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12th IRTG / UEMOA Report

10 August 2010



This 12th report presents the results of surveys completed between April 1st and June 30th, 2010, in two sections:

- *The first section presents the results obtained on the six¹ corridors monitored by the Improved Road Transport Governance (IRTG): Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako².*
- *The second section presents results obtained on the two³ corridors monitored by USAID's regional Agribusiness and Trade Promotion (ATP) project, namely Kantchari-Accra and Fada N'Gourma-Parakou.*

Survey Results from the 2nd Quarter of 2010

¹ To facilitate analysis, an IRTG corridor connects only two countries.

² Corridors monitored by IRTG during the first quarter of 2010.

³ Monitoring of the Fada-Parakou corridor only began during the second quarter.

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Corridors Monitored by IRTG

IMPROVED ROAD TRANSPORT GOVERNANCE (IRTG) ON INTERSTATE CORRIDORS

Results from April 1st to June 30th, 2010

Graphic A: Mapping road harassment along the corridors monitored by IRTG from April 1st to June 30th, 2010



EXECUTIVE SUMMARY

The results of surveys conducted along the IRTG-monitored corridors between April 1st and June 30th, 2010, are not discouraging. In fact, the surveys report a reduction in all three indicators: the number of controls dropped 0.28%, while bribes and control times fell 18.82% and 6.98%, respectively, as compared to the previous quarter. Nevertheless, the level of these indicators remains relatively high.

At the country-wide level, the number of controls ranges from 2 to 3 per 100 km, drivers pay bribes ranging from an average of 866 CFA (in Ghana) and 5,928 CFA (in Côte d'Ivoire) per 100 km, and spend anywhere between an average of 7 minutes (in Togo) and 23 minutes (in Côte d'Ivoire) per 100 km stopped at checkpoints.

INTRODUCTION

The objective of the Improved Road Transport Governance IRTG project is to institute good road governance along primary road corridors. The initiative monitors and reports on the number of checkpoints, the length of delays and the value of bribes drivers pay when hauling goods along the **Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou** and **Abidjan-Bamako** corridors.

The IRTG project is an ECOWAS and UEMOA initiative established in 2005 with the technical and financial support from USAID's West Africa Trade Hub, and with financial support from the World Bank's Transport Policy Program in Sub Saharan Africa (SSATP).

This 12th IRTG Report presents the results of surveys along the corridors monitored by the IRTG project during the period of April 1st to June 30th, 2010.

RESULTS OF SURVEYS CONDUCTED BY IRTG BETWEEN APRIL 1ST AND JUNE 30TH, 2010

The data analyzed in this report was collected by IRTG focal points in Burkina Faso, Ghana, Mali, Togo, Senegal and Côte d'Ivoire.

Below, Table 1 gives an overview of the number of controls, bribes and delays per trip along the six corridors currently monitored by the IRTG project.

The table in Annex 1 provides more detailed survey results.

Table 1

IRTG Survey Results, April 1 st through June 30 th , 2010: Controls, Bribes and Delays							
Corridor	Length of corridor (km)	Average number of controls per trip		Average Bribes per trip (CFA)		Delays (minutes)	
		Per trip	Per 100km	Per trip	Per 100km	Per trip	Per 100km
Tema – Ouagadougou	1057	26.06	2.47	22,034	2,085	148	14
Ouagadougou – Bamako	920	30.39	3.30	49,792	5,412	118	13
Lome – Ouagadougou	1020	18.93	1.86	19,711	1,932	88	9
Bamako – Dakar	1476	31.46	2.13	43,078	2,919	199	13
Abidjan – Ouagadougou	1263	32.30	2.56	52,535	4,160	157	12
Abidjan – Bamako	1174	31.78	2.71	62,786	5,348	277	24

I. CONTROLS

I.1. AVERAGE NUMBER OF CONTROLS

Regarding the number of controls, the Ouagadougou-Bamako corridor still remains the most densely-packed, with an average of 3.3 controls every 100 km, or 30 per trip. This situation is largely due to the large number of controls on the Malian side, which alone registers as many as 4.99 controls per 100 km, or 21 controls per trip, compared to 9 per trip on the Burkina Faso side.

This quarter, the Lome-Ouagadougou corridor recorded the fewest controls, with an average of only 19 per trip, or two per 100 km.

Table 2: Overview of controls observed per 100 km, by corridor and sub-corridor

Average number of controls per 100 km by corridor								
Corridor	Corridor length (km)	Controls per 100 km by corridor	Controls per 100 km by corridor sub-section					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1057	2.47	4.32	-	2.09	-	-	-
Ouagadougou – Bamako	920	3.30	1.81	-	-	4.99	-	-
Lome – Ouagadougou	1020	1.86	2.06					1.78
Bamako – Dakar	1476	2.13	-	-	-	1.44	2.93	-
Abidjan – Ouagadougou	1263	2.56	1.50	3.29	-	-	-	-
Abidjan – Bamako	1174	2.71	-	3.16	-	2.01	-	-
Weighted Average		2.48	2.05	3.23	2.09	2.5	2.93	1.78

The following table shows the degree to which different agencies are responsible for the levels of these indicators:

Table 3: Ranking of countries by density of controls per 100 km, and responsible agencies

Country & Rank	Responsible Agency & Rank	Average controls per 100km	1 st		2 nd		3 th		4 th	
			Agency	Value	Agency	Value	Agency	Value	Agency	Value
1 st : Côte d'Ivoire		3.23	Forces Nouvelles	1.58	Police	0.83	Gendarmerie	0.32	Customs	0.31
2 nd : Senegal		2.93	Gendarmerie	1.59	Police	1.18	Immigration	0.12	Customs	0.05
3 rd : Mali		2.50	Police	0.80	Gendarmerie	0.65	Tax collectors	0.43	Customs	0.38
4 th : Ghana		2.09	Police	1.06	Customs	0.92	Immigration	0.11		
5 th : Burkina		2.05	Customs	1.25	Police	0.30	Gendarmerie	0.25	Immigration	0.22
6 th : Togo		1.78	Customs	0.74	Police	0.54	Gendarmerie	0.36	Immigration	0.15

I.2. Changes in the average number of controls

The figures obtained during the second quarter of 2010 were slightly down from the previous quarter along the Tema-Ouagadougou, Lome-Ouagadougou Ouagadougou-Bamako, Bamako-Dakar corridors. Indeed, the number of controls showed a relative decrease of 8.5% on these four corridors. When the Abidjan-Ouagadougou and Abidjan-Bamako corridors are taken into account, a decrease of only 0.28% is observed, due to the increases of 20.12% and 11.78% recorded on both corridors, respectively.

Below are the results of the second quarter of 2010 (Q2-10) in comparison to:

- results of the first quarter of 2010 (Q1-10);
- results from the corresponding period of last year, meaning the second quarter of 2009 (Q2-09).

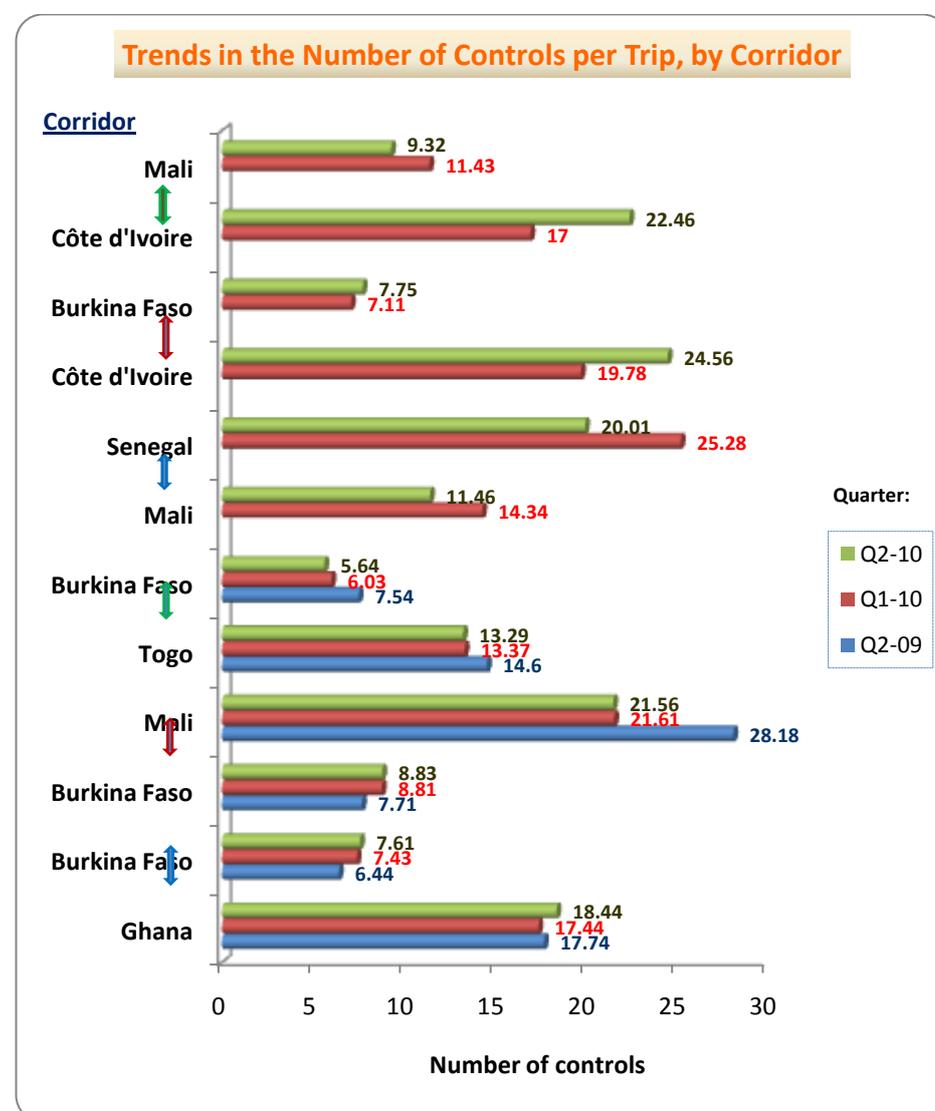
Table 4: Changes in the average number of controls per trip, by corridor and sub-corridor

Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Percent change since last quarter	Percent change since last year
		Q2-09	Q1-10	Q2-10	Q2-09	Q1-10	Q2-10	Q2-10/Q1-10	Q2-10/Q2-09
1057	Tema – Ouaga	24.18	24.86	26.06	2.29	2.35	2.47	4.83%	7.78%
881	Ghana	17.74	17.44	18.44	2.01	1.98	2.09	5.73%	3.95%
176	Burkina	6.44	7.43	7.61	3.66	4.22	4.32	2.42%	18.17%
920	Ouaga – Bamako	35.88	30.42	30.39	3.9	3.31	3.3	-0.1%	-15.3%
488	Burkina	7.71	8.81	8.83	1.58	1.81	1.81	0.23%	14.53%
432	Mali	28.18	21.61	21.56	6.52	5.00	4.99	-0.23%	-23.49%
1020	Lome – Ouaga	22.14	19.4	18.93	2.17	1.9	1.86	-2.42%	-14.5%
746	Togo	14.6	13.37	13.29	1.96	1.79	1.78	-0.6%	-8.97%
274	Burkina	7.54	6.03	5.64	2.75	2.20	2.06	-6.47%	-25.2%
	Weighted Average	27.08	24.71	24.96	2.74	2.49	2.52	1.01%	-7.83%
1476	Bamako – Dakar		39.63	31.46		2.68	2.13	-20.62%	
794	Mali		14.34	11.46		1.81	1.44	-20.08%	
682	Senegal		25.28	20.01		3.71	2.93	-20.85%	
	Weighted Average		29.63	27.11		2.55	2.39	-8.5%	
1263	Abidjan – Ouaga		26.89	32.3		2.13	2.56	20.12%	
746	CI		19.78	24.56		2.65	3.29	24.17%	
517	Burkina		7.11	7.75		1.38	1.50	9%	
1174	Abidjan – Bamako		28.43	31.78		2.42	2.71	11.78%	
710	CI		17.00	22.46		2.39	3.16	32.12%	
464	Mali		11.43	9.32		2.46	2.01	-18.46%	
	Weighted Average	27.08	28.93	28.85	2.74	2.45	2.48	-0.28%	6.54%

Table 5: Changes in the number of controls per 100 km

Quarterly averages of the number of controls per 100 km per country							
Period	Controls per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter 2, 2010	2.48	2.05	3.23	2.09	2.5	2.93	1.78
Previous quarter (Quarter 1, 2010)	2.45	2.37	2.52	1.98	2.85	3.71	1.79
Last year (Quarter 2, 2009)	2.74	2.31	-	2.01	6.52	-	1.96

Graphic 1: Quarterly trends in the average number of controls



Number of controls

In comparison to the previous quarter (Q1-10), we note a decrease of **8.5%** in the number of controls along the Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou, and Bamako-Dakar corridors, down from a weighted average of 30 (in Q1-10) to 27 (in Q2-10). However, if we include the results from the Abidjan-Ouaga and Abidjan-Bamako corridors, we virtually negate this positive trend, bringing the average decrease to a mere 0.28%. This is mainly due to Côte d'Ivoire, which saw increases of 24.17% and 32.12% in the number of controls along the Abidjan-Ouaga and Abidjan-Bamako corridors, respectively.

The greatest decrease was along the Bamako-Dakar corridor, down 20.62% from 40 (in Q1-10) to 32 in (Q2-10). This decrease results from efforts evident in both Mali and Senegal.

In comparison to the same period of last year (Q2-09), the 2nd quarter of 2010 (Q2-10) shows a 7.83% decrease in the average controls per trip on the Tema-Ouagadougou, Ouagadougou-Bamako and Lome-Ouagadougou corridors, dropping from 27 (in Q2-09) to 25 (in Q2-10).

II. BRIBES

II.1. Average bribes collected

The Ouagadougou-Bamako corridor repositions itself again as the one with the highest rate of bribery, reporting 5,412 CFA paid every 100 km, a toll of 49,792 CFA per trip. Mali is largely responsible for this situation, where an average of 37,140 CFA is extorted per trip, while in Burkina Faso the amount was a relatively low 12,652 CFA.

The Abidjan-Bamako and Abidjan-Ouagadougou corridors, in the first quarter of 2010, ranked 2nd and 3rd, with 5,348 and 4,160 CFA extracted every 100 km, respectively. These high rates are mainly attributable to Côte d'Ivoire, with an average of 49,195 CFA extorted per trip (including an average 37,166 CFA collected by the Forces Nouvelles and 5,702 CFA collected by the Police) on the way to Bamako, and 37,114 CFA per trip (including 17,957 CFA earned by the Forces Nouvelles and 8,811 CFA collected by the Police) on the way to Ouagadougou, making Abidjan-Bamako and Abidjan-Ouagadougou corridors climb up the list of interstate roadways where drivers pay the highest amounts of bribes.

The Lome-Ouagadougou corridor shows the lowest level of bribery, reporting an average 1,932 CFA every 100 km, or 19,711 CFA per trip.

Table 6: Overview of bribes per 100 km, by corridor and sub-corridor

Average bribes per 100 km, by corridor and by country								
Corridor	Distance (km)	Bribes per 100 km by corridor (CFA)	Bribes per 100 km by corridor sub-section (CFA)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	2,085	8,186	-	866	-	-	-
Ouagadougou – Bamako	920	5,412	2,593	-	-	8,597	-	-
Lome – Ouagadougou	1,020	1,932	2,615	-	-	-	-	1,682
Bamako – Dakar	1,476	2,919	-	-	-	2,172	3,787	-
Abidjan – Ouagadougou	1,263	4,160	2,983	4,975	-	-	-	-
Abidjan – Bamako	1,174	5,348	-	6,929	-	2,929	-	-
Weighted Average		3,617	3,412	5,928	866	4,022	3,787	1,682

The following table ranks the different countries and their respective agencies according to the average bribes collected by each.

Table 7: Ranking of countries and agencies according to level of bribery per 100 km (values in CFA)

Responsible agency & rank Corridor segment & rank	Average per country	1 st		2 nd		3 rd		4 th	
		Agency	Value	Agency	Value	Agency	Value	Agency	Value
1 st : Côte d'Ivoire	5,928	Forces Nouvelles	3,786	Police	997	Gendarmerie	420	Customs	415
2 nd : Mali	4,022	Police	1,280	Customs	1,000	Gendarmerie	802	Tax collectors	644
3 rd : Senegal	3,787	Gendarmerie	1,768	Police	1,725	Immigration	185	Customs	110
4 th : Burkina	3,412	Customs	1,497	Police	704	Gendarmerie	689	Immigration	423
5 th : Togo	1,682	Police	5,69	Customs	526	Gendarmerie	410	Immigration	165
6 th : Ghana	866	Police	478	Customs	379	Immigration	9		

Recognizing these high levels of bribery, we must call upon each stakeholder and security officer posted along these interstate highways to work towards the eradication of this phenomenon.

II.2. Changes in the average levels of bribery

The figures obtained on bribery during the second quarter of 2010 along four of the corridors (namely, Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou, and Bamako-Dakar) were, on the whole, down 7.11% as compared to the previous quarter. Inclusion of the two other corridors, Abidjan-Ouagadougou and Abidjan-Bamako, accentuates this improvement, resulting in an overall decrease of 18.82% in bribery on all IRTG-monitored corridors together, due to the respective decreases of 41.07% and 11.91% from Abidjan to Ouagadougou and to Bamako.

The table below presents the results of the second quarter of 2010 (Q2-10) in comparison to:

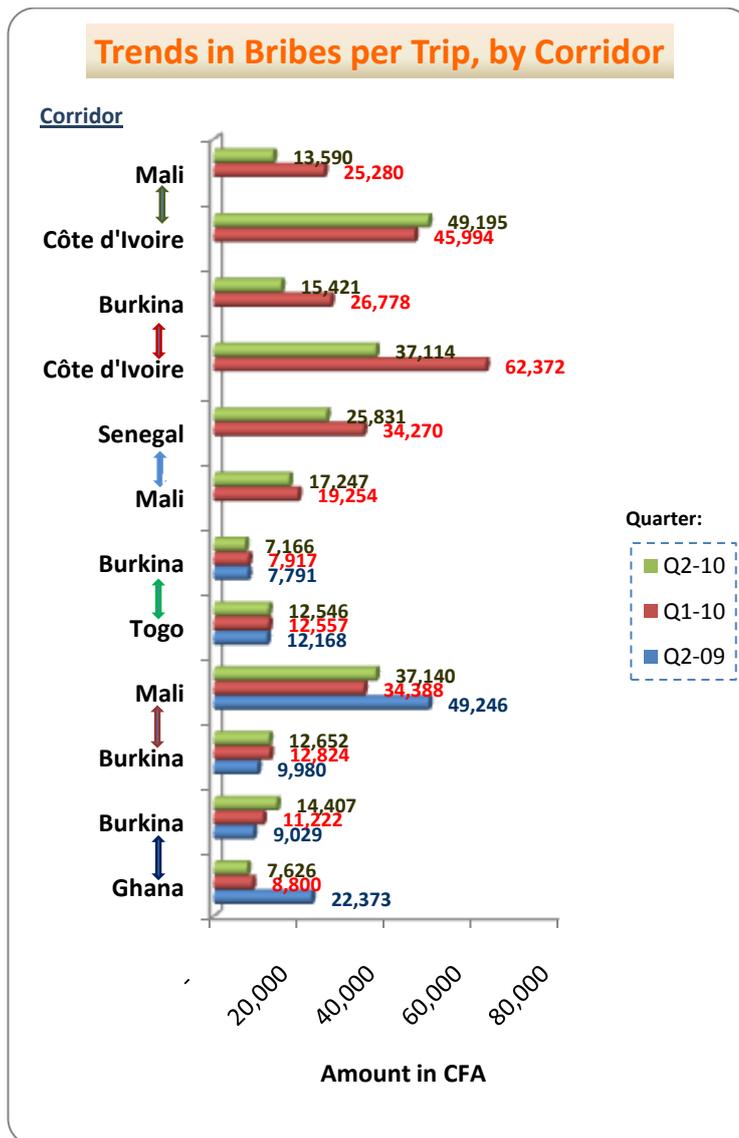
- the results of the 1st quarter of 2010 (**Q1-10**);
- the results for the same period of the last year, that is to say the 2nd quarter of 2009 (**Q2-09**).

Table 8: Quarterly and yearly change in bribes by corridor

Distance	Corridor	Bribes collected per trip (CFA)			Bribes collected per 100 km (CFA)			Change since last quarter Q2-10/Q1-10	Change since last year Q2-10/Q2-09
		Q2-09	Q1-10	Q2-10	Q2-09	Q1-10	Q2-10		
1057	Tema – Ouagadougou	31,402	20,022	22,034	2,971	1,894	2,085	10.05%	-30%
881	Ghana	22,373	8,800	7,626	2,540	999	866	-13.34%	-65.91%
176	Burkina	9,029	11,222	14,407	5,130	6,376	8,186	28.38%	59.56%
920	Ouagadougou – Bamako	59,226	47,212	49,792	6,438	5,132	5,412	5.46%	-15.93%
488	Burkina	9,980	12,824	12,652	2,045	2,628	2,593	-1.34%	26.77%
432	Mali	49,246	34,388	37,140	11,400	7,960	8,597	8%	-24.58%
1020	Lome – Ouagadougou	19,959	20,474	19,711	1,957	2,007	1,932	-3.73%	-1.24%
746	Togo	12,168	12,557	12,546	1,631	1,683	1,682	-0.09%	3.11%
274	Burkina	7,791	7,917	7,166	2,843	2,889	2,615	-9.49%	-8.02%
	Weighted average	36,048.72	28,522.45	29,764.36	3,690.17	2,926.44	3,054.23	4.35%	-17.43%
1476	Bamako – Dakar		53,524	43,078		3,626	2,919	-19.52%	
794	Mali		19,254	17,247		2,425	2,172	-10.42%	
682	Senegal		34,270	25,831		5,025	3,787	-24.63%	
	Weighted average		36,772.46	34,157.60		3,157.28	3,009.61	-7.11%	
1263	Abidjan – Ouagadougou		89,150	52,535		7,059	4,160	-41.07%	
746	Côte d'Ivoire		62,372	37,114		8,361	4,975	-40.5%	
517	Burkina		26,778	15,421		5,179	2,983	-42.41%	
1174	Abidjan – Bamako		71,274	62,786		6,071	5,348	-11.91%	
710	Côte d'Ivoire		45,994	49,195		6,478	6,929	6.96%	
464	Mali		25,280	13,590		5,448	2,929	-46.24%	
	Weighted average	36,049	52,208	42,381	3,690	4,365	3,617	-18.82%	17.56%

Table 9: Quarterly trends in levels of bribery per 100 km by country

Trends in the average level of bribery per 100 km per country							
Period	Average bribes per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter 2, 2010	3,617	3,412	5,928	866	4,022	3,787	1,682
Previous quarter (Quarter 1, 2010)	4,365	4,377	7,454	999	4,846	5,025	1,683
Last year (Quarter 2, 2009)	3,690	2,857	-	2,540	11,400	-	1,631

Graphic 2: Trends in the levels of bribery, by corridor and sub-corridor

Bribes

By comparing the results of the second quarter of 2010 (Q2-10) to the previous quarter (Q1-10), the overall level of bribery along four of the corridors (Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Dakar-Bamako) is down by 7.11%, dropping from 36,772 CFA (Q1-10) to 34,158 CFA (Q2-10) per trip.

Taking into account the results of the remaining two corridors, namely Abidjan-Ouagadougou and Abidjan-Bamako, we observe an overall improvement of 18.42% among all corridors. This marked improvement is largely due to the performance of these three sub-corridors: Côte d'Ivoire (down 40.5%), the Burkina Faso segment of the Abidjan-Ouaga corridor (down 42.41%) and the Mali segment of the Abidjan-Bamako corridor (-46.24%). A full two-thirds of the corridors showed improvement: Lome-Ouagadougou (down 3.73%), Bamako-Dakar (down 19.52%), Abidjan-Ouagadougou (down 41.07% - the biggest decline), and Abidjan-Bamako (down 11.91%).

The highest increase in bribery is seen on the Tema-Ouagadougou corridor, up 10.05% from 20,022 CFA (Q1-10) to 22,034 CFA (Q2-10).

Compared to the same period of 2009 (Q2-09), we note an overall decrease in bribery of 17.43% on the three following corridors: Tema-Ouagadougou, Ouagadougou-Bamako and Lome-Ouagadougou.

III. CONTROL TIMES AND DELAYS

III.1. Average control times and delays

The Abidjan-Bamako corridor leads in long control times with 24 minutes lost every 100 km, which translates to a lengthy delay of 277 minutes (4 hr 37 minutes) per trip. Côte d'Ivoire is largely responsible for this situation, where drivers encounter on average 214 minutes of checks, compared with only 62 minutes in Mali.

The Tema-Ouagadougou corridor takes 2nd place, with 14 minutes lost every 100 km, or a delay of 148 minutes per trip. Ghana is mainly responsible for this situation with 110 minutes of control time per trip, compared with only 38 minutes in Burkina.

The Lome-Ouagadougou corridor has the shortest average control time, with 9 minutes every 100 km, or 88 minutes per trip.

Table 10: Overview of the control times per 100 km, by corridor

Average control times per 100 km by corridor and sub-corridor								
Corridor	Corridor length (km)	Delays per 100 km by corridor (minutes)	Delays per 100 km by corridor sub-section (minutes)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	14	22	-	13	-	-	-
Ouagadougou – Bamako	920	13	8	-	-	19	-	-
Lome – Ouagadougou	1,020	9	14	-	-	-	-	7
Bamako – Dakar	1,476	13	-	-	-	11	16	-
Abidjan – Ouagadougou	1,263	12	8	15	-	-	-	-
Abidjan – Bamako	1,174	24	-	30	-	13	-	-
Weighted average		14.25	11	23	13	14	16	7

The delays are caused by multiple controls and harassment by the uniformed services stationed along the corridors. Recognizing the excessive nature of these delays, each and every stakeholder and uniformed officer posted along these interstate highways should be called upon to work towards the eradication of this phenomenon.

III.2. Changes in control times and delays

The data obtained during the second quarter of 2010 indicated an overall reduction of 4.05% in delays as compared to the previous quarter for the four corridors of Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar. Taking into account the two corridors emanating from Abidjan (Abidjan-Ouagadougou and Abidjan-Bamako), an overall reduction of 6.98% is observed along all IRTG-monitored corridors, due to the 29.41% drop along the most-improved corridor, Abidjan-Ouagadougou.

Presented here are the results of the second quarter of 2010 (Q2-10) in comparison to:

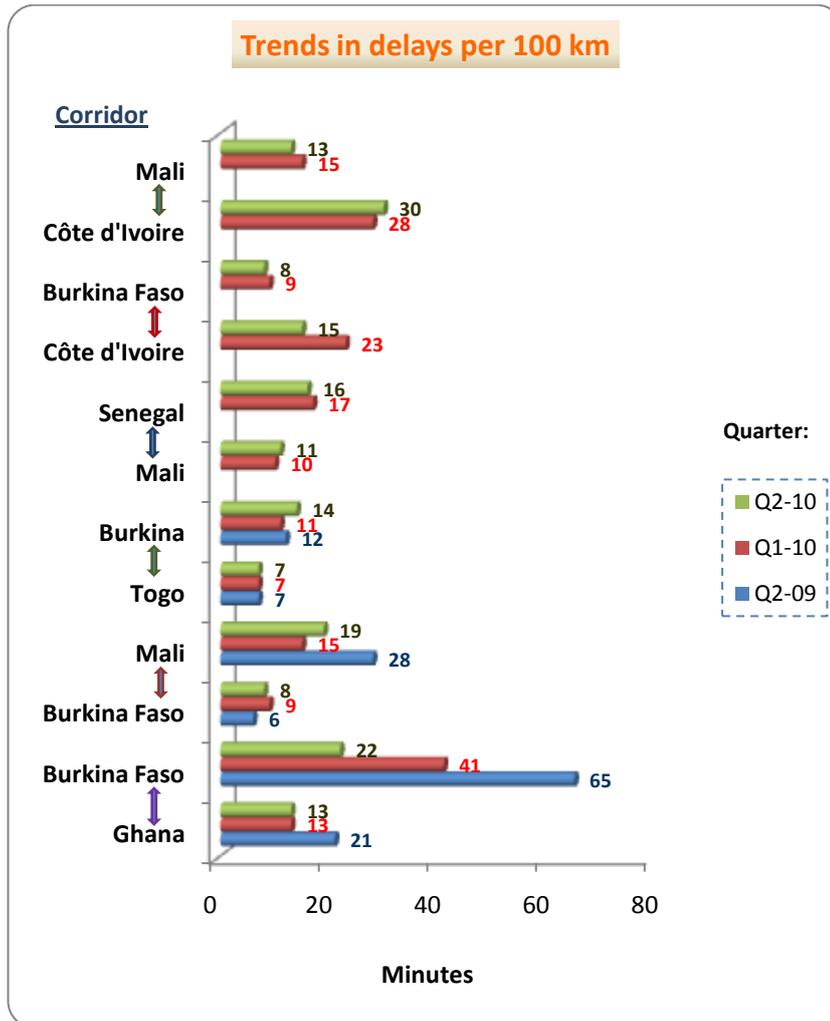
- those of the first quarter of 2010 (Q1-10);
- those of the same period of last year; i.e., the 2nd quarter of 2009 (Q2-09).

Table 11: Quarterly and yearly change in delays, by corridor

Distance	Corridor	Delays (minutes) per 100 km			Change since last quarter	Change since last year
		Q2-09	Q1-10	Q2-10	Q2-10/Q1-10	Q2-10/Q2-09
1057	Tema-Ouagadougou	29	18	14	-22.22%	-51.72%
881	Ghana	21	13	13	0%	-38.10%
176	Burkina	65	41	22	-46.34%	-66.15%
920	Ouagadougou-Bamako	16	12	13	8.33%	-18.75%
488	Burkina	6	9	8	-11.11%	33.33%
432	Mali	28	15	19	26.67%	-32.14%
1020	Lome-Ouagadougou	8	8	9	12.50%	12.50%
746	Togo	7	7	7	0%	0%
274	Burkina	12	11	14	27.27%	16.67%
	Weighted average	17.86	12.75	11.99	-5.96%	-32.87%
1476	Bamako-Dakar		13	13	0%	
794	Mali		10	11	10%	
682	Senegal		17	16	-5.88%	
	Weighted average		12.84	12.32	-4.05%	
1263	Abidjan-Ouaga		17	12	-29.41%	
746	Côte d'Ivoire		23	15	-34.78%	
517	Burkina		9	8	-11.11%	
1174	Abidjan-Bamako		23	24	4.35%	
710	Côte d'Ivoire		28	30	7.14%	
464	Mali		15	13	-13.33%	
	Weighted average	17.86	15.32	14.25	-6.98%	-20.21%

Table 12: Trends in the control times and delays per 100 km, by country

Quarterly averages of control times and delays per 100 km (in minutes)							
Period	Average minutes spent at controls per 100 km	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
2 nd Quarter, 2010	14.25	11	23	13	14	16	7
1st Quarter, 2010	15.32	13	26	13	13	17	7
2nd Quarter, 2009	17.86	19	-	21	28	-	7

Graphic 3: Changes in control times per 100 km

Delays

Control times per 100 km are down an overall 4.05% from the previous quarter along the four corridors Tema-Ouagadougou, Ouagadougou-Bamako, Lome-Ouagadougou and Bamako-Dakar, from 13 minutes (in Q1-10) to 12 minutes (in Q2-10).

Taking into account the results of the Abidjan-Ouagadougou and Abidjan-Bamako corridors, we observe an overall reduction of 6.98%. This is because of the significant reductions in average control times in three countries: Côte d'Ivoire (down 34.78%), Burkina Faso (down 11.11%) and Mali (down 13.33%). One-third of the corridors surveyed showed declines in this indicator: Tema-Ouagadougou (down 22.22%) and Abidjan-Ouagadougou (down 29.41%).

The highest increase was recorded on the Lome-Ouagadougou corridor, up 12.5% from 8 minutes (in Q1-10) to 9 minutes (in Q2-10).

Compared to the same quarter last year (Q2-09), there was a decrease of 32.87% on all three corridors Tema-Ouagadougou, Ouagadougou-Bamako and Lome-Ouagadougou.

CONCLUSION

A half-decade after the establishment of the IRTG project, all the road-harassment indicators along interstate highways in West Africa still remain high. However, this second quarter of 2010 produced some acceptable results, as all these indicators have experienced some declines compared to the previous quarter. The number of controls is down 0.28%, bribes are down 18.82% and delays are down 6.98%.

In terms of the number of controls, **Ouagadougou-Bamako corridor remains the most densely-packed, with an average of 3.3 controls every 100 km, or 30 controls per trip.** This is largely due to the Malian segment, which alone averages 4.99 controls per 100 km, or 21 per trip, compared with just 9 on the Burkina Faso side. The Lome-Ouagadougou corridor has the lowest density of controls this quarter, with only 19 controls per trip, or 1.86 controls per 100 km.

On a country-by-country basis, **Côte d'Ivoire has the highest density of controls per 100 km. Senegal is in second place, followed by Mali, Ghana, Burkina Faso and finally Togo.** It must be noted that in Côte d'Ivoire, the Forces Nouvelles operate the most controls, followed by the Police, the Gendarmerie and Customs.

As for bribes, **the Ouagadougou-Bamako corridor is repositioning itself again ahead of the other corridors as the one with the highest rate of bribery per 100 km: 5,412 CFA every 100 km, which**

represents a huge toll of 49,792 CFA per trip. Mali is largely responsible for this situation, with 37,140 CFA extorted per trip compared with just 12,652 CFA in Burkina Faso. The Lome-Ouagadougou corridor has the lowest levels, reporting 1,932 CFA every 100 km, or 19,711 CFA per trip.

Finally, the Abidjan-Bamako corridor leads in terms of delays, with 24 minutes lost every 100 km, which is a huge delay of 277 nm (4 hr 37 min) during each trip. Côte d'Ivoire is largely responsible for this situation, with 214 minutes of time per trip versus 62 minutes in Mali. The Lome-Ouagadougou corridor has the lowest control time, with 9 minutes every 100 km, or 88 minutes per trip. By country, Côte d'Ivoire had the worst delays per 100 km, followed by Senegal, Mali, Ghana, Burkina and Togo.

Realizing the number of controls remain high, as do their costs in terms of bribes and delays, stakeholders and officers of the uniformed services posted along interstate highways are called upon to work to accelerate, facilitate and improve the traffic flow.

Given the fluctuating trends we have observed over the years, the IRTG project invites stakeholder nations to strengthen awareness and advocacy in order to substantially reduce road harassment, which impedes the free flow of transit and transportation of both persons and goods along interstate corridors.



Removing trade barriers in West Africa

ANNEX 1: Table of survey results for April 1st to June 30th, 2010

IRTG results for April 1st to June 30th, 2010: Controls, bribes and delays																				
(Sub-) Corridor	Number of trips surveyed	Length of corridor (km)	Total number of controls per trip								Bribes per trip (in CFA)*								Delays per trip (in minutes)	
			Police	Border Police/ Immigration	Customs	Gendarmerie	Municipalities, Unions, Health	Other***	Total per trip	Total per 100 km	Police	Border Police/ Immigration	Customs	Gendarmerie	Municipal, Unions, Health	Other***	Total per trip	Total per 100 km	Total per trip	Total per 100 km
Tema – Ouagadougou																				
Ghana	54	881	9.37	1.00	8.07	0.00	0.00	0.00	18.44	2.09	4,209	76	3,342	0	0	0	7,626	866	110	13
Burkina	54	176	1.00	1.00	4.57	1.00	0.00	0.04	7.61	4.32	3,019	3,019	5,259	3,000	0	111	14,407	8,186	38	22
Corridor	54	1057	10.37	1.00	12.65	1.00	0.00	0.04	26.06	2.47	7,227	3,094	8,601	3,000	0	111	22,034	2,085	148	14
Ouagadougou – Bamako																				
Burkina	132	488	0.96	0.96	6.06	0.73	0.06	0.05	8.83	1.81	1,886	1,886	7,091	1,549	64	174	12,652	2,593	37	8
Mali	132	432	5.73	0.95	4.07	4.98	1.75	4.08	21.56	4.99	8,788	1,682	10,307	7,379	1,629	7,356	37,140	8,597	82	19
Corridor	132	920	6.70	0.95	10.13	5.71	1.81	4.14	30.39	3.30	10,674	3,568	17,398	8,928	1,693	7,530	49,792	5,412	118	13
Lome – Ouagadougou																				
Togo	157	746	4.01	1.09	5.50	2.66	0.03	0.01	13.29	1.78	4,245	1,232	3,922	3,057	65	25	12,546	1,682	50	7
Burkina	157	274	1.05	0.89	2.68	1.01	0.01	0.00	5.64	2.06	1,411	1,239	2,503	2,013	0	0	7,166	2,615	38	14
Corridor	157	1020	5.06	0.99	8.18	3.67	0.03	0.01	18.93	1.86	5,655	2,471	6,425	5,070	65	25	19,711	1,932	88	9
Bamako – Dakar																				
Mali	180	794	3.98	0.32	1.44	4.06	0.41	1.24	11.46	1.44	5,797	394	5,133	4,069	331	1,522	17,247	2,172	87	11
Senegal	180	682	8.02	0.83	0.33	10.83	0.00	0.00	20.01	2.93	11,761	1,258	753	12,058	0	0	25,831	3,787	112	16
Corridor	180	1476	11.99	0.58	1.77	14.89	0.41	1.24	31.46	2.13	17,558	1,653	5,886	16,128	331	1,522	43,078	2,919	199	13
Abidjan – Ouagadougou																				
CI	63	746	8.68	0.68	4.03	2.32	1.70	7.14	24.56	3.29	8,811	738	4,659	2,762	2,190	17,954	37,114	4,975	113	15
Burkina	63	517	1.29	0.37	4.87	0.89	0.24	0.10	7.75	1.50	3,921	16	6,929	3,460	762	333	15,421	2,983	44	8
Corridor	63	1263	9.97	0.52	8.90	3.21	1.94	7.24	32.30	2.56	12,732	754	11,587	6,222	2,952	18,287	52,535	4,160	157	12
Abidjan – Bamako																				
CI	63	710	3.41	0.06	0.48	2.44	0.16	15.90	22.46	3.16	5,702	190	1,381	3,351	1,405	37,166	49,195	6,929	214	30
Mali	63	464	3.81	0.27	0.98	1.92	0.48	1.86	9.32	2.01	7,052	460	1,460	2,111	503	2,004	13,590	2,929	62	13
Corridor	63	1174	7.22	0.17	1.46	4.37	0.63	17.76	31.78	2.71	12,754	651	2,841	5,462	1,908	39,170	62,786	5,348	277	24

Notes: *1 US\$ = 481.2 CFA and 1 US\$ = 1.42 GH¢. The currency used in this analysis is the CFA. **There is no Gendarmerie in Ghana.

***The designation "Other" includes 1) agents at weigh stations and 2) the Forces Nouvelles (Côte d'Ivoire).

Corridors monitored by ATP

RESULTS OF SURVEYS CONDUCTED BY ATP for the period of April 1st to June 30th, 2010

Graphic A: Mapping road harassment along corridors monitored by ATP between April 1st and June 30th, 2010



EXECUTIVE SUMMARY

Results obtained during the second quarter of 2010 are still very alarming in spite of the relative declines seen in most indicators. The number of controls and bribes both registered slight declines, of 6.52% and 8.73% respectively, from the previous quarter along the Kantchari - Accra corridor. Meanwhile, delays remained the same.

By country, the highest number of controls was found in Burkina, with 4 per 100 km, whereas the lowest was observed in Benin, with 2 controls per 100 km.

As for bribes, the average amounts collected ranged from 5,631 CFA per 100 km in Ghana to 39,122 CFA per 100 km in Benin.

Finally, control times were all very high, varying between 21 minutes per 100 km in Benin and 64 minutes per 100 km in Burkina Faso.

INTRODUCTION

The objectives of the Agribusiness and Trade Promotion (ATP) project are to increase the value and the volume of intra-regional agricultural trade and to improve the agricultural productivity in West Africa. ATP is a regional initiative for the implementation of the Common Agricultural Policy by ECOWAS and UEMOA, with support from USAID.

The delivery of food commodities such as onion and livestock along the corridors of Kantchari-Accra via Bittou (for onions) and Fada-Parakou (for livestock) remains very difficult because controls are numerous, extortion of bribes is very high, and control times are very long.

The IRTG project, **through the observation of these particular corridors⁴, wants to reveal the extent of the harassment where the transporters are the victims** (whether or not their documents are in order), **and also to raise awareness of these harmful practices among uniformed services, in order to curb this phenomenon that negatively impacts the local and sub-regional economies.**

This second quarter marks the inclusion of the Fada N'Gourma (Burkina Faso) - Parakou (Benin) corridor, known as the "livestock corridor".

With the extension of the "onion corridor " all the way to Accra (Ghana) on October 30th, 2009, and the continued unavailability of data from Niger, the report on this corridor is confined between Kantchari (in Burkina Faso) and Accra (in Ghana) through Bittou.

RESULTS OF THE SURVEYS CONDUCTED BY ATP BETWEEN APRIL 1st AND JUNE 30th, 2010

The data analyzed in this section of the report was collected in Benin, Burkina, Ghana and Niger by transporters and traders of onions or livestock under the supervision of ATP officers.

Table 1 below gives an overview of the number of controls, bribes and delays along the two corridors monitored by ATP. The table in Annex 2 shows the detailed results of the investigation.

Table 1

ATP Results between April 1 st and June 30 th , 2010: Controls, Bribes and Delays							
Corridor	Length of corridor (in km)	Avg. number of controls		Avg. bribes (in CFA)		Avg. delay (in minutes)	
		Per Trip	Per 100 km	Per Trip	Per 100 km	Per Trip	Per 100 km
Kantchari - Accra	1316	43	3.27	133,997	10,182	697	53
Fada - Parakou	469	14	2.99	154,780	33,002	133	28

⁴ These corridors are not part of the corridors monitored by the IRTG project. The survey only covers food products, such as onion and livestock.

I. CONTROLS

I.1. Average number of controls

The Kantchari-Accra corridor remains the most densely-packed with controls, averaging 3.27 every 100 km, or 43 controls per trip. Both countries exhibited comparably high numbers of controls in their respective sections of the corridor.

The corridor Fada-Parakou, newly monitored by this project, recorded the fewest number of controls this quarter, with an average of 14 per trip, or 2.99 controls per 100 km.

Table 2: Overview of controls per corridor and sub-corridor

Average number of controls per 100 km, by corridor and sub-corridor						
Corridor	Length of corridor (in km)	Corridor average	Benin	Burkina	Ghana	Niger
Kantchari – Accra	1316	3,27	-	3,25	3,28	-
Fada – Parakou	469	2,99	2,19	4,67	-	-
Weighted average		3,20	2,19	3,64	3,28	

The following table compares the relative performance of each country and their respective uniformed services.

Table 3: Ranking of countries and uniformed services according to density of controls

Ranking of Uniformed Services Countries, by rank	Total controls per 100km	1 st		2 nd		3 rd		4 th	
		Service	Value	Service	Value	Service	Value	Service	Value
1st: Burkina	3,64	Customs	1,64	Police	0,91	Gendarmerie	0,91	Municipalities and Unions	0,18
2nd: Ghana	3,28	Police	2,07	Customs	0,98	Municipalities and Unions	0,22		
3rd: Benin	2,19	Municipalities and Unions	1,25	Customs	0,31	Police	0,31	Gendarmerie	0,31
NR⁵: Niger									

I.2. Trends in the average number of controls

The figures obtained during the second quarter of 2010 were slightly lower than in the previous quarter, especially the number of the controls along the Kantchari-Accra corridor, where the number of controls decreased by 6.52%.

Here we present the results of the second quarter of 2010 (Q2-10) in comparison with:

- those of the first quarter of 2010 (Q1-10);
- those of the fourth quarter of 2009 (Q4-09).

⁵ NR = Not Ranked because of the unavailability of data.

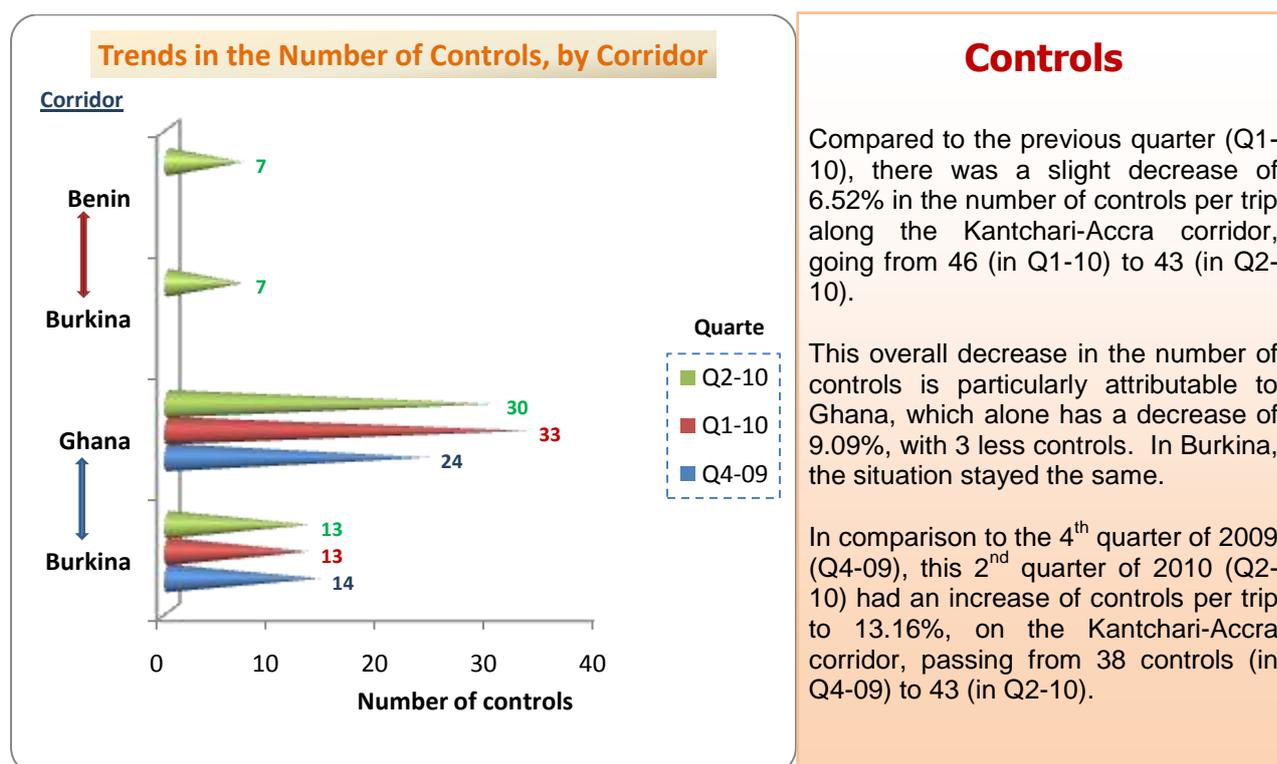
Table 4: Average number of controls, by corridor

Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Change since last quarter	Change since last year
		T4-09	Q1-10	Q2-10	T4-09	Q1-10	Q2-10	Q2-10/Q1-10	Q2-10/T4-09
1316	Kantchari– Accra	38	46	43	2.89	3.5	3.27	-6.52%	13.16%
400	Burkina	14	13	13	3.5	3.25	3.25	0.00%	-7.14%
916	Ghana	24	33	30	2.62	3.6	3.28	-9.09%	25.00%
	Weighted average	38	46	43	2.89	3.5	3.27	-6.52%	13.16%
469	Fada – Parakou	-	-	14	-	-	2.99		
150	Burkina	-	-	7	-	-	4.67		
319	Benin	-	-	7	-	-	2.19		
	Weighted average	38	46	35.38	2.89	3.50	3.20	-23.09%	-6.89%

Table 5: Quarterly trends in the number of controls per 100 km

Quarterly averages of the number of controls per 100 km, by country					
Period	Average among all corridors	Benin	Burkina	Ghana	Niger
2 nd Quarter, 2010	3.2	2.19	3.64	3.28	-
1 st Quarter, 2010	3.5	-	3.25	3.6	-
4 th Quarter, 2009	2.89	-	3.5	2.62	-

Graphic 1: Trends in the average number of controls



II. BRIBES

II.1. Average level of bribes collected

The Fada-Parakou corridor, newly taken into account by this project, is where the truckers have to pay the heaviest price in terms of bribes. This short corridor is now the worst for harassment, absorbing 33,002 CFA in bribes every 100 km, or 154,780 CFA per trip. This high rate is due mainly to Benin, with 124,800 CFA per trip (or 11,369 CFA per 100 km, levied uniformly by the Customs, the Police and the Gendarmerie), putting this corridor at the top of the list of the most obstructive interstate roads for agri-food sub-regional trading.

The Kantchari-Accra corridor has the lowest level of bribery, with 10,182 CFA extorted every 100 km, or 133,997 CFA per trip.

Table 6: Overview of bribes collected on each corridor

Average bribes collected per corridor and sub-corridor, per 100 km (in CFA)						
Corridor	Length of corridor (in km)	Bribes collected per 100 km	Benin	Burkina	Ghana	Niger
Kantchari – Accra	1316	10,182	-	20,605	5,631	-
Fada – Parakou	469	33,002	39,122	19,987	-	-
Weighted average		16,178	39,122	20,436	5,631	-

The table below shows which uniformed services are most responsible:

Table 7: Ranking of countries and uniformed services by level of bribery per 100 km.

Country and rank	Ranking of Uniformed Services	Average per country	1 st		2 nd		3 rd		4 th	
			Service	Value	Service	Value	Service	Value	Service	Value
1 st : Benin		39,122	Customs	11,599	Police	11,285	Gendarmerie	11,223	Municipalities and unions	5,016
2 nd : Burkina		20,436	Customs	10,818	Police	6,276	Gendarmerie	2,955	Municipalities and unions	388
3 rd : Ghana		5,631	Police	3,079	Customs	2,266	Municipalities and unions	286		
ND ⁶ : Niger										

II.2. Trends in the average level of bribery

The figures obtained on bribes during the second quarter of 2010 were slightly lower than in the previous quarter, especially along the Kantchari-Accra corridor, where they decreased 8.73%.

Presented below are the results of the 2nd quarter of 2010 (Q2-10) in comparison to:

- those of the 1st quarter of 2010 (Q1-10);
- those of the 4th quarter of 2009 (Q4-09).

Table 8: Bribes collected per corridor and sub-corridor (in CFA)

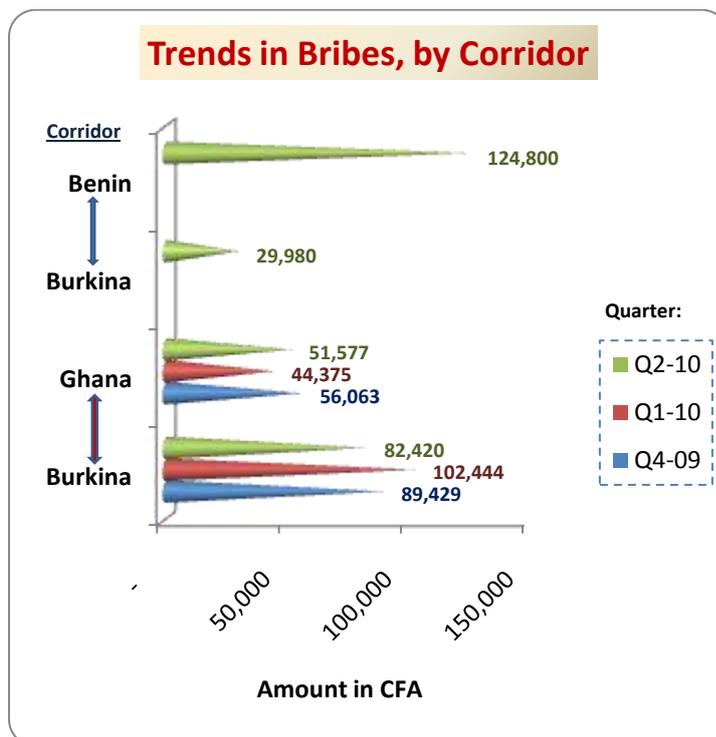
Distance	Corridor	Bribes per trip			Bribes per 100 km			Change since last quarter	Change since last 2 quarters
		Q4-09	Q1-10	Q2-10	Q4-09	Q1-10	Q2-10	Q2-10/Q1-10	Q2-10/Q4-09
1316	Kantchari– Accra	145,491	146,819	133,997	11,056	11,156	10,182	-8.73%	-7.90%
400	Burkina	89,429	102,444	82,420	22,357	25,611	20,605	-19.55%	-7.84%
916	Ghana	56,063	44,375	51,577	6,120	4,844	5,631	16.23%	-8.00%
	Weighted average	145,491	146,819	133,997	11,056	11,156	10,182	-8.73%	-7.90%
469	Fada – Parakou			154,780			33,002		
150	Burkina			29,980			19,987		
319	Benin			124,800			39,122		
	Weighted average	145,491	146,819	139,458	11,056	11,156	16,178	-5,01%	-4,15%

⁶ ND = No Data.

Table 9: Quarterly trends in bribes

Quarterly average of bribes collected per 100 km, by country					
Period	Average along all corridors	Benin	Burkina	Ghana	Niger
2 nd Quarter, 2010	16,178	39,122	20,436	5,631	-
1 st Quarter, 2010	11,156	-	25,611	4,844	-
4 th Quarter, 2009	11,056	-	22,357	6,120	-

Graphic n°2: Trends in bribes



Bribes

By comparing the results of the second quarter of 2010 (Q2-10) with the previous quarter (Q1-10), bribes are slightly down, showing an 8.73% decrease along the Kantchari-Accra corridor, down from 146,819 CFA per trip (in Q1-10) to 133,997 CFA (in Q2-10), a change of 12,822 CFA.

The largest decrease was recorded in Burkina, down 19.55% from 102,444 CFA (in Q1-10) to 82,420 CFA (in Q2-10), a change of 20,024 CFA.

Ghana is the only country with an increase, up 16.23% from 44,375 CFA (in Q1-10) to 51,577 CFA (in Q2-10), a change of 7,202 CFA.

Compared to the fourth quarter of 2009, there was a decrease of 7.9% on the Kantchari-Accra corridor.

III. CONTROL TIMES AND DELAYS

III.1. Average Control Times and Delays

The Kantchari–Accra corridor has the highest number of delays, with 53 minutes lost every 100 km, or a huge delay of 697 minutes (11 hr 37 min, almost an entire workday) per trip. Burkina is most responsible for this situation, with 71 minutes of control time per 100 km, compared to 45 minutes in Ghana.

The Fada–Parakou corridor has the shortest delays, with 28 minutes of control time every 100 km, or 133 minutes per trip.

Table 10: Overview of delays per 100 km, by corridor and sub-corridor

Average control times and delays per 100 km (in minutes), by corridor and sub-corridor						
Corridor	Distance in km	Average time spent per 100 km along corridor	Average time per sub-corridor			
			Benin	Burkina	Ghana	Niger
Kantchari – Accra	1316	53	-	71	45	-
Fada – Parakou	469	28	21	44	-	-
Weighted average		46	21	64	45	-

The delays caused by multiple controls by the uniformed services stationed along these corridors are unreasonably long and are highly prejudicial against agro-food trade. Intensive efforts must be made to improve this situation on these corridors.

III.2. Trends in control times and delays

The figures obtained during the second quarter of 2010 show no change in comparison to those of the previous quarter along the Kantchari-Accra corridor.

Presented below are the results of the 2nd quarter of 2010 (Q2-10) in comparison to:

- those of the 1st quarter of 2010 (Q1-10);
- those of the 4th quarter of 2009 (Q4-09).

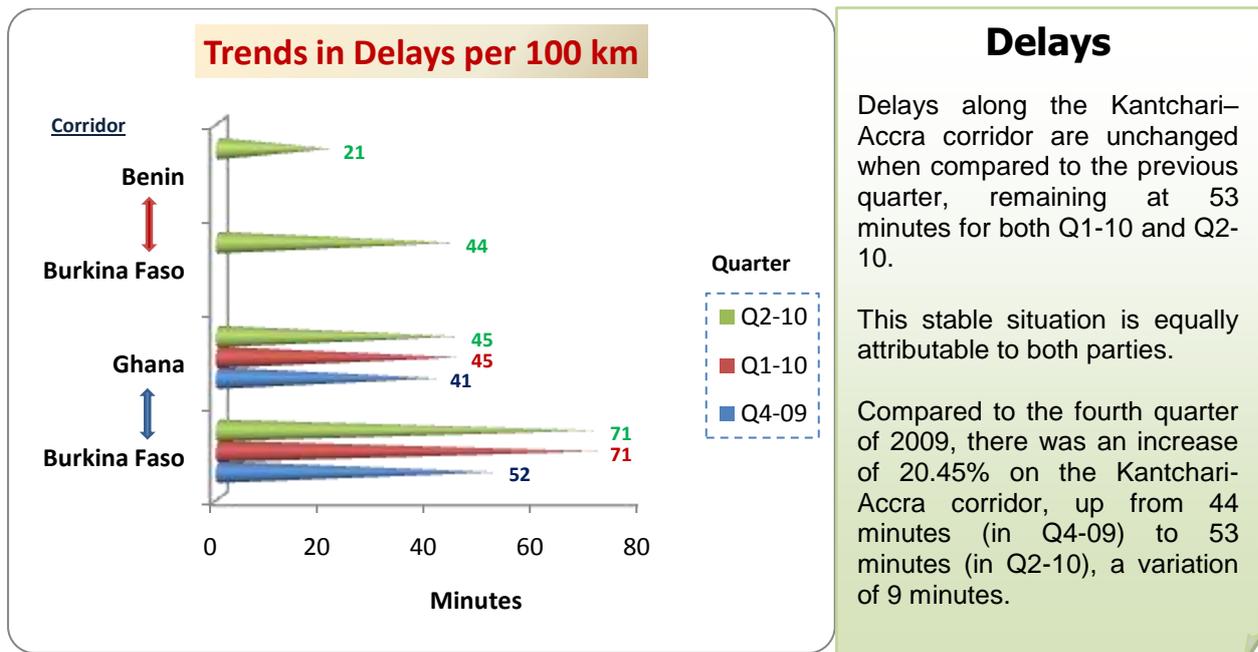
Table 11: Delays per corridor and sub-corridor (in minutes)

Distance	Corridor	Delays (minutes) per 100 km			Change since last quarter	Change since 2 quarters ago
		Q4-09	Q1-10	Q2-10		
1316	Kantchari– Accra	44	53	53	0.00%	20.45%
400	Burkina	52	71	71	0.00%	36.54%
916	Ghana	41	45	45	0.00%	9.76%
	Weighted average	44	53	53	0.00%	20.45%
469	Fada – Parakou			28		
150	Burkina			44		
319	Benin			21		
	Weighted average	44	53	46	-13.21%	4.55%

Table 12: Quarterly trends in control times and delays per 100 km

Quarterly averages of control times and delays per 100 km, by country (in minutes)					
Period	Average along all corridors	Benin	Burkina	Ghana	Niger
2 nd Quarter, 2010	46	21	64	45	-
1 st Quarter, 2010	53	-	71	45	-
4 th Quarter, 2009	44	-	52	41	-

Graphic 3: Trends in delays by corridor



CONCLUSION

The second quarter of 2010 ends with results that are still very alarming in spite of relative declines seen in most indicators. Along the Kantchari–Accra corridor, the number of controls and bribes collected both recorded slight declines of 6.52% and 8.73%, respectively, compared to the previous quarter. Meanwhile, control times and delays remained unchanged.

Concerning the **number of controls**, the **Kantchari – Accra corridor remains the most densely-packed, with 3.27 controls every 100 km, or 43 controls per trip**. The Fada–Parakou corridor, newly taken into account, has the lowest number of controls, with 14 per trip, or 2.99 controls every 100 km.

On a country-by-country basis, **Burkina Faso has the highest density of controls every 100 km. Ghana holds second place, followed by Benin**. In Burkina Faso, Customs has the highest number of controls, followed by the Police, the Gendarmerie, then the Municipalities and Unions.

As for bribes, the **Fada–Parakou corridor, newly monitored under this initiative, is the corridor where truckers pay the most in terms bribes. This short corridor is now the most worrying**. The Kantchari–Accra corridor has the lowest level of bribes, with 10,182 CFA paid every 100 km, or 133,997 CFA per trip.

Benin is the country with the highest level of bribes per 100 km, followed by Burkina Faso and Ghana. In **Benin**, Customs extorts the most, followed by the Police, the Gendarmerie and the Municipalities and Unions.

Finally, with regard to **delays**, the corridor of **Kantchari-Accra is the worst, with 53 minutes lost every 100 km, or 697 minutes (11 hrs 37 min, almost a full day) per trip**. The Fada-Parakou corridor recorded the lowest delays, with 28 minutes lost every 100 km, or 133 minutes per trip.

Burkina ranks as the country with the longest delays per 100 km, followed by Ghana and Benin.

The number of controls, level of bribery and length of delays are unduly high along these corridors monitored by the ATP project. The uniformed services (Police, Customs, Gendarmerie, Municipalities and Unions) posted along these interstate highways must be motivated to work towards the facilitation and acceleration of the free flow of traffic.

Therefore, in the face of the insufficient reduction of road harassment, IRTG invites the stakeholder countries to redouble their efforts to ensure that the free movement of persons, goods and services on the corridors becomes a reality.



Removing trade barriers in West Africa

ANNEX 2: Results of the surveys conducted on the ATP-monitored corridors between April 1st and June 30th, 2010

IRTG results from April 1st to June 30 th , 2010																
Controls, Bribes and Delays on the corridors monitored by ATP																
Countries	Number of trips surveyed	Length of (sub-) corridor	Average number of controls per trip						Bribes per trip (in CFA)*						Delays (in minutes)	
			Police	Customs	Gendarmerie	Municipalities, Unions	Total per trip	Per 100 km	Police	Customs	Gendarmerie	Municipalities, Unions	Total per trip	Per 100 km	Total per trip	Per 100 km
Kantchari - Accra																
Burkina	44	400	3	7	3	0	13	3.25	22,216	52,136	6,932	1,136	82,420	20,605	284	71
Ghana	44	916	19	9		2	30	3.28	28,203	20,753		2,621	51,577	5,631	413	45
Corridor	44	1316	22	16	3	2	43	3.27	50,419	72,889	6,932	3,757	133,997	10,182	697	53
Fada - Parakou																
Burkina	25	150	2	2	2	1	7	4.67	12,300	7,360	9,320	1,000	29,980	19,987	66	44
Benin	25	319	1	1	1	4	7	2.19	36,000	37,000	35,800	16,000	124,800	39,122	67	21
Corridor	25	469	3	3	3	5	14	2.99	48,300	44,360	45,120	17,000	154,780	33,002	133	28

*1,000 CFA = 2.95 GH¢; 1 US\$ = 481.2 CFA and 1 US\$ = 1.42 GH¢. The currency used in this analysis is the CFA.

ANNEX 3: ACKNOWLEDGEMENTS

The IRTG acknowledgements are for all stakeholders who contributed to the drafting and publication of this report. Among them are the truckers who filled out the surveys, the transport companies and the unions. IRTG also wishes to thank private sector stakeholders, media and civil society organizations for their support and partnership in against road harassment along interstate highways.

The IRTG particularly thanks the following:

IRTG National Coordinators

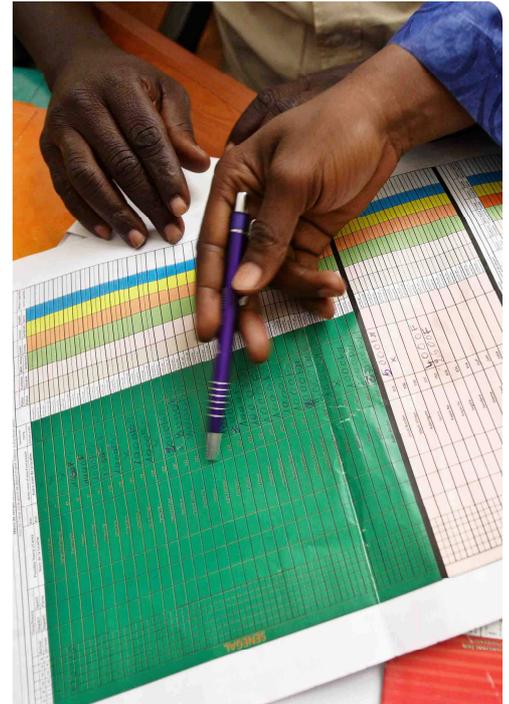
Country	Title	Name
Burkina Faso	Director General of Land and Maritime Transports	Joachim D. Méda
Ghana	Africa and Regional Integration Administration	Kingsley Karimu
Togo	Director General of Transport	Fatonzoun I. Mawutoé
Mali	National Directorate of Land, Maritime and River Transports	Djibrill Tall
Senegal	Director of Transport	Drame Seck
Côte d'Ivoire	Director of Transport and Traffic	Veh Sodeh

IRTG Focal Points

Countries	IRTG Host Institution (Focal Point)	Name
Burkina Faso	Burkina Shippers Council (CBC)	Ali Traoré, General Director
Ghana	Ghana Shippers' Authority	Kofi M'biah, CEO
Togo	Chamber of Commerce and Industry of Togo (CCIT)	Jonathan Fiawoo, President
Mali	Chamber of Commerce and Industry of Mali (CCIM)	Djamille Bittar, President
Senegal	Chamber of Commerce and Industry of Senegal (CCIS)	Lamine Niang, President
Côte d'Ivoire	Chamber of Commerce and Industry of Côte d'Ivoire (CCIIC)	Mamadou SARR, General Director

13th IRTG Report UEMOA

December 20, 2010



This draft report presents information on checkpoints, bribes and delays based on data collected from July 1 to September 30, 2010. The report consists of two sections:

1 - The six corridors of the Improved Road Transport Governance (IRTG) initiative: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.

2 - The three corridors of the USAID Agribusiness and Trade Promotion project: Kantchari-Accra, Fada N'Gourma-Parakou and Techiman-Kantchari.

Results from surveys conducted during the third quarter of 2010

BORDERLESS
Removing trade barriers in West Africa

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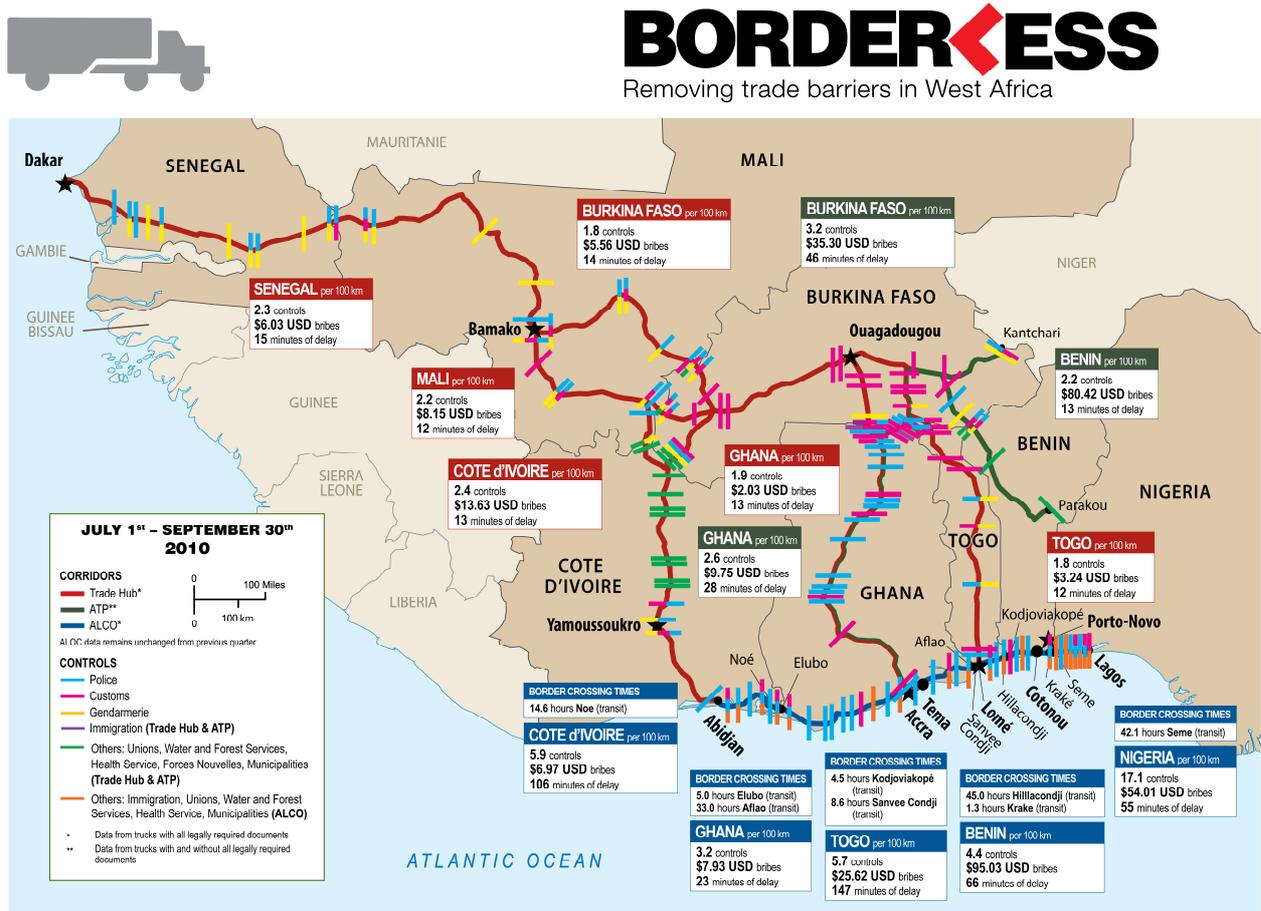
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SECTION 1

IMPROVED ROAD TRANSPORT GOVERNANCE INITIATIVE ON WEST AFRICAN INTERSTATE CORRIDORS

Results from July 1 to September 30, 2010

Graphic A: 13th IRTG Report Summary Map



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EXECUTIVE SUMMARY

Survey data collected July 1 to Sept. 30, 2010 show results that are dissatisfying. Although the data shows improvements in the number of checkpoints and delays, all of the road harassment indicators remain high. Compared to the previous quarter (12th report) bribery overall has increased by 1.85% while checkpoints have declined by 15.32% and delays have declined by 8.42%.

By country, the average number of checkpoints per 100 km is about 2. Bribery ranges from 1,035 FCFA (Ghana) and 6,936 FCFA (Cote d'Ivoire). At checkpoints, drivers experience delays varying from 12 minutes (Togo and Mali) to 15 minutes (Senegal).

INTRODUCTION

The objective of the Improved Road Transport Governance IRTG project is to institute good road governance along primary road corridors. The initiative monitors and reports on the number of checkpoints, the length of delays and the value of bribes drivers pay when hauling goods along the **Tema-Ouagadougou**, **Ouagadougou-Bamako**, **Lomé-Ouagadougou**, **Bamako-Dakar**, **Abidjan-Ouagadougou** and **Abidjan-Bamako** corridors.

The IRTG project is an ECOWAS and UEMOA initiative established in 2005 with the technical and financial support from USAID's West Africa Trade Hub, and with financial support from the World Bank's Transport Policy Program in Sub Saharan Africa (SSATP).

This 13th IRTG report presents the results of surveys along the corridors monitored by the IRTG project during the period of July 1st to September 30th, 2010.

RESULTS OF SURVEYS CONDUCTED BY IRTG BETWEEN JULY 1ST AND SEPTEMBER 30TH, 2010

The data analyzed in this report was collected by IRTG focal points in Burkina Faso, Ghana, Mali, Togo, Senegal and Côte d'Ivoire.

Below, Table 1 gives an overview of the number of controls, bribes and delays per trip along the six corridors currently monitored by the IRTG project.

The table in Annex 1 provides more detailed survey results.

Table 1

IRTG Survey Results, April 1 st through June 30 th , 2010: Controls, Bribes and Delays							
Corridor	Length of corridor (km)	Average number of controls per trip		Average Bribes per trip (CFA)		Delays (minutes)	
		Per trip	Per 100km	Per trip	Per 100km	Per trip	Per 100km
Tema – Ouagadougou	1057	22.83	2,16	19 331	1 829	177	17
Ouagadougou – Bamako	920	26.13	2,84	46 542	5 059	115	12
Lome – Ouagadougou	1020	19.62	1,92	20 088	1 969	163	16
Bamako – Dakar	1476	25.30	1,71	36 813	2 494	196	13
Abidjan – Ouagadougou	1263	25.06	1,98	54 442	4 310	140	11
Abidjan – Bamako	1174	26.01	2,22	77 373	6 591	116	10

I. CHECKPOINTS

I.1. AVERAGE NUMBER OF CONTROLS

Regarding the number of controls, the Ouagadougou-Bamako corridor still remains the most densely-packed, with an average of 2.84 controls every 100 km, or 26 per trip. This situation is largely due to the large number of controls on the Malian side, which alone registers as many as 4.28 controls per 100 km, or 18 controls per trip, compared to 8 per trip on the Burkina Faso side.

This quarter, the Bamako-Dakar corridor recorded the fewest controls, with an average of only 25 per trip, or 1.71 per 100 km.

Table 2: Overview of controls observed per 100 km, by corridor and sub-corridor

Average number of controls per 100 km by corridor								
Corridor	Corridor length (km)	Controls per 100 km by corridor	Controls per 100 km by corridor sub-section					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1057	2.16	3.53	-	1.89	-	-	-
Ouagadougou – Bamako	920	2.84	1.57	-	-	4.28	-	-
Lome – Ouagadougou	1020	1.92	2.23					1.81
Bamako – Dakar	1476	1.71	-	-	-	1.23	2.28	-
Abidjan – Ouagadougou	1263	1.98	1.26	2.49	-	-	-	-
Abidjan – Bamako	1174	2.22	-	2.40	-	1.93	-	-
Weighted Average		2.1	1.82	2.45	1.89	2.2	2.28	1.81

The following table shows the degree to which different agencies are responsible for the levels of these indicators:

Table 3: Ranking of countries by density of controls per 100 km, and responsible agencies

Country & Rank	Responsible Agency & Rank	Average controls per 100km	1 st		2 nd		3 th		4 th	
			Agency	Value	Agency	Value	Agency	Value	Agency	Value
1 st : Côte d'Ivoire		2.45	Les Forces Nouvelles	1.53	Police	0.38	Gendarmerie	0.26	Customs	0.18
2 nd : Senegal		2.28	Gendarmerie	1.24	Police	0.91	Border Police	0.13	Customs	0
3 rd : Mali		2.20	Police	0.80	Gendarmerie	0.62	Customs	0.38	Municipalities and Unions	0.21
4 th : Ghana		1.89	Police	0.94	Customs	0.84	Border Police	0.1		
5 th : Burkina		1.82	Customs	1.08	Police	0.27	Gendarmerie	0.26	Border Police	0.18
6 th : Togo		1.81	Customs	0.75	Police	0.56	Gendarmerie	0.35	Border Police	0.14

I.2. Changes in the average number of checkpoints

Compared to the previous quarter, the number of checkpoints has declined by 15.88%.

Below are the results of the third quarter of 2010 (Q3-10) compared to:

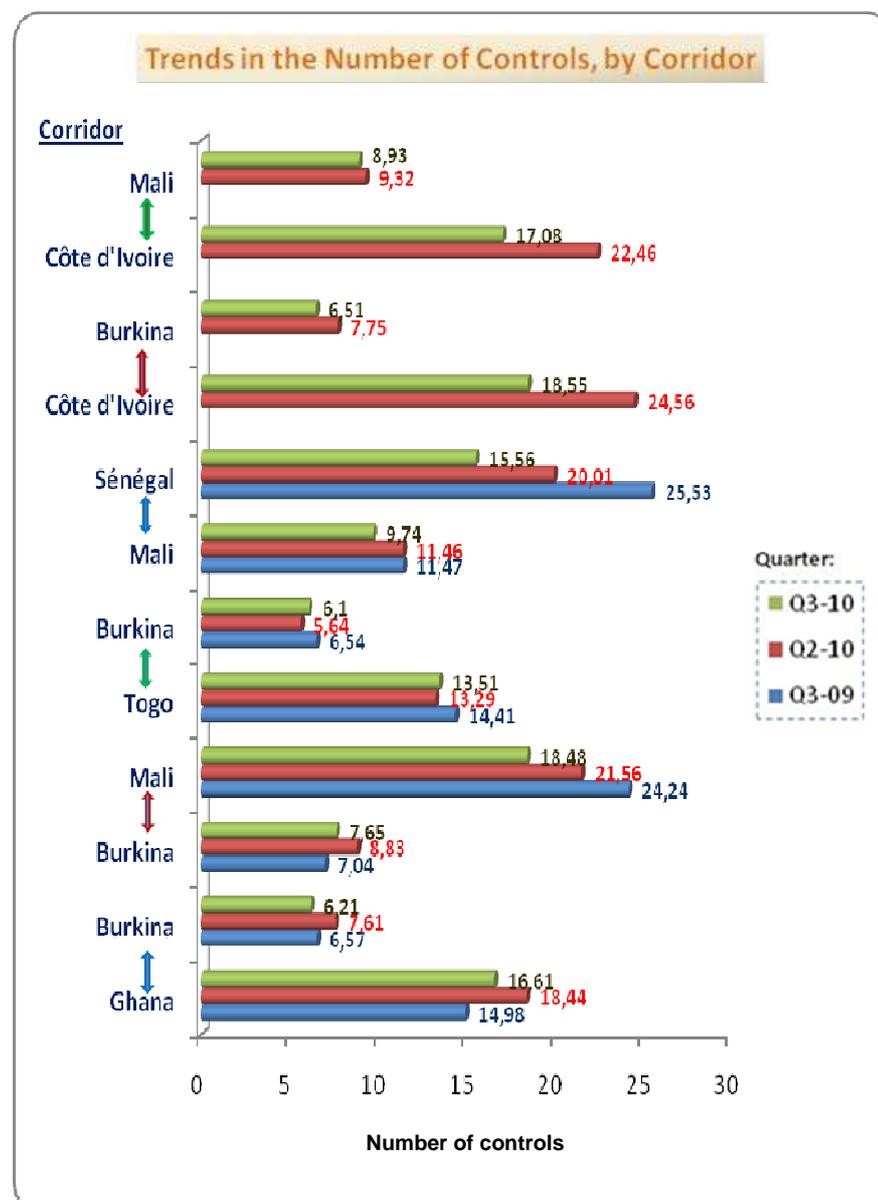
- results of the second quarter of 2010 (T2-10)
- results from the corresponding period of last year, meaning the third quarter of 2009 (Q3-09)

Table 4: Changes in the average number of controls per trip, by corridor and sub-corridor

Distance	Corridor	Number of controls per trip			Number of controls per 100 km			Percent change since last quarter	Percent change since last year
		Q3-09	Q2-10	Q3-10	Q3-09	Q2-10	Q3-10	Q3-10/Q2-10	Q3-10/Q3-09
1057	Tema – Ouaga	21.55	26.06	22.83	2.04	2.47	2.16	-12.55%	5.88%
881	Ghana	14.98	18.44	16.61	1.7	2.09	1.89	-9.57%	11.18%
176	Burkina	6.57	7.61	6.21	3.73	4.32	3.53	-18.29%	-5.36%
920	Ouaga – Bamako	31.27	30.39	26.13	3.4	3.3	2.84	-13.94%	-16.47%
488	Burkina	7.04	8.83	7.65	1.44	1.81	1.57	-13.26%	9.03%
432	Mali	24.24	21.56	18.48	5.61	4.99	4.28	-14.23%	-23.71%
1020	Lome – Ouaga	20.95	18.93	19.62	2.05	1.86	1.92	3.23%	-6.34%
746	Togo	14.41	13.29	13.51	1.93	1.78	1.81	1.69%	-6.22%
274	Burkina	6.54	5.64	6.1	2.39	2.06	2.23	8.25%	-6.69%
Weighted Average – First 3 corridors					2.46	2.52	2.29	-9.13%	-6.91%
1476	Bamako – Dakar	37.01	31.46	25.3	2.51	2.13	1.71	-19.72%	-31.87%
794	Mali	11.47	11.46	9.74	1.45	1.44	1.23	-14.58%	-15.17%
682	Senegal	25.53	20.01	15.56	3.74	2.93	2.28	-22.18%	-39.04%
Weighted Average – First 4 corridors					2.48	2.39	2.1	-12.13%	-15.32%
1263	Abidjan – Ouaga		32.3	25.06		2.56	1.98	-22.66%	
746	CI		24.56	18.55		3.29	2.49	-24.32%	
517	Burkina		7.75	6.51		1.5	1.26	-16.00%	
1174	Abidjan – Bamako		31.78	26.01		2.71	2.22	-18.08%	
710	CI		22.46	17.08		3.16	2.4	-24.05%	
464	Mali		9.32	8.93		2.01	1.93	-3.98%	
Weighted Average – 6 corridors					2.48	2.48	2.1	-15.32%	-15.32%

Table 5: Changes in the number of controls per 100 km

Quarterly averages of the number of controls per 100 km per country							
Period	Controls per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter 3, 2010	2.10	1.82	2.45	1.89	2.20	2.28	1.81
Previous quarter (Quarter 2, 2010)	2.48	2.05	3.23	2.09	2.50	2.93	1.78
Last year (Quarter 3, 2009)	2.48	2.15	-	1.70	2.91	3.74	1.93

Graphic 1: Change in the number of checkpoints this quarter, last quarter and one year ago.

Checkpoints

Compared to last quarter (Q2-10), the number of checkpoints has declined 15.32%, overall, along the six corridors. The average fell from 2.48 reported for the second quarter to 2.10 this quarter. Declines of 22.66% and 18.08% on the Abidjan-Ouaga and Abidjan-Bamako corridors in the Cote d'Ivoire, respectively, explain this change.

The Bamako-Dakar corridor also saw a decline – of 19.72% - which was largely attributable to changes along the Senegal section of the corridor: Senegal eliminated four checkpoints.

Only the Lome-Ouagadougou saw an increase in checkpoints compared to the last quarter – the total increased from 1.86 to 1.92, or by 3.23%, from the second to the third quarters.

Compared to one year earlier (Q3-09), checkpoints have declined by 15.32% overall on the four corridors. One year ago there were a total of 2.48 checkpoints on average per 100 km; this quarter there were 2.10.

II. BRIBES

II.1. Average bribes collected

The Abidjan-Bamako corridor showed the highest level of bribes paid: 6,591FCFA per 100 km or 77,373 FCFA per trip. The greatest proportion of the bribes was paid at checkpoints in the Cote d'Ivoire section of the corridor: 8,205 FCFA per 100 km or 58,254 FCFA per trip (of which 50,734 FCFA was extorted by the Forces Nouvelles and agents escorting trucks along the route). This level of bribery puts Cote d'Ivoire in first place along the IRTG countries for having the highest level of bribes paid.

The Ouagadougou-Bamako corridor is in second place, with 5,059 FCFA per 100 km, or 46,542 per trip. Truckers pay most of this at checkpoints on the Malian section of the corridor: 8,119 FCFA per 100 km, or 35,076 per trip (compared to 11,466 FCFA per trip in Burkina Faso).

The Abidjan-Ouagadougou and Bamako-Dakar corridors are in third and fourth place: 4,310 FCFA and 2,494 FCFA extorted per 100 km, respectively.

Finally, the Lomé-Ouagadougou and Tema-Ouagadougou corridors are in fifth and sixth place: drivers pay average bribes of 1,969 FCFA and 1,829 FCFA, respectively, per 100 km, which comes to 20,088 F CFA and 19,331 FCFA per trip, respectively.

Table 6: Overview of bribes per 100 km, by corridor and sub-corridor

Average bribes per 100 km, by corridor and by country								
Corridor	Distance (km)	Bribes per 100 km by corridor (CFA)	Bribes per 100 km by corridor sub-section (CFA)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	1 829	5,802	-	1,035	-	-	-
Ouagadougou – Bamako	920	5 059	2,350	-	-	8,119	-	-
Lome – Ouagadougou	1,020	1 969	2,835	-	-	-	-	1,651
Bamako – Dakar	1,476	2 494	-	-	-	2,000	3,069	-
Abidjan – Ouagadougou	1,263	4 310	2,265	5,728	-	-	-	-
Abidjan – Bamako	1,174	6 591	-	8,205	-	4,120	-	-
Weighted Average		3684	2,828	6,936	1,035	4,147	3,069	1,651

By agency, the agents responsible for these results are indicated in the table below:

Table 7: Ranking of countries and agencies according to level of bribery per 100 km (values in CFA)

Responsible agency & rank Corridor segment & rank	Average per country	1 st		2 nd		3 rd		4 th	
		1 st : Côte d'Ivoire	6,936	Forces Nouvelles and Escort Agents	5,678	Police	419	Gendarmerie	323
2 nd : Mali	4,147	Police	1,474	Customs	856	Gendarmerie	837	Tax Collectors	502
3 rd : Senegal	3,069	Gendarmerie	1,466	Police	1,378	Border Police	223	Customs	2
4 th : Burkina	2,828	Customs	1,212	Gendarmerie	644	Police	566	Border Police	357
5 th : Togo	1,651	Police	572	Customs	546	Gendarmerie	374	Border Police	152
6 th : Ghana	1,035	Police	514	Customs	408	Tax Collectors	61	Border Police	52

II.2. Changes in the average levels of bribery

Bribery has increased very slightly this quarter compared to the previous quarter – an increase of 1.85% was recorded.

The table below compares the results of the third quarter of 2010 (Q3-10) to:

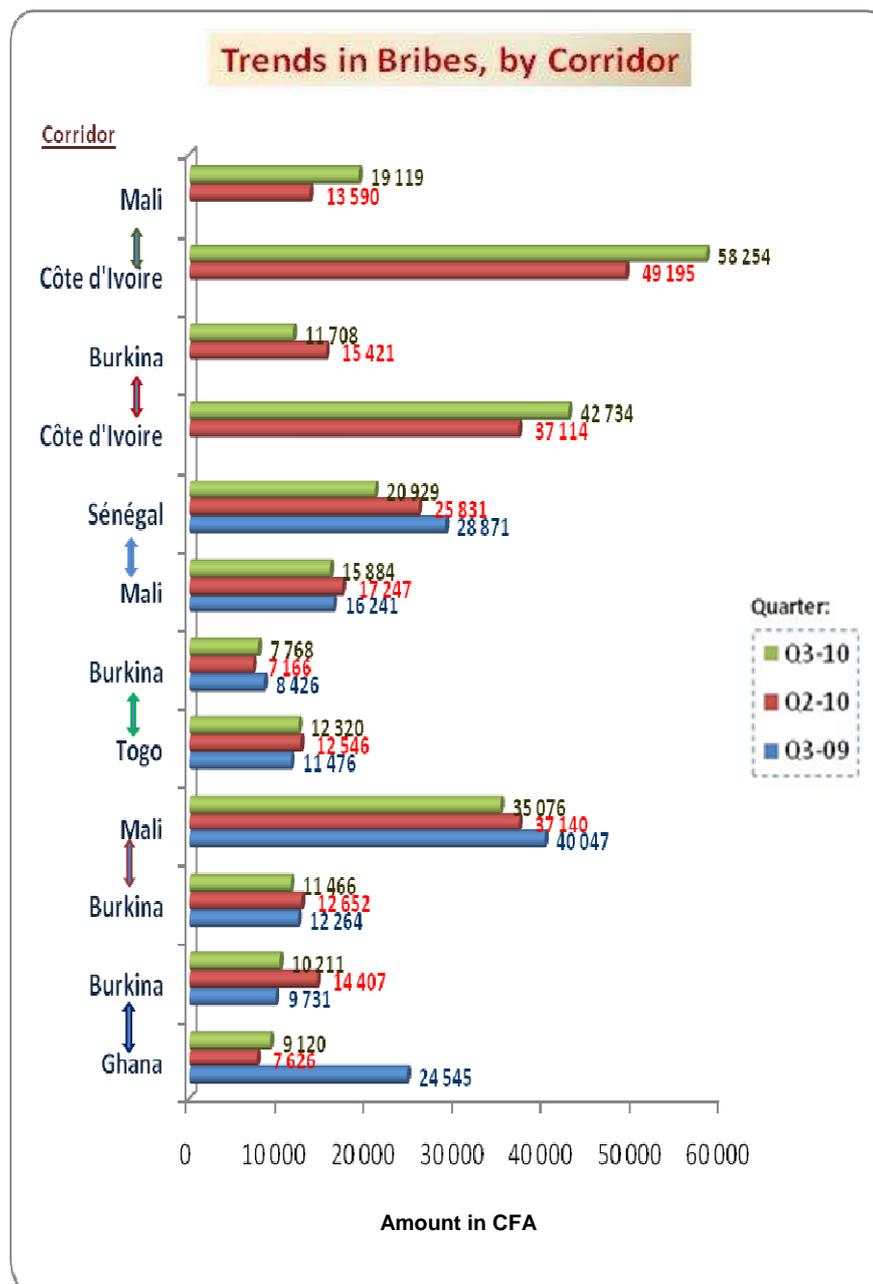
- the results of the 2nd quarter of 2010 (Q2-10)
- the results of the same period last year, that is, the 3rd quarter of 2009 (Q3-09)

Table 8: Quarterly and yearly change in bribes by corridor

Distance	Corridor	Bribes collected per trip (CFA)			Bribes collected per 100 km (CFA)			Change since last quarter	Change since last year
		Q3-09	Q2-10	Q3-10	Q3-09	Q2-10	Q3-10	Q3-10/Q2-10	Q3-10/Q3-09
1057	Tema – Ouagadougou	34,276	22,034	19,331	3,243	2,085	1,829	-12.28%	-43.60%
881	Ghana	24,545	7,626	9,120	2,786	866	1,035	19.52%	-62.85%
176	Burkina	9,731	14,407	10,211	5,529	8,186	5,802	-29.12%	4.94%
920	Ouagadougou – Bamako	52,311	49,792	46,542	5,686	5,412	5,059	-6.52%	-11.03%
488	Burkina	12,264	12,652	11,466	2,513	2,593	2,350	-9.37%	-6.49%
432	Mali	40,047	37,140	35,076	9,270	8,597	8,119	-5.56%	-12.42%
1020	Lomé – Ouagadougou	19,903	19,711	20,088	1,951	1,932	1,969	1.92%	0.92%
746	Togo	11,476	12,546	12,320	1,538	1,682	1,651	-1.84%	7.35%
274	Burkina	8,426	7,166	7,768	3,075	2,615	2,835	8.41%	-7.80%
Weighted Average – First 3 corridors					3,53.22	3,054.23	2,868.17	-6.09%	-19.28%
1476	Bamako – Dakar	45,112	43,078	36,813	3,056	2,919	2,494	-14.56%	-18.39%
794	Mali	16,241	17,247	15,884	2,045	2,172	2,000	-7.92%	-2.20%
682	Sénégal	28,871	25,831	20,929	4,233	3,787	3,069	-18.96%	-27.50%
Weighted Average – First 4 corridors					3,389.15	3,009.61	2,744.70	-8.80%	-19.00%
1263	Abidjan – Ouagadougou		52,535	54,442		4,160	4,310	3.61%	
746	CI		37,114	42,734		4,975	5,728	15.14%	
517	Burkina		15,421	11,708		2,983	2,265	-24.07%	
1174	Abidjan – Bamako		62,786	77,373		5,348	6,591	23.24%	
710	CI		49,195	58,254		6,929	8,205	18.42%	
464	Mali		13,590	19,119		2,929	4,120	40.66%	
Weighted Average – 6 corridors					3,389	3,617	3,684	1.85%	8.70%

Table 9: Quarterly trends in levels of bribery per 100 km by country

Trends in the average level of bribery per 100 km per country							
Period	Average bribes per 100 km on all corridors	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Quarter 3, 2010	3,684	2,828	6,936	1035	4,147	3,069	1,651
Previous quarter (Quarter 2, 2010)	3,617	3,412	5,928	866	4,022	3,787	1,682
Last year (Quarter 3, 2009)	3,389	3,243	-	2,786	4,591	4,233	1,538

Graphic 2: Trend in bribery

Bribery

Compared to the previous quarter (Q2-10), bribery increased very slightly by 1.85%, overall, on the six corridors. The average total in bribes paid per trip increased from 3,617 FCFA to 3,684 FCFA. Increases on the Abidjan-Bamako corridor largely explains this change: bribes rose 23.24%, increasing from 5,348 FCFA to 6,591 FCFA per 100 km, an increase of 1,243 F CFA.

The Lomé-Ouaga and Abidjan-Ouaga corridors also saw light increases: bribes increased 1.92% and 3.61%, respectively.

The Bamako-Dakar corridor showed the greatest decrease – 14.56% - in bribes, dropping from 2,919 FCFA per 100 km last quarter to 2,494 FCFA this quarter. The overall decrease is due largely to a decline in bribes paid at checkpoints in Senegal: bribes in Senegal dropped 18.98% this quarter compared to a 7.9% decline in Mali.

The Tema-Ouaga and Ouaga-Bamako corridors also saw bribery fall by 12.28% and 6.52%, respectively.

Compared to the same time last year, bribes on the four corridors - Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou and Bamako-Dakar – have dropped 19.00%.

III. CONTROL TIMES AND DELAYS

III.1. Average control times and delays

The Tema-Ouagadougou corridor showed the highest average delays this quarter: drivers wait an extra 17 minutes per 100 km for a total of 177 minutes (2 hours and 57 minutes) per trip. They experience most of the delays on the corridor in Burkina Faso, where they are stopped an extra 38 minutes per 100 km compared to 13 minutes per 100 km in Ghana.

The Lomé-Ouagadougou is in second place with 16 minutes lost per 100 km, or 163 minutes per trip. Again, Burkina Faso imposes most of these delays – 26 minutes per 100 km compared to 12 minutes in Togo.

The Abidjan-Bamako rounds out this ranking with 10 minutes of delays on average per 100 km – an average 116 minutes total per trip.

Table 10: Overview of the control times per 100 km, by corridor

Average control times per 100 km by corridor and sub-corridor								
Corridor	Corridor length (km)	Delays per 100 km by corridor (minutes)	Delays per 100 km by corridor sub-section (minutes)					
			Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
Tema – Ouagadougou	1,057	17	38	-	13	-	-	-
Ouagadougou – Bamako	920	12	8	-	-	18	-	-
Lome – Ouagadougou	1,020	16	26	-	-	-	-	12
Bamako – Dakar	1,476	13	-	-	-	12	15	-
Abidjan – Ouagadougou	1,263	11	7	14	-	-	-	-
Abidjan – Bamako	1,174	10	-	12	-	7	-	-
Weighted average		13.05	14.46	12.93	12.53	12.05	15.12	12.12

The delays are caused by multiple controls and harassment by the uniformed services stationed along the corridors. Recognizing the excessive nature of these delays, each and every stakeholder and uniformed officer posted along these interstate highways should be called upon to work towards the eradication of this phenomenon.

III.2. Changes in control times and delays

Compared to the previous quarter, delays have fallen on the six IRTG corridors: The data showed a 8.42% drop.

Presented here are the results of the second quarter of 2010 (Q2-10) in comparison to:

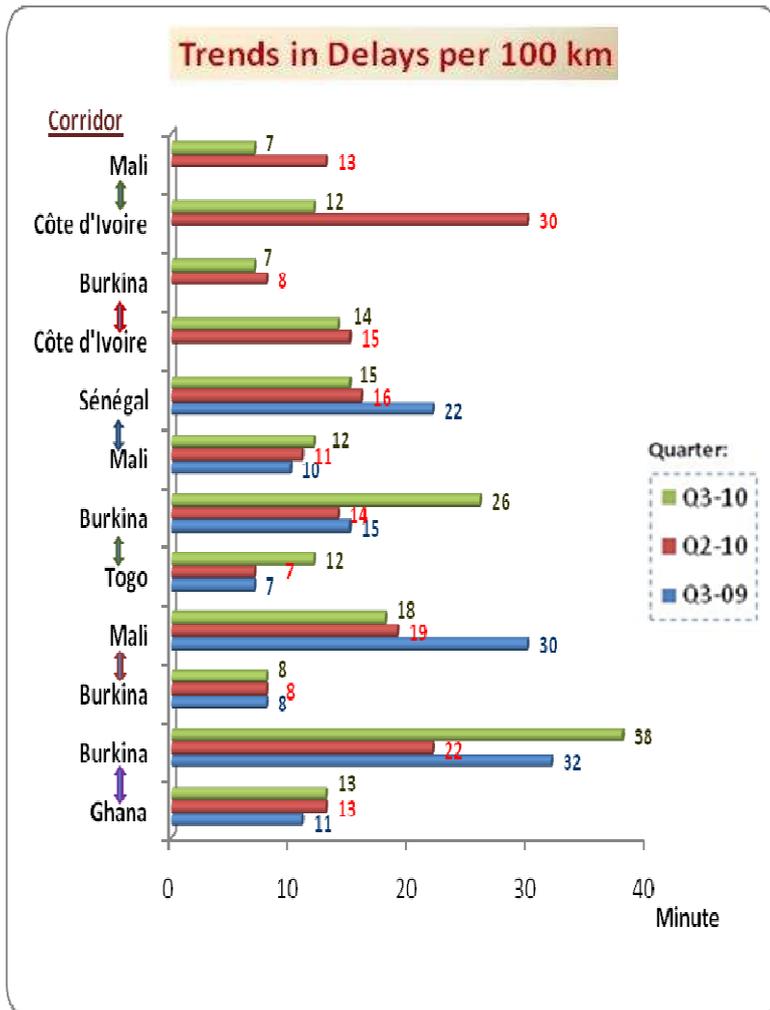
- those of the second quarter of 2010 (Q2-10)
- those of the same period of last year; i.e., the third quarter of 2009 (Q3-09).

Table 11: Quarterly and yearly change in delays, by corridor

Distance	Corridor	Delays (minutes) per 100 km			Change since last quarter	Change since last year
		Q3-09	Q2-10	Q3-10	Q3-10/Q2-10	Q3-10/Q3-09
1057	Tema-Ouagadougou	15	14	17	21.43%	13.33%
881	Ghana	11	13	13	0%	18.18%
176	Burkina	32	22	38	72.73%	18.75%
920	Ouagadougou-Bamako	18	13	12	-7.69%	-33.33%
488	Burkina	8	8	8	0%	0%
432	Mali	30	19	18	-5.26%	-40%
1020	Lome-Ouagadougou	9	9	16	77.78%	77.78%
746	Togo	7	7	12	71.43%	71.43%
274	Burkina	15	14	26	85.71%	73.33%
Weighted average – First 3 corridors		13.88	11.99	15.12	26.11%	8.93%
1476	Bamako-Dakar	16	13	13	0%	-18.75%
794	Mali	10	11	12	9.09%	20%
682	Senegal	22	16	15	-6.25%	-34.78%
Weighted average – First 4 corridors		14.58	12.32	14.42	17.05%	-1.10%
1263	Abidjan-Ouaga		12	11	-8.33%	
746	Côte d'Ivoire		15	14	-6.67%	
517	Burkina		8	7	-12.50%	
1174	Abidjan-Bamako		24	10	-58.33%	
710	Côte d'Ivoire		30	12	-60%	
464	Mali		13	7	-46.15%	
Weighted average – 6 corridors		14.58	14.25	13.05	-8.42%	-10.49%

Table 12: Trends in the control times and delays per 100 km, by country

Quarterly averages of control times and delays per 100 km (in minutes)							
Period	Average minutes spent at controls per 100 km	Burkina Faso	Côte d'Ivoire	Ghana	Mali	Senegal	Togo
3rd Quarter, 2010	13.05	14	13	13	12	15	12
2nd Quarter, 2010	14.25	11	23	13	14	16	7
3rd Quarter, 2009	14.58	14	-	11	17	22	7

Graphic 3: Change in delays per 100 km.

Delays

Compared to the previous quarter, delays along the six IRTG corridors have dropped by 8.42% - a real drop in the average from 14 minutes to 13 minutes per 100 km. The Abidjan-Bamako largely explains this decline – delays dropped more than half, by 58.33% on the route (from 24 minutes per 100 km in the second quarter to 10 minutes this quarter).

The Ouagadougou-Bamako and Abidjan-Ouagadougou have also recorded slight decreases this quarter of 7.69% and 8.33%, respectively.

The greatest increase in delays occurred on the Lome-Ouagadougou corridor – a 77.78% increase, in real numbers, an increase from 9 minutes per 100 km in the previous quarter to 16 minutes this quarter.

The Tema-Ouagadougou corridor saw a 21.43% increase. Only the Bamako-Dakar corridor remained the same.

Compared to the same period last year, delays have dropped by 1.10% on the four original corridors Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou and Bamako-Dakar.

CONCLUSION

The change in governance practices on the IRTG corridors is characterized by a series of increases and decreases without attaining the true objective. While some countries achieve reductions in road harassment, others allow it to increase, which prevent progress toward achieving the principal objective of the IRTG initiative and its partners: to reduce, and even eliminate road harassment on interstate corridors.

The third quarter shows dissatisfying results: a 15.32% reduction in checkpoints, a 1.85% increase in bribery and a 8.42% decline in delays, compared to the previous quarter.

The Ouagadougou-Bamako corridor remains the most dense in terms of checkpoints with 2.84 stops per 100 km, 26 stops per trip. The Mali section of the corridor is responsible for this high rate – with 4.28 stops per 100 km or 18 stops per trip compared to the 8 stops on the Burkinabe section of the corridor.

The Bamako-Dakar corridor saw the lowest level of checkpoints this quarter – 1.71 per 100 km or 25 per trip.

By country, Cote d'Ivoire still has the highest level of checkpoints per 100 km. Senegal comes second, followed by Mali, Ghana, Burkina and, finally, Togo. In Cote d'Ivoire, the Forces Nouvelles remain the most common agency that seeks bribes from drivers of transit trucks. The police, gendarmerie and customs services follow.

The Abidjan-Bamako leads the corridors in terms of bribery, where drivers pay 6,591 FCFA per 100 km or 77,373 per trip. Cote d'Ivoire's segment of the corridor largely explains this: drivers pay 8,205 FCFA per 100 km between Abidjan and the border with Mali – 58,254 FCFA per trip (of which 50,734 FCFA is extorted by the Forces Nouvelles). This puts Cote d'Ivoire at the top of the countries in terms of bribery.

The Tema-Ouagadougou corridor has the lowest levels of bribery of all the corridors: drivers pay 1,829 FCFA per 100 km, 19,331 FCFA per trip.

By country, Cote d'Ivoire occupies first place in the ranking of countries with the highest levels of corruption per 100 km. Mali, Senegal, Burkina Faso and Togo follow, with Ghana occupying last place with the lowest levels of road harassment. The Forces Nouvelles and agents that escort transit trucks are most responsible for the high level of harassment, followed by the police, the gendarmerie and, finally, customs.

Finally, for delays, the Tema-Ouagadougou has the highest levels of delays – 17 minutes per 100 km, or a total of 177 minutes per trip. The delays occur mainly on the Burkina Faso segment of the corridor, where drivers report losing 38 minutes per 100 km, compared to 13 minutes per 100 km in Ghana. The Abidjan-Bamako corridor shows the lowest level of delays – 10 minutes per 100 km, or 116 minutes per trip.

Senegal ranks first with the highest number of checkpoints per 100 km, followed by Burkina Faso, Cote d'Ivoire, Ghana, Togo and, finally, Mali.

Road harassment – checkpoints, bribes and delays – continue at high levels. Stakeholders must act to reduce the problem. The IRTG initiative calls on states to increase their efforts to raise awareness and act to reduce substantially corrupt practices that impede the movement of transit goods and people along interstate trade corridors.



Removing trade barriers in West Africa

ANNEX 1: Summary Table of Results, July 1 to September 30, 2010

IRTG results for July 1st to September 30th, 2010: Controls, bribes and delays																				
(Sub-) Corridor	Number of trips surveyed	Length of corridor (km)	Total number of controls per trip								Bribes per trip (in CFA)*								Delays per trip (in minutes)	
			Police	Border Police/ Immigration	Customs	Gendarmerie	Municipalities, Unions, Health	Other***	Total per trip	Total per 100 km	Police	Border Police/ Immigration	Customs	Gendarmerie	Municipal, Unions, Health	Other***	Total per trip	Total per 100 km	Total per trip	Total per 100 km
Tema – Ouagadougou																				
Ghana	173	881	8.27	0.90	7.42	0.00	0.00	0.02	16.61	1.89	4 527	460	3 597	0	0	536	9 120	1 035	110	13
Burkina	173	176	0.96	0.93	3.42	0.91	0.00	0.00	6.21	3.53	2 000	1 931	3 910	2 370	0	0	10 211	5 802	66	38
Corridor	173	1057	9.23	0.91	10.84	0.91	0.00	0.02	22.83	2.16	6 527	2 390	7 507	2 370	0	536	19 331	1 829	177	17
Ouagadougou – Bamako																				
Burkina	130	488	0.88	0.87	4.92	0.69	0.28	0.00	7.65	1.57	2 085	2 077	5 250	1 639	415	0	11 466	2 350	38	8
Mali	130	432	5.73	0.88	4.09	4.88	1.93	0.97	18.48	4.28	10 473	1 538	7 677	6 034	3 138	6 215	35 076	8 119	77	18
Corridor	130	920	6.62	0.88	9.01	5.57	2.22	0.97	26.13	2.84	12 558	3615	12 927	7 673	3 554	6 215	46 542	5 059	115	12
Lome – Ouagadougou																				
Togo	267	746	4.21	1.06	5.60	2.59	0.05	0.00	13.51	1.81	4269	1136	4072	2792	51	0	12 320	1 651	90	12
Burkina	267	274	1.09	0.74	3.31	0.96	0.01	0.00	6.10	2.23	1451	1137	3287	1888	6	0	7 768	2 835	72	26
Corridor	267	1020	5.30	0.90	8.91	3.54	0.06	0.00	19.62	1.92	5720	2273	7359	4680	56	0	20 088	1 969	163	16
Bamako – Dakar																				
Mali	168	794	3.57	0.24	1.48	3.68	0.76	0.00	9.74	1.23	5872	265	5244	3872	631	0	15 884	2 000	93	12
Senegal	168	682	6.19	0.88	0.01	8.48	0.00	0.00	15.56	2.28	9399	1521	12	9997	0	0	20 929	3 069	103	15
Corridor	168	1476	9.76	0.56	1.49	12.16	0.76	0.00	25.30	1.71	15271	1786	5256	13869	631	0	36 813	2 494	196	13
Abidjan – Ouagadougou																				
CI	113	746	3.50	0.15	2.25	2.23	1.10	9.32	18.55	2.49	3354	75	2752	2619	1991	31942	42 734	5 728	106	14
Burkina	113	517	0.97	0.03	4.01	1.23	0.22	0.05	6.51	1.26	2699	44	5181	3469	252	62	11 708	2 265	34	7
Corridor	113	1263	4.48	0.09	6.26	3.46	1.32	9.37	25.06	1.98	6053	119	7934	6088	2243	32004	54 442	4 310	140	11
Abidjan – Bamako																				
CI	106	710	1.99	0.01	0.33	1.58	0.24	12.93	17.08	2.40	2741	9	1090	2076	1604	50734	58 254	8 205	82	12
Mali	106	464	4.26	0.25	0.84	1.90	0.85	0.84	8.93	1.93	8571	660	1552	4245	1823	2268	19 119	4 120	34	7
Corridor	106	1174	6.25	0.13	1.17	3.47	1.08	13.77	26.01	2.22	11311	670	2642	6322	3426	53002	77 373	6 591	116	10

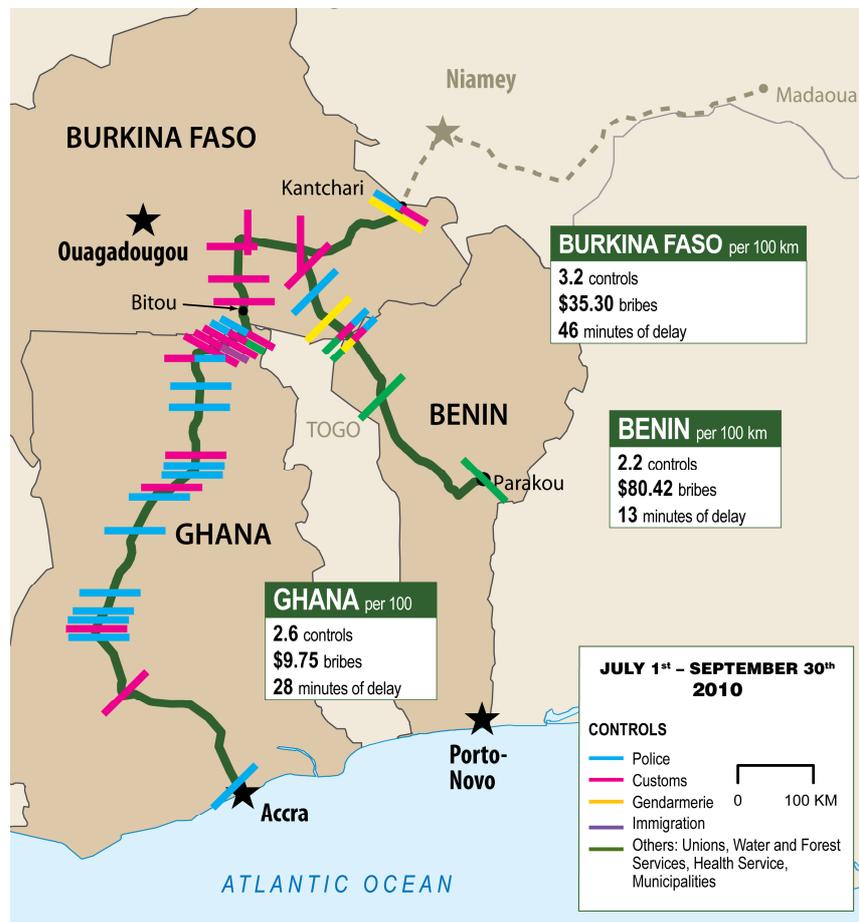
Notes: *1 US\$ = 524.8 CFA and 1 US\$ = 1.41 GH¢. The currency used in this analysis is the CFA. **There is no Gendarmerie in Ghana.

***The designation "Other" includes 1) agents at weigh stations and 2) the Forces Nouvelles (Côte d'Ivoire).

SECTION 2: RESULTS OF SURVEYS TAKEN BY THE USAID AGRIBUSINESS AND TRADE PROMOTION PROJECT

Results for July 1 to September 30, 2010

Graphic a: Summary map



EXECUTIVE SUMMARY

The results seen during the third quarter continue to alarm, despite that relative declines were seen in all of the indicators. Checkpoints, bribes and delays declined by 19.5%, 10.26% and 38.08%, respectively, compared to the previous quarter, overall, on the corridors monitored, Kantchari-Accra and Fada-Parakou.

By country crossed, Ghana showed the highest level of checkpoints per 100 km (2.97); Benin had the least (2.19).

Bribery ranges between 4296 FCFA per 100 km in Ghana to 36188 FCFA in Benin.

Delays vary from 13 minutes per 100 km in Benin to 55 minutes per 100 km in Burkina Faso.

INTRODUCTION

The objectives of the Agribusiness and Trade Promotion (ATP) project are to increase the value and the volume of intra-regional agricultural trade and to improve the agricultural productivity in West Africa. ATP is a regional initiative for the implementation of the Common Agricultural Policy by ECOWAS and UEMOA, with support from USAID.

The delivery of food commodities such as onion and livestock along the corridors of Kantchari-Accra via Bittou (for onions), Fada-Parakou (for livestock) and Techiman-Kantchari (for corn) remains very difficult because controls are numerous, extortion of bribes is very high, and control times are very long.

The IRTG project, through the observation of these particular corridors¹, wants to reveal the extent of the harassment where the transporters are the victims (whether or not their documents are in order), and also to raise awareness of these harmful practices among uniformed services, in order to curb this phenomenon that negatively impacts the local and sub-regional economies.

This third quarter marks the inclusion of the Techiman (Ghana)-Kantchari (Burkina Faso) corridor, which facilitates movement of corn.

RESULTS OF THE SURVEYS CONDUCTED BY ATP BETWEEN JULY 1st AND SEPTEMBER 30th, 2010

The data analyzed in this section of the report was collected in Benin, Burkina, Ghana and Niger by transporters and traders of onions or livestock under the supervision of ATP officers.

Table 1 below gives an overview of the number of controls, bribes and delays along the two corridors monitored by ATP. The table in Annex 2 shows the detailed results of the investigation.

Table 1: Overall results July 1 to Sept. 30, 2010

ATP Results between July 1 st and September 30 th , 2010: Controls, Bribes and Delays							
Corridor	Length of corridor (in km)	Avg. number of controls		Avg. bribes (in CFA)		Avg. delay (in minutes)	
		Total	Per 100 km	Total	Per 100 km	Total	Per 100 km
Kantchari - Accra	1316	34	2.58	121 051	9198	444	34
Fada - Parakou	469	13	2.77	136 646	29 136	68	14
Techiman - Kantchari	976	31	3.18	88 424	9 060	474	49

¹ These corridors are not part of the corridors monitored by the IRTG project. The survey only covers food products, such as onion and livestock.

I. CONTROLS

I.1. Average number of controls

For checkpoints, the newly monitored Techiman-Kantchari corridor has the greatest density: 3.18 per 100 km, or 31 per trip. The Kantchari-Accra corridor showed the lowest level of checkpoints with 2.58 per 100 km, or 34 per trip, on average.

Table 2: Average number of checkpoints per corridor, per 100 km, per country

Average number of checkpoints per corridor, per 100 km, per country						
Corridor	Distance (km)	Per 100 km	Benin	Burkina	Ghana	Niger
Kantchari - Accra	1316	2.58	-	2.50	2.62	-
Fada - Parakou	469	2.77	2.19	4.00	-	-
Techiman - Kantchari	976	3.18	-	2.73	3.67	-
Weighted Average		2.82	2.19	2.82	2.97	-

Table 3 shows the rank of agencies in terms of road harassment practices.

Table 3 : Rank of agencies responsible for operating the most checkpoints, per country, per 100 km

Agency Responsible Corridor with high density of checkpoints	Average per country	1 st		2 nd		3 rd		4 th	
		Agency	Value	Agency	Value	Agency	Value	Agency	Value
1st : Ghana	2.97	Police	1.52	Customs	1.23	Municipal and Unions	0.22		
2nd : Burkina	2.82	Customs	1.13	Police	0.84	Gendarmerie	0.66	Municipal and Unions	0.19
3rd : Benin	2.19	Municipal and Unions	1.25	Customs	0.31	Police	0.31	Gendarmerie	0.31
NC² : Niger									

I.2. Trend in number of checkpoints

A decrease of 19.50% in the number of checkpoints occurred in the third quarter, compared to the previous quarter, on the Kantchari-Accra and Fada-Parakou corridors.

The table below presents the third quarter results and compares them to:

- results from the previous quarter – that is, the 2nd quarter of 2010 (Q2-10)
- and results from the first quarter of 2010 (Q1-10).

² NC = Non classé pour indisponibilité de données.

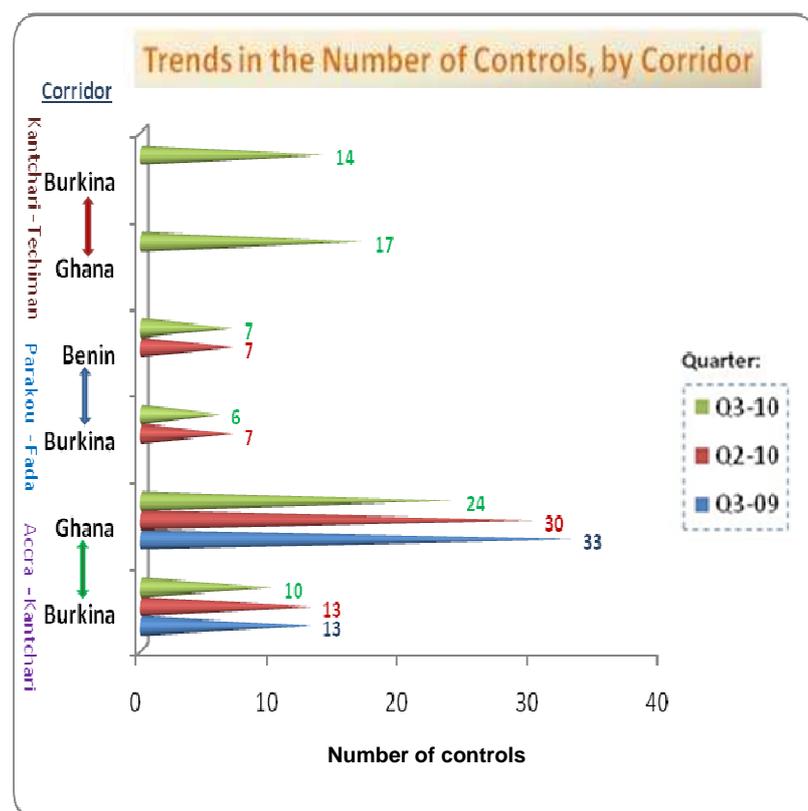
Table 4: Average number of checkpoints per corridor and country compared to previous quarters

Distance	Corridor	Number of checkpoints per trip			Number of checkpoints per 100 km			Change per trip (Q3 compared to Q2)	Change per trip (Q3 compared to Q3 one year ago)
		T1-10	T2-10	T3-10	T1-10	T2-10	T3-10	T3-10/T2-10	T3-10/T1-10
1316	Kantchari– Accra	46	43	34	3.5	3.27	2.58	-20.93%	-26.09%
400	Burkina	13	13	10	3.25	3.25	2.5	-23.08%	-23.08%
916	Ghana	33	30	24	3.6	3.28	2.62	-20.00%	-27.27%
	Weighted Average	46	43	34	3.5	3.27	2.58	-20.93%	-26.09%
469	Fada – Parakou		14	13		2.99	2.77	-7.14%	
150	Burkina		7	6		4.67	4	-14.29%	
319	Benin		7	7		2.19	2.19	0.00%	
	Weighted Average		35.38	28.48		3.20	2.63	-19.50%	
976	Techiman - Kantchari			31			3.18		
463	Ghana			17			3.67		
513	Burkina			14			2.73		
	Weighted Average	46	35.38	29.37	3.5	3.2	2.82	-16.99%	

Table 5: Quarterly change in checkpoints per 100 km

Quarterly averages of the number of controls per 100 km, by country					
	Per 100 km on all corridors	Benin	Burkina	Ghana	Niger
Quarter 3 - Q3-10	2.82	2.19	2.82	2.97	-
Quarter 2 - Q-10	3.20	2.19	3.64	3.28	-
Quarter 1 - Q1-10	3.50	-	3.25	3.60	-

Graphic 1: Trends in the average number of controls



Checkpoints

Compared to the previous quarter, checkpoints declined by 19.5% per trip on both of the ATP-monitored corridors, Kantchari-Accra and Fada-Parakou. In real terms, the numbers fell from 35 in the second quarter to 28 in the third quarter.

This overall decline is particularly due to improvement on the Kantchari-Accra corridor, which saw a 20.93% decline – the average number dropping from 43 to 34. Both countries' section of the corridor saw improvements.

The Fada-Parakou corridor similarly saw a slight decrease of 7.14% in the number of checkpoints – one checkpoint was eliminated this quarter.

Compared to the first quarter of 2010 (Q1-10), the number of checkpoints fell by 26.09% on the Kantchari-Accra corridor – a gross change from 46 (Q1-10) to 34 (T3-10) checkpoints.

II. BRIBES

II.1. Average level of bribes collected

Drivers on the Fada-Parakou corridor pay the highest bribes: 29136 FCFA per 100 km, or 136646 per trip. Drivers pay most of this total at checkpoints in Benin where total bribes reach 115439 FCFA per trip, 36188 FCFA per 100 km.

The newly monitored Techiman-Kantchari corridor showed the lowest level of bribery – 9060 FCFA per 100 km, 88424 FCFA per trip.

Table 6: Overview of bribery on each corridor in each country per 100 km

Average bribes collected per corridor and sub-corridor, per 100 km (in CFA)						
Corridor	Distance (km)	Per 100 km	Benin	Burkina	Ghana	Niger
Kantchari - Accra	1316	9198	-	20,847	4112	-
Fada - Parakou	469	29,136	36,188	14,138	-	-
Techiman - Kantchari	976	9,060	-	13,031	4660	-
Weighted Average		12,536	36,188	16,128	4296	-

The following table summarizes the agencies most responsible for harassing drivers and how much, on average, they extorted from drivers:

Table 7: Rank of countries in road harassment per 100 km and by agency and country

Agency responsible Country	Average per country	1 st		2 nd		3 rd		4 th	
1 st : Benin	36,188	Customs	10,972	Gendarmerie	10,972	Police	8,479	Municipalities and Unions	5,765
2 nd : Burkina Faso	16,128	Customs	8,146	Police	3,422	Gendarmerie	2,934	Municipalities and Unions	1,626
3 rd : Ghana	4,296	Customs	1,881	Police	1,485	Municipalities and Unions	929		
NC ³ : Niger									

II.2. Trends in the average level of bribery

The numbers obtained during the third quarter of 2010 have slightly declined, by 10.26%. The table below presents the results of this quarter and compares them to:

- results of the second quarter of 2010 (Q2-10)
- results of the first quarter of 2010 (Q1-10)

Table 8: Bribes in FCFA seen on each corridor per trip

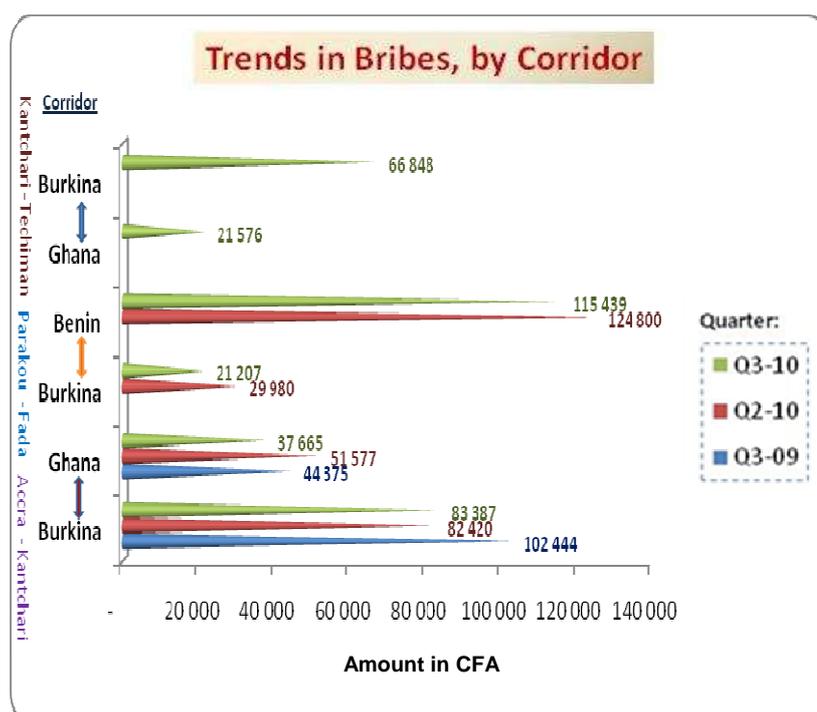
Distance	Corridor	Bribery per trip			Bribery per 100 km			Change (Q3 compared to Q2)	Change (Q3 compared to Q2)
		Q1-10	Q2-10	Q3-10	Q1-10	Q2-10	Q3-10	Q3-10/Q2-10	Q3-10/Q1-10
1316	Kantchari– Accra	146,819	133,997	121,051	11,156	10,182	9,198	-9.66%	-17.55%
400	Burkina	102,444	82,420	83,387	25,611	20,605	20,847	1.17%	-18.60%
916	Ghana	44,375	51,577	37,665	4,844	5,631	4,112	-26.97%	-15.12%
	Weighted Average	146,819	133,997	121,051	11,156	10,182	9,198	-9.66%	-17.55%
469	Fada – Parakou		154,780	136,646		33,002	29,136	-11.72%	
150	Burkina		29,980	21,207		19,987	14,138	-29.26%	
319	Benin		124,800	115,439		39,122	36,188	-7.50%	
	Weighted Average		139,458	125,149		16,178	14,437	-10.26%	
976	Techiman - Kantchari			88,424			9,060		
463	Ghana			21,576			4,660		
513	Burkina			66,848			13,031		
	Weighted Average	146,819	139,458	112,167	11,156	16,178	12,536	-19.57%	

³ NC = Non classé pour indisponibilité de données.

Table 9: Quarterly changes in bribes per 100 km

Bribery by country per 100 km					
	Per 100 km, all corridors	Benin	Burkina	Ghana	Niger
Quarter 3 – Q3-10	12,536	36,188	16,128	4,296	-
Quarter 2 – Q2-10	16,178	39,122	20,436	5,631	-
Quarter 1 – Q1-10	11,156	-	25,611	4,844	-

Graphic 2: Change in bribery



Bribery

Compared to the previous quarter, bribery has declined by 10.26% on both of the corridors, Kantchari-Accra and Fada-Parakou, monitored by ATP. On average, the total amount dropped from 139,458 FCFA (Q2-10) to 125,149 FCFA (Q3-10), a difference of 14,309 FCFA. Each corridor registered a decline: by 9.66% for Kantchari-Accra and 11.72% for Fada-Parakou.

The greatest decline was seen in Burkina Faso (on the Fada-Parakou corridor), which saw a decline of 29.26%, falling from 29,980 FCFA to 21,207 FCFA (a drop of 8,773 FCFA).

The second largest decline was seen in Ghana on the Kantchari-Accra corridor. Bribery on the corridor dropped by 26.97%, dropping from 51,577 FCFA in the second quarter of 2010 to 37,665 FCFA in the third, a difference of 13,912 FCFA.

Burkina Faso (on the corridor Kantchari-Accra) saw the only rise - by 1.17% - with bribery increasing from 82,420 FCFA to 83,387 FCFA per trip, on average.

Compared to the first quarter of 2010, bribery declined 17.55% on the only corridor monitored all three quarters - the Kantchari-Accra route.

III. CONTROL TIMES AND DELAYS

III.1. Average Control Times and Delays

The Techiman-Kantchari, newly monitored this quarter, leads the corridors in terms of delays – 49 minutes per 100 km and a total 474 minutes (7 hours 54 minutes) per trip (more than half a day). Burkina Faso largely explains this situation – drivers experienced 63 minutes of delay per 100 km compared to 32 minutes in Ghana.

The Fada-Parakou corridor showed the lowest level of delays, with 14 minutes per 100 km or 68 minutes total per trip, on average.

Table 10: Overview of checkpoints per corridor, by country and per 100 km

Average delay per corridor, per country per 100 km						
Corridor	Distance (km)	Per 100 km	Benin	Burkina	Ghana	Niger
Kantchari - Accra	1316	34	-	58	23	-
Fada - Parakou	469	14	13	17	-	-
Techiman - Kantchari	976	49	-	63	32	-
Weighted average		36	13	55	26	-

III.2. Trends in control times and delays

The values obtained for the third quarter of 2010 show a large decrease – by 42.62% - in checkpoints compared to the previous quarter on both of the corridors, Kantchari-Accra and Fada-Parakou.

The table below presents third quarter results and compares them to

- results obtained in the second quarter of 2010
- results obtained in the first quarter of 2010

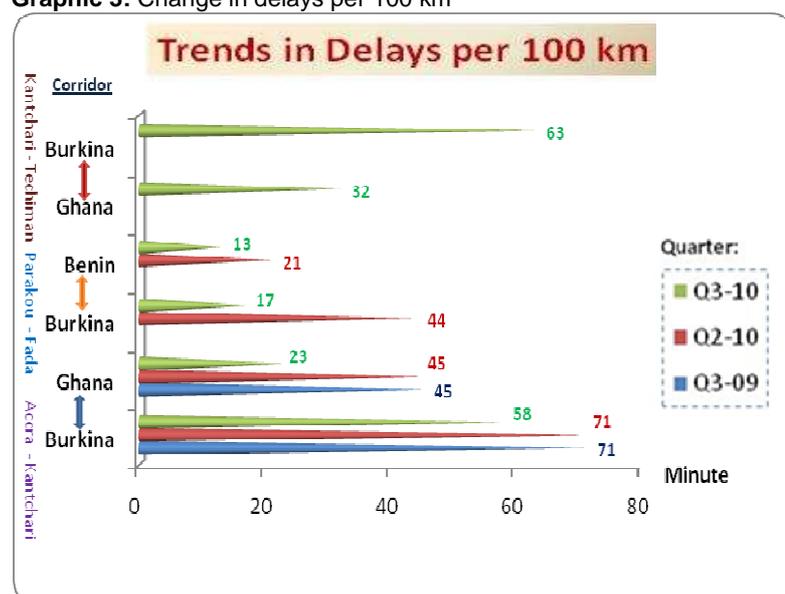
Table 11: Table 11: Delays per corridor and sub-corridor (in minutes)

Distance	Corridor	Delays (minutes) per 100 km			Change per trip	Change per trip
		Q1-10	Q2-10	Q3-10		
1316	Kantchari- Accra	53	53	34	-35.85%	-35.85%
400	Burkina	71	71	58	-18.31%	-18.31%
916	Ghana	45	45	23	-48.89%	-48.89%
	Weighted Average	53	53	34	-35.85%	-35.85%
469	Fada – Parakou		28	14	-50.00%	
150	Burkina		44	17	-61.36%	
319	Benin		21	13	-38.10%	
	Weighted Average		46	29	-38.08%	
976	Techiman - Kantchari			49		
463	Ghana			32		
513	Burkina			63		
	Weighted Average	53	46	36	-22.66%	-32.25%

Table 12: Quaterly change in delays per 100 km

Delays per 100 km per country					
	Per 100 km on all corridors	Benin	Burkina	Ghana	Niger
Quarter 3 – Q3-10	36	13	55	26	-
Quarter 2 – Q2-10	46	21	64	45	-
Quarter 1 – Q1-10	53	-	71	45	-

Graphic 3: Change in delays per 100 km



Delays

Compared to the previous quarter, delays have dropped significantly, by 38.08%, on both corridors, Kantchari-Accra and Fada-Parakou. In real terms, the delays decreased from 46 minutes per 100 km to 29 minutes per 100 km. This decline of 17 minutes was a function of improvement on both corridors – the Kantchari-Accra corridor showed a 35.85% decrease and the Fada-Parakou showed a 50% decrease.

The greatest decline occurred in Burkina Faso, where a 61.36% decline saw the values drop from 44 minutes in the second quarter to 17 minutes in the third quarter.

Ghana (on the Kantchari-Accra corridor) recorded the second greatest decline, by 48.89%. In real terms, delays dropped from 45 minutes to 23 minutes.

Compared to the first quarter of 2010, delays have dropped by 35.85% on the Kantchari-Accra corridor.

CONCLUSION

The third quarter results continue to raise the alarm on road harassment, despite marked improvement. The number of checkpoints decreased by 19.5%, bribery dropped by 10.26% and delays experienced fell by 38.08%, compared to the previous quarter.

The Techiman-Kantchari corridor showed the greatest density of checkpoints, with 3.18 stops per 100 km – 31 stops per trip.

Ghana leads in terms of checkpoint density, followed by Burkina Faso and finally by Benin. In Ghana, the police were responsible for most of the checkpoints where road harassment occurred, followed by customs, and then municipalities and unions.

Drivers pay the highest level of bribes on the Fada-Parakou corridor with 29,136 FCFA extorted every 100 km, for a total of 136,646 per trip. The Techiman-Kantchari corridor, newly added to the monitoring initiative this quarter, showed the lowest level of bribery – 9,060 FCFA extorted per 100 km, or 88,424 FCFA per trip.

Benin is in first place in terms of bribery followed by Burkina and then Ghana. In Benin, customs agents led in terms of extorting the most bribes from drivers, followed by the gendarmerie, the police and the municipalities and unions.

In terms of delays, the Techiman-Kantchari corridor, newly added to the monitoring initiative, showed the longest delays per 100 km – 49 minutes – which added up to a total of 474 minutes per trip (7 hours 54 minutes). The Fada-Parakou corridor showed the lowest level of delays, 14 minutes per 100 km, 68 minutes per trip.

Burkina Faso occupies first place in the country rankings in terms of delays, followed by Ghana and then by Benin.

Checkpoints continue to constitute a significant problem for trade in West Africa and the ATP monitored corridors show significantly high levels of road harassment.

Confronted by the persistence of the problem, and despite some improvement, the IRTG initiative again encourages stakeholders to double their efforts to make the free movement of people and goods a reality along interstate corridors.



Removing trade barriers in West Africa

ANNEX 2: Summary of results, July 1 to September 30, 2010

IRTG results from July 1st to September 30 th , 2010																
Controls, Bribes and Delays on the corridors monitored by ATP																
Country	Number of trips	Distance	Checkpoints by service, per trip						Bribes in FCFA per service per trip						Delays (minutes)	
			Police	Customs	Gendarmerie	Municipalities Unions	Total	Per 100 km	Police	Customs	Gendarmerie	Municipalities Unions	Total	Per 100 km	Total	Per 100 km
Kantchari - Accra																
Burkina	75	400	2	6	2	0	10	2.50	22427	43427	16573	960	83387	20847	233	58
Ghana	75	916	13	9	0	2	24	2.62	15630	21042	0	993	37665	4112	211	23
By corr.	75	1316	15	15	2	2	34	2.58	38 056	64 469	16 573	1 953	121 051	9198	444	34
Fada - Parakou																
Burkina	41	150	2	2	1	1	6	4.00	6 780	6 427	5 024	2 976	21 207	14 138	25	17
Bénin	41	319	1	1	1	4	7	2.19	27 049	35 000	35 000	18 390	115 439	36 188	43	13
By corr.	41	469	3	3	2	5	13	2.77	33 829	41 427	40 024	21 366	136 646	29 136	68	14
Techiman - Kantchari																
Ghana	23	463	8	8	0	1	17	3.67	4 851	4 905	0	11 821	21 576	4 660	148	32
Burkina	23	513	5	4	4	1	14	2.73	7 174	36 739	9 587	13 348	66 848	13 031	325	63
By corr.	23	976	13	12	4	2	31	3.18	12 024	41 644	9 587	25 168	88 424	9 060	474	49

ANNEX 3: ACKNOWLEDGEMENTS

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IRTG Focal Points

Countries	IRTG Host Institution (Focal Point)	Name
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