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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 FY12 (Oct. 2011 – Mar. 2012)**

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

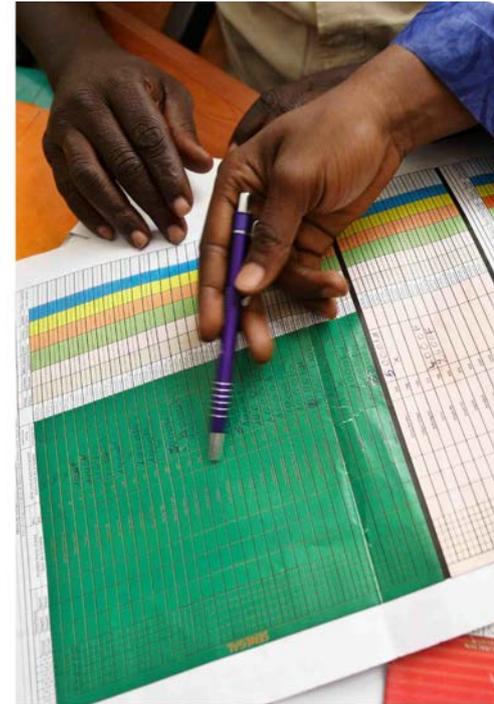
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*In collaboration with:*  
ACDI/VOCA  
CARANA Corporation

# 18<sup>th</sup> Road Governance Report UEMOA



*This report presents information on checkpoints, bribes and delays based on data collected October 1 to December 31, 2011. The report includes two sections :*

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

*2 – The five 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, Bama-Koutiala and Koutiala-Dakar .*

## Results of surveys during the fourth quarter of 2011

**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 Shows the Way***

Road harassment in Togo has continued to decline over the last four quarters thanks to political will, particularly that of the Minister of Security. Unlike other countries, Togo has been able to translate decisions taken at high levels into concrete action on the ground. All drivers hauling goods in the sub-region now note that it is easier to drive in Togo. Even as a passenger, the difference between Togo and its immediate neighbors – Benin and Ghana – is flagrant.

During the fourth quarter, a drop in bribes paid to police officers was noted. With this report, Togo now moves ahead of Ghana as the country that can lay claim to the title of most transit truck-friendly country. The border post at Cinkansé, however, remains a major problem, accounting for a third of bribes drivers pay and 60% of the delays they experience.

### ***The Transition Continues in Côte d'Ivoire***

The end of the political crisis in Côte d'Ivoire last year also ended extremely high levels of bribery and harassment along the country's national highway. Beginning in mid-2011, bribery and delays declined significantly; and by the end of the year, the proportion of bribes paid to different services radically changed: the FRCI (*Forces Républicaines de Côte d'Ivoire*) are not the only agents at checkpoints, but accompanied by other services. After the conflict effectively ended, the FRCI withdrew from checkpoints – the number of checkpoints then increased with a complementary increase in delays, but a decline in the level of bribes paid.

A caravan of transport stakeholders in March 2012 supported by Minister of Transport Gaoussou Toure and organized by the USAID Trade Hub and the Borderless Alliance verified that checkpoints had been almost entirely limited to eight localities along the national highway connecting Abidjan to Bamako and Ouagadougou: Abidjan-Pogo and Abidjan-Laleraba. Exceptions were seen at Katiola and the presence of municipal authorities was noted at several checkpoints. The involvement of the Minister of Transport and the Observatory of Transport Fluidity (OFT) was also an encouraging sign for the future. Despite improvements on the North-South corridor, stakeholders expressed concerns at a growing number of checkpoints on secondary routes and in the west of Côte d'Ivoire.

### ***Mixed Results in Ghana***

As in all other countries this quarter, bribery in Ghana decreased on the Tema-Ouagadougou corridor. Further, Ghana remains among the best in the region as far as the amount of bribes demanded of drivers is concerned. Finally, Paga, at the border with Burkina Faso, is one of the least troublesome for drivers. Still, the decrease in bribery was minimal and the number of checkpoints and delays in Ghana is as high as in 2008. These facts show that stakeholders should reinvigorate efforts to address the issues, particularly concerning the increasing number of police checkpoints along the route.

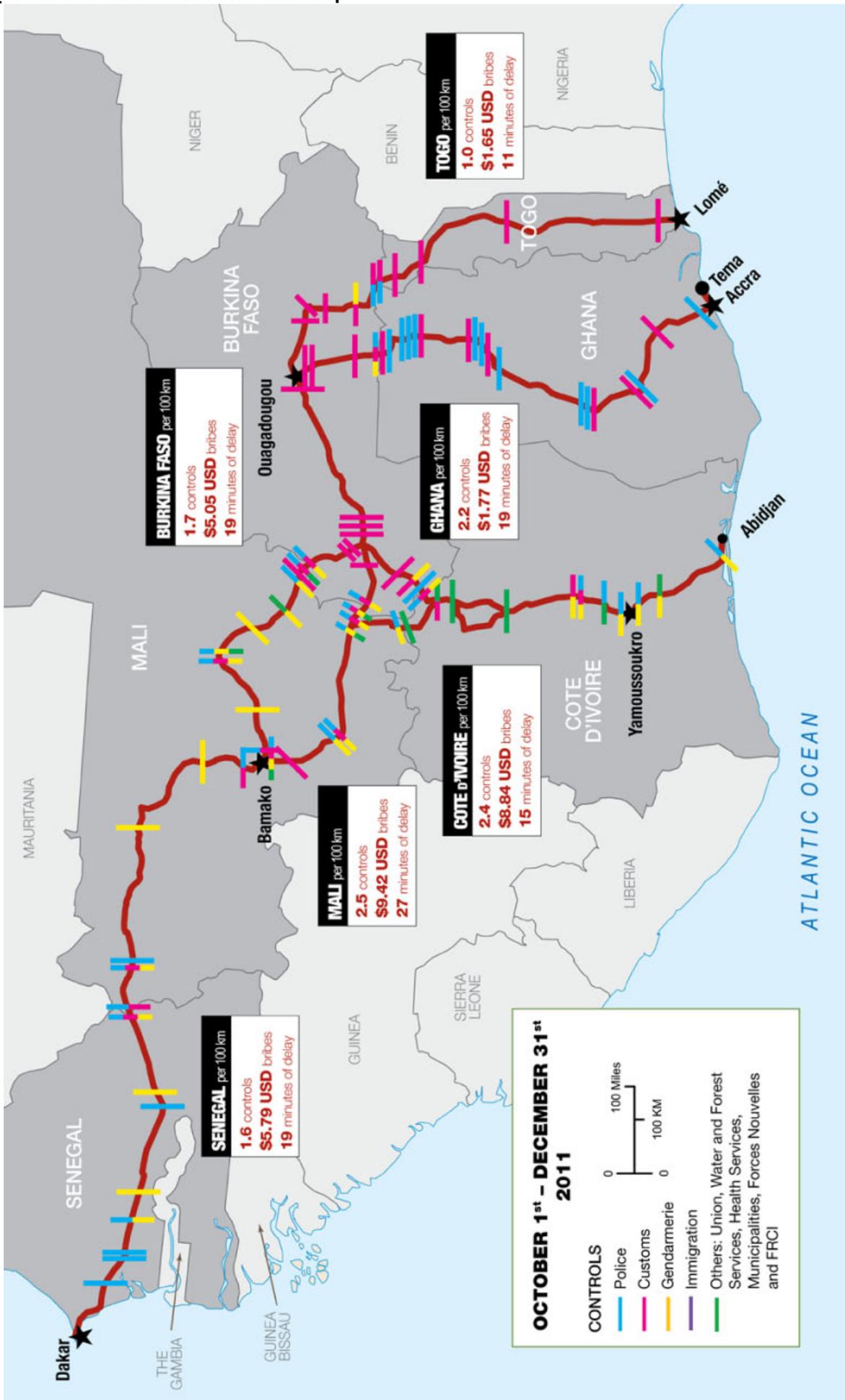
### ***Senegal Acts to Reduce Harassment***

After an increase in harassment during the second quarter of 2011, Senegal has reduced delays and bribes to the levels seen at the beginning of the year. And the number of checkpoints has not been as low as reported here since 2009. These improvements can be attributed primarily to the gendarmerie where the number of inspections and level of bribes have dropped by half compared to the previous quarter's report. By comparison, harassment by police officers remains the same and harassment by customs officers has slightly increased.

In ***Mali***, performances are stagnating: bribes decreased by 17% this quarter, whereas number of controls only decreased by 1% and delays by 6%. Comparing to the same period last year, none of the indicators has varied by more than 10%.

The evolution is comparable in ***Burkina Faso***, where bribes encouragingly dropped by 33% and controls decreased by only 4%, and delays by 5%. The yearly trend is also stable with a variation of less than 10% for each of the three indicators.

**Figure 1: Road Governance initiative data map**



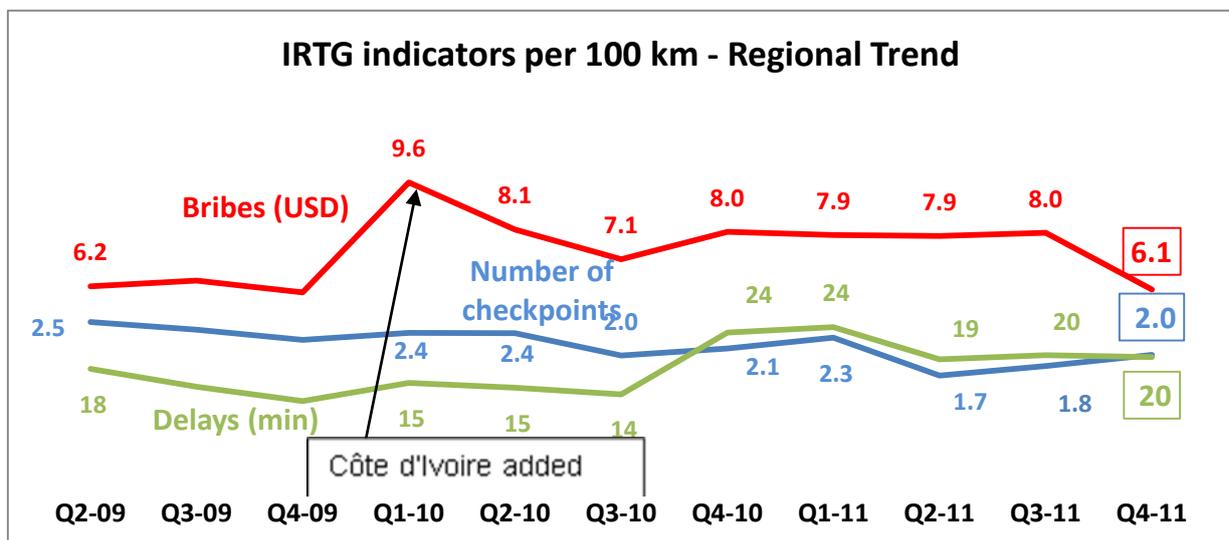
## Introduction

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

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

## General Trends

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



While the number of controls and delays was more or less unchanged compared to last quarter, bribery dropped in all of the countries, which is encouraging.

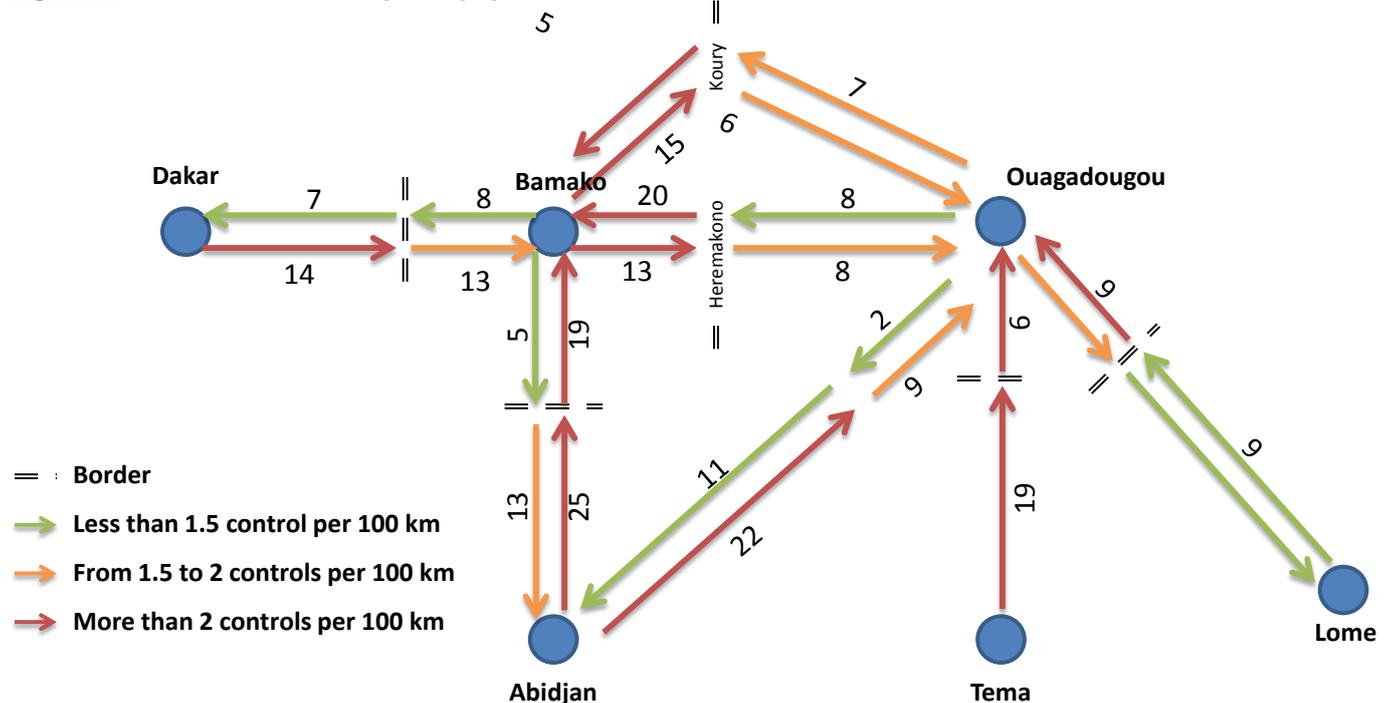
Compared to the previous quarter's report (17<sup>th</sup> report), overall, bribery dropped 19%, the number of controls increased 10% and delays dropped slightly by 2%. Bribery remains, however, largely excessive: the driver of a legal truck will pay 35,000 FCFA on average on each trip.

## I. Number of Controls

Data collected from drivers this quarter reveal no change in the areas having the highest density of controls compared to the previous report, although there are renewed controls in **Côte d'Ivoire**. Nevertheless, the controls occur only in the nine localities authorized on the two corridors. The **Abidjan-Bamako** corridor again has the highest density of controls, with about 2.6 per 100 km – or about 31 stops per trip on average.

The corridor with the least number of controls for export-destined cargo is **Bamako-Dakar** with one stop per 100 km. For import, the **Lomé-Ouagadougou** corridor has the least number of controls, with one stop every 55 km.

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



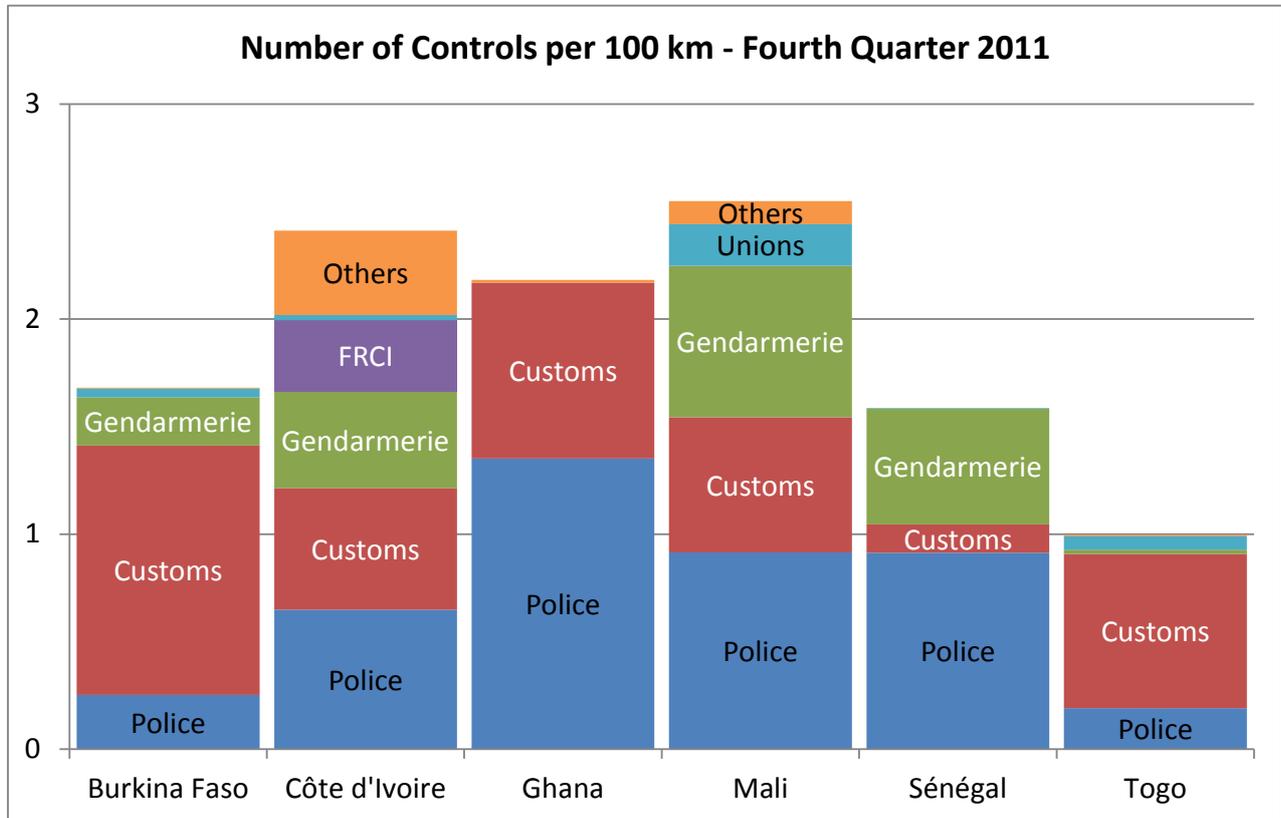
**Table 1: Number of controls per trip by corridor and sub-corridor**

Corridor / Country	Number of controls per trip		
		<b>Dakar-Bamako</b>	<b>27</b>
		Mali	13
		Sénégal	14
<b>Bamako-Abidjan</b>	<b>18</b>	<b>Bamako-Dakar</b>	<b>15</b>
Côte d'Ivoire	13	Mali	8
Mali	5	Sénégal	7
<b>Abidjan-Bamako</b>	<b>43</b>	<b>Bamako-Ouaga via Koury</b>	<b>23</b>
Côte d'Ivoire	25	Burkina Faso	8
Mali	19	Mali	15
<b>Abidjan-Ouaga</b>	<b>31</b>	<b>Ouaga-Bamako via Koury</b>	<b>28</b>
Burkina Faso	9	Burkina Faso	7
Côte d'Ivoire	22	Mali	21
<b>Ouaga-Abidjan</b>	<b>13</b>	<b>Lomé-Ouagadougou</b>	<b>19</b>
Burkina Faso	2	Burkina Faso	9
Côte d'Ivoire	11	Togo	9
<b>Bamako-Ouaga via Hérémakono</b>	<b>22</b>	<b>Ouagadougou-Lomé</b>	<b>10</b>
Burkina Faso	8	Burkina Faso	5
Mali	13	Togo	6
<b>Ouaga-Bamako via Hérémakono</b>	<b>28</b>	<b>Tema-Ouagadougou</b>	<b>26</b>
Burkina Faso	8	Burkina Faso	6
Mali	20	Ghana	19

**Mali** remains the country with the highest density of checkpoints with all of the uniformed services significantly contributing.

**Côte d'Ivoire** takes second place with the progressive replacement of FRCI-operated checkpoints by other uniformed services. **Ghana** follows due to Police and Customs checkpoints.

**Figure 4: Density of controls by country and by uniformed service**

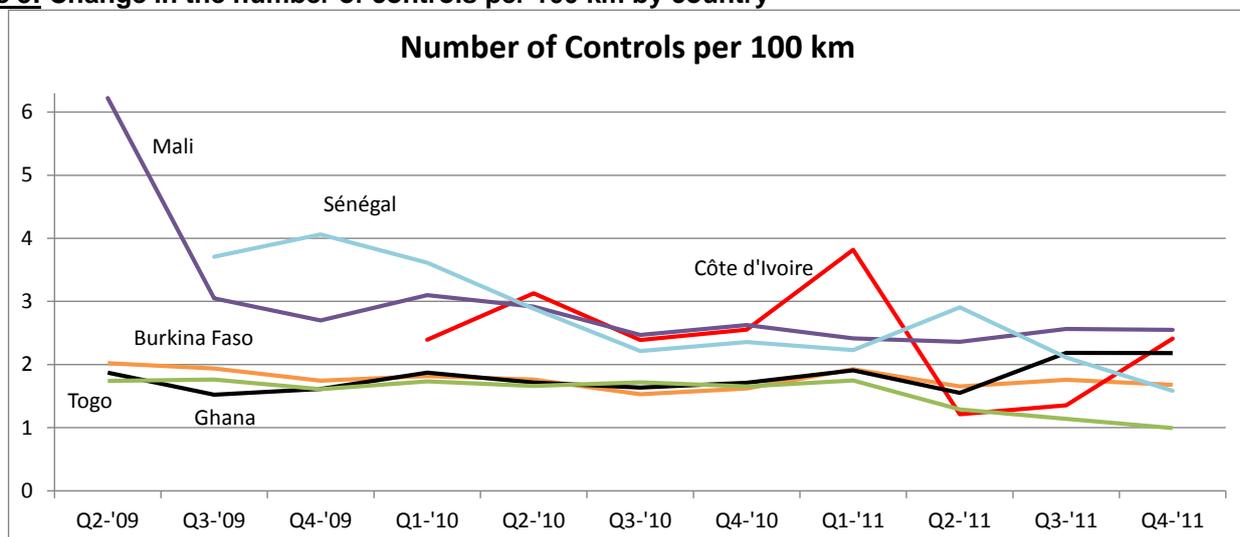


Good news this quarter comes from **Senegal**, where the improvement observed during the third quarter of 2011 is sustained and posts its best performance since 2009, thanks to the gendarmerie.

**Togo** similarly provides good news, where 2011's positive trend is confirmed by this quarter's data and gave it the best performance among all countries thanks, recently, to a decrease in the number of police checkpoints.

**Ghana, Mali** and **Burkina Faso** continue to show a high level of checkpoints and no concrete measure appears to have been taken to reduce these trade barriers.

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

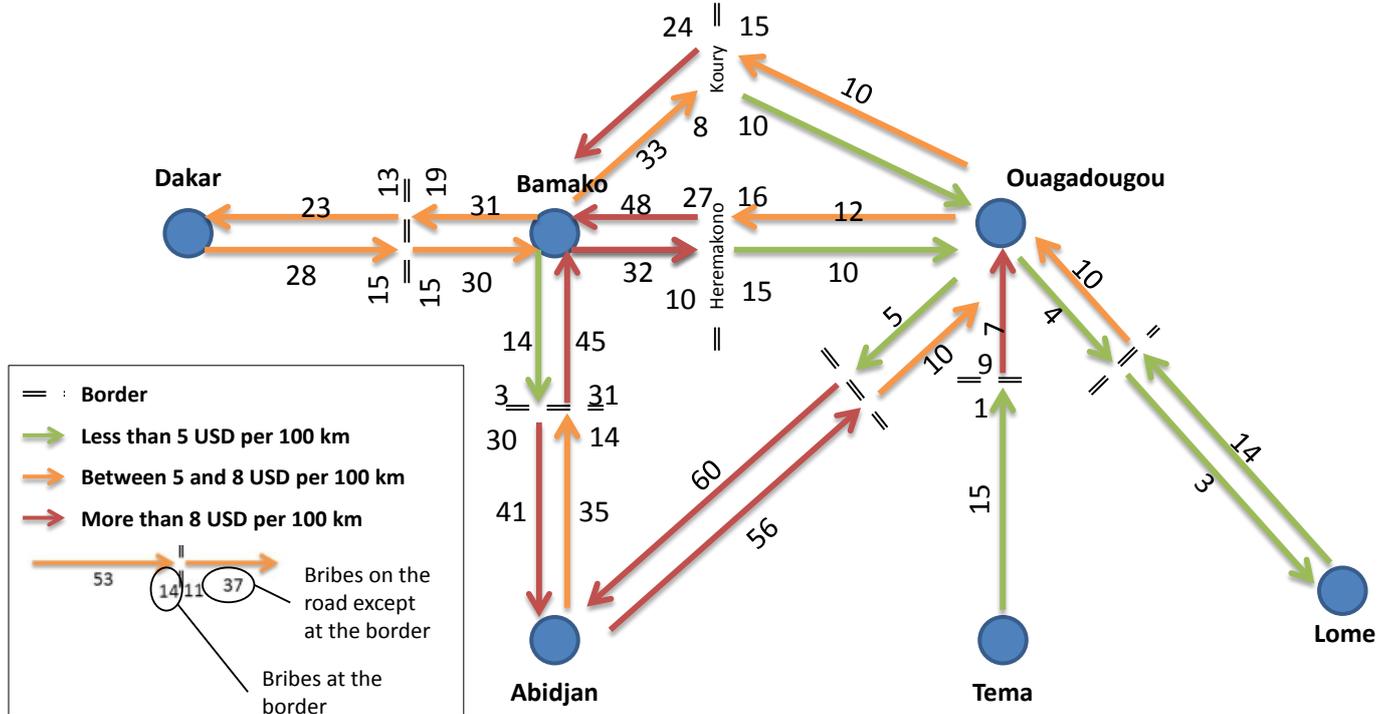


## II. Bribery

Bribery fell on all corridors except the **Abidjan-Bamako** route, where it remained unchanged and is the most expensive in the region with drivers paying about 4,400 F CFA per 100 km. The **Lomé-Ouagadougou** remains the least expensive in the region: 1,300 CFA per 100 km.

35% of bribes are paid at borders, an overall increase compared to the previous quarter. The border post at Pogo in **Côte d'Ivoire** has the highest level of bribes paid – about 11,000 FCFA on average per truck – while Paga in **Ghana** has the lowest level of bribes paid – about 500 FCFA on average per truck.

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



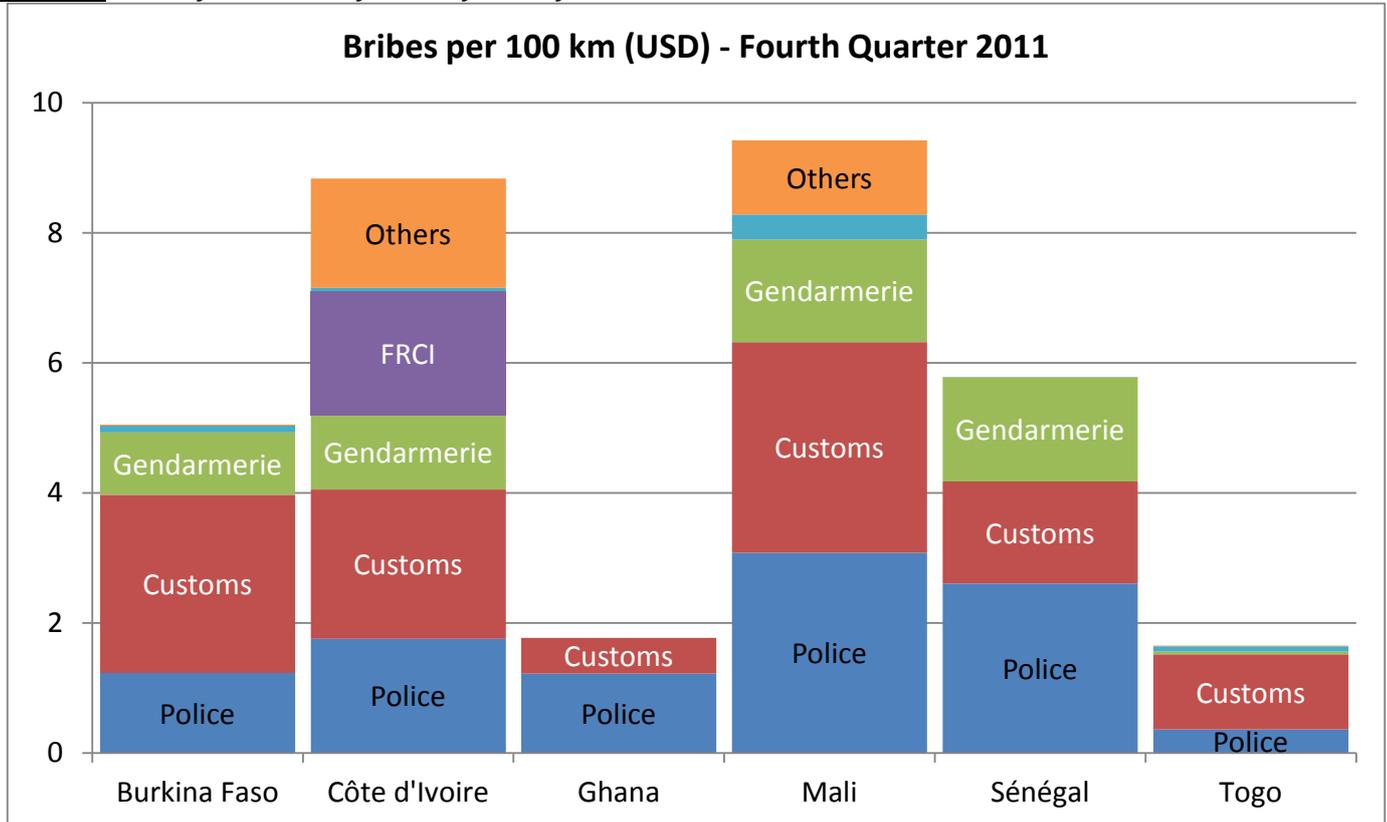
**Table 2: Bribery by trip (USD) by corridor and sub-corridor**

Corridor / Country	Bribes on the road except at the border (USD)	Bribes at the border (USD)
<b>Dakar-Bamako</b>	<b>58</b>	<b>30</b>
Mali	30	15
Sénégal	28	15
<b>Bamako-Dakar</b>	<b>54</b>	<b>32</b>
Mali	31	19
Sénégal	23	13
<b>Bamako-Ouaga via Koury</b>	<b>43</b>	<b>19</b>
Burkina Faso	10	10
Mali	33	8
<b>Ouaga-Bamako via Koury</b>	<b>60</b>	<b>39</b>
Burkina Faso	10	15
Mali	50	24
<b>Lomé-Ouagadougou</b>	<b>24</b>	<b>11</b>
Burkina Faso	10	8
Togo	14	3
<b>Ouagadougou-Lomé</b>	<b>7</b>	<b>11</b>
Burkina Faso	4	6
Togo	3	5
<b>Tema-Ouagadougou</b>	<b>31</b>	<b>1</b>
Burkina Faso	7	9
Ghana	15	1
<b>Bamako-Abidjan</b>	<b>55</b>	<b>33</b>
Côte d'Ivoire	41	30
Mali	14	3
<b>Abidjan-Bamako</b>	<b>80</b>	<b>45</b>
Côte d'Ivoire	35	14
Mali	45	31
<b>Abidjan-Ouaga</b>	<b>67</b>	<b>28</b>
Burkina Faso	10	18
Côte d'Ivoire	56	10
<b>Ouaga-Abidjan</b>	<b>66</b>	<b>23</b>
Burkina Faso	5	13
Côte d'Ivoire	60	10
<b>Bamako-Ouaga via Hérémak</b>	<b>41</b>	<b>25</b>
Burkina Faso	10	15
Mali	32	10
<b>Ouaga-Bamako via Hérémak</b>	<b>60</b>	<b>43</b>
Burkina Faso	12	16
Mali	48	27

Despite a notable decrease in bribery, **Mali** continues to lead the region with the highest level of bribery and as before all of its uniformed services contribute to its achieving this dubious distinction.

**Côte d'Ivoire** continues to pursue a decline but remains with Mali a country where bribes are higher than the rest of the region. Fourth quarter data show that, as with checkpoints, a transfer of bribe collection from FRCI forces toward other uniformed services, which are at a comparable level. The majority of bribes are paid to “other” uniformed services – specifically, to municipal agents who are not authorized to operate checkpoints.

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

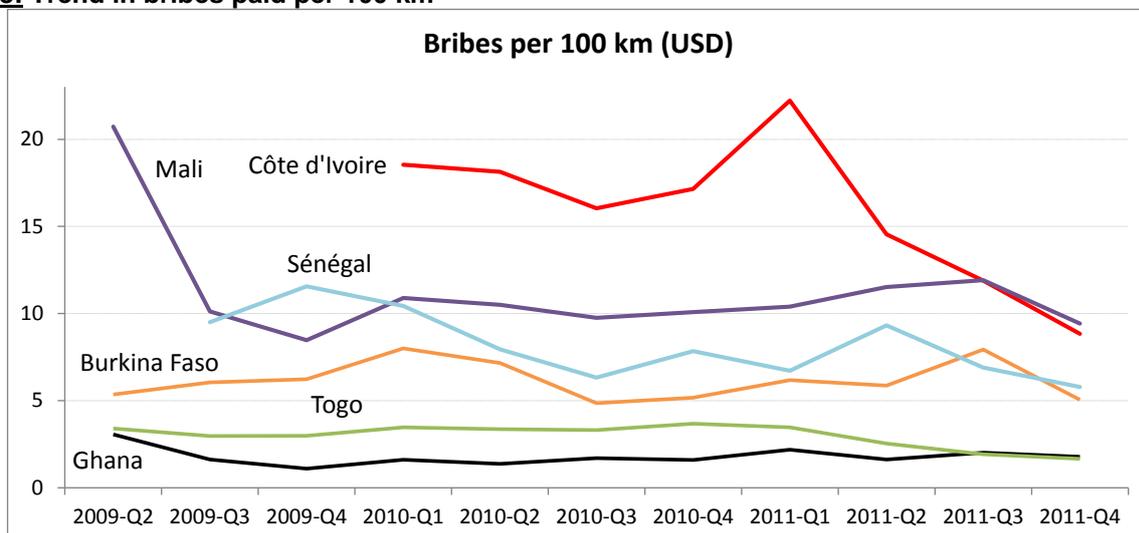


All of the countries saw bribes decrease on their principal routes, encouraging news for the road governance initiative.

**Senegal, Côte d'Ivoire** and **Togo** continued this trend from the previous quarter. In Togo, bribes paid to police dropped and in Senegal the gendarmerie deserves credit for the decline.

The other countries reported encouraging declines even if only modest as in **Ghana** (8%). In **Burkina Faso**, bribes paid to customs agents at checkpoints returned to an average level.

**Figure 8: Trend in bribes paid per 100 km**



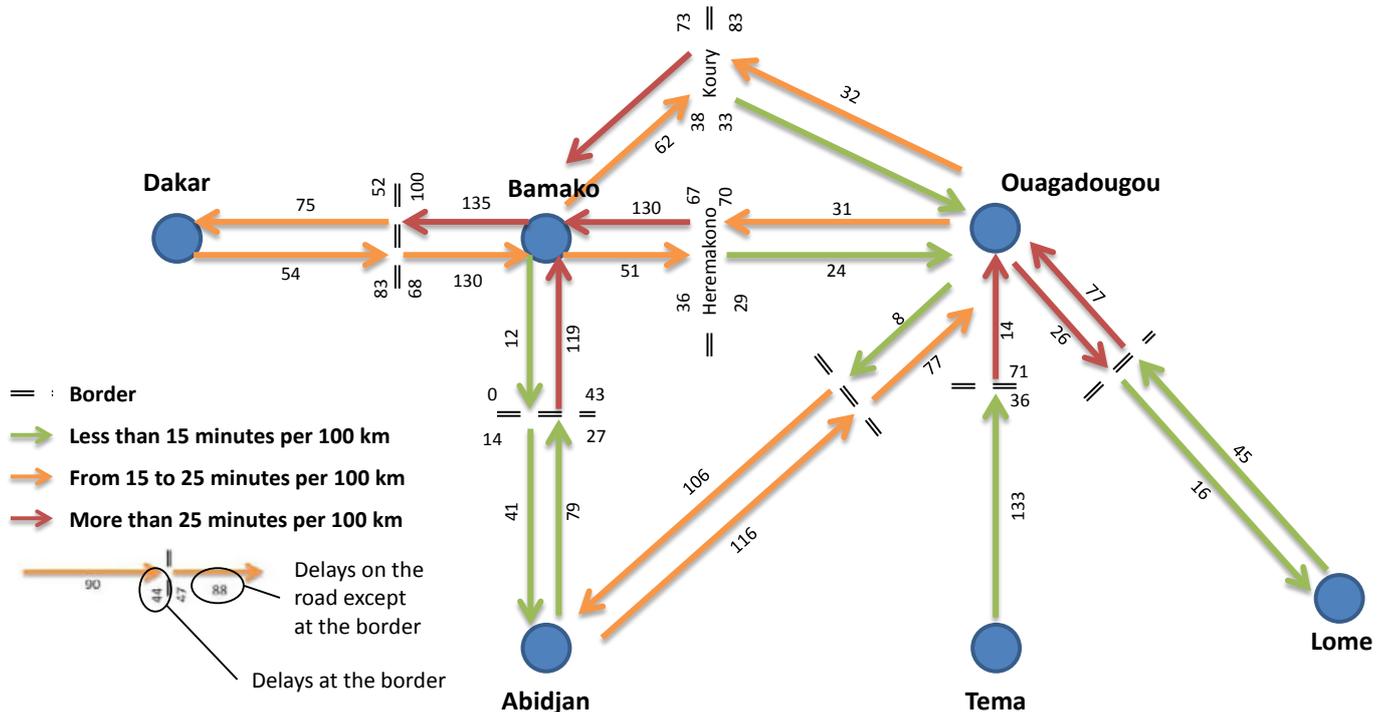
### III. Delays

The **Bamako-Dakar** corridor continues to have the worst delays – trucks lose six hours, on average, per trip. Across the length of the corridor, **Tema-Ouagadougou** and **Bamako-Ouagadougou** also impose long delays on truck drivers – an average of 25 minutes per 100 km.

The corridors with the least delays for export are those toward **Abidjan** while the **Lomé-Ouagadougou** corridor has the least delays for importers – about three hours per trip.

The **Diboli-Kidira** (Mali-Senegal) border takes the most time to cross – about two and a half hours on average, while the quickest to cross is at **Danguindougou-La Leraba** (Burkina Faso-Côte d'Ivoire), which takes about 40 minutes.

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



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

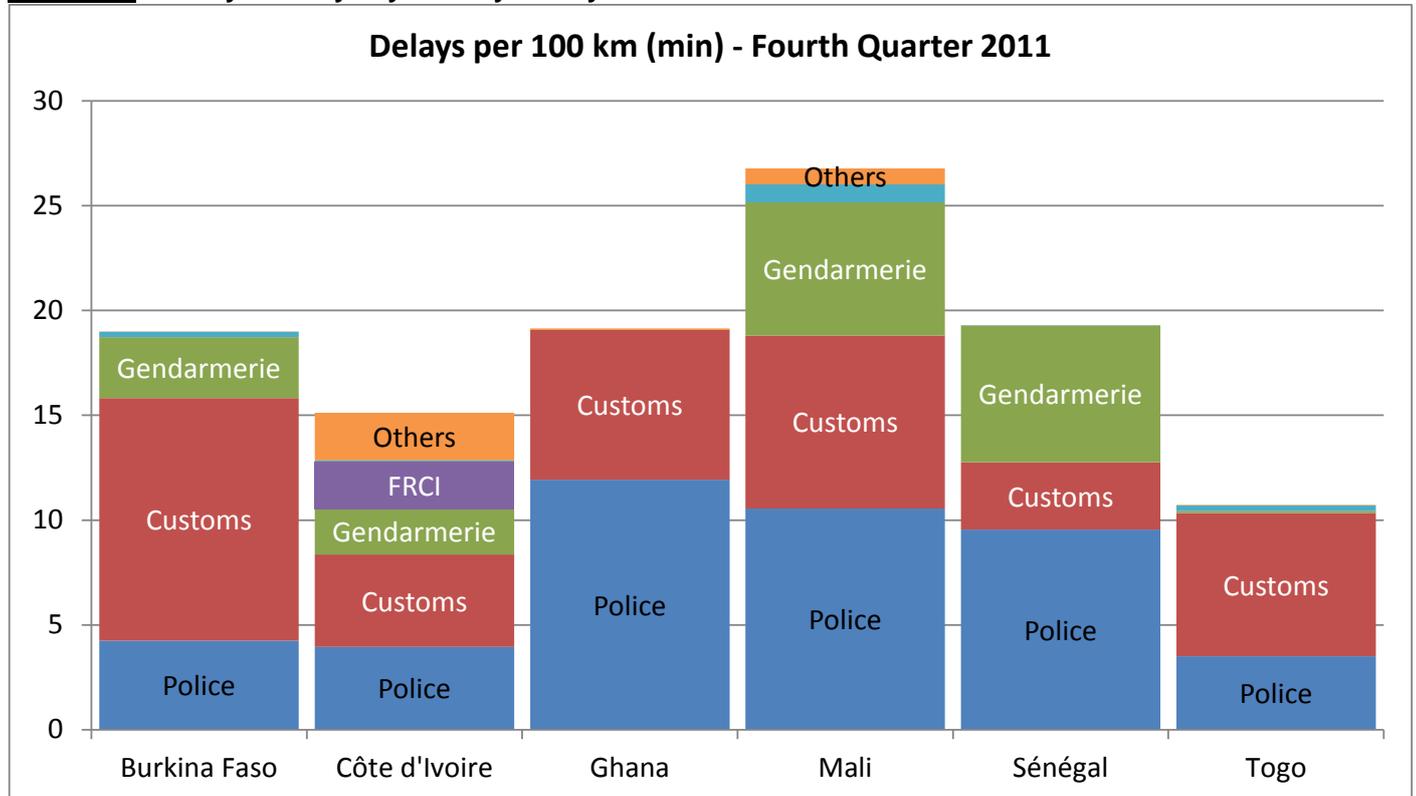
Corridor / Country	Delays on the road except at the border (min)	Delays at the border (min)		
<b>Dakar-Bamako</b>			<b>184</b>	<b>150</b>
Mali	130	68		
Sénégal	54	83		
<b>Bamako-Dakar</b>	<b>210</b>	<b>152</b>		
Mali	135	100		
Sénégal	75	52		
<b>Bamako-Ouaga via Koury</b>	<b>92</b>	<b>71</b>		
Burkina Faso	30	33		
Mali	62	38		
<b>Ouaga-Bamako via Koury</b>	<b>167</b>	<b>155</b>		
Burkina Faso	32	83		
Mali	135	73		
<b>Lomé-Ouagadougou</b>	<b>122</b>	<b>61</b>		
Burkina Faso	77	31		
Togo	45	29		
<b>Ouagadougou-Lomé</b>	<b>42</b>	<b>125</b>		
Burkina Faso	26	56		
Togo	16	69		
<b>Tema-Ouagadougou</b>	<b>147</b>	<b>106</b>		
Burkina Faso	14	71		
Ghana	133	36		
<b>Bamako-Abidjan</b>	<b>53</b>	<b>14</b>		
Côte d'Ivoire	41	14		
Mali	12	0		
<b>Abidjan-Bamako</b>	<b>197</b>	<b>70</b>		
Côte d'Ivoire	79	27		
Mali	119	43		
<b>Abidjan-Ouaga</b>	<b>193</b>	<b>65</b>		
Burkina Faso	77	20		
Côte d'Ivoire	116	45		
<b>Ouaga-Abidjan</b>	<b>114</b>	<b>13</b>		
Burkina Faso	8	0		
Côte d'Ivoire	106	13		
<b>Bamako-Ouaga via Hérémakono</b>	<b>75</b>	<b>65</b>		
Burkina Faso	24	29		
Mali	51	36		
<b>Ouaga-Bamako via Hérémakono</b>	<b>161</b>	<b>137</b>		
Burkina Faso	31	70		
Mali	130	67		

Delays in **Côte d'Ivoire**, as with the number of controls, are attributable equally among the uniformed services and are increasing.

The overall decrease in delays in Ghana, attributed to police and customs checkpoints, contribute to the speedy movement of traffic in the country, while in Senegal it is the gendarmerie that harasses drivers the least.

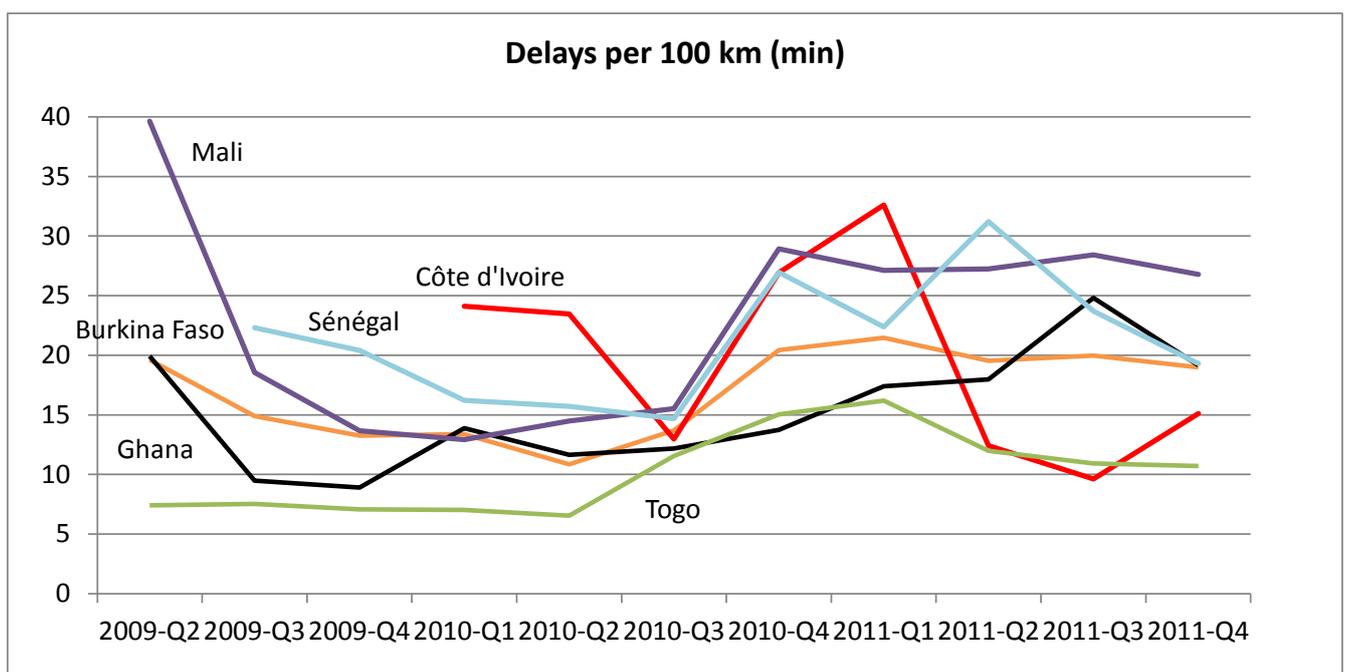
In **Togo**, **Burkina Faso** and **Mali**, delays remain more or less unchanged and Mali continues to lead the region with the longest delays.

**Figure 10: Density of delays by country and by uniformed service**



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

**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 2,500 FCFA per 100 km while a truck monitored by ATP paid about 10,000 FCFA per 100 km.

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 Oct. 1 and Dec. 31, 2011.

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.

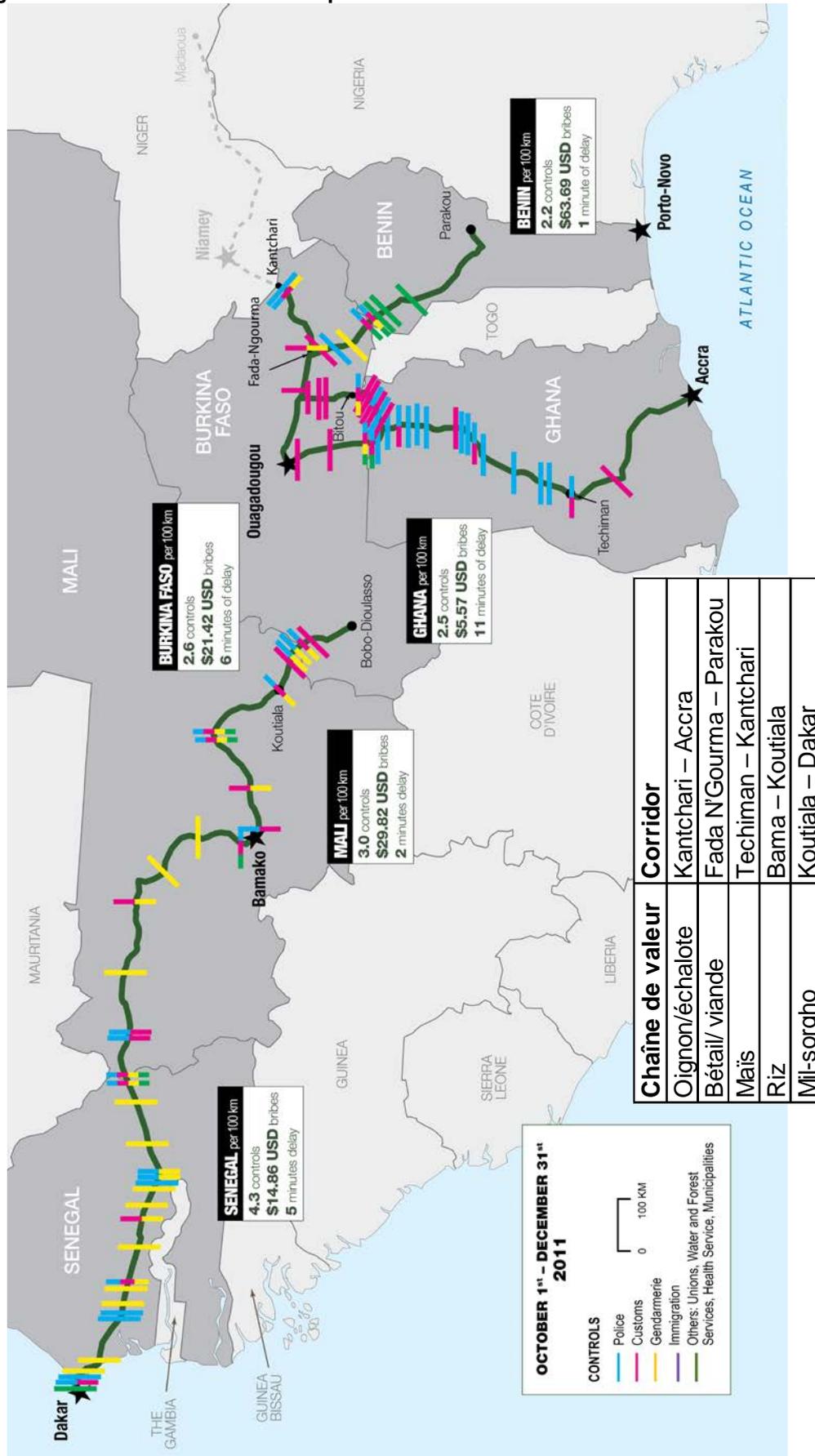
## ANNEX 1: Source Data, Oct. 1, 2010 to Dec. 31, 2011

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service						Average bribes in FCFA 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	Q4-2011	103	1174	10.1	6.2	6.7	7.8	30.8	2.6	12,668	12,605	6,372	20,138	51,784	4,411	167	14
	Q3-2011	130	1174	6.7	2.5	6.8	4.4	20.4	1.7	9,301	7,853	7,935	25,812	50,901	4,336	163	14
	Q4-2010	70	1174	7.0	0.5	3.3	13.9	24.6	2.1	12,035	1,333	4,174	58,411	75,953	6,470	181	15
Côte d'Ivoire	Q4-2011	103	710	5.3	4.0	3.8	5.7	18.9	2.7	5,345	6,732	3,143	13,991	29,210	4,114	80	11
	Q3-2011	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
	Q4-2010	70	710	2.1	0.1	1.5	12.9	16.5	2.3	2,688	319	1,701	56,983	61,692	8,689	136	19
Mali	Q4-2011	103	464	4.7	2.2	2.8	2.1	11.9	2.6	7,324	5,874	3,229	6,147	22,573	4,865	87	19
	Q3-2011	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
	Q4-2010	70	464	4.9	0.4	1.8	1.0	8.1	1.7	9,347	1,014	2,472	1,428	14,261	3,074	45	10
Abidjan-Ouaga	Q4-2011	78	1263	5.3	7.7	3.4	5.3	21.8	1.7	11,362	13,183	7,944	12,073	44,562	3,528	193	15
	Q3-2011	13	1263	2.1	2.5	2.5	7.0	14.1	1.1	5,731	5,154	6,077	52,769	69,731	5,521	92	7
	Q4-2010	58	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
Burkina Faso	Q4-2011	78	517	1.2	3.5	0.8	0.1	5.6	1.1	4,264	3,654	3,001	288	11,207	2,168	52	10
	Q3-2011	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
	Q4-2010	58	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
Côte d'Ivoire	Q4-2011	78	746	4.1	4.2	2.7	5.2	16.2	2.2	7,098	9,530	4,943	11,785	33,356	4,471	140	19
	Q3-2011	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
	Q4-2010	58	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
Bamako-Dakar	Q4-2011	110	1476	10.3	3.5	7.1	0.3	21.2	1.4	16,651	16,491	8,772	542	42,456	2,876	348	24
	Q3-2011	145	1476	10.4	3.9	10.5	1.1	25.9	1.8	16,687	16,484	12,031	1,595	46,797	3,171	417	28
	Q4-2010	183	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
Mali	Q4-2011	110	794	4.1	2.6	3.5	0.3	10.3	1.3	8,017	11,268	3,452	528	23,264	2,930	216	27
	Q3-2011	145	794	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
	Q4-2010	183	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
Sénégal	Q4-2011	110	682	6.2	0.9	3.7	0.0	10.8	1.6	8,634	5,223	5,320	14	19,191	2,814	132	19
	Q3-2011	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
	Q4-2010	183	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
Bamako-Ouaga via Heremakono	Q4-2011	74	934	7.2	10.8	4.5	2.3	24.7	2.6	12,124	17,720	5,835	5,403	41,081	4,398	219	23
	Q3-2011	70	934	5.9	11.0	5.5	3.3	25.6	2.7	14,087	27,334	8,443	7,560	57,425	6,148	218	23
	Q4-2010	58	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
Burkina Faso	Q4-2011	74	502	1.0	5.8	0.9	0.3	8.1	1.6	2,446	8,187	1,644	410	12,687	2,527	77	15
	Q3-2011	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
	Q4-2010	58	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
Mali	Q4-2011	74	432	6.2	4.9	3.6	1.9	16.6	3.8	9,678	9,533	4,191	4,992	28,394	6,573	142	33
	Q3-2011	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
	Q4-2010	58	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
Bamako-Ouaga via Kourou	Q4-2011	54	1035	6.4	9.3	7.0	2.7	25.5	2.5	10,699	15,655	7,608	5,301	39,263	3,794	242	23
	Q3-2011	41	1035	6.6	12.2	5.4	2.0	26.2	2.5	18,614	28,918	11,015	4,569	63,116	6,098	246	24
	Q4-2010	44	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
Burkina Faso	Q4-2011	54	488	1.0	4.9	1.1	0.3	7.3	1.5	2,216	7,055	1,366	362	10,999	2,254	89	18
	Q3-2011	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
	Q4-2010	44	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
Mali	Q4-2011	54	547	5.4	4.4	5.9	2.4	18.1	3.3	8,483	8,600	6,242	4,939	28,264	5,167	154	28
	Q3-2011	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
	Q4-2010	44	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
Ouagadougou-Lomé	Q4-2011	179	1020	2.4	10.6	1.1	0.5	14.6	1.4	2,740	7,945	1,936	361	12,983	1,273	175	17
	Q3-2011	176	1020	3.2	9.6	1.7	0.6	15.1	1.5	3,524	6,421	2,689	831	13,466	1,320	162	16
	Q4-2010	209	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
Burkina Faso	Q4-2011	179	274	1.0	5.2	0.9	0.0	7.1	2.6	1,433	3,747	1,790	17	6,987	2,550	95	35
	Q3-2011	176	274	1.0	4.6	1.0	0.0	6.6	2.4	1,509	3,389	1,914	-	6,812	2,486	81	30
	Q4-2010	209	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
Togo	Q4-2011	179	746	1.4	5.4	0.2	0.5	7.4	1.0	1,308	4,198	146	344	5,996	804	80	11
	Q3-2011	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
	Q4-2010	209	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
Ouagadougou-Tema	Q4-2011	45	1057	12.9	11.6	1.0	0.1	25.7	2.4	6,877	6,867	1,889	-	15,633	1,479	253	24
	Q3-2011	67	1057	11.6	12.7	1.0	0.1	25.4	2.4	6,306	8,150	1,955	68	16,480	1,559	323	31
	Q4-2010	151	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
Burkina Faso	Q4-2011	45	176	1.0	4.4	1.0	0.0	6.4	3.7	1,647	4,511	1,889	-	8,047	4,572	85	48
	Q3-2011	67	176	1.0	4.2	1.0	0.0	6.2	3.5	1,500	4,785	1,955	-	8,240	4,682	104	59
	Q4-2010	151	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
Ghana	Q4-2011	45	881	11.9	7.2	0.0	0.1	19.2	2.2	5,231	2,356	-	-	7,587	861	169	19
	Q3-2011	67	881	10.6	8.5	0.0	0.1	19.3	2.2	4,806	3,365	-	68	8,239	935	219	25
	Q4-2010	151	881	8.1	8.1	0.0	0.9	17.0	1.9	5,077	3,642	-	558	9,277	1,053	124	14

Note: CFA is the currency used for the analysis of collected data. During the four quarter of 2011, 1 GHS was equivalent to 299 F CFA, 303 F CFA during the third quarter 2011, and 334 F CFA during the fourth quarter 2010.

## 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. The projects target six value chains (maize, onions/shallots, livestock/meat, millet/sorghum, rice and poultry) along the transport corridors linking production zones to consumer markets in West Africa.

The initiative targets the following sectors and corridors:

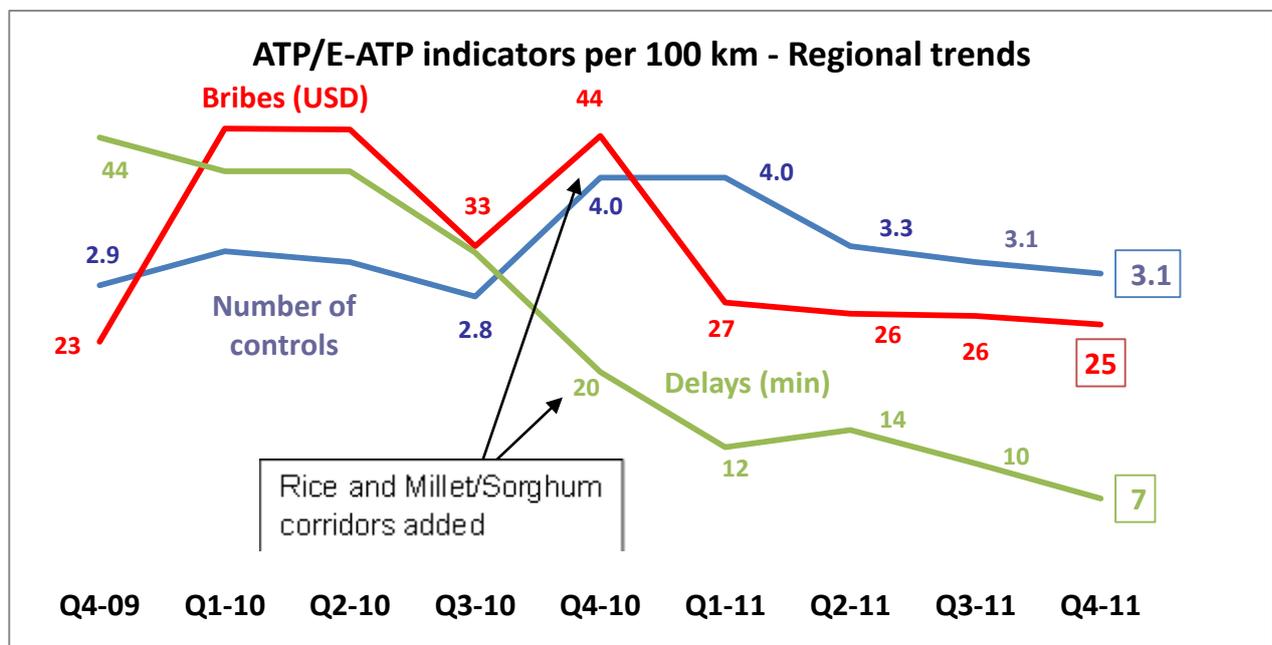
Value Chain	Corridor	Distance
Onions/Shallots	Kantchari (Burkina Faso) – Accra (Ghana)	1,316 km
Livestock/Meat	Fada N’Gourma (Burkina Faso) – Parakou (Benin)	469 km
Maize	Techiman (Ghana) – Kantchari (Burkina Faso)	976 km
Rice	Bama (Burkina Faso) – Koutiala (Mali)	273 km
Millet/Sorghum	Koutiala (Mali) – Dakar (Senegal)	1,865 km

The movement of these agricultural goods along West African corridors remains difficult due to numerous checkpoints, a high level of bribery and long delays.

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

## Summary

**Figure 13** shows the indicator trends on the five corridors.



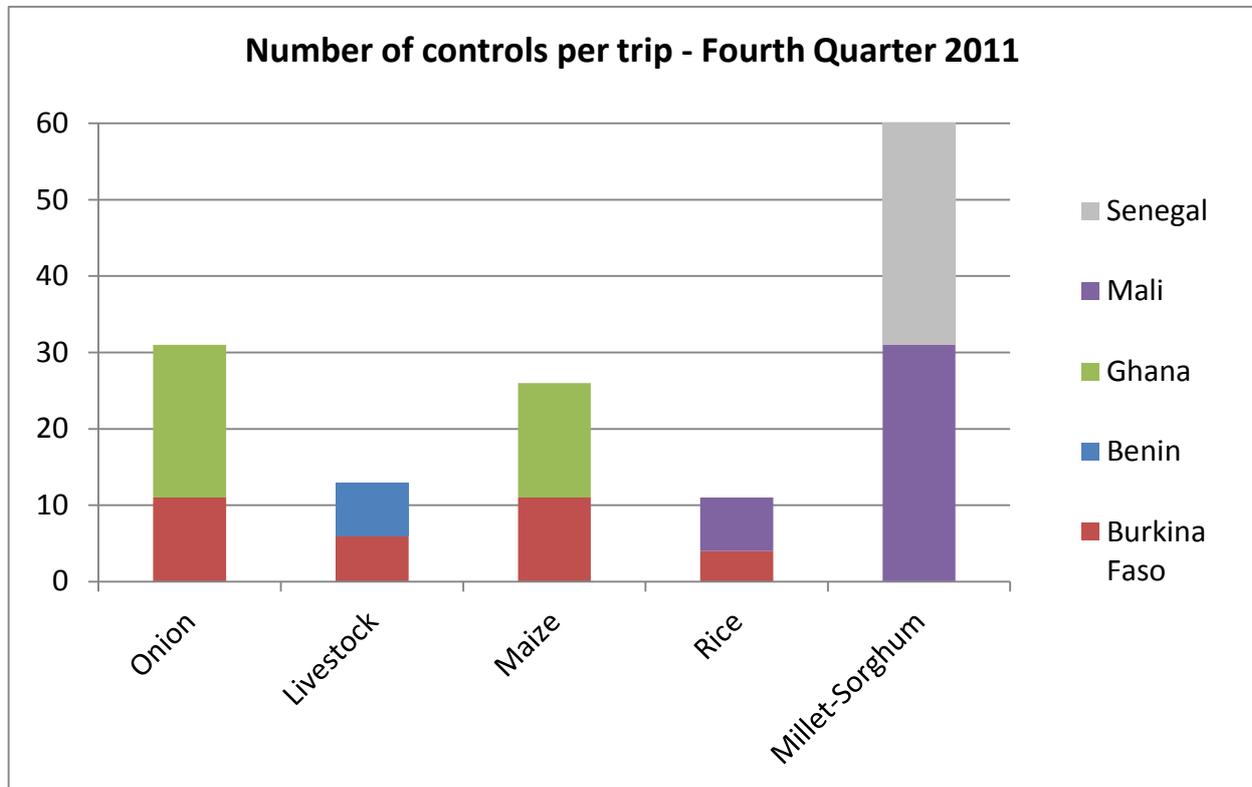
On the five corridors, the number of checkpoints remained the same from the third to fourth quarters of 2011 with 3.1 checkpoints per 100 km. Bribery increased from 11,904 FCFA to 12,054 FCFA per 100 km. Delays dropped from 10 to 7 minutes per 100 km.

## I. Number of controls

The number of controls per trip did not change during the fourth quarter compared to the previous quarter except on the Koutiala-Dakar corridor where the number declined by 15%. This occurred because Senegal eliminated a number of controls during the quarter.

Police services account for most of the controls per 100 km. Over the course of the last year, the number of controls has slightly dropped from one quarter to another.

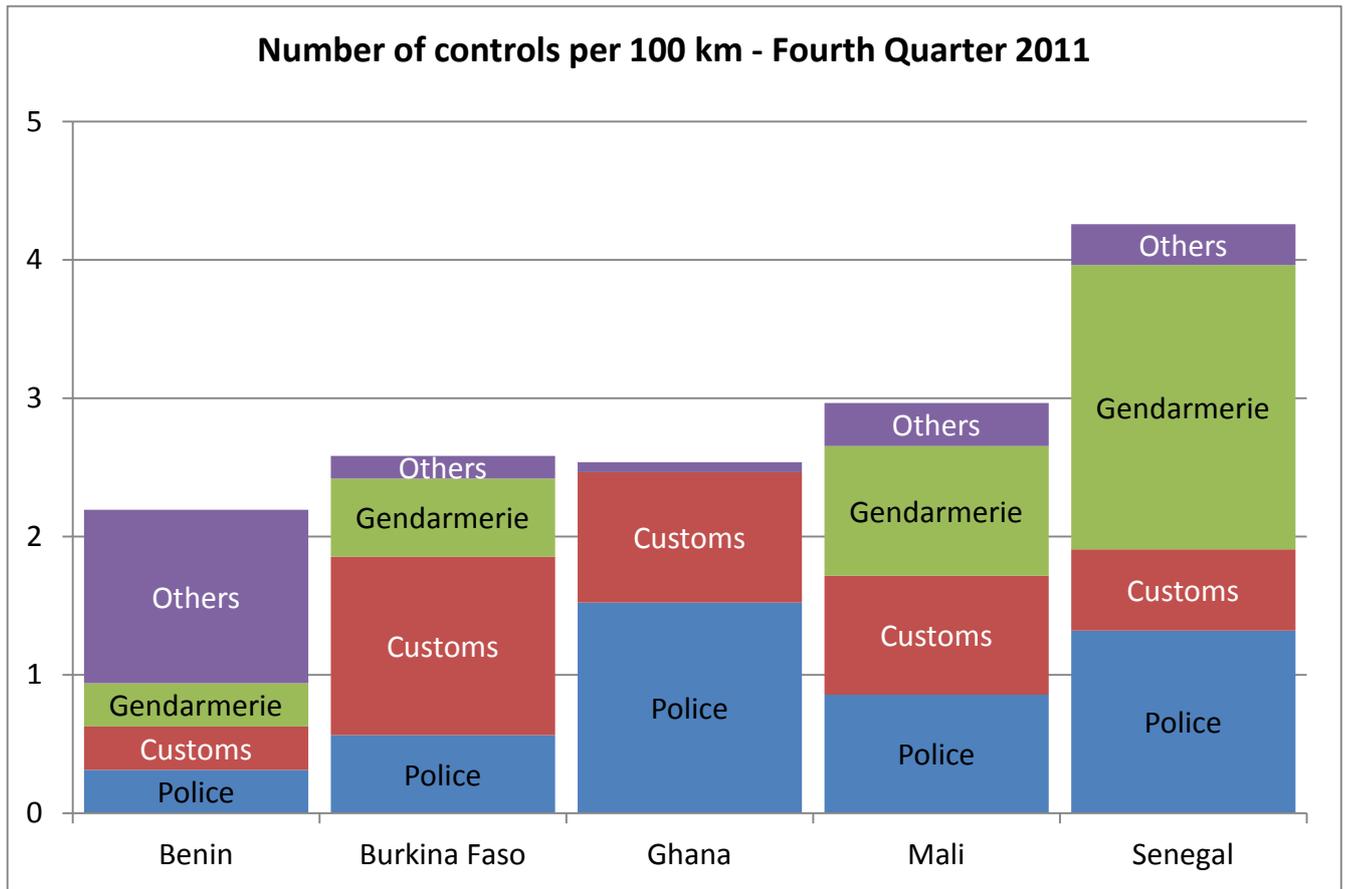
**Figure 14: Controls observed by trip and by corridor**



Corridor	Country	Number of controls per trip	
<b>Kantchari-Accra</b>	Burkina Faso	11	<b>31</b>
	<i>Onion</i>	Ghana	
<b>Fada-Parakou</b>	Benin	7	<b>13</b>
	<i>Livestock</i>	Burkina Faso	
<b>Techiman-Kantchari</b>	Burkina Faso	11	<b>26</b>
	<i>Maize</i>	Ghana	
<b>Bobo-Koutiala</b>	Burkina Faso	4	<b>11</b>
	<i>Rice</i>	Mali	
<b>Koutiala-Dakar</b>	Mali	31	<b>60</b>
	<i>Millet-Sorghum</i>	Senegal	

The number of controls on the Koutiala-Dakar corridor dropped from 71 to 60 compared to the previous quarter. Despite this improvement, this corridor still has the highest number of controls overall. The Bama-Koutiala corridor, however, despite being the shortest corridor, has the greatest density of controls with 4 per 100 km. Mali has the highest number of controls per corridor – 31 on the Koutiala-Dakar corridor – and has the highest density of controls – 7.2 per 100 km on the Bama-Koutiala corridor.

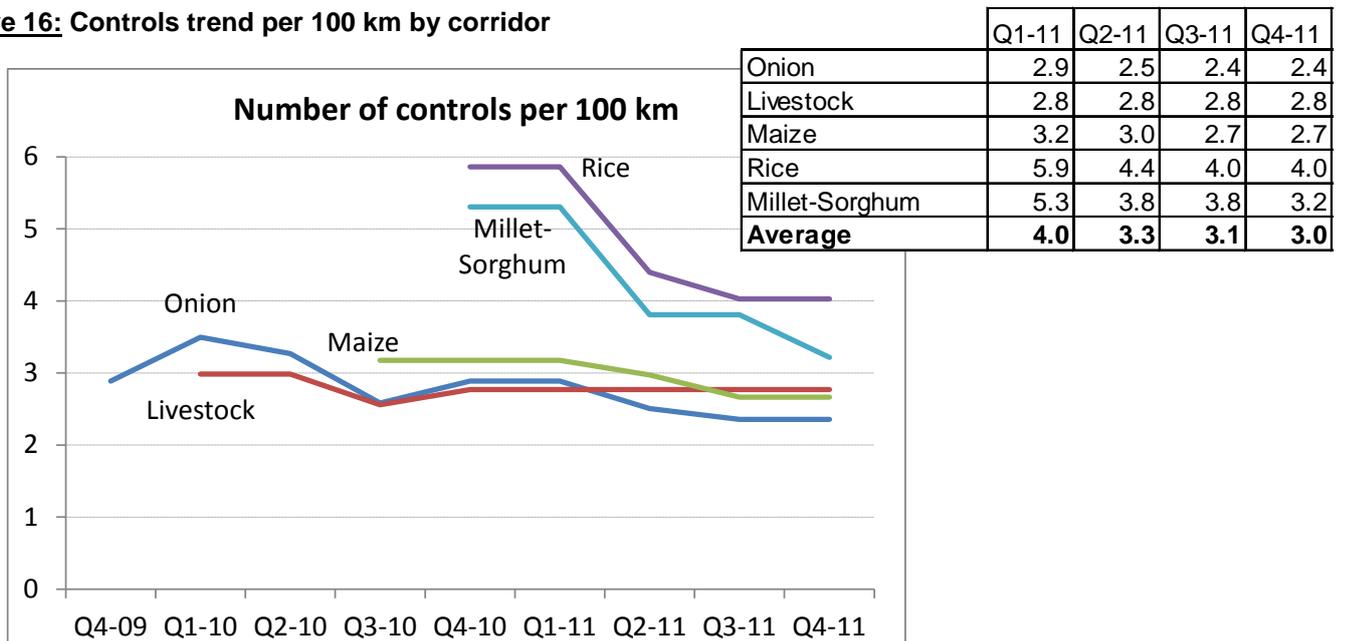
**Figure 15:** Density of controls by country and by uniformed service



The following table presents the number of controls per 100 km by service.

	Police	Customs	Gendarmerie	Others	Total
Benin	0.3	0.3	0.3	1.3	<b>2.2</b>
Burkina Faso	0.6	1.3	0.6	0.2	<b>2.6</b>
Ghana	1.5	0.9	0.0	0.1	<b>2.5</b>
Mali	0.9	0.9	0.9	0.3	<b>3.0</b>
Senegal	1.3	0.6	2.1	0.3	<b>4.3</b>
<i>Weighted Average</i>	<i>1.0</i>	<i>0.9</i>	<i>0.7</i>	<i>0.3</i>	<b>2.9</b>

**Figure 16:** Controls trend per 100 km by corridor

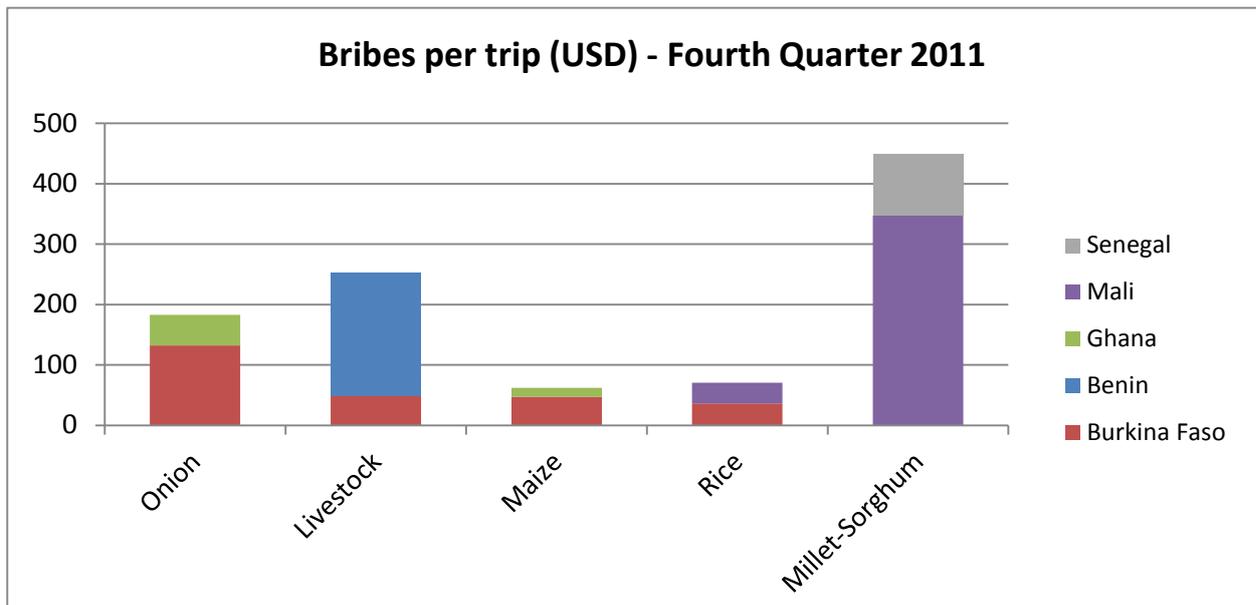


In 2011, the average number of controls per 100 km dropped slightly each quarter. However, the Fada N’Gourma-Parakou corridor remained unchanged with 2.8 per 100 km. On the Kantchari-Accra, Techiman-Kantchari and Bama-Koutiala corridors, controls fell during the first and second quarters and between the second and third quarters but did not change between the third and fourth quarters. Controls fell each quarter on the Koutiala-Dakar corridor except between the second and third quarters.

## II. Bribery

Bribery increased this quarter on the Koutiala-Dakar, Techiman-Kantchari and Bama-Koutiala corridors and fell slightly on the onion and cattle corridors. From worst to best, the countries follow this order: Benin, Mali, Burkina Faso, Senegal and Ghana. From worst to best, the services follow this order: customs, gendarmerie, police and other.

**Figure 17: Bribery by trip and by corridor**

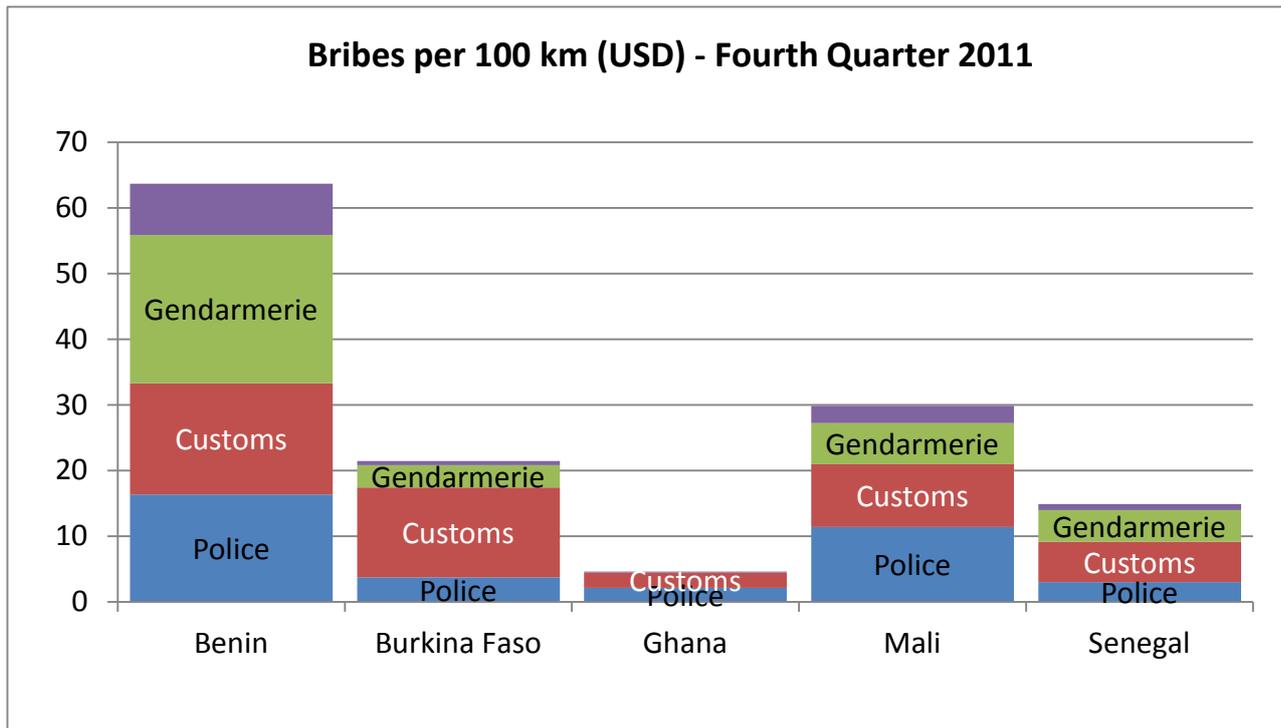


The table below presents the average bribe paid by traders and drivers on each corridor.

Corridor	Country	Bribes per trip (USD)	
<b>Kantchari-Accra</b> <i>Onion</i>	Burkina Faso	132	<b>183</b>
	Ghana	50	
<b>Fada-Parakou</b> <i>Livestock</i>	Benin	203	<b>252</b>
	Burkina Faso	49	
<b>Techiman-Kantchari</b> <i>Maize</i>	Burkina Faso	47	<b>62</b>
	Ghana	15	
<b>Bobo-Koutiala</b> <i>Rice</i>	Burkina Faso	36	<b>71</b>
	Mali	34	
<b>Koutiala-Dakar</b> <i>Millet-Sorghum</i>	Mali	348	<b>449</b>
	Senegal	101	

The trend in bribery between the third and fourth quarters shows a slight drop (1%) on the Kantchari-Accra corridor and 6% on the Fada N’Gourma-Parakou corridor. But bribery increased on the Bobo-Koutiala corridor by 4%, on the Techiman-Kantchari corridor by 12% and on the Koutiala-Dakar corridor by 17%.

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

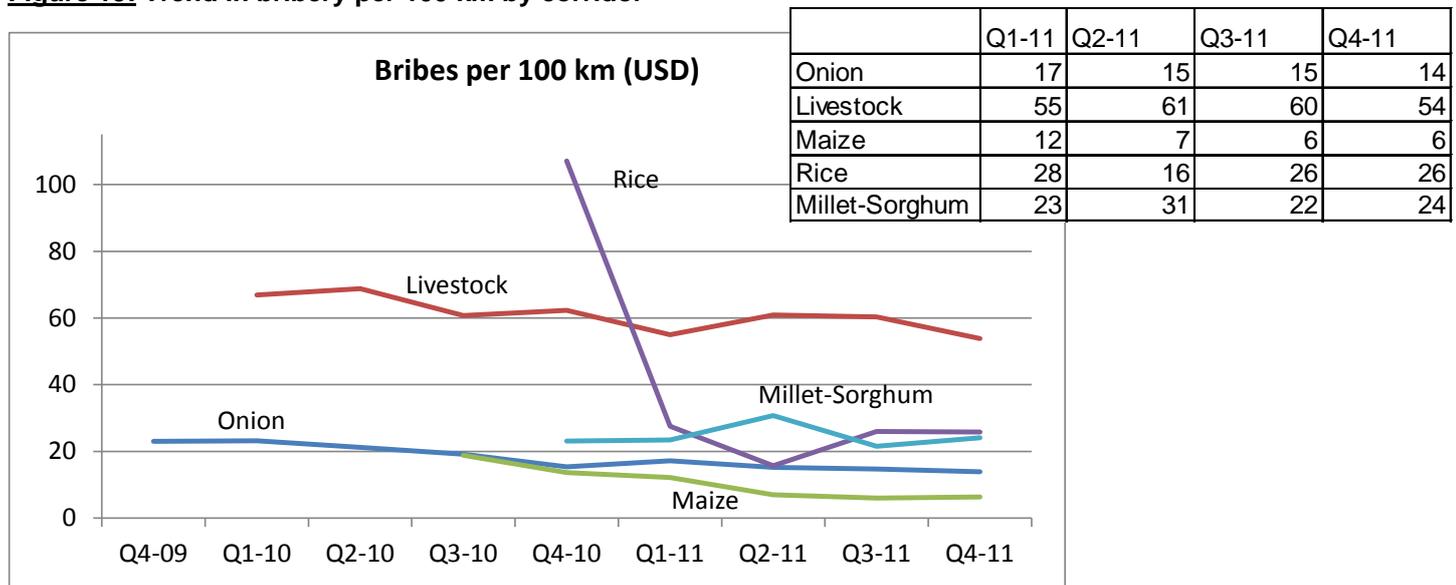


The following table shows the sums on average that uniformed services extort from traders and drivers.

	Police	Customs	Gendarmerie	Others	Total
Benin	16	17	23	8	<b>63.69 USD</b>
Burkina Faso	4	14	3	1	<b>21.42 USD</b>
Ghana	2	2	-	0	<b>4.57 USD</b>
Mali	11	10	6	3	<b>29.82 USD</b>
Senegal	3	6	5	1	<b>14.86 USD</b>
<i>Weighted Average</i>	6	9	5	2	<b>20.72 USD</b>

Benin remains the worst in the sub-region and Ghana remains the best. Customs remains the most implicated in extortion followed by the gendarmerie and then the police. Other services remain the least implicated.

**Figure 19:** Trend in bribery per 100 km by corridor



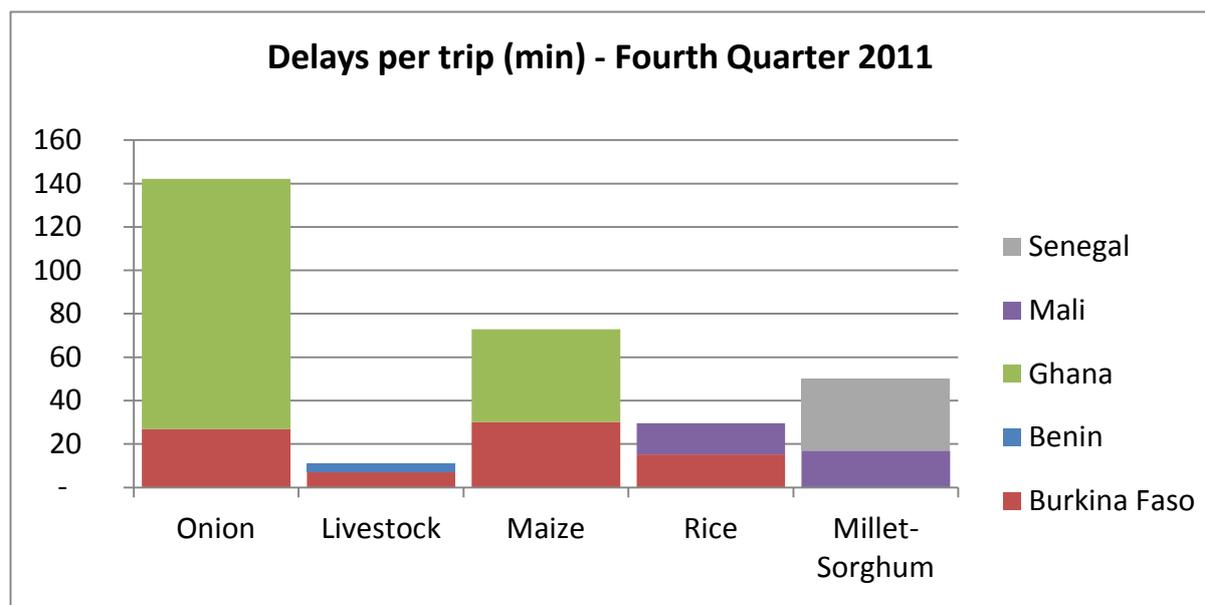
In 2011, bribery per 100 km on the corridors increased from quarter to quarter, except from the first to second quarter. The Kantchari-Accra corridor was an exception – bribes dropped each quarter.

### III. Delays

Compared to the previous quarter, delays have dropped on all corridors except that of Techiman-Kantchari. The longest delays occurred on the Kantchari-Accra corridor while the shortest delays occurred on that of Fada N’Gourma-Parakou

From longest to shortest delays, the countries follow this order: Ghana, Burkina Faso, Senegal, Mali and Benin.

**Figure 20: Delays per trip and by corridor**



The following table presents data on delays by country and corridor.

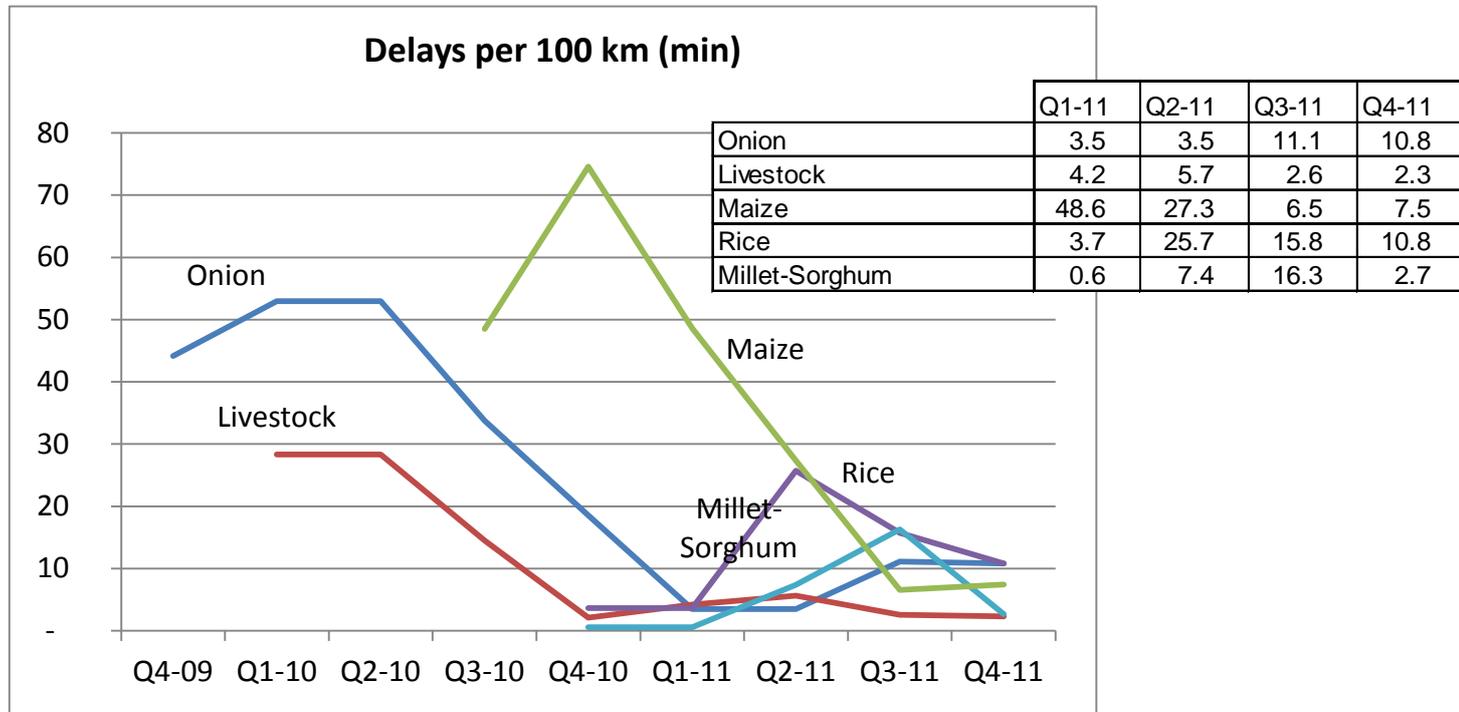
Corridor	Country	Delays per trip (min)	Total
Kantchari-Accra <i>Onion</i>	Burkina Faso	27	142
	Ghana	115	
Fada-Parakou <i>Livestock</i>	Benin	4	11
	Burkina Faso	7	
Techiman-Kantchari <i>Maize</i>	Burkina Faso	30	73
	Ghana	43	
Bobo-Koutiala <i>Rice</i>	Burkina Faso	15	30
	Mali	14	
Koutiala-Dakar <i>Millet-Sorghum</i>	Mali	17	50
	Senegal	33	

Delays per 100 km	
Benin	1 min
Burkina Faso	6 min
Ghana	11 min
Mali	2 min
Senegal	5 min
Weighted Average	6 min

Bribery and delays are inversely correlated. Countries with longest delays have the lowest bribes and countries with the shortest delays have the highest bribes.

This suggests that when drivers and traders ask agents to justify a payment, or dare to resist paying a bribe, or try to convince an agent that they have a right to move freely, agents will delay them but reduce their demand for a bribe.

**Figure 21: Change in delays per 100 km by corridor**



Delays from the previous quarter to this quarter dropped by 35% overall. By corridor, delays dropped from 11.1 minutes per 100 km to 10.8 minutes on the Kantchari-Accra corridor; from 2.6 minutes to 2.3 minutes on the Fada N’Gourma-Parakou corridor; from 15.8 minutes to 10.8 minutes on the Bobo-Koutiala corridor; and, from 16.3 minutes to 2.7 minutes on the Koutiala-Dakar corridor. Only the Techiman-Kantchari corridor recorded an increase, from 6.5 minutes per 100 km to 7.5 minutes.

## Conclusion

The awareness raising and advocacy strategies of the USAID ATP and E-ATP projects continue to bear fruit on all of the indicators: delays have dropped and checkpoints and bribes have remained level. These strategies are implemented with drivers and traders. Coaching sessions with assistant drivers and the participation of stakeholders at roadshows and market shows have led them to understand more and more the importance of professionalism and dialogue with uniformed forces.

## ANNEX 2: Source Data, Oct. 1, 2010 to Dec. 31, 2011

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	Q4-2011	15	400	2	7	2	-	11	3	10,000	44,000	10,333	-	64,333	16,083	27	7
	Q3-2011	8	400	2	7	2	-	11	3	10,000	45,000	10,000	-	65,000	16,250	30	8
	Q4-2010	44	400	2	6	2	-	10	3	19,773	33,682	20,068	-	73,523	18,381	159	40
	Q3-2011	15	916	10	10	-	-	20	2	9,955	14,390	-	194	24,539	2,679	115	13
Ghana	Q3-2010	8	916	10	10	-	-	20	2	9,738	14,478	-	387	24,583	2,684	116	13
	Q4-2010	44	916	18	10	-	-	28	3	8,125	15,275	-	350	23,750	2,593	85	9
Kantchari-Accra	Q4-2011	15	1,316	12	17	2	-	31	2	19,955	58,390	10,333	194	86,872	6,753	142	11
	Q3-2011	8	1,316	12	17	2	-	31	2	19,738	59,478	10,000	367	89,583	6,807	146	11
	Q4-2010	44	1,316	20	16	2	-	38	3	27,898	48,957	20,068	350	97,273	7,392	244	19
	Q3-2011	31	150	2	2	1	1	6	4	7,935	7,984	4,968	3,000	23,887	15,925	7	5
Burkina Faso	Q3-2011	20	150	2	2	1	1	6	4	8,850	2,500	5,800	3,000	20,150	13,433	5	3
	Q4-2010	90	150	2	2	1	1	6	4	5,778	6,811	4,989	2,817	20,395	13,597	7	5
	Q4-2011	31	319	1	1	1	4	7	2	25,323	26,290	35,000	12,129	98,742	30,954	4	1
	Q3-2011	20	319	1	1	1	4	7	2	30,000	35,000	35,000	10,850	110,850	34,749	7	2
Benin	Q4-2010	90	319	1	1	1	4	7	2	30,694	33,593	34,165	21,491	119,943	37,600	3	1
	Q4-2011	31	469	3	3	2	5	13	3	33,258	34,274	39,968	15,129	122,629	26,147	11	2
	Q3-2011	20	469	3	3	2	5	13	3	38,850	37,500	40,800	13,850	131,000	27,932	12	3
	Q4-2010	90	469	3	3	2	5	13	3	36,472	40,404	39,154	24,308	140,338	29,923	10	2
Ghana	Q4-2011	7	463	11	3	-	1	15	3	4,648	1,992	-	581	7,221	1,560	43	9
	Q3-2011	10	463	11	3	-	1	15	3	3,733	1,764	-	588	6,085	1,314	36	8
	Q4-2010	10	463	8	8	-	1	17	4	3,250	3,575	-	585	12,675	2,738	330	71
	Q4-2011	7	513	2	5	3	1	11	2	3,000	16,000	3,429	643	23,071	4,497	30	6
Burkina Faso	Q3-2011	10	513	2	5	3	1	11	2	2,500	13,100	4,700	750	21,050	4,103	28	5
	Q4-2010	10	513	5	4	4	1	14	3	8,550	25,090	7,750	10,050	51,440	10,027	398	78
	Q4-2011	7	976	13	8	3	2	26	3	7,648	17,992	3,429	1,224	30,293	3,104	73	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
Techiman-Kantchari	Q3-2011	10	976	13	12	4	2	31	3	11,800	28,665	7,750	15,900	64,115	6,569	728	75
	Q4-2011	11	176	1	2	1	-	4	2	1,400	14,500	1,800	-	17,700	10,057	15	9
	Q3-2011	11	176	1	2	1	-	4	2	1,727	10,136	1,727	-	13,591	7,722	21	12
	Q4-2010	9	176	2	4	1	-	7	4	5,778	6,811	4,989	2,817	20,395	11,588	7	4
Mali	Q3-2011	11	97	3	1	3	-	7	7	2,400	10,900	3,300	-	16,600	17,113	14	15
	Q3-2011	11	97	3	1	3	-	7	7	3,409	12,000	3,864	-	19,273	19,869	22	23
	Q4-2010	9	97	3	3	3	-	9	9	30,694	33,593	34,165	21,491	119,943	123,653	3	3
	Q4-2011	11	273	4	3	4	-	11	4	3,800	25,400	5,100	-	34,300	12,564	30	11
Bobo-Dioulasso - Koutiala	Q3-2011	11	273	4	3	4	-	11	4	5,136	22,136	5,591	-	32,864	12,038	43	16
	Q4-2010	9	273	5	7	4	-	16	6	36,472	40,404	39,154	24,308	140,338	51,406	10	4
	Q4-2011	16	1,184	8	10	9	4	31	3	66,643	48,500	35,713	16,213	169,068	14,279	17	1
	Q3-2011	25	1,184	8	11	6	10	35	3	41,620	63,040	35,660	9,280	149,600	12,635	202	17
Senegal	Q4-2011	19	1,184	10	11	15	13	49	4	34,053	66,026	37,000	33,224	170,303	14,384	7	1
	Q4-2011	16	681	9	4	14	2	29	4	9,813	20,563	15,813	3,000	49,188	7,223	33	5
	Q3-2011	25	681	11	4	20	1	36	5	7,160	10,804	10,804	1,280	36,244	5,322	101	15
	Q4-2010	19	681	12	4	31	3	50	7	10,579	14,342	11,737	263	36,921	5,422	4	1
Koutiala-Dakar	Q4-2011	16	1,865	17	14	23	6	60	3	78,455	69,063	51,525	19,213	218,255	11,703	50	3
	Q3-2011	25	1,865	19	15	26	11	71	4	48,780	80,040	46,464	10,560	185,844	9,965	304	16
	Q4-2010	19	1,865	22	15	46	16	99	5	44,632	80,368	48,737	33,487	207,224	11,111	11	1

Note: Currency used is CFA Franc. For the fourth quarter 2011, exchange rates were 299 CFA for 1 GHe, for the third quarter 2011, 303 CFA for 1 GHe, and for the fourth quarter 2010, 334 CFA for 1 GHe.

## 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.**



## 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.



## 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.**



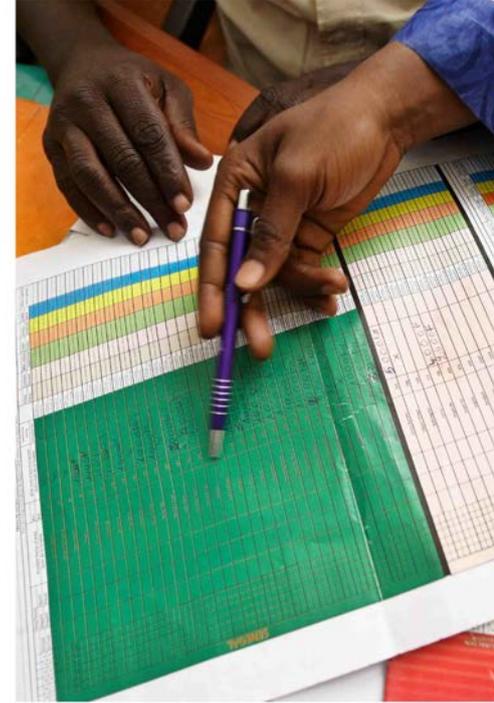
**BORDERLESS** is a campaign to increase  
trade across West Africa.

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

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



# 19<sup>th</sup> Road Governance Report UEMOA



*This report presents information on checkpoints, bribes and delays based on data January 1 to March 31, 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 first quarter of 2012

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

## Summary and Recommendations

### *Côte d'Ivoire follows the path to excellence*

During the past four quarters, bribes in Côte d'Ivoire have dropped by more than 15% from a quarter to another. Bribes are now close to the regional average. This truly excellent performance is the result of the involvement of all transport stakeholders, including the highest authorities. During the last quarter, one can notice the removal of the controls from the army (called FRCI for *Forces Républicaines de Côte d'Ivoire*), and therefore the removal of related bribes and delays.

### *Togo becomes a regional model*

A year ago, the Togolese authorities set up courageous measures to facilitate road transport: indeed all Police and Gendarmes fixed checkpoints were removed. Since then, surveys showed that this directive has been implemented effectively on the field, and that bad practices didn't come back. As a result, Togo now has the best performance in the region as far as road governance is concerned. This quarter, however, the Unions started to control trucks, especially in Datcha.

### *Mindset are changing for the better in Senegal*

Improvements occurred during the previous quarter continued during this quarter. Although number of controls staid stable, bribes decreased by 12% and delays by 28%. Joint efforts from USAID projects PCE (*Projet de Croissance Economique*) and E-ATP (Expanded Agribusiness and Trade Promotion) contributed to a positive and sustainable stakeholders' mindset change.

### *Road governance in Mali gets worse and worse*

Performances in Mali are alarming. Even before the coup in late March, surveys revealed increasing harassments, especially at the borders. Delays have slightly decreased but controls and bribes increased. Mali is now the worst country in the region whatever the indicator considered.

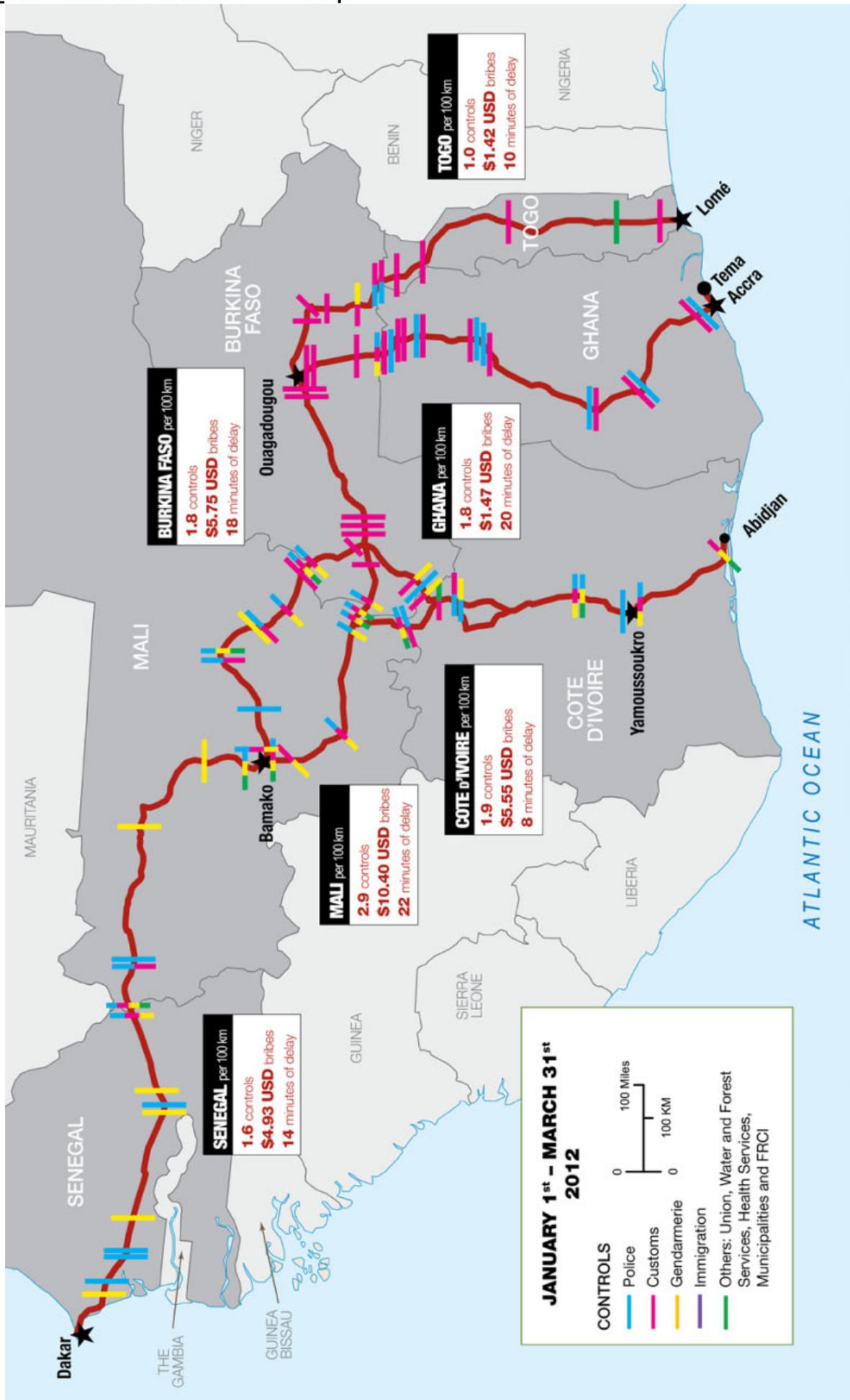
### *Ghana can do better*

Road governance is still mixed in Ghana. Number of controls and bribes started to decrease this quarter by 16% and 14% respectively, which is very encouraging. However delays have significantly increased and Ghana is the only country where that happened this quarter. Therefore, Tema-Ouagadougou is now the corridor where the delays are the highest in the region. Whilst Police tends to harass the truckers a little less, bribes and delays due to Customs officer increased.

### *Burkina Faso still stable*

For a number of quarters, the situation has not changed in Burkina Faso. One can only hope that recent declarations regarding the decrease of Customs controls lead to concrete results in the field. Indeed, Customs has always been by far the service mainly responsible for the harassments on the roads in Burkina Faso.

**Figure 1: Road Governance initiative data map**



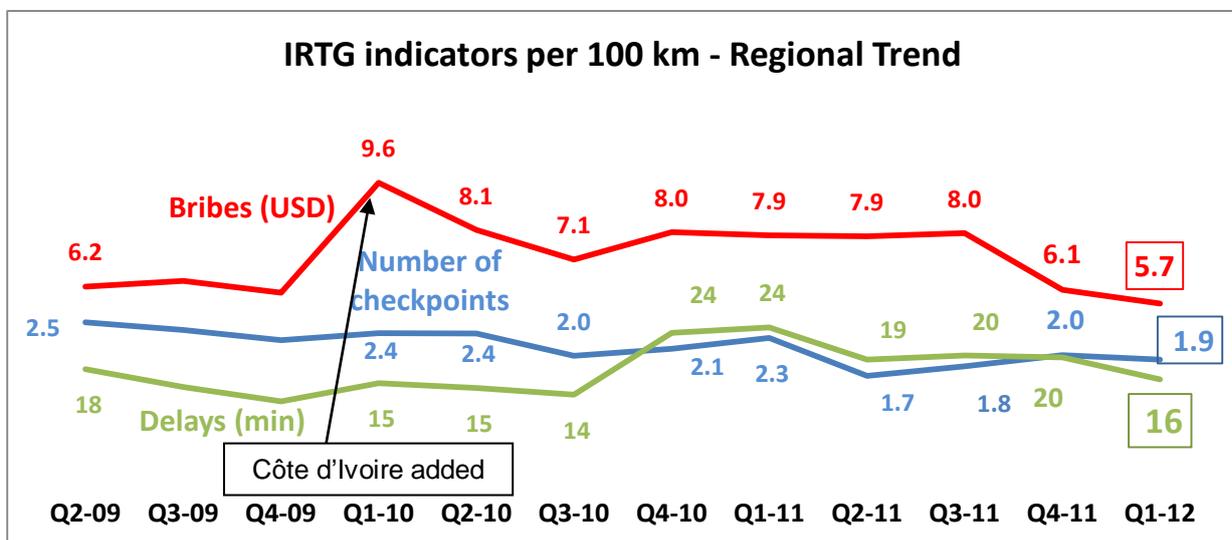
## Introduction

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.



The first quarter of 2012 saw a general decline in the three primary indicators – a moderate decline, but still encouraging. This decline shows that despite an occasionally observed lax attitude among drivers in the face of harassment, and even if the situation has worsened in some countries, awareness and a change in mentality regarding checkpoints, bribes and delays is the overall trend in the region.

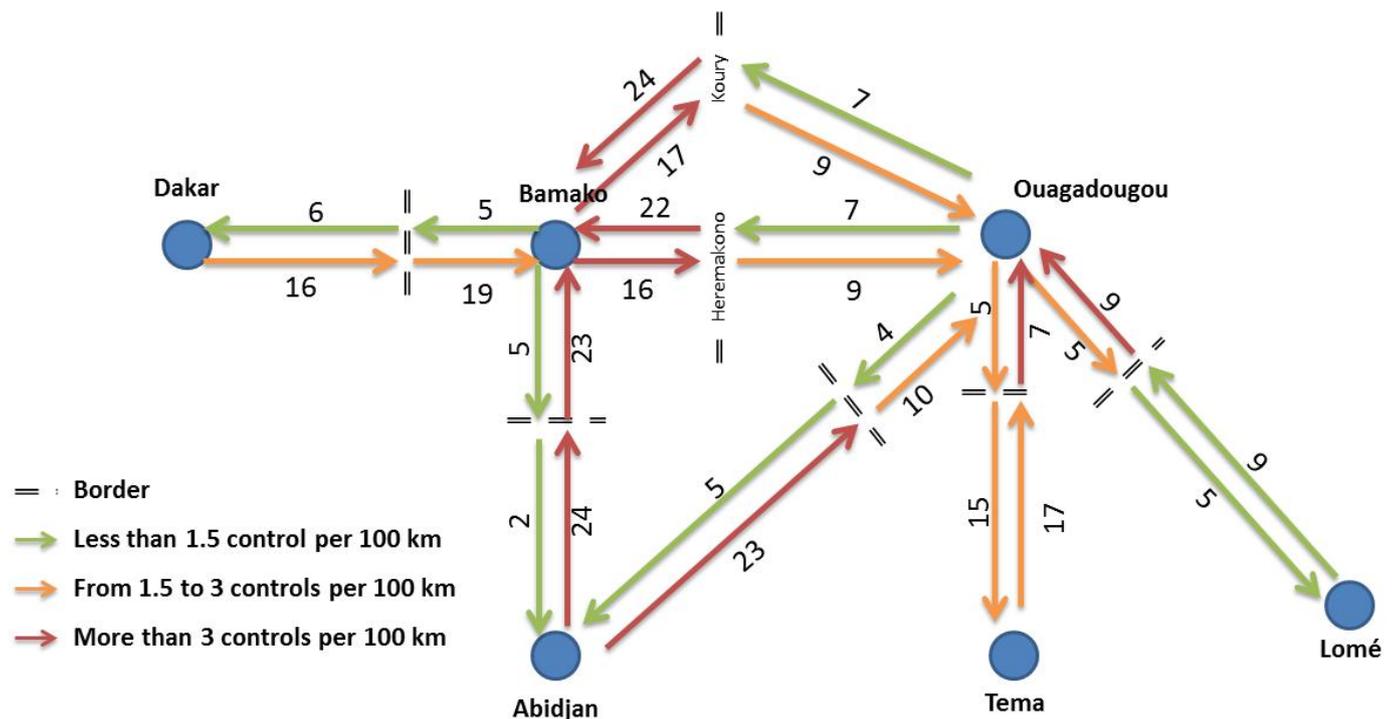
Compared the previous quarter's data (the 18<sup>th</sup> report), checkpoints have dropped by 3%, bribery has dropped by 5% and delays have dropped by 18%. Bribes remain excessive: a legal truck will pay about USD 66 in bribes on average per trip.

## I. Number of Controls

The geographic distribution of checkpoints has changed very little compared to the previous quarter. Nevertheless, surveys show a new increase in checkpoints in Mali and an overall decline in Cote d'Ivoire. In Cote d'Ivoire, 89% of stops occurred at the 9 authorized checkpoints on the Abidjan-Bamako and Abidjan-Ouagadougou corridors. The **Ouagadougou-Bamako** corridor again leads the region with the greatest density of controls, about 2.8 stops per 100 km – 35 stops per trip on average.

The Bamako-Abidjan corridor has the least number of controls for trucks carrying exports – with about 1 stop per 155 km. The Lome-Ouagadougou has the least number of controls for trucks carrying imports, with one stop per 57 km.

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



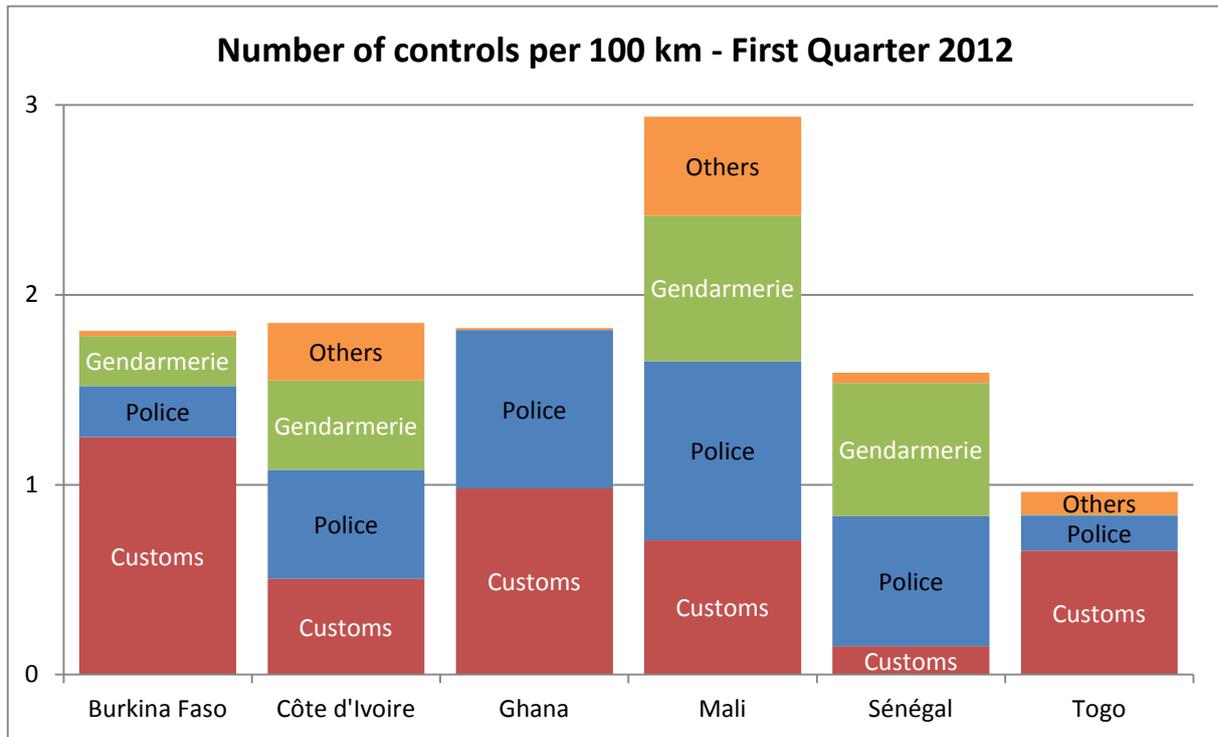
**Table 1: Number of controls per trip, by corridor and sub-corridor**

Corridor / Country	Number of controls per trip	Corridor / Country	Number of controls per trip
<b>Bamako-Abidjan</b>	<b>8</b>	<b>Bamako-Dakar</b>	<b>11</b>
Côte d'Ivoire	2	Mali	5
Mali	5	Sénégal	6
<b>Abidjan-Bamako</b>	<b>46</b>	<b>Bamako-Ouaga via Koury</b>	<b>26</b>
Côte d'Ivoire	24	Burkina Faso	9
Mali	23	Mali	17
<b>Abidjan-Ouaga</b>	<b>33</b>	<b>Ouaga-Bamako via Koury</b>	<b>31</b>
Burkina Faso	10	Burkina Faso	7
Côte d'Ivoire	23	Mali	24
<b>Ouaga-Abidjan</b>	<b>9</b>	<b>Lomé-Ouagadougou</b>	<b>18</b>
Burkina Faso	4	Burkina Faso	9
Côte d'Ivoire	5	Togo	9
<b>Bamako-Ouaga via Hérémakono</b>	<b>25</b>	<b>Ouagadougou-Lomé</b>	<b>10</b>
Burkina Faso	9	Burkina Faso	5
Mali	16	Togo	5
<b>Ouaga-Bamako via Hérémakono</b>	<b>29</b>	<b>Ouagadougou-Tema</b>	<b>20</b>
Burkina Faso	7	Burkina Faso	5
Mali	22	Ghana	15
<b>Dakar-Bamako</b>	<b>35</b>	<b>Tema-Ouagadougou</b>	<b>24</b>
Mali	19	Burkina Faso	7
Sénégal	16	Ghana	17

**Mali** has the greatest density of checkpoints, which are operated by all of the services and, in particular, has seen a return of unions in recent quarters.

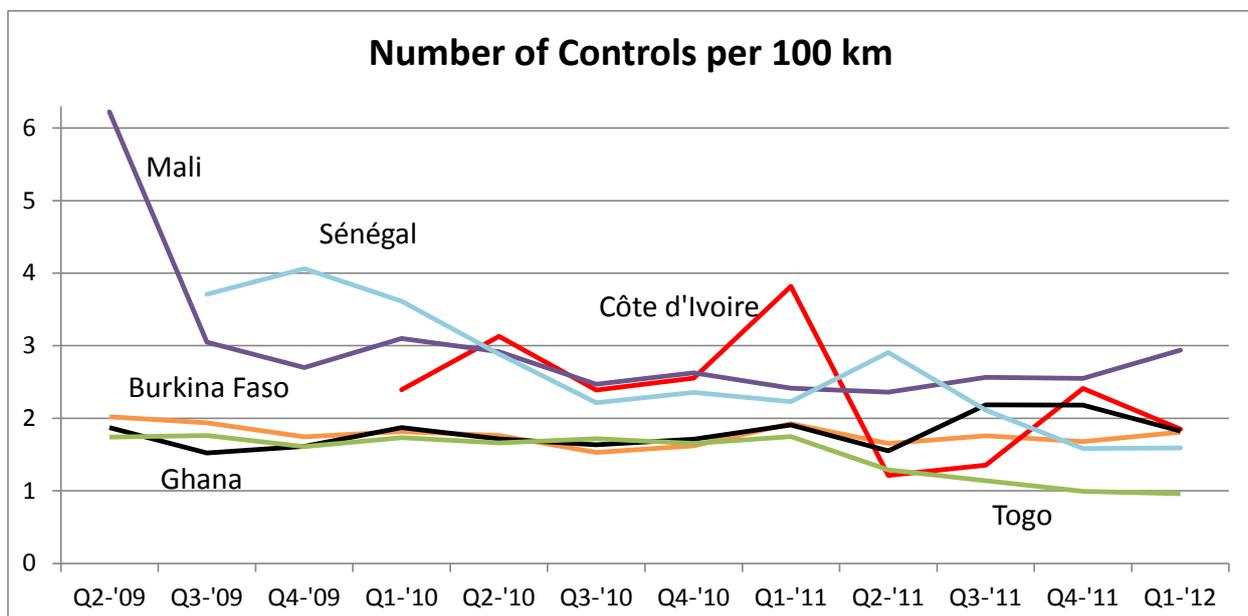
**Côte d'Ivoire** has seen the almost total disappearance of checkpoints operated by the FRCI. In **Ghana**, the data show an improvement by the Police but an increase in Customs checkpoints. **Senegal** and above all **Togo** retain their best-in-class position despite the appearance of checkpoints operated by unions in Togo, specifically at Datcha.

**Figure 4: Density of controls by country and by service**



**Togo** retains its best-in-class position in the region for the fourth consecutive quarter. **Côte d'Ivoire** and **Ghana** have improved while **Senegal** confirms its second place. On the other hand, **Mali** and **Burkina Faso** have seen checkpoints increase this quarter – a modest increase, certainly, but a notable deterioration, all the same.

**Figure 5: Trend in checkpoints per 100 km by country**

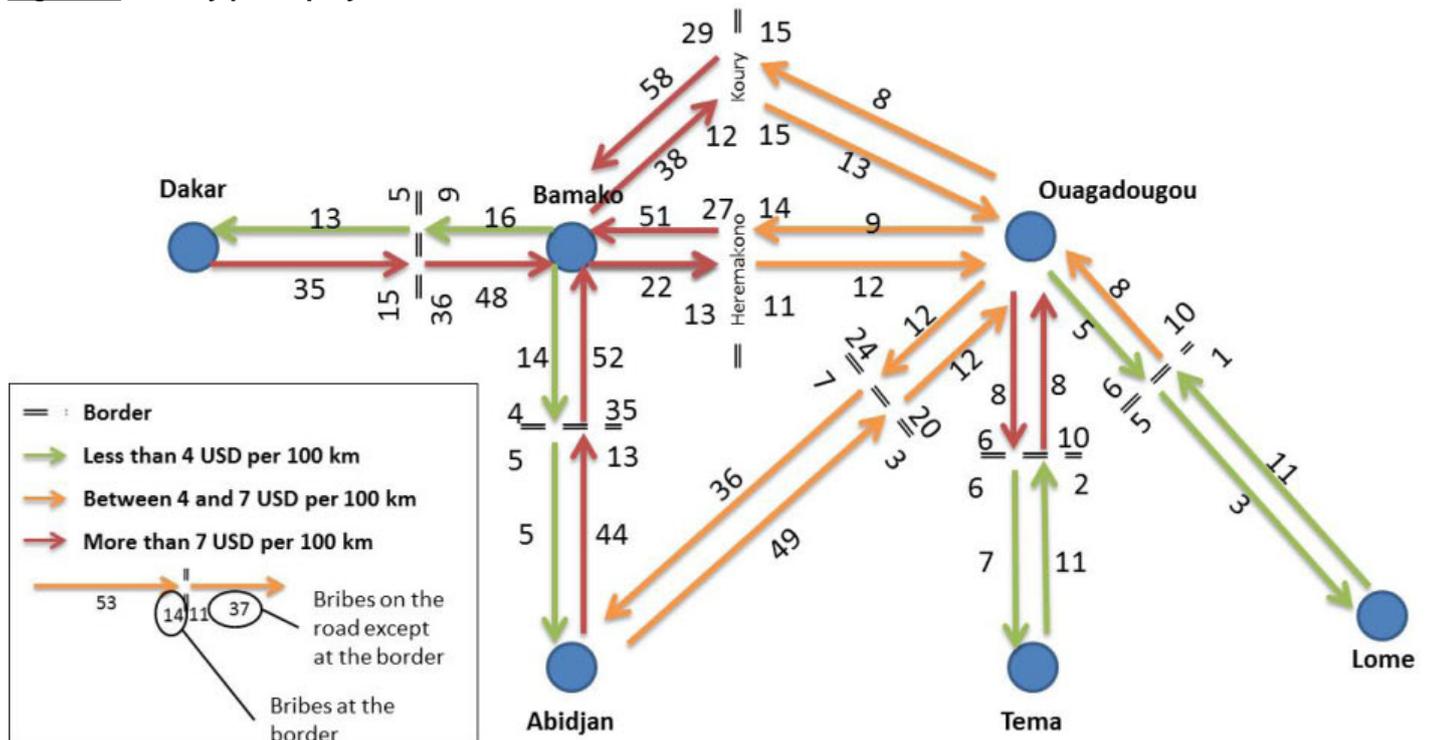


## II. Bribery

Similar to checkpoints, the highest level of bribery occurs at the same places although a notable improvement on corridors in Cote d'Ivoire was recorded. The **Ouagadougou-Bamako** corridor is again the most expensive as far as bribery is concerned with drivers paying about USD 8.8 per 100 km. The **Lomé-Ouagadougou** remains the least extortionate with about USD 2.4 per 100 km.

The data indicate that 37% of the total money paid in bribes is paid at border crossings, a slight increase compared to the previous quarter. Among borders, truck drivers pay the highest bribes at Diboli – in Mali, at the border with Senegal – with more than USD 36 on average per truck carrying imports. They pay the least (again, among borders) at Cinkasse, Togo – about USD 4 on average per truck.

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

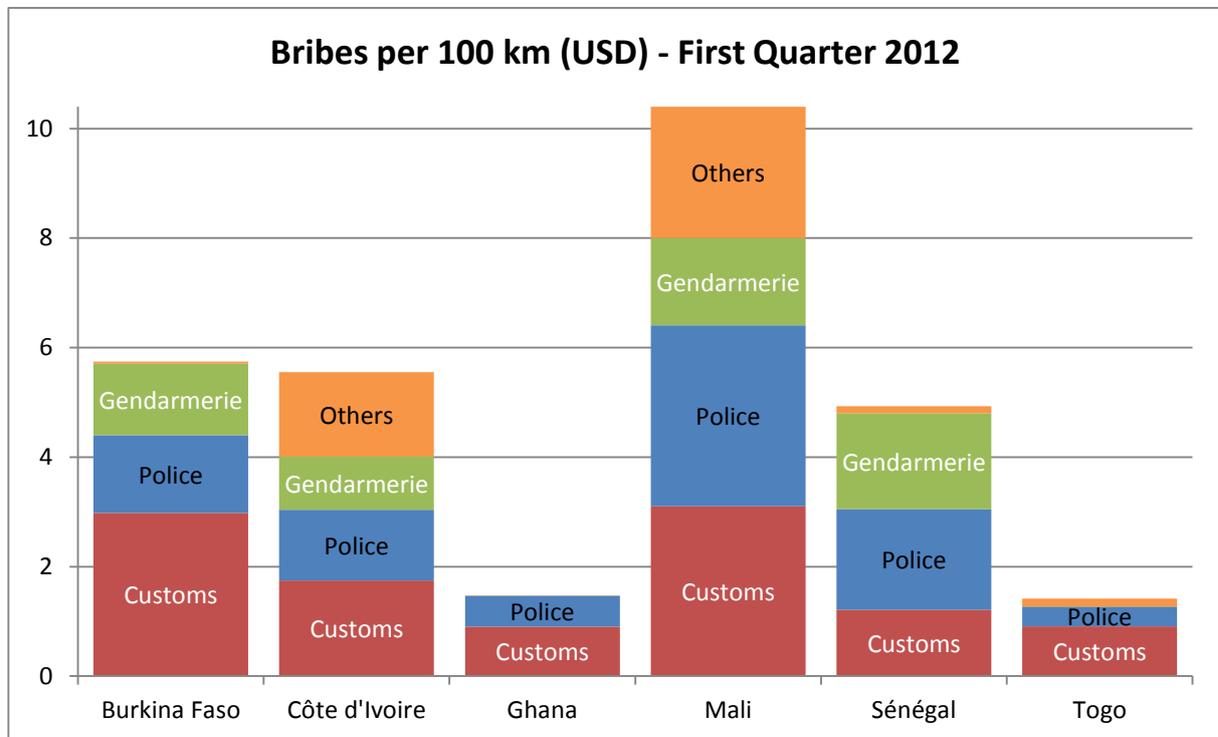


**Table 2: Bribery per trip by corridor and sub-corridor**

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)
<b>Bamako-Abidjan</b>	<b>19</b>	<b>10</b>	<b>Bamako-Dakar</b>	<b>29</b>	<b>14</b>
Côte d'Ivoire	5	5	Mali	16	9
Mali	14	4	Sénégal	13	5
<b>Abidjan-Bamako</b>	<b>95</b>	<b>48</b>	<b>Bamako-Ouaga via Koury</b>	<b>50</b>	<b>27</b>
Côte d'Ivoire	44	13	Burkina Faso	13	15
Mali	52	35	Mali	38	12
<b>Abidjan-Ouaga</b>	<b>61</b>	<b>22</b>	<b>Ouaga-Bamako via Koury</b>	<b>67</b>	<b>44</b>
Burkina Faso	12	20	Burkina Faso	8	15
Côte d'Ivoire	49	3	Mali	58	29
<b>Ouaga-Abidjan</b>	<b>48</b>	<b>31</b>	<b>Lomé-Ouagadougou</b>	<b>19</b>	<b>11</b>
Burkina Faso	12	24	Burkina Faso	8	10
Côte d'Ivoire	36	7	Togo	11	1
<b>Bamako-Ouaga via Hérémakono</b>	<b>35</b>	<b>24</b>	<b>Ouagadougou-Lomé</b>	<b>8</b>	<b>11</b>
Burkina Faso	12	11	Burkina Faso	5	6
Mali	23	13	Togo	3	5
<b>Ouaga-Bamako via Hérémakono</b>	<b>60</b>	<b>41</b>	<b>Ouagadougou-Tema</b>	<b>15</b>	<b>12</b>
Burkina Faso	9	14	Burkina Faso	8	6
Mali	51	27	Ghana	7	6
<b>Dakar-Bamako</b>	<b>83</b>	<b>51</b>	<b>Tema-Ouagadougou</b>	<b>19</b>	<b>12</b>
Mali	48	36	Burkina Faso	8	10
Sénégal	35	15	Ghana	11	2

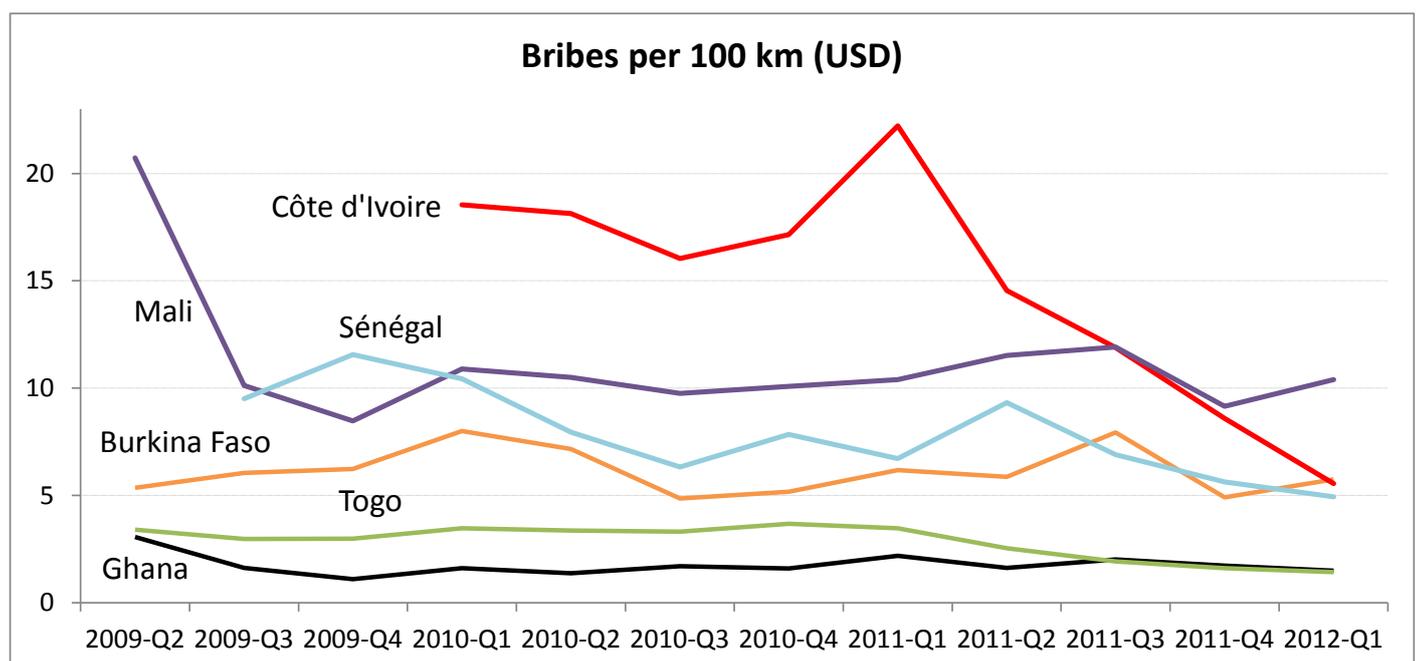
**Mali** remains the country with the highest level of bribery. Data this quarter show a significant increase in bribery at the tax service at the Burkinabe border crossing at Hérémakono and Sona; of the “TPS” tax at the Ivorian border crossing at Zegoua; of collections of the Transporters Union “CMTR” and the notorious “Oumou tax” at Hérémakono. In addition to this harassment, the presence of the agents extorting drivers – in view of and well known to officers at these points – is an affront to law abiding citizens.

**Figure 7: Density of bribery by country and by service**



A salutary decrease in bribes was noted in **Senegal** thanks to the Police and in **Côte d'Ivoire** thanks to the elimination of FRCI checkpoints. **Togo** and **Ghana** improved, too, but the Customs and Gendarmerie in Burkina Faso are extorting more money from drivers than they used to.

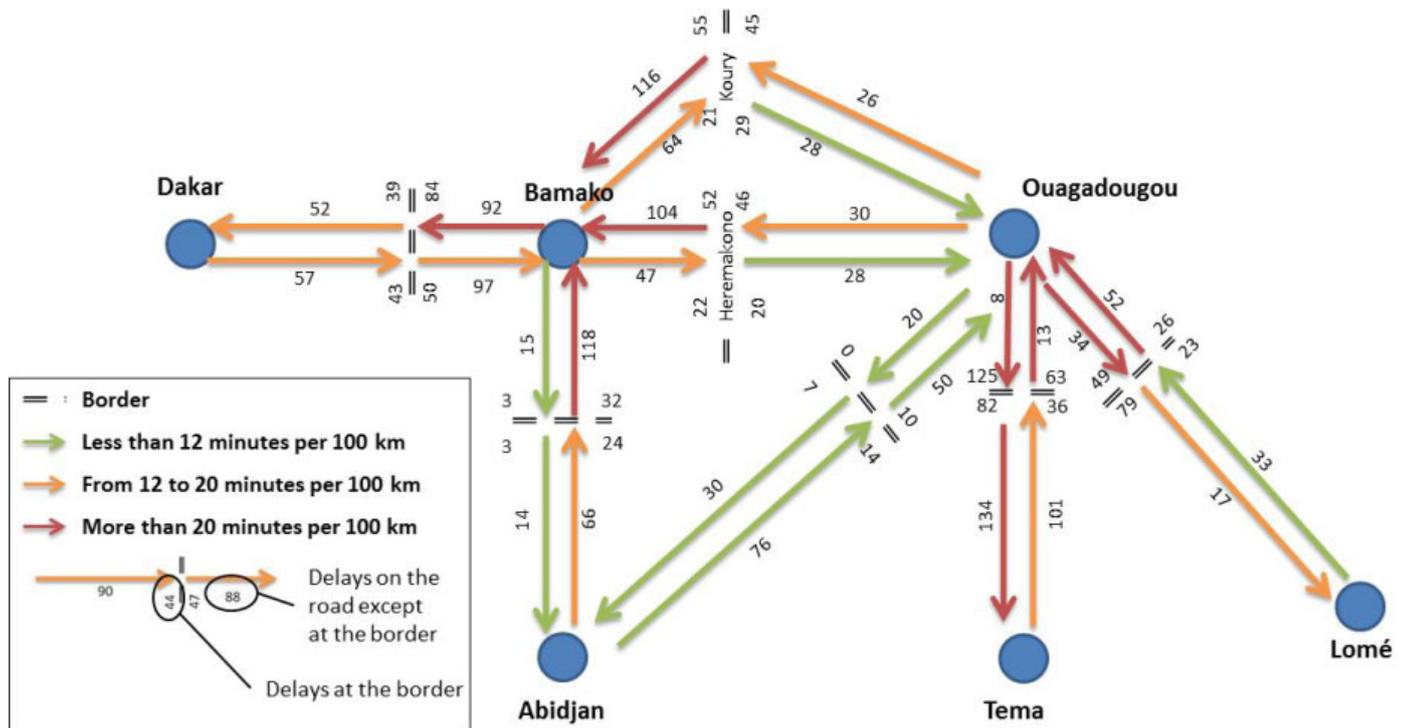
**Figure 8: Trend in bribery per 100 km by country**



### III. Delays

The data show a decrease in delays on all corridors this quarter with the exception of the **Tema-Ouagadougou** corridor, which imposed the greatest delays – about 5 hours per trip – almost half of which occurs at the Burkina Faso-Ghana border. **Dakola** (on the Burkina Faso side of the Burkina Faso-Ghana border) in particular imposes the greatest delays on drivers – almost 1.5 hours on average. The corridor with the least delays for trucks carrying exports is **Bamako-Abidjan**, which occasions about 35 minutes in delays on average. For trucks carrying imports, the Lome-Ouagadougou corridor has the least delay – about 1 hour 15 minutes on average. Among borders, trucks cross most quickly at **Danguindougou-La Leraba** (Burkina Faso-Côte d'Ivoire) – experiencing, on average, about 15 minutes delay.

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



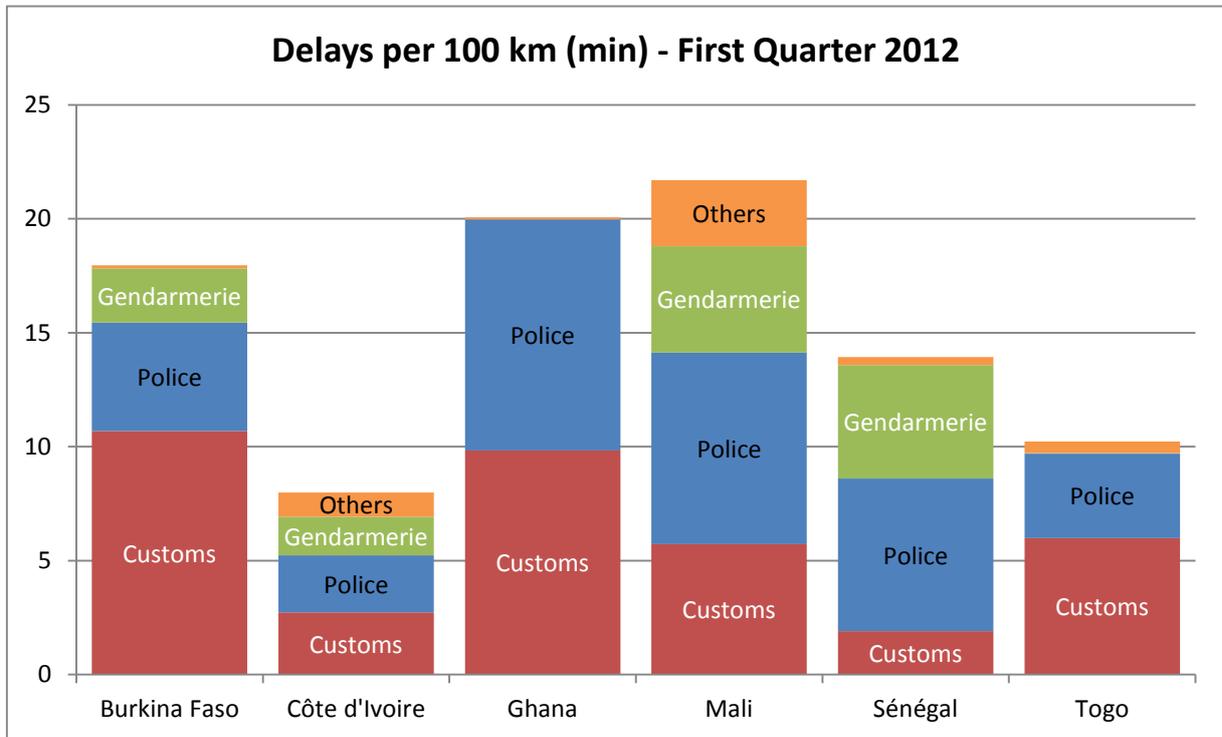
**Table 3: Delays per trip (in minutes) by corridor and sub-corridor**

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)
<b>Bamako-Abidjan</b>	<b>29</b>	<b>6</b>	<b>Bamako-Dakar</b>	<b>144</b>	<b>123</b>
Côte d'Ivoire	14	3	Mali	92	84
Mali	15	3	Sénégal	52	39
<b>Abidjan-Bamako</b>	<b>184</b>	<b>56</b>	<b>Bamako-Ouaga via Koury</b>	<b>92</b>	<b>49</b>
Côte d'Ivoire	66	24	Burkina Faso	28	29
Mali	118	32	Mali	64	21
<b>Abidjan-Ouaga</b>	<b>126</b>	<b>24</b>	<b>Ouaga-Bamako via Koury</b>	<b>142</b>	<b>100</b>
Burkina Faso	50	10	Burkina Faso	26	45
Côte d'Ivoire	76	14	Mali	116	55
<b>Ouaga-Abidjan</b>	<b>50</b>	<b>7</b>	<b>Lomé-Ouagadougou</b>	<b>86</b>	<b>49</b>
Burkina Faso	20	0	Burkina Faso	52	26
Côte d'Ivoire	30	7	Togo	33	23
<b>Bamako-Ouaga via Hérémakono</b>	<b>75</b>	<b>43</b>	<b>Ouagadougou-Lomé</b>	<b>51</b>	<b>128</b>
Burkina Faso	28	20	Burkina Faso	34	49
Mali	47	22	Togo	17	79
<b>Ouaga-Bamako via Hérémakono</b>	<b>134</b>	<b>98</b>	<b>Ouagadougou-Tema</b>	<b>142</b>	<b>208</b>
Burkina Faso	30	46	Burkina Faso	8	125
Mali	104	52	Ghana	134	82
<b>Dakar-Bamako</b>	<b>153</b>	<b>92</b>	<b>Tema-Ouagadougou</b>	<b>114</b>	<b>99</b>
Mali	97	50	Burkina Faso	13	63
Sénégal	57	43	Ghana	101	36

Despite a drop in delays in **Mali**, it continues to lead the region with the highest delays. **Ghana** is the only country where delays increased, which occurred due to an increase in Customs checkpoints.

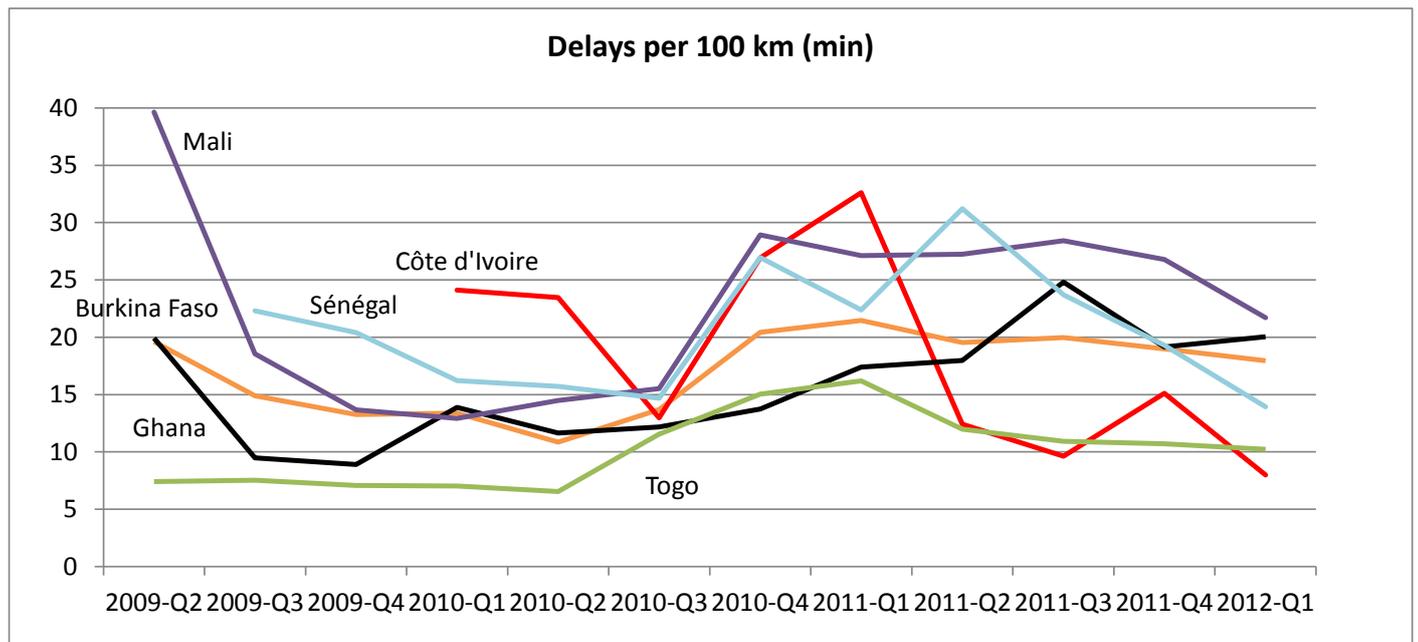
Thanks to efforts by all uniformed services, **Côte d'Ivoire** now has the briefest delays at checkpoints. **Senegal** equally has improved in this regard thanks to efforts by all uniformed services. In **Togo** and **Burkina Faso**, the situation did not change.

**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 2,900 FCFA per 100 km (about USD 5.8) while a truck monitored by ATP paid about 8,000 FCFA per 100 km (about USD 16).

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 January 1 and March 31, 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.

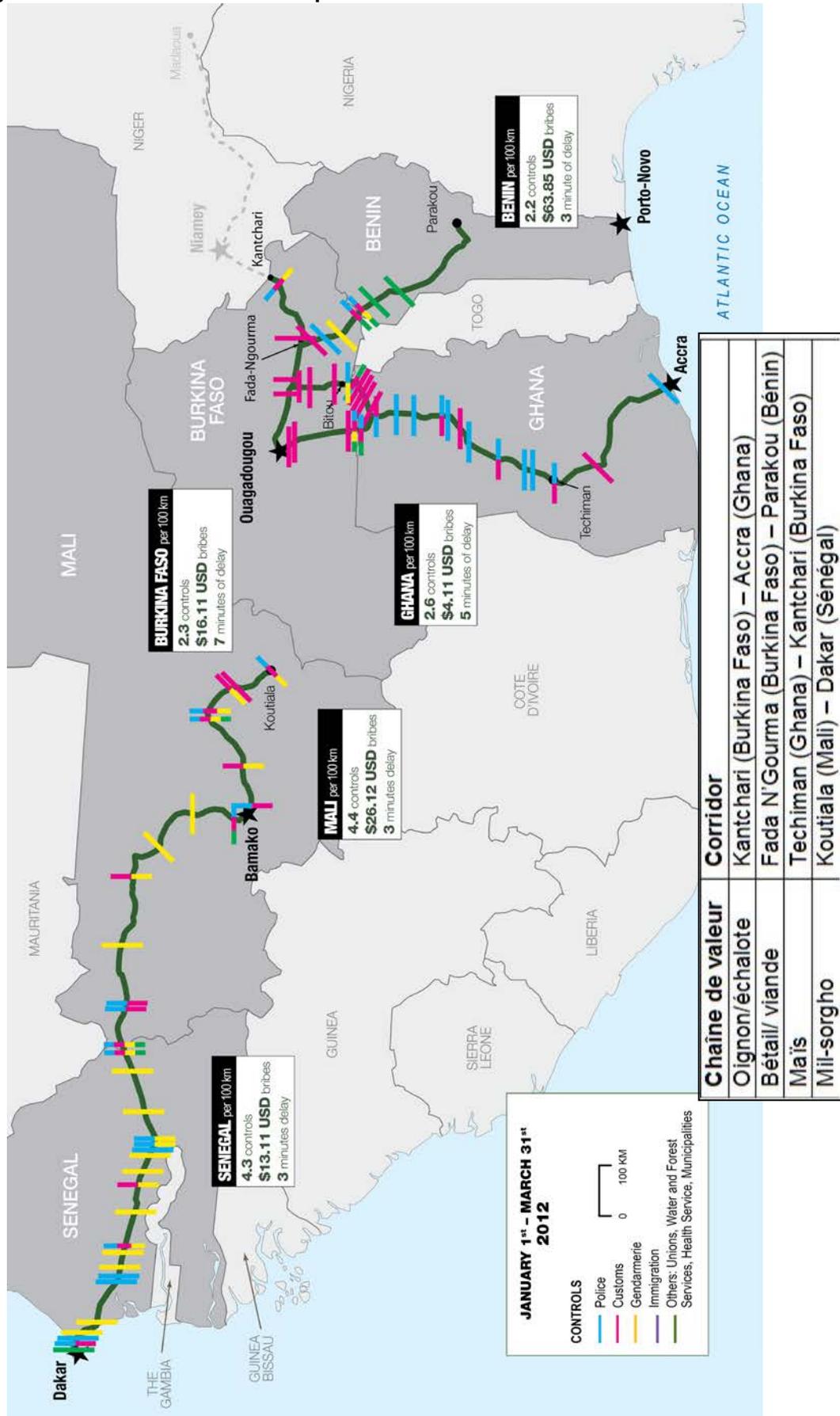
## ANNEX 1: Source data, Jan. 1, 2011 to March 31, 2012

Corridor / Country	Quarter	Number of trips	Distance in km	Average number of controls per trip by service						Average bribes in FCFA 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	Q1-2012	97	1174	9.3	5.0	8.0	4.6	26.9	2.3	12,370	10,924	8,575	10,967	42,837	3,649	138	12
	Q4-2011	103	1174	10.1	6.2	6.7	7.8	30.8	2.6	12,668	12,605	6,372	20,138	51,784	4,411	167	14
	Q1-2011	57	1174	7.0	0.5	3.3	13.9	24.6	2.1	12,035	1,333	4,174	58,411	75,953	6,470	181	15
Côte d'Ivoire	Q1-2012	97	710	4.0	2.5	4.6	1.8	12.9	1.8	4,017	4,911	4,645	3,148	16,721	2,355	54	8
	Q4-2011	103	710	5.3	4.0	3.8	5.7	18.9	2.7	5,345	6,732	3,143	13,991	29,210	4,114	80	11
	Q1-2011	57	710	2.1	0.1	1.5	12.9	16.5	2.3	2,688	319	1,701	56,983	61,692	8,689	136	19
Mali	Q1-2012	97	464	5.4	2.6	3.3	2.8	14.0	3.0	8,353	6,014	3,930	7,819	26,116	5,628	84	18
	Q4-2011	103	464	4.7	2.2	2.8	2.1	11.9	2.6	7,324	5,874	3,229	6,147	22,573	4,865	87	19
	Q1-2011	57	464	4.9	0.4	1.8	1.0	8.1	1.7	9,347	1,014	2,472	1,428	14,261	3,074	45	10
Abidjan-Ouaga	Q1-2012	80	1263	5.6	9.1	3.4	2.6	20.7	1.6	11,661	13,374	7,491	8,082	40,608	3,215	103	8
	Q4-2011	78	1263	5.3	7.7	3.4	5.3	21.8	1.7	11,362	13,183	7,944	12,073	44,562	3,528	193	15
	Q1-2011	0	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
Burkina Faso	Q1-2012	80	517	1.3	4.3	1.1	0.0	6.6	1.3	6,295	5,527	5,026	-	16,848	3,259	40	8
	Q4-2011	78	517	1.2	3.5	0.8	0.1	5.6	1.1	4,264	3,654	3,001	288	11,207	2,168	52	10
	Q1-2011	0	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
Côte d'Ivoire	Q1-2012	80	746	4.4	4.9	2.2	2.6	14.1	1.9	5,366	7,847	2,465	8,082	23,760	3,185	63	8
	Q4-2011	78	746	4.1	4.2	2.7	5.2	16.2	2.2	7,098	9,530	4,943	11,785	33,356	4,471	140	19
	Q1-2011	0	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
Bamako-Dakar	Q1-2012	124	1476	8.6	3.4	8.8	2.1	22.9	1.6	13,439	13,532	10,559	6,779	44,309	3,002	256	17
	Q4-2011	110	1476	10.3	3.5	7.1	0.3	21.2	1.4	16,651	16,491	8,772	542	42,456	2,876	348	24
	Q1-2011	159	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
Mali	Q1-2012	124	794	3.9	2.4	4.0	1.8	12.0	1.5	7,161	9,385	4,596	6,343	27,485	3,462	161	20
	Q4-2011	110	794	4.1	2.6	3.5	0.3	10.3	1.3	8,017	11,268	3,452	528	23,264	2,930	216	27
	Q1-2011	159	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
Sénégal	Q1-2012	124	682	4.7	1.0	4.8	0.4	10.8	1.6	6,278	4,147	5,963	436	16,823	2,467	95	14
	Q4-2011	110	682	6.2	0.9	3.7	0.0	10.8	1.6	8,634	5,223	5,320	14	19,191	2,814	132	19
	Q1-2011	159	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
Bamako-Ouaga via Heremakono	Q1-2012	121	934	6.1	10.5	6.1	4.4	27.2	2.9	10,740	16,513	6,265	6,673	40,191	4,303	175	19
	Q4-2011	54	1035	6.4	9.3	7.0	2.7	25.5	2.5	10,699	15,655	7,608	5,301	39,263	3,794	242	23
	Q1-2011	86	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
Burkina Faso	Q1-2012	121	502	1.0	5.7	1.0	0.3	8.0	1.6	2,053	7,723	1,639	190	11,605	2,312	62	12
	Q4-2011	54	488	1.0	4.9	1.1	0.3	7.3	1.5	2,216	7,055	1,366	362	10,999	2,254	89	18
	Q1-2011	86	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
Mali	Q1-2012	121	432	5.1	4.8	5.2	4.1	19.2	4.4	8,687	8,790	4,626	6,484	28,587	6,617	113	26
	Q4-2011	54	547	5.4	4.4	5.9	2.4	18.1	3.3	8,483	8,600	6,242	4,939	28,264	5,167	154	28
	Q1-2011	86	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
Bamako-Ouaga via Koury	Q1-2012	85	1035	7.7	11.8	5.7	3.2	28.4	2.7	15,488	18,292	6,850	6,380	47,010	4,542	191	18
	Q4-2011	54	1035	6.6	12.2	5.4	2.0	26.2	2.5	18,614	28,918	11,015	4,569	63,116	6,098	246	24
	Q1-2011	50	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
Burkina Faso	Q1-2012	85	488	1.0	5.7	1.1	0.2	8.0	1.6	2,701	7,722	2,149	179	12,750	2,613	64	13
	Q4-2011	54	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
	Q1-2011	50	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
Mali	Q1-2012	85	547	6.7	6.1	4.6	3.0	20.4	3.7	12,787	10,571	4,701	6,201	34,260	6,263	128	23
	Q4-2011	54	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
	Q1-2011	50	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
Ouagadougou-Lomé	Q1-2012	208	1020	2.4	10.1	0.9	0.9	14.3	1.4	2,780	7,147	1,798	555	12,280	1,204	171	17
	Q4-2011	179	1020	2.4	10.6	1.1	0.5	14.6	1.4	2,740	7,945	1,936	361	12,983	1,273	175	17
	Q1-2011	221	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
Burkina Faso	Q1-2012	179	274	1.0	5.2	0.9	0.0	7.1	2.6	1,433	3,747	1,790	17	6,987	2,550	95	35
	Q4-2011	179	274	1.0	4.6	1.0	0.0	6.6	2.4	1,509	3,389	1,914	-	6,812	2,486	81	30
	Q1-2011	221	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
Togo	Q1-2012	179	746	1.4	4.9	0.0	0.9	7.2	1.0	1,347	3,400	8	538	5,293	710	76	10
	Q4-2011	179	746	1.4	5.4	0.2	0.5	7.4	1.0	1,308	4,198	146	344	5,996	804	80	11
	Q1-2011	221	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
Ouagadougou-Tema	Q1-2012	78	1057	10.5	12.5	1.0	0.2	24.2	2.3	5,634	7,852	2,016	14	15,516	1,468	213	20
	Q4-2011	45	1057	12.9	11.6	1.0	0.1	25.7	2.4	6,877	6,867	1,889	-	15,633	1,479	253	24
	Q1-2011	197	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
Burkina Faso	Q1-2012	78	176	1.0	4.8	1.0	0.0	6.7	3.8	1,786	5,171	2,016	-	8,973	5,098	76	43
	Q4-2011	45	176	1.0	4.4	1.0	0.0	6.4	3.7	1,647	4,511	1,889	-	8,047	4,572	85	48
	Q1-2011	197	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
Ghana	Q1-2012	78	881	9.5	7.7	0.0	0.2	17.4	2.0	3,849	2,681	-	14	6,543	743	137	16
	Q4-2011	45	881	11.9	7.2	0.0	0.1	19.2	2.2	5,231	2,356	-	-	7,587	861	169	19
	Q1-2011	197	881	8.1	8.1	0.0	0.9	17.0	1.9	5,077	3,642	-	558	9,277	1,053	124	14

Note: The currency used in the analysis is the Franc CFA (XOF). In the first quarter of 2012, 1 GHS was equivalent to 293 FCFA; and equivalent to 299 FCFA in the fourth quarter of 2011; and equivalent to 317 FCFA during the first 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. The projects target six value chains (maize, onions/shallots, livestock/meat, millet/sorghum, rice and poultry) along the transport corridors linking production zones to consumer markets in West Africa.

The initiative targets the following sectors and corridors:

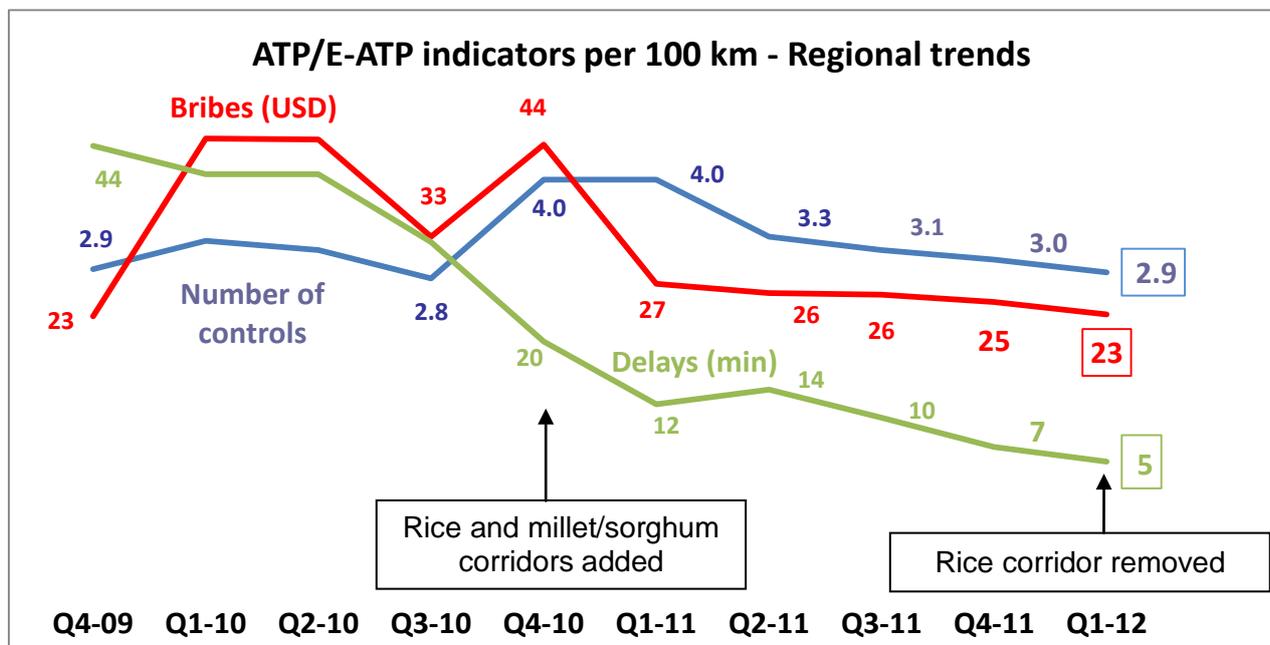
Value Chain	Corridor	Distance
Onion/shallot	Kantchari (Burkina Faso) – Accra (Ghana)	1,316 km
Livestock/meat	Fada N'Gourma (Burkina Faso) – Parakou (Benin)	469 km
Corn	Techiman (Ghana) – Kantchari (Burkina Faso)	976 km
Millet-sorghum	Koutiala (Mali) – Dakar (Senegal)	1,865 km

The movement of these agricultural goods along West African corridors remains difficult due to numerous checkpoints, a high level of bribery and long delays.

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

## Summary

**Figure 13** below presents the trend for the indicators on the five corridors.

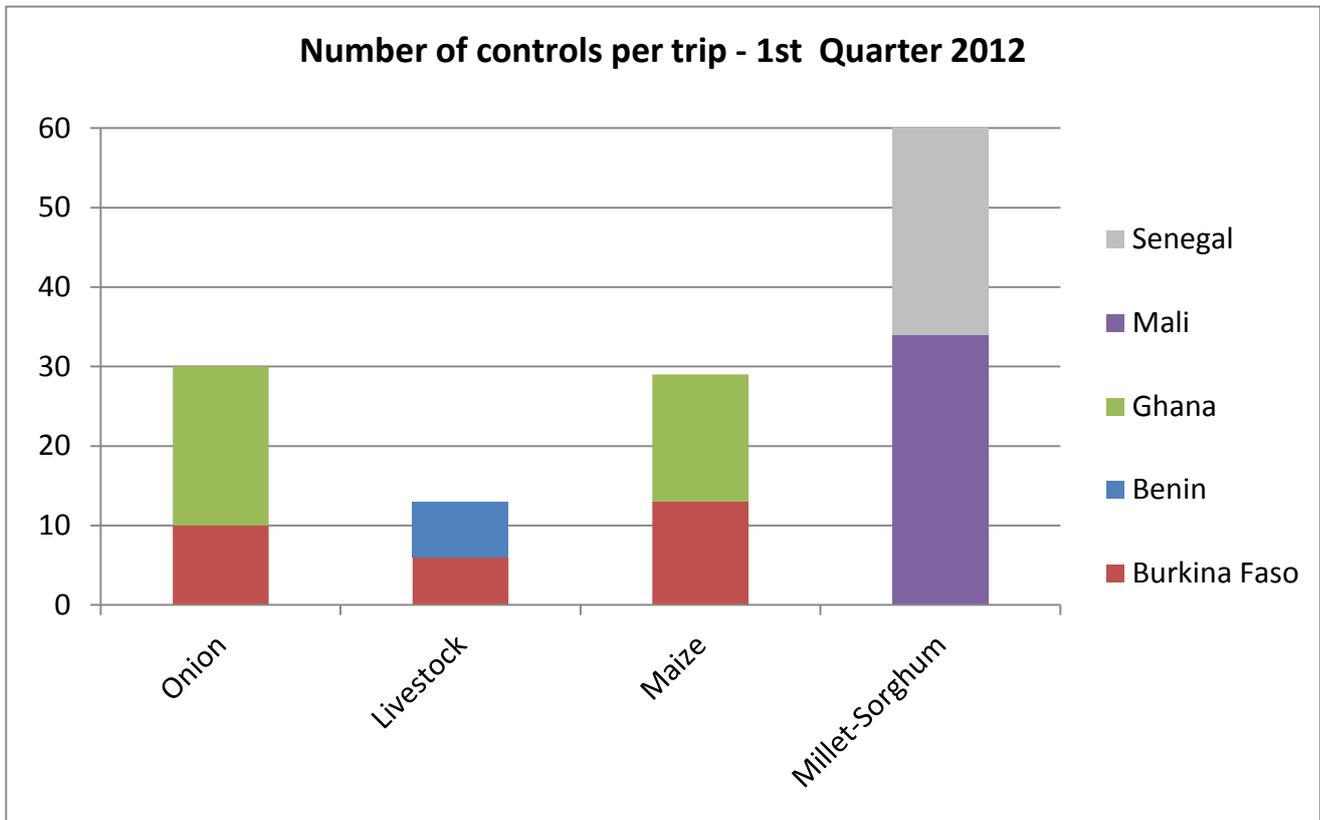


Due to the export ban imposed by Burkina Faso government on the cereals further to bad harvest, no data were collected on the rice corridor (Bobo-Koutiala) this quarter. This partly explains the drop of all indicators this quarter. But some improvements can be observed also on the 4 remaining corridors, for instance the decrease of bribery on onion, maize, and millet/sorghum corridors.

## I. Number of Controls

The average number of controls per 100 km has seen a slow but steady decline from one quarter to another. The Millet-Sorghum corridor continues to lead corridors with the greatest number of stops.

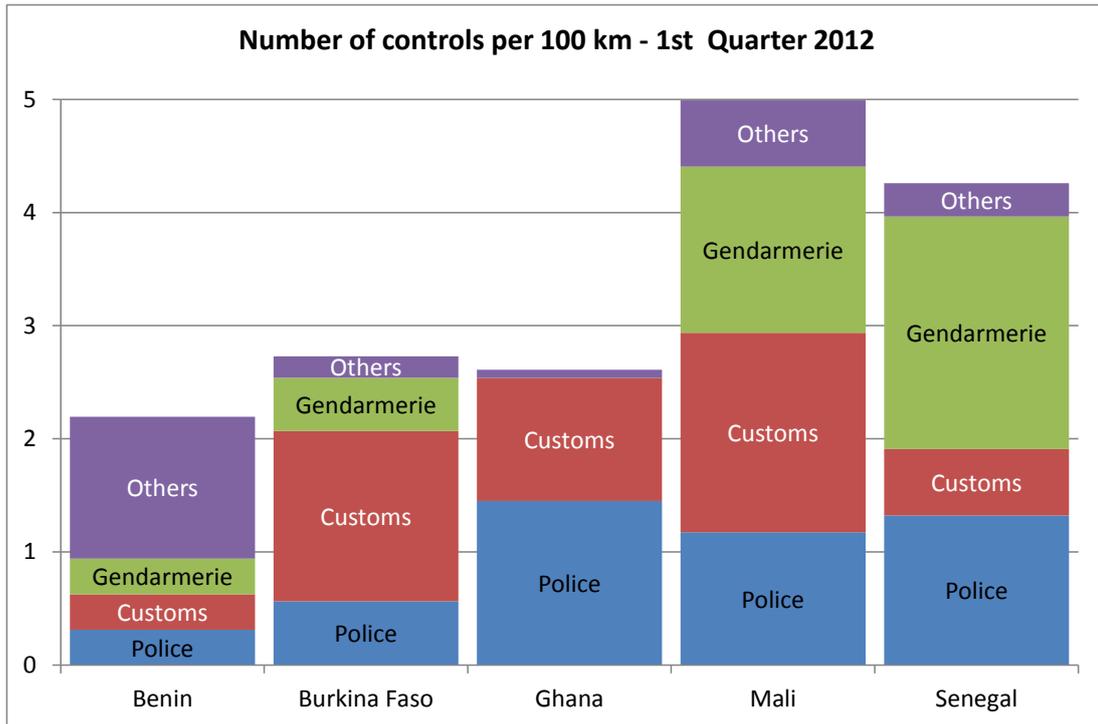
**Figure 14: Controls observed by trip and by corridor**



Corridor	Country	Number of controls per trip	
<b>Kantchari-Accra</b>	Burkina Faso	10	<b>30</b>
<i>Onion</i>	Ghana	20	
<b>Fada-Parakou</b>	Benin	7	<b>13</b>
<i>Livestock</i>	Burkina Faso	6	
<b>Techiman-Kantchari</b>	Burkina Faso	13	<b>29</b>
<i>Maize</i>	Ghana	16	
<b>Koutiala-Dakar</b>	Mali	34	<b>63</b>
<i>Millet-Sorghum</i>	Senegal	29	

Surveys show that one checkpoint was removed in Burkina Faso on the onion corridor. However, three checkpoints were added in Mali on the millet/sorghum corridor and two checkpoints in Burkina Faso and one in Ghana were added on the maize corridor.

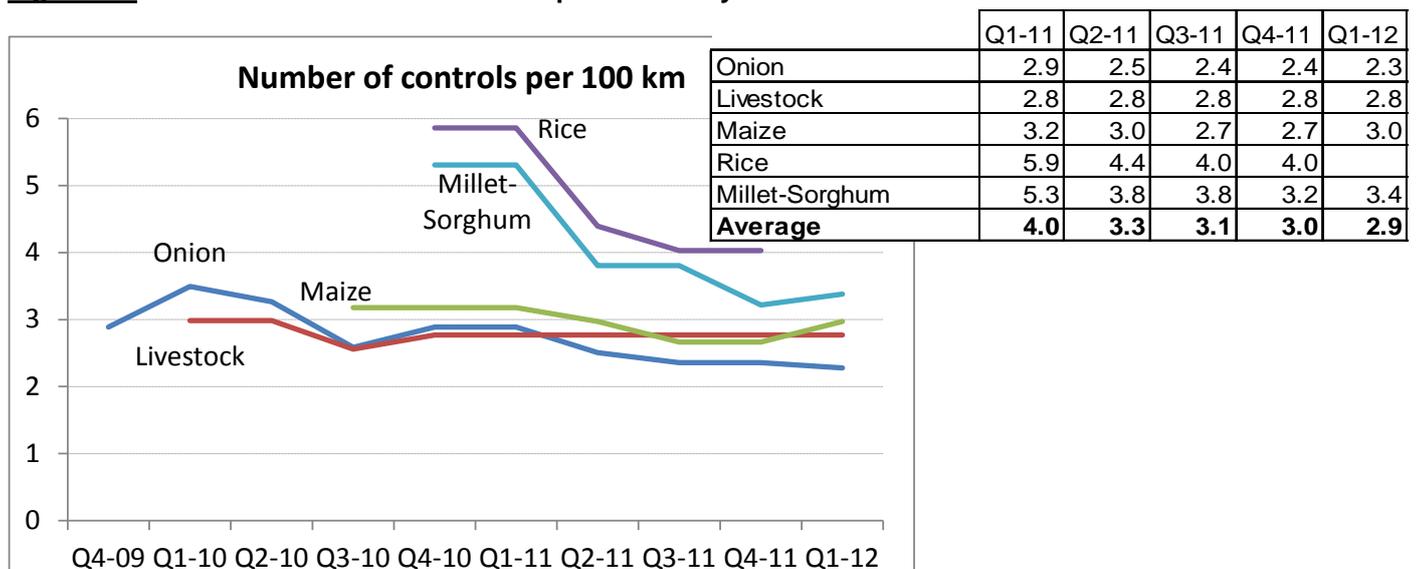
**Figure 15: Density of controls by country and by uniformed service**



	Police	Customs	Gendarmerie	Others	Total
Benin	0.3	0.3	0.3	1.3	2.2
Burkina Faso	0.6	1.5	0.5	0.2	2.7
Ghana	1.5	1.1	0.0	0.1	2.6
Mali	1.2	1.8	1.5	0.6	5.0
Senegal	1.3	0.6	2.1	0.3	4.3
Weighted Average	1.1	1.2	0.8	0.3	3.5

Among the five countries covered by the corridors studied, Mali is the one with the highest number of controls per 100 km. – 5 stops per 100 km – whilst Benin has the lowest – 2.2 controls per 100 km. Customs officers are mostly responsible for these controls.

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

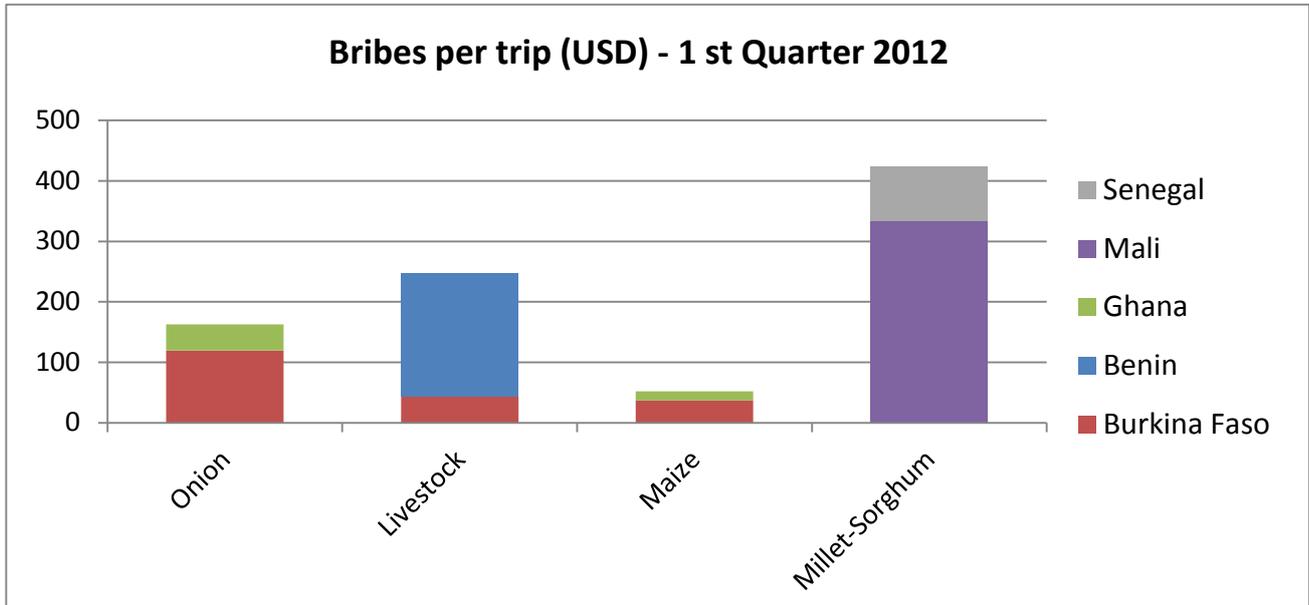


The number of controls has constantly decreased in average since the first quarter of 2011. This quarter, it slightly increased on the millet/sorghum and maize corridor, decreased slightly on the onion corridor and was stable on the livestock corridor.

## II. Bribery

Bribery slightly increased on the livestock corridor while the situation improved slightly on the other three. Drivers pay more in bribes at checkpoints in Benin than any other country with Mali taking second place; they pay the least in bribes at checkpoints in Ghana. Considered by service, the Customs are extorting the most in bribes in the region, followed by the Gendarmerie and the Police.

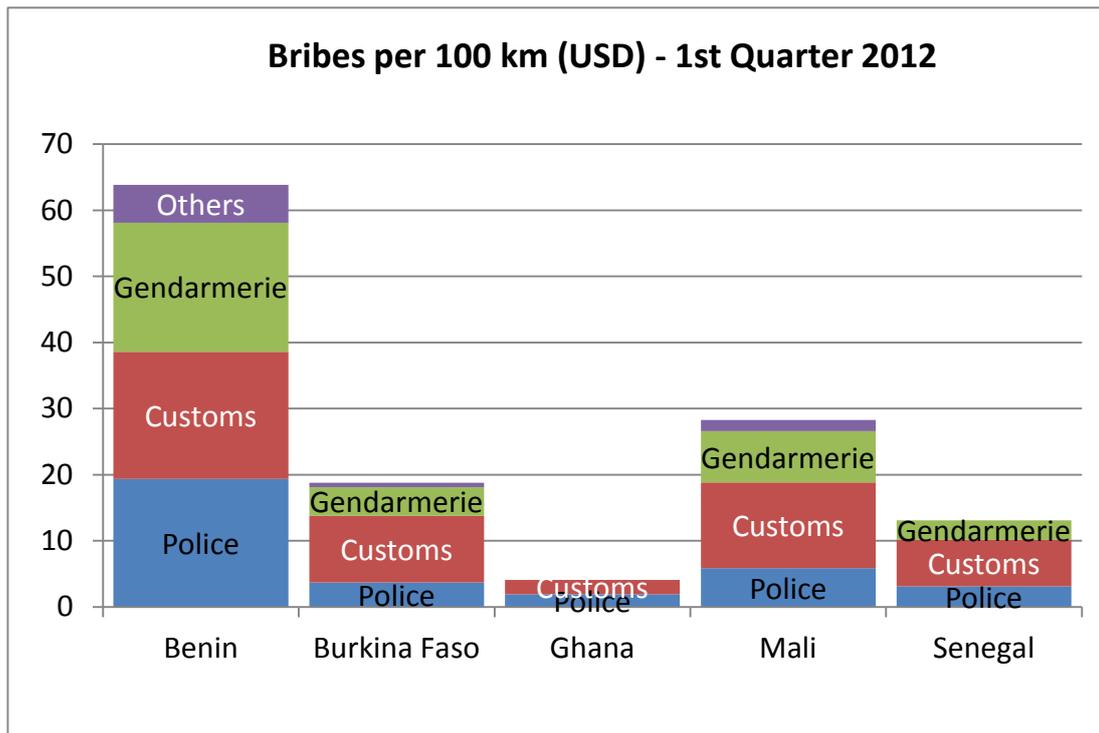
**Figure 17: Bribery by trip and by corridor**



Corridor	Country	Bribes per trip (USD)	
Kantchari-Accra <i>Onion</i>	Burkina Faso	120	163
	Ghana	43	
Fada-Parakou <i>Livestock</i>	Benin	204	247
	Burkina Faso	43	
Techiman-Kantchari <i>Maize</i>	Burkina Faso	37	52
	Ghana	16	
Koutiala-Dakar <i>Millet-Sorghum</i>	Mali	335	424
	Senegal	89	

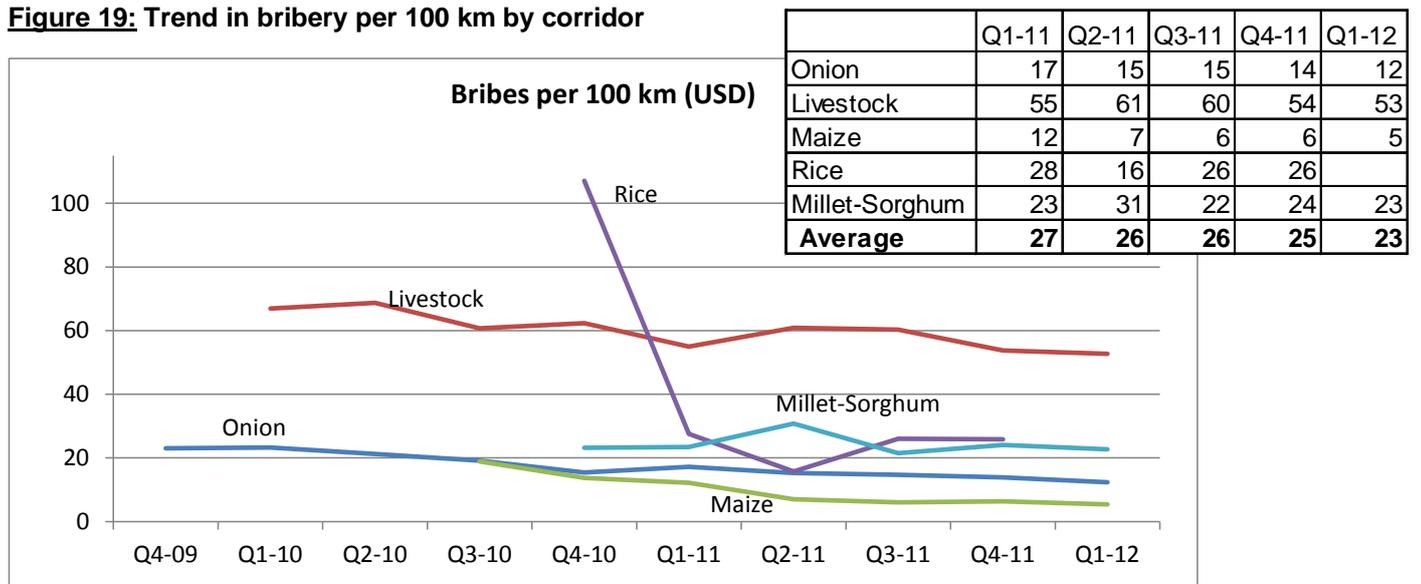
Average bribes on all the corridors slightly decreased by 3% since the last quarter. Benin is still the country where bribes are higher, and it even got higher since the previous quarter. Ghana also keeps its position as the best-in-class and the situation is improving, as it is the case in the other three countries.

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



	Police	Customs	Gendarmerie	Others	Total
Benin	19	19	20	6	<b>63.85 USD</b>
Burkina Faso	4	10	4	1	<b>18.78 USD</b>
Ghana	2	2	-	-	<b>4.11 USD</b>
Mali	6	13	8	2	<b>28.26 USD</b>
Senegal	3	7	3	-	<b>13.11 USD</b>
<i>Weighted Average</i>	5	9	5	1	<b>19.28 USD</b>

**Figure 19: Trend in bribery per 100 km by corridor**



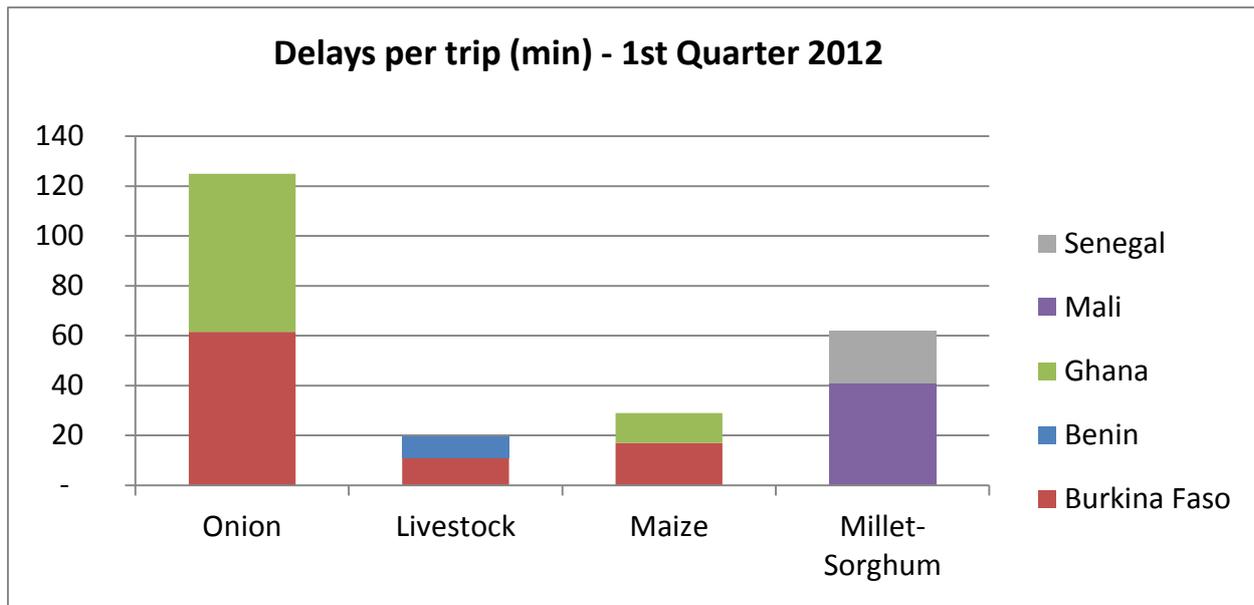
### III. Delays

Whilst delays increased this quarter on the livestock and millet/sorghum corridors, they decreased on the onion and maize corridors.

Highest delays per 100 km are observed on the onion corridor whilst shortest delays are experienced on the maize corridor.

Burkina Faso is the country where the delays are the longest. Ghana comes in second position, followed by Mali, Senegal, and Benin.

**Figure 20: Delays observed per trip and by corridor**



Corridor	Country	Delays per trip	
Kantchari-Accra	Burkina Faso	62	125
<i>Onion</i>	Ghana	63	
Fada-Parakou	Benin	9	20
<i>Livestock</i>	Burkina Faso	11	
Techiman-Kantchari	Burkina Faso	17	29
<i>Maize</i>	Ghana	12	
Koutiala-Dakar	Mali	41	62
<i>Millet-Sorghum</i>	Senegal	21	

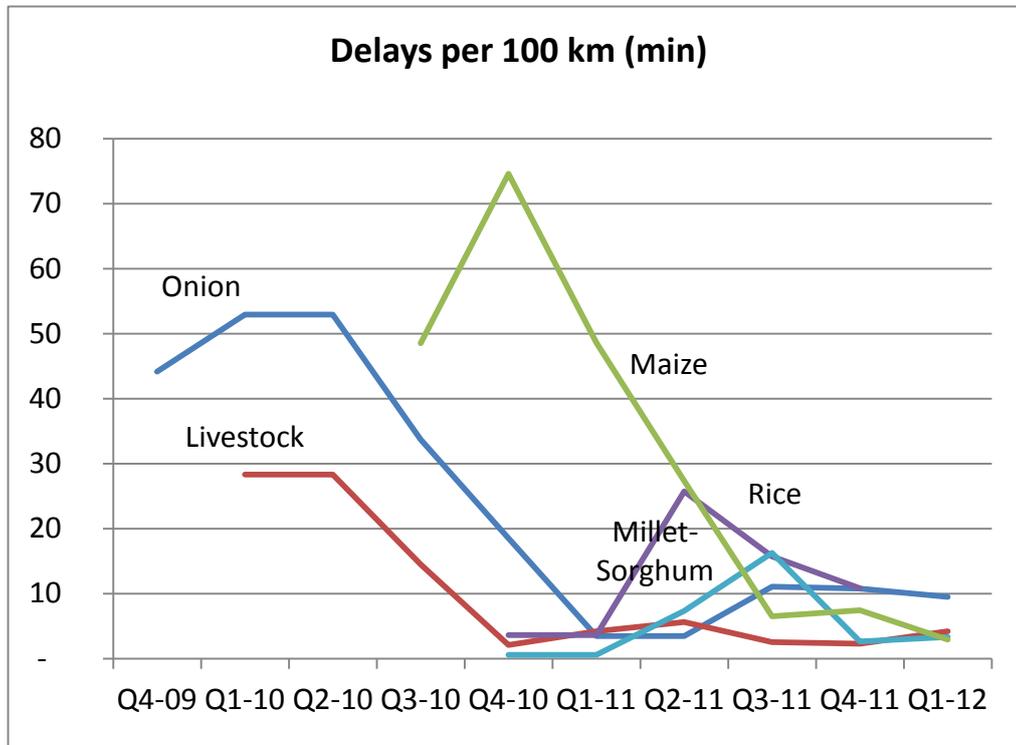
Delays per 100 km	
Benin	3 min
Burkina Faso	8 min
Ghana	5 min
Mali	3 min
Senegal	3 min
Weighted Average	5 min

Delays fell by 17 minutes on the Kantchari-Accra corridor (onion), which was the worst performer last quarter. The Techiman-Kantchari corridor (maize) also saw an improvement, with 44 minutes less in delays compared to the previous quarter.

Delays and bribes paid are inversely correlated: the countries with the longest delays have the lowest bribes. Conversely, the corridors and countries with the highest level of bribes have the shortest delays.

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 that are being asked to pay, or try to convince the agents of their right to move freely when their trucks and other papers are in order, they are apparently less harassed but face longer delays.

**Figure 21: Trend in delays per 100 km by corridor**



	Q1-11	Q2-11	Q3-11	Q4-11	Q1-12
Onion	3.5	3.5	11.1	10.8	9.5
Livestock	4.2	5.7	2.6	2.3	4.2
Maize	48.6	27.3	6.5	7.5	3.0
Rice	3.7	25.7	15.8	10.8	
Millet-Sorghum	0.6	7.4	16.3	2.7	3.3
<b>Average</b>	<b>12.1</b>	<b>13.9</b>	<b>10.4</b>	<b>6.8</b>	<b>5.0</b>

Since the third quarter of 2011, delays have constantly decreased over time.

## Conclusion

The awareness raising and advocacy strategies of the USAID ATP and E-ATP projects continue to bear fruit on all of the indicators: delays have dropped and checkpoints and bribes have remained level. These strategies are implemented with drivers and traders. Coaching sessions with assistant drivers and the participation of stakeholders at roadshows and market shows have led them to understand more and more the importance of professionalism and dialogue with uniformed forces.

Seasonal export or import bans for cereals constitute an important intra-regional trade barrier and should be addressed by the regional economic communities.

## ANNEX 2: Source Data, Jan. 1, 2011 to March 31, 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	Q1-2012	26	400	2	6	2	-	10	3	9,820	34,861	15,221	-	59,902	14,976	62	15
	Q4-2011	15	400	2	7	2	-	11	3	10,000	40,000	10,333	-	64,333	16,083	27	7
	Q1-2011	26	400	2	6	2	-	10	3	19,500	40,193	17,808	-	77,501	19,375	14	4
	Q1-2012	26	916	10	10	-	-	20	2	8,347	13,257	-	-	21,604	2,359	63	7
Ghana	Q4-2011	15	916	10	10	-	-	20	2	9,955	14,390	-	194	24,539	2,679	115	13
	Q1-2011	26	916	18	10	-	-	28	3	10,718	17,052	-	3,399	31,169	3,403	32	3
	Q1-2012	26	1,316	12	16	2	-	30	2	18,167	48,118	15,221	-	81,506	6,193	125	9
	Q4-2011	15	400	2	7	2	-	11	3	10,000	44,000	10,333	-	64,333	16,083	27	7
Burkina Faso	Q1-2011	26	1,316	20	16	2	-	38	3	30,218	57,245	17,808	3,399	108,670	8,258	46	3
	Q1-2012	47	150	2	2	1	1	6	4	7,606	6,479	4,915	2,787	21,787	14,525	11	7
	Q4-2011	31	150	2	2	1	1	6	4	7,935	7,984	4,968	3,000	23,887	15,925	7	5
	Q1-2011	47	150	2	2	1	1	6	4	7,606	6,479	4,915	2,787	21,787	14,525	11	7
Benin	Q1-2012	47	319	1	1	1	4	7	2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Q4-2011	31	319	1	1	1	4	7	2	25,323	26,290	35,000	12,129	98,742	30,954	4	1
	Q1-2011	47	319	1	1	1	4	7	2	30,957	30,745	31,170	9,170	102,043	31,988	9	3
	Q1-2012	47	469	3	3	2	5	13	3	38,564	37,223	36,085	11,957	123,830	26,403	20	4
Fada - Parakou	Q4-2011	31	469	3	3	2	5	13	3	33,258	34,274	39,968	15,129	122,629	26,147	11	2
	Q1-2011	47	469	3	3	2	5	13	3	38,564	37,223	36,085	11,957	123,830	26,403	20	4
	Q1-2012	9	463	10	5	-	1	16	3	5,401	2,455	-	-	7,856	1,697	12	3
	Q4-2011	7	463	11	3	-	1	15	3	4,648	1,992	-	581	7,221	1,560	43	9
Ghana	Q1-2011	9	463	8	8	-	1	17	4	7,690	10,093	-	172	17,955	3,878	158	34
	Q1-2012	9	463	10	5	-	1	16	3	5,401	2,455	-	-	7,856	1,697	12	3
	Q4-2011	7	463	11	3	-	1	15	3	4,648	1,992	-	581	7,221	1,560	43	9
	Q1-2011	9	463	8	8	-	1	17	4	7,690	10,093	-	172	17,955	3,878	158	34
Burkina Faso	Q1-2011	7	463	11	3	-	1	15	3	4,648	1,992	-	581	7,221	1,560	43	9
	Q1-2012	9	513	5	4	4	1	14	3	5,000	26,392	7,111	667	39,170	7,635	316	62
	Q1-2012	9	976	12	13	2	2	29	3	7,856	14,730	2,946	667	26,199	2,684	29	3
	Q4-2011	7	976	13	8	3	2	26	3	6,233	14,864	4,700	1,338	27,135	2,780	64	7
Techiman-Kantchari	Q1-2011	9	976	13	12	4	2	31	3	12,690	36,485	7,111	839	57,125	5,853	474	49
	Q1-2012	-	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q4-2011	11	176	1	2	1	-	4	2	1,400	14,500	1,800	-	17,700	10,057	15	9
	Q1-2011	9	176	2	4	1	-	7	4	1,889	5,333	2,111	-	9,333	5,303	7	4
Mali	Q1-2012	-	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Q4-2011	11	97	3	1	3	-	7	7	2,400	10,900	3,300	-	16,600	17,113	14	15
	Q1-2011	9	97	3	3	3	-	9	9	3,389	20,278	3,056	-	26,722	27,549	3	3
	Q1-2012	-	273	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bobo-Dioulasso-Koutiala	Q4-2011	11	273	4	3	4	-	11	4	3,800	25,400	5,100	-	34,300	12,564	30	11
	Q1-2011	9	273	5	7	4	-	16	6	5,278	25,611	5,167	-	36,056	13,207	10	4
	Q1-2012	11	1,184	8	12	10	4	34	3	34,909	76,818	45,909	10,000	167,636	14,158	41	3
	Q4-2011	16	1,184	8	10	9	4	31	3	68,643	48,500	35,713	16,213	169,068	14,279	17	1
Mali	Q1-2011	26	1,184	10	11	15	13	49	4	48,692	85,250	26,123	11,731	171,796	14,510	7	1
	Q1-2012	11	681	9	4	14	2	29	4	10,636	24,091	10,000	-	44,727	6,568	21	3
	Q4-2011	16	681	9	4	14	2	29	4	9,813	20,563	15,813	3,000	49,188	7,223	33	5
	Q1-2011	26	681	12	4	31	3	50	7	12,854	14,394	9,846	923	38,017	5,583	4	1
Koutiala-Dakar	Q1-2012	11	1,865	17	16	24	6	63	3	45,545	100,909	55,909	10,000	212,364	11,387	62	3
	Q4-2011	16	1,865	17	14	23	6	60	3	78,455	69,063	51,525	19,213	218,255	11,703	50	3
	Q1-2011	26	1,865	22	15	46	16	99	5	61,546	99,644	35,969	12,654	209,813	11,250	11	1
	Q1-2012	26	1,865	22	15	46	16	99	5	61,546	99,644	35,969	12,654	209,813	11,250	11	1

Note: La monnaie utilisée dans les analyses est le Franc CFA. Au premier trimestre 2012 1 GH¢ était équivalent à 293 F CFA, au quatrième trimestre 2011, 1 GH¢ était équivalent à 299 F CFA, au premier trimestre 2011 à 317 F

# 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.

