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

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


\(^1\) Each ATP or E-ATP corridor involves only one type of food product
SECTION 1 – Road Governance initiative in West Africa – Results from surveys conducted on the corridors monitored by the Trade Hub.

General introduction

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

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

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

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

**Problems easily pointed out in Burkina Faso, Mali and Ghana**
*In Burkina Faso the Road Governance initiative recommends the reduction of delays at Dakola and the removal of Customs checkpoints between Ouagadougou and Togo and Ghana borders.*
*In Mali, delays at Kayes, Kati, and at checkpoints between Bamako and the Burkina Faso borders are prohibitive.*
*In Ghana the increase in border crossing time in Paga must be curbed.*
Figure 1: Road Governance initiative Data Map
Introduction

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

The objective of the initiative is to promote good road governance on main road corridors in West Africa. So far corridors studied are: Tema-Ouagadougou, Ouagadougou-Bamako, Lomé-Ouagadougou, Bamako-Dakar, Abidjan-Ouagadougou and Abidjan-Bamako.

Due to the Ivoirian crisis, data collection was not possible on Ivoirian roads departing from Abidjan.

General trend/progress

Figure 2 below presents the trends on the six corridors.

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Bribes (USD)</th>
<th>Number of checkpoints</th>
<th>Delays (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2-09</td>
<td>4.3</td>
<td>1.9</td>
<td>15</td>
</tr>
<tr>
<td>Q3-09</td>
<td>9.6</td>
<td>2.4</td>
<td>15</td>
</tr>
<tr>
<td>Q4-09</td>
<td>8.1</td>
<td>2.4</td>
<td>15</td>
</tr>
<tr>
<td>Q1-10</td>
<td>7.1</td>
<td>2.0</td>
<td>14</td>
</tr>
<tr>
<td>Q2-10</td>
<td>8.0</td>
<td>2.1</td>
<td>24</td>
</tr>
<tr>
<td>Q3-10</td>
<td>7.9</td>
<td>2.3</td>
<td>24</td>
</tr>
<tr>
<td>Q4-10</td>
<td>7.9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q1-11</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Q2-11</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

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

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

The density of controls improved on each of the corridors monitored. **Ouagadougou-Bamako** corridor weather through Heremakono or through Koury still has the highest number of controls, roughly 2.5 per 100 km that is 24 controls per trip on average. This is especially true on Malian side with more than 1 control every 30km. The lesser dense corridors are **Ouagadougou-Abidjan** and **Bamako-Abidjan** however data on Côte d’Ivoire for this quarter only take into account exports. As far as imports are concerned **Lomé-Ouagadougou** remains the lesser dense corridor with “only” 1 control every 55 km.

![Figure 3: Number of controls per trip, by corridor and sub-corridor](image)

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

<table>
<thead>
<tr>
<th>Corridor / Country</th>
<th>Number of controls per trip</th>
<th>Corridor / Country</th>
<th>Number of controls per trip</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ouagadougou-Lomé</td>
<td>14</td>
<td>Ouaga-Bamako via Koury</td>
<td>28</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>4</td>
<td>Burkina Faso</td>
<td>8</td>
</tr>
<tr>
<td>Togo</td>
<td>10</td>
<td>Mali</td>
<td>20</td>
</tr>
<tr>
<td>Lomé-Ouagadougou</td>
<td>19</td>
<td>Bamako-Ouaga via Koury</td>
<td>22</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>9</td>
<td>Burkina Faso</td>
<td>8</td>
</tr>
<tr>
<td>Togo</td>
<td>9</td>
<td>Mali</td>
<td>14</td>
</tr>
<tr>
<td>Ouagadougou-Tema</td>
<td>15</td>
<td>Bamako-Dakar</td>
<td>21</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>4</td>
<td>Mali</td>
<td>9</td>
</tr>
<tr>
<td>Ghana</td>
<td>12</td>
<td>Sénégal</td>
<td>12</td>
</tr>
<tr>
<td>Tema-Ouagadougou</td>
<td>21</td>
<td>Dakar-Bamako</td>
<td>43</td>
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<tr>
<td>Burkina Faso</td>
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<td>Mali</td>
<td>16</td>
</tr>
<tr>
<td>Ghana</td>
<td>16</td>
<td>Sénégal</td>
<td>27</td>
</tr>
<tr>
<td>Ouaga-Bamako via Hérémakono</td>
<td>28</td>
<td>Ouaga-Abidjan</td>
<td>9</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>8</td>
<td>Burkina Faso</td>
<td>3</td>
</tr>
<tr>
<td>Mali</td>
<td>20</td>
<td>Côte d’Ivoire</td>
<td>7</td>
</tr>
<tr>
<td>Bamako-Ouaga via Hérémakono</td>
<td>19</td>
<td>Bamako-Abidjan</td>
<td>16</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>7</td>
<td>Côte d’Ivoire</td>
<td>11</td>
</tr>
<tr>
<td>Mali</td>
<td>12</td>
<td>Mali</td>
<td>5</td>
</tr>
</tbody>
</table>
**Senegal** is the country with the highest density of controls. The Senegalese Gendarmerie and the Police are the stubborn in the sub-region. **Mali** is second position with significant contribution of all services followed by **Burkina Faso** because of Customs.

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

It is encouraging to know that with exception of Senegal the number of controls has reduced in the whole region. The decline in **Côte d'Ivoire** is spectacular. This is due to the political crisis the country experienced and the fact that no data could be collected on imports. Apart from Côte d’Ivoire, the most important decline observed is in **Togo** and thus consolidates its position of “best student” in the region thanks to effort made by Customs. During the caravan organized by the Trade Hub in March 2011, Customs officers announced the closure of checkpoints in Kante, North Dapaong and South Cinkanse. This decision was indeed effective. Also a significant reduction in the rate of controls in Mango and South Tsievo must be noted. The bad news is from **Senegal** which used to have a positive trend till date has seen its efforts reversed this quarter. This is attributed to Police and Gendarmerie. It must be noted there is high rate of controls in urban centres such as Missira, Botou, Goudiry, Kirene, or Maka Kahone.

**Figure 5:** Trend in the number of controls per 100 km by country
II. Bribes

The highest bribe is still persistent on destinations corridors to Abidjan and on corridors linking Ouagadougou to Bamako with about USD 11 per 100 km. Tema-Ouagadougou corridor remains the cheapest with USD 3 per 100 km (both ways) thanks to the Ghanaian site of the corridor.

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

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

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

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

<table>
<thead>
<tr>
<th>Corridor / Country</th>
<th>Bribes on the road except at the border (USD)</th>
<th>Bribes at the border (USD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ouagadougou-Lomé</td>
<td>22</td>
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<tr>
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<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Togo</td>
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</tr>
<tr>
<td>Lomé-Ouagadougou</td>
<td>27</td>
<td>11</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Togo</td>
<td>14</td>
<td>3</td>
</tr>
<tr>
<td>Ouagadougou-Tema</td>
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<tr>
<td>Burkina Faso</td>
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<tr>
<td>Ghana</td>
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<tr>
<td>Tema-Ouagadougou</td>
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<tr>
<td>Burkina Faso</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Ghana</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>Ouaga-Bamako via Hérémakono</td>
<td>69</td>
<td>49</td>
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<tr>
<td>Burkina Faso</td>
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<td>18</td>
</tr>
<tr>
<td>Mali</td>
<td>56</td>
<td>31</td>
</tr>
<tr>
<td>Bamako-Ouaga via Hérémakono</td>
<td>71</td>
<td>35</td>
</tr>
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<td>Burkina Faso</td>
<td>10</td>
<td>16</td>
</tr>
<tr>
<td>Mali</td>
<td>61</td>
<td>19</td>
</tr>
<tr>
<td>Ouaga-Bamako via Kouy</td>
<td>91</td>
<td>53</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td>Mali</td>
<td>77</td>
<td>34</td>
</tr>
<tr>
<td>Bamako-Ouaga via Kouy</td>
<td>54</td>
<td>28</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>15</td>
<td>10</td>
</tr>
<tr>
<td>Mali</td>
<td>39</td>
<td>18</td>
</tr>
<tr>
<td>Bamako-Dakar</td>
<td>66</td>
<td>23</td>
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<tr>
<td>Mali</td>
<td>31</td>
<td>14</td>
</tr>
<tr>
<td>Sénégal</td>
<td>35</td>
<td>9</td>
</tr>
<tr>
<td>Dakar-Bamako</td>
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<td>Sénégal</td>
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<td>Ouaga-Abidjan</td>
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<td>Côte d’Ivoire</td>
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<td>Bamako-Abidjan</td>
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<tr>
<td>Mali</td>
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</tr>
<tr>
<td>Côte d’Ivoire</td>
<td>15</td>
<td>4</td>
</tr>
</tbody>
</table>
Even in decline Côte d'Ivoire still remains the country where bribes are the highest even tough export was the only data considered this quarter. It is disturbing that bribes per stop have doubled since the previous quarter. So FCFA 5,000 in average is given each time a truck is stopped, breaking the record in the sub-region.

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

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

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

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

**Figure 8: Trend of bribery per 100 km per country**
III. Delays

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

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

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

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

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

<table>
<thead>
<tr>
<th>Corridor / Country</th>
<th>Delays on the road except at the border (min)</th>
<th>Delays at the border (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ouagadougou-Lomé</td>
<td>74</td>
<td>141</td>
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<td>Togo</td>
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<td>Burkina Faso</td>
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<td>Togo</td>
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<tr>
<td>Tema-Ouagadougou</td>
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<tr>
<td>Ghana</td>
<td>109</td>
<td>66</td>
</tr>
<tr>
<td>Ouaga-Bamako via Hérémakono</td>
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<td>49</td>
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<tr>
<td>Mali</td>
<td>115</td>
<td>42</td>
</tr>
<tr>
<td>Bamako-Ouaga via Hérémakono</td>
<td>82</td>
<td>47</td>
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<td>Burkina Faso</td>
<td>13</td>
<td>25</td>
</tr>
<tr>
<td>Mali</td>
<td>68</td>
<td>22</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Corridor / Country</th>
<th>Delays on the road except at the border (min)</th>
<th>Delays at the border (min)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ouaga-Bamako via Koury</td>
<td>158</td>
<td>87</td>
</tr>
<tr>
<td>Burkina Faso</td>
<td>31</td>
<td>42</td>
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<tr>
<td>Mali</td>
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<tr>
<td>Bamako-Ouaga via Koury</td>
<td>96</td>
<td>46</td>
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<td>18</td>
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<td>Mali</td>
<td>78</td>
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<td>Bamako-Dakar</td>
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<td>149</td>
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<td>Dakar-Bamako</td>
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<td>Sénégal</td>
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<td>82</td>
<td>16</td>
</tr>
<tr>
<td>Mali</td>
<td>8</td>
<td>3</td>
</tr>
</tbody>
</table>
Delays per stop are very similar across countries and among uniformed services: about 10 minutes per stop. The countries or uniformed services where delays are the longest are then the ones with higher density of controls. Only Ghana saw a slight increment of average delays per stop.

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

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

**Figure 11: Trend in delays per 100 km by country**
Methodology, Objective and Acknowledgement

Indicators monitored through surveys are:

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

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

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

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

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

This report presents results from surveys conducted between April 1 and June 30 2011. The Road Governance initiative is thanking everyone who contributed to the writing and the publication of this current report: Truck drivers who filled the forms, transporters, shippers, focal points agents and coordinators, media and Civil Society Organizations.
SECTION 2 – Road Governance on corridors monitored by USAID ATP/E-ATP

Figure 12: ATP/E-ATP Data Map
Results from surveys conducted on the corridors followed by ATP and E-ATP

Introduction

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

The following corridors are monitored:

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

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

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

Summary

Figure 13 shows the trend in indicators on the five corridors.
As compared to previous quarter results, it is observed this quarter a decline in the average number of controls (3.3 against 4 controls per 100 km), a reduction in average bribe payment (USD 26 against USD 28 per 100 km).

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

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

I. Number of controls

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

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

**Figure 14:** Controls observed per trip, by corridor and sub-corridor
Figure 15: Density of controls by country and by uniformed service/agency

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

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

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

Figure 16: Trend in the number of controls per 100 km by corridor
As compared to the previous quarter, number of controls saw a decline at all level of corridors except livestock (13 as previous quarter) where there was no variation. In line with this the number reduced from 99 to 71 for millet/sorghum, a decline from 38 to 33 for onion, maize saw a slight decrease from 31 to 29 and rice from 16 to 12 controls.

II. Bribes

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

Ghana recorded the least density of bribe payment per 100 km, followed by Senegal, Mali, and Burkina Faso. Benin recorded the highest amount in term of bribes per 100 km. Customs is the highest receiver of bride followed by Gendarmerie, Police and other services.

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

The average amount of bribes per trip is USD 574 for millet/sorghum corridor, USD 286 for livestock, USD 200 for onion, USD 68 for maize, and USD 43 for rice.
Figure 18: Density of bribery observed by country and by uniformed service

![Bar chart showing the density of bribery observed by country and service for the Second Quarter of 2011. The chart indicates the highest amount of bribes per trip with USD 562 for Customs, followed by Police with USD 325, Gendarmerie with USD 224, and other services with USD 63.]

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

Figure 19: Trend in bribes per 100 km by corridor

![Line chart showing the trend in bribes per 100 km for different crops across different quarters. The chart shows a reduction in bribes on maize, onion and rice corridors from USD 119 to 68, USD 226 to 200, and USD 75 to 43, respectively. There was an increase for livestock and millet/sorghum corridors from USD 258 to 286 and USD 437 to 574.]

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

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

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

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

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

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

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

The communication and advocacy strategies embraced by the USAID ATP and E-ATP projects are bearing fruit on all indicators: delays have fallen significantly and the decline has been sustained; bribery has dropped significantly; and the number of checkpoints still remains unchanged. These strategies are implemented with truck drivers and traders who understand more and more the importance of professionalism and of a permanent dialogue with the uniformed services.
## ANNEX 2: Source data - April 2010 to June 2011

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Number of trips</th>
<th>Distance in km</th>
<th>Average number of controls per trip by service</th>
<th>Average bribes in F CFA per trip by service</th>
<th>Delays per trip (min)</th>
<th>Ratio per 100 km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q2-2010</td>
<td>39</td>
<td>400</td>
<td>11</td>
<td>2.8</td>
<td>12,000</td>
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<tr>
<td>Q1-2011</td>
<td>47</td>
<td>400</td>
<td>16</td>
<td>2.8</td>
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<td>40,193</td>
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<tr>
<td>Q2-2010</td>
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<td>400</td>
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<td>52,136</td>
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<tr>
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<tr>
<td>Q1-2011</td>
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<td>400</td>
<td>16</td>
<td>2.8</td>
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<td>49,911</td>
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</table>

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

Uniformed services have set up hotlines that drivers can call to report road harassment. Complaints are one important way drivers can help the uniformed services weed out officers who use their positions for personal gain. Drivers who feel a uniformed official has harassed them can call the following numbers to report the incident:

**BENIN**
To report offenses by customs officials dial +229 81 00 00 01 or +229 81 00 00 02.

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

**COTE D’IVOIRE**
To report offenses by police officers dial 100.

**GHANA**
To report offenses by police officers dial +233 (0) 30 277 6435.
To report offenses by customs officials dial +233 (0) 28 953 3990.
To report offenses by immigration officers dial +233 (0) 28 955 6000.

**MALI**
To report offenses by gendarmes dial +223 66 71 17 12.
To report offenses by customs dial +223 79 03 20 33.

**NIGER**
To report offenses by any uniformed officer dial 08 00 11 11.

**SENEGAL**
To report offenses by police officers dial 17 or +221 33 84 22 874.
To report offenses by customs officials dial 800 80 44 44.
To report offenses by gendarmes dial 800 00 20 20.

**TOGO**
To report offenses by gendarmes dial 172.
To report offenses by police officers dial 161 or 117.
Drivers can also call commandant Gbadagou at +228 90 05 25 67 to report offenses by either the police or gendarmes.

Road Governance initiative

April 1st – June 30th 2011
**BORDERLESS** is a vision of increased trade across West Africa.

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

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