



COMITE PERMANENT INTER-ETATS DE LUTTE CONTRE LA SECHERESSE DANS LE SAHEL
PERMANENT INTERSTATE COMMITTEE FOR DROUGHT CONTROL IN THE SAHEL



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Report on road harassments of livestock and agricultural products in the Sahel and West Africa



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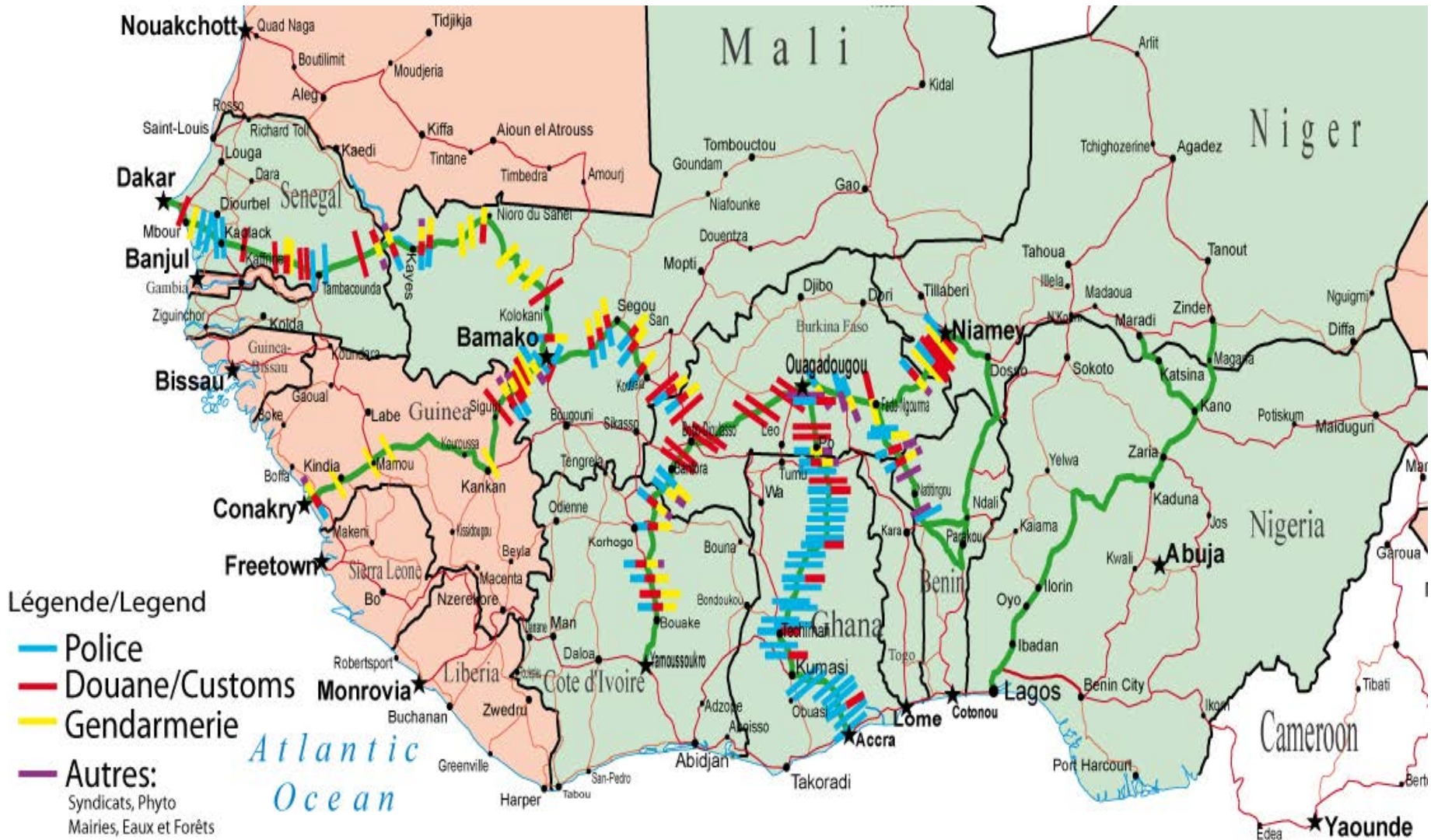
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FIGURE 1: MAPPING OF ROAD HARASSMENT : March 2015



INTRODUCTION

The mission of the Regional Support Program of Market Access (PRA-Marchés(Market)) of the Comité permanent Inter-Etats de Lutte contre la Secheresse dans le Sahel (CILSS) / Permanent Interstate Committee For Drought Control In The Sahel (CILSS) is to strengthen and expand the achievements of other programs already engaged in the fluidity of trade in agricultural and food products and the development of trade in West Africa through the operationalization of a regional market information system.

However it should be noted that the obstacles to the development of Intra-Regional trade in agricultural and food products in West Africa is associated with multiple checkpoints. These obstacles are physical and physical barriers generating all kinds of costs (official taxes, duties, illegal payments, etc.). These also generate delays in supplying agricultural foods to the markets.

To overcome this handicap, the overall strategy of CILSS is to collect data on trade flows along the corridors, collect information (surveys) on road harassment, and work with traders, drivers and officials to facilitate the free movement of people, goods and vehicles in West Africa. This activity is made possible by financial supports from the United States Agency for International Development (USAID) under the Feed the Future initiative of the U.S. Government.

It is in this dynamic that CILSS conducts continuously road harassment surveys. The current report is the results of surveys of road harassment conducted during the month of March 2015.

The survey data gathered are used to generate monthly reports and make them available to decision makers. These reports are also presented in each of the countries along the corridors in the presence of all the stakeholders. Those meetings have called "road shows". The information brought to the attention of policy makers may encourage them to hang measures to reduce or remove trade barriers. It is also a valuable tool available for the value chains actors, communicators and civil society to conduct advocacy to reduce barriers, bribes and delay.

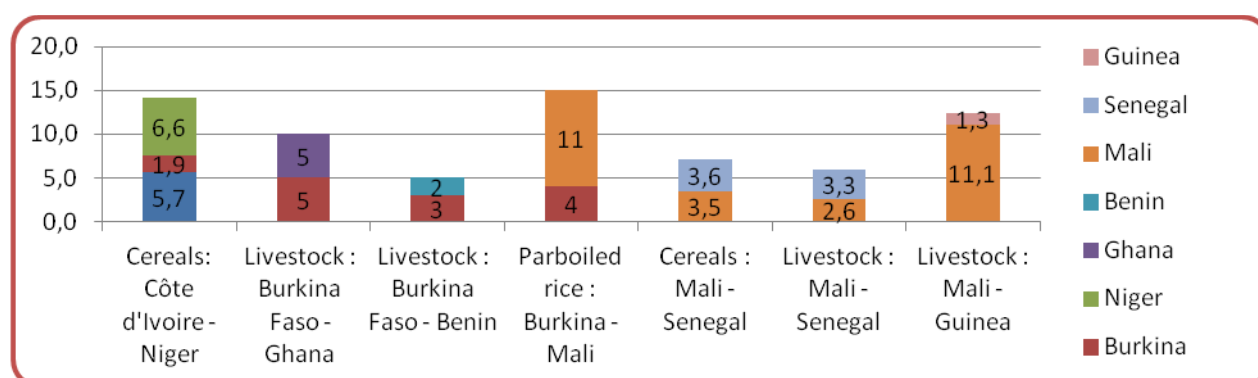
The corridors monitoring during the month of March 2015:

Table 1: List of corridors monitoring by CILSS in West Africa

Product	Corridor	Distance (Km)
Cereals	Bouaké (Côte d'Ivoire) to Niamey (Niger)	1,371
Livestock	Ouagadougou (Burkina Faso) to Accra (Ghana)	1,004
Livestock	Pouytenga (Burkina Faso) to Parakou (Benin)	565
Parboiled rice	Bama (Burkina Faso) to Kouri (Mali)	165
Millet/sorghum	Koutiala (Mali) to Dakar (Senegal)	1,865
Livestock	Kati Drale (Mali) to Conakry (Guinea)	1,003
Livestock	Kati Drale (Mali) to Dakar (Senegal)	1,456

I. ROAD HARASSMENT SURVEY FUNDING

Figure 2: Average number of checkpoints per 100 km



The number of checkpoints differs from one country to another. It also depends on road corridor. As for this month of March, the number of checkpoint over 100 km has remained more or less unchanged apart from the livestock corridor in Ghana that experienced an increase 41 checkpoints as against 37 over the previous month, and for Senegal 24 barriers as against 19 for the previous month for the transport of cereals.

For this month of March 2015, Mali and Guinea recorded a considerable decrease of control points on the livestock corridor. Mali recorded 21 checkpoints as against 25 checkpoints, Guinea 11 checkpoints as against 13 checkpoints last month.

Table 2: Barriers and checkpoints per corridor, per trip, and per country

Products	Corridors	Distance (km)	Number of checkpoints
Maize	Bouake (Côte d'Ivoire) - Niamey (Niger)	1371	44
	Côte d'Ivoire	318	18
	Burkina Faso	932	18
	Niger	121	8
Livestock	Ouagadougou (Burkina Faso) - Accra (Ghana)	1004	50
	Burkina Faso	167	9
	Ghana	837	41
Livestock	Pouytenga (Burkina Faso) - Parakou (Benin)	565	15
	Burkina Faso	246	8
	Benin	319	7
Parboiled rice	Bama (Burkina Faso) - Kouri (Mali)	165	10
	Burkina Faso	120	5
	Mali	45	5
Millet/sorghum	Koutiala (Mali) - Dakar (Senegal)	1865	65
	Mali	1184	41
	Senegal	681	24
Livestock	Kati Dralé (Mali) - Dakar (Senegal)	1494	43
	Mali	822	21
	Senegal	672	22
Livestock	Kati Dralé (Mali) - Conakry (Guinea)	1003	28
	Mali	153	17
	Guinea	850	11

In francophone countries, the customs, the gendarmerie, and the other agents (town councils and unions) have more barriers and checkpoints while in Ghana the police have more barriers and checkpoints.

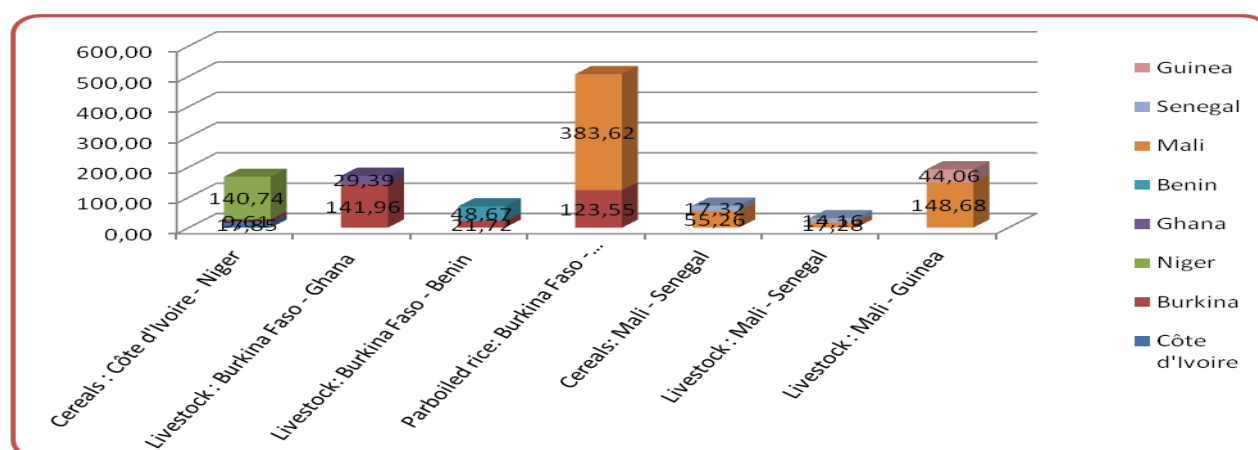
II. ILLEGAL PAYMENTS IN (\$)

Table 3 : Illegal payments in USD (\$) over 100 km per month, per corridor and per country

march-15		
Corridor	Crossed countries	Illegal payments 100 km
Maize (Côte d'Ivoire/Niger)	Côte d'Ivoire	17,85
	Burkina Faso	9,61
	Niger	140,74
Livestock (Burkina Faso/Ghana)	Burkina Faso	141,96
	Ghana	29,39
Livestock (Burkina Faso/Benin)	Benin	48,67
	Burkina Faso	21,72
Parboiled rice (Burkina Faso/Mali)	Burkina Faso	123,55
	Mali	383,62
Millet/sorghum (Mali/Senegal)	Mali	55,26
	Senegal	17,32
Livestock (Mali/Senegal)	Mali	17,28
	Senegal	14,16
Livestock (Mali/Guinea)	Mali	148,68
	Guinea	44,06

february-15		
Corridor	Crossed countries	Illegal payments 100 km
Maize (Côte d'Ivoire/Niger)	Côte d'Ivoire	20,43
	Burkina Faso	9,95
	Niger	165,61
Livestock (Burkina Faso/Ghana)	Burkina Faso	149,89
	Ghana	30,17
Livestock (Burkina Faso/Benin)	Benin	50,36
	Burkina Faso	22,47
Parboiled rice (Burkina Faso/Mali)	Burkina Faso	162,39
	Mali	466,04
Millet/sorghum (Mali/Senegal)	Mali	66,59
	Senegal	13,43
Livestock (Mali/Senegal)	Mali	20,00
	Senegal	51,97
Livestock (Mali/Guinea)	Mali	152,18
	Guinea	38,05

Figure 3: Average illegal payments in USD (\$) over 100 km



Lorry-drivers and traders are still suffering from illegal payments on the cross border corridors. In spite of the decrease in illegal payments noted in Mali, this country still tops the list as regard to unlawful payments over 100km during the month of March. For this month, the traders of parboiled rice have paid in average in Mali and Burkina Faso \$ 383,62 and \$ 123,55 as against \$ 466,04 and \$ 162,62 over the past month.

Table 4 : Total of illegal payments in USD (\$) per corridors, per trip, and per country

Productions	Corridors	Distance (km)	Illegal payments USD (\$)
Maize	Bouake (Côte d'Ivoire) - Niamey (Niger)	1371	316,66
	Côte d'Ivoire	318	56,76
	Burkina Faso	932	89,60
	Niger	121	170,29
Livestock	Ouagadougou (Burkina Faso) - Accra (Ghana)	1004	483,03
	Burkina Faso	167	237,07
	Ghana	837	245,95
Livestock	Pouytenga (Burkina Faso) - Parakou (Benin)	565	208,69
	Burkina Faso	246	53,43
	Benin	319	155,27
Parboiled rice	Bama (Burkina Faso) - Kouri (Mali)	165	320,88
	Burkina Faso	120	148,25
	Mali	45	172,63
Millet/sorghum	Koutiala (Mali) - Dakar (Senegal)	1865	770,61
	Mali	1184	654,22
	Senegal	681	116,39
Livestock	Kati Dralé (Mali) - Dakar (Senegal)	1494	237,24
	Mali	822	142,08
	Senegal	672	95,16
Livestock	Kati Dralé (Mali) - Conakry (Guinea)	1003	601,94
	Mali	153	227,47
	Guinea	850	374,47

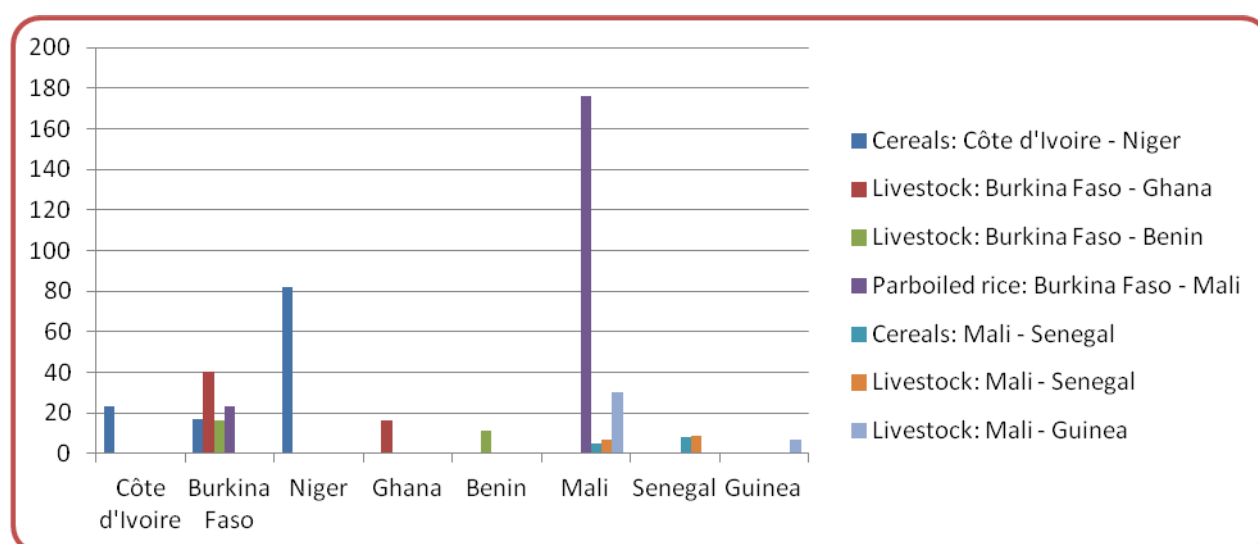
III. THE CHECKING TIME

Checking time over 100 km is still longer on the corridors. For March 2015, the longer time over 100 km has been recorded in Mali over a 45 km distance, on which drivers spent 176 minutes over four (4) checkpoints as compared to 236 minutes for the previous month. In Niger, a huge decrease has been noted in checking time over 100 km with 82 minutes as against 101 in the previous month. This is due to the fact that drivers/haulers and traders of cereals have been more and more resisting to the request of paying bribes to the police, which make them stay longer to convince the road inspectors.

The shorter times over 100 km in March 2015 have been recorded on the cereal and livestock corridor in Mali and Senegal, with 5 minutes, 7 minutes, and 8 minutes, 9 minutes respectively, as against 8 minutes, 6 minutes, and 7 minutes for the previous month.

Figure 4 : Average checking time in minutes over 100 km monitored per corridor

	Cereals: Côte d'Ivoire - Niger	Livestock: Burkina Faso - Ghana	Livestock: Burkina Faso - Benin	Parboiled rice: Burkina Faso - Mali	Cereals: Mali - Senegal	Livestock: Mali - Senegal	Livestock: Mali - Guinea
Côte d'Ivoire	23						
Burkina Faso	17	40	16	23			
Niger	82						
Ghana		16					
Benin			11				
Mali				176	5	7	30
Senegal					8	9	
Guinea							7

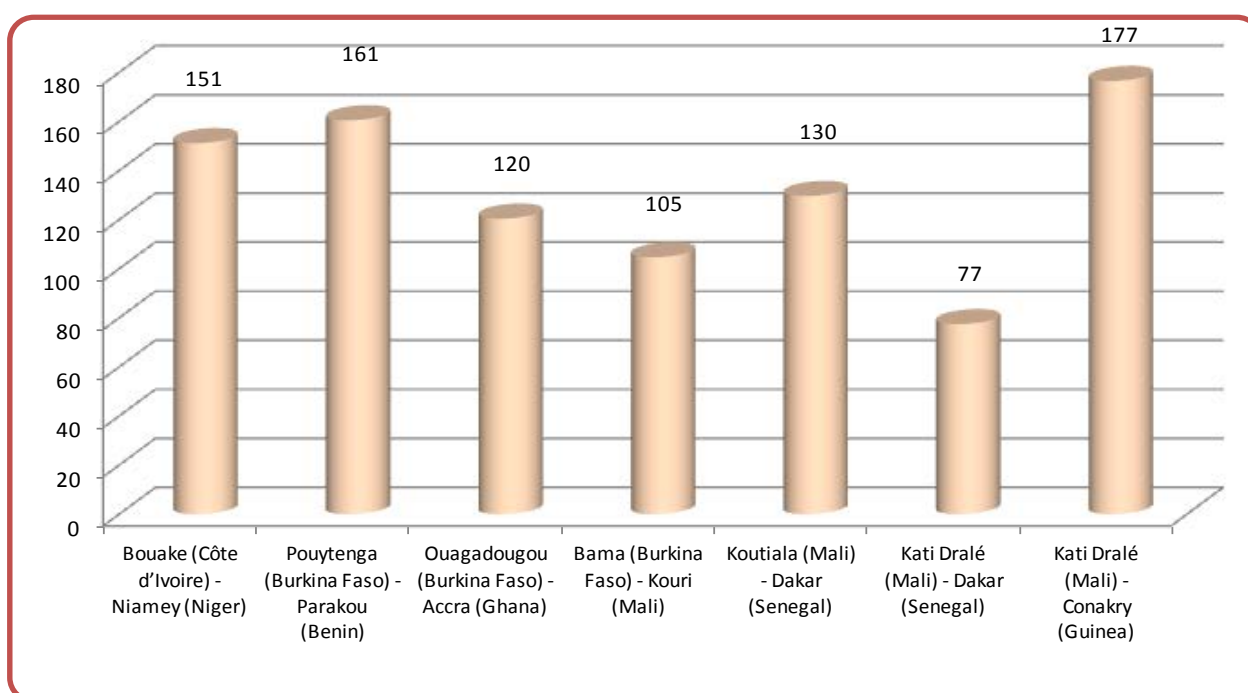


IV. THE COSTS OF TRANSPORT

Tableau 5: Average cost (per trip) for transporting products

Productions	Corridors	Distance (Km)	Coûts moyens (\$)
Maize	Bouake (Côte d'Ivoire) - Niamey (Niger)	1371	2,073
Livestock	Ouagadougou (Burkina Faso) - Accra (Ghana)	1004	9,07
Livestock	Pouytenga (Burkina Faso) - Parakou (Benin)	565	1,209
Parboiled rice	Bama (Burkina Faso) - Kouri (Mali)	165	1,73
Millet/sorghum	Koutiala (Mali) - Dakar (Senegal)	1865	2,419
Livestock	Kati Dralé (Mali) - Dakar (Senegal)	1494	1,157
Livestock	Kati Dralé (Mali) - Conakry (Guinea)	1003	1,771

Figure 5: Average cost for transporting products in USD (\$) over 100 Km



It stands out from the study of costs for transportation that fuel represents one third of the costs. Administrative fees also represents about one third and the “incidental expenses” constitute the other one third. As for the absolute cost for transporting agro-pastoral products, it can vary from one corridor to another depending on the status of the road, on whether it is cereal, livestock or other agricultural products, This variation is also noticeable depending on the periods of the year mainly at the period in which the cash products (cotton, coffee, cocoa bean, cashew) are harvested: transport costs for agricultural products and livestock can double in price, but these costs are below those of well paid cash product transport.

V. CONCLUSION GENERALE

Variation in the number of checkpoint barriers and the amounts taken on the corridors are heterogeneous depending on the periods in each country. The decrease in bribes, barriers, and checking time will depend on the broadcasting strategies and broad awareness raising in the different countries with the support of CILSS and its partners. These strategies are implemented along with the haulers, lorry-drivers, traders, officials of the countries, unions, and other stakeholders.

Coaching for all stakeholders involved in intra-regional trade of staple food commodities by CILSS team responsible for market access and regular organization of « meetings on cross border flows of agricultural products and transport facilitation », road harassment, and transport facilitation. This coaching will help on the one hand improve professional level of traders/haulers and on the other hand improve the intra-regional trade value of agricultural, fish, livestock, and non-wood products.

Intraregional trade is essential for ensuring the regular supply of the diverse markets in the regional space, given that the demand of staple food products is increasing especially in urban centers. Besides, the development of intraregional trade of agricultural and livestock products can help create many jobs in favor of the different value chains and fight against poverty.

Taking away barriers to intra-regional trade that make the prices for consumers more expensive has some real advantages for farmers, consumers, and governments.