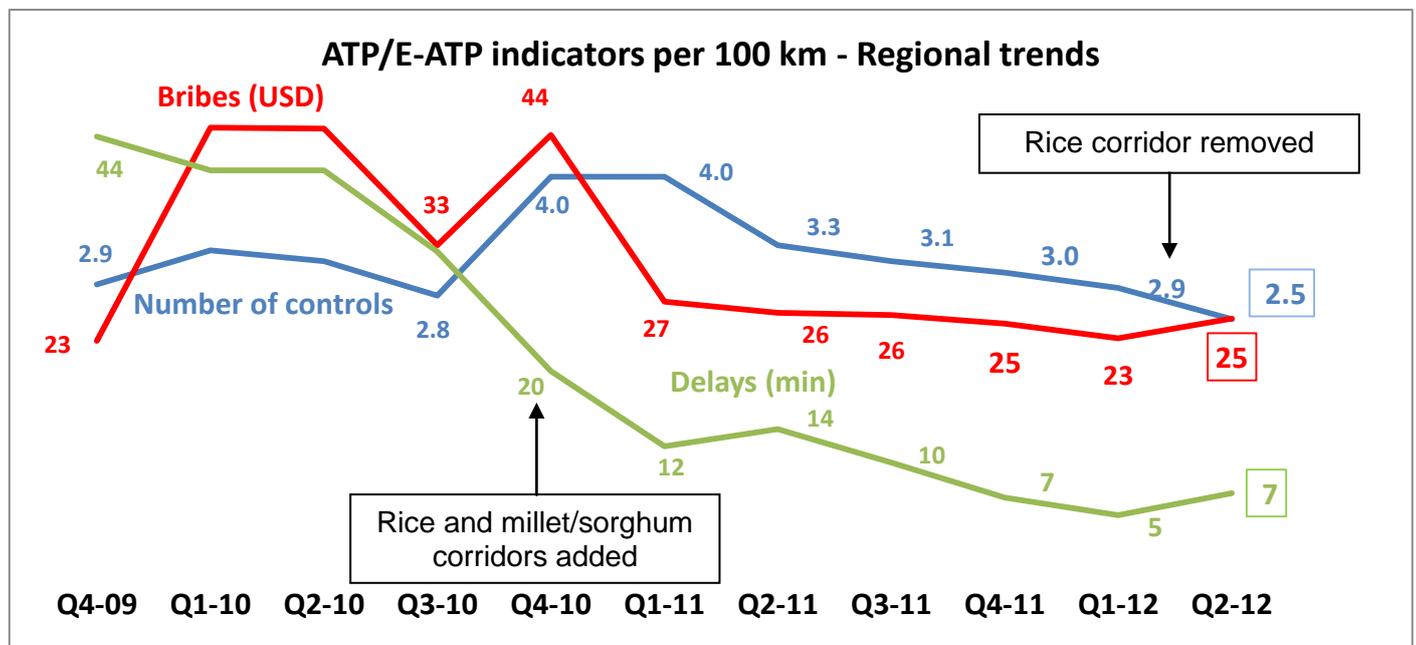
Value Chain	Corridor	Distance
Onion/shallot	Kantchari (Burkina Faso) – Accra (Ghana)	1,316 km
Livestock/meat	Fada N'Gourma (Burkina Faso) – Parakou (Benin)	469 km
Maize	Techiman (Ghana) – Kantchari (Burkina Faso)	976 km
Millet-sorghum	Koutiala (Mali) – Dakar (Senegal)	1,865 km

The movement of these agricultural goods along West African corridors remains difficult due to numerous checkpoints, high levels 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 below presents the trend for the indicators on the five corridors.



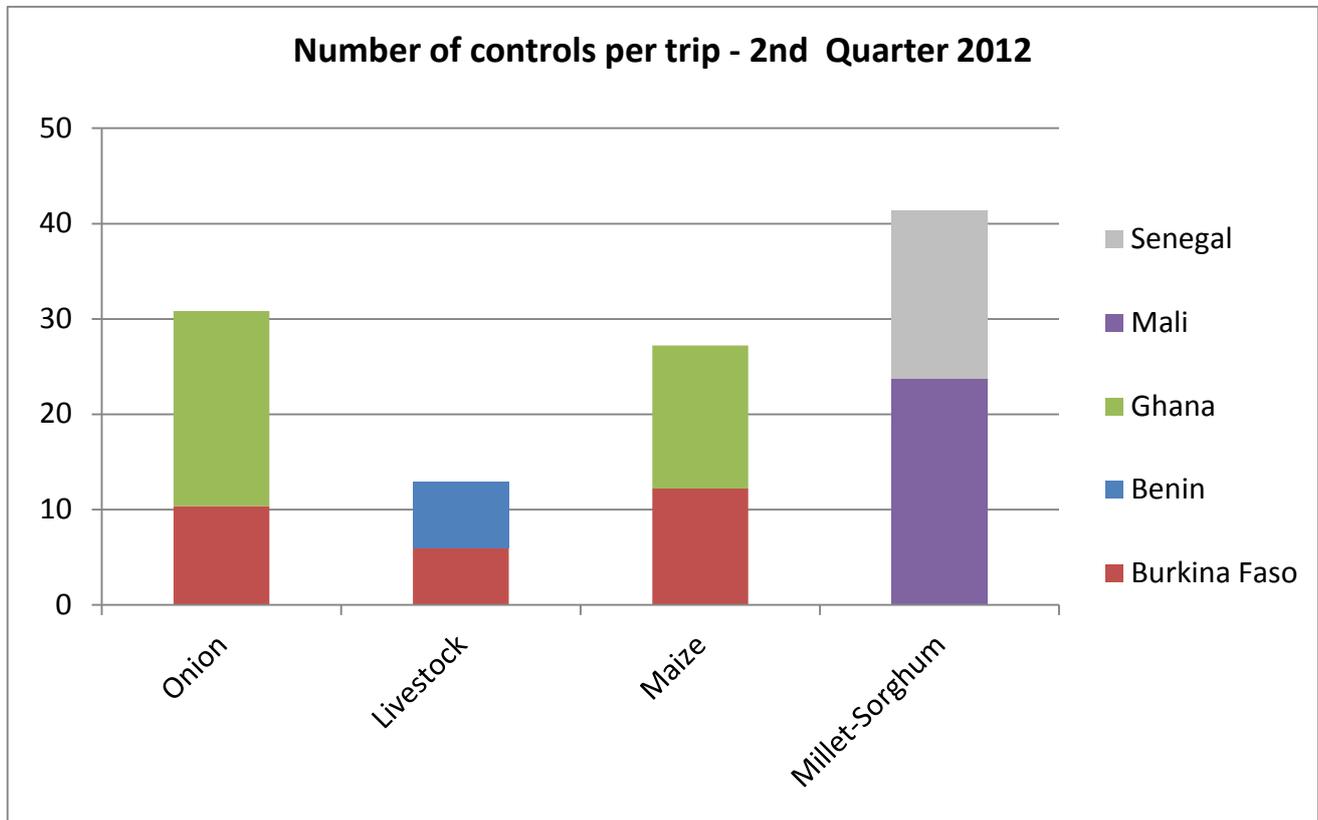
For the second quarter in a row, no data was collected on the rice corridor (Bama-Koutiala) due to the export ban imposed by the Burkina Faso government on cereals resulting from a bad harvest.

Of the three primary indicators, only the number of controls decreased during the second quarter. Bribes and delays increased, as shown on the chart above.

I. Number of Controls

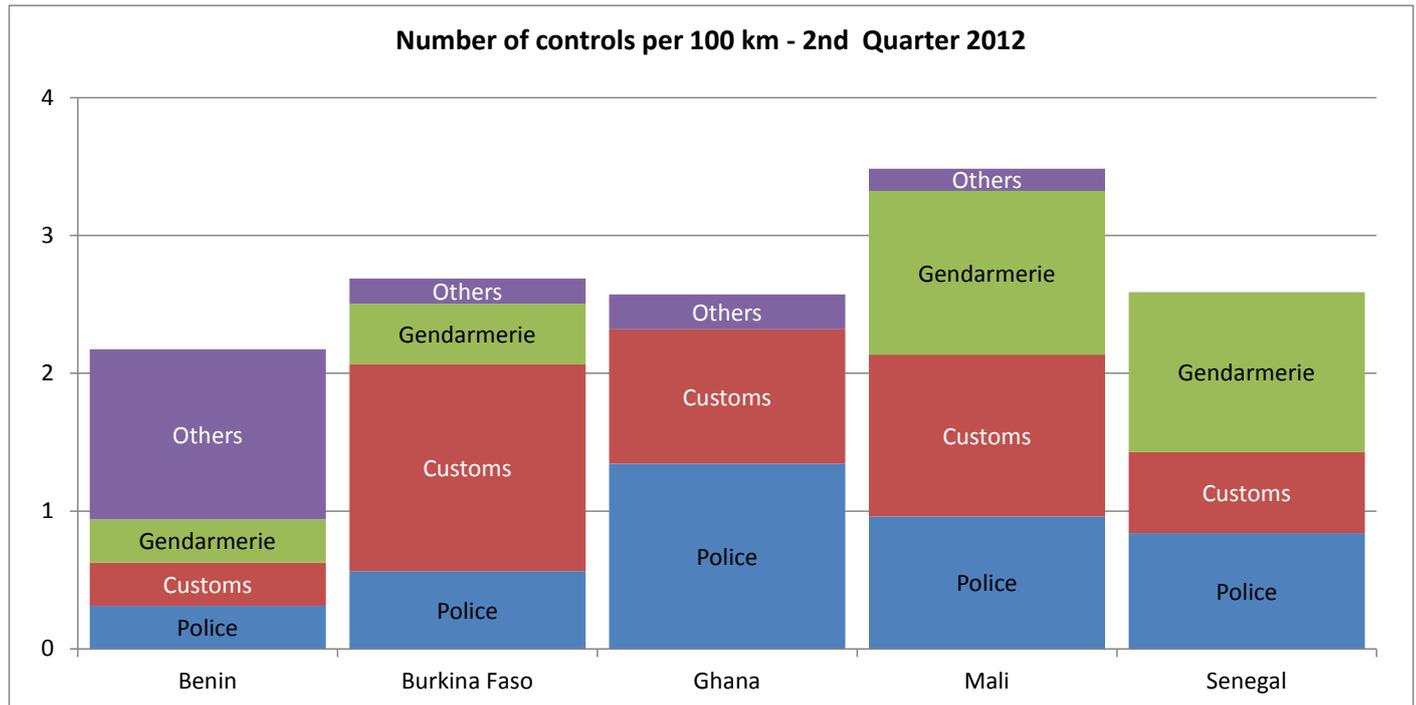
This quarter, the number of controls remained the same on the onion and livestock corridors. It dropped slightly on the maize corridor and, more significantly, by 34% on the millet/sorghum corridor. This decrease is due to a number of checkpoints being removed in both Mali (10 checkpoints removed) and Senegal (11 checkpoints removed).

Figure 14: Controls observed by trip and by corridor



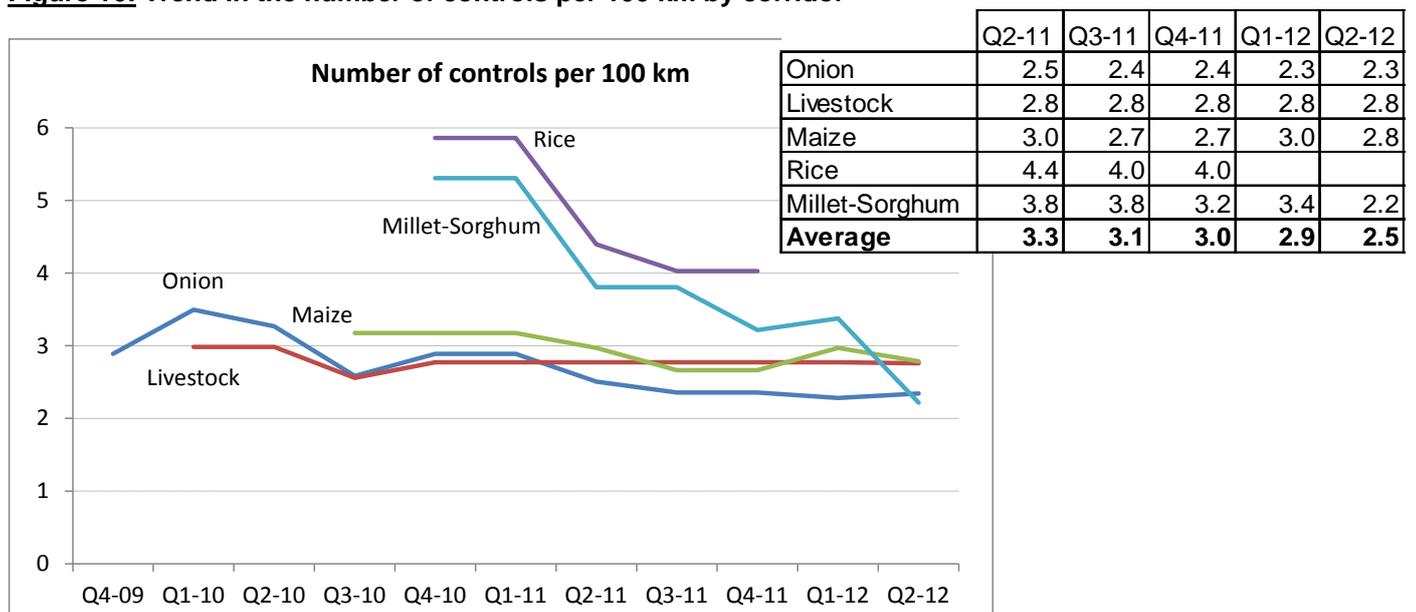
Corridor	Country	Number of controls per trip	
Kantchari-Accra <i>Onion</i>	Burkina Faso	10	31
	Ghana	20	
Fada-Parakou <i>Livestock</i>	Benin	7	13
	Burkina Faso	6	
Techiman-Kantchari <i>Maize</i>	Burkina Faso	12	27
	Ghana	15	
Koutiala-Dakar <i>Millet-Sorghum</i>	Mali	24	41
	Senegal	18	

Note: On the table above and the following ones, numbers may not add up because of rounding

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

	Police	Customs	Gendarmerie	Others	Total
Benin	0.3	0.3	0.3	1.2	2.2
Burkina Faso	0.6	1.5	0.4	0.2	2.7
Ghana	1.3	1.0	0.0	0.3	2.6
Mali	1.0	1.2	1.2	0.2	3.5
Senegal	0.8	0.6	1.2	0.0	2.6
<i>Weighted Average</i>	<i>0.9</i>	<i>1.1</i>	<i>0.6</i>	<i>0.2</i>	<i>2.8</i>

Among the five countries covered by the corridors studied, Mali has the highest number of controls per 100 km. – 3.5 stops per 100 km – while Benin has the lowest – 2.2 controls per 100 km. Customs officers are responsible for the majority of these controls. The millet/sorghum corridor now has the lowest density of controls.

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

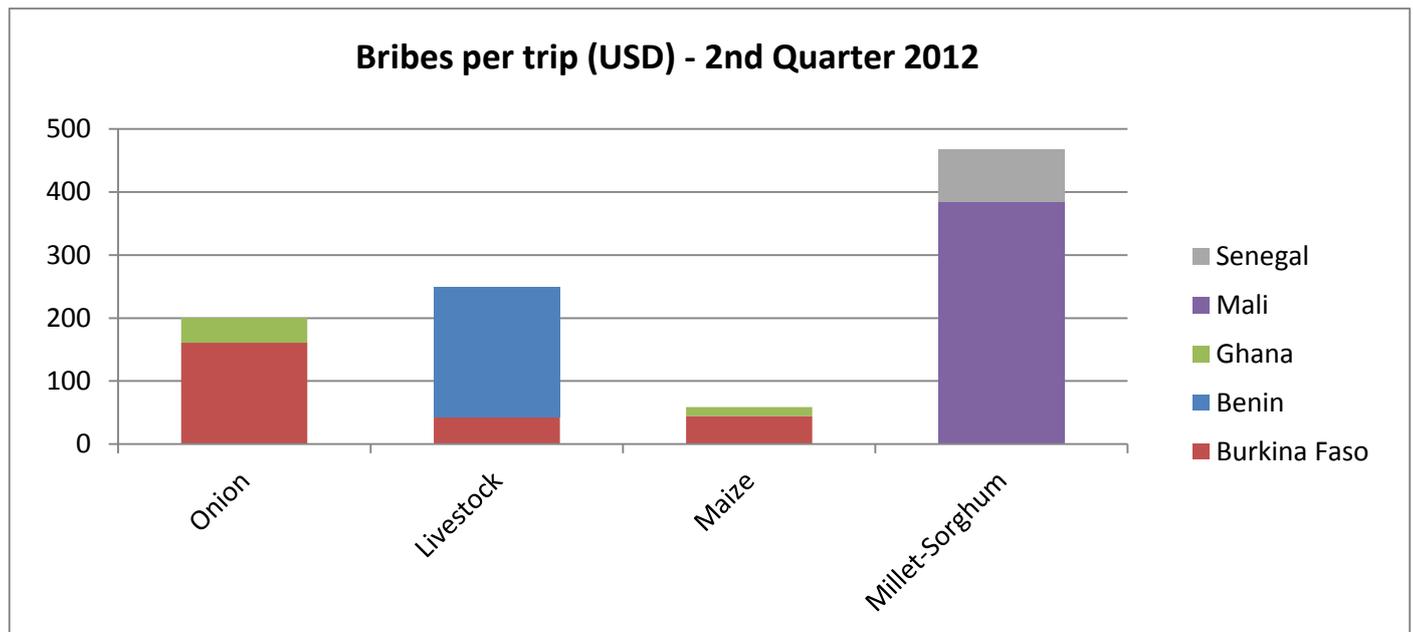
The average number of controls has constantly decreased since the first quarter of 2011.

II. Bribery

Bribery increased on every corridor this quarter. The highest amounts are paid on the millet/sorghum corridor, followed by the livestock corridor, while the biggest increases are seen on the maize and onion corridors.

The ranking of countries from largest bribes to smallest is: Benin, Mali, Burkina Faso, Senegal, and Ghana. Customs officers extort the most bribes, followed by Gendarmerie, Police, and the others.

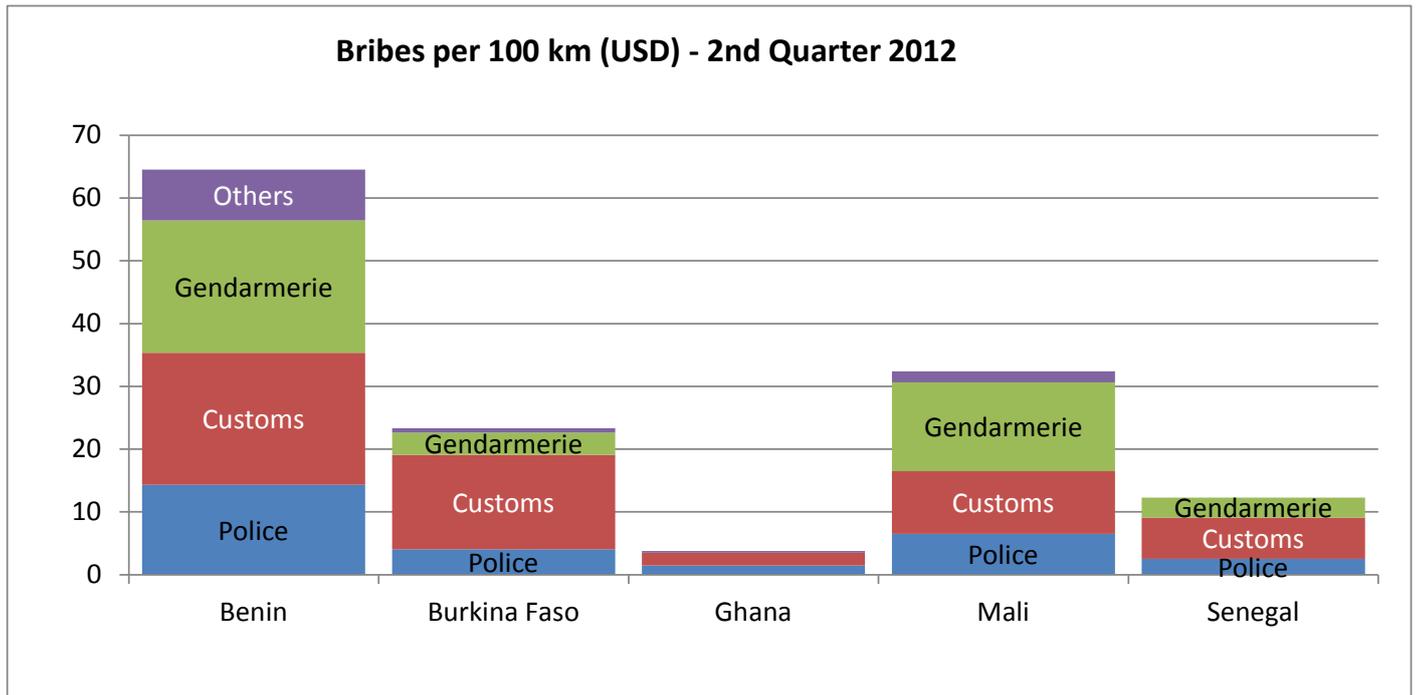
Figure 17: Bribery by trip and by corridor



Corridor	Country	Bribes per trip (USD)	Total
Kantchari-Accra <i>Onion</i>	Burkina Faso	161	200
	Ghana	40	
Fada-Parakou <i>Livestock</i>	Benin	206	249
	Burkina Faso	43	
Techiman-Kantchari <i>Maize</i>	Burkina Faso	44	59
	Ghana	15	
Koutiala-Dakar <i>Millet-Sorghum</i>	Mali	384	467
	Senegal	84	

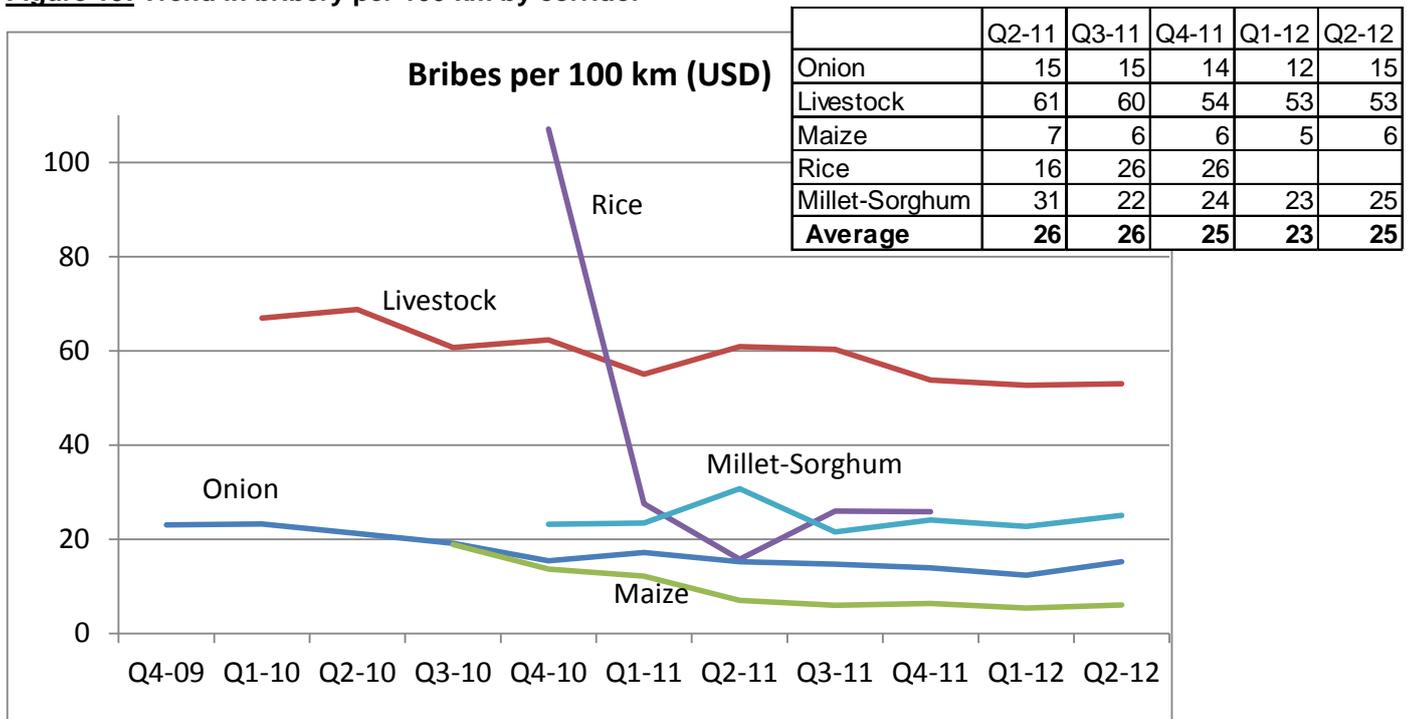
Average bribes on all the corridors increased by 9% since the last quarter. Benin still collects the most bribes, while Ghana continues to collect the least, maintaining its best-in-class position. In Mali and Burkina Faso the amount of bribes has increased since the previous quarter, while bribes decreased slightly in Senegal.

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



	Police	Customs	Gendarmerie	Others	Total
Benin	14	21	21	8	65 USD
Burkina Faso	4	15	4	1	23 USD
Ghana	1	2	-	0	4 USD
Mali	6	10	14	2	32 USD
Senegal	3	7	3	-	12 USD
<i>Weighted Average</i>	4	9	6	1	21 USD

Figure 19: Trend in bribery per 100 km by corridor



III. Delays

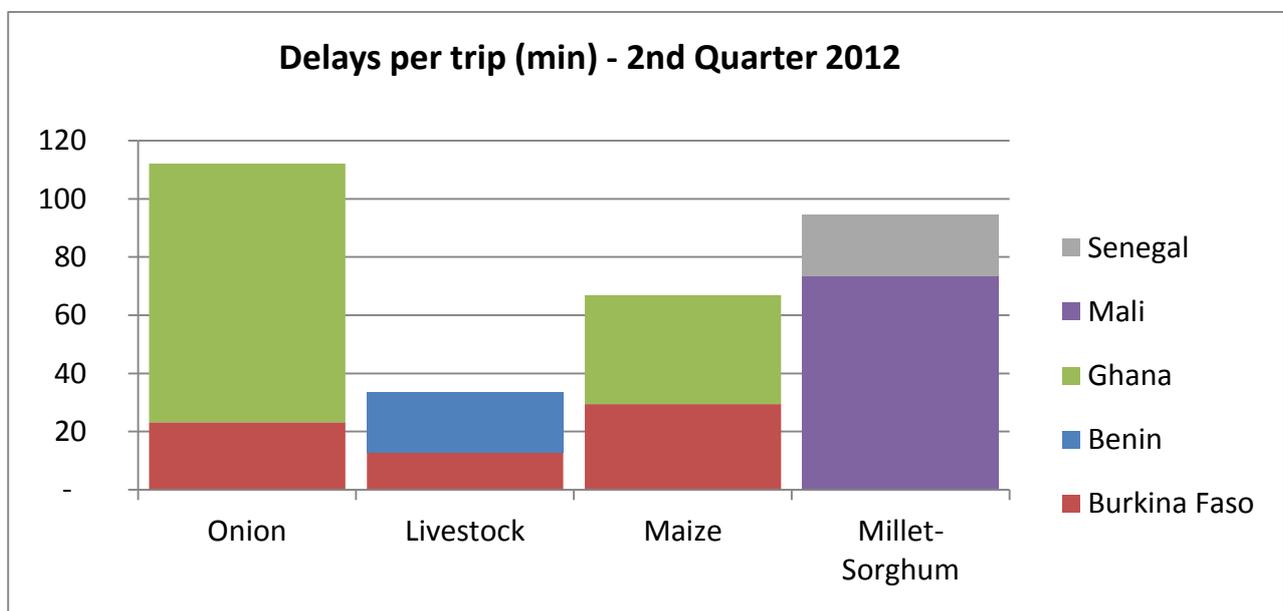
Delays on the corridors followed by ATP are in general much shorter than the ones observed on the corridors monitored by the Trade Hub. This is due to the fact that bribes are paid ahead of time, before the cargo arrives at a given checkpoint. This is especially true on the livestock and millet/sorghum corridors where bribes are higher (see charts above).

While delays increased this quarter on the livestock, maize, and millet/sorghum corridors, they remained stable on the onion corridor.

Highest delays per 100 km are observed on the onion corridor, followed by the millet/sorghum, maize and finally livestock corridors.

The longest delays occur in Ghana, followed Senegal and then Benin, Mali, and Burkina Faso, which all have similar delays.

Figure 20: Delays observed per trip and by corridor



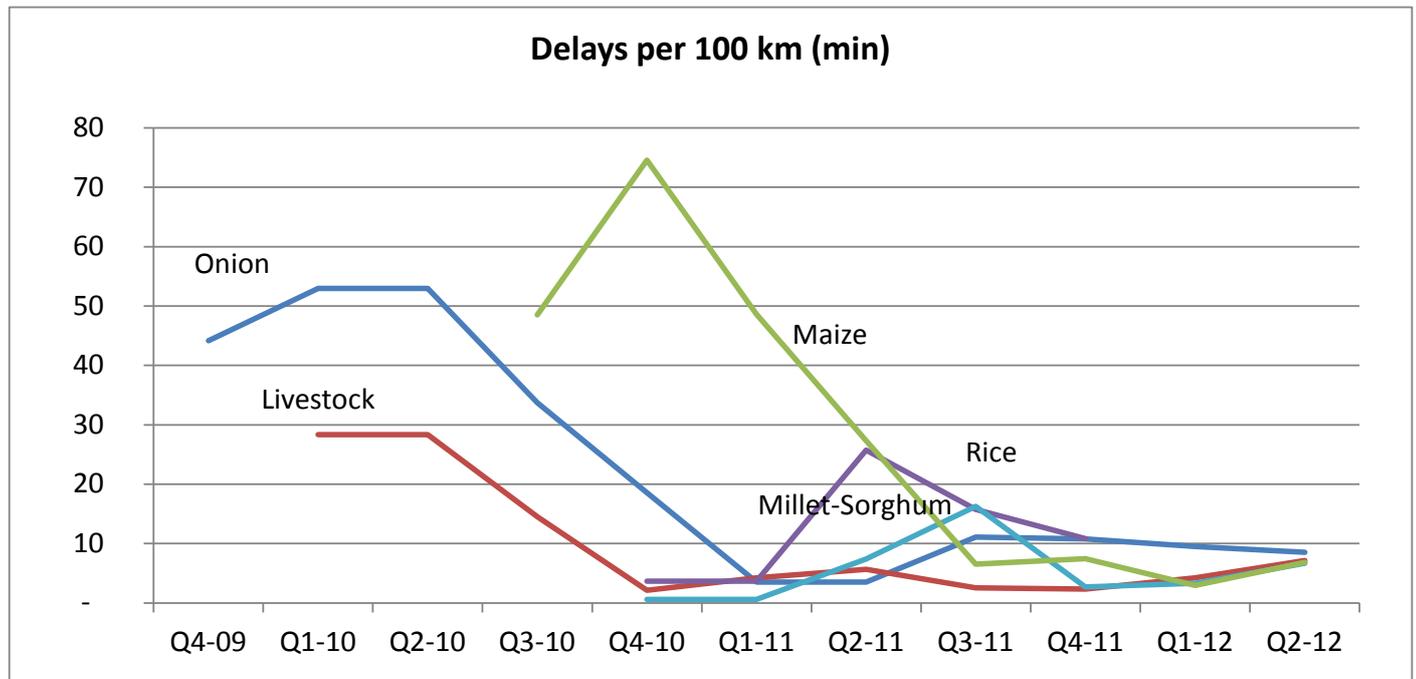
Corridor	Country	Delays per trip (min)	
Kantchari-Accra <i>Onion</i>	Burkina Faso	23	112
	Ghana	89	
Fada-Parakou <i>Livestock</i>	Benin	21	33
	Burkina Faso	13	
Techiman-Kantchari <i>Maize</i>	Burkina Faso	29	67
	Ghana	37	
Koutiala-Dakar <i>Millet-Sorghum</i>	Mali	74	95
	Senegal	21	

Delays per 100 km	
Benin	6 min
Burkina Faso	6 min
Ghana	9 min
Mali	6 min
Senegal	8 min
Weighted Average	7 min

Just as for the previous quarters, delays and bribes paid are inversely correlated: the countries with the longest delays have the lowest bribes and those with the lowest delays have the highest bribes.

This may be explained by interactions between drivers and the operators of checkpoints: when drivers and traders dare to ask the operators (Police, Customs, Gendarmes, etc.) for a justification of any payments they are being asked to pay, or try to convince the operators of their right to move freely when their trucks and other papers are in order, they apparently pay less illicit fees but face longer delays.

Figure 21: Trend in delays per 100 km by corridor



	Q2-11	Q3-11	Q4-11	Q1-12	Q2-12
Onion	3.5	11.1	10.8	9.5	8.5
Livestock	5.7	2.6	2.3	4.2	7.1
Maize	27.3	6.5	7.5	3.0	6.9
Rice	25.7	15.8	10.8		
Millet-Sorghum	7.4	16.3	2.7	3.3	6.7
Average	13.9	10.4	6.8	5.0	7.3

Delays, which had consistently decreased since the third quarter of 2011, have risen again.

Conclusion

Traders and drivers are getting discouraged by the deterioration of the road governance. There is an urgent need to mobilize them again to prevent the situation from becoming worse.

ANNEX 2: Source Data, April 1, 2011 to June 30, 2012

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service					Average bribes in F 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	Total	Ratio per 100 km
Burkina Faso	Q2-2012	19	916	8	9	-	3	20	2	6,192	12,468	-	1,555	20,215	2,207	89	10
	T1-2012	26	916	10	10	-	-	20	2	8,347	13,257	-	-	21,604	2,359	63	7
	Q2-2011	39	400	7	2	-	-	11	3	15,000	42,154	9,795	667	67,615	16,904	14	4
Ghana	Q2-2012	19	916	8	9	-	3	20	2	6,192	12,468	-	1,555	20,215	2,207	89	10
	T1-2012	26	1,316	12	16	2	-	30	2	18,167	48,118	15,221	-	81,506	6,193	125	9
	Q2-2011	39	916	12	10	-	-	22	2	8,217	15,177	-	331	23,724	2,590	32	3
Kantchari-Accra	T2-2012	19	1,316	10	16	2	3	31	2	18,324	70,731	11,842	1,555	102,452	7,785	112	9
	T1-2012	26	1,316	12	16	2	-	30	2	18,167	48,118	15,221	-	81,506	6,193	125	9
	T2-2011	39	1,316	14	17	2	-	33	3	23,217	57,330	9,795	998	91,340	6,941	46	3
Burkina Faso	Q2-2012	15	150	2	2	1	1	6	4	6,367	7,433	4,867	3,133	21,800	14,533	13	9
	T1-2012	47	150	2	2	1	1	6	4	7,606	6,479	4,915	2,787	21,877	14,525	11	7
	Q2-2011	49	150	2	2	1	1	6	4	7,143	6,827	5,061	3,061	22,092	14,728	12	8
Benin	Q2-2012	15	319	1	1	1	4	7	2	23,333	34,333	34,333	13,200	105,200	32,978	21	6
	T1-2012	47	319	1	1	1	4	7	2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Q2-2011	49	319	1	1	1	4	7	2	26,122	35,714	35,714	10,551	108,102	33,888	14	4
Fada - Parakou	T2-2012	15	469	3	3	2	5	13	3	29,700	41,767	39,200	16,333	127,000	27,079	33	7
	T1-2012	47	469	3	3	2	5	13	3	38,564	37,223	36,085	11,957	123,830	26,403	20	4
	T2-2011	49	469	3	3	2	5	13	3	33,265	42,541	40,776	13,612	130,194	27,760	27	6
Ghana	Q2-2012	15	463	2	1	-	0	3	3	931	567	-	107	1,606	1,606	8	8
	T1-2012	9	463	10	5	-	1	16	3	5,401	2,455	-	-	7,856	1,897	12	3
	Q2-2011	16	463	2	1	-	0	3	3	1,046	662	-	-	1,818	1,818	19	19
Burkina Faso	Q2-2012	15	513	0	1	0	0	2	2	676	3,119	526	97	4,418	4,418	6	6
	T1-2012	9	463	10	5	-	1	16	3	5,401	2,455	-	-	7,856	1,697	12	3
	Q2-2011	16	513	0	1	1	1	3	3	500	2,668	792	466	4,426	4,426	35	35
Techiman-Kantchari	T2-2012	15	976	1	1	0	0	3	3	797	1,908	277	102	3,084	3,084	7	7
	T1-2012	9	976	12	13	2	2	29	3	7,856	14,730	2,946	667	26,199	2,684	29	3
	T2-2011	16	976	1	1	0	0	3	3	759	1,716	416	298	3,189	3,189	27	27
Burkina Faso	Q2-2012	-	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	T1-2012	-	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q2-2011	15	176	1	2	1	-	4	2	1,000	4,500	1,250	-	6,750	3,835	35	20
Mali	Q2-2012	-	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	T1-2012	-	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q2-2011	15	97	3	2	3	-	8	8	1,438	10,375	1,063	-	12,875	13,273	36	37
Bobo-Dioulasso - Koutiala	T2-2012	-	273	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	T1-2012	-	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	T2-2011	15	273	4	4	4	-	12	4	2,438	14,875	2,313	-	19,625	7,189	70	26
Mali	Q2-2012	11	1,184	1	1	1	0	2	2	3,321	5,098	7,240	900	16,560	16,560	6	6
	T1-2012	11	1,184	8	12	10	4	34	3	34,909	76,818	45,909	10,000	167,636	14,158	41	3
	Q2-2011	22	1,184	1	1	1	1	3	3	4,355	7,781	4,760	1,630	18,527	18,527	5	5
Senegal	Q2-2012	11	681	1	1	1	-	3	3	1,282	3,364	1,642	-	6,288	6,288	8	8
	T1-2012	11	681	9	4	14	2	29	4	10,636	24,091	10,000	-	44,727	6,568	21	3
	Q2-2011	22	681	2	1	3	0	5	5	1,015	2,543	2,406	234	6,197	6,197	12	12
Koutiala-Dakar	T2-2012	11	1,865	1	1	1	0	2	2	2,576	4,465	5,196	572	12,809	12,809	7	7
	T1-2012	11	1,865	17	16	24	6	63	3	45,545	100,909	55,909	10,000	212,364	11,387	62	3
	T2-2011	22	1,865	1	1	1	1	4	4	3,136	5,868	3,901	1,120	14,025	14,025	7	7

Note: Currency used is CFA Franc. For the second quarter 2012, exchange rates were 273 CFA for 1 GH¢, and for the second quarter 2011, 302 CFA for 1 GH¢.

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 **1010.**

COTE D'IVOIRE

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

To report offenses by any uniformed officer, dial
+225 22 44 62 40
or
+225 01 72 36 72

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 campaign to increase trade across West Africa.*

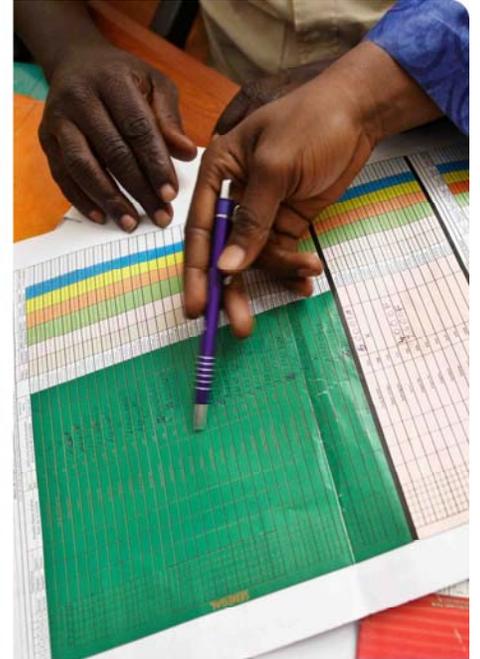
The **BORDERLESS ALLIANCE** *is a private sector-led partnership.*

Join the Alliance and the movement to reduce trade barriers in West Africa.





21st Road Governance Report UEMOA Draft



This report presents information on checkpoints, bribes and delays based on data July 1 to September 30, 2012. The report includes two sections :

1 – The seven corridors covered by the Improved Road Transport Governance initiative (IRTG): Tema-Ouagadougou, Ouagadougou-Bamako via Heremakono, Ouagadougou-Bamako via Koury, Lomé-Ouagadougou, Dakar-Bamako, Abidjan-Ouagadougou and Abidjan-Bamako. The trucks in this initiative are in roadworthy condition and the drivers and cargoes are properly documented.

2 – The four corridors covered by the USAID ATP and E-ATP projects (Agribusiness and Trade Promotion and Enhanced Agribusiness and Trade Promotion): Kantchari-Accra, Fada N’Gourma-Parakou, Techiman-Kantchari, and Parakou-Niamey.

Results of surveys during the third quarter of 2012

BORDERLESS
Removing trade barriers in West Africa

SECTION 1 – Improved Road Transport Governance initiative – results from corridors monitored by the USAID Trade Hub

Summary and Recommendations

Recurrence of unapproved checkpoints in Côte d'Ivoire

Despite a steady progress in road governance in Cote d'Ivoire since one and half years, there has been a worrisome resurgence of checkpoints this quarter. This is mainly due to the fact that in addition to the nine approved checkpoints on the corridor, security forces mounted checkpoints in Katiola, Nielle, and Tafire which are three unauthorized localities. Illicit payment also increased but to a lesser extent and delays remained stable.

Ghana, the leader in the region with Paga as harassments prove area

The numerous checkpoints in Ghana which are a major concern, decreased this quarter and this is encouraging. Bribes remain the lowest in the region and Ghana must be commended for this achievement. In spite of the good progress, delays sharply increase especially at the border post of Paga. More effort must be made to reduce the harassments at this border.

Mali leads the list of road harassments

This quarter, in spite of the reduction in checkpoints and bribes due to effort made by all of security forces, Mali still remains the country where harassment is the highest among the six countries covered by the initiative. In December this situation became unbearable leading to a two day strike by truck drivers.

Disappointment in Burkina Faso

Despite progress made by customs in reducing bribes during the previous quarter, all their efforts got ruined this time as bribes increased again. The official announcement in April by customs to reduce road harassments did not made any lasting positive impact. In addition, delays increased again.

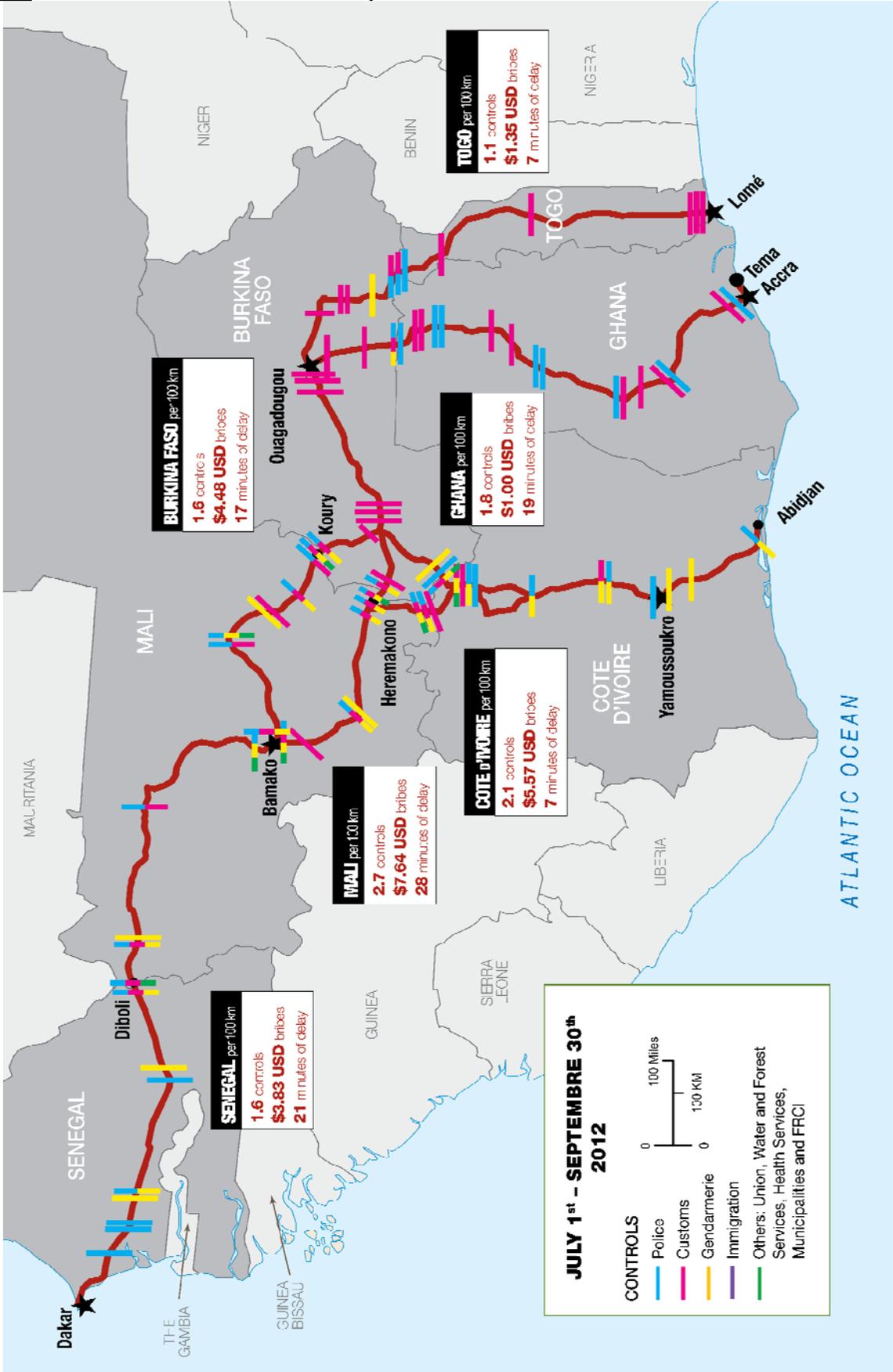
Good practice established in Togo

One would say that progress made during the last two years still continues despite a slight increase of controls and bribes this quarter. Moreover, it was observed that delays continue decreasing. There is however a room for improvement to reduce harassments due to the customs officers.

More effort must be made in Senegal

The improvement seen in Senegal for one year seems to be at standstill: the number of controls and illicit payment become stagnant and even slightly increased. But Senegal can do better: bribes in Ghana and Togo are thrice lower than what is prevailing in Senegal.

Figure 1: Road Governance initiative data map



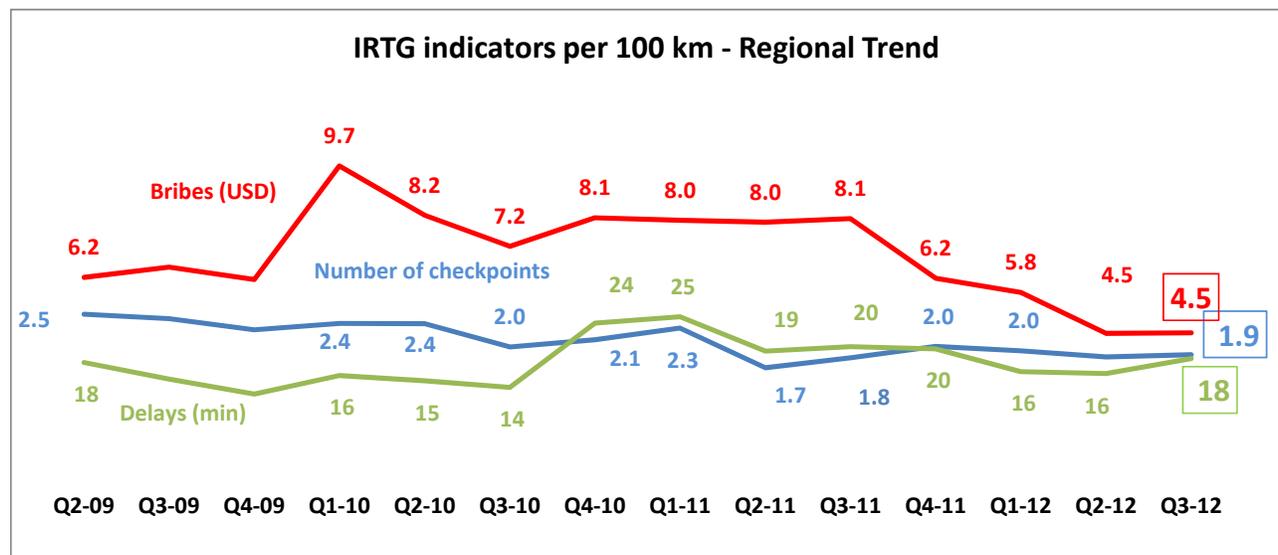
Introduction

The Road Governance initiative on primary trade corridors is a joint effort of the West African Economic and Monetary Union (WAEMU) further to a decision¹ of the Economic Community of West African States (ECOWAS) to establish, among others, observatories of abnormal practices in the region. This initiative was implemented in 2005 with technical and financial assistance from the USAID West Africa Trade Hub.

The objective of the Road Governance initiative is to promote good road transport governance on primary West African trade corridors. The corridors covered so far are: Tema-Ouagadougou, Ouagadougou-Bamako via Koury, Ouagadougou-Bamako via Heremakono, Lomé-Ouagadougou, Dakar-Bamako, Abidjan-Ouagadougou, and Abidjan-Bamako.

General Trends

Figure 2 below shows the change in the indicators according to surveys this quarter.



For the first time in one year, the third quarter 2012 saw all indicators increased. This is a worrying situation and shows that, in the face of the progress seen for a longer period, sensitization and advocacy campaigns are more relevant than ever.

Comparing the previous quarter with this quarter under review, there is an increase in the number of controls by 2%, illicit payments by 3% and delays by 15%. Bribes still remain inordinate. A roadworthy truck with a well-documented cargo still pays illegally as high as USD 54 on average per trip.

¹ Decision A/DEC.13/01/03 "Relating to the establishment of a regional road transport and transit facilitation programme in support of intra-community trade and cross-border movements", January 31st, 2003

I. Number of controls

Starting from this quarter, the road governance initiative separated legitimate controls at borders from other controls conducted on road that are not in accordance with UEMOA directive 15/2005/CM/UEMOA.

The number of checkpoints generally remains stable in the region with significant variations depending on corridors and countries. **Lomé-Ouagadougou** corridor with an average of 1.4 controls per 100 km on both directions becomes the corridor with the least stops followed by Dakar-Bamako. Same as previous quarter Ouagadougou-Bamako has the highest number of stops in the region with 2.7 controls per 100 km.

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

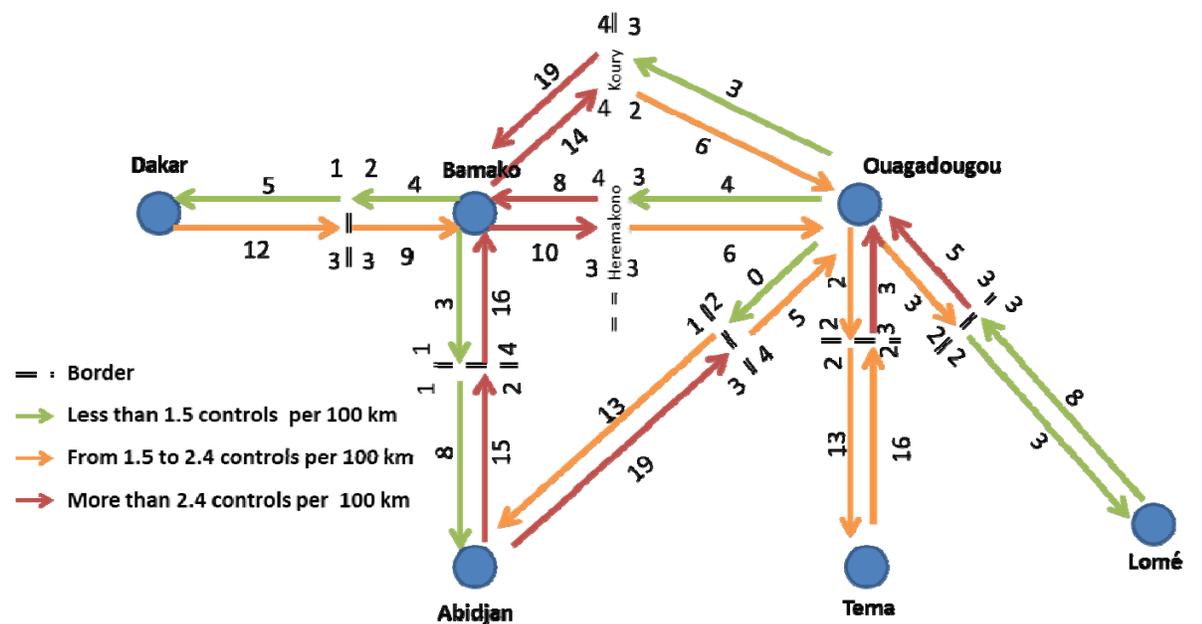
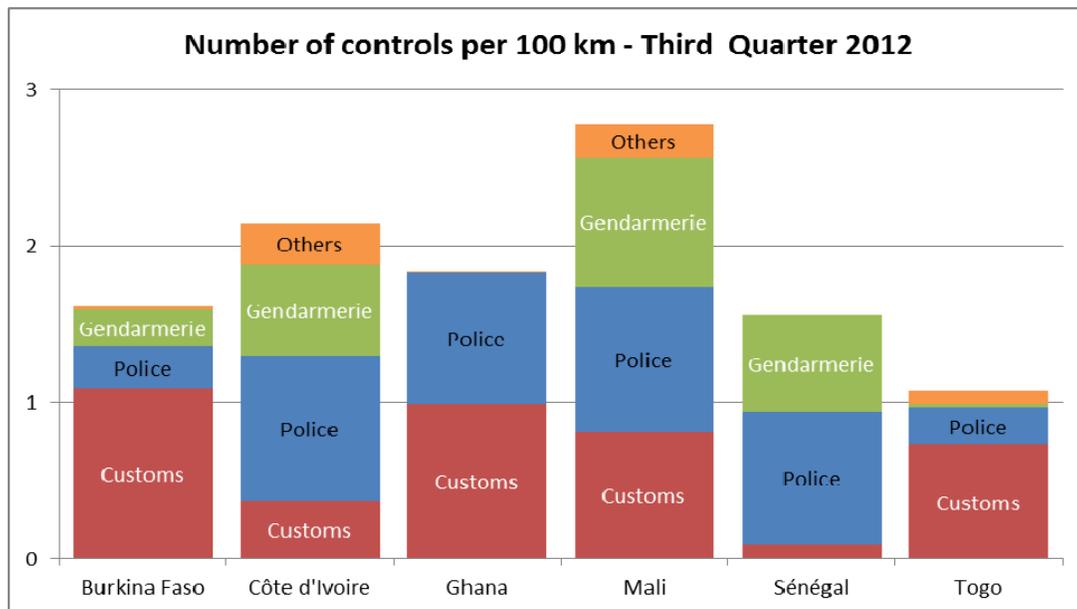


Table 1: Number of controls per trip, by corridor and sub-corridor

Corridor / Country	Controls on the road except at the border	Controls at the border	Corridor / Country	Controls on the road except at the border	Controls at the border
Bamako-Abidjan	11	2	Bamako-Dakar	9	3
Côte d'Ivoire	8	1	Mali	4	2
Mali	3	1	Sénégal	5	1
Abidjan-Bamako	31	6	Bamako-Ouaga via Koury	20	6
Côte d'Ivoire	15	2	Burkina Faso	6	2
Mali	16	4	Mali	14	4
Abidjan-Ouaga	24	7	Ouaga-Bamako via Koury	22	7
Burkina Faso	5	4	Burkina Faso	3	3
Côte d'Ivoire	19	3	Mali	19	4
Ouaga-Abidjan	13	3	Lomé-Ouagadougou	13	6
Burkina Faso	0	2	Burkina Faso	5	3
Côte d'Ivoire	13	1	Togo	8	3
Bamako-Ouaga via Hérémakono	16	6	Ouagadougou-Lomé	6	4
Burkina Faso	6	3	Burkina Faso	3	2
Mali	10	3	Togo	3	2
Ouaga-Bamako via Hérémakono	23	7	Ouagadougou-Tema	15	4
Burkina Faso	4	3	Burkina Faso	2	2
Mali	18	4	Ghana	13	2
Dakar-Bamako	21	6	Tema-Ouagadougou	19	5
Mali	9	3	Burkina Faso	3	3
Sénégal	12	3	Ghana	16	2

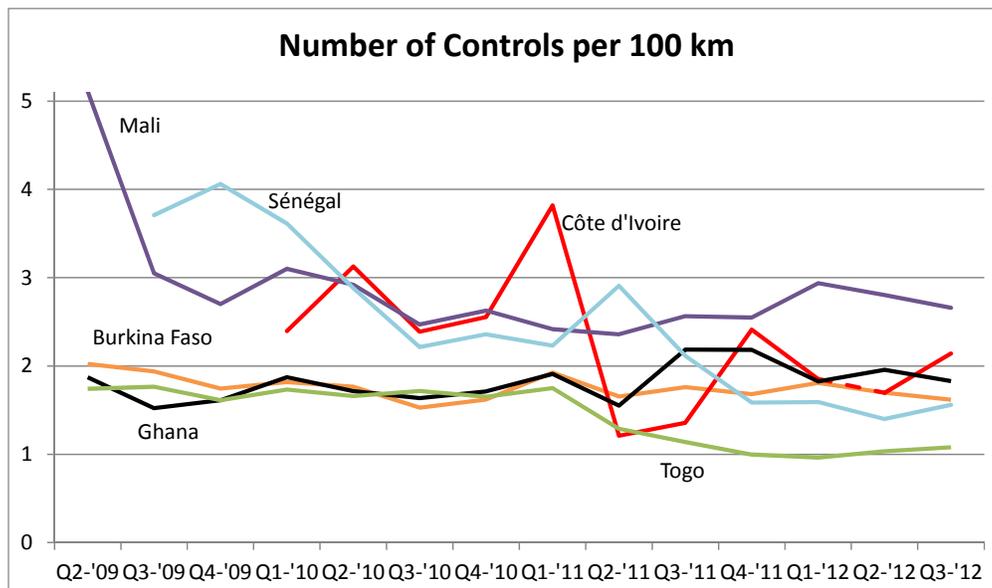
Mali is the country with the highest road harassments in term of controls in spite of a slight continuous decline for two quarters. It is interesting to note that between Bamako and the Senegalese border, controls are among the lowest in the region whilst controls towards Burkina Faso are the most frequent. Controls are regaining momentum in **Cote d'Ivoire**: in addition to the nine locations approved to control trucks on the North-South corridor, security forces are unfortunately back in Katiola, Nielle, and also in Tafire. In **Ghana**, a modest success was recorded as well as in **Burkina Faso**. Police controls increase significantly in **Senegal** in particularly at SOCOCIM (Dakar East) checkpoint. The situation has not changed much in Togo that is still the best role model in the region.

Figure 4: Density of controls by country and by service



Due the aforementioned increase, **Côte d'Ivoire** is now in second position behind **Mali** as far as controls are concerned. **Senegal** is at the same level with **Burkina Faso** in the middle rank. Controls remain at the lowest level in **Togo** and once again authorities must be commended for the success in sustaining the good road governance practices since one and half year ago.

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



II. Bribery

Like the number of controls, bribes generally remained unchanged in the region and the trends in each country are modest and also remain unchanged on various corridors. **Ouagadougou-Bamako** has still the highest records of bribe in the sub-region with USD 8 per 100 km while **Lomé-Ouagadougou** has been the cheapest corridor for three consecutive quarters with USD 2 per 100 km.

The role of border posts in illicit payment stands at 37%. **Hérémakono** Mali-Burkina Faso border tops the list of border where high bribes are paid with USD 25 per 100 km on average on westbound direction. **Paga** in Ghana, the border with Burkina Faso is the post with the least bribe with less than USD 2 on average per truck, in spite of the alleged reappearance of “Goro boys” informal group of agents at this border.

Figure 6: Bribery per trip (USD) by corridor and sub-corridor

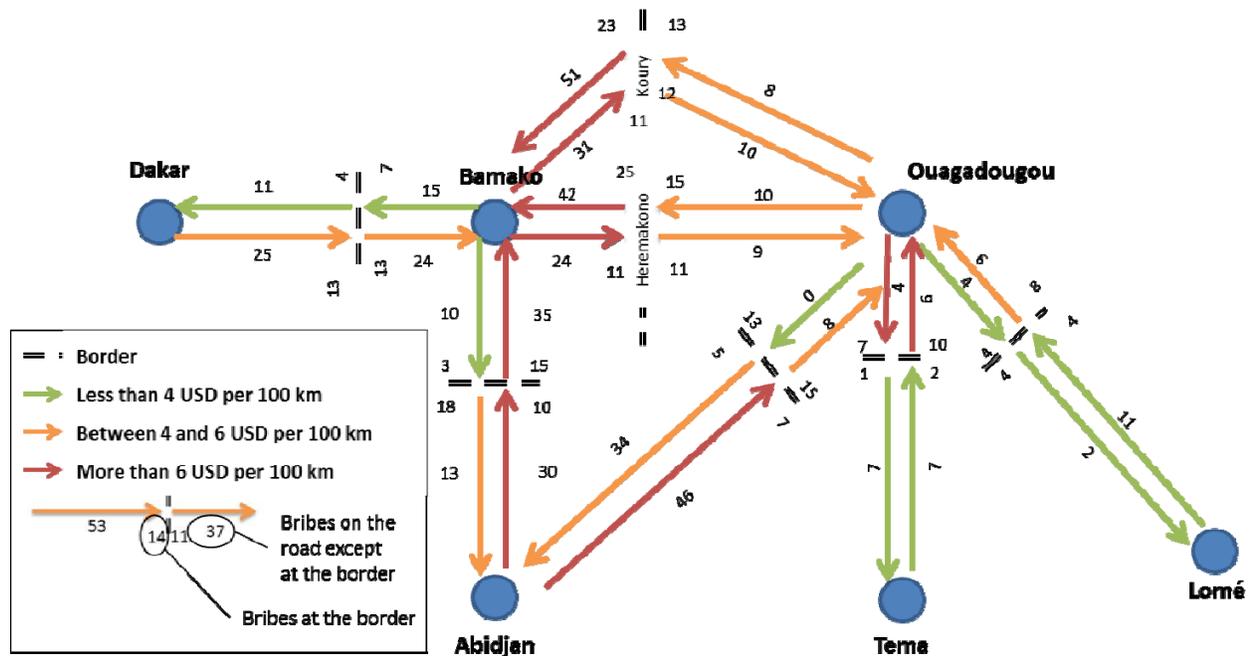
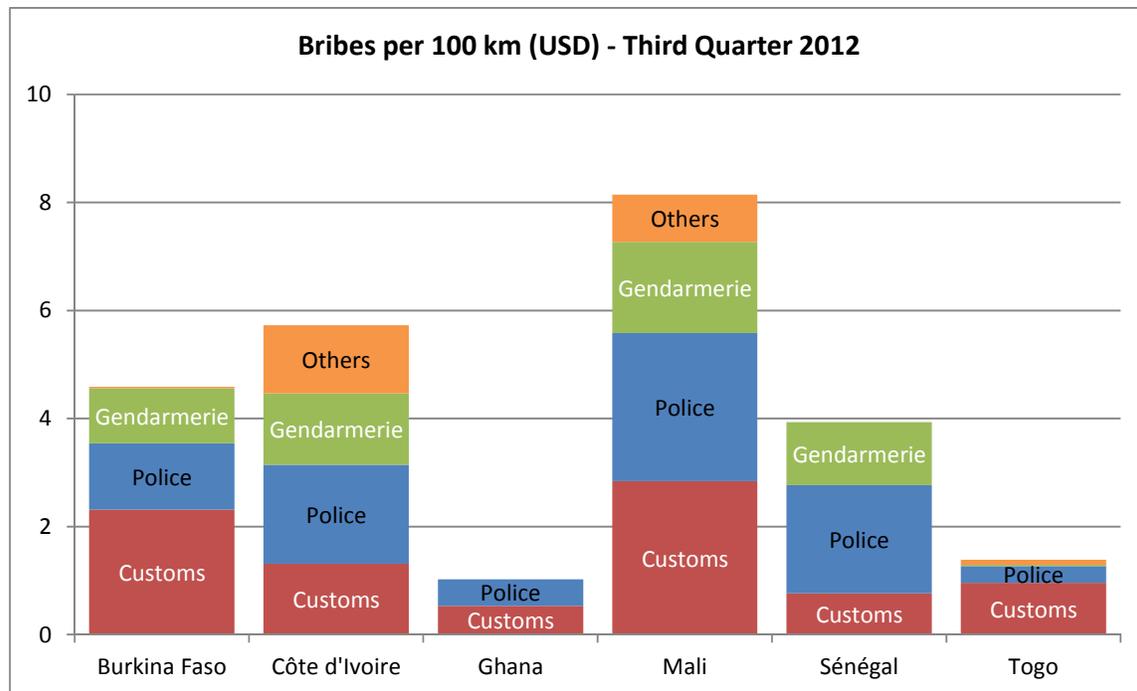


Table 2: Bribery per trip by corridor and sub-corridor

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)
Bamako-Abidjan	23	21	Bamako-Dakar	26	11
Côte d'Ivoire	13	18	Mali	15	7
Mali	10	3	Sénégal	11	4
Abidjan-Bamako	66	25	Bamako-Ouaga via Koury	41	23
Côte d'Ivoire	30	10	Burkina Faso	10	12
Mali	35	15	Mali	31	11
Abidjan-Ouaga	54	21	Ouaga-Bamako via Koury	60	36
Burkina Faso	8	15	Burkina Faso	8	13
Côte d'Ivoire	46	7	Mali	51	23
Ouaga-Abidjan	34	18	Lomé-Ouagadougou	18	12
Burkina Faso	0	13	Burkina Faso	6	8
Côte d'Ivoire	34	5	Togo	11	4
Bamako-Ouaga via Hérémakono	33	22	Ouagadougou-Lomé	6	8
Burkina Faso	9	11	Burkina Faso	4	4
Mali	24	11	Togo	2	4
Ouaga-Bamako via Hérémakono	52	41	Ouagadougou-Tema	11	8
Burkina Faso	10	15	Burkina Faso	4	7
Mali	42	25	Ghana	7	1
Dakar-Bamako	49	26	Tema-Ouagadougou	14	12
Mali	24	13	Burkina Faso	6	10
Sénégal	25	13	Ghana	7	2

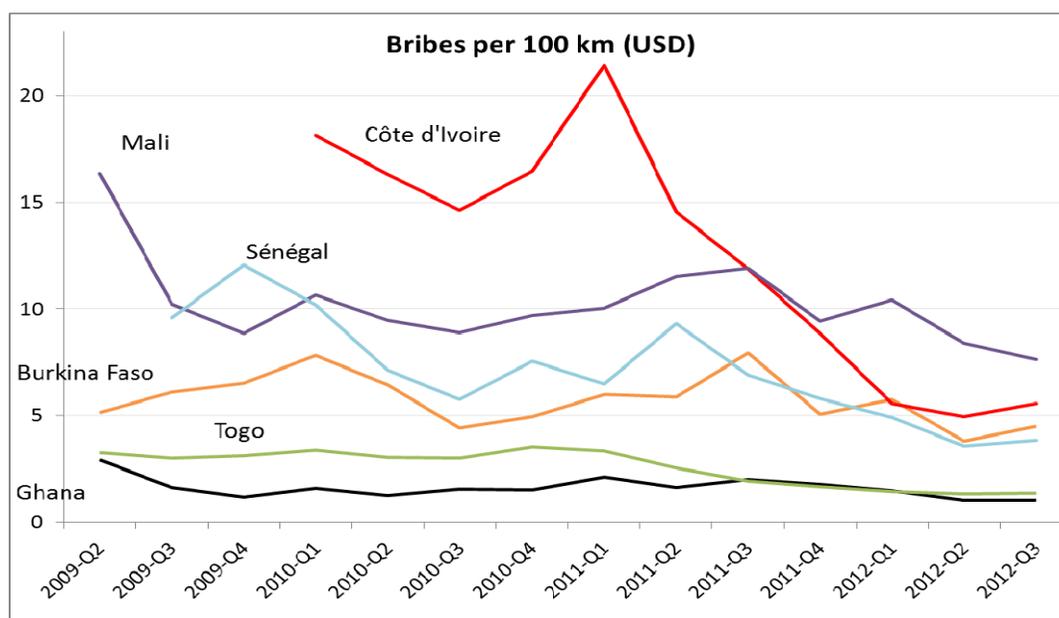
In spite of a slight improvement this quarter thanks to Gendarmerie, **Mali** remains the country where bribes are the highest in the region. **Côte d'Ivoire** reinforces its second position because of the hike in bribes especially from Police. This increase is lower though than the increase in the number of controls observed this quarter. Equally in **Senegal**, Police has to be blamed for the increase for illegal payments.

Figure 7: Density of bribery by country and by service



After a progress observed during the previous quarter in **Burkina Faso**, bribery has gone back to the level of the beginning of the year. **Ghana** and **Togo** remain the countries with the best performances in the region. In spite of these changes, the ranking of countries remains the same as illustrated in the graph below.

Figure 8: Trend in bribery per 100 km by country



III. Delays

This quarter, corridors with the longest delays are still the same. **Dakar-Bamako** and **Tema-Ouagadougou** are maintaining the tag of long delays corridors with more than eight hours per trip while **Abidjan-Ouagadougou** and **Lomé-Ouagadougou** are the fastest corridors with less than two hours per trip.

The fastest border to cross is still **Dangouindougou-La Leraba** (Burkina Faso-Cote d'Ivoire) with 20 minutes waiting time in average, while the Ghana-Burkina Faso border **Paga-Dakola** has the longest delays with almost 4 hours waiting.

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

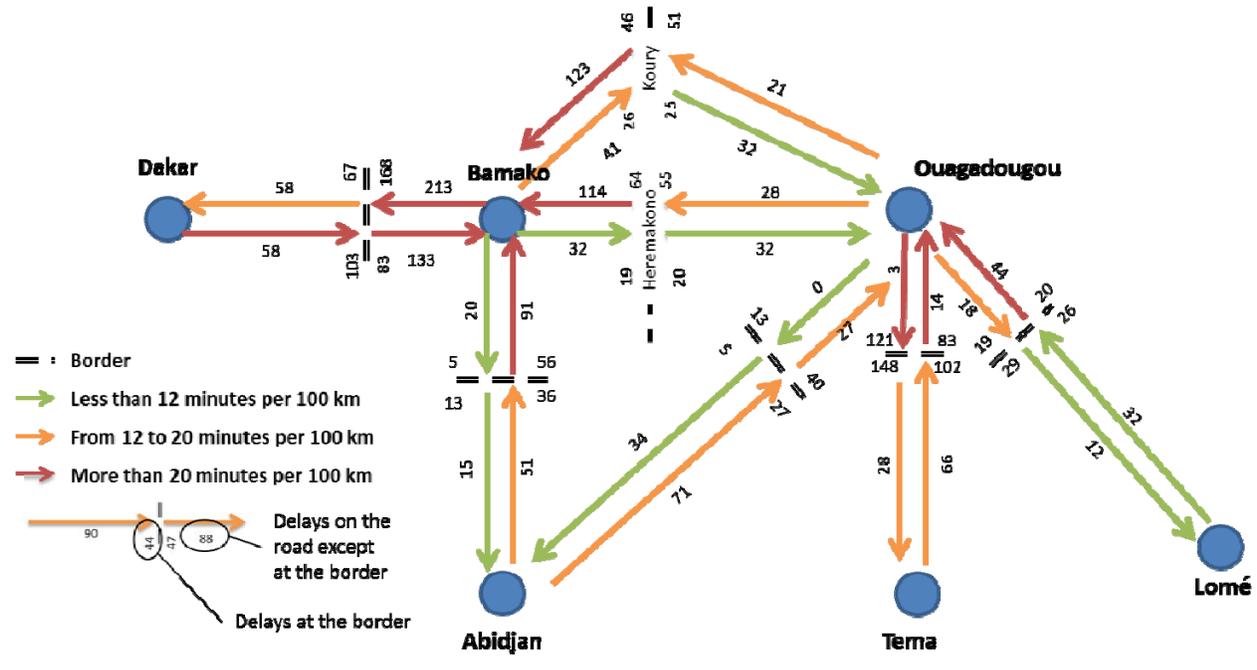
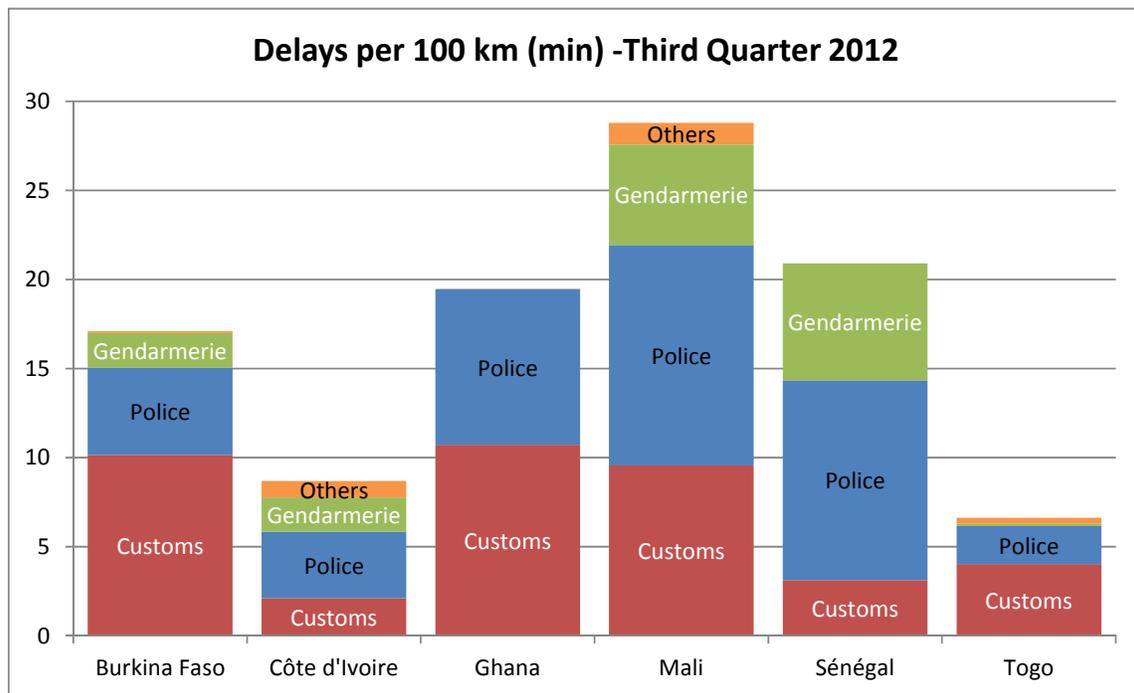


Table 3: Delays per trip by corridor and sub-corridor

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)
Bamako-Abidjan	35	18	Bamako-Dakar	270	235
Côte d'Ivoire	15	13	Mali	213	168
Mali	20	5	Sénégal	58	67
Abidjan-Bamako	142	92	Bamako-Ouaga via Koury	73	51
Côte d'Ivoire	51	36	Burkina Faso	32	25
Mali	91	56	Mali	41	26
Abidjan-Ouaga	98	67	Ouaga-Bamako via Koury	145	97
Burkina Faso	27	40	Burkina Faso	21	51
Côte d'Ivoire	71	27	Mali	123	46
Ouaga-Abidjan	35	18	Lomé-Ouagadougou	76	46
Burkina Faso	0	13	Burkina Faso	44	20
Côte d'Ivoire	34	5	Togo	32	26
Bamako-Ouaga via Héréma	64	39	Ouagadougou-Lomé	30	48
Burkina Faso	32	20	Burkina Faso	18	19
Mali	32	19	Togo	12	29
Ouaga-Bamako via Héréma	142	119	Ouagadougou-Tema	31	269
Burkina Faso	28	55	Burkina Faso	3	121
Mali	114	64	Ghana	28	148
Dakar-Bamako	191	186	Tema-Ouagadougou	80	185
Mali	133	83	Burkina Faso	14	83
Sénégal	58	103	Ghana	66	102

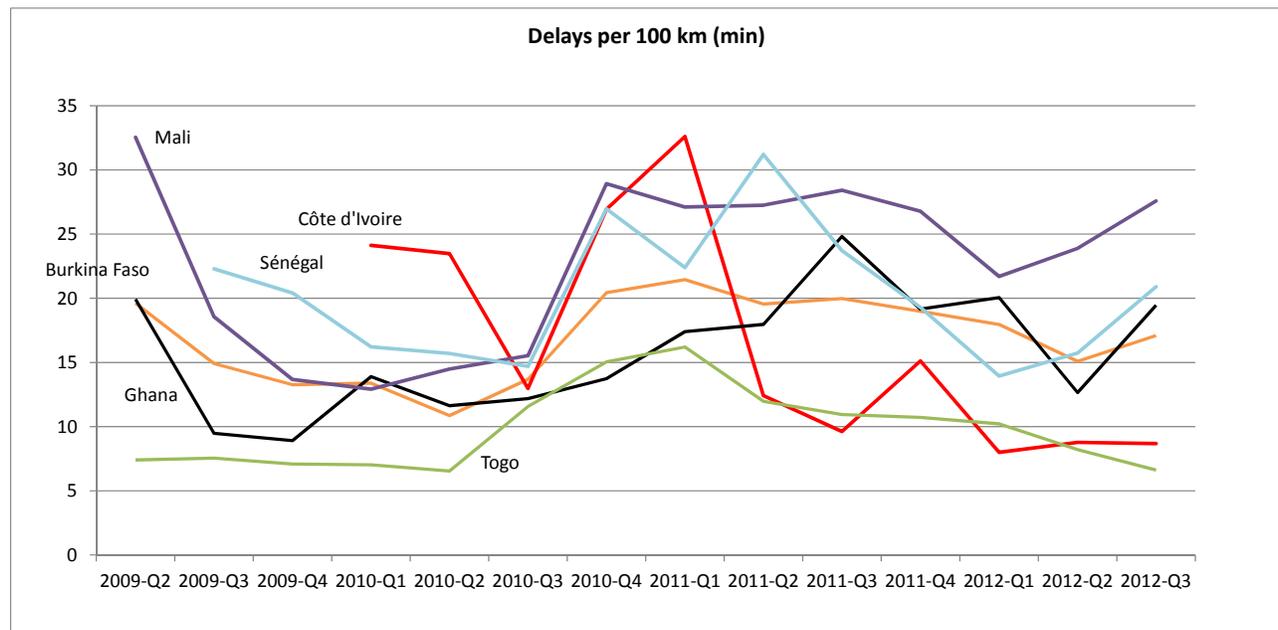
Delays increased significantly this quarter in four countries out of six. They are Mali, Senegal, Ghana and Burkina Faso. All security forces are to blame for these increases. Delays are stagnant in Côte d'Ivoire but declined in Togo for the fifth consecutive quarter.

Figure 10: Responsibility for delays, by country and uniformed service



Note: When more than one service operates a checkpoint, the delay is equally divided among them.

Figure 11: Change in delays per 100 km by country



Methodology, objectives and acknowledgements

The indicators reported from the surveys are defined as follows:

- The number of controls is the average number of stops drivers experience imposed by a given uniformed service, excluding voluntary stops by drivers to eat or sleep
- Delays are the total time spent at a checkpoint, excluding voluntary pauses (to eat, rest, pray, etc.)
- Bribery refers to illegal sums taken from drivers by agents of uniformed services. Bribes taken by other actors, such as freight forwarders, are not included. National averages are calculated according to the length of each corridor

Although the USAID Trade Hub and the USAID ATP/E-ATP projects report the same indicators, the methodology each project uses varies in important ways. Trucks monitored by the USAID Trade Hub haul all types of goods and are completely legal, with proper documentation for both the driver and the cargo; further, the truck itself must be roadworthy; in effect, trucks followed by the USAID Trade Hub should not be harassed at all. By comparison, trucks monitored by the ATP/E-ATP project haul specific types of goods, including perishable food staples, which correspond to the value chains studied by the project. These trucks and their cargoes are not always in conformity with applicable laws. These differences explain why this quarter in Burkina Faso, a truck monitored by the USAID Trade Hub paid about 2,000 FCFA per 100 km (about USD 4) while a truck monitored by ATP paid about 11,000 FCFA per 100 km (about USD 22).

The UEMOA, USAID Trade Hub and USAID ATP/E-ATP teams highlight the most representative results of the surveys and key aspects of road governance in West Africa while adhering to valid statistical analysis.

The quarterly report aims to raise awareness among policymakers and leaders at the highest levels of the public and private sectors and in civil society in order to increase trade in a sustainable and profitable manner.

This report presents results based on surveys collected from July 1 and September 30, 2012.

The road governance initiative expresses its gratitude to all of the stakeholders who contributed to the production of the report: the truck drivers who completed survey forms, transporters and unions, the focal points and national coordinators, the media and civil society organizations.

ANNEX 1: Source data, July 1, 2011 to September 30, 2012

Corridor / Pays	Trimestre	Nombre de voyages	Distance parcourue en km	Nombre moyen de barrières par corps par voyage						Prélèvements illicites moyen en FCFA par corps par voyage						Délais par voyage (min)	
				Police	Douane	Gendarmerie	Autres	Total	Ratio sur 100 km	Police	Douane	Gendarmerie	Autres	Total	Ratio sur 100 km	Total	Ratio sur 100 km
Abidjan-Bamako	T3-2012	102	1174	11.5	4.6	7.3	2.1	25.5	2.2	13 707	8 861	7 183	5 621	35 371	3 013	144	12
	T2-2012	92	1174	10.1	4.8	6.9	1.1	22.9	1.9	14 388	3 880	5 628	5 317	29 214	2 488	115	10
	T3-2011	130	1174	6.7	2.4	6.8	4.4	20.4	1.7	9 301	7 853	7 936	25 811	50 901	4 336	163	14
Côte d'Ivoire	T3-2012	102	710	6.6	1.5	3.8	1.5	13.4	1.9	6 921	3 386	3 630	4 742	18 679	2 631	58	8
	T2-2012	92	710	4.8	1.8	3.4	0.4	10.4	1.5	5 041	2 866	3 156	3 890	14 953	2 106	70	9.9
	T3-2011	130	710	2.0	0.7	2.9	4.2	9.9	1.4	2 705	1 712	3 583	23 679	31 679	4 462	65	9
Mali	T3-2012	102	464	4.9	3.0	3.5	0.7	12.1	2.6	6 785	5 474	3 553	880	16 692	3 597	86	18.6
	T2-2012	92	464	5.3	3.0	3.5	0.7	12.5	2.7	9 347	1 014	2 472	1 428	14 261	3 074	45	10
	T3-2011	130	464	4.7	1.7	3.9	0.2	10.5	2.3	6 596	6 141	4 353	2 132	19 222	4 143	98	21
Abidjan-Ouaga	T3-2012	120	1263	8.3	7.4	5.6	2.3	23.6	1.9	10 710	9 003	8 893	11 521	40 127	3 177	109	9
	T2-2012	106	1263	5.9	7.8	4.4	1.5	19.5	1.5	7 550	10 618	7 060	10 661	35 889	2 842	98	8
	T3-2011	13	1263	2.1	2.5	2.5	7.0	14.1	1.1	5 731	5 154	6 077	52 770	69 731	5 521	92	7
Burkina Faso	T3-2012	120	517	1.4	3.6	0.8	0.0	5.8	1.1	3 996	2 625	2 707	6 875	16 203	3 134	40	8
	T2-2012	106	517	1.1	3.9	0.9	0.1	6.0	1.2	3 481	3 360	2 754	4 432	14 027	2 713	40	7.8
	T3-2011	13	517	0.9	2.2	1.1	0.2	4.5	0.9	3 923	4 846	4 692	385	13 846	2 678	13	3.0
Côte d'Ivoire	T3-2012	120	746	6.9	3.9	4.8	2.3	17.8	2.4	6 713	6 378	6 186	4 647	23 924	3 207	69	9
	T2-2012	106	746	4.8	4.0	3.4	1.4	13.5	1.8	4 068	7 259	4 306	6 229	21 862	2 931	58	7.7
	T3-2011	13	746	1.2	0.3	1.4	6.8	9.6	1.3	1 808	308	1 385	52 385	55 885	7 491	79	11.0
Bamako-Dakar	T3-2012	70	1382	9.8	3.1	6.7	0.0	19.7	1.4	12 571	10 210	6 493	4 849	29 274	2 118	441	32
	T2-2012	108	1382	9.3	3.0	6.1	0.1	18.4	1.3	13 741	11 626	6 203	4 849	31 833	2 303	355	26
	T3-2011	145	1382	10.4	3.9	10.6	1.1	25.9	1.9	16 687	16 484	12 031	1 595	46 797	3 386	418	30
Mali	T3-2012	70	700	4.0	2.5	2.5	0.0	9.0	1.3	5 600	7 540	2 418	2 470	15 558	2 223	298	43
	T2-2012	108	700	4.4	2.4	2.4	0.0	9.2	1.2	8 037	9 047	2 250	2 470	19 334	2 435	248	31.2
	T3-2011	145	700	4.0	2.8	3.7	1.0	11.5	1.4	8 038	12 089	3 713	1 171	25 010	3 150	256	32.0
Sénégal	T3-2012	70	682	5.8	0.6	4.2	0.0	10.6	1.6	6 971	2 670	4 075	2 379	13 716	2 011	143	21
	T2-2012	108	682	4.9	0.5	3.7	0.1	9.2	1.4	5 704	2 579	3 953	2 379	12 499	1 833	107	15.7
	T3-2011	145	682	6.4	1.1	6.9	0.1	14.4	2.1	8 649	4 395	8 318	424	21 787	3 195	162	24.0
Bamako-Ouaga via Hérémakono	T3-2012	92	934	6.3	11.4	6.5	1.7	25.8	2.8	10 927	16 384	7 650	3 989	38 949	4 170	182	20
	T2-2012	25	934	5.9	9.9	6.0	5.3	27.1	2.9	8 938	11 488	7 425	12 850	40 700	4 358	150	16
	T3-2011	70	934	5.9	10.9	5.5	3.3	25.6	2.7	14 087	27 334	8 443	7 560	57 425	6 148	219	23
Burkina Faso	T3-2012	92	502	1.0	5.7	1.0	0.1	7.8	1.6	2 232	7 801	1 815	129	11 976	2 386	67	13
	T2-2012	25	502	1.0	5.2	1.0	0.4	7.5	1.5	1 488	4 250	1 938	200	7 875	1 569	56	11.1
	T3-2011	70	502	1.0	5.5	1.0	0.6	8.1	1.6	2 755	13 702	2 239	716	19 412	3 867	77	15.0
Mali	T3-2012	92	432	5.3	5.6	5.4	1.6	18.0	4.2	8 695	8 583	5 835	3 860	26 973	6 244	115	27
	T2-2012	25	432	4.9	4.7	5.0	4.9	19.5	4.5	7 450	7 238	5 488	12 650	32 825	7 598	94	21.8
	T3-2011	70	432	4.9	5.4	4.5	2.7	17.5	4.1	11 332	13 632	6 204	6 844	38 013	8 799	142	33
Bamako-Ouaga via Koury	T3-2012	85	1035	6.6	11.6	7.2	2.4	27.9	2.7	11 362	16 079	8 885	5 648	41 974	4 055	183	18
	T2-2012	24	1035	5.8	8.5	4.4	3.3	22.0	2.1	9 482	11 439	6 224	4 766	31 911	3 083	131	13
	T3-2011	41	1035	6.7	12.1	5.3	2.1	26.2	2.5	18 614	28 918	11 016	4 569	63 116	6 098	245	24
Burkina Faso	T3-2012	85	488	1.0	5.3	1.0	0.3	7.5	1.5	2 380	6 604	2 218	245	11 446	2 346	65	13
	T2-2012	24	488	0.7	3.6	0.8	0.4	5.6	1.1	1 042	3 753	1 647	250	6 692	1 371	47	9.5
	T3-2011	41	488	1.0	6.0	0.9	0.4	8.3	1.7	2 930	16 496	2 061	450	21 936	4 495	105	22.0
Mali	T3-2012	85	547	5.7	6.3	6.2	2.2	20.4	3.7	8 982	9 476	6 667	5 403	30 528	5 581	118	22
	T2-2012	24	547	5.1	4.9	3.5	2.9	16.5	3.0	8 439	7 687	4 576	4 516	25 218	4 610	85	15.5
	T3-2011	41	547	5.7	6.1	4.4	1.7	17.9	3.3	15 684	12 422	8 955	4 119	41 180	7 528	140	26.0
Ouagadougou-Lomé	T3-2012	186	1020	2.7	9.5	1.1	0.7	14.0	1.4	2 778	6 335	1 851	358	11 321	1 110	115	11
	T2-2012	208	1020	2.6	10.6	1.0	0.2	14.4	1.4	2 741	6 149	1 984	134	11 008	1 079	122	12
	T3-2011	176	1020	3.2	9.6	1.7	0.6	15.1	1.5	3 524	6 421	2 689	831	13 465	1 320	163	16
Burkina Faso	T3-2012	186	274	1.0	4.0	0.9	0.0	5.9	2.2	1 599	2 675	1 762	0	6 036	2 203	65	24
	T2-2012	208	274	1.0	4.8	1.0	0.0	6.8	2.5	1 458	2 574	1 984	0	6 016	2 196	61	34.5
	T3-2011	176	274	1.0	4.6	1.0	0.0	6.6	2.4	1 509	3 389	1 914	0	6 812	2 486	81	30.0
Togo	T3-2012	186	746	1.7	5.5	0.2	0.7	8.0	1.1	1 179	3 660	88	358	5 285	708	49	7
	T2-2012	208	746	1.6	5.8	0.0	0.2	7.6	1.0	1 283	3 575	0	134	4 992	669	61	8.2
	T3-2011	176	746	2.2	5.0	0.7	0.6	8.5	1.1	2 015	3 032	775	831	6 653	892	82	11.0
Ouagadougou-Tema	T3-2012	38	1057	9.0	10.9	0.8	0.0	20.7	2.0	4 839	5 288	1 662	0	11 789	4 594	282	83
	T2-2012	59	1057	9.2	12.4	1.0	0.3	22.9	2.2	2 827	7 255	2 184	0	12 266	1 160	194	18
	T3-2011	67	1057	11.6	12.7	1.0	0.1	25.5	2.4	6 306	8 150	1 955	68	16 479	1 559	323	31
Burkina Faso	T3-2012	38	176	1.0	2.8	0.8	0.0	4.6	2.6	2 074	3 426	1 662	0	7 162	4 069	111	63
	T2-2012	59	176	1.0	3.7	1.0	0.0	5.7	3.2	1 153	4 292	2 184	0	7 629	4 334	83	47.1
	T3-2011	67	176	1.0	4.2	1.0	0.0	6.2	3.5	1 500	4 785	1 955	0	8 240	4 682	104	59.0
Ghana	T3-2012	38	881	8.0	8.1	0.0	0.0	16.1	1.8	2 766	1 861	0	0	4 627	525	171	19.5
	T2-2012	59	881	8.2	8.7	0.0	0.3	17.2	2.0	1 674	2 963	0	0	4 638	526	111	12.7
	T3-2011	67	881	10.6	8.5	0.0	0.1	19.3	2.2	4 806	3 365	0	68	8 239	935	219	25.0

Note: The currency used in the analysis is the Franc CFA (XOF). In the third quarter of 2012, 1 GHS was equivalent to 271 XOF; equivalent to 273 XOF in the second quarter of 2012; and equivalent to 303 XOF during the third quarter of 2011

SECTION 2 – Road governance practices on corridors monitored by the USAID ATP and E-ATP projects

Figure 12: Road governance ATP/E-ATP data map



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. Since the beginning of 2012, they focus on four value chains (maize, livestock/meat, millet/sorghum, and rice) along the transport corridors linking production zones to consumer markets in West Africa.

As well as the West Africa Trade Hub, USAID ATP and E-ATP projects conduct surveys on road harassments on two of the four value chains and on the onion/shallots value chain (see table below).

The initiative targets the following corridors:

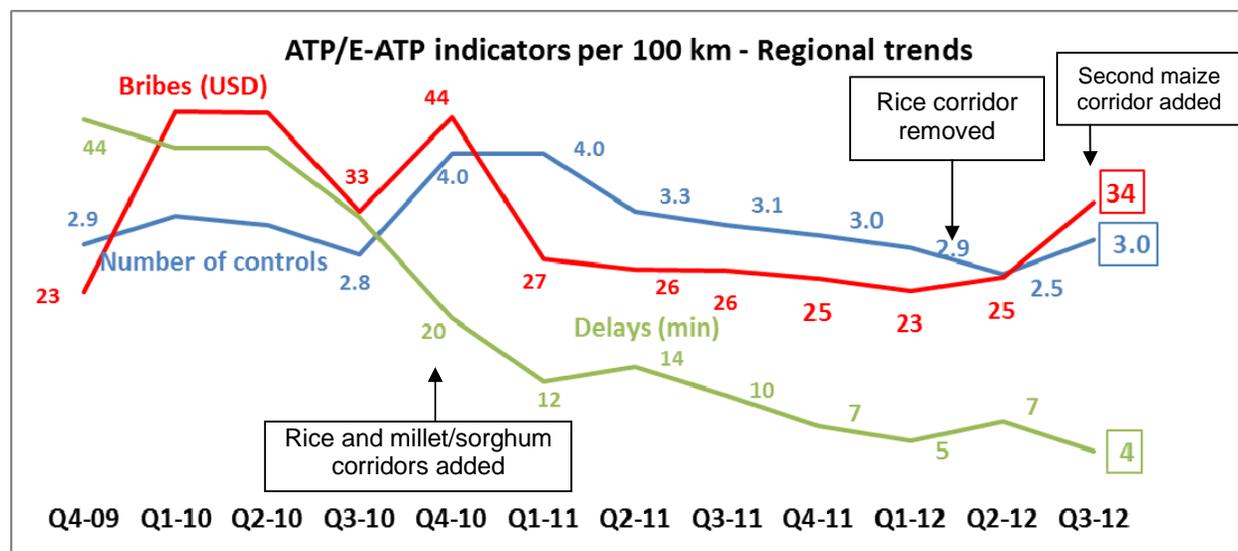
Value chains	Corridor	Distance
Onion/shallots	Kantchari (Burkina Faso) – Accra (Ghana)	1 316 km
Livestock/Meat	Fada N’Gourma (Burkina Faso) – Parakou (Bénin)	469 km
Maize	Techiman (Ghana) – Kantchari (Burkina Faso)	976 km
	Parakou (Bénin) - Niamey (Niger)	605 km

The movement of these agricultural goods along West African corridors remains difficult due to numerous checkpoints, high levels 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 below presents the trend for the indicators on the four corridors.



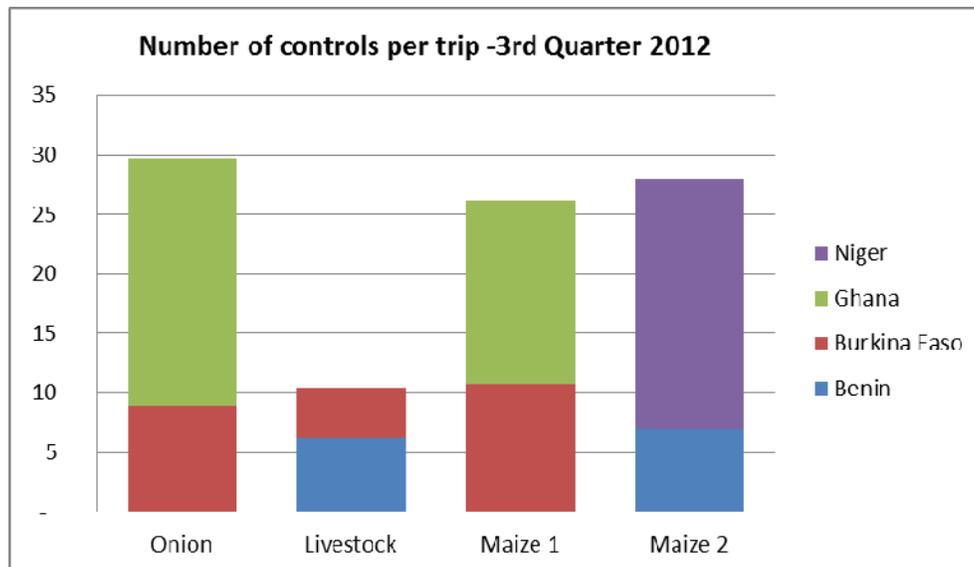
Just as for the previous quarter, data on the rice corridor (Bama-Koutiala) were not collected due to the export ban imposed by the Burkina Faso government on cereals resulting from a bad harvest in 2012. Moreover the political situation in Mali prevented the field agents to collect data on millet/sorghum corridor that goes across Mali. Finally a new maize corridor, from Parakou to Niamey, has been added.

These numerous changes make comparisons difficult between the average data from second and third quarter 2012. However, looking at the three corridors monitored in both second and third quarter 2012, a drop in all indicators can be observed thanks to the various advocacy campaigns conducted by ATP.

I. Number of Controls

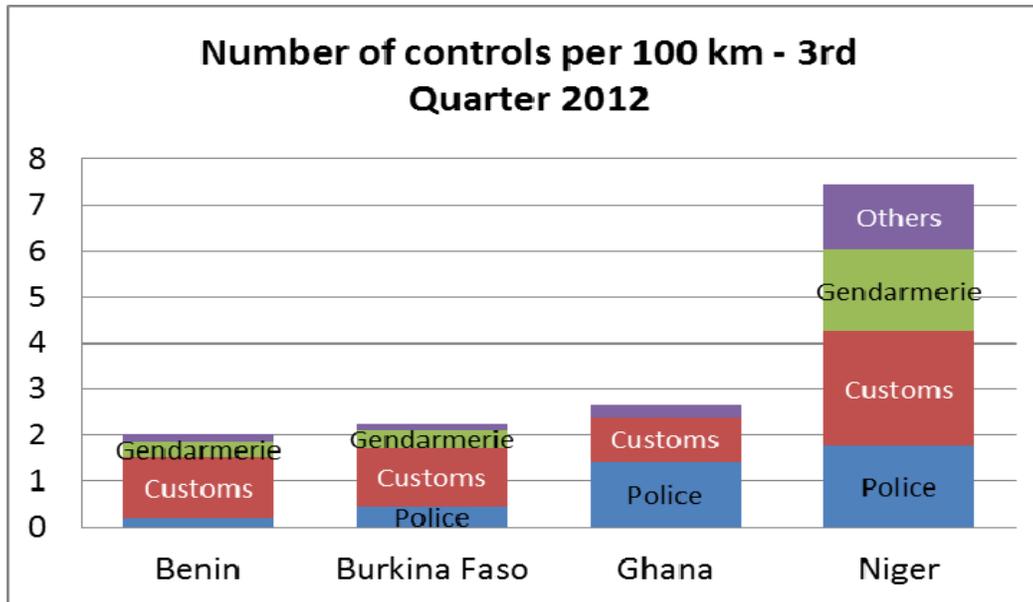
The number of controls, which was in continuous decline till the second quarter 2012 jumped this quarter due to the high number of controls on the new maize corridor. On the other hand it the number of controls dropped by 3 controls (13 to 10) on the livestock corridor. The new maize corridor Parakou-Niamey has two more controls than Techiman-Kantchari although it is much shorter. The most frequent controls occur on the Niger portion of the corridor with the participation of all security forces.

Figure 14: Controls observed by trip and by corridor



Corridor	Country	Number of controls per trip	
Kantchari-Accra <i>Onion</i>	Burkina Faso	9	30
	Ghana	21	
Fada-Parakou <i>Livestock</i>	Benin	6	10
	Burkina Faso	4	
Techiman-Kantchari <i>Maize 1</i>	Burkina Faso	11	26
	Ghana	15	
Parakou-Niamey <i>Maize 2</i>	Benin	7	28
	Niger	21	

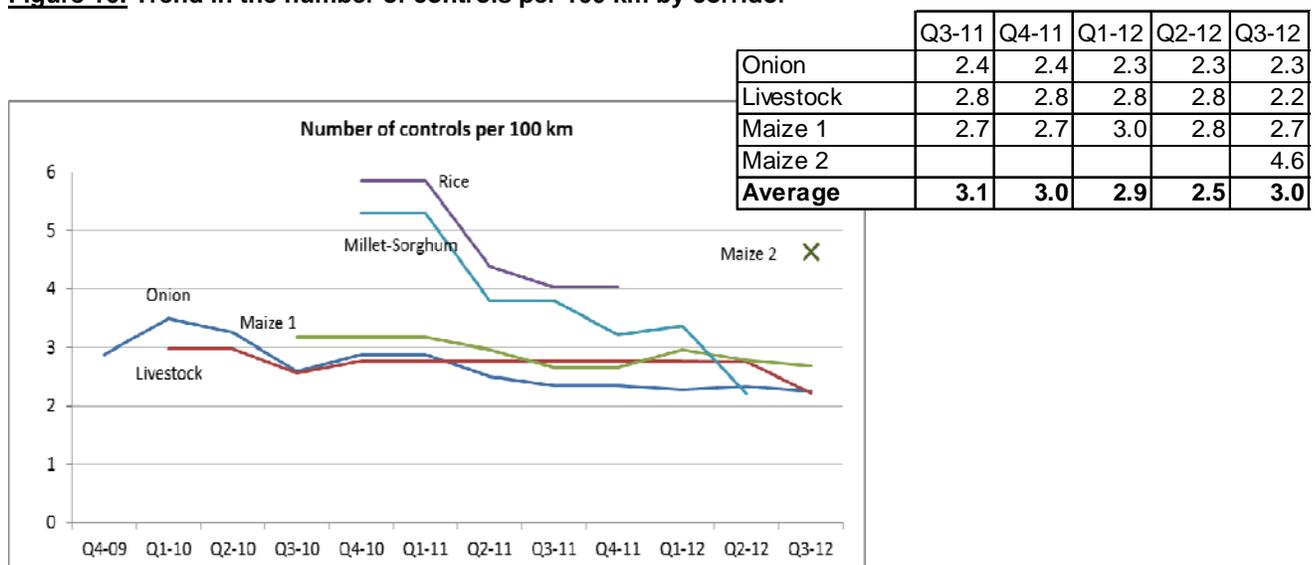
Figure 15: Density of controls by country and by uniformed service



	Police	Customs	Gendarmerie	Others	Total
Benin	0.2	1.3	0.3	0.2	2.0
Burkina Faso	0.5	1.3	0.4	0.1	2.3
Ghana	1.4	1.0	0.0	0.3	2.7
Niger	1.8	2.5	1.8	1.4	7.4
Sénégal	0.0	0.0	0.0	0.0	0.0
<i>Weighted Average</i>	<i>0.9</i>	<i>1.3</i>	<i>0.3</i>	<i>0.3</i>	<i>2.8</i>

This quarter Benin became the country where controls are less dense while Niger has the worst performance as a first time entrant. Customs officers remain mainly responsible for truck drivers' harassments.

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

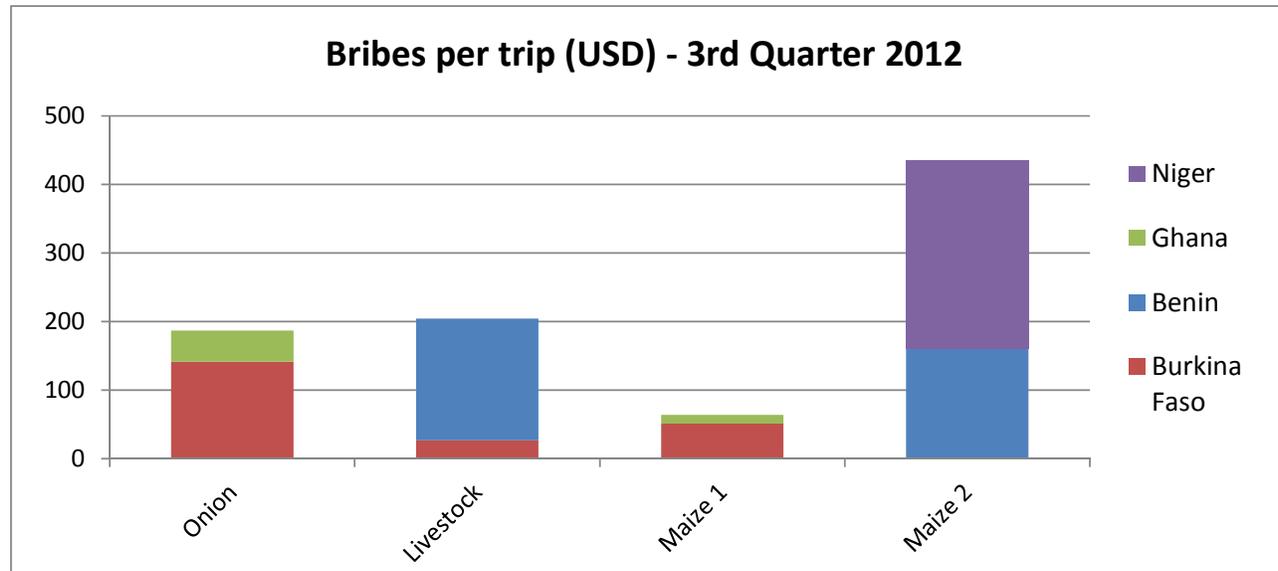


The overall average of controls per 100 km increased following the introduction of the new maize corridor Parakou-Niamey.

II. Bribery

In the quarter under review, illicit payments decreased on livestock and onion corridors thanks to the Burkina Faso portion of these corridors. Bribes slightly increased on the first maize corridor Techiman-Kantchari. Bribes are more than twice higher than the ones on either onion or livestock corridor.

Figure 17: Bribery by trip and by corridor



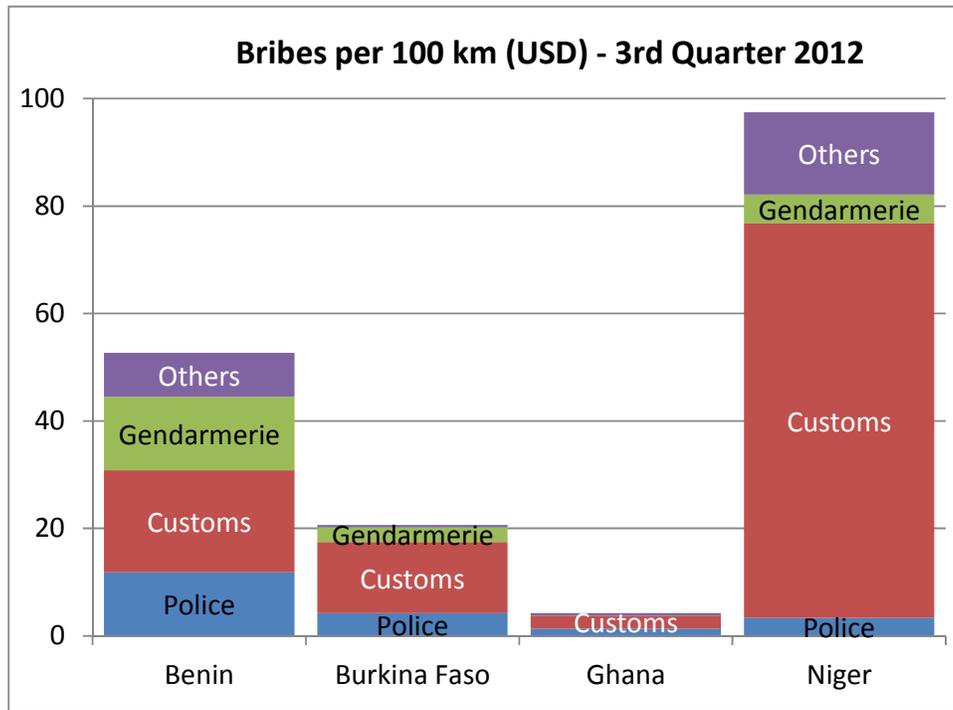
Corridor	Country	Bribes per trip (USD)	
Kantchari-Accra	Burkina Faso	141	187
<i>Onion</i>	Ghana	45	
Fada-Parakou	Benin	178	204
<i>Livestock</i>	Burkina Faso	27	
Techiman-Kantchari	Burkina Faso	51	64
<i>Maize 1</i>	Ghana	13	
Parakou-Niamey	Benin	160	435
<i>Maize 2</i>	Niger	275	

Niger takes the lead before Benin as the country with the highest bribes. The best-in-class is Ghana despite a slight increase during the quarter.

In all the countries covered, Customs is the corps that heckles most truck drivers.

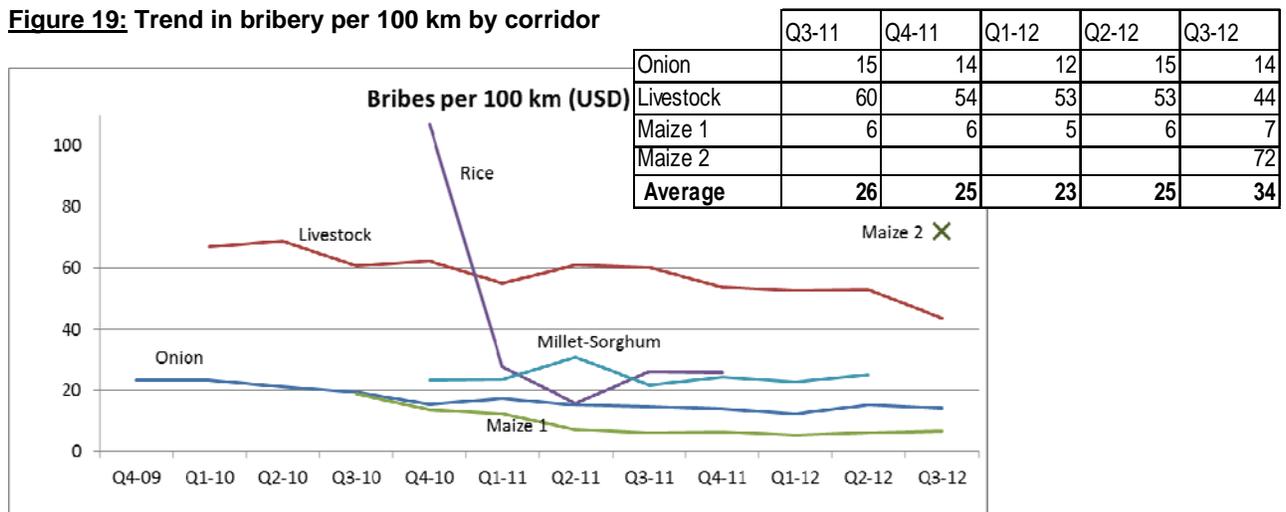
The overall average bribe per 100 km on all corridors increased following the addition of Parakou-Niamey corridor.

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



	Police	Customs	Gendarmerie	Others	Total
Benin	12	19	14	8	53 USD
Burkina Faso	4	13	3	0	21 USD
Ghana	1	2	-	0	4 USD
Niger	3	73	5	15	97 USD
<i>Weighted Average</i>	4	15	4	3	26 USD

Figure 19: Trend in bribery per 100 km by corridor



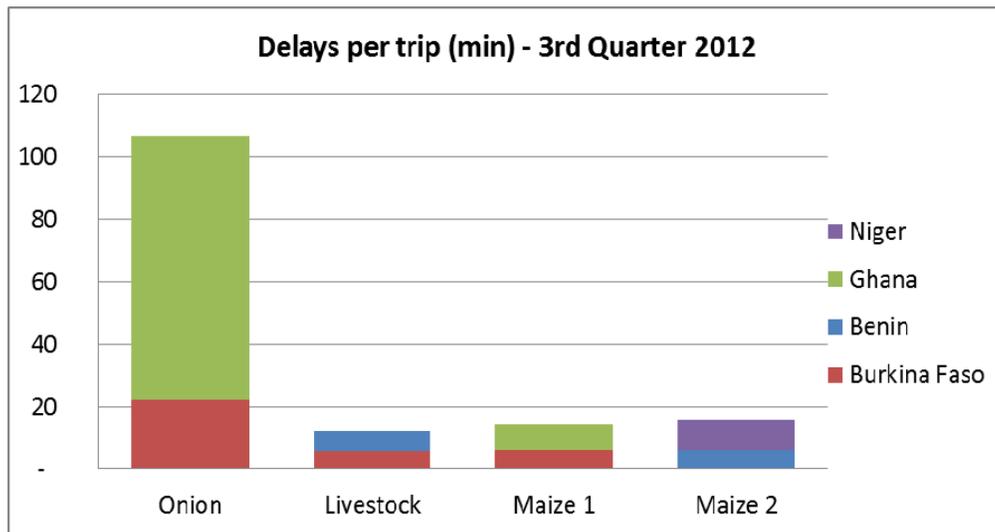
III. Delays

The average delays are generally shorter on ATP corridor as compare to delays on Trade Hub corridors and this is due to payment of bribe in advance by a representative of the consignee before cargo arrival. This is the main reason why the waiting time at some checkpoint is just one minute, especially on the livestock and the new maize corridors where bribes paid are exorbitant (as illustrated in figures above).

Average time of control remain unchanged on the onion corridor but drastically declined this quarter on the livestock and maize corridors, thanks to the ATP advocacy campaigns.

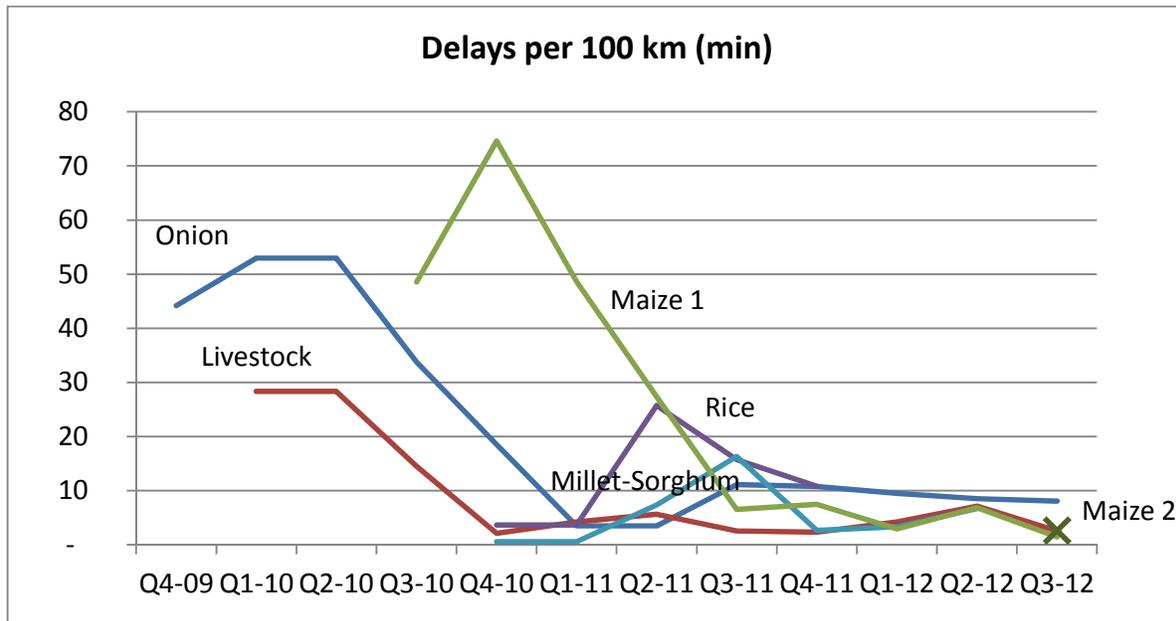
Longest delays are still recorded on the onion corridor (8 minutes per 100 km) while the other corridors have less delays (less than 3 minutes per 100 km). Onion traders spend more time at checkpoints because they refuse to pay bribes.

Figure 20: Delays observed per trip and by corridor



Corridor	Country	Delays per trip (min)	Total
Kantchari-Accra	Burkina Faso	22	107
<i>Onion</i>	Ghana	85	
Fada-Parakou	Benin	6	12
<i>Livestock</i>	Burkina Faso	6	
Techiman-Kantchari	Burkina Faso	6	14
<i>Maize 1</i>	Ghana	8	
Parakou-Niamey	Benin	6	16
<i>Maize 2</i>	Niger	10	

Delays per 100 km	
Benin	2 min
Burkina Faso	3 min
Ghana	7 min
Niger	3 min
<i>Weighted Average</i>	4 min

Figure 21: Trend in delays per 100 km by corridor

	Q3-11	Q4-11	Q1-12	Q2-12	Q3-12
Onion	11.1	10.8	9.5	8.5	8.1
Livestock	2.6	2.3	4.2	7.1	2.6
Maize 1	6.5	7.5	3.0	6.9	1.4
Maize 2					2.6
Average	10.4	6.8	5.0	7.3	3.7

The overall average of delays per 100 km on all corridors reduced after the introduction of Parakou-Niamey maize corridor and the above mentioned improvements.

Conclusion

In spite of the general improvement on corridors studied, one would say more advocacy campaign is ever needed on corridors that are not covered by the initiative.

ANNEX 2: Source data, July 1, 2011 to September 30, 2012

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service					Average bribes in CFA franc per trip by service					Delays per trip			
				Police	Customs	Gender-merie	Others	Total	Ratio per 100 km	Police	Customs	Gender-merie	Others	Total	Ratio per 100 km	Total	Ratio per 100 km
Burkina Faso	Q3-2012	44	400	2	6	2	-	9	2	14,500	51,200	8,575	-	74,275	18,569	22	6
	Q2-2012	19	400	2	6	2	-	10	3	12,132	56,263	11,842	-	82,237	20,559	23	6
	Q3-2011	8	400	2	7	2	-	11	3	10,000	45,000	10,000	-	65,000	16,250	30	8
	Q3-2012	44	916	9	8	-	3	21	2	6,495	14,334	-	3,034	23,863	2,605	85	9
Ghana	Q2-2012	19	916	8	9	-	3	20	2	6,192	12,468	-	1,555	20,215	2,207	89	10
	Q3-2011	8	916	10	10	-	-	20	2	9,738	14,478	-	367	24,583	2,684	116	13
	Q3-2012	44	1,316	11	14	2	3	30	2	20,995	65,534	8,575	3,034	98,138	7,457	107	8
	Q2-2012	19	1,316	10	16	2	3	31	2	18,324	70,731	11,842	1,555	102,452	7,785	112	9
Kantchari-Accra	Q3-2011	8	1,316	12	17	2	-	31	2	19,738	59,478	10,000	367	89,583	6,807	146	11
	Q3-2012	14	150	2	1	1	1	4	3	6,214	1,571	4,071	2,071	13,929	9,286	6	4
	Q2-2012	15	150	2	2	1	1	6	4	6,367	7,433	4,867	3,133	21,800	14,533	13	9
	Q3-2011	20	150	2	2	1	1	6	4	8,850	2,500	5,800	3,000	20,150	13,433	5	3
Benin	Q3-2012	14	319	1	1	1	3	6	2	23,500	30,643	30,643	9,250	93,393	29,277	6	2
	Q2-2012	15	319	1	1	1	4	7	2	23,333	34,333	34,333	13,200	105,200	32,978	21	6
	Q3-2011	20	319	1	1	1	4	7	2	30,000	35,000	35,000	10,850	110,850	34,749	7	2
	Q3-2012	14	469	3	2	2	4	10	2	29,714	31,571	34,714	11,321	107,321	22,883	12	3
Fada - Parakou	Q2-2012	15	469	3	3	2	5	13	3	29,700	41,767	39,200	16,333	127,000	27,079	33	7
	Q3-2011	20	469	3	3	2	5	13	3	38,850	37,500	40,800	13,850	131,000	27,932	12	3
	Q3-2012	71	463	10	4	-	1	15	3	3,130	2,999	-	450	6,579	1,421	8	2
	Q2-2012	15	463	10	4	-	1	15	3	4,312	2,626	-	497	7,435	1,606	37	8
Ghana	Q3-2011	10	463	11	3	-	1	15	3	3,733	1,764	-	588	6,085	1,314	36	8
	Q3-2012	71	513	1	7	2	1	11	2	2,777	21,070	2,507	585	26,939	5,251	6	1
	Q2-2012	15	513	2	7	2	1	12	2	3,467	16,000	2,700	500	22,667	4,418	29	6
	Q3-2011	10	513	2	5	3	1	11	2	2,500	13,100	4,700	750	21,050	4,103	28	5
Techiman-Kantchari	Q3-2012	71	976	12	11	2	2	26	3	5,908	24,070	2,507	1,034	33,519	3,434	14	1
	Q2-2012	15	976	12	11	2	2	27	3	7,779	18,626	2,700	997	30,102	3,084	67	7
	Q3-2011	10	976	13	8	3	2	26	3	6,233	14,864	4,700	1,338	27,135	2,780	64	7
	Q3-2012	26	323	1	4	1	1	7	2	16,308	34,077	15,423	18,315	84,123	26,044	6	2
Benin	Q2-2012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q3-2011	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q3-2012	26	282	5	7	5	4	21	7	4,923	108,731	7,923	22,854	144,231	51,146	10	3
	Q3-2012	26	605	6	11	6	5	28	5	21,231	142,808	23,346	40,969	228,354	37,744	16	3

Note: Currency used is CFA Franc. For the Third quarter 2012, exchange rates were 271 CFA for 1 Ght, for the Second quarter 2012, 273 CFA for 1 Ght, and for the Third quarter 2011, 303 CFA for 1 Ght.

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 **1010.**



COTE D'IVOIRE

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

To report offenses by any uniformed officer, dial
+225 22 44 62 40

or

+225 01 72 36 72



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.





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