



ABIDJAN-LAGOS CORRIDOR ORGANIZATION



**TRADE AND TRANSPORT
FACILITATION ALONG THE ABIDJAN-
LAGOS CORRIDOR
INDICATOR MONITORING**

November 2024

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I. CONTEXT AND OBJECTIVES

An efficient regional road network is a necessary condition for promoting trade and socio-economic exchanges. ECOWAS and WAEMU Member States have consistently committed to financing designated regional road corridors.

The Abidjan-Lagos Corridor crosses five countries: Côte d'Ivoire, Ghana, Togo, Benin and Nigeria. It serves a resident population of over 30 million people, a transit population of 62 million people and represents 75% of ECOWAS' economic activities.

Given the importance of this corridor, ECOWAS, in collaboration with World Bank and the countries of the Abidjan-Lagos Corridor, set up the Abidjan-Lagos Trade and Transport Facilitation Project (ALTTFP). This project aimed to reduce barriers to trade and transport in the ports and on the roads of the Abidjan-Lagos Corridor. The implementation of this Project was based on the coordination units at the national level, while the monitoring and evaluation of performance at the regional level had been entrusted to the Abidjan-Lagos Corridor Organization (OCAL) by ECOWAS. The project that has been implemented since 2010 ended in March 2019. During that same month, the ministers of health and transport of the 5 countries, during the first High Level Meeting (HLM) of OCAL recommended that the organization continue to:

- collection and management of data on key indicators for trade and transport facilitation
- monitoring and documentation of barriers to the free movement of people and goods along the Abidjan-Lagos corridor.

Despite absence of donors, OCAL resumed collecting this data in 2023. Data on roadblocks, border crossing time of trucks loaded with goods and harassment suffered by travelers were collected during the month of October 2024.

This report highlights the methodology used for calculating the indicators, the results obtained, the difficulties encountered and the recommendations arising from the results obtained.

II. METHODOLOGY

1. Type of survey

This is a descriptive cross-sectional study with an analytical and programmatic focus.

- **Border crossing time of trucks loaded with goods:** data collection through a direct individual interview with statistical units, with a view to determine, among other things, the type and value of goods and the time taken to complete formalities at each border along the Abidjan-Lagos corridor.
- **Roadblocks:** direct observation of roadblocks and uniformed personnel present during the Lagos-Abidjan and Abidjan-Lagos journeys
- **Barriers to free movement of people:** data collection through a direct individual interview with statistical units, with a view to determine the harassment they encountered during their journey.

2. Study Populations

- **Border crossing time of trucks loaded with goods:** trucks loaded with goods (interviewees: truckers and freight forwarders in charge of export and transit/import formalities)
- **Roadblocks:** fixed roadblocks with the present of uniformed personnel
- **Barriers to free movement of people:** border users over 15 years old.

a. Inclusion criteria

- **Border crossing time for trucks loaded with goods:**
 - Freely consent to participate in the survey (driver and freight forwarder)
 - Have a truck loaded with goods
 - Have up-to-date documents.
- **Roadblocks**
 - Fixed roadblocks with uniformed personnel
- **Barriers to free movement of people**
 - Freely consent to participate in the survey
 - Be a traveler over 15 years old.

b. Non-inclusion and exclusion criteria

- **Border crossing time for trucks loaded with goods:**
 - Be in a condition that does not allow informed consent to participate in the survey (driver and freight forwarder)
 - Have an empty truck
 - Not having these documents up to date.
- **Roadblocks**
 - Fixed roadblock without uniformed personnel
 - Mobile roadblock
 - Night roadblocks to ensure the safety of populations.
- **Barriers to free movement of people**
 - Have been previously interviewed for the same problem
 - Be in a condition that does not allow for informed consent to participate in the survey
 - Less than 15 years old.

3. Important variables

Variables of interest

The main criterion for judgment is the evaluation of obstacles to the free movement of people and goods. The explanatory variables relate to the crossing times of trucks loaded with goods, to the roadblocks that they could encounter on their way to their destination and to the obstacles experienced by any user of border posts.

Independent variables

These are:

- **Border crossing times of trucks loaded with goods**
 - General data on truck and goods
 - Arrival time of trucks at the border post
 - Waiting time before the beginning of formalities at the border post
 - Beginning and end of formalities with each border administration
 - Waiting time after completion of formalities
 - Departure of trucks after formalities at the border post.

- **Roadblocks**
 - Fixed roadblocks GPS position
 - Name of the of the nearest locality where the fixed roadblocks is located
 - Typology of uniformed personnel
- **Barriers to free movement of people**
 - Travelers' knowledge of travel documents
 - Illegal amount paid
 - Number of travelers who have been threatened or intimidated, harassed, or subjected to violence by uniformed personnel for refusing to pay.

4. Measurement methods for main variables

The approach considered to achieve the survey objectives is based on the following points: preparatory work, data collection itself, data processing and analysis and the preparation of the survey report.

a. Preparatory work

Consisted of:

- Send letters to border administrations to inform them about the data collection
- Conduct a documentary review (documents relating to the issue of the investigation were examined).

b. Data collection and operational procedures

* Collection techniques and tools

Three main techniques were used in this survey: document review, direct observation and interview (questionnaire survey).

The data collection tools (in French and English) that were used are:

- ✓ Border Time Observation Sheet
- ✓ Data collection form on obstacles to free movement of persons and goods
- ✓ Fact sheet on the location of checkpoints on the Abidjan-Lagos corridor.
- For observations of transit times and formalities: it consisted of following the trucks, from arrival at the export border post, in their movement of formalities with all the border administrations at export until their exit at import after all the formalities with the border administrations and their departure from the import border post.

- For harassment: a sample of people who use or cross borders was interviewed to identify harassment at borders, based on a questionnaire.
- For roadblocks: recording fixed roadblocks with presence of uniformed personnel and specifying them.

Data collection was done electronically. The KoboCollect application was configured and fed from the questionnaires. The electronic form was administered using Android tablets. The administration mode allowed for direct entry of responses as well as regular monitoring of the process by the data collection coordination team. Each investigator had a tablet for this purpose.

*** Training, establishment of field teams and pre-testing of the questionnaire**

For the implementation of the survey, teams of three (03) people (02 investigators and 01 supervisor) were formed per border. The general supervision of the survey was ensured by a team from OCAL.

The implementation of the survey in the five (05) countries and the ten (10) borders required a total of twenty (20) data collectors, i.e. 2 per border and eight (08) supervisors.

Table 1: Distribution of data collectors by borders

	Border crossing times and Barriers to free movement of people		Roadblocks
	Data collectors	Supervisors	
Noe	2	1	
Elubo	2	1	
Aflao	2	1	
Akanu	2		
Kodjoviakope	2	1	
Noepe	2		
Sanvee-condji	2	1	
Hilla condji	2	1	
Krake	2	1	
Seme	2	1	
OCAL			2

As a prelude to data collection, two training workshops for data collectors were conducted. One workshop for French speakers and another one for English speakers. Each workshop was both

face-to-face and online. These workshops were held in Hillacondji on October 4, 2024 and in Cotonou on October 5, 2024.

They made it possible to: strengthen the capacities of data collectors and supervisors in interview techniques and procedures for filling data collection tools (crossing time form and barriers form), in particular the electronic questionnaire (operating mode, handling).

Before the training, a pre-test was done to assess participants' level of knowledge. After the training has been completed, a post-test was done to all participants and a practical filling exercise was done in the field with the participants in person to ensure that they had a good understanding of the content of the questionnaires and a mastery of the collection method.



Practical exercise on the filling of the electronic data collection tool

The training was led by the monitoring and evaluation officer and the IT specialist of OCAL. All the people trained were retained at the end of the training and after the various evaluations. The general supervision of the data collection was provided by the 2 trainers.

Data collection took place from October 7 to 23, 2024 depending on the country.

c. Data processing and analysis

*** Daily checking of the collected data**

As the data collection was electronic, follow up was done in real time. Thus, the data sent to the server at the end of the day was checked by the monitoring and evaluation officer and feedback was given to the teams.

*** Quantitative data analysis**

The processing of quantitative data collected on the tablet was out in three main stages:

- KoboCollect databases to Excel
- Clearance: checking the internal consistency of the responses
- Tabulation: creation of the tables needed to prepare the analysis report of the survey results. The data tabulation was done with SPSS software. The computer work needed to format the results (tables, graphs) was done with Excel and Word software.

d. Data analysis plan and tools

A detailed analysis plan in accordance with the objectives of the survey made it possible to specify not only the sections of the analysis but also the methods of description, cross-referencing of variables and triangulation to compare the results obtained and arrive at a conclusion. The analysis plan indicates: **(i) the indicators, (ii) the definitions of the indicators, (iii) the calculation methods and, (iv) the models of the tables to be produced.**

e. Validation of the report

A regional workshop to validate the current report held on 29 and 30 April 2025 at the Concorde hotel in Lomé, Togo, and online, with financial support from ECOWAS (Economic Community of West African States) Commission and TradeMark Africa.

Coming from the five member countries of OCAL, the various delegations were made up of the Ambassador of Côte d'Ivoire to Ghana, Togo and Benin, the Minister Counsellor for Infrastructure, Local Governance and the Living Environment of Benin, representatives of the Ministry of Transport of Ghana, Nigeria and Togo, government border agencies (customs, immigration, police), umbrella organizations of transporters and truckers, freight forwarders' associations, Technical and Financial Partners, and all stakeholders concerned by the report (see attendance list in appendix).

III. RESULTS

1. Border crossing time by trucks loaded with goods

The crossing time of trucks loaded with goods is the difference between formalities end time at border-post in destination country and start time of formalities in the country of origin. It is the consolidated time required for loaded vehicles to carry out formalities with various Government Agencies and other departments on both sides of the border. For each border, this indicator has two components; export (exit from the territory including cargo in transit) and import (entry into the territory including cargo in transit); besides, there is the lag time between end of export formalities and start time



for import formalities. This operational definition has been adopted to reflect anticipation on the part of some hauliers and freight forwarders to carry out border crossing formalities before physical arrival of trucks, and also to consider the lack of adequate parking or low capacity parking to accommodate trucks upon arrival. It is common to see vehicles parked around ten kilometers from the border while the driver goes through the formalities with the different border services.

The following table shows the borders between countries along the Abidjan-Lagos corridor.

Table 2: Borders between countries along the Abidjan - Lagos corridor

COUNTRY	Cote d'Ivoire	Ghana	Togo	Benin	Nigeria
Economic/political capital	Abidjan	Accra	Lome	Cotonou	Lagos
Border town	Noe	Elubo			
		Aflao	Kodjoviakope		
		Akanu	Noepe		
			Sanvee-Condji	Hillacondji	
				Krake	Seme

During data collection, 872 trucks were registered at the 10 border posts of the Abidjan-Lagos corridor.



Table 3: Number of trucks surveyed by border

Direction of passage	Number of trucks surveyed
From Elubo (GH) - to Noe (CI)	85
From Noe (CI)-to Elubo (GH)	78
From Kodjoviakope (TG) -to Aflao (GH)	53
From Aflao (GH)-to Kodjoviakopé (TG)	116
From Noepé (TG) -to Akanu (GH)	60
From Akanu (GH)-to Noepé (TG)	87
From Hillacondji (BN)-to Sanvee Condji (TG)	75
From Sanvee Condji (TG)- to Hillacondji (BN)	49
From Seme (NG) - to Kraké (BN)	174
From Kraké (BN) - to Seme (NG)	95
Total	872

a. Noe-Elubo Border

- **Operating principles of each of the Noé-Elubo border posts**

The Noé-Elubo border is located 170 km from Abidjan (Noe – Abidjan) and 365 km from Accra (Elubo-Accra) with a bridge in the middle separating the two administrations. This border does not have a joint border post ; it is the traditional two-stop border post model.

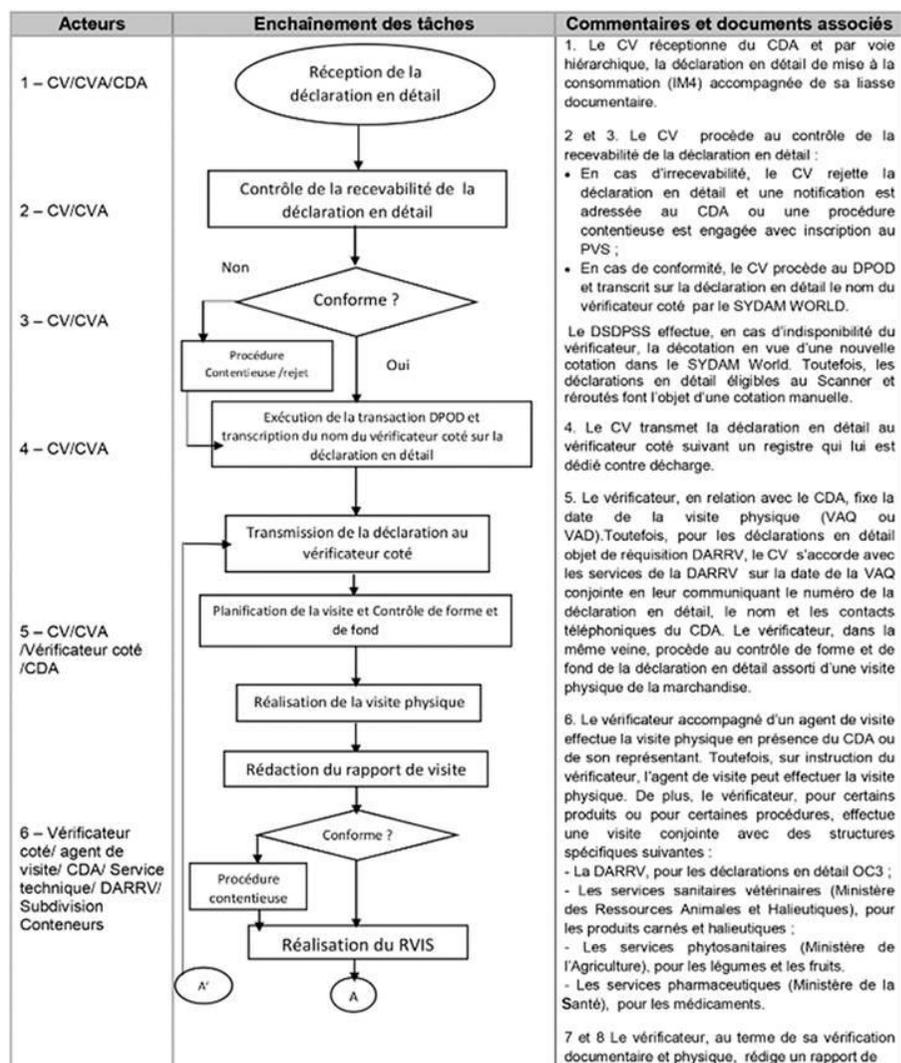
At the level of each country, the hours and sometimes the working days are not the same and each border administration follows its own procedures for the crossing of trucks loaded with goods. Joint control of goods is therefore not done and electronic data is not shared either. However, some actions are carried out as part of the facilitation of trade between Côte d'Ivoire and Ghana. Among them are addressed the themes relating to customs cooperation between the two countries.

The table below indicate the agencies present at this border, the working days and hours for each country:

Table 4: Agencies present at the Noé-Elubo border with working days and hours

NOE			ELUBO		
Service	Working day	Working hours	Service	Working day	Working hours
Customs	Monday to Sunday	8am -10pm Guard (10 p.m.-8 a.m.)	GRA Customs Division	Monday to Saturday	6:30 a.m. - 6:30 p.m.
Police	Monday to Sunday	6:30 a.m. - 6:30 p.m. Guard (6:30 p.m. - 6:30 a.m.)	Ghana Immigration Service (GIS)	Monday to Sunday	6:30 a.m. - 6:30 p.m.
Armed Force of Côte d'Ivoire (FACI)	Monday to Sunday	6:30 a.m. - 6:30 p.m. Guard (6:30 p.m. - 6:30 a.m.)	State Insurance Company (SIC)	Monday to Saturday	6:30 a.m. - 6:30 p.m.
Veterinary service	Monday to Sunday	8am-6:30pm	Ghana Standards Authority	Monday to Saturday	6:30 a.m. - 6:30 p.m.
Phytosanitary service	Monday to Sunday	8am-6:30pm	Food and Drugs Authority	Monday to Saturday	6:30 a.m. - 6:30 p.m.
INHP	Monday to Sunday	7am-6:30pm	Port health authorities	Monday to Saturday	6:30 a.m. - 6:30 p.m.
Ivorian Shippers' Office (OIC)	Monday to Sunday	8am-5pm	Transit agents	Monday to Saturday	6:30 a.m. - 6:30 p.m.
Chamber of Commerce and Industry of Côte d'Ivoire (CCI-CI)	Monday to Friday	8am-5pm	Bank	Monday to Saturday	6:30 a.m. - 6:30 p.m.

The figures below indicate the customs procedures for each country. These procedures may vary depending on the type of goods being imported or exported. The figures below provide an overview of the steps involved in the import and export processes.

Figure 1 : Export procedures at Noé¹ (Cote d'Ivoire)

¹ <https://www.jexport.co/fr/blog/procedure-douaniere-et-dedouanement/CFY020TV>

² <https://gra.gov.gh/customs/import-procedures/>

Figure 2 : Import /transit procedures at Elubo² (Ghana)

Requirements

This section covers the documents required for clearing imported goods in Ghana. One must be in possession of the under-listed documents before or at the time the imported goods arrive at the ports of Ghana to facilitate the clearing process.

- ⊙ Original waybill or Bill of Lading
- ⊙ Attested invoice
- ⊙ Packing list
- ⊙ Import Declaration Form (IDF) from Ministry of Trade
- ⊙ Taxpayer Identification Number (TIN) from GRA or GhanaCard PIN
- ⊙ Required permit(s) from any of the regulatory agencies, dependent on the type of goods. i.e. Food and Drugs Authority (FDA), Ghana Standards Authority (GSA), etc.

Procedure

The procedures to be followed to successfully clear imported goods are described in this section

- Submit declaration in **Integrated Customs Management System (ICUMS)** front end by the clearing agent which must include all the above requirements before or after the arrival of the goods.
- The ICUMS will process the declaration in the following stages:
 - Classification
 - Valuation
 - Approval
- Pay duties and taxes at the participating banks if the declaration is successfully processed through the ICUMS using the tax bill generated. This is done by the Clearing Agent and the duty to be paid is dependent on the cost of the goods, type of goods and rates specified for the goods.
- Verify declaration then select the examination officer through ICUMS.
- Tax bill received from the bank is presented to the examination officer or scanning officer or releasing officer at exit gate depending on the risk levels with different color indications:
 - Red – Mandatory physical examination.
 - Yellow – Digital scan.
 - Green – Released at the gate but scanned automatically on the way out of MPS port.
- Goods positioned for physical examination which were already scanned, are examined upon discharge.
- Convey released goods to the exit gate for a security check accompanied by the waybill.

Figure 3 : Export procedures at Elubo³ (Ghana)

Basic Requirements for Export

Any company or enterprise which intends to deal in exportation of exportable goods or items in Ghana must:

- ⊙ Be registered with the Registrar-General's Department.
- ⊙ Be registered with the Ghana Export Promotion Council and obtain a number.
- ⊙ Get a Taxpayer Identification Number (TIN) from the Ghana Revenue Authority or a GhanaCard PIN.

Procedure for Traditional Export

- ⊙ Obtain a Bank of Ghana Exchange Control Form A2 from your bankers.
- ⊙ Complete the Customs Declaration Form electronically and submit to Customs via the Integrated Customs Management System (ICUMS).
- ⊙ Attach all relevant documents; Certificates, Permits etc.
- ⊙ When the declaration is validated by Customs, present goods to Customs at the Export seat to the Exit Port or Station for Customs Inspection or Examination.
- ⊙ If Customs is satisfied with the examination, the goods are then released for export.

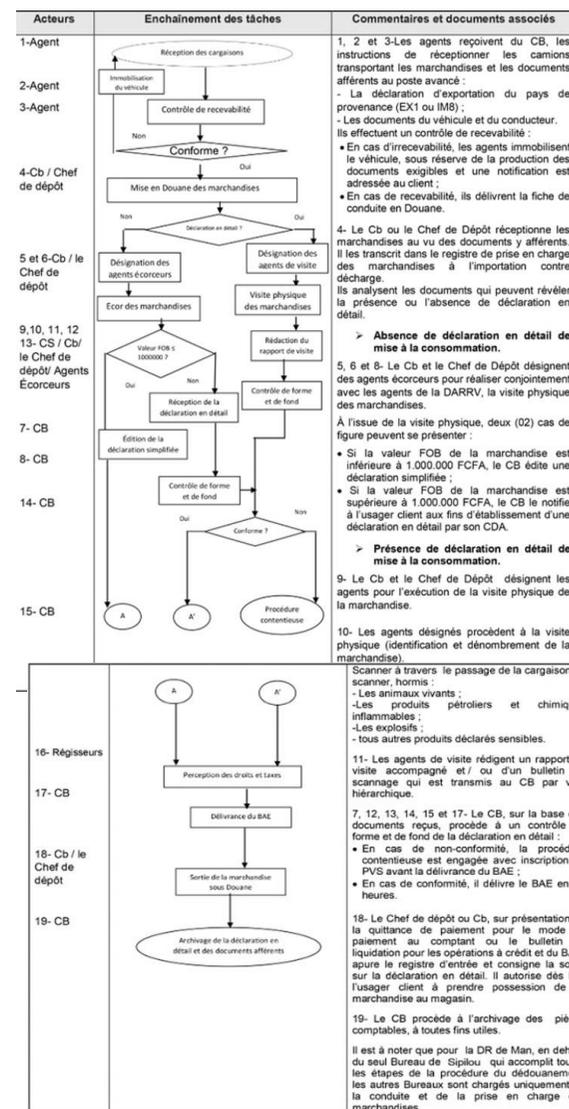
Procedure for Non - Traditional Export

- ⊙ Submit Customs Declaration electronically.
- ⊙ Attach all relevant documents; Certificates, Permits etc.
- ⊙ When the declaration is duly validated by Customs, present goods to Customs at the Export seat to the Port of Exit or Station for Customs Inspection or Examination.
- ⊙ If Customs is satisfied with the examination, the goods are then released for export.

³ <https://gra.gov.gh/customs/export-procedures/>

⁴ <https://www.douanes.ci/professionnel/procedures-et-bureau-de-dedouanements>

Figure 4 : Import procedures at Noé⁴ (Côte d'Ivoire)



- **Border crossing time at Noé-Elubo**

Noe (Cote d'Ivoire)

The crossing time for trucks loaded with goods from Elubo to Noé in 2024 is 12 hours. There is an increase of one hour in the crossing time for trucks in 2024 compared to 2023: 12 hours against 11 hours in 2023.

Considering the Export times of Elubo (exit from Ghana) and the Import/Transit times of Noé (entry into Côte d'Ivoire), the trucks took an average of 11 hours to complete the formalities. The waiting time between the end of the export formalities and the start of the import formalities is 49 minutes.

The time between arrival at the Elubo border and departure from Noé towards other cities in Côte d'Ivoire is 13:13.

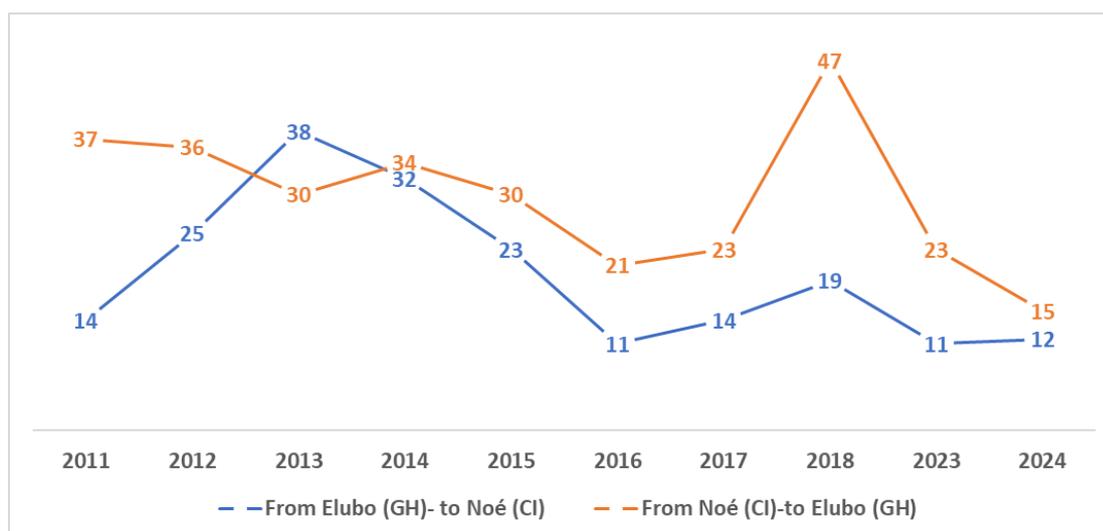
Elubo (Ghana)

The crossing time obtained in 2024 is 15 hours compared to 24 hours in 2023. We therefore note an improvement in the crossing time of trucks from Noé to Elubo compared to the crossing time obtained in 2023.

The time taken to complete the Export formalities (exit from Noe) and the Import/Transit formalities (entry into Elubo) is 8:37. The waiting time between the end of formalities in Noé and the start of formalities in Elubo is 6:35. This long waiting time is due to the closure of the border at 18:30 in Elubo.

On the other hand, the time between arrival at the Noe border and departure from Elubo towards Accra is 20:07.

Figure 5: Border crossing times at Elubo-Noe from 2011 to 2024



b. Aflao – Kodjoviakopé border

- **Operating principles of each of the Aflao-Kodjoviakopé border posts**

Located southwest of Lomé, this traditional two-stop border post is just over 180 km from Accra. The border administrations of each country have working hours and days that are sometimes different. Trucks loaded with goods follow the crossing procedures of each of the two countries before continuing on their way. After the opening of the Joint Border Post (JBP) of Noépé-Akanu this border post was supposed to only handle trucks loaded with goods for consumption in Togo or Ghana. In practice, it was found that trucks with goods in transit also pass through this border post, thus distorting the conditions for setting up the JBP of Noépé-Akanu.

The table below shows the agencies present at this border, the working days and hours for each country. The customs procedures for Aflao are the same as those for Elubo. See the Sanvee-Condji customs procedures for those of Kodjoviakopé.

Table 5: Agencies present at the Aflao-Kodjoviakopé border with working days and hours

AFLAO			KODJOVIAKOPE		
Service	Working day	Working hours	Service	Working day	Working hours
Ghana Revenue Authority / Customs Division	Monday to Saturday	8:00 a.m. - 6:00 p.m.	Office Togolais des Recettes / Commissariat aux Douanes	Monday to Saturday	7 a.m. to 6 p.m. Saturday (2 p.m.)
Ghana Immigration Service (GIS)	Monday to Sunday	24/7	Immigration	Monday to Sunday	24/7
Bureau of National Investigation (BNI)	Monday to Sunday	24/7	Service Général	Monday to Sunday	24/7

AFLAO			KODJOVIAKOPE		
Service	Working day	Working hours	Service	Working day	Working hours
Narcotics Control Board (NACOB)	Monday to Sunday	24/7	Agence Nationale de Renseignements (ANR)	Monday to Sunday	24/7
National Security	Monday to Sunday	24/7	Office Central de Répression du Trafic Illicite de la Drogue et du Blanchiment (OCRTIDB)	Monday to Sunday	24/7
Ministry of Trade and Industry	Monday to Sunday	8h	Eaux et Forêts	Monday to Sunday	24/7
Ghana Standards Authority	Monday to Sunday	8:30 a.m. to 9 p.m.	Service de Contrôle Vétérinaire et Phytosanitaire	Monday to Sunday	24/7
Food and Drugs Authority	Monday to Saturday	8 a.m. to 8 p.m.	Contrôle Sanitaire Hygiène et Assainissement	Monday to Sunday	24/7
Plant & Quarantine	Monday to Saturday	8 a.m. to 8 p.m.	Chambre de Commerce et d'Industrie CCI	Monday to Sunday	7h-18h
Port Health	Monday to Saturday	8 a.m. to 8 p.m.			
GC Net	Monday to Saturday	8 a.m. to 8 p.m.			
Scan	Monday to Saturday	8 a.m. to 8 p.m.			
State Insurance Company (SIC)	Monday to Saturday	8 a.m. to 8 p.m.			

- **Crossing time of trucks loaded with goods at the Aflao-Kodjoviakopé border**

Aflao (GHANA)

The crossing time obtained in 2024 is 33 hours compared to 23 hours in 2023. We note an increase in the crossing time of trucks in 2024.

The time for import customs formalities, which was 20 hours in 2023, has increased to 28 hours and the time between the start and end of import formalities has increased from 22 hours to 31 hours. It should be noted that 90% of the trucks entering at Aflao were carrying goods for consumption in Ghana.

The time between arrival at the Kodjoviakopé border and departure from Aflao towards Accra or other destinations is 36:04.

Kodjoviakope (TOGO)

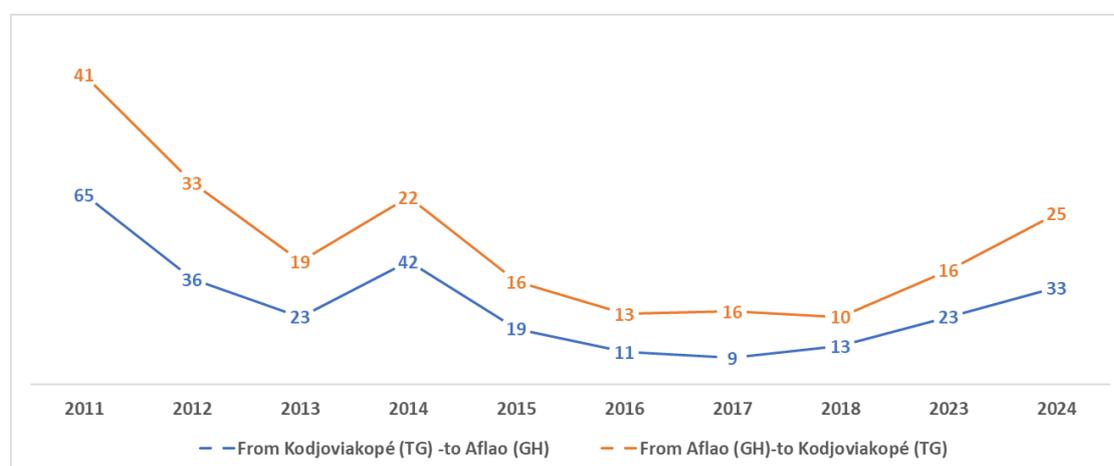
The crossing time for trucks loaded with goods from Aflao to Kodjoviakopé in 2024 is 25 hours.

There is an increase in this time compared to 2023: 25 hours compared to 16 hours in 2023.

Considering the Export times from Aflao (exit from Ghana) and the Import/Transit times from Kodjoviakopé (entry into Togo), the trucks took an average of 13:43 to complete the formalities. The waiting time between the end of the export formalities and the start of the import formalities is 11:44. This large gap could be explained by the fact that when the trucks finish their formalities in Aflao, they sometimes stay on site waiting for the Kodjoviakope park to be accessible because they do not have enough space. In fact, 78% of the trucks entering at Kodjoviakope were carrying goods for consumption in Togo.

The time between arrival at the Aflao border and departure from Kodjoviakopé towards Lomé or other destinations is 37 hours.

Figure 6: Border crossing times at Aflao-Kodjoviakopé from 2011 to 2024



c. Akanu – Noépé border

- **Operating principles of each of the Akanu-Noépé border posts**

The Akanu-Noépé Joint Border Post (JBP) is located 30 km east of Lomé. This border post was opened in 2021 and is located on Togolese territory (single-country JBP). It facilitates the transport of goods by bypassing the city of Lomé. It is managed by the Togolese customs authorities.

Goods in transit between Togo and Ghana must be cleared through customs at the Noépé-Akanu CCP. The measure concerns ‘goods loaded in ports, factories, warehouses or other similar facilities from Ghana’. The same applies to goods leaving or coming from Togo bound for Ghana or other countries. However, for general merchandise purchased on the Ghanaian or

Togolese market, customs clearance formalities are handled by the Kodjoviakopé Customs Operations Division and the Ségbé Customs Office ⁵.

The border administrations of each of the two countries work according to their own procedures but the control of goods is carried out jointly by the administrations of the two countries.

The tables below indicate the agencies present at this JBP, the working hours and days. The customs procedures for Akanu are the same as those for Elubo. See the Sanvee-Condji customs procedures for those of Noépé.

Table 6: Agencies present at the Akanu-Noépé border with working days and hours

AKANU			NOEPE		
Service	Working day	Working hours	Service	Working day	Working hours
GRA Customs Division	Monday to Saturday (import) Monday to Sunday (export)	8am-6pm 6 a.m. to 8 p.m.	Office Togolais des Recettes / Commissariat aux Douanes	Monday to Saturday	7 a.m. to 6 p.m.
Ghana Immigration Service	Monday to Sunday	24/7	Immigration	Monday to Sunday	24/7
National Investigative Bureau			Police	Monday to Sunday	24/7
Plant and Quarantine	Monday to Sunday	24/7	Agence Nationale de Renseignements (ANR)	Monday to Sunday	24/7
Port Health	Monday to Sunday	24/7	Eaux et Forêts	Monday to Sunday	24/7
Ghana Standard Authority,	Monday to Saturday (import) Monday to Sunday (export)	8am-6pm 6 a.m. to 8 p.m.			
Food and Drug Authority	Monday to Saturday (import) Monday to Sunday (export)	8am-6pm 6 a.m. to 8 p.m.			

- **Crossing time of trucks loaded with goods at the Akanu-Noépé border**

Akanu (GHANA)

The crossing time for trucks loaded with goods from Noepe to Akanu in 2024 is 1 hour. However, the time between arrival at the Noepe border and departure from Akanu towards Accra or other destinations is 6:13.

⁵ <https://lca.logcluster.org/fr/236-togo-ghana-poste-frontiere-de-noepe>

Noepe (TOGO)

The crossing time for trucks loaded with goods from Akanu to Noépé in 2024 is also 1 hour. However, the time between arrival at the Akanu border and departure from Noépé towards Lomé or other destinations is 4:50.

d. Hillacondji – Sanvee Condji Border

- **Principles of operation at Hillacondji – Sanvee Condji border posts**

The construction and equipment of the Hillacondji/Sanvee Condji JBPs is part of the project to rehabilitate the Lomé-Cotonou road and facilitate transport along the Abidjan-Lagos corridor. They were commissioned in April 2022 and straddle both countries.

Each country's border authorities operate according to their own procedures. The border administrations of Benin and Togo do not carry out any joint control of goods or share electronic data. There is also no synchronization of working hours.

The following tables and figures illustrate the agencies located at this border, working hours and import procedures for each country:

Table 7: Agencies present at the Hillacondji-Sanvee Condji border with working days and hours

HILLACONDJI			SANVEE CONDJI		
Service	Working day	Working hours	Service	Working day	Working hours
Police and immigration	Monday to Sunday	24/7	Immigration Police	Monday to Sunday	24/7
Customs	Monday to Friday Saturday	8am – 6pm 8am – 12pm	General Service Police	Monday to Sunday	24/7
Phytosanitary Service	Monday to Sunday	24/7	Customs	Monday to Sunday	24/7
Benin Control	Monday to Friday	8am-5pm	Veterinary Agents	Monday to Friday	24/7
Waters and forests	Monday to Sunday	24/7	Phytosanitary Agents	Monday to Friday	24/7
			Agents of Office Central de Répression du Trafic des Drogues et du Blanchiment (OCRTIDB)	Monday to Friday	24/7
			Lacs 1 Town Hall Agents	Monday to Friday	24/7
			Health Service Agents	Monday to Friday Saturday	008:17 H 08:00 - 14:00
			Freight forwarders	Monday to Sunday	24/7

Figure 7 : Export procedures at Sanvee Condji

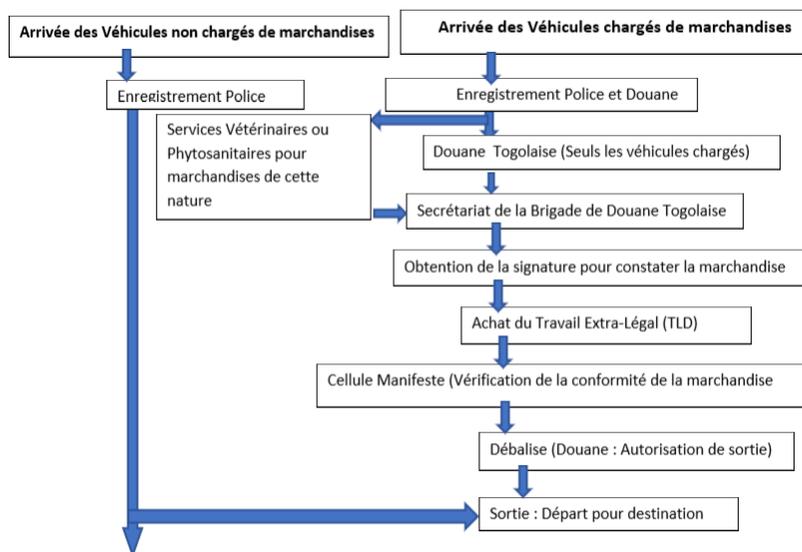
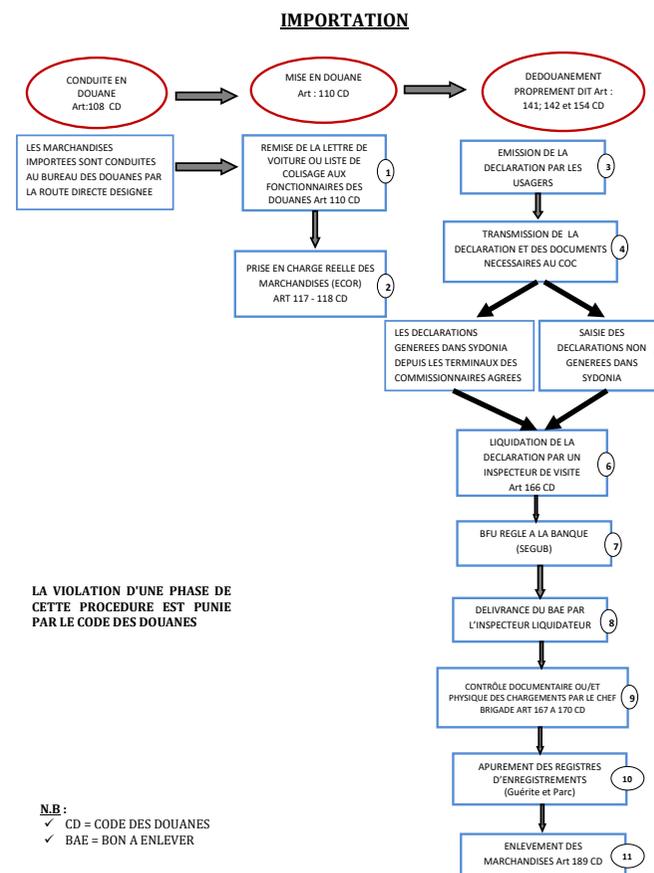


Figure 8 : Import procedures at Hillacondji



TRANSIT PROCEDURE⁶

Where escort is required or requested for a transit procedure, the brigade section collects the customs documents, vehicle logbooks and drivers' licence, records the information in the escort registers and booklets and issues the badges. It ensures that vehicles are regularly sealed and escorts loads to the destinations requested.

⁶ https://douanes.gouv.bj/professional_service/dedouanement-a-la-frontiere-dhilla-condji/

Figure 9 : Export procedures in Hillacondji

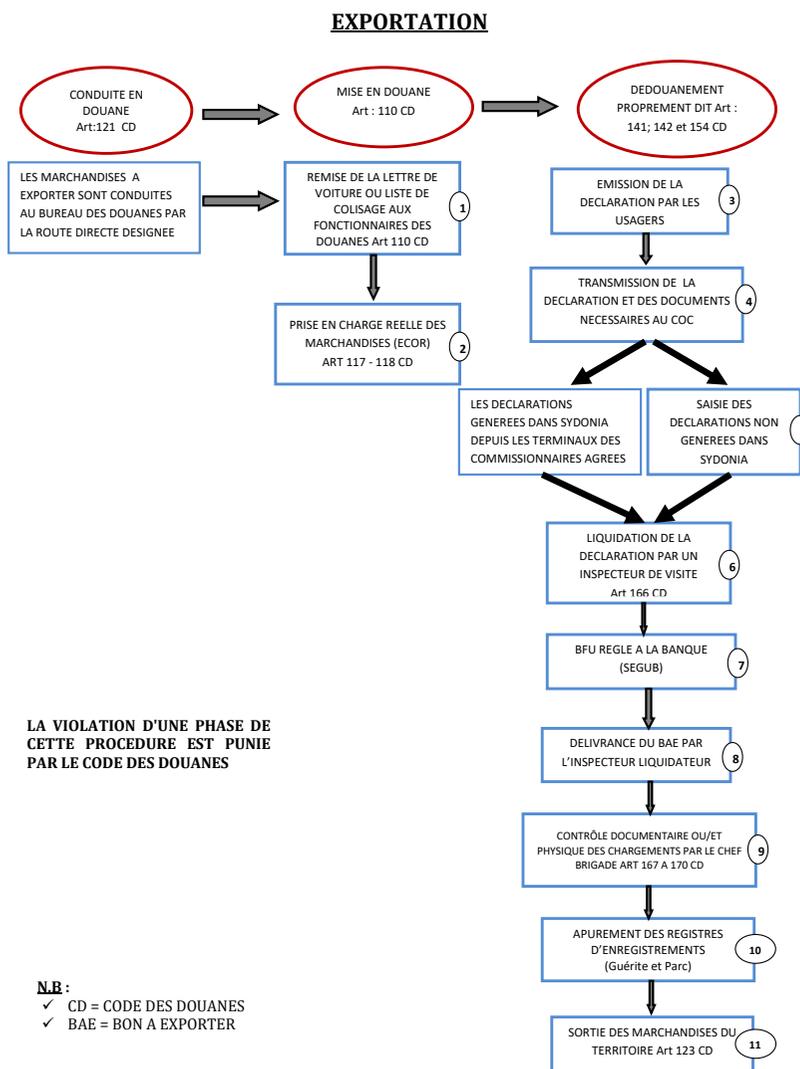
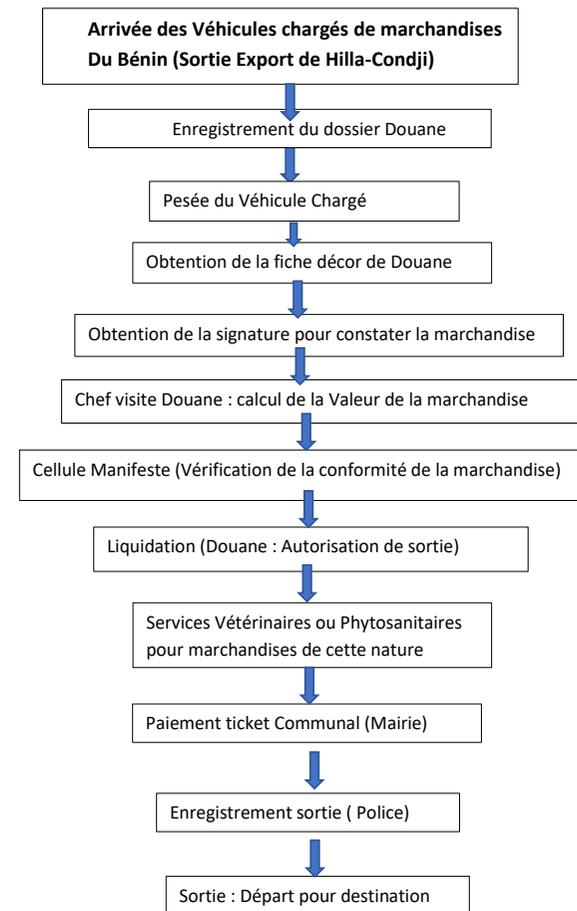


Figure 10 : Import procedures at Sanvee Condji



- **Crossing time of trucks loaded with goods at the Hillacondji-Sanvee Condji border**

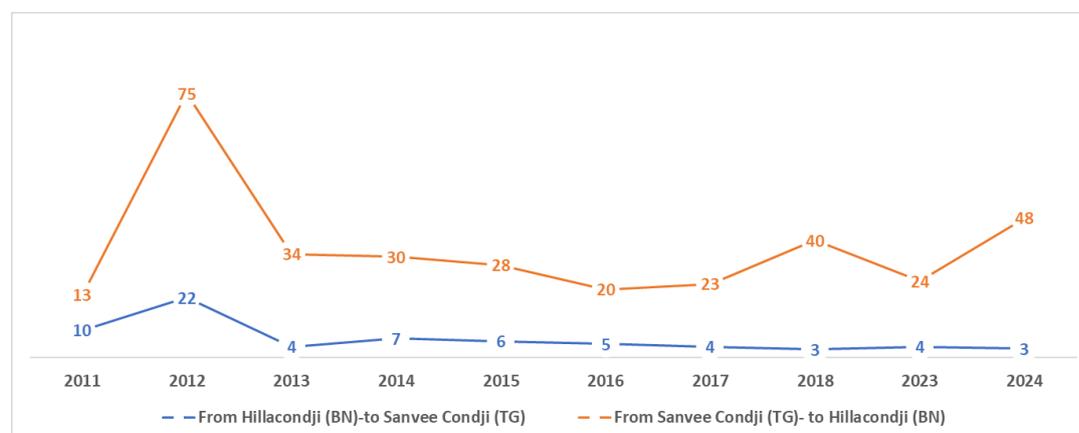
Sanvee Condji (TOGO)

The crossing time for trucks loaded with goods from Hillacondji to Sanvee Condji in 2024 is 3 hours. However, the time between arrival at the Hillacondji border and departure from Sanvee Condji towards Lomé or other destinations is 12:05.

Hillacondji (BENIN)

The crossing time for trucks loaded with goods from Sanvee Condji to Hillacondji in 2024 is 48 hours compared to 24 hours in 2023, which is double the time of last year. This deterioration in crossing times is mainly due to the import/customs transit time at Hillacondji which is 40:14 in 2024. During the data collection period, the customs was implementing a new computer system that was not well understood by the agents, which could explain this long delay in this service. What's more, 2/3 of the trucks entering at Hillacondji were carrying goods for consumption.

Figure 11: Border crossing times at Hillacondji – Sanvee Condji from 2011 to 2024



e. Seme – Kraké border

- **Operating principles at Kraké-Seme border posts**

At the Seme - Kraké JBP, built on Beninese territory, the Beninese and Nigerian border authorities work according to their own procedures. No joint control of goods and no sharing of electronic data are carried out by the 2 administrations. Furthermore, working hours are not synchronised.

The table and figures below show the agencies at this border, the working hours and import procedures for each country:

Table 8: Agencies present at the Sèmè -KraKé border

SEME			KRAKE		
Service	Working day	Working hours	Service	Working day	Working hours
Nigerian Customs Services (NCS)	Monday-Friday	8am–6pm	Customs	Monday to Friday Saturday	8am – 9pm 8am – 6pm
Nigeria Immigration Services (NIS)	Monday-Sunday	24/7	Packaging service	Monday to Friday	8am -5pm
Nigeria Police Force (NPF)	Monday-Sunday	24/7	Phytosanitary service	Monday to Friday	24/7
Department of State Security (DSS)	Monday-Sunday	24/7	Veterinarian	Monday to Friday	8 a.m. to 5 p.m.
Nigeria Agricultural Quarantine Services (NAQS)	Monday-Sunday	24/7	Police (immigration)	Monday to Sunday	24/7
National Drug Law Enforcement Agency (NDLEA)	Monday-Sunday	24/7	Firefighter	Monday to Sunday	24/7
Standards Organization of Nigeria (SON)	Monday-Sunday	24/7	Authorized customs brokers and forwarders	Monday to Saturday	8am-9pm
National Agency for Food and Drug Administration and Control (NAFDAC)	Monday-Sunday	24/7	Benin Control	Monday to Friday	8am-5pm
West Africa Road Transport Union (WARTU)	Monday-Sunday	24/7	Water and Forestry Service	Monday to Friday	8am-5pm
Association of Nigeria Licensed Customs Agents (ANLCA)	Monday-Friday	8am–6pm			

Figure 12: Export procedures in Kraké

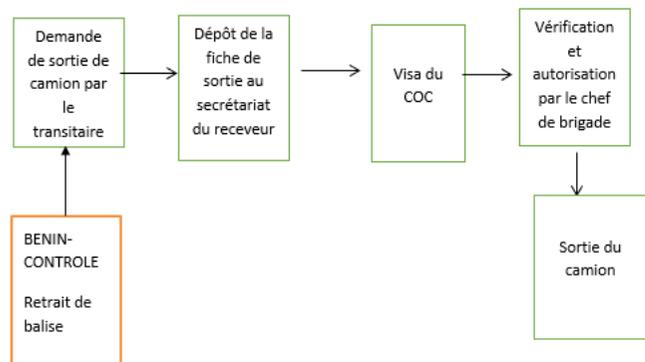


Figure 13: Import procedures in Seme

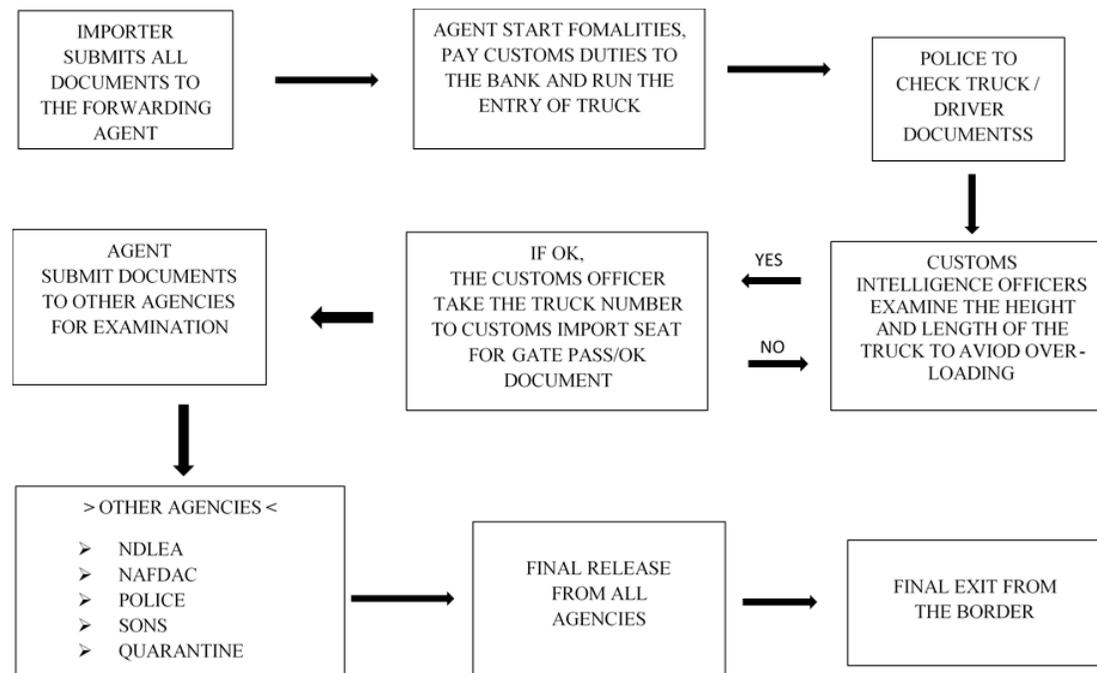
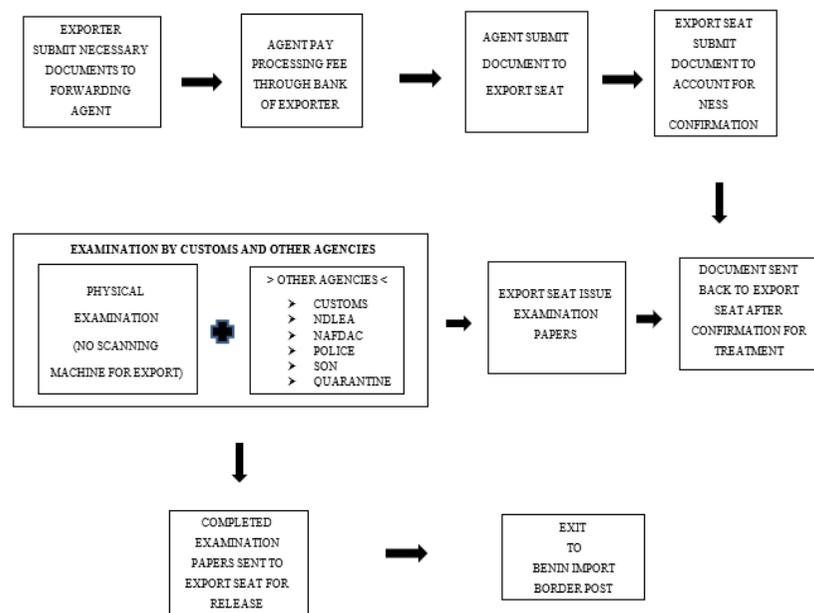
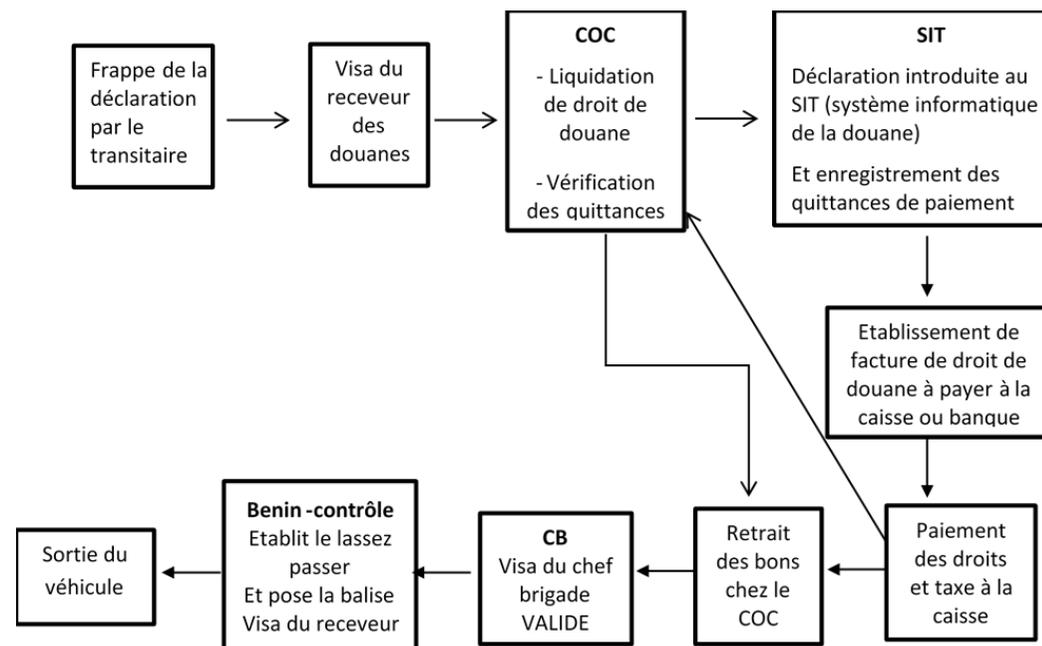


Figure 14: Export procedures in Semè

**Documents needed for export**

- ❖ Nigeria Export Proceed (NXP) Form
- ❖ Attested invoice / Proforma invoice
- ❖ Nigeria Export Service Scheme (NESS) receipt
- ❖ Inspection document (Clean Certificate of Inspection)
- ❖ Country of Origin Certificate and Circulation
- ❖ Way Bill for trade server

Figure 15: Import procedures in Kraké



- **Crossing time of trucks loaded with goods at the Kraké-Semé border**

Kraké (BENIN)

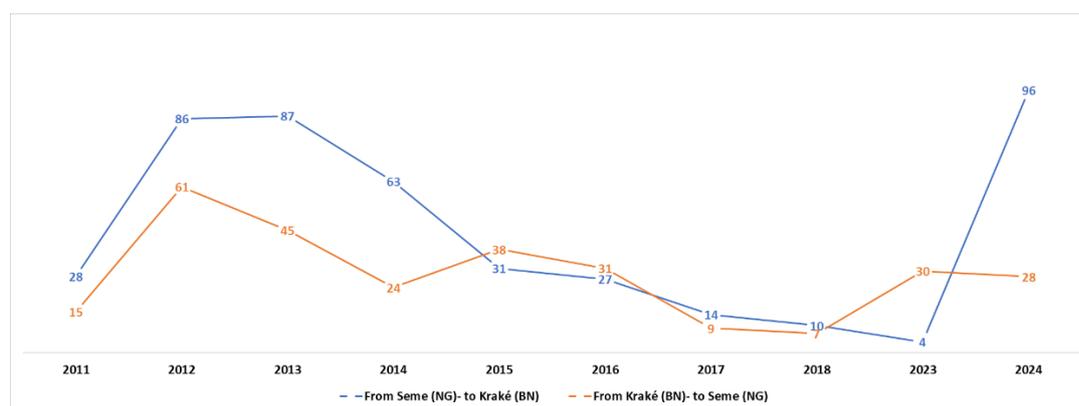
The crossing time for trucks loaded with goods from Semé to Kraké in 2024 is 96 hours. This crossing time has increased from 4 hours in 2023 to 4 days in 2024. This situation could be explained by the fact that the travel documents are sent to the freight forwarder who initiates the formalities in Semé several days before the physical arrival of the trucks: 50% of the trucks had early formalities of 2 to 6 days. The average time for formalities recorded for export (Semé) with transit agents is 71 hours, or around 3 days, while the time for formalities at export customs is only 3 hours at the import border (Kraké) the time for formalities recorded (all formalities combined) is 22 hours.

The truck that quickly crossed the border recorded 3:28 while the one that lasted too long did 199:20. The dispersion of crossing times around the average is around 57:09 (see table 12).

The time between the arrival of the trucks at the Semé border and their departure from Kraké towards Cotonou is 52:55.

Seme (NIGERIA)

The crossing time for trucks loaded with goods from Kraké to Semé in 2024 is 28 hours compared with 30 hours in 2023, i.e. an improvement in crossing times between the 2 years. Export formalities (leaving Kraké) and Import/Transit formalities (entering Nigeria) are 25:46. On the other hand, the time between arrival at the Kraké border and departure from Semé towards Lagos is 31:23.

Figure 16: Border crossing times at Kraké-Seme from 2011 to 2024

f. Border crossing times summary

The crossing times of trucks loaded with goods have increased considerably at the borders of Benin and at the Aflao-Kodjoviakopé border. The highest times for completing formalities are recorded at Kraké, Hillacondji and Aflao with times varying from 33 hours (about 1 and a half days) to 96 hours (4 days). On the other hand, at the border posts of Elubo, Sanvee-Condji and Semé, there has been a reduction in the crossing times of trucks between 2023 and 2024. The Noépé-Akanu PCJ stands out for its speed in completing crossing formalities, it records 1 hour as the crossing time of trucks loaded with goods.

Table 9: Border crossing times at the Abidjan-Lagos corridor from 2011 to 2024

	2011	2012	2013	2014	2015	2016	2017	2018	2023	2024
From Elubo (GH) - to Noe (CI)	14	25	38	32	23	11	14	19	11	12
From Noe (CI)-to Elubo (GH)	37	36	30	34	30	21	23	47	23	15
From Kodjoviakopé (TG) -to Aflao (GH)	65	36	23	42	19	11	9	13	23	33
From Aflao (GH)-to Kodjoviakopé (TG)	41	33	19	22	16	13	16	10	16	25
From Noépé (TG) -to Akanu (GH)										1
From Akanu (GH)-to Noépé (TG)										1
From Hillacondji (BN)-to Sanvee Condji (TG)	10	22	4	7	6	5	4	3	4	3
From Sanvee Condji (TG)-to Hillacondji (BN)	13	75	34	30	28	20	23	40	24	48
From Seme (NG) - to Kraké (BN)	28	86	87	63	31	27	14	10	4	96
From Kraké (BN) - to Seme (NG)	15	61	45	24	38	31	9	7	30	28

Table 10 : Disaggregated indicators on border crossing times for export

	Noe	Elubo	Aflao	Kodjoviakope	Akanu	Noepe	Sanvee-Condji	Hillacondji	Krake	Seme
Freight forwarder export formalities	01H00	01H31	01H46	01H03	01MN	-	09MN	12MN	03H26	71H16
Police export formalities	04MN	-	-	19MN	01MN	-	38MN	06MN	09MN	-
Immigration export formalities	-	-	01MN	17MN	01MN	-	-	01MN	-	-
Customs export formalities	03H30	02H59	06H13	04H31	22MN	-	03H11	56MN	01H19	03H16
Health export formalities	-	-	-	05MN	-	-	-	-	-	-
Forestry, Zoo and Phytosanitary export formalities	27MN	-	-	12MN	-	-	-	-	-	05MN
Army export formalities	05MN	-	-	-	-	-	-	-	-	-
Others export formalities	-	37MN	-	-	02MN	-	-	-	-	59MN
TOTAL EXPORT TIME	05H02	05H12	08H27	02H02	37MN	01H08	03H19	01H12	03H19	73H38
Time between the end of export formalities and the beginning of import formalities	6H35	49MN	11H44	24MN	03MN		1H38	19MN	2H11	1H05

Table 11 : Disaggregated indicators on border crossing times for import

	Noe	Elubo	Aflao	Kodjoviakope	Akanu	Noepe	Sanvee-Condji	Hillacondji	Krake	Seme
Freight forwarder import formalities	02MN	01H09	33MN	03H44	02MN	01MN	09MN	37MN	22H02	18H25
Police import formalities	03MN	-	-	24MN	-	01MN	04MN	02MN	39MN	06MN
Immigration import formalities	-	-	05MN	36MN	-	01MN	02MN	-	-	-
Customs import formalities	05H26	02H03	27H41	05H02	01MN	03MN	01H25	40H14	07H08	24MN
Health import formalities	02MN	-	-	-	-	-	-	-	-	-
Forestry, Zoo and Phytosanitary import formalities	10MN	-	-	02H01	-	-	-	-	01MN	04MN
Army import formalities	03MN	-	-	-	-	-	-	-	-	-
Others import formalities	-	47MN	-	-	-	-	-	-	-	17MN
TOTAL IMPORT TIME	05H34	03H35	30H34	05H16	01H10	09MN	01H46	43H06	21H46	22H27
Arrival export-departure import	13H13	20H07	36H04	36H49	6H13	4H50	12H05	48H12	52H55	31H23

Table 12 : Some characteristics of the border crossing times

	Number of trucks	Border crossing times	Standard deviation	Minimum	Maximum	Median (Q2)	25% Trucks (Q1)	75% of Trucks (Q3)
Noe	85	11H36	6H38	5H17	58H14	10H24	8H47	11H18
Elubo	78	15H12	11H16	6H32	35H19	8H51	7H56	32H27
Aflao	53	33H00	7H34	23H03	50H30	30H25	27H57	33H12
Kodjoviakope	116	25H26	12H26	7H57	52H43	26H21	11H	29H15
Akanu	60	1H15	24MN	15MN	2H05	1H20	1H05	1H30
Noepe	87	49MN	28MN	-	2H25	40MN	30MN	1H
Sanvee-Condji	75	3H17	55MN	1H44	8H17	3H09	3H01	3H18

	Number of trucks	Border crossing times	Standard deviation	Minimum	Maximum	Median (Q2)	25% Trucks (Q1)	75% of Trucks (Q3)
Hillacondji	49	48H02		2H59	201H27	24H33	8H58	56H26
Krake	174	96H28	57H09	3H28	199H20	100H06	53H55	150H41
Seme	95	27H57	16H04	6H13	98H56	23H52	22H34	24H57

Comments on the table

Quantitative indicators namely Q1, Q2 or median, and Q3 allow breaking down the total number of trucks into four groups, each having the same number of truckloads.

Then we have $Q1 = n/4$ and $Q3 = 3n/4$

Q1 = nearly 25% of trucks spend less than X (corresponding time in the table) to cross border and 75% over X (corresponding time in the table).

Q2= nearly 50% of trucks require Y (corresponding time in the table) to cross border.

Q3 = nearly 75% of trucks spend less than Z (corresponding time in the table) to cross border and 25% higher time than Z.

Table 13 : Customs regime of goods / trucks per border post

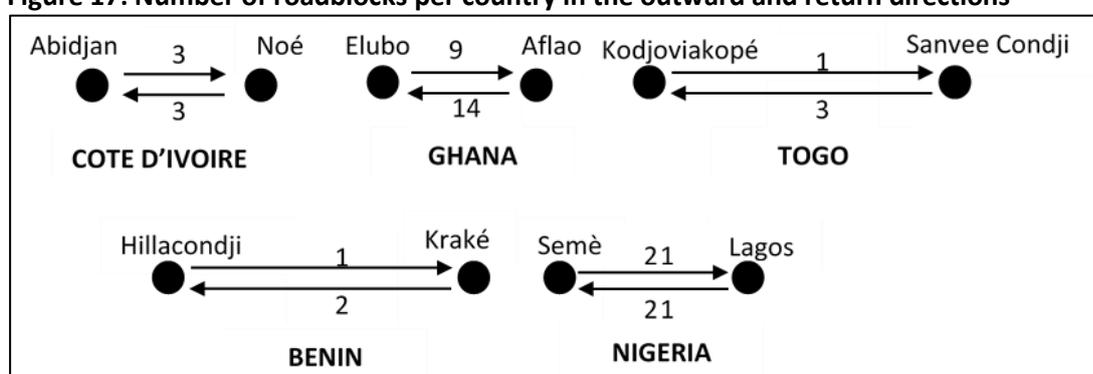
Import border post	Customs regime		
	Transit	For consumption	Total
Noe	0	85	85
Elubo	47	31	78
Aflao	5	48	53
Kodjoviakope	26	90	116
Akanu	10	50	60
Noepe	27	47	74
Sanvee-Condji	51	24	75
Hillacondji	17	32	49
Krake	166	8	174
Seme	0	95	95

2. Roadblocks

Roadblocks at the level of tolls, in capital cities, in large urban areas and those erected in the night from 6pm are not considered in this document. Roadblocks with presence of several distinct uniformed personnel, or those within very close range are tallied as a single post, although checks are not carried out simultaneously.

The Lagos-Abidjan route records a high number of checks: 43 compared to 35 on the Abidjan-Lagos route, i.e. an average of 39 roadblocks recorded in both directions. The average number of roadblocks recorded with uniformed personnel along the Abidjan-Lagos corridor is 3 for Côte d'Ivoire, 12 for Ghana, 2 for Togo, 2 for Benin and 21 for Nigeria.

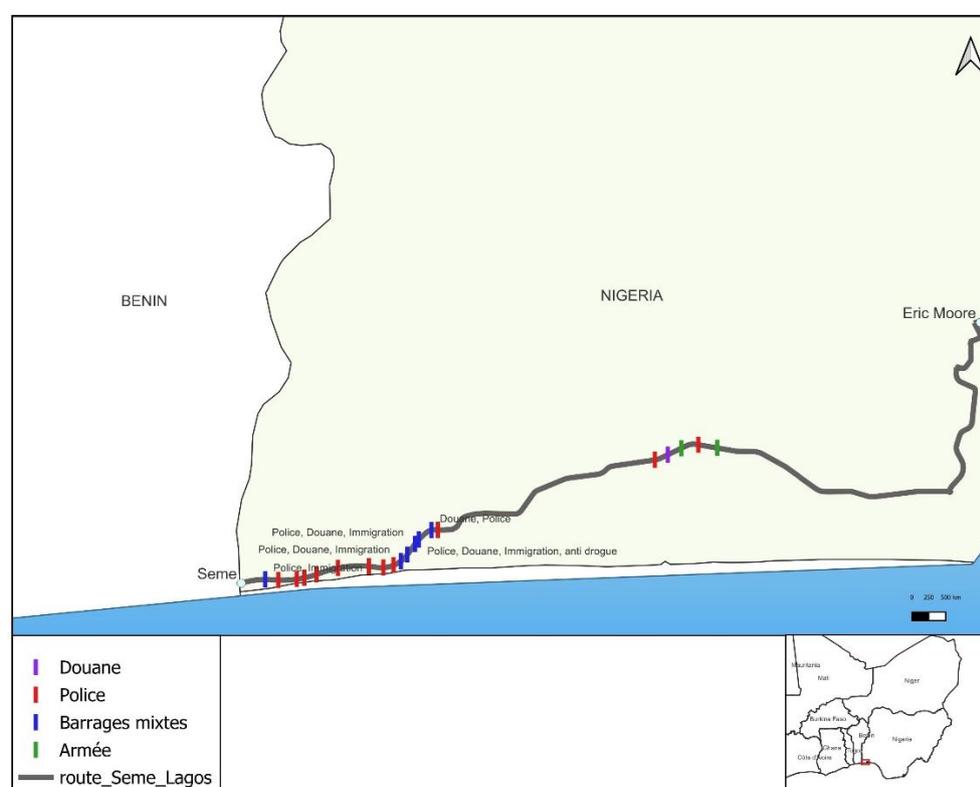
Figure 17: Number of roadblocks per country in the outward and return directions



- The Abidjan-Noé section (**Côte d'Ivoire**): 170 km long, the 3 roadblocks recorded on the Ivorian corridor (Abidjan – Noé; Noé -Abidjan) are down compared to 2023 and are broken down as follows: 3 for the Police (1 mixed), 1 for Customs (mixed), 1 for the gendarmerie (mixed), 1 for the FRCI (mixed) and 1 for Health (mixed). The number of fixed posts has certainly decreased but the mobile posts have increased considerably. When counting the fixed posts, 10 mobile roadblocks were recorded on this section.
- The 558 km **Elubo-Aflao (Ghana) section** records 9 roadblocks in the Elubo Aflao direction and 14 roadblocks in the Aflao-Elubo direction. The average number of roadblocks has slightly decreased compared to 2023 (12 in 2024 compare to 13 in 2023) because some roads are being rehabilitated (Takoradi- Agona Junction, Koso -Winneba). However, the presence of several mobile roadblocks was noted throughout the crossing of Ghana.
- **Kodjoviakopé-Sanvee Condji (Togo)** section, 53 km long, recorded 1 roadblock in the Kodjoviakopé-Sanvee Condji direction and 3 roadblocks in the Sanvee Condji-Kodjoviakopé direction.

- **Hillacondji-Kraké (Benin)** section, 135 km long, recorded 1 roadblock in the Hillacondji-Kraké direction and 2 roadblocks in the Kraké-Hillacondji direction.
- The **Seme -Lagos (Nigeria)** section, 105 km long, recorded 21 roadblocks in 2024 compared to 22 roadblocks in 2023. There is a large presence of police, customs and immigration. These different uniformed personnel are positioned on the sections with a very high number of personnel at each post, all grouped together in a radius of less than 100 m and do not operate simultaneously. In addition to these 3 types of uniformed personnel, we also find on this section: phytosanitary, health, anti-drug agents, etc.

Map 1: Roadblocks recorded in Nigeria in 2024



The objective set for each country during the implementation of the ALTTFP was to have a maximum of 3 official roadblocks per 100 km. Thus, by reporting the average number of roadblocks per 100 km, we obtain respectively for 2024, 2 for Côte d'Ivoire, 2 for Ghana, 1 for Benin and 20 for Nigeria.

Table 14: Number of roadblocks per 100 km along the Abidjan - Lagos corridor in 2024

Country	Distance	Average number of fixed barriers	Number of roadblocks per 100 km
Cote d'Ivoire/Abidjan-Noé	170	3	2
Ghana	558	12	2
Togo ⁷	53	2	2
Benin	135	2	1
Nigeria/Semè-Lagos	105	21	20

Figure 18: Number of roadblocks by country: Cote d'Ivoire, Ghana, Togo, Benin and Nigeria from 2010 to 2024

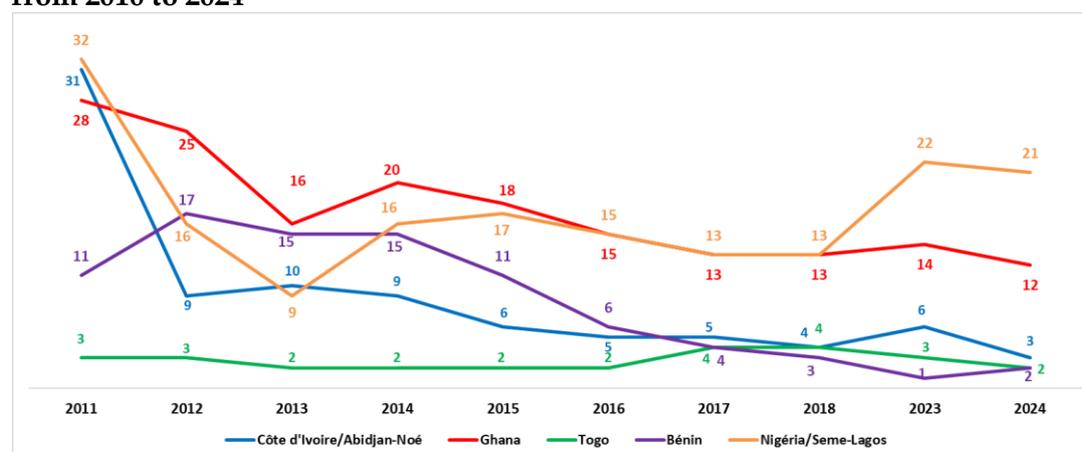
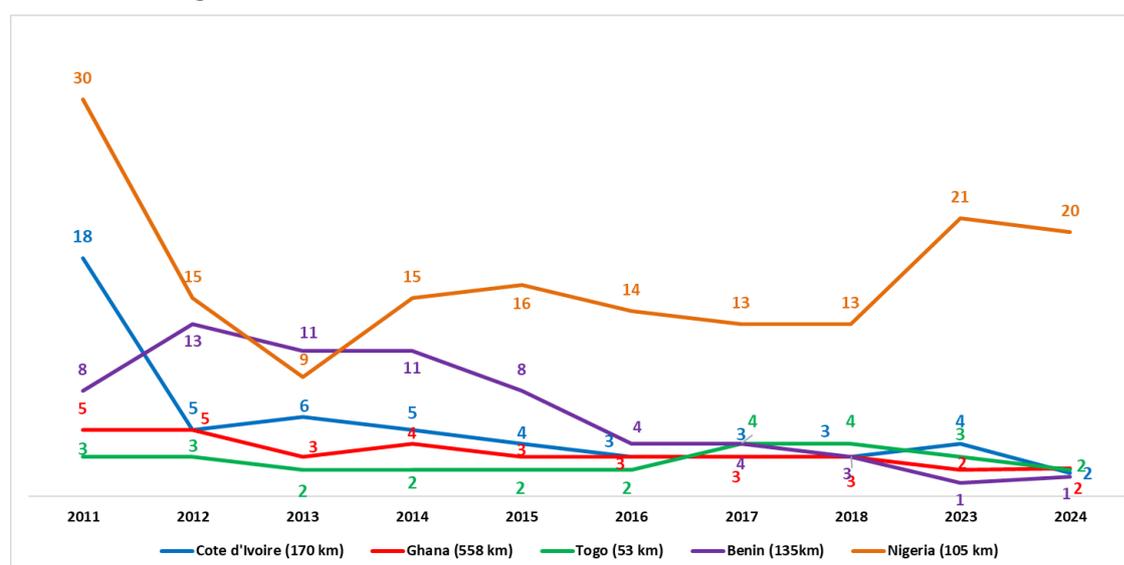


Figure 19: Number of roadblocks per 100 km by country: Côte d'Ivoire, Ghana, Togo, Benin and Nigeria



⁷ All calculations of roadblocks per 100 km are reported with the denominator 100 km, except for Togo where the length of its corridor is 53 km.

3. Barriers to free movement of people

Border crossings are often synonymous with red tape and abusive practices. For many travellers, traders and migrants, these border crossings are a place of uncertainty and humiliation. Between long waits, redundant requirements and sometimes corruption, crossing borders can become a real obstacle course.

The data collection also focused on the hassles that border users experience when crossing the border. While some agreed to answer the questionnaire, many did not, arguing that:

- It is normal to pay money before crossing the border
- The complaints they constantly make are useless since the hassles they suffer remain the same.
- the uniformed personnel could target them by making them suffer more harassment.

In all, 40 people agreed to answer the questionnaire, including 16 in Elubo, 13 in Noé, 4 in Akanu, 4 in Noépé, 2 in Kodjoviakopé and 1 in Semè. Of these, 45% were women and 55% men. Just over 5 out of 10 people interviewed (52.5%) were aged between 20 and 40.

The nationalities of the respondents are: Ghanaian (65%), Ivorian (20%), Togolese (5%), Nigerian (5%), etc. The professions practiced by them are: trader (65%), driver (10%), student (10%), etc. All respondents had either a national identity document or a passport except one who only had his voting card. In addition to identity documents, 60% of them had their vaccination card.

Figure 20 : Gender of people surveyed

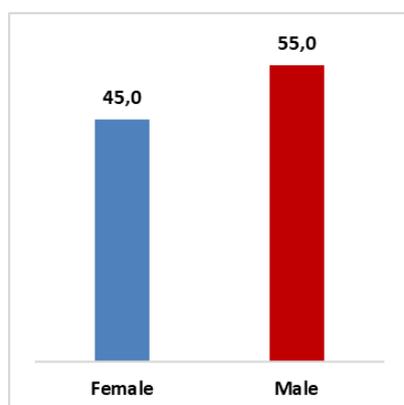


Figure 21 : Age distribution of people surveyed

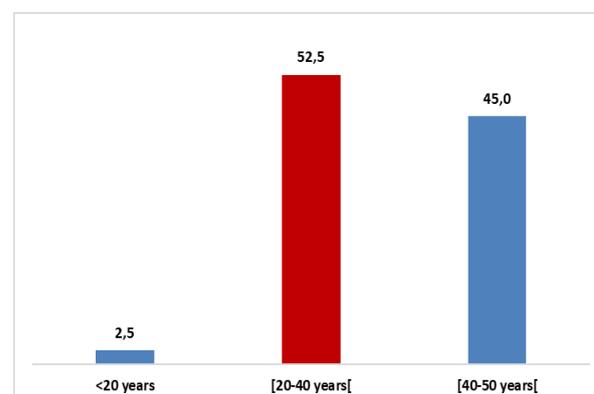
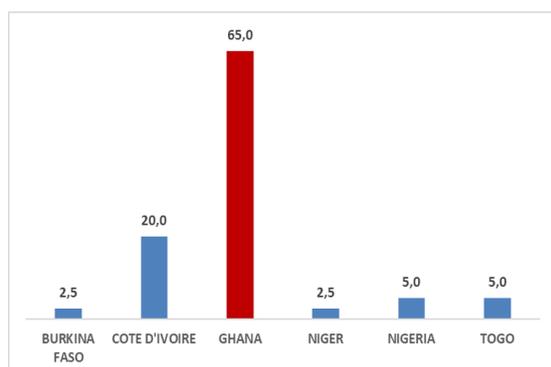
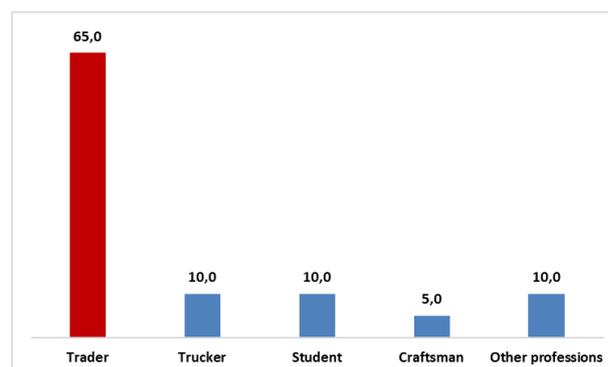


Figure 22 : Nationality of people surveyed**Figure 23 : Occupation of people surveyed**

The reason for complaint of 98% of respondents is that they had to pay money before crossing the border, with or without luggage and with or without travel documents (identity card, passport, vaccination card). Among them, 59% reminded the border authorities of their rights regarding the free movement of people and goods and demanded fair treatment compared to nationals. This request was not heard and they were forced to pay a certain amount of money before crossing the border.

The amounts paid varied between 1,000 and 25,000 CFA francs and between 10 and 80 cedis. The border authorities who demanded money from the respondents were, in order of importance, immigration, police and customs.

Only one respondent refused to pay money before crossing the border. Despite being threatened, he was able to cross the border without paying money.

In summary, it essentially emerges that community citizens are confronted with harassment at the borders of the Abidjan-Lagos corridor, including extortion, verbal violence, etc. But while some know their rights, they do not resort to formal reporting mechanisms, perhaps because they do not know them. Indeed, when asked whether they have tried to complain to one or more border authorities, all answered "no".

CONCLUSION AND RECOMMENDATIONS

In order to perpetuate the achievements of the ALTTFP, OCAL has continued to monitor certain indicators of trade and transport facilitation. Indeed, given the importance of this corridor, and in view of the upcoming construction of the Abidjan-Lagos Highway, it is imperative for States and other donors to have up-to-date data for decision-making relating to its performance.

The data collected show that regional trade is hampered by numerous obstacles to the free movement of goods and people, including: illicit checkpoints; lengthy and non-harmonized customs procedures, etc. These physical and non-physical barriers result in delays in the movement of goods and services, harming intra- and inter-regional trade.

The recommendations below are intended to contribute to improving the performance of this coastal corridor. They are from the validation workshop of this report by representatives of the five countries of the Abidjan-Lagos corridor

The OCAL Executive Secretariat expresses its deep gratitude to the ECOWAS Commission and TradeMark Africa for their financial support to the organization of the validation workshop.

Table 15: Table of recommendations from the validation workshop held on 29 and 30 April 2025 in Lomé

No.	Recommendations	Actions/activities to be implemented	Responsible	Structures / Institutions involved	Calendar
1	Encourage States to implement Community provisions on SIGMAT (interconnected system for the management of goods in transit)	Take stock of the implementation of SIGMAT at the various border posts of the Abidjan-Lagos Corridor	OCAL	ECOWAS	No later than December 31, 2025
		Hold a workshop to disseminate the status report	OCAL	ECOWAS	
		Make a case for removing bottlenecks	OCAL	ECOWAS	
		Monitor implementation through data collection (training of survey agents and actual data collection)	OCAL	Customs of Member States and ECOWAS	Quarterly
2	Synchronize schedules for 24/7 border service continuity by strengthening border agency teams	Identify the challenges of the different operational timing at the borders through interviews, meetings, workshops of member countries	OCAL	Countries	6 months
		Advocate with Member States to ensure border permanence	OCAL	Countries	No later than December 31, 2027
3	Monitoring the implementation of joint border control	Interview data collection	OCAL	Border agents	Quarterly

No.	Recommendations	Actions/activities to be implemented	Responsible	Structures / Institutions involved	Calendar
4	Carry out an in-depth study in the short term at the Semé-Kraké PCJ to identify the causes of the increase in crossing times	Develop a data collection protocol and conduct the study (end-to-end monitoring of trucks loaded at each stage of the procedures)	OCAL	Border agents from Seme and Kraké, Partners	6 months
		Monitor the implementation of the study's recommendations	OCAL		Every 3 months
5	Sensitize and Awareness Creation of passengers right and the available recourse instruments at the border crossings	Develop and popularize a guide for drivers and travelers on the Abidjan-Lagos corridor	OCAL	ECOWAS, TFP, Cross-border checkpoint stakeholders Borderless Alliance	No later than March 31, 2026
		Post information and awareness panels on rights and recourse instruments	OCAL	ECOWAS, TFP	No later than July 31, 2026
6	Establishment of complaint system at the borders	Design collection tools	OCAL	Border agencies, ECOWAS, IOM and TFPs	6 months

No.	Recommendations	Actions/activities to be implemented	Responsible	Structures / Institutions involved	Calendar
		Develop a complaints management mechanism (complaints processing protocol and feedback)	OCAL	Border agencies, ECOWAS, IOM and TFPs	No later than December 31, 2025
		Workshop to validate the complaints management mechanism report by stakeholders	OCAL	Border agencies, ECOWAS, IOM and TFPs	No later than December 31, 2025
		Implement the complaints management mechanism	OCAL	Border agencies, ECOWAS, IOM and TFPs	From January 2026
		Production of quarterly report on complaints collected and corrective actions taken	OCAL	Border agencies, ECOWAS, IOM and TFPs	From January 2026
		Collaboration with national/regional authorities to address identified barriers	OCAL	Border agencies, ECOWAS, IOM and TFPs	From January 2026
7	Include port data to facilitate trade	Develop and validate data collection tools with port authorities and key stakeholders.	OCAL	Port authorities of the countries	
		Ensure port data collection (including port transit costs and times)	OCAL	Port authorities of the countries	No later than September 30, 2025

No.	Recommendations	Actions/activities to be implemented	Responsible	Structures / Institutions involved	Calendar
8	Identify points requiring communication and sensitization activities for users and transporters	To sensitize Truck drivers, Clearing Agents and passengers (women's groups) on pre-registration procedures and transit and customs clearance costs (one-stop shop)	OCAL	Border agencies	
		Popularize the provisions of the agricultural trade liberalization scheme to stakeholders, the majority of whom are women	OCAL	The umbrella organizations of transporters, AOCTAH-WACTAF	No later than December 31, 2026
9	Dissemination of reports	In country workshop for major stakeholders	OCAL	CNFT, CNFE, All national actors	No later than August 31, 2025



ABIDJAN-LAGOS CORRIDOR ORGANISATION

02 BP 2302, Rue 234 Camp Guezo, Cotonou, BENIN

Phone: (229) 01 20 25 03 96/ 01 94 20 16 53

Email: secretariat@corridor-wa.org

Website: www.corridor-wa.org