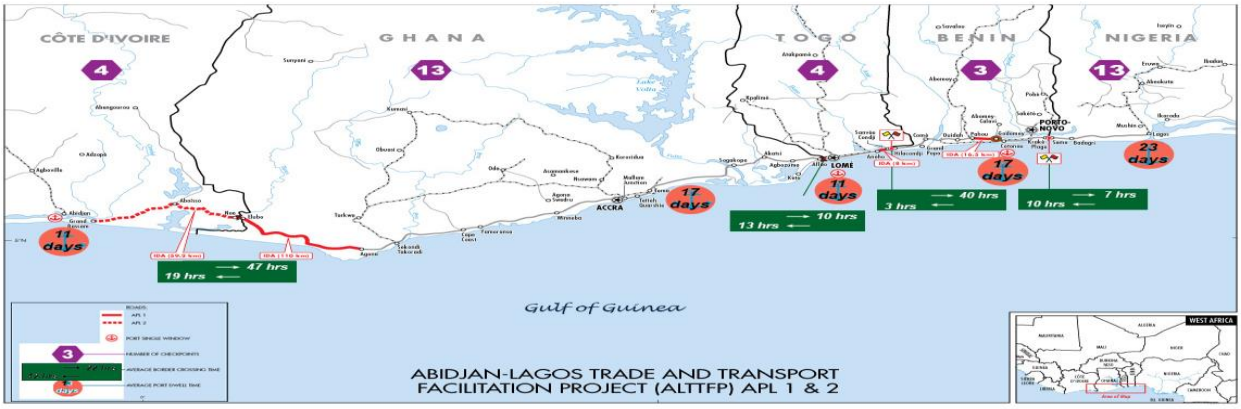
ABIDJAN-LAGOS CORRIDOR ORGANIZATION



ABIDJAN–LAGOS TRADE AND TRANSPORT FACILITATION PROJECT
(ALTTFP)

IDA GRANT N° H787-CI

ABIDJAN - LAGOS CORRIDOR ORGANISATION

YEAR 8 REPORT

(July 2017 - June 2018)

Interim report

GROUPE DE LA BANQUE MONDIALE

OVERVIEW

ACRONYMS

Year1	1st Year (August 2010 to June 2011)
Year2	2nd Year (July 2011 to June 2012)
Year3	3rd Year (July 2012 to June 2013)
Year4	4th Year (July 2013 to June 2014)
Year5	5th Year (July 2014 to June 2015)
Year6	6th Year (July 2015 to June 2016)
Year7	7th Year (July 2016 to June 2017)
Year8	8th Year (July 2016 to June 2018)
Sem 1 Year9	Semester 1 Year 9 (July 2018 to December 2018)
SFS	Single Fee Slip
WB	World Bank
NTSDD	National Technical Studies and Development Department
UNECA	United Nations Economic Commission for Africa
ECOWAS	Economic Community of West African States
NFC	National Facilitation Committee
NACC	National AIDS Control Committee
DGDDI	Customs Excise and Preventive Service
LTD	Land Transport Department
PWD	Public Works Department

SGSS	Second Generation Surveillance Survey of HIV
SWFT	Single Window for Foreign Trade
IEC/BCC	Information, Education, Communication / Behavior Change Communication
IRI	International Roughness Index
MOU Accra	Accra Memorandum of Understanding
NAFDAC	National Agency for Food and Drug Administration and Control
ALCO	Abidjan-Lagos Corridor Organization
AEO	Authorized Economic Operator
APA	Abidjan Port Authority
CPA	Cotonou Port Authority
LPA	Lomé Port Authority
ALTTFP	Abidjan-Lagos Trade and Transport Facilitation Project
SPMPO	Software Package for the Management of Port Operations
IAP	Imports Audit Programs
AIDS	Acquired Imuno-Deficiency Syndrome
IMSCPA	Integrated Management System of Cotonou Port Authority
SSATP	Sub-Saharan Africa Transport Policy Program
PCU	Project Coordinating Unit
WAEMU	West African Economic and Monetary Union
HFU	HIV Focal Unit
HIV	Human Immunodeficiency Virus

ACKNOWLEDGEMENTS

This report has been prepared with the support and contribution from member countries' teams of Abidjan-Lagos Trade and Transport Facilitation Project (ALTTFP). It is the eighth and last report as part of the Project implementation.

ALCO Governing Board and the Executive Secretariat hereby express their sincere gratitude to:

- *Governments of Abidjan-Lagos Corridor member countries (Côte d'Ivoire, Ghana, Togo, Benin and Nigeria)*
- *ECOWAS Commission (Infrastructure Commission, Transport and Telecommunications Department)*
- *The World Bank (Africa Transport Unit)*
- *The Project Coordinating Unit within the five countries*
- *National Committees for Trade and Transport Facilitation of the five countries*
- *Implementing Agencies in the countries*
- *Focal points of Customs Services, Police, Ports, Public Works, HIV-AIDS Focal Units and Information Units*
- *Coordinators and Border Collection Officers*
- *And all agencies and institutions involved in the implementation of this project*

Idrissa KONE
Executive Secretary,
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ANALYTICAL SUMMARY

The Abidjan-Lagos corridor is considered as an economic corridor in the West African sub-region with over 2/3 of activities focused on trade, transport and transit. Furthermore, this corridor includes a resident population estimated at over 35 million, with nearly 47 million people in transit on yearly basis. It is nearly a thousand kilometer paved road serving all major economic cities namely: Abidjan, Accra, Lomé, Cotonou and Lagos. These cities serve at the same time as transit point for landlocked countries ports.

Notwithstanding these strong records, Abidjan-Lagos corridor is confronted with several physical and non-tariff barriers, making it less competitive compared with other corridors.

In response to these obstacles, Abidjan-Lagos Trade and Transport Facilitation Project (ALTTFP) was established by ECOWAS with support of the World Bank.

This project is fully integrated in ECOWAS and WAEMU regional program for facilitation of land transport and transit. The objective is to reduce impediments to trade and transport in the ports and on the roads along Abidjan-Lagos corridor member countries.

It became applicable in August 2010 and comprises two phases. Phase 1 (APL 1) includes Ghana, Togo and Benin and phase 2 (APL 2) includes only Côte d'Ivoire[1] which signed its grant agreement with the World Bank in July 16, 2012. As regards phase 1 countries, the Project came to an end on 30th September 2016 for Togo, 30th June 2017 for Benin and Ghana, while in Côte d'Ivoire project end is scheduled for 29th March 2019.

ALTTFP comprises four components.

(i) Component A: Trade facilitation, (ii) Component B: Improvement of the corridor road infrastructures, (iii) Component C: Management and Coordination of the project and (iv) Component D: Monitoring the corridor performance and the fight against HIV /AIDS.

The first three components are implemented by the Project Coordinating Units (PCU) of each of the countries with support from implementing agencies, while component D was entrusted to ALCO.

To fulfill its mission, ALCO developed a methodology for data collection on the project performance indicators, duly validated by all countries implementing the Project.

ALCO data collection system is based on routine collection carried out by focal points recruited within the Project partner administrations (Customs services, Police, Ports, Public Works, HFU), the private sector (transport operators, truck drivers, consignees, freight forwarders and cargo handlers) and periodic surveys (Observatory of Abnormal Practices, studies on the IRI, Second Generation Surveillance Survey of HIV).

This Year 8 report covers the period from July 2017 to June 2018 and July to December 2018 for some contractual indicators (data collected on those indicators). It is subsequent to Year 7 report covering July 2016 to June 2017, and highlights progress made towards implementation of ALTTFP and Accra Memorandum of Understanding signed in 2007. It outlines the behavior of the project performance indicators over the reporting period on the one hand, and the challenges and recommendations formulated for Abidjan-Lagos Corridor performance improvement on the other hand. It is the last report elaborated as part of the project implementation in Phase 1 countries namely Ghana, Togo and Benin, and Phase 2 country which is Côte d'Ivoire.

1 Nigeria withdrew from ALTTFP, however it's taken into consideration as part of 2007 MOU of Accra.

Performance indicators trend over the period July 2017-June 2018 is as follows:

Indicator 1: Computerized Single Window operational in ports

Côte d'Ivoire:

As regards implementation of Single Window for Foreign Trade (SWFT) spearheaded by WEBB FONTAINE Côte d'Ivoire, the following achievements were recorded:

Manifests (100%) are transmitted by consignees to SWET which in turn transfers them to various stakeholders including the Customs service. 100% of declarations are currently submitted to SWET.

Fifteen SW modules are expected to be developed. Eleven are already developed, delivered and functional. Four are either developed, delivered and non-functional, or in the final testing phase or pilot phase or in the development phase. They are are as follows:

- Centralized multi-agency risk management module and collaborative visits; this module has been delivered but not functional. It is finalized and the pilot phase beginning is expected to take place in the course of the 1st quarter of 2019 in collaboration with a ministry;
- Certificates of origin module (module at the final testing phase with WFCI, it at the final testing phase with Webb Fontaine. Start-up is scheduled for early 2019),
- Waiver and duty free privileges module; module in pilot phase, it is in final testing phase between the Customs and WFCI. It is a sensitive module.
- Standards compliance verification Program module, Volatile Organic Compounds (VOC) for trade transactions. It is in the development phase.
- "Remittance" module is also effective in 3 banks (NSIA, SIB and STANDARD CHARTERED). The other banks are being developed.

Globally, 15 modules are expected to be developed before the end of the project. Eleven (11) are already effective, 1 is already developed, delivered and non-functional (centralized multi-agency risk management module with collaborative visits), 2 are in final testing phase including 1 in pilot testing phase (centralized multi-agency risk management module which is significant, and certificates of origin module) and 1 is in the development phase (VOC).

As regards Noé land border, Single Window is functional.

Togo:

SOGET has been appointed by the Togolese Government to implement SWET.

Single Window is implemented.

The maritime phase, the border posts and the air phase are in use and function normally. Features globally made available for use by various stakeholders are as follows:

- Import, export and re-export based on Customs treatment of pool containers.

-Payment of duties and taxes is made through the following banks: UTB, ECOBANK, ORABANK and BTCI.

Single Window is implemented and functional at Kodjoviakopé Customs Service, at Togo-Ghana border. Furthermore, Single Window is functional at Sanvee Condji (Togo – Benin border).

Benin: At the port of Cotonou, Single Window is fully functional. Thus, all port operations are processed through SW. Improvements are being made to improve service deliver despite poor performance recorded on regarding to port of Cotonou dwell time over the period from July 2017 to December 2018.

In Benin, following the decision from the Council of Ministers, dematerialization of authorizations and procedures (introduced by the Ministries and Technical Departments) is ongoing and improving. All Import/Export operations relating to goods transiting via the port of Cotonou and bulk cargo are handled through Single Window. Therefore, Benin is now provided with Single Window for Foreign Trade Transactions (SWFTT).

The Single Window set up at Hillacondji border is functional. Customs revenues (duties and taxes) are paid through Bank Of Africa (BOA) on behalf of Customs Administration and other State players.

Nigeria: The Government hired WESTBLUE CONSULTING which, upon completion of the study, submitted its report during a workshop held on 11th and 12th December 2012 in Abuja. The Government launched a call for tenders for the purpose of recruiting an operator to handle Single Window implementation. According to latest information, the Authorities from the Ministry of Finance are striving with Nigerian Customs to start up Single Window operations. Several meetings were held for the effective commencement of SW at the Port of Apapa. A roadmap is developed with an operational timeline to fast-track the process. As a result of various arrangements made, an early start is discernable, especially with the studies on improving the Port of Apapa. These studies are currently ongoing with the support of the World Bank. Joint initiatives are planned for implementation. The first outcomes will be visible by the first and second quarter of the year 2019.

Indicator 2: Cargo/container port dwell time

Operational definition: Difference between date of container/cargo exit from the port and date of discharge.

- **Cargo/container port dwell time**

  From Year 7 (July 2016 - June 2017) to Year 8 (July 2017 - June 2018) cargo/container dwell time in ports remained constant in the port of Abidjan (11 days). It increased in the ports of Tema (2 points), Lomé (2 points), Cotonou (3 ports) and Apapa (1 point).

The trend in performance indicators for July 2017 - June 2018 is as follows:

- Cargo/container port dwell time[2]
  - **Port of Abidjan**: From July 2017 to June 2018, port dwell time recorded 11 days and remained constant compared with July 2016-June 2017, against 12 days as target expected in Year 6 (for Côte d'Ivoire).
  - **Port of Tema**: From July 2017 to June 2018, port dwell time was 17 days, representing 2 points increase compared with Year 7 (July 2016 to June 2017).
  - **Port of Lomé**: From July 2017 to June 2018, port dwell time is 11 days in Year 8 for 13 days as target, against 9 days recorded in Year 7.
  - **Port of Cotonou**: From July 2017 to June 2018, this time is around 17 days for 13 days as target for Year 8, compared with 14 days in Year 7.
  - **Port of Lagos (Apapa)**: Over the period from July 2017 to June 2018, port dwell time is around 23 days for 18 days as target in Year 8. It was 22 days the previous year.

    N.B. Find attached in the appendix an overview of Year 8 (July 2017 to June 2018) port dwell time for the five ports.

[2] Initially, the Port of Tema (Ghana) was not part of the Project. But after the workshop on dissemination of Year1 achievements, Ghanaian Authorities requested to be part of the Project.

Indicator 3: Border crossing time

Operational definition: The difference between end time of formalities at border-post in destination country and start time of formalities in the country of origin.

From Year 7 (July 2016 - June 2017) to Year 8 (July 2017 - June 2018), 4 borders recorded a decline in border crossing time while 4 borders experienced rise in indicator 3 on the Abidjan-Lagos corridor. Of the eight borders, six reached their target except Elubo (Noé toward Elubo, 47h instead of 18h) and Hillacondji (Sanvee Condji toward Hillacondji, 40h instead of 18h):

- **Elubo-Noé**: With 29.6h as target for the sixth year of the Project in Côte d'Ivoire, the average time recorded from July 2017 to June 2018 is 19h, against 14h from July 2016 to June 2017 (fifth year of implementation).
- **Noé-Elubo**: With 18h as target for year 8 (July 2017 to June 2018), 47h was recorded while for year 7 (July 2016 to June 2017) it was 23h.
- **Kodjoviakopé-Aflao**: With 18h as target for year 8, 13h was recorded against 9h for year 7.
- **Aflao-Kodjoviakopé**: With 18h as target for year 8, 10h was recorded against 16h for year 7.
- **Hillacondji-Sanvee Condji**: With 18h as target for Year 8, 3h was recorded against 4h for year 7.
- **Sanvee Condji-Hillacondji**: With 18h as target for year 8, 40h was recorded against 23h for year 7.
- **Seme-Krake**: With 36h as target for year 8, 10h was recorded against 14h for year 8.
- **Krake-Seme**: With 36h as target for year 8, 7h was recorded against 9h for year 7.

Indicator 4: Number of roadblocks

Operational definition: Number of roadblocks identified per country, with presence of uniformed personnel.

Globally, throughout the five countries countries, the number of roadblocks in year 8 (July 2017-June 2018) either declined or remained constant compared with Year 7 (July 2016 – June 2017).

- **In Côte d'Ivoire,** in the reporting period (July 2017-June 2018), 4 roadblocks were recorded over 170km i.e. 2.9/100km. However, the number of roadblocks was 5 over the period from July 2016 to June 2017, representing one point drop.
- **In Ghana,** over 558 km, 13 roadblocks were identified from July 2017 to June 2018, i.e. 2.3 /100km against 13 identified in year 7. Therefore, the number of roadblocks remained constant.
- **In Togo,** over 53km, 4 roadblocks were identified in year 7 and the same number in year 8. Therefore, the number of roadblocks remained constant over the two years: year 7 and 8.
- **In Benin,** there has been significant decrease in the number of roadblocks from 4 from July 2016 - June 2017 to 3 from July 2017 - June 2018, over a distance of 135 km i.e. 2.9/100 km.
- **In Nigeria,** the number of roadblocks identified for year 8 is 13 on average (12.3/100 km over a distance of 105 km) against 13 recorded in year 7. Therefore, the number of roadblocks remained constant between year 7 and 8

Indicator 5: The percentage of roads in good and acceptable condition (IRI ≤6) in relation to the total length of the corridor has increased

Côte d'Ivoire

On the basis of **168.87 km** of road surveyed in **Côte d'Ivoire** to record pavement distress on Abidjan-Noé section of the corridor, **95%** is in good condition, i.e. **160.07 km**. Then **5%** of the section features acceptable pavement condition index i.e. **8.8 Km**.

Ghana

On the basis of **542.944 Km** of road surveyed to record pavement distress on Elubo-Accra section of the corridor, **96%** (**521.744 Km)** is in good condition**. 3%** of the section features acceptable pavement condition index i.e. **16.8 Km.** The poor pavement condition index does not exceed **1%** of the overall section.

Togo

On the basis of **52.645 Km** of road surveyed **in Togo** to record pavement distress on Kodjoviakopé-Sanvee Condji section of the corridor, **50%** is in good condition i.e. **26.141 Km of the overall section in Togo; 47%** features acceptable pavement condition index; The poor pavement condition index recorded is 3%.

Benin

On the basis of **133.64 Km** of road surveyed in Benin to record pavement distress on the corridor, **69.5%** is in good condition i.e. **92.84 Km of the overall section in Benin; 30.1%** features acceptable pavement condition index. The poor pavement condition index is below **1%** of the overall section.

Nigeria

On the basis of **78.972 Km** of road surveyed in Nigeria to record pavement distress on the corridor, **75%** features poor pavement condition index while **25%** indicates acceptable pavement condition index.

Over the whole corridor estimated at **977.071 km, 82%** i.e. **800.795 km** indicates good pavement condition index. **11%** of the corridor has acceptable pavement condition index i.e. **110.276 Km**, and **7%** poor index i.e. **66km**.

Indicator 6: The number of kilometers of rehabilitated roads has increased

At the end of Year6, the number of kilometers of rehabilitated road in APL1 countries is expected to increase by 135 kilometers (Ghana 110 km, Togo: 8 km and Benin 17 km), and Côte d'Ivoire (APL 2) 130.3 km at Year4 end.

- **In Togo**, construction and rehabilitation of Aného-Sanvee Condji road section (8 km) were completed and final acceptance made on November 25, 2015.
- **In Benin**, acceptance of completed work on Godomey-Pahou road rehabilitation (17 km) is effective.
- **In Ghana**, rehabilitation and realignment of Agona Junction - Elubo (110 km) is divided into 3 lots, and physical completion rate is 100%.

- **In Côte d'Ivoire**, Road rehabilitation works from Grand Bassam to Noé (130.3 km) are subdivided into several lots. Grand Bassam - Aboisso section rehabilitation is subdivided into two lots: lot N° 1 Grand Bassam - N'Zikro (45 km), and lot N ° 2, N'Zikro - Aboisso (25 km). Regarding lot N° 1, implementation rate was 15% at the end of November 2018 for 100% projected rate. For lot N° 2, at the end of November, implementation rate was 100%. Provisional acceptance of completed works was carried out. Aboisso - Noé (61 km) section rehabilitation, and Noé Bridge (138 km) rehabilitation and widening are 99% completed against 100% projected rate; On 2nd November 2018, the new bridge provisional acceptance of completed works was carried out. Rehabilitation works on the old bridge are scheduled to be completed before the end of February 2019. Elubo-Noé section (590 km) upgrading experienced delays, as a result, only 53% is completed which represents over 5 months delay; acceptance of completed works should be effective in March 2019. Other works, especially the construction of two transit areas in Aboisso and Noé were conducted and acceptance was carried out on 25th January 2019. Rehabilitation works on Vridi freight station and its traffic lanes are fully completed, and acceptance was carried out on 16th February 2018.

Indicator 7: The percentage of truck drivers familiar with at least two HIV/AIDS prevention methods has increased

The Second Generation Surveillance Survey (SGSS) of HIV conducted in 2018 revealed that this indicator declined sharply (**63.6% against 93.1% in 2016 [Year6]**). This further reflects downward results compared with the baseline situation in 2011 when the rate of this indicator was estimated at 80%.

Indicator 8: The percentage of truck drivers reporting the use of condom during recent sexual intercourse with a casual partner has increased

The measurement of this indicator (impact indicator) conducted in 2016 showed that it was achieved (**90.6 % against 82.4% in 2016**).

Indicator 9: Number of Project Direct Beneficiaries (number), including women (%)

For the three APL1 countries (Ghana, Togo and Benin) and Côte d'Ivoire (APL2), the number of direct beneficiaries at the end of the Project is estimated at 53 982 459 individuals including 17 585 734 women (32,58%) taking into account direct beneficiaries of transit traffic as well as direct beneficiaries reached through awareness- STI/HIV/AIDS prevention activities conducted between July 2011 and December 2018 and and also Economic Operators (importers, exporters), Computerized Single Window users in the port of Lomé.
For Côte d'Ivoire, this indicator is estimated at 3,547,404 including 48.3% women. Projection for Côte d'Ivoire was 2.2 million including 55% women.

The results above give rise to the following comments:

- **For Single Window,** throughout ALCO member countries, implementation is not carried out at the same pace: in Benin, all phases are completed likewise in Togo, but not at the same time. In Côte d'Ivoire, close to 93% is implemented and the last module is yet to be developed (standards compliance verification Program, Volatile Organic Compounds -VOC). Efforts are being made for improvement. In the three countries, all port and border phases as well as import, export hydrocarbon, etc. are functional.

- **There was a rise in port dwell time in almost all ports (Tema, Lomé, Cotonou and Apapa), except the port of Abidjan where port dwell time stood at 7 days on the basis of data from year 7 to year 8. The ports of Abidjan and Lomé achieved their year 8 targets for cargo/container dwell time in port. The ports of Apapa and Cotonou recorded a rise in port dwell time and exceeded targets.** The ports of Abidjan and Lomé recorded the lowest time (11 days each) while the highest time were recorded in the ports of Apapa (23 days), Tema (17 days) and Cotonou (17 days).

  - **In the Port of Abidjan**: From July 2017 to June 2018, port dwell time was 11 days for 12 days as target for year 8. Thus, port dwell time stabilized in the port of Abidjan. In fact, in view of improving performance, the following measures were taken in year 7:
    - Setting up a service or committee (which provides reductions or even 5% discounts in addition to the 10-day franchise) that looks for importers who abandoned their containers in the port due to financial constraints;
    - Reducing port congestion caused by containers in process of trans-shipment, export and import. There is drop in the number of containers undergoing transshipment, bound for the ports of Cotonou and Pointe Noire. This situation resulted in making more room for the de-stuffing area, thereby facilitating work for consignees, freight forwarders and Abidjan Terminal.
    - Continuing with port activities reorganization.

      However, challenges faced by SYDAM customs clearance system, strike action undertaken by stevedores and change of the Head of National Customs Authority on 3rd May 2017 have had adverse effects on stability. Indeed, the above measures should contribute to reduce port dwell time in the port of Abidjan.

  - **In the Port of Tema:** From July 2017 to June 2018, port dwell time is estimated at 17 days. It was 15 days in year 7. Therefore, cargo/container dwell time in port has increased compared with year 7. The following reasons account for the increased port dwell time:
    - Failure to optimize the use of the seven gantry cranes (three were procured in addition to the four gantry cranes making a total of seven) by cargo handlers and the Terminal,
    - Increased domestic traffic as a result of economic recovery after the downturn,
    - Equipment-related issues with transfer of containers are not fully addressed (as they still create bottleneck),
    - Reorganizing of trucks entry to the port area did not follow the high pace of traffic over the period,
    - Extension of scanning hours till late in the night did not completely solve the congestion in the scanning facilities,
    - Waiting time for scanning has turned long. This does not help to keep trucks queue to a minimum,
    - The relatively reduced processing time in obtaining FCVR (valuation report) issued by the inspection company for goods and vehicles has become longer than in the past, as a result of increased traffic and maintenance of the system which does not compulsorily follow work pace.

However, the following challenges are persistent:

- Burkina Faso importers are confronted with cash availability to enable them pay in advance in CFA the cost associated with transport of goods in transit. To do this, they have to resort to banks in Togo because Ghana exchange regulation does not provide for CFA.
- During weekends, all consignees and cargo handlers' offices are closed down, thereby hampering operations.
- Non-integration of consignees in the Single Window causes delay for Customs brokers.

All these factors account for the increased port dwell time noted in the port of Tema.

- **In the Port of Lomé**: From July 2017 to June 2018, port dwell time is 11 days, for 13 days as target, against 9 days recorded from July 2016 to June 2017. This rise is the result of ongoing road works within and outside the port, especially late declaration on the part of importers or hauliers despite in-depth reorganization and operationalization of Single Window for Foreign Trade and commissioning of the new Terminal which will contribute to the free-flow of port activities.

- **In the Port of Cotonou**: From July 2017 to June 2018, port dwell time recorded nearly 17 days for 14 days as target for Year 8, compared to 14 days for Year 7. Therefore, the port of Cotonou recorded three points increase compared with results recorded in Year 7 with 14 days as target. This increased port dwell time is due to poor control over goods release process at the Port of Cotonou, following gradual return of importers from hinterland countries, especially the progressive implementation of Import Audit Program (IAP) by BENIN CONTROL. This has resulted in increased processing volume at all levels of the port system. Added to this, is the impact of containers destuffing on Terminals located outside the port area.

- **In the Port of Apapa (Lagos)**: From July 2017 to June 2018, port dwell time is estimated at 23 days for 18 days as target for Year 8. This 22-day port dwell time has stabilized from July 2016 to June 2017. The 23-day dwell time is due to poor performance of container Terminal operators who constantly re-organize working process. As at now, for reorganization reasons and limited number of trucks, operators are obliged to carry out transfer of containers to Inland Container Bonded (ICB) within time limits. It is worth noting that some trucks spend fifteen days from Mile two to the ports of Tincan and Apapa. In the event of transfer to inspection areas, the same number of days is recorded, thereby extending port dwell time. In addition, some importers delay Customs procedure as they would be seeking bank loans or clients before settling customs duties as well as cargo handling fees. On the other hand, other importers abandon their containers within the port because of lack of space in their warehouses. As it stands, the port of Apapa operate as an open warehouse. Globally, dwell time is on the rise in the port of Apapa. In fact, dwell time has increased from 22 to 23 days, whereas the target was 18 days. We've been told that once aware of such a situation, the Federal Ministry of Transport has been working around the clock to solve the issue of congestion. Moreover, the port Authority requested the support of the World Bank to conduct studies that will enable to reduce cargo dwell time in the port of Apapa.

- **Regarding border crossing time,** four out of the eight borders recorded significant improvement from year 7 to year 8. As far as achieving the reporting period (July 2017 to June 2018) target is concerned, 6 borders namely (19 h), Aflao (13 h), Kodjoviakopé (10 h), Sanvee Condji (3 h), Kraké (10 h) and Seme (7 h) performed well as a result of awareness sessions

organized during ALTTFP annual report dissemination, especially the new strategies deployed at various border posts. However, two borders namely Elubo and Hillacondji recorded 47h and 40h respectively against 18 h as target. The poor performance recorded at Hillacondji is due to unavailable internet connection, banks closing towards the evening, repeated power outage and the bottleneck created by freight forwarders claiming their payments from importers. It is worth noting that trucks arrival in the weekend (about ¾ over the weekend) and the high traffic at this border post at the beginning of working weeks impacted port dwell time significantly. At Elubo border, problems related to congestion in parking lots, roadways, internet connection, especially the provision of customs values are often source of difficulties for hauliers and importers. All these obviously have a significant impact on crossing time.

- **Regarding the number of roadblocks,** over the reporting period (July 2017 to June 2018), a decline was recorded in two countries namely: Côte d'Ivoire from 5 to 4 and Benin from 4 to 3; the number of roadblocks stabilized at 13 in Ghana, 4 in Togo and 13 in Nigeria. The number of roadblocks per 100 km recorded in each country is as follows: Côte d'Ivoire: 2.9; Ghana: 2.3; Togo: 4; Benin: 2.9; and Nigeria: 12.3. Yet, in Côte d'Ivoire and Nigeria, there is still high concentration of roadblocks with presence of several uniformed personnel within 50-100 meters; in most cases, they do not operate simultaneously.
- **IRI values < 6** recorded reflect efforts made by ALCO member countries to improve road users' comfort while traveling on this corridor. At the end of the eighth year i.e. at the end of ALTTFP, the percentage of roads in good and acceptable condition (IRI < 6) was expected to reach 77. Except Nigeria, the measurement of this indicator indicated that the four countries (Côte d'Ivoire, Ghana, Togo and Benin) have IRI < 6 equal to 100% each, whereas the whole Corridor records 98.7%. That represents significant improvement of road condition.

- **Regarding the number of kilometers of rehabilitated roads**, the three APL1 countries have completed their sections; Ghana is left with finishing works which are almost completed. Côte d'Ivoire has made considerable progress to close the implementation gap in rehabilitation works.

- **The percentage of truck drivers familiar with at least two HIV/AIDS prevention methods has increased:** Based on the results of the IBBSS conducted in 2018, the percentage recorded by this indicator has declined compared with 2016 (63.3% against 93.1%).

- **The percentage of truck drivers reporting the use of condoms with a casual partner during the recent sexual intercourse has increased:** The target of this indicator increased from 82.4% to 90.6% from 2016 to 2018 based on the IBBSS.

- **Number of the Project direct beneficiaries (number), including women (%):** For 15 million beneficiaries as target, including 55% at the end of the Project for APL1 countries, the study conducted by ALCO in 2016 underscored 49.5 million people including 16,057,391 women i.e. 32.38%. In the year 2018, the study estimated à 53,982,459 people including 32.58% women. This shows a growth rate of 32.07%. For Côte d'Ivoire (APL2), the 2018 study estimated 3,547,404 of which 48.3% of women, against a target of 2.2 million including 55% women. This proves that ALTTFP has emphatically reached its development goal as far as the number of direct beneficiaries is concerned, but not the percentage of women.

PROJECT PERFORMANCE FRAMEWORK

EXECUTIVE SECRETARIAT OF ABIDJAN-LAGOS CORRIDOR ORGANIZATION
ABIDJAN-LAGOS TRADE AND TRANSPORT FACILITATION PROJECT

Table 0: Year 8 performance framework (& Semester 1 Year 9)

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
Abidjan Port dwell time *	14 days (ref. May 2011)	(14)	(21)	(14)	(13)	14	12	(14)	13	(13)	12	(13)	11	(12)	11	(12)	11	10	ALCO monthly report	-APA data - Surveys among cargo handlers and consignees	ALCO/ APA
Tema port dwell time:			24		24		18		20		17	-	15	-	15	-	17	16	ALCO monthly report	- Data from the port of Tema - Surveys among cargo handlers and consignees	ALCO/ Tema Port
Lomé port dwell time:	18 days/	18	18	18	15	17	14	16	12	15	13	14,5	12	(13)	9	(13)	11	11	ALCO monthly report	Data from LPA - Surveys among cargo handlers and consignees	ALCO/ LPA

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
Cotonou port dwell time:	19 days/	(19)	19	(19)	27	(18)	12	(17)	13	(16)	14	(15)	14,5	(14)	14	(14,5)	17	18	ALCO monthly report	- Data from CPA - Surveys among cargo handlers and consignees	ALCO/ CPA
Apapa Port dwell time	20 days/	(20)	20	(20)	33	(19)	26	(19)	25	(18)	25	(19)	22	(18)	22	(18)	23	22	ALCO monthly report	- Data from the port of Apapa - Surveys among cargo handlers and consignees	ALCO/ Apapa port
Elubo-Noé border crossing time*	Noé : 37 hours (ref. May 2011)	(37 h)			(14 h)	(37 h)	38 h	(37h)	32h	(35h)	23h	(33h)	11h	(31h)	14h	(29,6)	19	19	Annual progress report	Field surveys	ALCO
Noé-Elubo crossing time	Elubo : 24 hours	(24 h)	37 h	(22 h)	36h	(21 h)	30h	(20h)	34h	(20h)	30h	(19h)	21h	(18h)	21h	(18)	47h	47h	Annual progress report	Field surveys	ALCO
Kodjoviakope-Aflao crossing time	Aflao : 24 hours	(24 h)	65 h	(22 h)	36 h	(21 h)	23 h	(20h)	42h	(20h)	19h	(19h)	11h	(18h)	9h	(18h)	13h	13h	Annual progress report	Field surveys	ALCO
Aflao-Kodjoviakope	Kodjoviakopé : 24 hours	(24 h)	41 h	(22 h)	33 h	(21 h)	19 h	(20h)	22h	(20h)	16h	(19h)	13h						Annual progress	Field surveys	ALCO

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																	Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
crossing time														(18h)	16h	(18h)	10h	10h	report		
Hillacondji-Sanvee Condji crossing time	Sanvee Condji : 24 hours	(24 h)	10 h	(22h)	22 h	(21h)	4 h	(20h)	7h	(20h)	6h	(19h)	5h	(18h)	4h	(18h)	3h	3h	Annual progress report	Field surveys	ALCO
Sanvee Condji - Hillacondji crossing time	Hillacondji : 24 hours	(24 h)	13 h	(22h)	75 h	(21h)	34 h	(20h)	30h	(20h)	28h	(19h)	20h	(18h)	22h	(18h)	40h	40h	Annual progress report	Field surveys	ALCO
Seme-Krake crossing time	Kraké : 48 hours	(48 h)	28 h	(46 h)	86 h	(44h)	87 h	(42h)	63h	(40h)	31h	(38h)	27h	(36h)	25h	(36h)	10h	10h	Annual progress report	Field surveys	ALCO
Krake-Seme crossing time	Seme : 48 hours	(48 h)	15 h	(46 h)	61 h	(44h)	45 h	(42h)	24h	(40h)	38h	(38h)	32h	(36h)	27h	(36h)	7h	7h	Annual progress report	Field surveys	ALCO
Component A: The computerized Single Window is established and fully functional	Abidjan : No Tema : Yes Lomé : No Cotonou : No Apapa : No	Abidjan :N/A Tema : Yes Lomé : N/A Cotonou: N/A Apapa:	(Abidjan : ongoing) Tema : oui Lomé : ongoing Cotonou :	Abidjan :N/A Tema : Oui Lomé : N/A Cotonou: N/A Apapa:	(Abidjan : ongoing) Tema : Yes Lomé : ongoing Cotonou : opeational (start) Apapa :	Abidjan :N/A Tema: Yes Lomé: N/A Cotonou: N/A Apapa: N/A	Abidjan : ongoing Tema : Oui Lomé : ongoing Cotonou : operati	Abidjan :N/A Tema: Yes Lomé: N/A Cotonou: N/A Apapa: N/A	Abidjan : ongoing Tema : Oui Lomé : ongoing Cotonou : operati	Abidjan :N/A Tema: Yes Lomé: N/A Cotonou: N/A Apapa: N/A	Abidjan : ongoing Tema : Oui Lomé : ongoing Cotonou :	Abidjan :N/A Tema: Yes Lomé: Yes Cotonou: Yes Apapa: N/A	Abidjan : ongoing Tema : Yes Lomé : Yes Cotonou : Yes Apapa : ongoin	Abidjan :N/A Tema : Yes Lomé : Oui Cotonou: Yes Apapa:	Abidjan : ongoing Tema : Yes Lomé : Yes Cotonou : Yes Apap	Abidjan : YYes Tema : Yes Lomé : Yes Cotonou: Yes Apapa:	Abidjan : ongoing Tema : Yes Lomé : Yes Cotonou : Yes Apap	Abidjan : ongoing Tema : Yes Lomé : Yes Cotonou : Yes Apapa: ongoin	Annual progress report	Supervision missions and project progress report	- ALCO national Coordinators

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																	Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
		N/A	ongoing Apapa : ongoing	N/A	ongoing		onal Apapa : ongoing		onal Apapa : ongoing		operational Apapa : ongoing		g	N/A	a : ongoing	N/A	a : ongoing	g			
The number of roadblocks (and/or per 100 km) along the Abidjan-Lagos corridor has been reduced	Côte d'Ivoire : 18 Ghana : 18 Togo : 6 Benin : 7 Nigeria :	(CI : 18)	(CI : 31) GH: 28 TG : 3 BN : 11 NG : 32	(CI : 18)	(CI : 9) GH : 25 TG : 3 BN : 17 NG : 16	(CI : 18)	CI : 10 GH : 16 TG : 2 BN: 15 NG : 9	(CI : 10)	CI : 9 GH : 20 TG : 2 BN : 15 NG : 16	(CI : 7)	CI : 6 GH : 18 TG : 2 BN : 11 NG : 17	(CI : 5) GH : 3 TG : 3 BN : 3 NG : N/A	CI : 2,9 GH : 2,7 TG : 2 BN : 4,4 NG : 14,3	CI : 3) GH : 3 TG : 3 BN : 3 NG : N/A	(CI : 2,9 GH : 2,3 TG : 4 BN : 2,9 NG : 12,	CI : 3) GH : 3 TG : 3 BN : 3 NG : N/A	(CI : 2,9 GH : 2,3 TG : 4 BN : 2,9 NG : 12,	(CI : 2,9 GH : 2,3 TG : 4 BN : 2,9 NG : 12,	ALCO annual report	- Surveys among a representative number of transport companies and freight forwarders - Travel survey	ALCO
Component B : The percentage of roads in good and acceptable condition (IRI<6) in relation with the total length of	71 % including : CI : 9.5 % GH : 45 % TG : 3 % BN : 12 %	71 % including GH : 45 % TG : 3 % BN : 12 %		73 % including : GH : 45 % TG : 3 % BN : 12 % without CI		74 % including : GH : 45 % TG : 4 % BN : 13 % with CI (71 % including CI :	80% including : GH : 47 % TG : 5 % BN : 9 % CI : 19 % NG : 0 %	75 % including : GH : 46 % TG : 4 % BN : 13 % with CI CI : 73%	84% including : GH : 59% TG : 6% BN : 11% CI : 20 % NG : 3%	77% including : GH : 48% TG : 4% BN : 13% RCI : 74%	84% including : GH : 59% TG : 6% BN : 11% With CI CI : 20 % NG :	77% including: GH: 48% TG: 4% BN: 13% CI : 75%	93.12% including: GH: 55.15% TG: 5.5% BN: 13.86% CI : 17.28%	77% including: GH: 48% TG: 4% BN: 13% CI : 77%	93.12 % including: GH: 55.15 % TG: 5.5% BN: 13.86 % CI : 17.28 %	77% including: GH: 48% TG: 4% BN: 13% CI : 77%	98,7 incl GH 55,73 % TG 5,4% BN 13,71 % NG 6,76 % RCI 17,1 %	98,7 incl GH 55,73% TG 5,4% BN 13,71% NG 6,76% RCI 17,1%	Progress report elaborated by each country and ALCO annual report	Data from surveys on road infrastructures and collected from national road agencies in ALCO countries	ALCO/ ministry of public Works /national road agencies

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																	Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
the corridor[3] has increased						9.5% (GH : 45 % TG : 3 % BN : 12 %)					3%										
The number of kilometers of rehabilitated roads has increased CI: Moossou-Nzikro-Aboisso-Noé (130.3km) GH : Agona Junction-Elubo (110km) TG : Aného-Sanvee Condji (8km) BN: Godomey	0	0		27 km including : GH : 15 TG : 4 BN : 8 (CI : 0)		80 km including : GH : 55 TG : 8 BN : 17 CI : 0		110 km including : GH : 85 TG : 8 BN : 17 CI : 9	TG : 8	135 km including : GH : 110 TG : 8 BN : 17 RCI : 100	TG : 8 BN : 16,5 GH : 110	135 km including: GH: 110 TG: 8 BN: 17 and CI : 130.3	135 km including : GH : 110 TG : 8 BN : 17	135 km including: GH: 110 TG: 8 BN: 17 and CI : 130.3	135 km including : GH : 110 TG : 8 BN : 17 and CI : 50	135 km including: GH: 110 TG: 8 BN: 17 and CI : 130.3	135 km dont : GH : 110 TG : 8 BN : 17 and CI : 50	135 km dont : GH : 110 TG : 8 BN : 17 and CI : 50	Yearly progress report	Oversight missions and annual progress report	PCU/Coord. Nat.-ALCO

[3] Based on recent GPS reading carried out by ALCO on behalf of WAEMU, the Abidjan-Lagos corridor is 998.8 km long

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
-Pahou (17km)																				
Component D: The percentage of truck drivers familiar with at least two HIV-AIDS prevention methods has increased	80%	80%	*	83 %	*	83 % RCI : 80%	95,1%[4] Ports Abidjan : 93.6% Tema : 96.5% Lomé : 97.6% Cotonou : 95.5% Apapa : 92%	88% RCI : 83%	**	89%	**	90%	**93.5[5] Ports Abidjan : 100% Tema : 100% Lomé : 95.8% Cotonou : 94% Apapa : 81.1%**		**93.5 Ports Abidjan : 100 % Tema : 100 % Lomé : 95.8 % Cotonou : 94% Apapa : 81.1 %**		**63.3 Ports Abidjan : 59.3 % Tema : 64.6 % Lomé : 60.3 % Cotonou : 79.1 % Apapa : 54.6 %**		ALCO annual report	-Data from the center records - Three SGSS surveys[6] initially, at mid-term and at project end	ALCO
The	72 %	72%	*	7 5%	*	76 %	86.9[6]	78%	**	80%	**	81%	**82.4%[7]**		**82.4**		**90,6**		ALC	- Data	ALCO

[5] SGSS report (2016 edition) on the ports of Abidjan, Tema, Lomé, Cotonou and Lagos (Apapa).

Project performance indicators	Basic indicators (Reference: March 2009)	Target values and outcome																Data collection and dissemination		
		Year 1 target	Results Year 1 (June 2010-July 2011)	Year 2 target	Year 2 results (August 2011-June 2012)	Year 3 target / Year1 RCI	Year 3 results / Year1 RCI (July 2012-June 2013)	Year 4 target / Year2 RCI	Year 4 results/ Year2 RCI (July 2013-June 2014)	Year 5 target / Year3 RCI	Year 5 results/ Year 3 RCI (July 2014-June 2015)	Year 5 results /year 4 RCI	Year 6 results/ Year 4 RCI (July 2015-June 2016)	Year 7 target	Year 7 results/ Year 5 RCI (July 2017 - June 2018)	Year 8 target	Year 8 results/ Year 6 RCI (July 2017 - June 2018)	Semester 1 results Year 9/ Year 7 RCI	Reporting frequency	Data collection tools	Data collection responsibility
percentage of truck drivers reporting the use of condoms during the recent sexual intercourse with a casual partner has increased						RCI : 72%	Ports Abidjan : 85.7% Tema : 100% Lomé : 91.7% Cotonou : 84% Apapa : 83.3%	RCI : 75%					Abidjan : 61.1% Tema : 96.5% Lomé : 92.8% Cotonou : 82.4% Apapa : 92.5%		**% Abidjan : 61.1 % Tema : 96.5 % Lomé : 92.8 % Cotonou : 82.4 % Apapa : 92.5 %**		**% Abidjan : 92.5 % Tema : 92.3 % Lomé : 91,4 % Cotonou : 85.3 % Apapa : 93.7 %**		O annual report	from the center records - Three SGSS[7] initially, at mid-term and at project end	
Project direct beneficiaries (number expressed in million) including % of women	0	0		3		6		9		13		15	49.6 (32.38 %)			RCI : 2.2 (55%)	53.98 (32.58%) RCI : 3.54 (48.3 %)	53.98 (32.58 %) RCI : 3.54 (48.3%)	ALCO annual report	Estimations based on project development	ALCO

DEFINITIONS

- Port dwell time: time the cargo container spent at the terminal from discharge from the vessel to exit from the port

[4 and 6]SGSS report (2013 edition) on the ports of Abidjan, Tema, Lomé, Cotonou and Lagos (Apapa).

[7] SGSS report (2016 edition) on the ports of Abidjan, Tema, Lomé, Cotonou and Lagos (Apapa).

- Border crossing time: time elapsed from arrival at the border post to departure from the border post
- The number of roadblocks (and/or per 100 km) along Abidjan-Lagos Corridor has been reduced: number of fixed /official checkpoints
- The percentage of roads in good and acceptable condition (IRI<6) in relation to the total length of the corridor[8] has increased: During the measurement, the road condition is categorized as good/acceptable/poor, based on pavement surface and roughness index

ACRONYMS

IRI: International Roughness Index
- SGSS: Second Generation Surveillance Survey of HIV
- N/A: Not Applicable

N.B.

* Côte d'Ivoire is in its fourth year of implementation.

For Côte d'Ivoire and Nigeria, data for Year1 (August 2010-June 2011) and Year2 (July 2011-June 2012) were collected, and performance indicators were provided as part of Accra MOU in 2007.

Data on road indicators are those of the first phase of APL1 countries except Côte d'Ivoire (APL2 country), and those at the bottom in the same column are the aggregates of all data across the countries.

** The measurement of these indicators (impact indicators) is planned in PAD in Year3 and year6.

Table 1 above highlights all achievements from the project performance indicators per country for Year1 (August 2010 to June 2011), Year 2 (July 2011 to June 2012), Year 3 (July 2012 to June 2013), Year 4 (July 2013 to June 2014), Year 5 (July 2014 to June 2015), Year 6 (July 2015 to June 2016), Year 7 (July 2016 to June 2017) and Year 8 (July 2017 to June 2018) compared with baseline indicators (or March 2009 indicators or rectified in 2011) and Year 1, Year 2, Year 3, Year 4, Year 5, Year 6, Year 7 and Year 8 expected results. It also indicates reporting frequency, data collection tools and data collection responsibilities for each performance indicator.

[8] Based on a recent GPS reading conducted by ALCO for WAEMU, the length of the Abidjan-Lagos corridor is 998.8 km.

PERFORMANCE INDICATORS MONITORING AT REGIONAL LEVEL

Indicator 1: Computerized Single Window operational in Ports

Operational definition: 100% of port operations are processed through SW

Based on the timeframe suggested by member countries, ALCO established some mechanisms to monitor performance indicators; thus, Focal Points are responsible for submitting monthly reports on Single Window implementation status.

COUNTRY	IMPLEMENTATION STATUS
Côte d'Ivoire	❖ Regarding implementation of Single Window for Foreign Trade (SWFT) implemented by WEBB FONTAINE Côte d'Ivoire, the following achievements are recorded, and 11 modules delivered and fully functional: 1- SWET portal, 2- Transactions monitoring module, 3- Trade transaction management, 4- E-Manifest (100 % of manifests are processed with the SWET, the maritime phase was 95% completed at the end of December 2018), 5- Submission to Ruling Center (online RFCV), 6- Customs declaration submission (on average 75 % of declarations are processed via SWET at the end of December 2018 ; clients training is ongoing ; all offices (except oil offices) are expected to close down at the beginning of the year 2019) is currently implemented, 7- Pre-import authorizations, 8- Foreign exchange authorization/commitment 9- Electronic payment, Remittance (3 operational banks are able to process payment request issued by operators: NSIA, SIB and STANDARD CHARTERED. The process is ongoing with other banks ; Remittance has been functional since end of November 2017),

COUNTRY	IMPLEMENTATION STATUS
	10- Online issuance of phytosanitary certificates (module delivered and functional for the cocoa sector. Over 10,000 documents have already been approved ; A decree will enable to expand this module so as to cover all products) 11- Insurance certificates management (module delivered and functional. Over 10,000 requests were made by the end of December 2018) ❖ The following modules are delivered and non-operational, either on final testing phase or pilot phase or development phase: 12- Centralized multi-agency risk management module and collaborative visits; the module has been delivered but not functional. It is finalized and commencement of the pilot phase is expected to take place in the course of the 1st quarter of 2019 13- Certificates of origin module (module at the final testing phase with WFCI, is at the final testing phase with Webb Fontaine. Commencement is scheduled for early 2019) 14- Waiver and duty free privileges module; module in pilot phase, it is in final testing phase between the Customs and WFCI. This is a sensitive module 15- Standards compliance verification Program module, Volatile Organic Compounds (VOC) is being developed Globally, 15 modules are expected to be developed before the end of the Project.
Togo	The Togolese Government appointed SOGET for the implementation of SWET. The Single Window is established. The marine phase, border posts and the air phase are in use and operate normally. The following features are used by various stakeholders: Containerized import, export and re-export based on Customs treatment of pool containers -Transfer and de-staffing of containers in Warehouse and Clearance Area, - Release of goods under Free Alongside Ship, - Bulk shipments and general cargo,

COUNTRY	IMPLEMENTATION STATUS
	-Roll-on roll-off cars (new vehicles) -Payment of duty and taxes is done through UTB bank, ECOBANK, ORABANK and BTCI. Single Window is established and functional in Kodjoviakopé Customs Office at Togo-Ghana border. Single Window is further functional in Sanvee Condji (Togo - Benin border). The Single Window at the Port provides details on dwell time of cargo in transit and those for domestic consumption, and the number of full or bulk containers unloaded and taken out in real time at the Port of Lomé. All port statistics are handed over to port authorities during technical meetings for consideration.
Benin	The port of Cotonou Single Window is fully functional. Thus, all port operations are processed through SW. Improvements are ongoing for better service delivery. However, at the end of December 2018, the poor performance as a result of re-introduction of Import Audit Program (IAP) has undermined efforts made. In Benin, following a decision from the Council of Ministers, dematerialization of authorizations and procedures (introduced by the Ministries and Technical Departments) by SOGET is ongoing and improving. All Import/Export operations relating to cargo transiting via the port of Cotonou and bulk cargo are handled through Single Window. Benin is now provided with Single Window for Foreign Trade Transactions (SWFTT). The Single Window established at Hillacondji is functional. Customs revenues (duties and taxes) are paid through BOA, on behalf of Customs Administration and other State players.
Nigeria	The Government hired WESTBLUE CONSULTING which, upon completion of the study, submitted its report during a workshop held on 11th and 12th December 2012 in Abuja. The Government launched a call for tenders in view of recruiting an operator to handle Single Window implementation. According to latest information, the Ministry of Finance Authorities are striving with Nigerian Customs to commence Single Window operations in the port. Several meetings were held for the effective start of SW at the

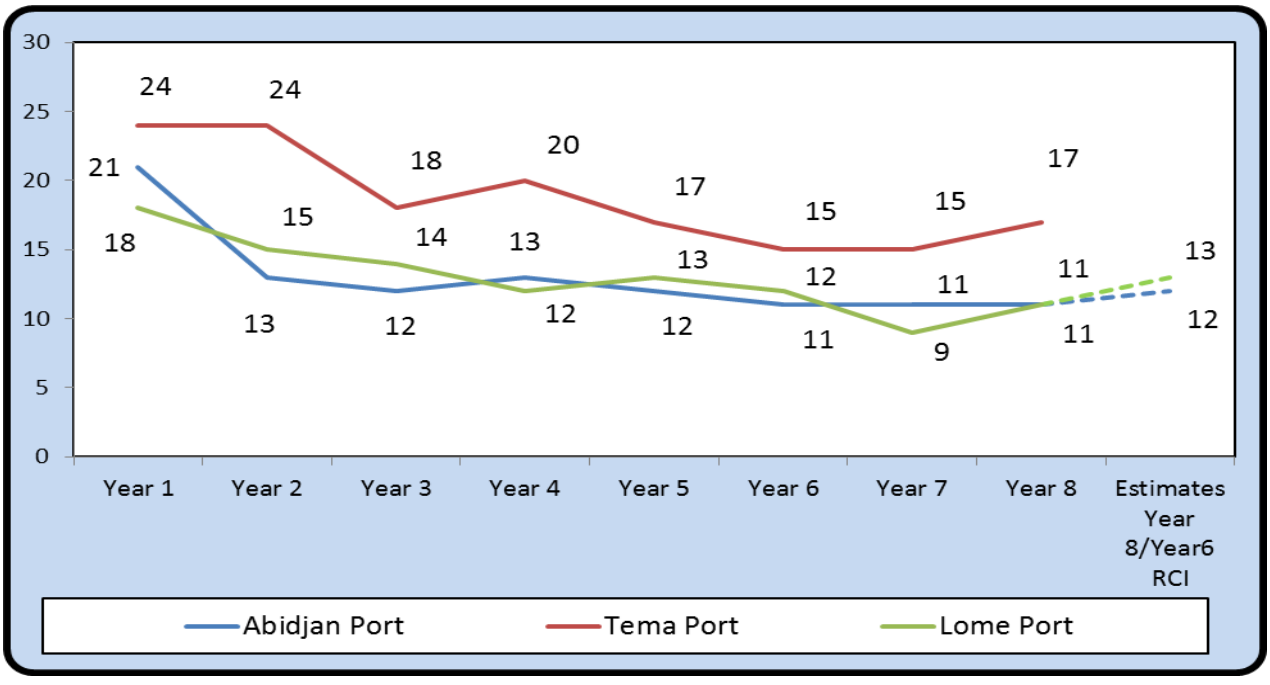
COUNTRY	IMPLEMENTATION STATUS
	Port of Apapa. A roadmap is developed with an operational timeline to fast-track the process. As a result of various arrangements made, an early start is discernable especially with the studies on improving the Port of Apapa. These studies are currently ongoing with the support of the World Bank. Joint initiatives are planned for implementation. The first outcomes will be visible by the first and second quarter of the year 2019.

Indicator 2: Cargo/container port dwell time

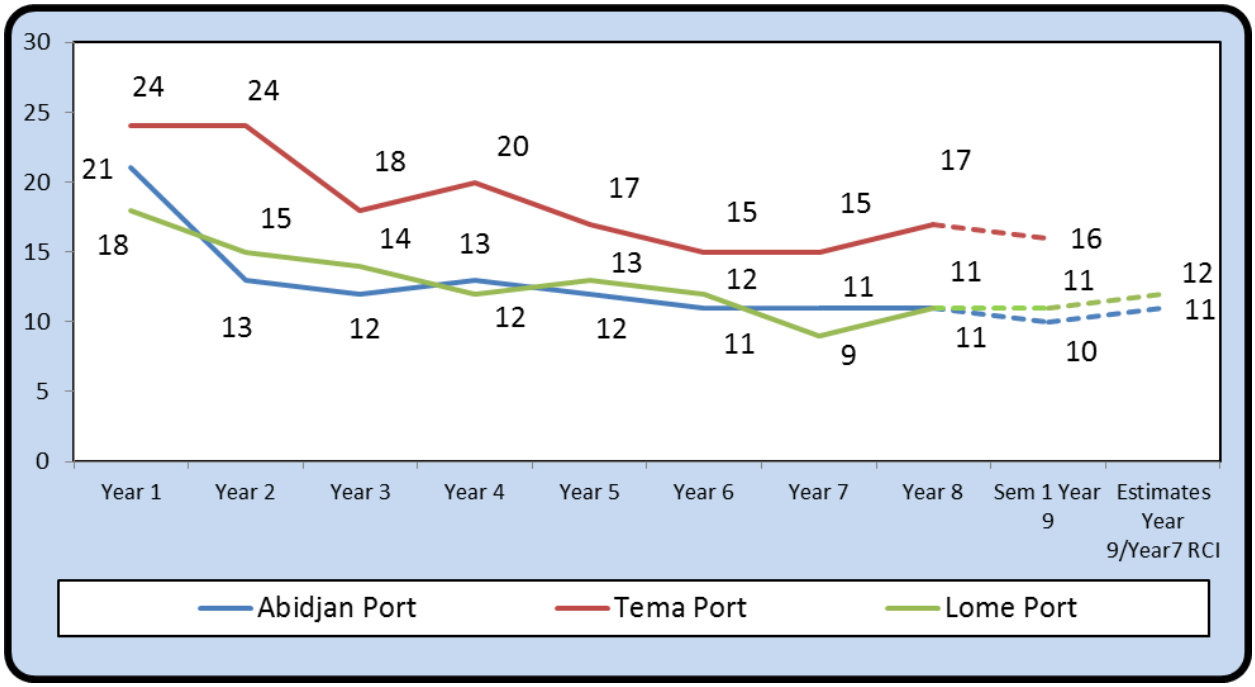
Operational Definition: Difference between the release date of goods/containers from the port and discharge date.

This indicator has been calculated based on data collected by Focal Points. It takes account of the processing time required by all stakeholders involved in port operations (Customs, Port, handlers, consignees, Shippers, other inspection services and Customs Brokers) (Refer to Appendix 1).

Graph 1: Overview of dwell time in the ports of Abidjan, Tema and Lomé



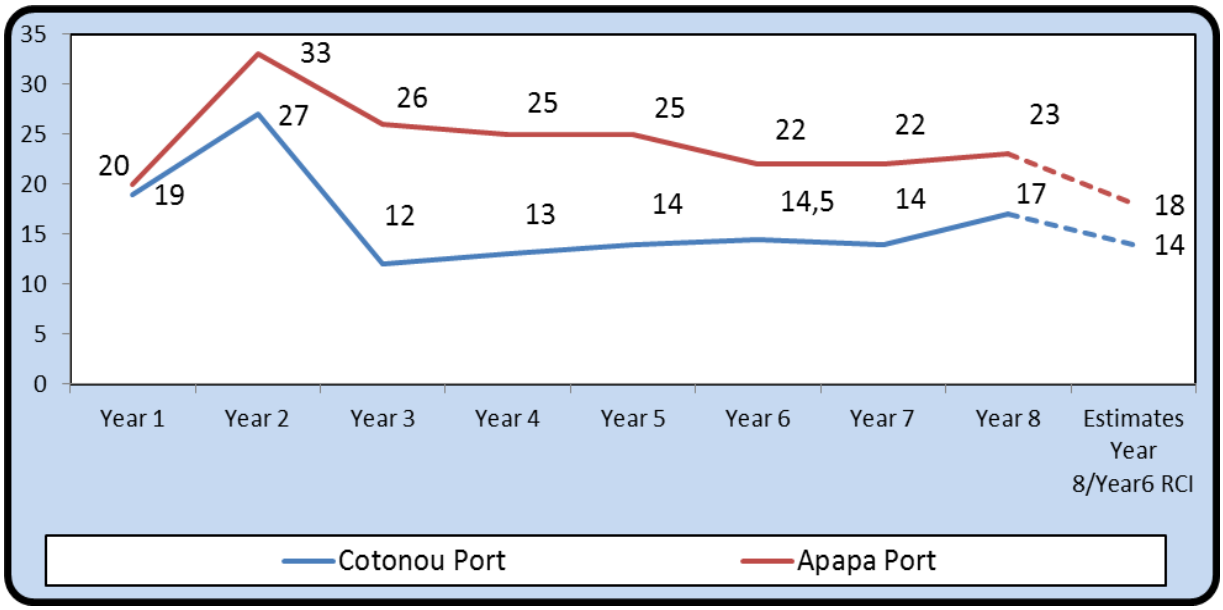
Source : ALCO database



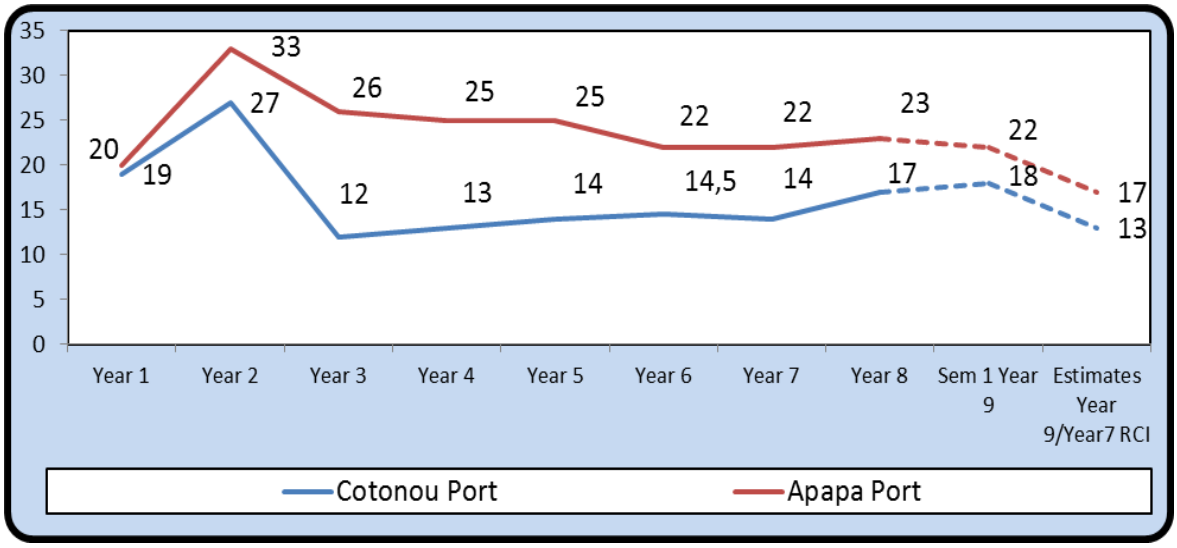
Source : ALCO database

N.B. Year1 (August 2010 to June 2011); Year2 (July 2011 to June 2012); Year3 (July to June 2013), Year4 (July 2013 to June 2014), Year5 (July 2014 to June 2015) YEAR 6 (July 2015 to June 2016) and Year7 (July 2016 to June 2017), Year8 (July 2017 to June 2018) and semester 1 Year9 (July to December 2018)

Graph 1'': Overview of dwell time in the ports of Cotonou and Apapa



Source : ALCO database



Source : ALCO database

N.B. Year1 (August 2010 to June 2011); Year2 (July 2011 to June 2012); Year3 (July to June 2013), Year4 (July 2013 to June 2014), Year5 (July 2014 to June 2015) YEAR 6 (July 2015 to June 2016) and Year7 (July 2016 to June 2017), Year8 (July 2017 to June 2018) and semester 1 Year9 (July to December 2018)

Table 1: Overview of dwell time in the Ports of Abidjan, Tema, Lomé, Cotonou and Apapa

	Year1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Expected Year8	SEM 1 Year9	Expected Year9
Abidjan	**21**	**13**	**12**	**13**	**12**	**11**	**11**	**11**	**12**	**10**	**11**
Tema	**24**	**24**	**18**	**20**	**17**	**15**	**15**	**17**	**-**	**16**	**-**
Lomé	**18**	**15**	**14**	**12**	**13**	**12**	**9**	**11**	**13**	**11**	**12**
Cotonou	**19**	**27**	**12**	**13**	**14**	**14,5**	**14**	**17**	**14**	**18**	**13**
Apapa	**20**	**33**	**26**	**25**	**25**	**22**	**22**	**23**	**18**	**22**	**17**

Source : ALCO database

- **In the Port of Abidjan**: From July 2017 to June 2018, port dwell time recorded 11 days against 12 days as target for Year 6 for Côte d'Ivoire (Year 8). Dwell time in the port of Abidjan has stabilized compared with year 5. This stability could be attributable to the followings:

  - Establishment of a service or committee (which provides reductions or even 5% discounts in addition to the 10-day franchise) that look for importers who abandoned their containers in the port due to financial constraints;
  - Reduction of port congestion caused by containers in process of trans-shipment, export and import. There is decline in the number of containers undergoing transshipment, bound for the ports of Cotonou and Pointe Noire. This situation resulted in making more room for the destuffing area, thus facilitating the operations of consignees, freight forwarders and Abidjan Terminal.
  - Continued port activities reorganization.

However, SYDAM customs clearance IT system shutdown, strike action undertaken by stevedores and the Single Window instruction for dockside monitoring had adverse effects on port dwell time.

The situation has not really changed compared with year 5.

In view of reducing port dwell time, there is need to create awareness among importers and freight forwarders to enable them anticipate customs declaration procedure before arrival of cargoes. Once cargoes are at the dock (in the port after offloading), it is now left with time required to obtain the release order which should not exceed 72 hours (3 days), even after considering weekend arrivals. So, it is possible to move from 11 days to 5 or 6 days maximum. T1 needs to be transparent by then, that is to say T1 is also carried out before cargo arrival (normally 72 hours before docked ship).

For this to be effective, all key stakeholders must be involved:

1. Ivorian Customs Administration,
2. Port of Abidjan Administration (PAA),
3. Ministry of Trade and Industry,
4. Côte d'Ivoire Chamber of Commerce,
5. Confederation of Ivorian Industry (CGECI),
6. Consignees,
7. Freight forwarders,
8. Stevedores and carriers,
9. The Terminal

Between 2017 and 2018 one point decline was recorded. Customs brokers should take credit for that. At this level, the areas of improvement are essentially anticipation of documentation prior to the arrival of vessels. Abidjan Terminal has also undertaken two important actions listed below. They will be further explained:

1. Publishing vessels status on the website

2. Publishing on the website the list of import containers on its park with information related to customs declaration

Other reasons are given to explain the stability of dwell time in the Port of Abidjan, among which we can mention a few:

- **1. EXPORT**

Due to sharp decline in cocoa prices on the international market, producers and exporters kept their stock, hoping to create shortage which will induce recovery. This has caused longer dwell time for containers on the Terminal. Finally, from the beginning of the second quarter, exporters admitted that

cocoa price won't rise. It was then necessary to trade the stock to avoid losing the quality of the product. This accounts for the longer port dwell time from April 2018.

- **2. IMPORT**

Over the same period (1st half-year), there was 4.2% growth in import volumes compared with last year. These volumes and the issue of vehicle traffic in the port area (bottleneck) slow down truck turnaround, causing longer stay of imported containers at the Terminal. More so, implementation of WAEMU regulation 14 which prescribes weighing trucks prior to exit from the port area has impacted port dwell time.

- **3. EMPTY CONTAINERS**

Export situation has had impact on empty containers dwell time on the Terminal. As long as the products are not exported, there is no reason to position empty containers awaiting products to be packed; this causes longer containers dwell on the Terminal. This situation analysis regarding cargo dwell time in the Port of Abidjan is also elucidated by the calculation made on the variation of some months of operations from January to June 2017, which has always had an impact on cargo dwell time. This information provided in table x are published (refer to Port of Abidjan website).

Apart from the reasons stated above, the other aspects include (issued mentioned above):

1. Publication on Abidjan Terminal website (www.Abidjan-Terminal.com)
Through this publication, import/export economic operators can directly access information without relying on intermediaries. Furthermore, they have real-time information on the position and traceability of their containerized cargo. The dissemination of this information comprised two parts, namely: the situation of containers and the position of boarding vessels. Find an example below (in the table)
For example, the list of import containers unloaded with their status: BAE CUSTOMS, BAE CONSIGNEE, BAE TERMINAL (BAE means release order)

2. Messages informing on the situation of containers. Shipping agents receiving on daily basis information the list of declared containers (BAE customs), as well as delivery order for Ship-owner and the Terminal; That is, containers ready for delivery. These pieces of information are always published on the Port of Abidjan website (Refer to Port of Abidjan website).

3. For transhipments: Customs circulars for simplified containers declaration.
Customs Circular N° 1605 on the procedure for simplified declaration of goods in transhipment which also had a positive impact on stabilizing cargo dwell time in the Port of Abidjan at 11 days. (Refer to the attached circular)

- **In the Port of Tema:** From July 2017 to June 2018, port dwell time is estimated at 17 days. It was 15 days in year 7. Therefore, cargo/container dwell time in port has increased compared with year 7. The following reasons account for the increased port dwell time:
  - Failure to optimize the use of the seven gantry cranes (three were procured in addition to the four gantry cranes making a total of seven) by cargo handlers and the Terminal,

- Increased domestic traffic as a result of economic recovery after the downturn,
- Equipment-related issues of transfer of containers are not fully addressed (as they still create bottleneck),
- Reorganizing of trucks entry to the port area did not follow the high pace of traffic over the period,
- Extension of scanning hours till late in the night did not completely solve the congestion in the scanning facilities,
- Wait time for scanning has turned long. This does no longer contribute to reduce long queues of trucks,
- The relatively reduced processing time in obtaining FCVR (valuation report) issued by the inspection company for goods and vehicles has become longer than it has been in the past, as a result of increased traffic and maintenance of the system which does not necessarily follow work pace.

However, the following challenges are persistent:

- Burkina Faso importers are confronted with cash availability to enable them pay in advance in CFA, the cost associated with transport of goods in transit. To do this, they have to resort to banks in Togo because Ghana exchange regulation does not provide for CFA.
- During weekends, all consignees and cargo handlers' offices are closed down, thereby hampering operations.
- Non-integration of consignees in the Single Window causes delay for Customs brokers.

All these factors account for the increased port dwell time recorded in the port of Tema.

This data collection exercise was conducted following Ghanaian stakeholders' request during ALTTFP report dissemination workshop held in Lomé in January 2012. However, Tema port dwell time measurement helps to compare performance of various ports within the framework of ALTTFP.

For the purpose of improving Tema port dwell time, ALCO suggests the followings:

- Continue with early introduction of Manifest 72 hours in advance
- Fast track file processing by consignees
- Integrate consignees in the Single Window
- Stabilize and harmonize consignees tariff
- Resolve the issue of change regulation to allow Burkina Faso importers have access to CFA via bank transfers.
- Resolve the issue of space for unloading.
- Expedite settlement of disputes or litigations about customs valuation report
- Resolve the problem of inadequate seals, long cables for heavy duty machineries in transit and microchips.

ALCO reiterates the need for Ghanaian Authorities to assess the port Single Window with the view to gauge its impact on dwell time.

- **In the Port of Lomé**: From July 2017 to June 2018, port dwell time is 11 days for 13 days as target, against 9 days recorded from July 2016 to June 2017. This rise is the result of road works currently ongoing within and outside the port, especially the late declaration on the part of importers or hauliers despite in-depth reorganization and operationalization of Single Window for Foreign Trade and commissioning of the new Terminal which will contribute to the free-flow of port activities. These factors contribute to thwart efforts made (early manifest registration process, installation of axle load inspection operator in the port in view of saving time, reducing time between registration of Customs declaration and obtaining the release order) for continuous improvement in the Port of Lomé and on the Terminal area in view of accelerating customs clearance procedures.

- **In the Port of Cotonou**: From July 2017 to June 2018, port dwell time recorded nearly 17 days for 15 days as target for year 8, compared with 14 days for year 7. Therefore, the port of Cotonou recorded three points increase compared with results recorded in year 7 with 14 days as target.
  The increased port dwell time is due to recurrence of situation observed during BENIN CONTROL period in 1011, 2012 and 2013 in relation to cargo release process at the Port of Cotonou. The progressive implementation of various reforms have led to delayed release of importers cargo to the hinterland countries, compared with few years earlier. The numerous inspections carried out by Benin Control has contributed to lengthen cargo dwell time in the port of Cotonou.

The lag time between the arrival and registration of manifest which was 2 days has increased to 4 days. Similarly, the time between payment and release of cargo has increased from 1 to 4 days.

Furthermore, several reforms were undertaken to reduce port dwell time, particularly Port Single Window (PSW) and Integrated Management System of Cotonou Port Authority (IMSCPA).

Concerning the Port Single Window, all developed features are fully functional. Other features which have proved necessary were also developed. The system is continuously improving. In fact, reorganization of heavy duty vehicle traffic has caused disruption in the whole system which is reflected in slow release of cargo. However, the constant increase in Cotonou Port dwell time since it declined from 27 days to 12 days in Year 3, is a source of concern, and now it has increased to 17 days. The National Facilitation Committee and the PCU are urged to continue working towards reduced dwell time in the port of Cotonou. Benin NFC organized several meetings with various port stakeholders with a view to improve dwell time in the port of Cotonou. The port community suggested unloading containers outside the port, and this has been implemented for the past few months.

ALCO identified the bottleneck as lag-time between registration of the declaration and obtaining release order. For the purpose of improving this time, there is need to raise awareness among licensed and unlicensed customs brokers and importers for diligent payment of customs duties and taxes. The NFC and the 24 H Committee are to ensure implementation of these awareness activities.

- **In the Port of Lagos (Apapa)**: From July 2017 to June 2018, port dwell time is estimated at 23 days for 18 days as target for Year 8. This 23-day port dwell time has recorded 1 point increase that is, 22 days from July 2016 to June 2017 and 25 days from July 2014 to June 2015. The 23-day dwell time is due to construction works in container terminals which impede the free-flow of traffic. This time is the highest; 7 days was recorded against 6 days the previous period. Also, the lag-time between cargo arrival and manifest registration is considerable, i.e. almost 13 days. As at now, for reasons of reorganization and limited number of trucks, operators are obliged to carry out transfer of containers to Inland Container

Bonded (ICB) within time limits. In addition, some importers delay Customs procedure as they would be seeking bank loans or clients to settle customs duties as well as cargo handling fees. On the other hand, other importers abandon their containers within the port as they lack space in their warehouse. As it stands, the port of Apapa operate as an open warehouse. Although dwell time in the port of Apapa has recorded a slight increase in year 8, it has globally stabilized.

Measures are expected to be taken to further reduce the 23 days recorded. A global consultation of all port stakeholders is required to expedite the procedures, which will eventually result in reduced Lagos port dwell time.

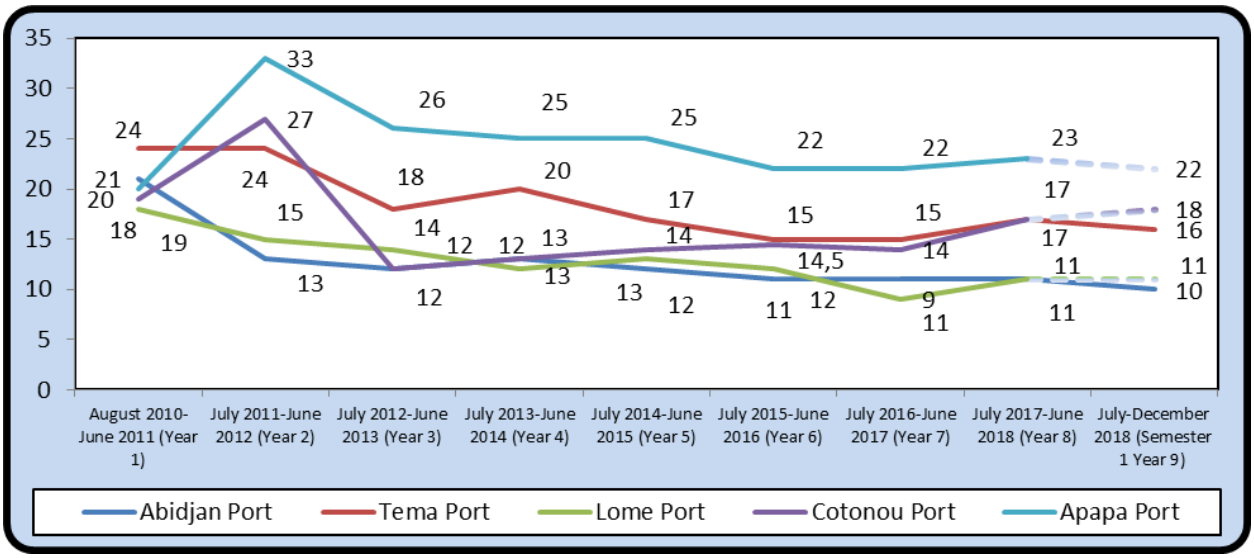
Having noted such underperformance, ALCO suggests as follows:

Reduce the number of inspection agencies operating within the port of Lagos.

- Seek ways and means to resolve the issue of congestion in the port, concerning access of trucks and containers transfer to the Terminal.
- Adopt risk management for selective spot-checks as recommended by the Revised Kyoto Convention of the World Trade Organization (WTO)
- Put in place a mechanism for quick location or tracking of containers within the port area. In this regard, computer management is highly recommended especially on storage facilities.
- Under guidance of the NFC, organize meetings to raise awareness among Port stakeholders.

Aware of the situation, the Federal Minister of Transport is working around the clock to find lasting solutions.

Graph 1 (2″) : Overview of ALTTFP eight years of implementation



Source : ALCO

Table 2: Port dwell time variation indicators (expressed in days)
Period: July 2017 to June 2018

INDICATORS	ABIDJAN		TEMA		LOME		COTONOU		APAPA	
	YEAR8	SEM1 YEAR 9	YEAR8	SEM1 YEAR9	YEAR8	SEM1 YEAR9	YEAR8	SEM1 YEAR9	YEAR8	SEM1 YEAR9
Average time	11	10	17	16	11	11	17	18	23	22
Median	10	10	17	17	12	11	18	18	23	23
Standard deviation	1	1	2	2	1	0	4	2	2	2
Maximum (set)	100	100	100	100	100	100	100	100	100	100
Minimum	9	9	15	14	9	11	8	15	20	20
Quartile 1 (Q1)	10	9	16	16	11	11	16	17	23	22
Quartile 2 (Q2)	10	10	17	17	12	11	18	18	23	23
Quartile 3 (Q3)	11	11	18	17	12	11	19	19	23	23

Source : ALCO

Comment and example

Q1 = 25% of cargo dwell in Ports within a time below X (corresponding day in the table, Eg. 10 for the Port of Abidjan, colored) and 75% within a time greater than X (corresponding day in table, 10). It is the lowest value of cargo dwelling in ports such that at least 25% of cargo dwell less than or equal to X (corresponding day in the table)

M = Q2 = 50% of cargo dwell in ports within Y time (corresponding day in the table is 10 for the Port of Abidjan).

Q3 = 75 of cargo dwell in ports within time below Z (corresponding day in the table for example 11 for the Port of Abidjan, colored)) and 25% within a duration longer than Z (11).

It is the lowest value of cargo dwelling in ports such that, at least 75% of cargo are below or equal to Z (corresponding day in the table).

To better understand the different trends of these indicators, a disaggregation is outlined below, with details of different time (shown in the appendix)

Graph 2: Disaggregation of cargo dwell time in the ports

The overall time was disaggregated by port in three phases:

- T1 : Lag time between cargo arrival or manifest submission and cargo declaration

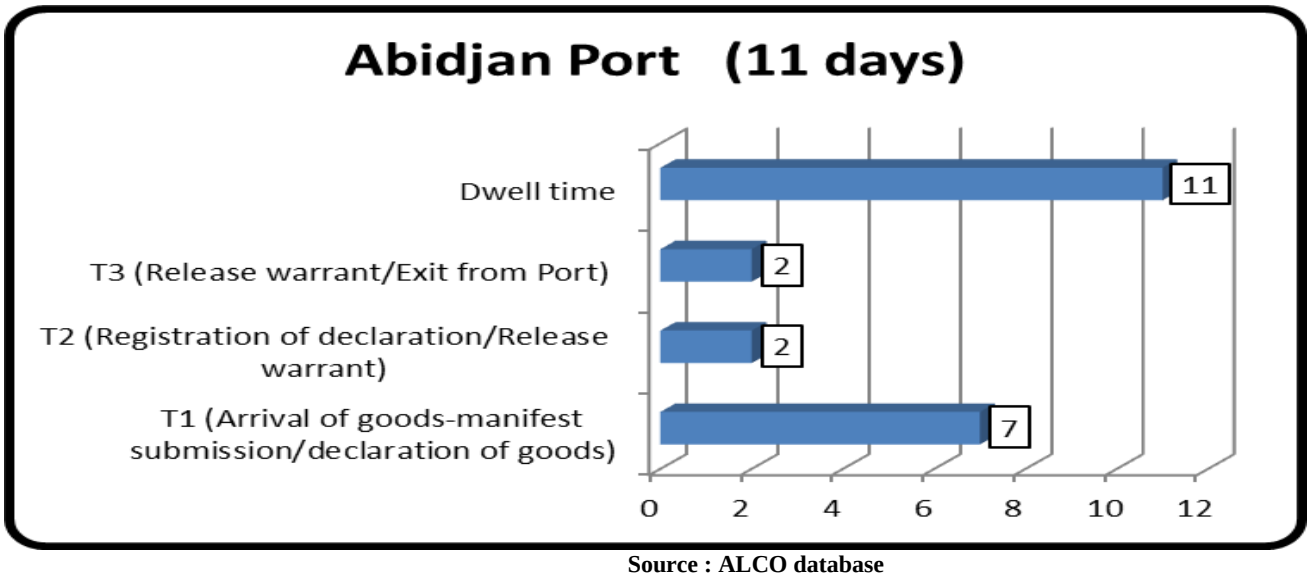
- T2 : Lag time between cargo registration and release order

- T3 : Lag time between release order and release of goods from the port.

Based on the various time shown in the graph below, it is easier to identify stakeholders who spend more time for formalities.

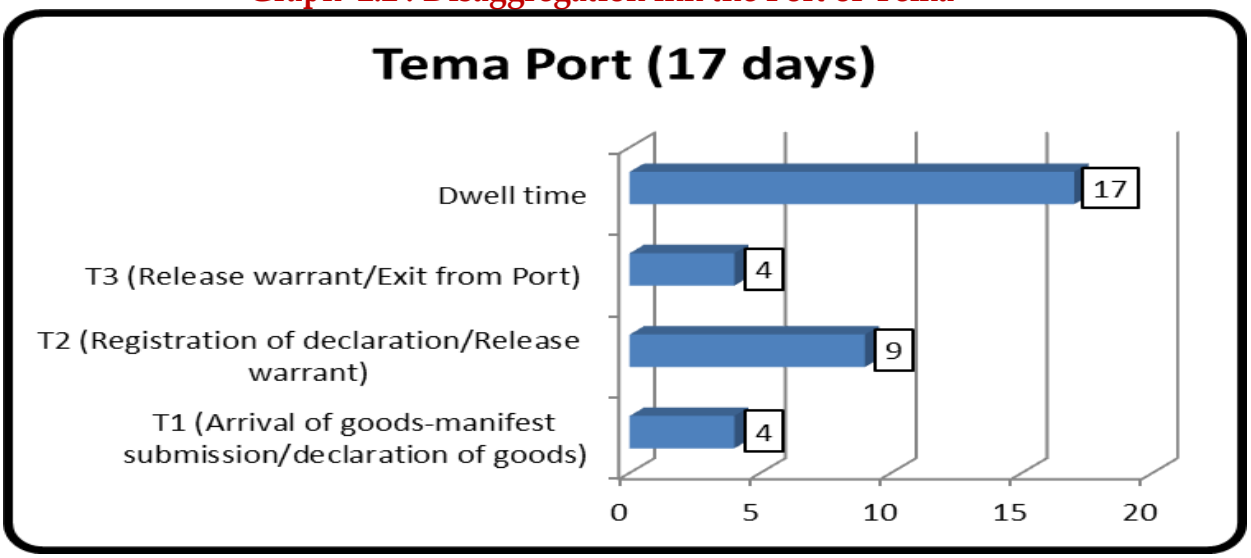
(N.B. ***In the various graphs, the data are expressed in number of days.)***

Graph 2.1 : Disaggregation in the Port of Abidjan (expressed in days)



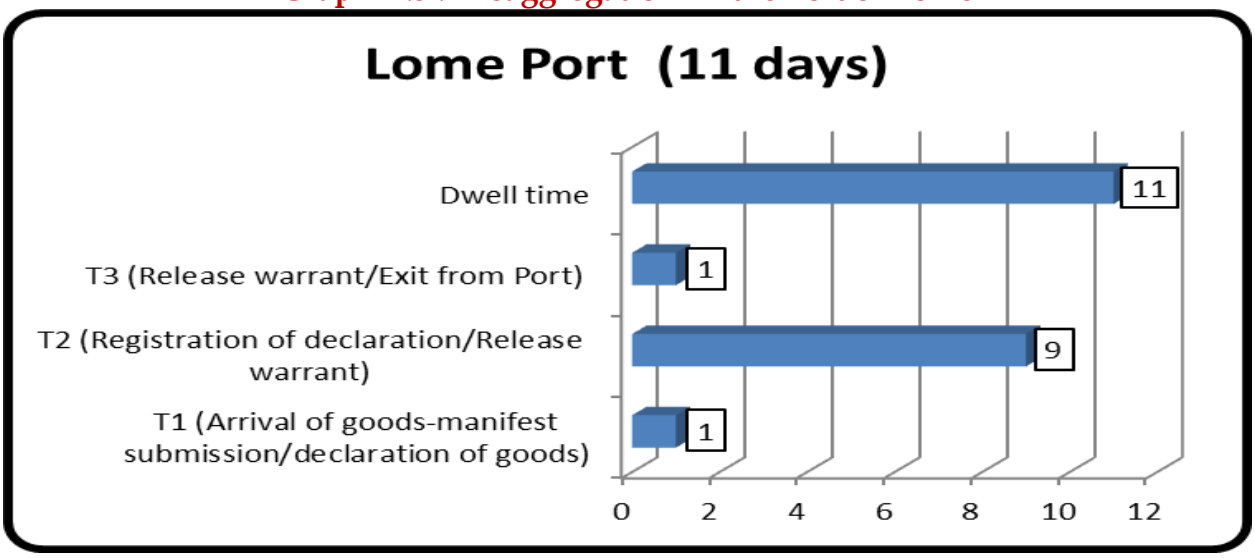
Source : ALCO database

Graph 2.2 : Disaggregation inn the Port of Tema



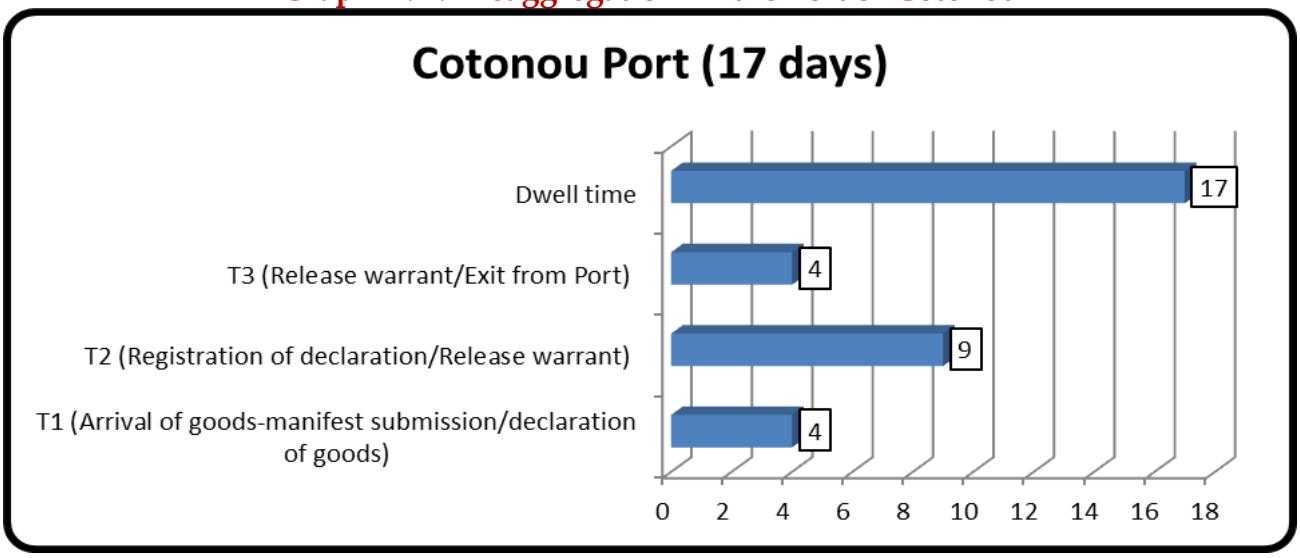
Source : ALCO database

Graph 2.3 : Disaggregation in the Port of Lomé



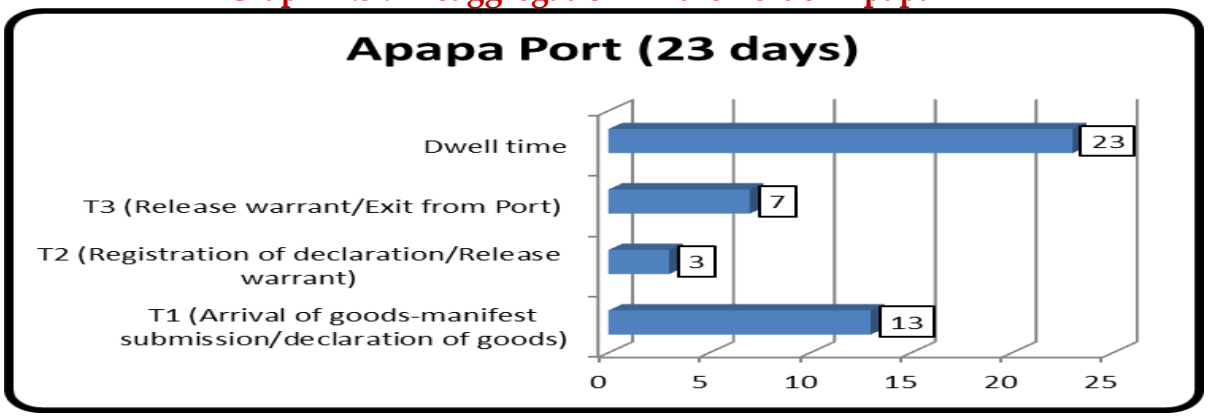
Source : ALCO database

Graph 2.4 : Disaggregation in the Port of Cotonou



Source : ALCO database

Graph 2.5 : Disaggregation in the Port of Apapa



Source : ALCO database

N.B. Port dwell time trends from July 2016 to June 2018, as well as overview for 2011, 2012, 2013, 2014, 2015, 2016, 2017 and 2018 are in appendix II.

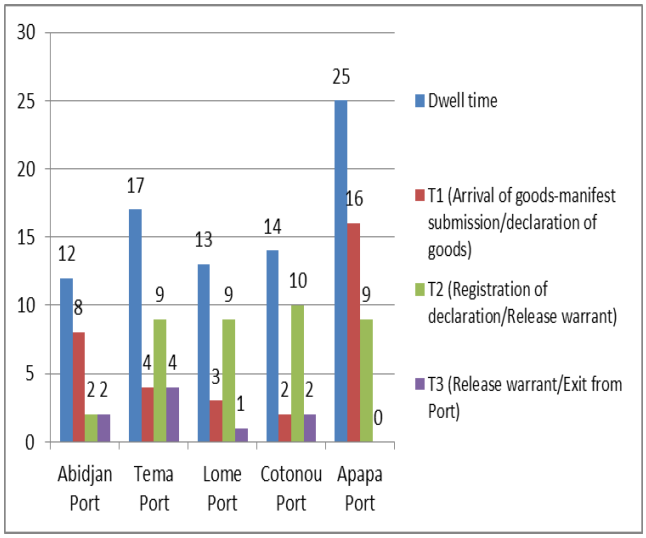
ALCO port dwell time has globally fluctuated significantly in Year 8 of ALTTFP. There is need to continue advocacy to achieve sustainable reduced dwell time in these ports.

Comparative table: Disaggregated cargo dwell time in the ports from 2015 to 2018

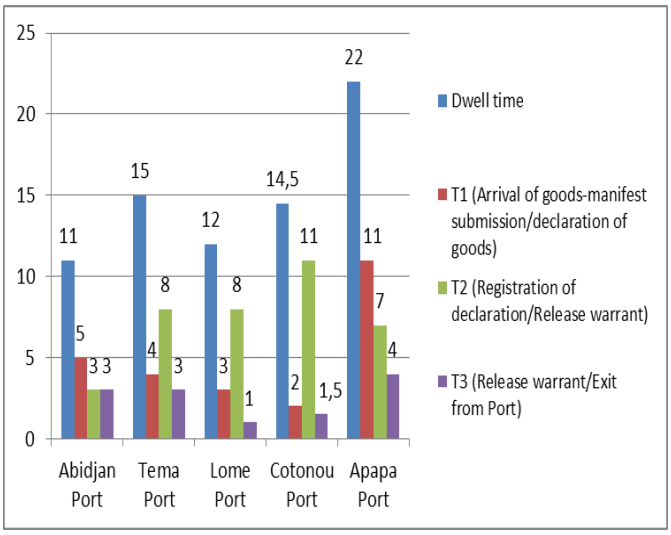
	2015					2016					2017					2018				
Ports	**Abidjan**	**Tema**	**Lomé**	**Cotonou**	**Apapa**	**Abidjan**	**Tema**	**Lomé**	**Cotonou**	**Apapa**	**Abidjan**	**Tema**	**Lomé**	**Cotonou**	**Apapa**	**Abidjan**	**Tema**	**Lomé**	**Cotonou**	**Apapa**
Dwell time	12	17	13	14	25	11	15	12	15	22	11	15	9	14	22	11	17	11	17	23
T1 (cargo arrival-manifest submission/ cargo declaration)	8	4	3	2	16	5	4	3	2	11	7	4	1	2	12	7	4	1	4	13
T2 (declaration registration/ release order)	2	9	9	10	9	3	8	8	11	7	2	8	7	11	3	2	9	9	9	3
T3 (Release order/ release of goods from the port)	2	4	1	2	-	3	3	1	1,5	4	2	3	1	1	7	2	4	1	4	7

Source : ALCO database

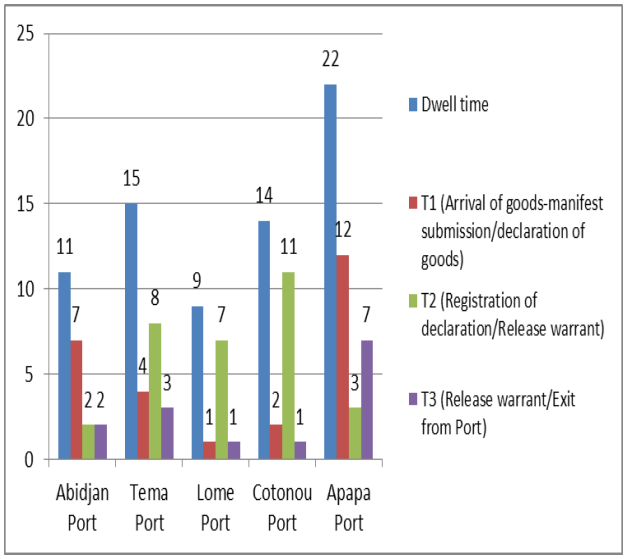
Compartive graph : disaggregated cargo dwell time in the ports



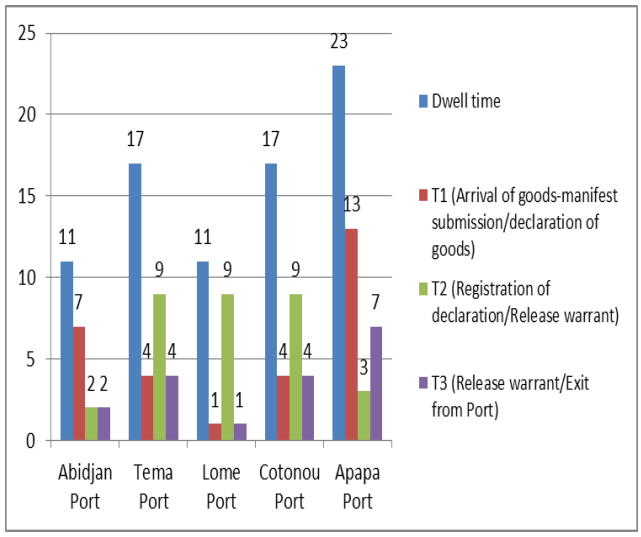
2015



2016



2017



2018

Suggestions to reduce T1, T2 and T3 (Specific case to consider in each country)

Find below few suggestions for situation analysis to globally reduce T1, T2 and T3:

I. Actions to be taken by Customs service towards reducing port dwell time

1.1 Anticipated Risk and Value Analysis (ARV) by the Risk and Value Analysis Department (DARV) and / or some affiliated services in each country.

This action consists in creating favorable conditions for Customs service responsible for risk analysis and valuation to carry out the verification of bills of lading prior to the arrival of the vessel:

- For that matter, an agreement should be signed between Ship-owners/Consignees and Customs service,
- Based on that agreement, an electronic partial manifest will be sent to the Customs system,
- Once the ship departs from the last but one port before the port of destination, the final electronic manifest will be sent to the Customs system after leaving the last port prior to the port of destination,
- The Risk and Value Analysis Department should proceed with verification of all bills of lading prior to the vessel arrival.

1.2 DARV service

- Provide DARV with adequate and well trained human resources especially on risk and valuation analysis,
- Provide DARV with material resources, particularly well-functioning computers and printers which are connected to the IT system for verification of bills of lading,
- When required, the teams should work continuously to make up the time required for B/L verification.

II. Actions to be taken by Importers towards reducing port dwell time

Importers should be educated in order to anticipate customs declaration procedure. By then, they will be able to finalize their cargo declaration before the arrival of the vessel, as the electronic bill of lading is available in the Customs system and DARV has already conducted risk and valuation analysis.

III. Actions to be taken by Port Community/Stakeholders towards reducing port dwell time

Set up a computerized appointment system via the Internet. The essential functionality of such system is to provide an appointment scheduling platform that will enable any haulier to book an appointment for his trucks formalities within the port area. The advantage of such a system is the free-flow of traffic, as only trucks which booked an appointment will be in the port area, per time slot. This helps to set a limit for the number of trucks on the traffic lanes in the port area. Not all trucks will be moving or parked on roadside simultaneously.

IV. Actions to be taken by hauliers towards reducing port dwell time

Hauliers must also be educated on using the internet platform to book appointments in a specific time slot, before conveying their trucks to the port. The advantage for hauliers is the free-flow of traffic and the possibility of increasing the number of daily trips a truck could make. They will also be able to save fuel because traffic will be less congested (less bottleneck) as a result of reduced number of trucks plying the road; the trucks will also experience less wear and tear as the engine will run less.

These analyses, combined with country specific strategies will make it possible to minimize T1, T2 and T3 and hence T, which is the overall cargo dwell time in the ports.

Indicator 3: Border crossing time

Operational definition: 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.

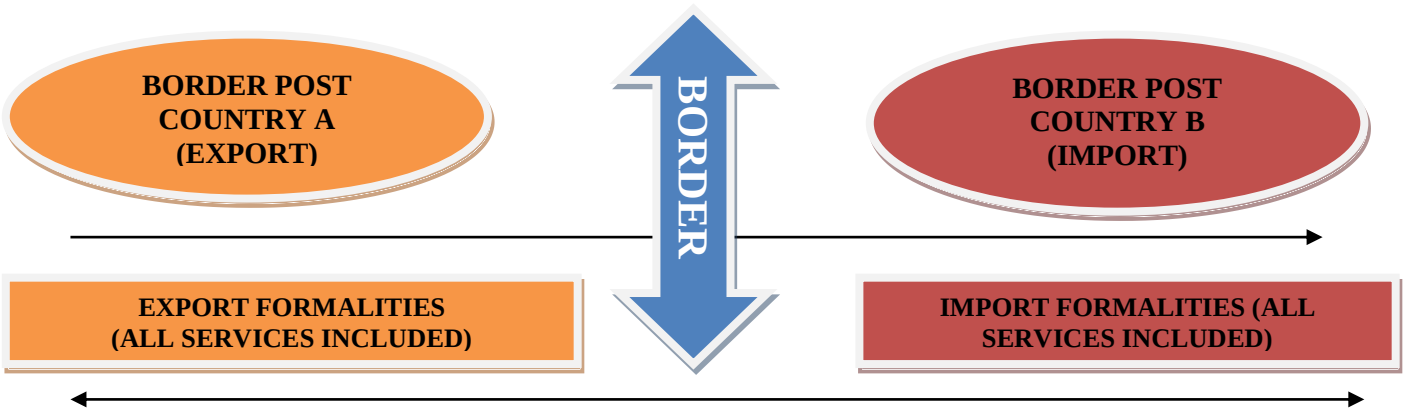
For each border, this indicator has two components; export (exit from the territory including cargo in transit) and import (entry into the territory including cargo in transit); besides, there is the lag time between end of export formalities and start time for import formalities. This operational definition 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 about ten kilometers away from the border, while the driver will carry out formalities with the different border services.

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

Table 3: Borders between countries along Abidjan - Lagos corridor

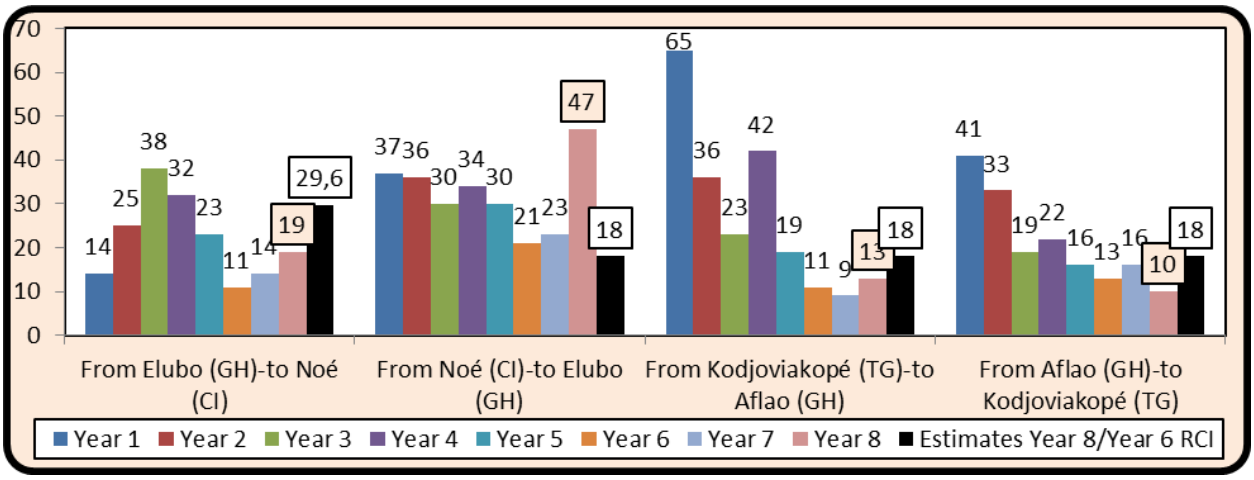
Country	Côte d'Ivoire	Ghana	Togo	Benin	Nigeria
Political /Economic capital	Abidjan	Accra	Lomé	Cotonou	Lagos
Border Town	Noé	Elubo			
		Aflao	Kodjoviakopé		
			Sanvée Condji	Hillacondji	
				Kraké	Seme

Diagram showing border crossing



N.B. The overall pattern for reading the disaggregated border crossing time is included in Appendix II.

Graph 3: Border crossing time indicators for Côte d'Ivoire (Noé), Ghana (Elubo and Aflao) and Togo (Kodjoviakopé) (expressed in hours)



Source : ALCO database

N.B. Year1 (August 2010 to June 2011); Year2 (July 2011 to June 2012); Year3 (July to June 2013), Year4 (July 2013 to June 2014), Year5 (July 2014 to June 2015), Year6 (July 2015 to June 2016) and Year7 (July 2016 to June 2017), Year8 (July 2017 to June 2018) and semester 1 of year 9 (July to December 2018).

- **Elubo-Noé** : Côte d'Ivoire was part of APL 2 (effective from October 16, 2012); border crossing time recorded from July 2017 to June 2018 is 19h against 14h from July 2016 to June 2017, whereas target for year 6 (specific to Côte d'Ivoire) was 29.6h. Although below the target, this 19-hour border crossing time has gained 3 points compared with year 5 (Côte d'Ivoire). This is due to complacent measures to reduce the time at this border post, especially the slow attitude on the part of cargo handlers in loading and unloading cargo for Ecor (examination and counting). This rise from 14h to 19h from the 5th to the 6th year is also due to increased time spent for Customs import formalities which rose from 1h10 to 11h.43, in addition to the

start and end of import formalities which increased from 2h43 to 12h23 at Noé border. The start and end of export formalities has also increased from 2h21 in year 5 to 5h44 in year 6.

The continuous increased border crossing time which has been ongoing for at least three years (although below the target value) requires special attention from various stakeholders operating at this border to reverse the trend. Customs Administration took a number of measures especially the repeal of the Circular prohibiting importation of cargo via land from third world countries (excluding ECOWAS), and cargo clearance at this border. Once the declaration is made, the freignt forwarder is required to pay the fees promptly at the risk of the system getting blocked. Truckloads in transit are escorted to the Customs Office in Abidjan. Cluster escort is conducted with at least five vehicles; however, depending on the requirements, the escort can involve one or two vehicles.

Following a working session between the Prime Minister Office for Budget Department and the National Federation of Ivorian Traders (FENACCI), the Customs Excise and Preventive Service issued a Memo (N° 160/MPMB/DGD) dated 30th May 2014 regarding cargo clearance at Land Border Offices. This Memo outlines the terms and conditions of customs clearance for goods which do not originate from the ECOWAS region. This Memo will make it possible to secure customs revenue, and will also enable WEBB FONTAINE to efficiently collaborate with the relevant Customs Offices (especially Noé).

Despite the upward trend compared with the previous year, the reduced border crossing and formalities time (compared with the target) is driven by the followings:

- Anticipation of formalities by some freight forwarders before arrival of the vehicle at the border. In this type of case, freight forwarders will, even before the vehicle arrives at the border, provide all the documents of the cargo as required by the Customs service, and therefore formalities could start.

- The type of cargo. Certain commodities such as chemicals, quarry products, rapidly perishable commodities (Ex. fresh oranges) are counted. Ecor (verification and counting process) requires much time since it is done manually due to lack of scanner. It is implemented only for commodities with no invoice, and at times it is applied to selected commodities (in the event Customs service doubts) based on weight and/or unit.

- This downward trend is also partly due to the awareness-raising sessions organized by the Customs service (Open House Days) to explain and facilitate border crossing procedure for businessmen, especially as regards lifting of restriction on importation of goods through Noe's Customs Office.

The upward border crossing time recorded in the year 2018 is also due to the followings:

According to Officials at Noé Customs service, this situation is not only due to importers refusal to comply with the applicable regulations on clearance of goods, but also the Government determination to enforce this regulation after several deferrals. Actually, since the end of post-electoral crisis and because of lack of infrastructure in border offices, the Customs Administration granted all economic operators using border offices, a flat rate-based valuation according to the size of the vehicles and the nature of the cargo. Taking advantage of this unusual situation, some traders preferred Noé for their cargo clearance, to the detriment of

the Abidjan Port Authority which was deemed too expensive. This had a negative impact on Customs revenue, and further created two-tier situation which is detrimental to importers patronizing the Port of Abidjan. Moreover, for harmonized customs clearance methods across borders, the Customs service gradually deployed from the year 2013 onwards, some specialists to carry out valuation according to international standards. WEBB FONTAINE provided support for this mission.

- **Noé-Elubo** : With 18h as target, border crossing time was 47h against 23h in year 7; In year 6 i.e. from 2015 to 2016, 21h was recorded. This doubling of border crossing time is due to introduction of *Pre-Arrival Assessment Reporting System* – PARS in 2017. With this system, trucks are allowed to enter Ghana even when *Customs Classification and Valuation Report* – CCVR and *Import Declaration Form* –IDF are not ready. However, these documents are required before starting formalities. A minimum of 24h is required to have the CCVR and IDF. Furthermore, all border officials conduct physical examination of trucks.
- **Kodjoviakopé-Aflao**: With 18h as target for year 8, 13h was recorded against 9h for the period from July 2016 to to June 2017, representing 4h increase. The following factors account for this:
    - Late declarations by forwarding agents in processing formalities at this border post,
    - Import customs formalities has increased from 5h02 to 9h53 i.e. 4h increase compared with the previous year. Similarly, import customs formalities increased from 5h16 to 10h53 i.e. close to 5h increase. This is mainly due to the sizeable amount of time spent by the Customs service for verification and clearance,
    - Congestion on parking areas compelling some trucks to park their vehicles a bit away from the customs clearance area vicinity,
    - Actions undertaken by the Customs service in view of processing all files more diligently,
    - Licensed customs brokers spend more time verifying documents in accordance with declared goods,
    - Weighbridge breaking down frequently (compelling trucks to move to the cement plant located 4 km from the border (round trip) for weighing) would have negatively impacted customs service delivery,
    - Rehabilitation of the pavement of heavy duty vehicles parking lot, with more space for truck parking has also negative impacted border crossing time,
    - Long queues are observed when the cement factory uses its own trucks,
    - Finishing works as part of road rehabilitation causes more traffic congestion, therefore truck movement becomes more difficult,
    - Problems associated with internet interconnection and power outage re-emerged, and have been causing delays in customs clearance,

- Frequent scanner failures and relatively long processing times at BIVAC level over the period could have also contributed to higher border crossing time.

This long border crossing time could be partly caused by the slow import customs procedures.

- **Aflao-Kodjoviakopé**: With 18h as target for year 8, 10h was recorded against 16h for year 7 (July 2016 to June 2017), i.e. 3h reduction. This decrease is the result of reduced import customs formalities which dropped from 7h25 to 3h25 i.e. 4 hours decline. Thus, time required for formalities between the start and the end of imports dropped from 10h27 to 4h34, i.e. nearly 6 hours decline. It should also be noted that time required for freight forwarders export formalities dropped sharply from 12h41 to 1h49. This situation indicates that freight forwarders no longer hold files for long time before commencing clearance formalities.

  It should also be noted that over 25% of truckloads cross the border within 10h, and 75% within 12h (Refer to disaggregation table and diagrams).

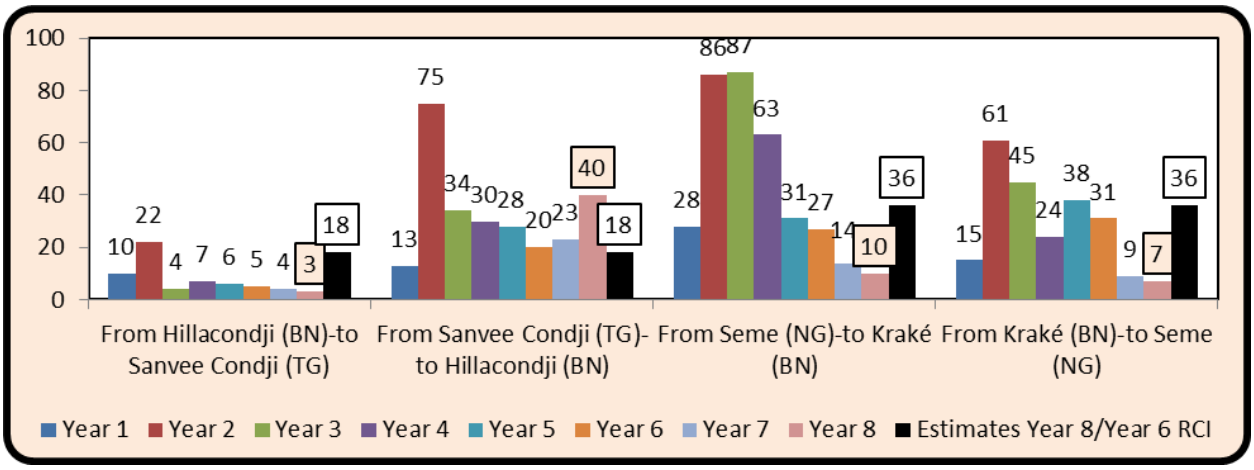
  .

  At Kodjoviakopé, Togo Revenue Office (OTR) introduced a working strategy to accelerate ecor (verification and counting). The approach consists in making more Customs officers available to conduct the work in the field. Such strategy combined with improved internet connection contributes to accelerate import formalities.

  The inconsistent border crossing time or abnormally long time is also partly due to the new reforms undertaken by the Government of Togo in the finance sector, with the establishment of Togo Revenue Service (OTR) through Act No. 2012-016 dated 14th December 2012, merging Customs and Tax revenues for more effective and efficient revenue collection and proper tax governance. Thus, the Directorate General of Customs has been transformed into Bureau of Customs and Excise. These reforms in the Customs sector meet the requirements of simplicity, swiftness and security in completing customs clearance formalities, with the introduction of performance assessment. The Togolese Customs has therefore set up the project entitled PERFORMANCES, which is implemented as part of ALTTFP, with the support of the World Customs Organization (WCO). This project is continuous assessment-centered, based on good record-keeping practices and sound commitment to performance, focused on transparency, ethics and qualitative internal control. The Customs service has therefore adopted specific procedures to streamline formalities, especially for perishable goods and agricultural products. Furthermore, a tracking system has been introduced to keep track of truckloads of cargo in transit. This border crossing time recorded could be the result of the reforms undertaken by Togo Revenue Service (OTR), with full implementation of all applicable laws.

  It should be noted that, for the purpose of further modernization of Customs, the e-learning center was rehabilitated and well-fitted with computer equipment and furniture.
  The other reason behind swift service provision is the good understanding of trainees at the transit department. As a matter of fact, they carry out their duties efficiently unlike in previous years.

Graph 3'': Border crossing time indicators for Togo (Sanvee Condji), Benin (Hillacondji and Kraké) and Nigeria (SEME) (expressed in hours)



Source : ALCO database

N.B. Year1 (August 2010 to June 2011); Year2 (July 2011 to June 2012); Year3 (July to June 2013), Year4 (July 2013 to June 2014), Year5 (July 2014 to June 2015), Year6 (July 2015 to June 2016) and Year7 (July 2016 to June 2017), Year8 (July 2017 to June 2018)

Table : Truckloads crossing time overview

	YEAR1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	YEAR 6	YEAR 7	YEAR8	Expectation for YEAR8/YEAR6 RCI
From Elubo (GH)-to Noé (CI)	14	25	38	32	23	11	14	19	29,6
From Noé (CI)-to Elubo (GH)	37	36	30	34	30	21	23	47	18
From Kodjoviakopé (TG)-to Aflao (GH)	65	36	23	42	19	11	9	13	18
From Aflao (GH)-to Kodjoviakopé (TG)	41	33	19	22	16	13	16	10	18
From Hillacondji (BN)-to Sanvee Condji (TG)	10	22	4	7	6	5	4	3	18
From Sanvee Condji (TG)- to Hillacondji (BN)	13	75	34	30	28	20	23	40	18
From Seme (NG)-to Kraké (BN)	28	86	87	63	31	27	14	10	36
From Kraké (BN)-to Seme (NG)	15	61	45	24	38	31	9	7	36

- **Hillacondji-Sanvee Condji**: With 18h as target, 3h was recorded. This indicates 1h decline compared with Year 7 (July 2016 to June 2017) which recorded 4h. The good performance recorded at Sanvee Condji could be as a result of procedures simplification measures undertaken by the Customs and

Excise Administration. The positive impact of performance policy implementation by the Togolese Customs and Excise Administration is also reflected at this border. Users are more inclined to the policy of anticipation at this post border where nearly ¾ of truckloads crossed the border within 3h-4h. It's worth noting that for both import and export formalities at customs service, about 3 hours are required. 25% of truckloads cross the border within 3h17 and 75% within 4h03. 44 minutes was spent by the truck which crossed border swiftly whereas the truck with the longest border crossing time recorded 77h22. Variability of border crossing time in relation to mean value is about 5h4 (Refer to customs regime and disaggregation tables x below).

- **Sanvee Condji - Hillacondji** : With 18h as target, 40h was recorded against 22h in year 7 i.e. 18h increase. This twenty-two (22) hour sharp increase is above the target. Increased time for formalities at Hillacondji is due to the-introduction of the previous Customs clearance system used by Customs Administrations and the impact of Import Audit Program (IAP) operated by BENIN CONTROL. In addition, these results are justified by the fact that since the advent of SEGUB and BENIN CONTROL, cargo release procedures at Hillacondji have changed. In fact, the introduction of these reforms has led to a procedure requiring 3 major steps as mentioned below:

  1 – Obtaining the Documentary Verification Certificate (AVD) issued by BENIN CONTROL;

  2- Obtaining the Single Fee Slip (SFS) and,

  3- Obtaining receipt from the bank.

  The first bottleneck which constitutes a waste of time is obtaining AVD from BENIN CONTROL, as it takes at least 24 hours (or even 3 days), in addition to paying and getting the receipt which also induces much waste of time. For some time now, Bank Of Africa (BOA) located 500 meters away from Hillacondji border, has been experiencing a lot of difficulties with internet connection. As a result, getting payment receipt is then delayed. The other issue is that at Hillacondji border, many vehicles arrive and park on weekends (about ¾ of the trucks) after the close of border Administrations at both Sanvee Condji and Hillacondji. Therefore, freight forwarders are compelled to wait until the following Monday to start customs clearance procedures.

  It is worth mentioning that, according to some forwarders, the Single Window implementation in Hillacondji in early October 2014 contributes to improve border crossing time compared with the previous years (3 or 4 years earlier). Furthermore, with the Single Window establishment at this border post, Customs services have greatly improved although, crossing time is still high compared with the target. Internet connection challenges, repeated power outage and early banks closing time are major reasons for the increased crossing time at Sanvee Condji-Hillacondji border. Over this reporting period, median crossing time is around 35h58. 25% and 75% of truckloads spend 24h10 and 55h15 respectively for border crossing, while 50% requires 35h58 (Refer to customs regime table below). Time required for import customs formalities which was 10h10 has increased to 36h53, as a result, lag time between the start and end of import formalities has increased from 18h03 to 37h28. The consequence is the high truckloads crossing time over the reporting period.

- **Seme-Kraké**: With 36h as target, crossing time at this border recorded 10h against 14h over the period from July 2016 to June 2017, representing 4h decline. This substantial drop in border crossing time is the result of the short time spent by freight forwarders for export formalities with border Customs Administration. 59mn is spend for formalities against 1h16 in year 7. Export customs formalities required 1h36 in the past, whereas today, formalities are completed within 55mn (year 8). Time lag between the start and end of export formalities is 3h11 against 2h42 in year 7. Time required for import customs formalities has also declined. It was 3h23 in year 7, whereas 2h54 was recorded in year 8.

  25% and 75% of truckloads spend 6h26 and 7h06 respectively for border crossing (against 7h10 and 7h42 in year 7) while half (50%) of them require 6h49 (against 7h10 in year 7) to cross border (Refer to customs regime table below) (Refer to disaggregation table). Almost all truckloads cross the border between 6h and 9h (see disaggregation graph)

  However, according to the Customs Officials the few long crossing time recorded at this border would be related to the high propensity of importers to defraud (fake statements, fake invoices, suspect certificates of origin); thus, nearly 25% of declarations submitted to Customs were forged, leading to a slight extension of processing time. Another explanatory factor would be the lack of timely submission of requested documents namely: export declaration, license and certificate of origin.

  This downward trend could be the result of reforms undertaken by Benin Customs Administration (and probably Nigerian Customs Authority with implementation of Joint Border Post(JBP) for joint formalities) and continuous regular awareness activities in favor of Kraké Customs Revenue staff, freight forwarders and transport operators Unions, including awareness sessions carried out at the border by NFC and ALCO. Payment are made at the Customs Cashier.

- **Kraké-Seme** : With 36h as initial target, 7h was recorded against 9h in year 7, representing 2h decline. The reasons for this decline are as follows:

- Commissioning of a new scanner,
- Increased Customs personnel, and work restructuring which is reflected through swift files processing
- Sensitization of freight forwarders, truck drivers, Customs officials and shippers.

However, according to Benin and Nigerian Customs officials, the major challenge lies in the provision of all required regulatory documentation by freight forwarders. Once all required documents are provided, the Customs service and other Agencies carry out one-stop inspection of the vehicle through the scanner, as recommended by the principles of Joint Border Post between Nigeria and Benin at Seme-Kraké border.

Moreover, the practice of anticipation is quite developed and this facilitates swift clearance formalities. Thus, 25% and 75% of truckloads spend 6h25 to cross border against 7h01 in year 7, whereas half of them (50%) requires 7h01 (same as in year 7). Customs export clearance requires 3h48 to complete formalities against

8h50 in year 7, whereas import clearance involves 57mn for formalities against 1h10 in year 7 (Refer customs regime table). Lag time between the start and end of import formalities is 2h07 against 2h43 in year 7.

Most truckloads spend between 5-9 hours for border crossing (Refer to disaggregation graph below)

Table 4: Border crossing time indicators per customs regime and per border

DER POST	CUSTOMS REGIME	TOTAL OBTAINED	TOTAL CALCULATED	CROSSING TIME	STANDARD DEVIATION	MIN	MAX	MEDIAN	25% Trucks (Q1)	50% Trucks (Q2)	75% Trucks (Q3)
	COMBINED	556	553	18H59	10H19	04H26	62H33	13H46	11H37	11H37	32H05
NOE	TRANSIT	-	-	-	-	-	-	-	-	-	-
	HOME CONSUMPTION	556	553	19H	10H20	04H26	62H33	13H47	11H36	11H36	32H07
	COMBINED	469	458	46H32	49H20	46H32	172H15	11H50	14H39	11H50	103H57
ELUBO	TRANSIT	272	272	45H53	49H12	7H45	172H15	11H45	10H40	11H45	106H50
	HOME CONSUMPTION	197	195	46H50	49H22	7H45	172H15	11H50	10H40	11H50	104H05
	COMBINED	690	679	10H00	05H52	03H43	50H35	9H35	8H	9H35	23H25
AFLAO	TRANSIT	678	678	10H00	5H52	3H43	50H35	9H35	18H52	9H35	10H09
	HOME CONSUMPTION	-	-	-	-	-	-	-	-	-	-
	COMBINED	648	643	12H45	6H43	1H55	74H56	11H14	10H14	11H14	12H26
JOVIAKOPE	TRANSIT	648	643	12H45	6H43	1H55	74H56	11H14	10H14	11H14	12H26
	HOME CONSUMPTION	-	-	-	-	-	-	-	-	-	-
	COMBINED	562	557	04H05	05H41	44MN	76H22	03H39	03H17	03H39	04H03
SANVEE CONDJI	TRANSIT	188	188	04H42	04H06	44MN	76H22	04H00	03H17	03H40	04H04
	HOME CONSUMPTION	374	369	04H05	04H41	44MN	76H22	03H39	03H17	03H39	04H03
	COMBINED	748	734	46H25	24H24	1H09	107H58	35H58	24H10	35H58	55H15
LACONDJI	TRANSIT	177	175	40H35	24H24	1H09	107H58	36H06	24H21	36H06	55H26
	HOME CONSUMPTION	571	566	40H11	24H24	1H09	107H58	35H58	24H10	35H58	55H15
	COMBINED	760	616	6H48	1H07	4H20	31H18	6H49	6H26	6H49	7H09
KRAKE	TRANSIT		10	6H56	24MN	5H20	8H18	6H58	6H41	6H58	7H12
	HOME CONSUMPTION	754	606	6H48	1H07	4H20	31H18	6H49	6H26	6H49	7H09
	COMBINED	618	458	08H34	05H13	01H58	32H59	07H01	06H25	07H01	07H47
SEME	TRANSIT	6	6	08H34	05H13	01H58	32H59	07H01	06H25	07H01	07H47
	HOME CONSUMPTION	563	458	08H34	05H13	01H58	78H00	07H01	06H25	07H01	07H47

Source : Calculations based on ALCO database

Comments on the table

Example of Noé

Q1: about 25% of trucks spend less than 11h37 to cross border and 75% over 11h37.

Q2=M: approximately 50% of trucks spend at least 13h46 to cross borders.

Q3 : 75% of trucks spend less than 32h05 to cross border and 25% over 32h05.

Quantitative indicators namely Q1, Q2 or (M), 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). It is the smallest value of the group of trucks crossing the borders, such that at least 25% of trucks are below or equal to X (corresponding time in the table).

M=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. It is the smallest value of the group of trucks crossing

borders in such that at least 75% of trucks are below or equal to Z (corresponding time in the table).

N.B. : From August 2010 to June 2018, the behavior of this indicator at the borders is attached in Appendix III.

Table 4 (1) : Disaggregated indicators on border crossing time according to the documentation system

TIME	Noe	Elubo	Aflao	Kodjoviakope	Sanvee Condji	Hillacondji	Krake	Seme
T1 "Freight forwarder formalities export"	3H01	38MN	50MN	1H49	-	-	59MN	38MN
T2 "Police formalities export"	-	4MN	3MN	-	1MN	2MN	10MN	4MN
T2'' Immigration export	-	-	-	4MN	-	-	-	-
T3 "Customs formalities export	2H40	4H04	3H18	10H10	1H41	2H35	55MN	3H48
T4 "Forestry division formalities export"	-	16MN	5MN	8MN	-	-	19MN	-
T5 "Army formalities export"	-	10MN	-	1MN	-	-	-	-
T5'' "export formalities, others"	-	3MN	-	-	-	-	-	-
T6 (start/end export formalities)	5H44	5H30	4H30	5H13	1H45	2H45	2H42	4H29

TIME	Noe	Elubo	Aflao	Kodjoviakope	Sanvee Condji	Hillacondji	Krake	Seme
T7 "Freight forwarder formalities import"	30MN	34H51	45MN	1H01	-	-	1H33	48MN
T8 "Police import"	-	-	-	3MN	2MN	1MN	5MN	4MN
T8" "Immigration import"	-	-	1MN	-	-	-	-	-
T9 "Customs formalities Import"	11H43	29H30	9H53	3H25	1H18	36H53	2H54	57MN
T9 "health service formalities import"	-	-	-	-	-	-	1H45	-
T10 "Forestry division formalities Import"	-	28MN	-	3MN	-	-	-	4MN
T11 "import formalities army"	-	-	-	-	-	-	-	-
T12 "import formalities other"	-	-	1H14	-	-	-	-	-
T13 "Start/end import formalities"	12H23	34H46	10H53	4H34	1H22	37H28	6H55	2H07
T14 "crossing formalities"	18H59	47H19	12H45	10H	3H16	40H11	10H11	6H48
T15 Exit import/ Entry export"	22H15	51H09	24H23	22H52	-	52H32	12H59	24H57

Source : ALCO database

Legend: documentation system disaggregated time

T1: documents retention time at the level of freight forwarders for export procedure
T2: time between beginning and end of formalities at Police Service for export procedure
T2": time between beginning and end of formalities at Immigration Service for export procedure
T3: time between beginning and end of formalities at Customs Service for export procedure
T4: time between beginning and end of formalities at Forestry Division for export procedure
T5: time between beginning and end of formalities at Army Service for export procedure
T6: time between beginning and end of formalities for export procedure
T7: documents retention time at the level of freight forwarders for import procedure
T8: time between beginning and end of formalities at Police Service for import procedure
T9: time between beginning and end of formalities at Customs Service for import procedure
T10: time between beginning and end of formalities at Forestry Division for import procedure

TIME	Noe	Elubo	Aflao	Kodjoviakope	Sanvee Condji	Hillacondji	Krake	Seme
Travel time: place of loading /arrival border export	34H08	-	18H39	-	72H49	-	19H16	53H08

T1 “arrival export/departure export”	27H17	152H20	10H39	161H40	62H15	7MN	13H48	54H45
T2 “export formalities/arrival export”	3H42	4H22	8H42	12H47	7H43	16H47	2H22	26H02
T3 “Exit export/end formalities”	5MN	1MN	7MN	3MN	1MN	1MN	17MN	-
T4 “Exit/arrival export”	9H32	9H53	13H18	18H	9H28	19H25	5H20	24H24
T5 “Arrival import/exit export”	29MN	4MN	2MN	6MN	1MN	1MN	10MN	-
T6 “Start import formalities/arrival import”	21MN	1H42	1H20	31MN	1MN	1MN	5MN	89H09
T7 “Exit import/end import formalities”	1H03	9MN	15MN	4MN	1MN	1MN	27MN	20MN
T7” = T14 (preceding table) “crossing formalities”	18H59	46H53	12H45	10H	3H16	40H11	10H11	6H48
T8 “exit import/arrival import”	13H48	86H37	8H25	4H46	1H24	37H27	7H28	-
T9 ‘Exit import/ arrival export”	22H15	99H09	24H23	22H52	8MN	56H22	12H59	24H57

T11: time between beginning and end of formalities at Army Service for import procedure
T12: time between beginning and end of formalities in other Services (Health, Narcotics etc…) for import procedure
T13: time between beginning and end of formalities for import procedure
T14: time between beginning of formalities for export and end of formalities for import (borders crossing time ALTTFP)
T15: time between exit for import and entry for export

The various time are indicated in border crossing-time reading diagram as appended to this document.

Table 4 (2) : Disaggregated indicators on border crossing time based on trucks physical movements and start /end of formalities

Source : ALCO database

Legend: Start/end of formalities and trucks physical movements’ disaggregated time

T1: Travel time: time between shipment departure and truck arrival at border (export)
T2: time between arrival for export and start of formalities for export procedure
T3: time between end of formalities for export and trucks exit for export procedure
T4: time between exit for export and arrival for import procedure
T5: time between arrival for import and exit for export procedure
T6: time between arrival for import and start of formalities for export procedure
T7: time between exit for import and end of formalities for import procedure
T8: time between arrival for import and exit for import procedure
T9: time between arrival for export and truck exit for import procedure

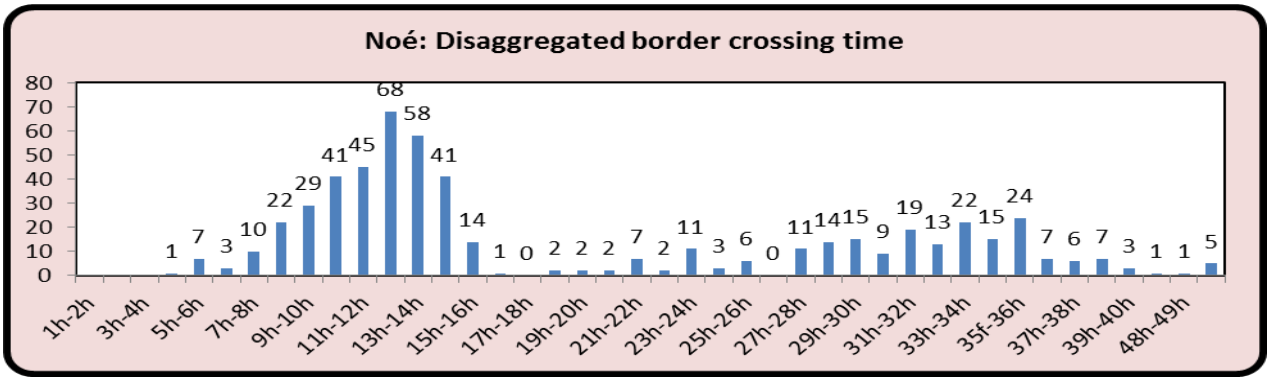
The lag time is indicated in border crossing-time reading diagram as appended to this document.

Graph 4: Border crossing time disaggregation per border post (Total number breakdown per crossing time expressed in hour)

N.B. The legend is in the appendix to this document, insignificant times are excluded from the list of every disaggregation per border post.

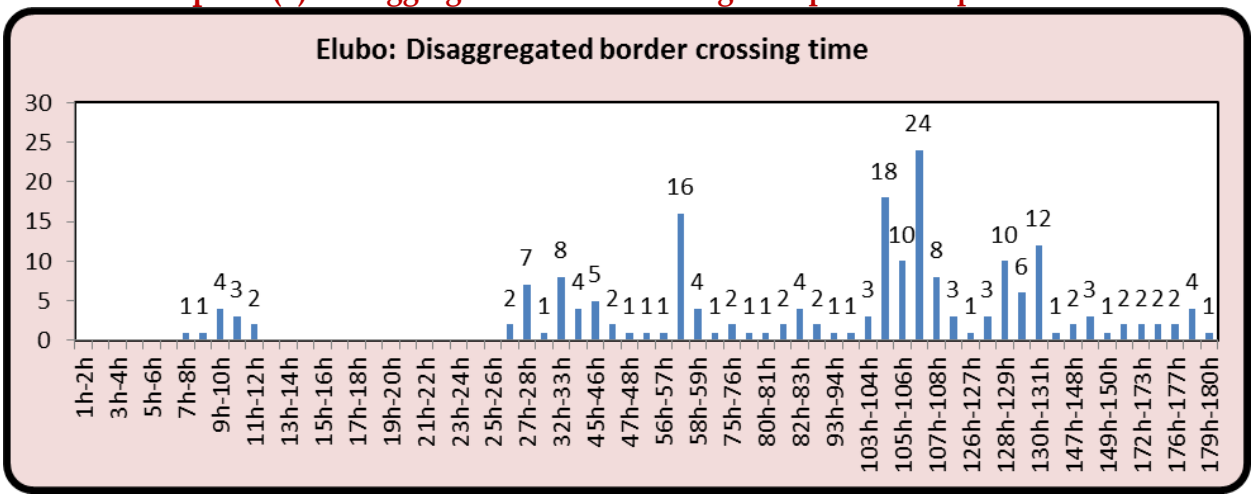
N.B. Time which records between 0.5 and 0.99 is considered as 1 for easy reading, and time between 0.00 and 0.5 is disregarded in all graphs.

Graph 4 (1): Disaggregated border crossing time per border post: Noé



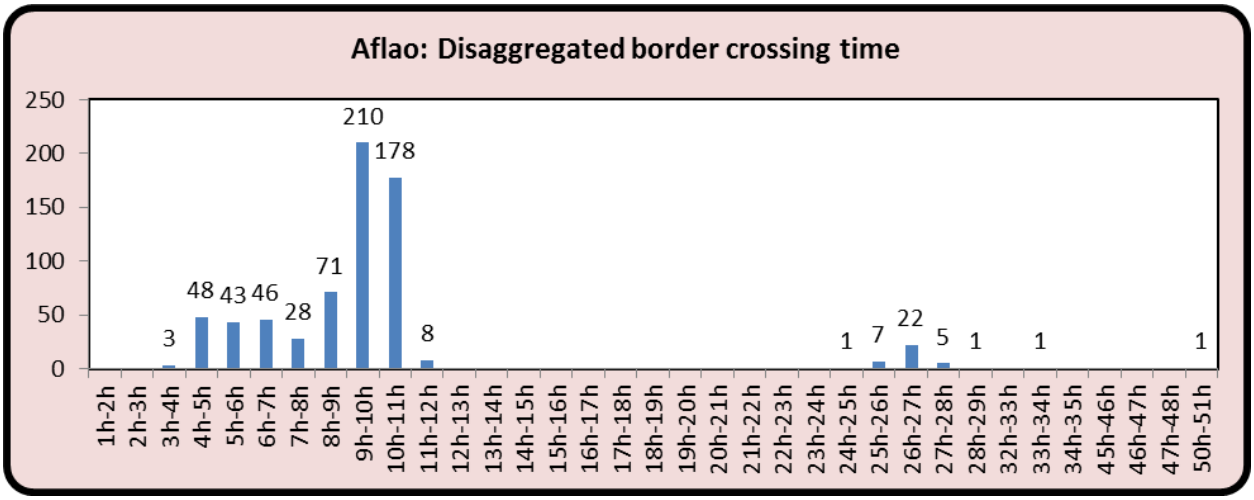
Source : ALCO database

Graph 4 (2): Disaggregated border crossing time per border post: Elubo



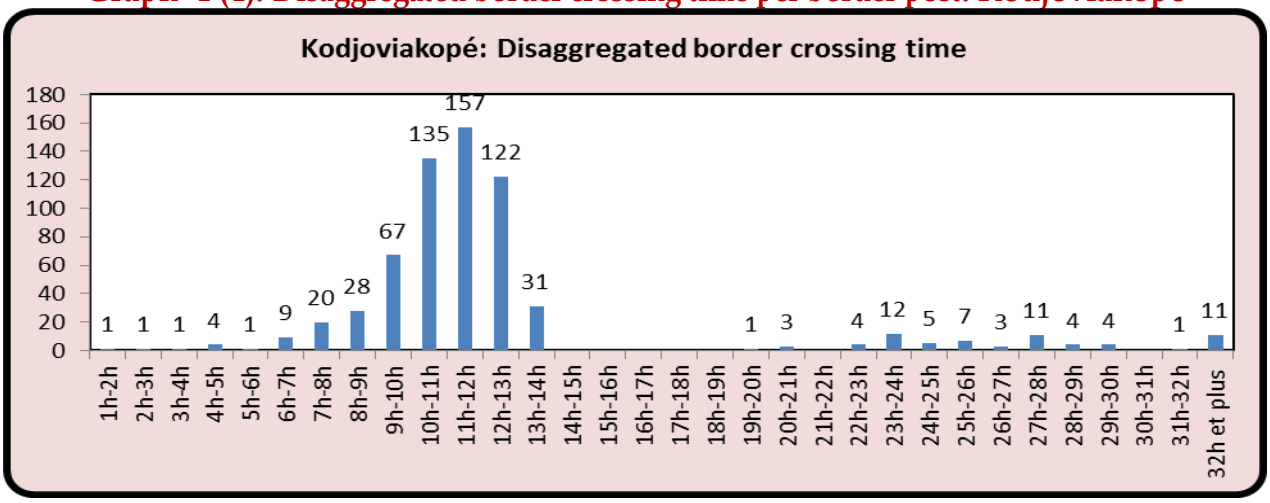
Source : ALCO database

Graph 4 (3): Disaggregated border crossing time per border post: Aflao



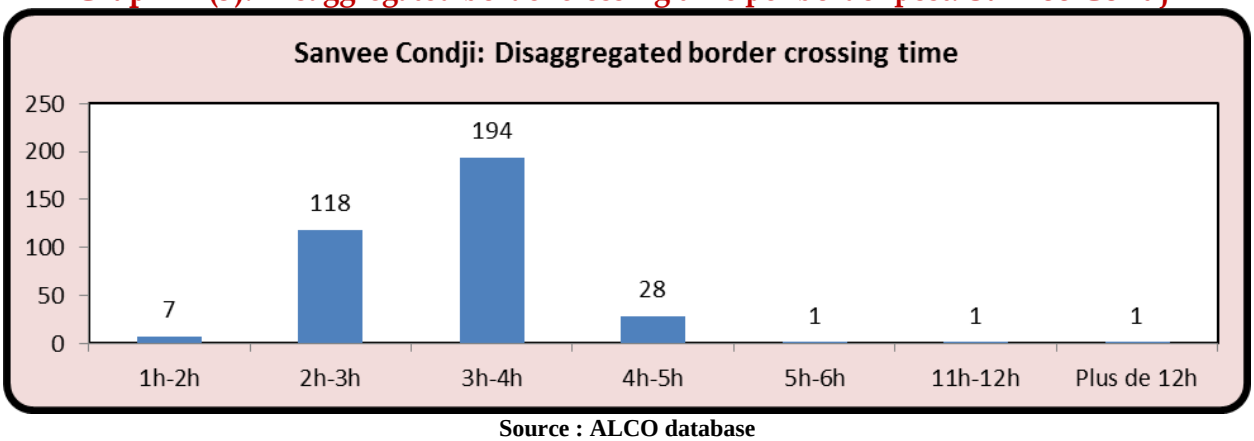
Source : ALCO database

Graph 4 (4): Disaggregated border crossing time per border post: Kodjoviakopé



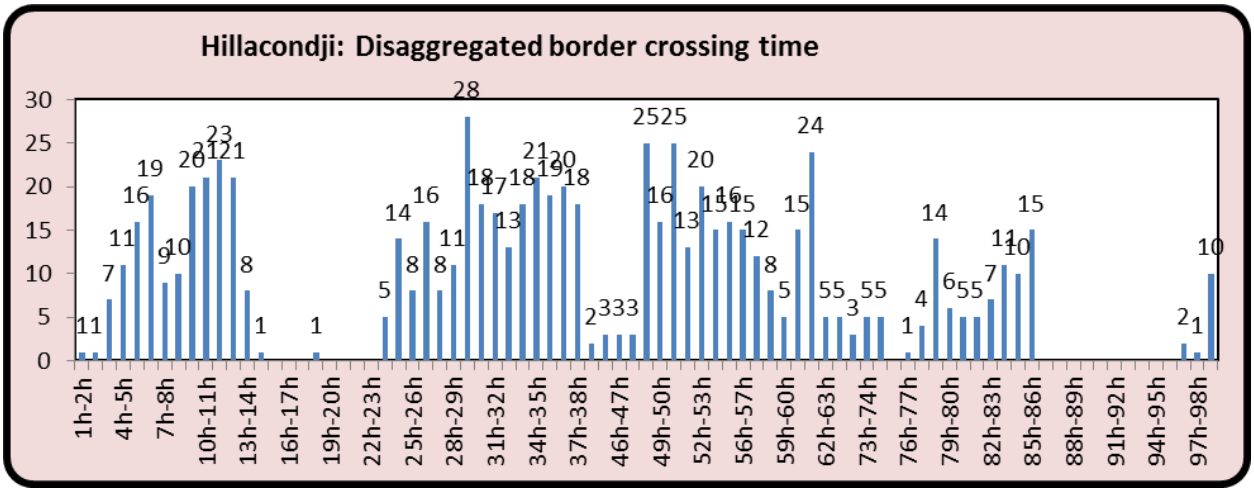
Source : ALCO database

Graph 4 (5): Disaggregated border crossing time per border post: Sanvee Condji



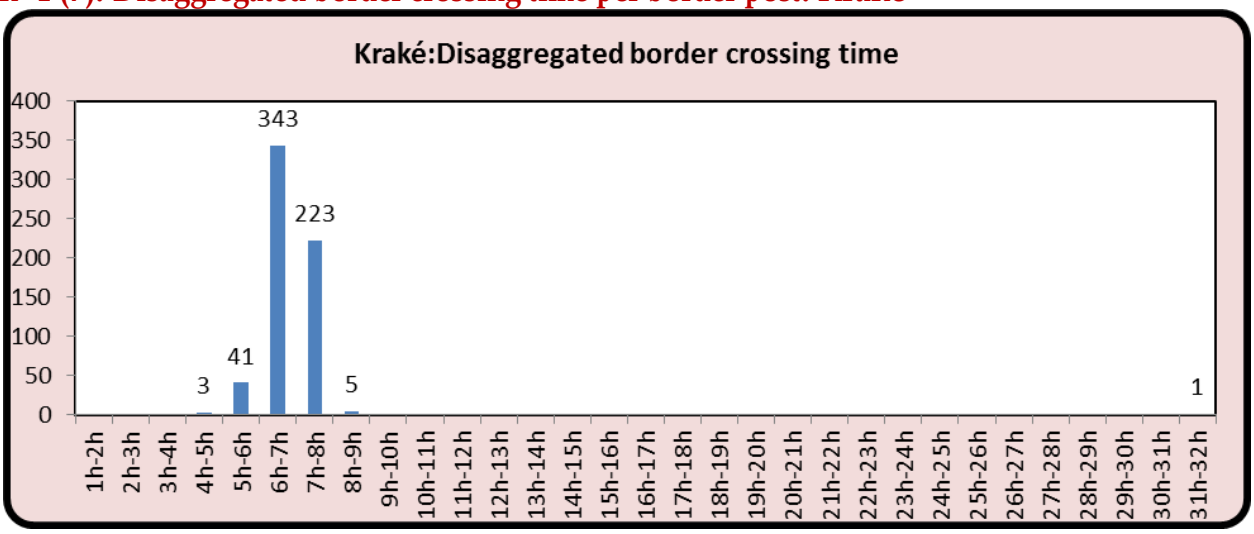
Source : ALCO database

Graph 4 (6): Disaggregated border crossing time per border post: Hillacondji



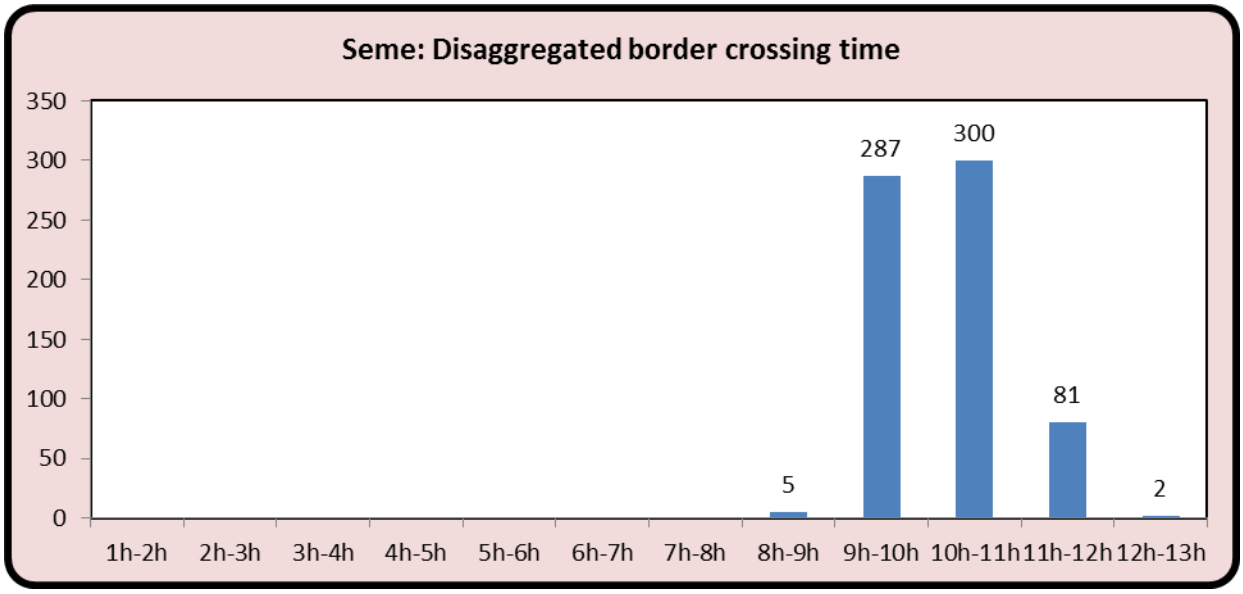
Source : ALCO database

Graph 4 (7): Disaggregated border crossing time per border post: Kraké



Source : ALCO database

Graph 4 (8): Disaggregated border crossing time per border post: Seme



Indicator 4 : Number of roadblocks per country

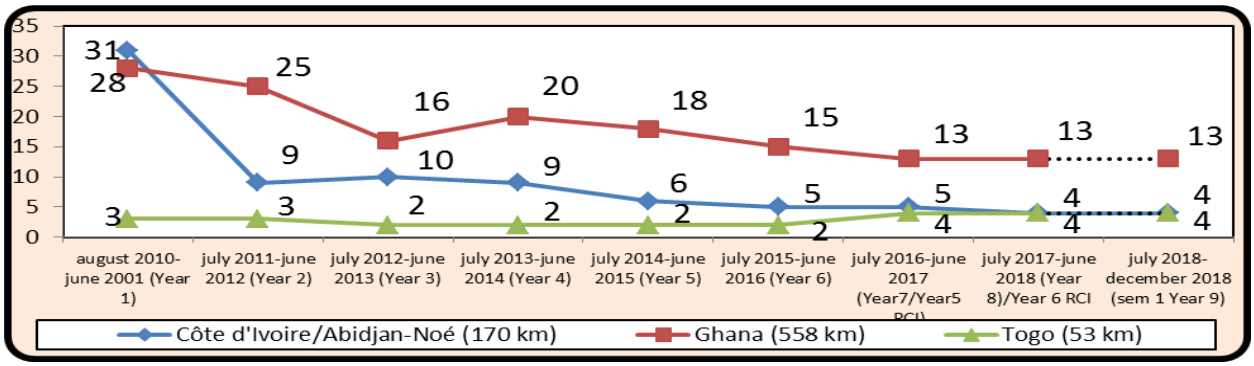
Operational definition: Number of roadblocks recorded per country with presence of uniformed personnel.

Roadblocks at the level of tolls, in capital cities, in large urban areas and those erected in the night from 6pm are not taken into account 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.

From July 2017 to June 2018, the number of roadblocks recorded was 4 for Côte d'Ivoire, 13 for Ghana, 4 for Togo, 3 for Benin and 13 for Nigeria against respectively 5 for Côte d'Ivoire, 13 for Ghana, 4 for Togo, 4 for Benin and 13 for Nigeria over the period from July 2016 to June 2017 (Year 7). These figures suggest 1 point drop for Côte d'Ivoire and Benin, stable number of roadblocks for Ghana, Togo and Nigeria.

The target for each country is to have a maximum of 3 official roadblocks per 100 km. Thus, per every 100 km, Côte d'Ivoire records 2.9, Ghana 2.3, Togo 4, Benin 2.9 and Nigeria 12.3.

Graph 5: Number of roadblocks per country: Côte d'Ivoire, Ghana and Togo



Source : ALCO database

N.B. Only Côte d'Ivoire was forecast in compliance with the reviewed PAD

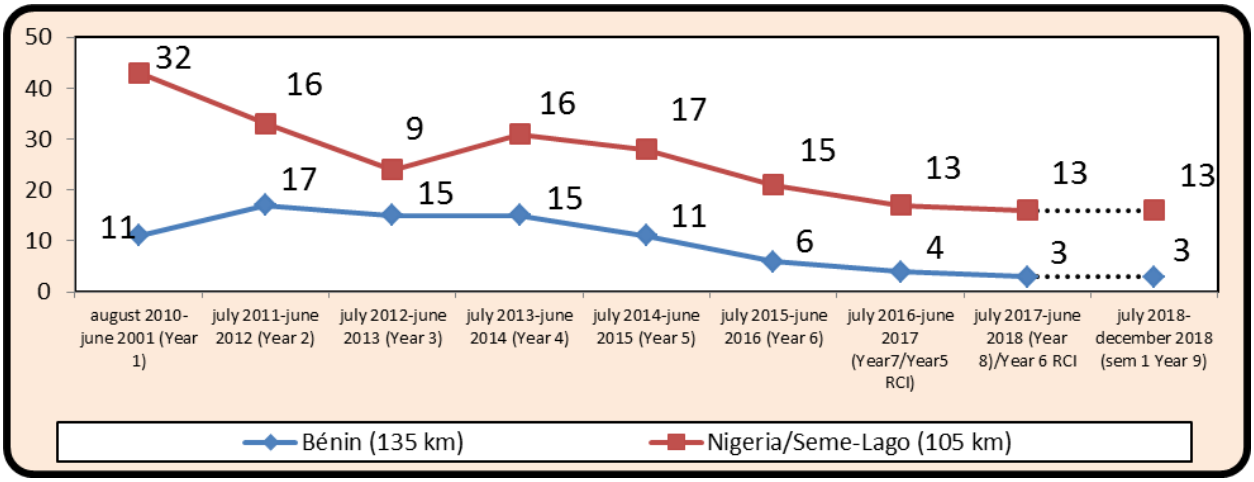
- **Abidjan-Noé (Côte d'Ivoire)** section: The National Facilitation Committee (NFC) regularly conducts outreach caravans to dismantle roadblocks. The 4 roadblocks recorded on the Ivorian corridor

(Gonzagueville - Noé) reflects a decrease in comparison with the previous year, and is summarized as follows: 1 for Police (1 joint), 2 for Customs (1 joint), 1 for Gendarmerie (1 joint), 2 for FRCI (1 joint) and 2 for other uniformed personnel (Gendarmerie, Water and Forestry, Narcotics) who, most often operate together with the other security forces in a closer range. Over this section, 1 joint roadblock is recorded with presence of several distinct uniformed personnel (at least 4: FRCI, Gendarmerie, Water and Forestry, Customs). Among the 4 posts, 2 were fixed (Noé and Capitaine Kro) and 2 mobile posts comprising Customs only.

- **Elubo-Aflao (Ghana)** section with 558 km records 13 roadblocks (including 11 for Police, 3 for Customs (1 joint), 2 for Immigration (joint) and 1 for Health (joint) against 13 over the period from July 2016 to June 2017 (number of roadblocks has stabilized). Yet, over that period, 2 posts were removed including that of Akatsi (between Aflao and Accra) and the one erection at Moree at the beginning of "Agona Junction" 110 km away from Elubo border post, and one new post has emerged which used to function at night for security reasons (unrecorded) between Cape Coast and Takoradi. Thus, two (2) new posts have emerged and 1 has been removed between Aflao-Cape Coast and Takoradi. Furthermore, over this road section, there are joint posts mostly comprising Immigration, Customs and Police. It should be noted that, awareness sessions for uniformed personnel are often organized by NFC to reduce the number of roadblocks. Along this corridor, at least seven mobile road safety checkpoints (3 on Aflao-Accra section and 4 on Accra-Takoradi) are present with officers often equipped with speed limit radars. The number of road safety officials (at least 7) is not recorded.

- **Kodjoviakopé-Sanvee Condji (Togo)** section has recorded 4 roadblocks for almost two years i.e. from the end of year 6 to beginning of year 7. The joint Police and Gendarmerie post erected to combat fuel smuggling according to the Authorities, is still in place although it is expected to disappear over the period from July 2015 to June 2016. Agbodrafo Customs post has been relocated to the locality of Vodougbé toll. 1 post for Drivers Trades Union is still in place within 500 meters range on both sides of Vodougbé toll. More so, a security checkpoint is erected on this section at the exit of Agbodrafo toward Djasseme village on the way to the border, with deterrent presence of security forces in setback position as observation post. This post is also still in place.

Graph 5'': Number of roadblocks per country: Benin and Nigeria



Source : ALCO database

Table 5: Summary of the number of checkpoints from year 1 to year 8 and semester 1 year 9

	Aug 2010-June 2001 (Yr1)	Jul 2011-June 2012 (Yr2)	Jul 2012-June 2013 (Yr3)	Jul 2013-June 2014 (Yr4)	Jul 2014-June 2015 (Yr5)	Jul 2015-June 2016 (Yr6)	Jul 2016-June 2017 (Yr7/ Yr5 RCI)	Jul 2017-June 2018 (Yr8)/ Yr6 RCI	Jul 2018-Dec 2018 (sem1 Yr9)/sem1 yr7 RCI
Côte d'Ivoire/Abidjan-Noé (170 km)	31	9	10	9	6	5	5	4	4
Ghana (558 km)	28	25	16	20	18	15	13	13	13
Togo (53 km)	3	3	2	2	2	2	4	4	4
Benin (135 km)	11	17	15	15	11	6	4	3	3
Nigeria/Seme-Lago (105 km)	32	16	9	16	17	15	13	13	13

- **Hillacondji-Kraké (Benin)** section with 135 km records 3 roadblocks, against 4 erected in Year 7 (July 2016 to June 2017). There is 1 joint (Republican Police-Customs) post at Agatogbo; however, for some time now, only Customs service is present. This post has been relocated to Guezin to strengthen checks according to Benin Officials (who believe that some goods escape border control, and are conveyed to neighboring villages and even Cotonou). Cotonou-Krake section records 2 Customs checkpoints and 1 Republican Police checkpoint functioning as a road safety unit for traffic regulation in addition to 1 mobile Republican Police checkpoint which is not recorded as this mobile unit conduct unannounced operations. All along Benin section of the corridor, mobile Republican Police patrols operate day and night to ensure road safety.

  The number of roadblocks declined drastically thanks the Government Decree to ensure compliance with ALTTFP objective. However, from time to time, the mobile Republican Police conducts checks on this section of the corridor. It is worth noting that, during a workshop organized by the NFC, Benin Authorities expressed their effective willingness to reduce the number of roadblocks, and this commitment is reflected in Year 6. There is need to acknowledge major efforts made by Benin

Authorities to achieve reduced number of roadblocks; However, Decree No. 2013-546 dated 24th December 2013 on roadblocks regulation along Republic of Benin corridors is not fully implemented. The content of this Decree prescribes 1 post on Cotonou-Hillacondji segment and also 1 on Cotonou-Kraké section, with 2 representatives of each of the following agencies: (Customs and Excise Authority, Tax and Land Division, National Gendarmerie Division, National Police Division, Forestry and National Resources Division, Public Health Division, Benin Agency for Food Safety, Land Transport Division and National Road Safety Division). An Inter-ministerial Decree N° 089/ MISPC/ DND/ MEF/ MECGCCRPRN/ MS/ MICPME/ MTP/ MJLDH/ MDGLAAT/ MAEP/ DC/ SGM/ SA for enforcement of this Decree was issued on 28th May 2014 confirming the geographic positions of official checkpoints.

- **Seme-Lagos (Nigeria)** section recorded 13 roadblocks against 13 over the period from July 2016 to June 2017, i.e. the number of roadblocks stabilized. Security forces (especially the Police) and Customs service are present along this section. Customs service is more represented (4 Police against 9 for Customs). These different uniformed personnel are positioned along the various sections with very high number of staff at each post. They are clustered within 100m range and do not operate simultaneously (Example of Badji Bridge before Badagry gate with presence of Police, Customs, Immigration, Plant health services, Health, Road Safety, and Narcotics). The presence of road safety units (6) (which is not taken into account) increases the already high number of joint checkpoints erected along the Nigerian section.

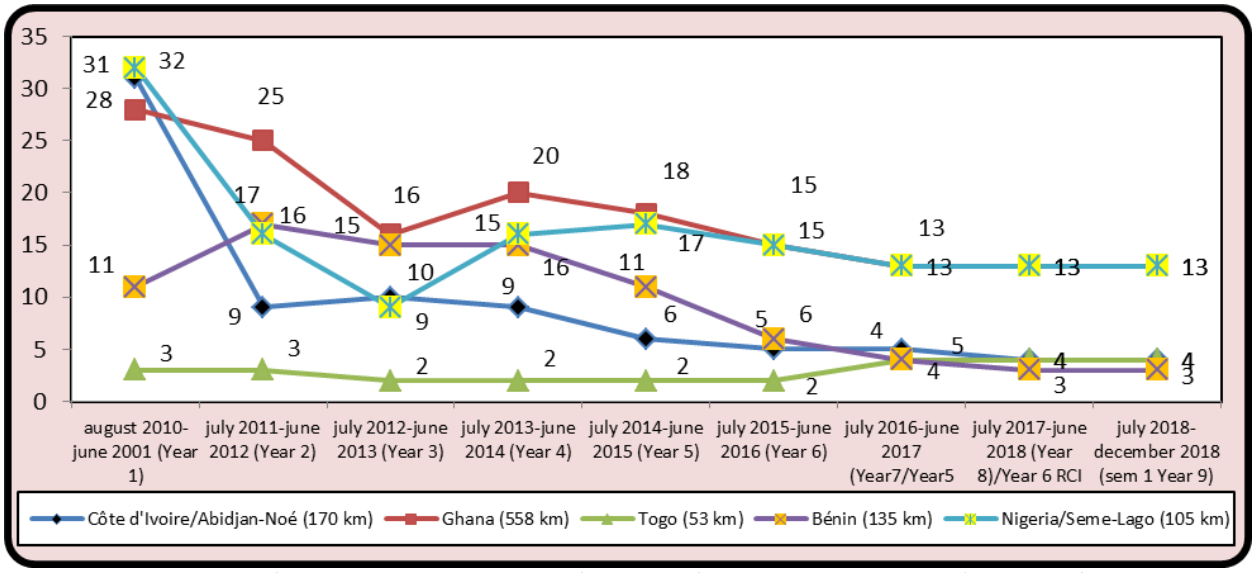
It should be emphasized that Benin - Nigeria border records huge number of "wild roadblocks" erected on both sides of Kraké and Seme. These roadblocks are also not taken into account in reporting. On Seme (Nigeria) side, we recorded 10 posts within approximately 300m and 3 on Kraké (Benin) side within nearly 150m. These roadblocks are the result of the presence of different uniformed personnel: Police, Immigration, Security, Customs, Health, Veterinary, Plant health services, Narcotics, anti-bomb…Furthermore, with the commissioning of the Joint Border post, the number of checkpoints has significantly decreased at Seme and within the surrounding areas.

Continued efforts are required from NFC for sustainable decline in the number of roadblocks. The principle of simultaneous checks should be adopted to better reflect the principle of oneness especially in Nigeria and Benin, and to a lesser extent in Côte d'Ivoire.

Comparative graphs on checkpoints status in the five countries of Abidjan-Lagos corridor are shown below.

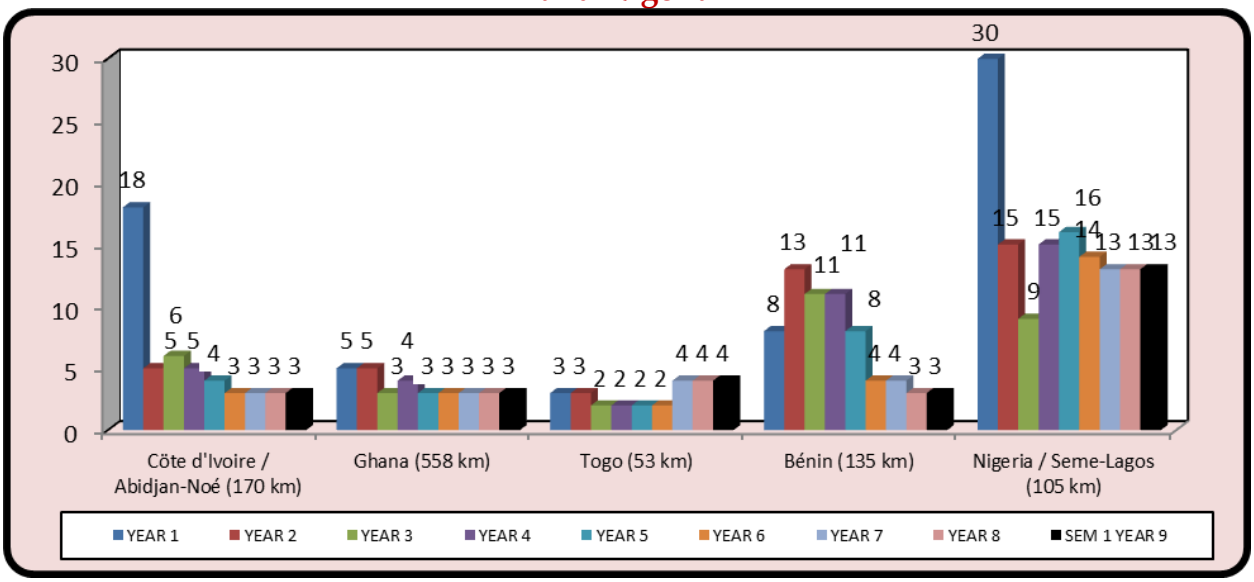
Graph: Checkpoints status in the five countries of Abidjan-Lagos corridor at the end of December 2018.

Graph 5''': Number of roadblocks per country together: Côte d'Ivoire, Ghana, Togo, Benin and Nigeria



N.B. Year 1 (August 2010 to June 2011) ; Year 2 (July 2011 to June 2012) ; Year 3 (July to June 2013), Year 4 (July 2013 to June 2014), Year 5 (July 2014 to June 2015) Year 6 (July 2015 to June 2016), Year 7 (July 2016 to June 2017), Year 8 (July 2017 to June 2018) and semester 1 Year 9 (July to December 2018)

Graph 5 ter : Number of roadblocks per 100 km by country: Côte d'Ivoire, Ghana, Togo, Benin and Nigeria



Source : ALCO database

N.B. 100 km is the denominator for all calculations of roadblocks per 100 km; except for Togo, given the distance of its corridor (53 km). Actually, 100 km has been considered as baseline.

N.B. Global trends in numbers of roadblocks recorded from August 2010 to June 2018 are in Appendix IV. The location of these roadblocks is also appended in Appendix IV.

Indicator 5: The percentage of roads in good and in acceptable condition (IRI<6) in relation to the total length of the corridor has increased

This indicator is expected to stabilize at 77% between the fifth and sixth year. Across the Abidjan-Lagos Corridor, 82% i.e. 800.795 km has good pavement condition index. 11% i.e. 110.276 km of the corridor has acceptable index and 7% i.e. 66 km poor pavement condition index.

Sections of the corridor with acceptable pavement condition index require routine maintenance to avoid the worst. With regard to sections with poor pavement condition (7% of the total), a specific study should be conducted in order to carry out major maintenance or reinforcement.

On the basis of 1,947.28 km of round trip, 98.7% of the road network has an acceptable IRI, while only 1.3% of the total road network has a poor IRI. 5.7% increase was recorded in comparison with past measurements.

IRI was measured in February and March 2018 in both traffic directions, with a pick-up vehicle equipped with a Bump Integrator and viziroad at a speed of 80km/h. The measurement interval is 200 meters.

The corridor features several speed humps. In addition to road users' discomfort, the lack of regulation over these speed humps surprise first-time drivers traveling along Abidjan-Lagos corridor. This causes damage for small cars in particular.

On the entire road network along the corridor, 278.622 Km i.e. 28.52% is of motorway type. This value has not changed since the last assessment conducted in 2016.

5. EVALUATION OF THE CONDITION OF THE ABIDJAN-LAGOS CORRIDOR

The assessment of the state of the road on the Abidjan-Lagos corridor was carried out for the fifth time (from February 20 to March 20, 2018).

5.1. CONDUCT OF FIELD SURVEYS

Field investigations for route diagram surveys, examination of the main works, and evaluation of the International Roughness Index (IRI) as well as the summary of the results obtained are described below.

5.2 IDENTIFICATION OF ROAD TYPES ALONG THE ABIDJAN-LAGOS CORRIDOR

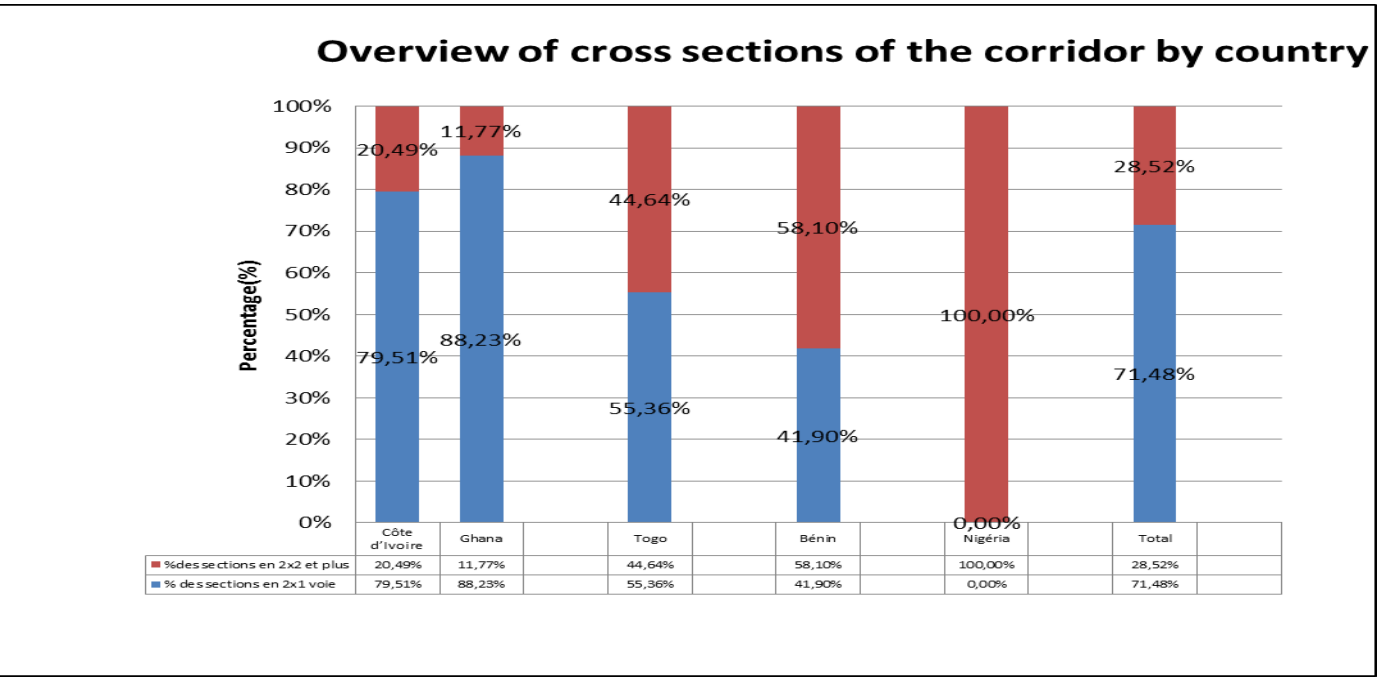
The surveys carried out on the Abidjan-Lagos corridor made it possible to summarize the existing cross-sections below.

Table4: Key cross sections identified on the Abidjan-Lagos Corridor

COUNTRY	Length of the Abidjan-Lagos Corridor(km)	Length of sections having a motorway type profile (2x2 lanes and more in km)	Length of sections with 2x1 lanes	Percentage of sections with 2x1 lanes	Percentage of sections with 2x2 lanes and more (%)

Côte d'Ivoire	168,87	34,6	134,27	79,51%	20,49%
Ghana	542,944	63,91	479,034	88,23%	11,77%
Togo	52,645	23,5	29,145	55,36%	44,64%
Benin	133,64	77,64	56	41,90%	58,10%
Nigeria	78,972	78,972	0	0,00%	100,00%
Total	977,071	278,622	698,449	71,48%	28,52%
Percentage		**28,52%**	**71,48%**		

Figure 6: Overview of cross sections of the corridor by country



5.3 ROUTE DIAGRAM READINGS

PRESENTATION OF THE SECTIONS EXAMINED

The sections of tracks examined on the Abidjan-Lagos Corridor are presented in the table below:

Table 5: ***Route sections in the Abidjan Lagos direction***

ROUTE	Length	LENGTH INSPECTED

Abidjan–Noe	168.87Km	Place de la République – Noé entrance+ No Must Land
Elubo–Aflao	542,944km	Elubo–Aflao border
Kodjoviakope-Sanvee Condji	52,645Km	Kodjoviakopé– Sanvee Kondji border
Hillacondji-Seme Krake	133.64Km	Hillacondji–Sémé Kraké border
Kraké–Lagos Border (Eric Moore)	78.645Km	Krake border –Lagos (Mile 2)

These deterioration surveys were carried out on all sections of the corridor for each of the cross sections. The motorway-type sections were recorded during the return trips (Lagos-Aflao) and (Abidjan-Aflao).

5.4 RESULTS AND INTERPRETATIONS OF THE MEASUREMENTS

SURFACE INDEX ON THE ABIDJAN-LAGOS CORRIDOR

a. Summary of all the index (Surfaces, Deformations and cracking) recorded on the corridor in Abidjan Lagos direction

Over the entire corridor, i.e. **977,071 km**, 82% of the roads representing 800,795 km, has a good surface index. **11%** of the corridor has an average surface index representing **110,276 km**. **7%** of the corridor has a poor rating in terms of surface index representing **66Km.**

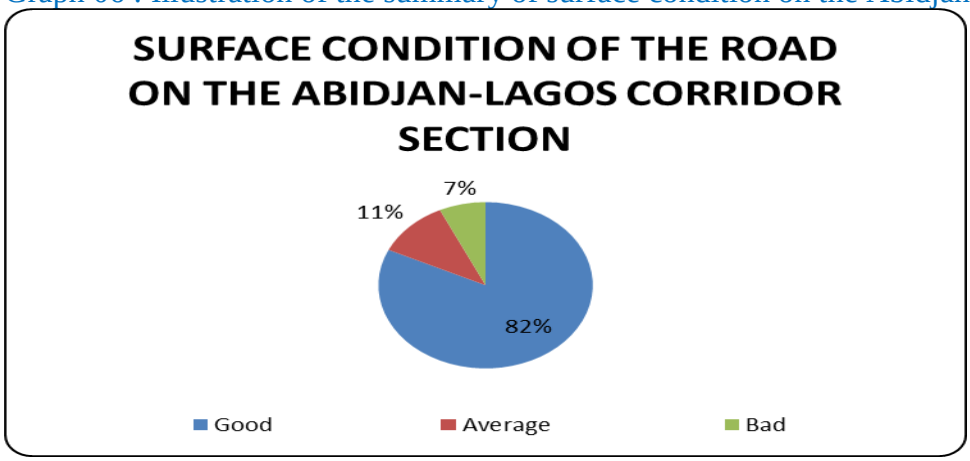
Medium sections require routine maintenance to avoid the worst scenario. With regard to the bad sections which represent 7% of the total, a specific study is necessary in order to carry out the major maintenance works or reinforcement of these sections.

The tables below summarize all the results obtained.

ROUTE	**ROAD INSPECTED**	**SURFACE DEFORMATION INDEX (Is) (Is)**					
		Good (1-2)		**Average (3-4)**		**Bad (5-7)**	
		Km	**%**	**Km**	**%**	**Km**	**%**
ABIDJAN - NOE	168,87	160,07	95%	8,8	5%	0	0%
TOTAL CI	168,87	160,07	95%	8,8	5%	0	0%
		SURFACE DEFORMATION INDEX (Is) (Is)					
ROUTE	**ROAD INSPECTED**	**Good (1-2)**		**Average (3-4)**		**Bad (5-7)**	
		Km	**%**	**Km**	**%**	**Km**	**%**
ELUBO- AFLAO	**542,944**	**521,744**	**96%**	**16,8**	**3%**	**4,4**	**1%**
TOTAL GHANA	542,944	521,744	96%	16,8	3%	4,4	1%
ROUTE	**ROAD INSPECTED**	**SURFACE INDEX (Is) (Is)**					
		Good (1-2)		**Average (3-4)**		**Bad (5-7)**	
		Km	**%**	**Km**	**%**	**Km**	**%**
KODJOVIAKOPE -	52,645	26,141	50%	24,904	47%	1,6	3%

SANVEE CONDJI							
TOTAL TOGO	52,645	26,141	50%	24,904	47%	1,6	3%
ROUTE	**ROAD INSPECTED**	**SURFACE INDEX (Is)**					
		(Is)					
		Good (1-2)		**Average (3-4)**		**Bad(5-7)**	
		Km	**%**	**Km**	**%**	**Km**	**%**
Hillacondji Sémé	**133,64**	**92,84**	**69,5%**	**40,2**	**30,1%**	**0,6**	**0,4%**
TOTAL BENIN	133,64	92,84	69,5%	40,2	30,1%	0,6	0,4%
ROUTE	**ROAD INSPECTED**	**SURFACE INDEX (Is)**					
		(Is)					
		Good (1-2)		**Average (3-4)**		**Bad (5-7)**	
		Km	**%**	**Km**	**%**	**Km**	**%**
Frontière Kraké - Eric Moore	78,972	0	0%	19,572	25%	59,4	75%
TOTAL NIGERIA	78,972	0	0%	19,572	25%	59,4	75%
GENERAL TOTAL	977,071	800,795	82%	110,276	11%	66	7%

Graph 06 : Illustration of the summary of surface condition on the Abidjan-Lagos Corridor



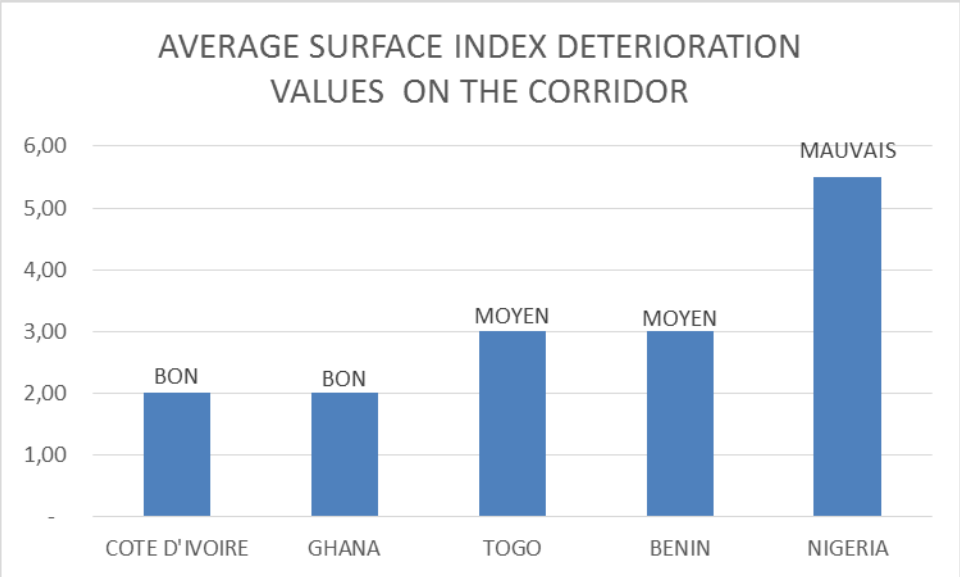
b. Average surface index values by country

Country	Road section	Average SI	Comments
COTE D'IVOIRE	ABIDJA-NOE	2	Good
GHANA	ELUBO-AFLAO	2	Good
TOGO	KODJOVIAKOPE-SANVEE CONDJI	3	Average
BENIN	HILLACONDJI-SEME	3	Average

NIGERIA	SEME-LAGOS	5.5	Bad

Two countries, such as Côte d'Ivoire and Ghana, have a good surface index of 2. Togo and Benin have an average index of 3. On the other hand, Nigeria has an average surface index of 5.5. These results highlight the improvement in the state of the corridor compared to previous years. This can be attributed to the repairs and rehabilitations carried out in most of the countries.
The following graph presents a better interpretation of these results.

Graph 7: Average surface index values on the Abidjan-Lagos direction



5.5 PARTIAL CONCLUSION

At the end of the deterioration survey campaign, it appears that the percentage of the level of the best road surface is **82%** representing **800,795km**. **11%** of the corridor has an average surface area representing **110.276Km**. Sections with poor surface condition have a cumulative length of **66Km** representing **7%** of the corridor.

Specifically, surface index values show that the surface condition of some sections of the corridor in countries such as Nigeria (Sèmè-Lagos) requires major maintenance or reinforcement work. In Togo, the commencement of rehabilitation of the Avépozo-Aného section scheduled for the month of August 2018 will improve the state of the corridor.

5.6 EVALUATION OF THE INTERNATIONAL ROUGHNESS INDEX (IRI)

5.6.1 PRESENTATION OF THE SECTIONS EXAMINED

The sections of roads examined on the Abidjan-Lagos Corridor are presented in the following table:

DIRECTION	ROUTE	LINERAR (Km)	LINERAR EXAMINED
OUTBOUND	ABIDJAN-NOE	168,735	Place de la République–Noé entrance

DIRECTION	ROUTE	LINERAR (Km)	LINERAR EXAMINED
	ELUBO-AFLAO KODJOVIAKOPE– SANVEE CONDJI	544,901 52,491	Elubo–Aflao border Kodjoviakopé– Sanvee Kondji border
	HILLACONDJI-Pk66	66,6	Hillacondji border– PK66
	Pk66-SEME	66,353	PK66- Semè
	Frontière KRAKE–LAGOS (Eric Moore)	78,4	Kraké border –Lagos (Eric Moore)
INBOUND	LAGOS (Eric Moore)-KRAKE	78,6	Place de la République– Noé entrance
	SEME-HILLACONDJI SANVEE CONDJI-KODJOVIAKOPE	133,2 52,6	Elubo–Aflao border Kodjoviakopé border– Sanvee Kondji
	AFLAO-ELUBO	540,8	Hillacondji– semè border
	NOE BONOUA LAGA NOUVELLE GARE	106,2	Noé border– Bonoua LAGA Nouvelle Gare
	BONOUA LAGA NOUVELLE GARE - ABIDJAN PLACE DE LA REPUBLIQUE	58,4	Kraké border –Lagos (Eric Moore)
TOTAL LENGTH EXAMINED		**1947,28**	

Roughness measurements were performed on each lane in both (02) traffic directions for 2x1 lanes and on the busiest lane (the right one) for roads with at least 2x2 lanes estimated at 1947,28.

INTERPRETATIONS OF MEASUREMENTS

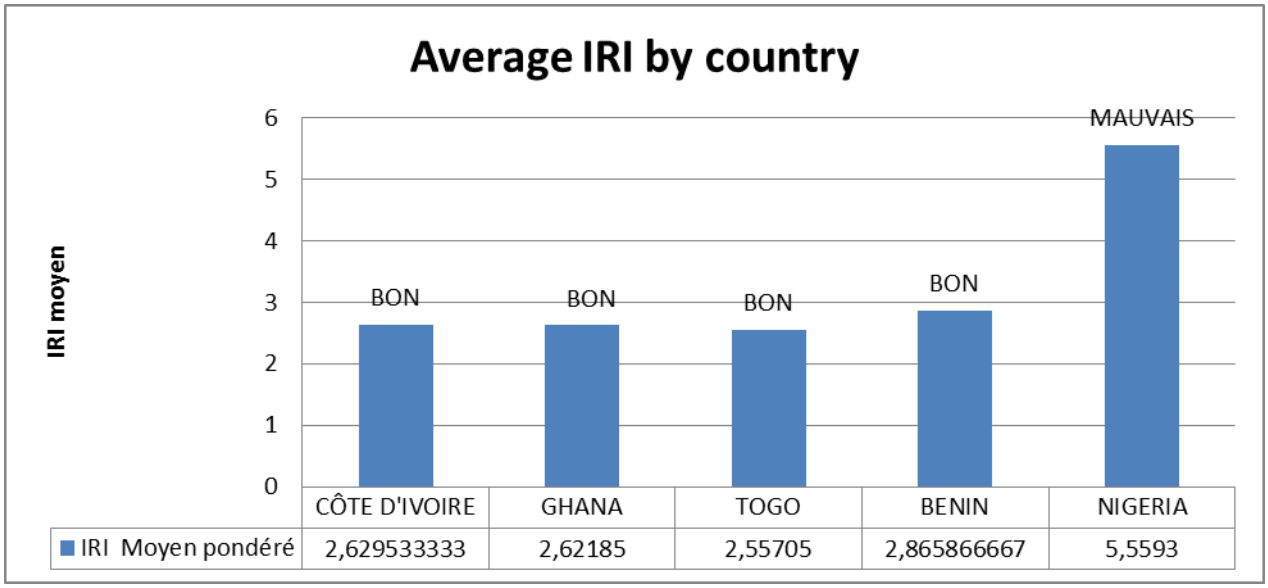
The table below summarizes the roughness measurements obtained on the Abidjan-Lagos Corridor by country.

COUNTRY	Section	Length (Km)	Average IRI value	Standard deviation	IRI+ standard deviation	Average IRI Weighted by Country	RATING
COTE D'IVOIRE	ABIDJAN - ELUBO	168,735	2,3362	0,2832	2,6194	2,629533333	GOOD
	NOE BONOUA LAGA NOUVELLE GARE	106,2	2,7231	0,7079	3,431		
	BONOUA LAGA NOUVELLE GARE - ABIDJAN PLACE DE LA REPUBLIQUE	58,4	2,8293	0,8089	3,6382		
	TOTAL COTE D'IVOIRE	333,335					
GHANA	ELUBO -AFLAO	544,901	2,676	0,739	3,415	2,62185	GOOD
	AFLAO- ELUBO	540,8	2,5677	0,564	3,1317		

COUNTRY	Section	Length (Km)	Average IRI value	Standard deviation	IRI+ standard deviation	Average IRI Weighted by Country	RATING
	TOTAL GHANA	1085,701					
TOGO	KODJOVIAKOPE - ILLACONDJI	52,491	2,8102	0,6459	3,4561	2,55705	GOOD
	ILLACONDJI - KODJOVIA KOPE	52,6	2,3039	0,2365	2,5404		
	TOTAL TOGO	105,091					
BENIN	SANVEE CONDJI - PK66	66,6	3,0067	1,1752	4,1819	2,865866667	GOOD
	PK66-SEME	66,353	2,8415	0,5717	3,4132		
	SEME- SANVEE CONDJI	133,2	2,7494	0,6233	3,3727		
	TOTAL BENIN	266,153					
NIGERIA	KRAKE- ERIC MOORE	78,4	5,4851	0,8266	6,3117	5,5593	BAD
	ERIC MOORE - KRAKE	78,6	5,6335	0,8071	6,4406		
	TOTAL NIGERIA	157					
	TOTAL GENERAL	1947,28					

The graph below summarizes IRI values by country

Graph 08 : IRI values by country



It appears from the measurements made on the ground that:

- ✓ Countries like Côte d'Ivoire, Ghana, Togo and Benin have a level of comfort included in 2.5 and 3.5 m / km. These countries have therefore improved their road network through road maintenance campaigns, which has led the roughness of their section to fall below 3.

- ✓ Nigeria has a bad comfort level that is higher than 5.5m / Km. It should focus on the maintenance and rehabilitation of certain sections of its road network.

- ✓ The results of the IRI measurements show that the direction of Place de la République- Eric Moore is the most used.

SUMMARY OF RESULTS

The results obtained at the end of the measurement campaign carried out in 2018 are summarized in the table below:

Table 7 : Summary of IRI values

COUNTRY	Section	Length (Km)	IRI+ standard deviation	Acceptable IRI≤6		Bad IRI>6	
				Km	%	Km	%
COTE D'IVOIRE	ABIDJAN - ELUBO	168,735	2,6194	333,335	100%	0	0%
	NOE BONOUA LAGA NOUVELLE GARE	106,2	3,431				
	BONOUA LAGA NOUVELLE GARE -ABIDJAN PLACE DE LA REPUBLIQUE	58,4	3,6382				
	TOTAL COTE D'IVOIRE	333,335		333,335	100%	0	0%
GHANA	ELUBO -AFLAO	544,901	3,415	1085,701	100%	0	0%
	AFLAO- ELUBO	540,8	3,1317				
	TOTAL GHANA	1085,701		1085,701	100%	0	0%
TOGO	KODJOVIAKOPE - ILLACONDJI	52,491	3,4561	105,091	100%	0	0%
	ILLACONDJI - KODJOVIA KOPE	52,6	2,5404				
	TOTAL TOGO	105,091		105,091	100%	0	0%
BENIN	SANVEE CONDJI - PK66	66,6	4,1819	267,153	100%	0	0%
	PK66-SEME	66,353	3,4132				
	SEME- SANVEE CONDJI	133,2	3,3727				
	TOTAL BENIN	266,153		266,153	100%	0	0%
NIGERIA	KRAKE- ERIC MOORE	78,4	6,3117	131,8	84%	25,2	16%
	ERIC MOORE - KRAKE	78,6	6,4406				

COUNTRY	Section	Length (Km)	IRI+ standard deviation	Acceptable IRI≤6		Bad IRI>6	
				Km	%	Km	%
	TOTAL NIGERIA	157		131,8	84%	25, 2	16%
	GENERAL TOTAL	1947,28		1922,08	98.7%	25, 2	1.3 %

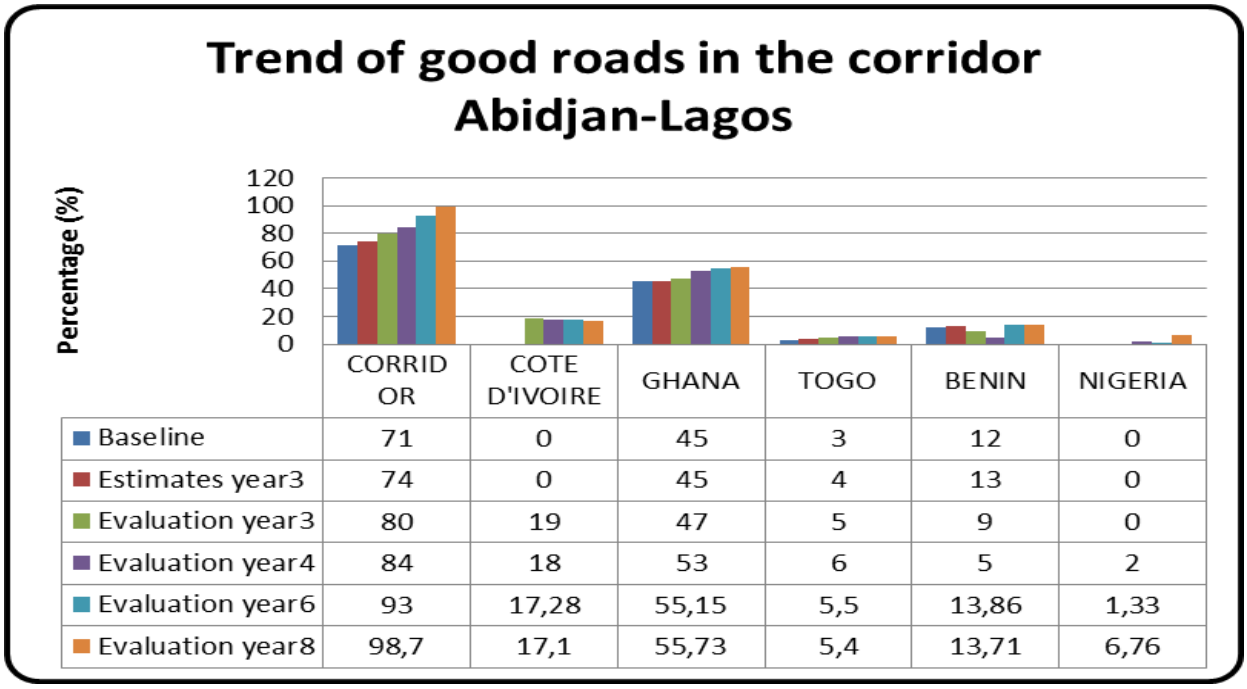
Out of 1947,28 km of roads examined on return journeys (outbound and inbound trips), 98.7% of the run has an acceptable IRI, while only 1.3% of the total has a bad IRI. There was a 5.7% increase over previous measurements.

Table 8 : **The percentage of roads in good condition and acceptable condition IRI <6) - Outcome indicator for the first phase of the ALTTFP (part B)**

Intermediate outcome indicators	Basic indicators	Target values / values obtained						
		Year 1	Year 2	Year 3	Year 3 (field measurements)	Year 4 (field measurements)	Year 6 (field measurements)	Year 8 (field measurements)
Component B :	71%	71%	73%	74%	80%	84%	93%	98.7%
Percentage of roads in good condition and in acceptable condition (IRI < 6) over the total length of the corridor has increased During the measurement, the condition of the road is classified good / acceptable / poor depending on the condition of the coating and the roughness index	incl: GH : 45 % TG : 3 % BN : 12 %	incl: GH : 45 % TG : 3 % BN : 12 %	incl: GH : 45 % TG : 3 % BN : 12 %	incl GH : 45 % TG : 4 % BN : 13 %	incl GH 47% TG 5% BN 9% NG 0% RCI 19%	incl GH 53% TG 6% BN 5% NG 2% RCI 18%	incl GH 55,15% TG 5,5% BN 13,86% NG 1,33% RCI17, 28%	incl GH 55,73% TG 5,4% BN 13,71% NG 6,76% RCI 17,1%
The number of kilometers of road rehabilitated has increased	0	0	27 km incl: GH : 15 TG : 4 BN : 8	80 km incl: GH : 55 TG : 8 BN : 17				

The observed trends are represented on the histogram below.

Graph 14 : Percentage of roads in acceptable condition on the Abidjan-Lagos corridor



	CORRIDOR	COTE D'IVOIRE	GHANA	TOGO	BENIN	NIGERIA
Baseline	71	0	45	3	12	0
Estimates year3	74	0	45	4	13	0
Evaluation year3	80	19	47	5	9	0
Evaluation year4	84	18	53	6	5	2
Evaluation year6	93	17,28	55,15	5,5	13,86	1,33
Evaluation year8	98,7	17,1	55,73	5,4	13,71	6,76

5.6.2 PARTIAL CONCLUSION

The Abidjan-Lagos Corridor road assessment in accordance with the IRI has been conducted by ALCO during the period from February 20 to March 20, 2018. At the end of the campaign, it appears that over 1947.28Km of roads travelled in total for IRI measurements using the Bump Integrator, 1922.03 representing 98.7% have an acceptable IRI, while 25.2Km representing (1.3%) have a bad IRI.

There are many speed bumps on the corridor. In addition to the comfort of the users who are affected, the non-regulation of these speed bumps means that drivers who use the corridor for the first time are often surprised at the type of bumps they encounter, and this can cause damage, especially to small cars.

5.6.3 DIAGNOSTIC SUMMARY OF THE MAIN ROAD STRUCTURES OF CORRIDOR

Our study, which at this level was aimed at collecting data and writing an inspection report of the main road structures on the corridor, took place at the time of the IRI measurements. This summary study focused on examining the condition of the following:

surface of the roadway deck
beam soffit
walls
Expansion joints
Beams
Markers;

The study focused on all types of road structures (drainage culverts, sewage pipes, box culverts and bridges,).

The results expected from the diagnostic of the road structure on the corridor are:

Ensure that the condition of the road structures is safe,

Determine the maintenance, repair and refurbishment work that must be done,
Provide a basis for planning and funding maintenance work.

The number of road structures inspected per country on the Abidjan-Lagos corridor is summarized in the table below..

Table 9 : Details by type of structure on the corridor by country

COUNTRY	Section	Length (Km)	Average IRI value				
			Bridges	Box culverts	Drainage culverts s	Retaining wall	Unidentified
COTE D'IVOIRE	ABIDJAN - ELUBO	168,87	12	14	2	0	0
GHANA	ELUBO -AFLAO	542,944	44	236	163	2	0
TOGO	KODJOVIAKOPE - SANVEE CONDJI	52,645	7	0	11	0	0
BENIN	HILLACONDJI- SEME	133,64	6	40	7	0	0
NIGERIA	KRAKE- ERIC MOORE	78,972	22	0	0	0	0
	GENERAL TOTAL	977,071	91	290	183	2	0
REPRESENTING			**566**				

A total of 566 structures have been identified including:

- 91 bridges (metal bridges and concrete bridges),
- 290 box culverts,
- 183 drainage culverts and,
- 02 retaining walls.

From a visual perspective, all road structure was generally in a satisfactory state. Almost all of the crossing structures are in a satisfactory apparent structural state. In addition to vegetation, sand and solid waste obstructs some structures.

Railings are sometimes corroded, torn and / or degraded.

For such structures, the corroded elements should be sanded, repainted, and cleaned to improve their functioning.

The results of the diagnoses are presented in annex.

5.6.4 PARTIAL CONCLUSION ON THE SUMMARY DIAGNOSTIC OF BRIDGES AND CULVERT

At the end of the structures inspection mission, on the Abidjan-Lagos corridor, 566 structures were identified, including:

- 91 bridges (metal bridges and concrete bridges),
- 290 box culverts,
- 183 drainage culverts and,

- 02 retaining walls.

These structures are in general in a satisfactory structural state; however, some need maintenance. Cleaning, repair or replacement of guardrails and road joints is necessary. It is therefore essential to redo the vertical and horizontal signage around the structures to improve the safety of corridor users.

Moreover, it is necessary that a more detailed examination is carried out on all structures present on the corridor to ensure that they are structurally sound.

5.7 RECOMMENDATIONS

We recommend to the road authorities of each country as well as to ALCO, the following:

- ✓ to enforce existing conventions between ALCO member countries,
- ✓ to support the road authorities of each country with their respective authorities to release planned funding for maintenance work on the corridor on time,
- ✓ to send to ALCO the planned corridor maintenance program for each country with the corresponding implementation schedule and the related implementation reports,
- ✓ to give more leeway and resources to ALCO to allow it to have a look at the implementation of the recommendations concerning the maintenance and removal of human obstacles that do not facilitate the free movement of goods and people,
- ✓ to draw the attention of stakeholders in each country on road safety in particular as regards the signalling of road structures, the sometimes uncontrolled erection in terms of quantity and geometry of the speed bumps in the crossing of the urban areas,
- ✓ the use of retro-reflective paints for horizontal signage and the use of Class II traffic signs, because on the corridor, buses carrying people travel often at night in order to arrive in the morning,
- ✓ define the frequency for measurements of the indicators of road condition for the countries.
- ✓ Develop a harmonization standard for major corridors within the framework of ECOWAS.

GENERAL CONCLUSION OF IRI SURVEY

Surveys carried out on the Abidjan-Lagos road corridor in 2018 show a considerable improvement in the condition of the corridor compared to previous years. This is due to reinforcement and rehabilitation works undertaken by the public authorities of the ALCO member countries.

The qualification criteria, in particular the Surface Index (SI) and the International Roughness Index (IRI), make it possible to estimate this progression at around 5.7% compared to previous years. Corridor sections with index values out of range require urgent rehabilitation work. These are the sections located in Nigeria.

For sections in acceptable condition, it is essential for administrations to already schedule routine maintenance on these sections in order to maintain the level of comfort.

Out of the **1947,28 km** of total return journeys, **98.7%** of the road has an acceptable IRI, while only **1.3%** of the total road has a bad IRI. There was a **5.7%** increase over past measurements.

Summary diagnosis of major bridges and culverts identified 566 road structures along the corridor. The condition of these structures, in most cases, reveals a lack of maintenance. Road users are not always made aware of their presence and they sometimes have railing defects.

In Ghana and at the Ghana-Côte d'Ivoire Border, the ABOISSO and NOE bridges are undergoing twinning to fit the transverse section of the road.

In Togo, the rehabilitation of the Avépézo-Aného section, scheduled to start in March 2019, will reinforce the line of motorway-type roads.

Indicator 6: The number of kilometers of rehabilitated roads has increased

This indicator is related to the number of kilometers of road sections rehabilitated as part of IDA-funded ALTTFP.

At the end of the sixth year, 135 kilometers of rehabilitated road (Ghana 110 km, Togo 8km and Benin 17 km) is expected. In Côte d'Ivoire, a total of 130.3 km rehabilitated road section is expected in Year 4.

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- **In Côte d'Ivoire**, Road rehabilitation works from Grand Bassam to Noé (130.3 km) are subdivided into several lots. Grand Bassam - Aboisso section rehabilitation is subdivided into two lots: lot N° 1 Grand Bassam - N'Zikro (45 km), and lot N ° 2, N'Zikro - Aboisso (25 km). Regarding lot N° 1, implementation rate was 15% at the end of November 2018 for 100% projected rate; some difficulties hampered the implementation of the contract which was terminated in November 2018. It was then re-awarded to another company which started work on 7th December 2018. For lot N° 2, at the end of November, implementation rate was 100%. Provisional acceptance of completed works was carried out. Aboisso - Noé (61 km) section rehabilitation, and Noé Bridge (138 km) rehabilitation and widening are 99% implemented, against 100% projected rate; On 2nd November 2018, provisional acceptance of completed work regarding the new bridge was carried out. Rehabilitation works on the old bridge are scheduled to be completed before the end of February 2019. Upgrading of Elubo-Noé section (590 km) experienced delays, as a result, only 53% is completed, representing over 5 months delay; acceptance of completed works should be effective in March 2019. Other works, especially construction of two transit areas in Aboisso and Noé were implemented and acceptance was carried out on 25th January 2019. Rehabilitation works on Vridi freight station and its traffic lanes are fully completed and acceptance was carried out on 16th February 2018.
- **In Ghana,** rehabilitation and realignment of Agona Junction - Elubo (110 km) is divided into 3 lots, and physical completion rate is 100%. Regarding the construction of a resting area, works are completed. Furthermore, the study on road safety is completed and the report is available.

- **In Togo** : Aného - Sanvee Condji (about 8 km) road construction works are completed. Final acceptance of completed works was made on 25th November 2015.

In Benin: Rehabilitation works on Godomey-Pahou (17km) section are completed. Acceptance of completed works was made.

Pre-visit for technical acceptance of works was carried out on 26th June 2015. In fact, nine months after provisional acceptance, rutting caused by deflection appeared on the fast lane of the roadway in Pahou - Godomey direction. A fact-finding mission was conducted by the control and supervision Consultant to evaluate the extent of any other deflection. The contractor carried out necessary adjustments. Works were completed and accepted.

- **In Nigeria:** *The Federal Road Maintenance Agency (FERMA)* carried out routine and periodic maintenance of some sections of this road, especially between Agbara and Sèmè. Given the age of the pavement, its current condition is variable, with a significant portion in poor condition (PK 20 [Igboelerin Bus Stop] to PK 30 [Agbara Bus Stop], which requires urgent repairs. Only about 30% of the pavement is in good condition. The road sections between PK 55 (Badagry Roundabout) and PK 70 (Sèmè Border) are in acceptable condition though they require regular maintenance. The high volume of traffic and excessive axle load on old and overloaded highways contribute significantly to pavement distress. Some criminals deliberately degrade the pavement to force drivers to slow down for the purpose of extorting them. Commercial activities on the right-of-way, road users dumping garbage on the pavement, and the burning of tires on the pavement further contribute to surface distress. The section from PK 6 (Mile 2) to PK 20 (Abule Ado Bust Stop) is in good condition as it was rehabilitated and enlargened. From PK 14 to PK 20, the road construction is ongoing.

In March 2009, Lagos State Government (LASG) began rehabilitation and enlargement of Lagos-Badagry highway into 10 lanes, including a median division for Light Rail for Mass Transit (LRMT). On both sides, the design of the 10-lane highway is provided with 2 service lanes, 2 toll lanes, and 1 lane for Bus Rapid Transit (BRT). Other features of the project include toll gates, walkways/bridges, bypass bridges/interchanges equipped with toll station, Park & Ride lots and stopping areas for Bus Rapid Transit service. Works are slowly progressing.

Indicator 7: The percentage of truck drivers familiar with at least two HIV/AIDS prevention methods has increased.

The table below show the percentage breakdown of truck drivers familiar with at least two HIV/AIDS prevention methods.

(Source SGSS, 2018 edition).

Table 1: Truck drivers knowledge about at least two HIV prevention methods according to socio-demographic characteristics.

Characteristics	Know at least two HIV prevention methods	
	%	N
Age group		
Below 25 years	61.6	571
25 years and above	65.1	1,048
Types of truck drivers		
Bosses	67.4	872
Apprentices	59.6	750
Educational level		
Schooled	65.9	1,338
Non schooling	53.5	284
Marital status		
Not in union	60.1	860
Monogamous	68.3	618
Polygamous	66.2	145
ALCO ports		
Abidjan	59.3	253
Tema	64.6	305
Lomé	60.3	360
Cotonou	79.1	350
Apapa	54.6	355
	63.3	1,623

Source : ALCO database

The results of the 2018 IBBSSS indicate that across the corridor, approximately 63.6% of truck drivers know at least two HIV methods of prevention. This reveals a performance decline, compared with the baseline situation in 2011 when the same rate was estimated at 80%. This decrease could be due to the slowdown in activities during the project extension period. Member countries are urged to continue with HIV awareness activities for truck drivers and hauliers.

Indicator 8: The percentage of truck drivers reporting the use of condom during the recent sexual intercourse with a casual partner has increased.

The figure below shows the breakdown per each port of the percentage of truck drivers reporting the use of condom during the recent sexual intercourse with a casual partner (source: IBBSS report, 2018 edition).

Graph 10: Percentage of truck drivers reporting the use of condoms with a casual partner (ESDG, 2018 edition)

Table 2: Truck drivers using condom during the recent sexual intercourse with a casual partner according to socio-demographic characteristics

Characteristics	Use of condom during the recent sexual intercourse with a casual partner %	N
Age group		
Below 25 years	89.2	139
25 years and above	91.3	276
Types of truck drivers		
Bosses	90.5	232
Apprentices	90.7	183
Educational level		
Schooled	89.8	364
No schooling	96.1	51
Marital status		
Not in union	89.1	220
In a union, monogamous	91.9	160
In a union, polygamous	94.3	35
ALCO ports		
Abidjan	92.5	53
Tema	92.3	26
Lomé	91.4	93
Cotonou	85.3	116
Apapa	93.7	127
	90.6	415

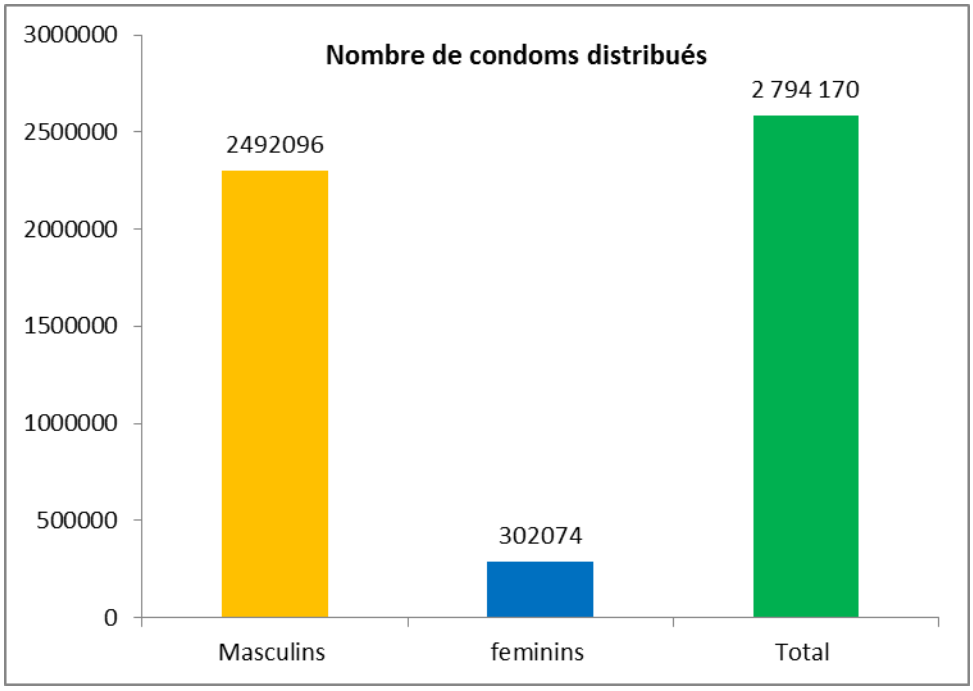
Source : ALCO database

IBBSS 2018 results indicate that this indicator has been achieved (90.6% against 81% expected). These acceptable results are the combined effects of regularly organized HIV awareness activities which involve: community outreach campaigns, condom distribution and voluntary HIV testing. Thus, a total of **1,113,029** individuals (686,870 men, and 426,159 women) were sensitized during the 8 years. In addition, 50460 (**41012 men and 9448 women**) truck drivers and other port users were screened. Among these individuals, **84** tested positive for HIV and were referred to the support sites managed by national programs. Similarly,

supervision missions were regularly organized to ensure the effective and efficient implementation of activities on the project sites.

The number of condoms distributed in the course of the project cycle is shown in the graph below.

Graph 11: Number of condoms distributed from Year1 to Year 8 (August 2010-June 2018)



Indicator 9: Project direct beneficiaries (number), including women (%)

Estimate of the number of direct beneficiaries was carried out in five steps:

Step 1: Estimated number of direct beneficiaries living within the project impact area of rehabilitated road sections

The total number of direct beneficiaries living within the impact area of the four sections (Elubo-Agona Junction, Aneho - Sanvee Condji, Pahou – Godomey and Noé-Abidjan) of the project is estimated at ***1 214 618*** individuals including 594 977 women i.e. 48.98 %.

Step 2: Estimated number of direct beneficiaries using the rehabilitated sections (local traffic and transit traffic).

The number of direct beneficiaries (individuals), using rehabilitated sections (local traffic and transit traffic) is estimated at 33 348 288 on yearly basis, including 24.64% women (8 210 349)

Step 3: Estimated number of direct beneficiaries at borders (transit traffic).

The number of direct beneficiaries (individuals) at borders (transit traffic) is estimated at 18 492 816 on annual basis, including 45% women (8,401,824).

Step 4: Estimated number of direct beneficiaries in Ports (importers and exporters users of computerized Single Window platforms).

The number of direct beneficiaries (individuals) in the port of Lomé (importers, exporters and freight forwarders using the computerized Single Window platform) is estimated at 14 215 (6 594 for 2015 and 7 621 for 2016). This represents 15% rise in-between 2015 and 2016.

NB: It has not been possible to get the same data for the ports of Tema, Cotonou and Abidjan.

Step 5: Estimated number of direct beneficiaries reached through awareness and condoms distribution as part of HIV/AIDS program.

A total of 912 522 individuals were reached through community awareness campaigns within the 5 ports, from July 2011 to June 2018 including 375 653 women representing 41, 16%, %.

In 2018, the number of the Project direct beneficiaries is estimated at 53 982 459 including 17 585 734 women representing 32.58% considering local direct beneficiaries, direct beneficiaries of transit traffic and direct beneficiaries reached through community awareness campaigns conducted as part of STI/HIV/AIDS prevention.

Table 3 : Estimated total number of the project direct beneficiaries en 2018

	TOTAL	Women (32.38%)
Number of direct beneficiaries within the project impact area	**1 214 618**	**594 977**
Number of direct beneficiaries, users of rehabilitated sections	**33 348 288**	**8 213 280**
Number of direct beneficiaries in transit at borders	**18 492 816**	**8 401 824**
Number of direct beneficiaries of HIV/AIDS program	**912 522**	**375 653**
Number of direct beneficiaries in Ports (Importers, Exporters)	**14 215**	**0**
PROVISIONAL TOTAL	**53 982 459**	**17 585 734**

Source : Authors calculation

The figure below shows by country the number of direct beneficiaries of the project (APL1 and APL2)

Increase of the Number of Beneficiaries from the beginning to the end of the project

Year	Section /Boarder	Elubo-Agona junction			**Ané**ho-Sanvee Condji			Pahou-Godomey			**Noé**-Abidjan			Aflao	Kodjovia-kop**é**	Krak**é**	**Sém**è	Benefi-ciaries HIV/AIDS				Users of single window of Lom**é**	TOTALS
Traffic rate														6%	6%	6%	6%						
% women														55,50%	47,20%	45%	33,50%	Benin	Togo	Ghana	**Côt**e d'Ivoire		
Beneficiaries		Local	Transit	Total	Local	Transit	Total	Local	Transit	Total	Local	Transit	Total										
2010	Total	121 735			140 012			114 745															
	Male	59 285			68 046			55 697															
	Female	62 450			71 966			59 048															
2011	Totale	123 926	1 144 807	1 268 734	144 716	5 103 803	5 248 520	118 761	15 834 260	15 953 021				3 928 700	2 887 554	3 108 782	3 646 916						22 470 274
	Male	60 352	557 521	617 873	70 332	2 480 448	2 550 781	57 647	7 727 119	7 784 765				1 748 271	1 524 629	1 709 830	2 425 199						10 953 419
	Female	63 574	587 286	650 860	74 384	2 623 355	2 697 739	61 114	8 107 141	8 168 256				2 180 428	1 362 926	1 398 952	1 221 717						11 516 855
2012	Total	126 157	1 223 085	1 349 242	149 579	5 452 781	5 602 360	122 918	16 916 944	17 039 862	797 955	1 800 726	2 598 681	4 179 468	3 071 866	3 307 215	3 879 698	161 080	175 243	160 283	66 986		41 591 983
	Male	61 438	595 642	657 081	72 695	2 650 052	2 722 747	59 664	8 255 469	8 315 133	412 526	930 975	1 343 501	1 859 863	1 621 945	1 818 968	2 579 999	59 502	78 520	73 879	21 195		21 152 334
	Female	64 718	627 442	692 161	76 883	2 802 730	2 879 613	63 253	8 661 476	8 724 729	385 429	869 751	1 255 180	2 319 605	1 449 921	1 488 247	1 299 699	101 578	96 723	86 404	45 791		20 439 650
2013	Total	128 428	1 306 714	1 435 142	154 605	5 825 621	5 980 226	129 125	18 073 659	18 202 784	824 288	1 915 666	2 739 953	4 446 242	3 267 943	3 518 314	4 127 338	22 422	17 405	500	17 042		43 775 311
	Male	62 544	636 370	698 914	75 138	2 831 252	2 906 390	63 013	8 819 945	8 882 958	426 157	990 399	1 416 556	1 978 578	1 725 474	1 935 073	2 744 680	19 751	14 843	350	14 785		22 338 351
	Female	65 883	670 345	736 228	79 467	2 994 369	3 073 836	66 112	9 253 713	9 319 825	398 131	925 267	1 323 397	2 467 665	1 542 469	1 583 241	1 382 658	2 671	2 562	150	2 257		21 436 960
2014	Totat	130 739	1 396 062	1 526 802	159 799	6 223 954	6 383 753	135 646	19 309 464	19 445 110	845 719	2 037 942	2 883 661	4 730 045	3 476 535	3 742 887	4 390 785	32 576	16 644	0	33 797		46 662 596
	Male	63 670	679 882	743 553	77 662	3 024 842	3 102 504	66 195	9 423 019	9 489 214	437 237	1 053 616	1 490 853	2 104 870	1 835 610	2 058 588	2 919 872	28 925	15 339	0	29 611		23 818 939
	Female	67 069	716 180	783 249	82 137	3 199 112	3 281 249	69 451	9 886 446	9 955 896	408 482	984 326	1 392 808	2 625 175	1 640 924	1 684 299	1 470 913	3 651	1 305	0	4 186		22 843 657
2015	Total	133 093	1 491 520	1 624 612	165 169	6 649 524	6 814 692	142 496	20 629 769	20 772 265	867 708	2 168 024	3 035 731	5 031 963	3 698 441	3 981 795	4 671 048	33 500	29 647	0	32 588	6 594	46 697 146
	Male	64 816	726 370	791 186	80 272	3 231 669	3 311 940	69 538	10 067 328	10 136 866	448 605	1 120 868	1 569 473	2 239 223	1 952 777	2 189 987	3 106 247	29 500	25 347	0	28 700		25 381 247
	Female	68 277	765 150	833 426	84 897	3 417 855	3 502 752	72 958	10 562 442	10 635 400	419 103	1 047 155	1 466 258	2 792 739	1 745 664	1 791 808	1 564 801	4 000	4 300	0	3 888		24 345 037
2016	Total	118 755	1 593 504	1 712 259	75 875	7 104 192	7 180 067	82 824	22 040 352	22 123 176	890 268	2 306 408	3 196 676	5 353 152	3 934 512	4 235 952	4 969 200	17 336	15 480	0	30 697	7 621	49 579 452
	Male	57 834	882 720	940 554	36 875	5 054 448	5 091 323	40 418	17 299 152	17 339 570	460 269	1 192 413	1 652 682	2 381 328	2 076 192	2 328 048	3 305 424	14 565	13 386	0	27 252	7 621	35 142 373
	Female	60 921	710 784	771 705	39 000	**2 049 744**	2 088 744	42 406	**4 741 200**	4 783 606	429 999	1 113 995	1 543 995	2 971 824	1 858 320	1 907 904	1 663 776	2 771	2 094	0	3 445		17 593 319
2017	Total										913 415	2 453 626	3 367 041	0	0	0	0	0	0	0	0		3 367 041
	Male										472 236	1 268 524	1 740 760					0	0	0	0		1 740 760
	Female										441 179	1 185 101	1 626 281					0	0	0	0		1 626 281
2018	Total										937 164	2 610 240	3 547 404					9 939	9 692	4 003	25 662		3 596 700
	Male										484 514	1 349 494	1 834 008					8 892	9 501	4 003	19 022		1 853 030
	Female										452 650	1 260 746	1 713 396					1 047	191	0	6 640		1 720 036
Totaux				1 712 259			7 180 067			22 123 176			3 547 404	5 353 152	3 934 512	4 235 952	4 969 200	276 853	264 111	164 786	206 772	14 215	53 982 459
Total of direct beneficiaries over the whole period of the projet (2010-2018)																							53 982 459

CONSTRAINTS/RECOMMENDATIONS

STAKEHOLDERS	CONSTRAINTS	RECOMMENDATIONS
COUNTRY	- Delayed implementation of establishment of functional SW in Nigeria - Ghana's assessment of GCNet performance	- Implement recommendations formulated by the SW establishemnt committee in Nigeria and accelerate implementation in collaboration with the consultant, West Blue. - Assess performance of Ghana Single Window in order to measure impacts on border crossing time
NFC	- Number of roadblocks still high (Togo and Nigeria). - Increased cargo dwell time in some ports (Ghana, Lomé, Cotonou and Lagos) although the objectives are achieved [Lomé]) - During advocacy and awareness-raising activities some NFC focus only on the number of roadblocks, thereby undermining other ALTTFP indicators namely: port dwell time, Single Window, land borders crossing time, road users' harrassment at borders and on the roads, overloading and road condition.	- NFC: Conduct advocacy with security Services and municipalities for continuous reduction in the number of roadblocks - NFC should conduct regular and sustainable activities together with ports authorities in various countries to ensure sustainable reduced dwell time in the ports. - NFC should conduct regular field missions and formulate recommendations to the Governments in view of compliance with the provisions contained in the MOU of Accra and ALTTFP. - NFC should broaden and intensify their scope of activities by sensitizing ALTTFP stakeholders and all other players. (Administrations, Consignees, Importers, Customs Brokers and Handlers) on the performance required on port dwell time, Single Window, land borders crossing time, improvement of road conditions and strict compliance with axle load.

CONCLUSION

Abidjan-Lagos Corridor member countries began implementation of Abidjan-Lagos Trade and Transport Facilitation Project in August 2010 for APL 1 countries (Ghana, Togo and Benin), and October 2012 for Côte d'Ivoire (APL 2). The mid-term Project assessment conducted in March and April 2013 for APL1 countries outlined the performance and challenges in view of achieving the Project development goal. Since that assessment, and following regular oversight missions supported by the World Bank and the monitoring conducted by ALCO, member countries were able to recover from implementation delays, especially road infrastructure.

After eight years implementation, the Project ends on 29th March 2019 for the APL2 country (Côte d'Ivoire) following the Project end for the three APL1 countries on 30th September 2016 for Togo and 30th June 2017 for Ghana and Benin. The performance of the nine indicators monitored by ALCO are on the one hand globally satisfactory and on the other hand it's mixed, although the targets are achieved.

- Single Window is functional in Côte d'Ivoire, Ghana, Togo and Benin;
- Targets set for port dwell time (except Nigeria) have all been reached;
- Border crossing time for truckloads (except Elubo and Hillacondji) reached set targets;
- The ratio of 3 roadblocks per 100 km is achieved in Côte d'Ivoire, Ghana and Togo;
- The percentage of roads in good and acceptable condition with IRI <6 with 77 as target has reached 93, and then 98.7 in year 8;
- The three APL 1 countries have completed rehabilitation of the different sections included in the Project;
- APL1 country has completed rehabilitation of the sections funded by the Project;
- Following the SGSS study, the two HIV-related indicators are mixed: the HIV prevention method indicator has not been achieved, whereas condom use related indicator was achieved;
- The number of the Project direct beneficiaries including % women has largely exceeded the targets.

ALCO would like to seize this opportunity to acknowledge Republic of Togo, Republic of Côte d'Ivoire and the World Bank for their unwavering support.

In view of sustaining ALTTFP achievements, there is need for member States and other Technical and Financial Partners to perpetuate the World Bank efforts. Given the importance of this corridor, and the perspective of constructing the Abidjan-Lagos Highway, it is crucially important for member States and Technical and Financial Partners to have updated data which will facilitate decision making. ALCO would then have the opportunity to acquire additional resources for data collection, monitoring & evaluation of Abidjan-Lagos corridor performance, and strengthen its position as strategic partner across the Abidjan-Lagos Corridor.

At the end of eight years of ALTTFP implementation, ALCO is grateful to the five member countries, ECOWAS and the World Bank for the opportunity of embarking on this wonderful community development adventurre.

APPENDICES

Appendix I

METHODOLOGY

Indicators	Definition/mode of calculation	Collection methodology	Data processing and analysis
1- Computerized Single Window (SW) has been put in place and is fully functional	- SW is functional when 100% of port operations are processed through the system	- Monthly monitoring of various stages of SW establishment as agreed between the Government and port stakeholders - Steps are taken as follows: (i) audit the existing system, (ii) training users, (iii) import pilot phase, (iv) interconnection of port stakeholders and banks - SW operationalization steps (i) official launch (ii) compulsory processing of all port operations through SW, (iii) transitional phase for SW operationalization) - Collection and processing of progress reports from SW Focal Points	-Comparison of progress made compared with schedule, based on ALCO planning and information received from member countries - Calculation of SW operationalization rate
2- Port dwell time for Lomé and Cotonou Ports	Gap between date (day) of departure of container / cargo from the port and date (day) of unloading the container /cargo from the ship.	- Development of data collection sheets (discharge date, manifest registration date, customs declaration registration date, customs release order issuance date, cargo release date, port dwell time)[9] - Application of probabilistic method in SYDONIA++ and OSCAR for sample selection - Sampling of 120 customs declarations including 60 in transit and 60 for consumption drawn randomly and spread over the month, completed in accordance with data collection sheet, and submitted by Customs service on monthly basis. - Data collection in computerized system meant for consignees, handlers and port Officials	-Verification of all sheets collected - Data processing under Excel -Data imported into SPSS for analysis -Calculations of indicators and verifications via Eviews software
3-The number of roadblocks per 100 km along Abidjan-Lagos corridor has been reduced	Fixed/official number of checkpoints	- Development of data collection sheets -Monthly collection by drivers, uniformed staff, ALCO Executive Secretariat and triangulation of data collected through frequency method.	- Verification of data collection sheetss -Data processing under Excel -Data imported into SPSS for analysis -Calculation of indicators, verifications and control of consistency with SPAD software
4- Land borders crossing	Difference between	- Development of data collection forms	- Verification of data collected

[9]Port dwell time calculated with this method takes into account time required for customs formalities and formalities of all stakeholders until cargo/container release from the port.

Indicators	Definition/mode of calculation	Collection methodology	Data processing and analysis
time	time of departure from land border of the destination country (country B) and procedure start time in the country of origin (country A)[10]	- Daily data collection with an exhaustive and representative number drawn from each group of truckloads at the land border.	-Data processing done in Epi Data software - Data imported into Excel for processing and analysis -Use of SPSS accuracy control and results verification.
5- The percentage of roads in good and acceptable condition (IRI<6) in relation to the total length of the corridor has increased:	At the survey period, the road condition is categorized as good/fair/poor condition according to the level of surface distress	- Visual inspection of the road condition from a car driven at 30 km/h, and on foot on Elubo – Kraké section	Data collected, processed and analyzed.
6- The number of kilometers of rehabilitated roads has increased	During the measurement, the road condition is categorized as good/fair/very poor condition according to the surface condition and roughness index		
7- The percentage of truck drivers familiar with at least two HIV/AIDS methods of prevention has increased	Proportion of drivers, conductors and drivers' mates who claim to know at least 2 HIV/AIDS methods of prevention	Second Generation Surveillance Survey of HIV	Determination of the level of knowledge compared with baseline Estimates of the use of condoms by target populations during the recent sexual intercourse with a casual partner Estimates of HIV and other STIs among target populations Correlation of lab results with those of CAP survey.
8- Percentage of truck drivers reporting the use of condoms with a casual partner during their recent sexual intercourse has increased	Proportion of drivers, conductors and drivers' mates who claim to have used condom during their last intercourse with a casual partner.		

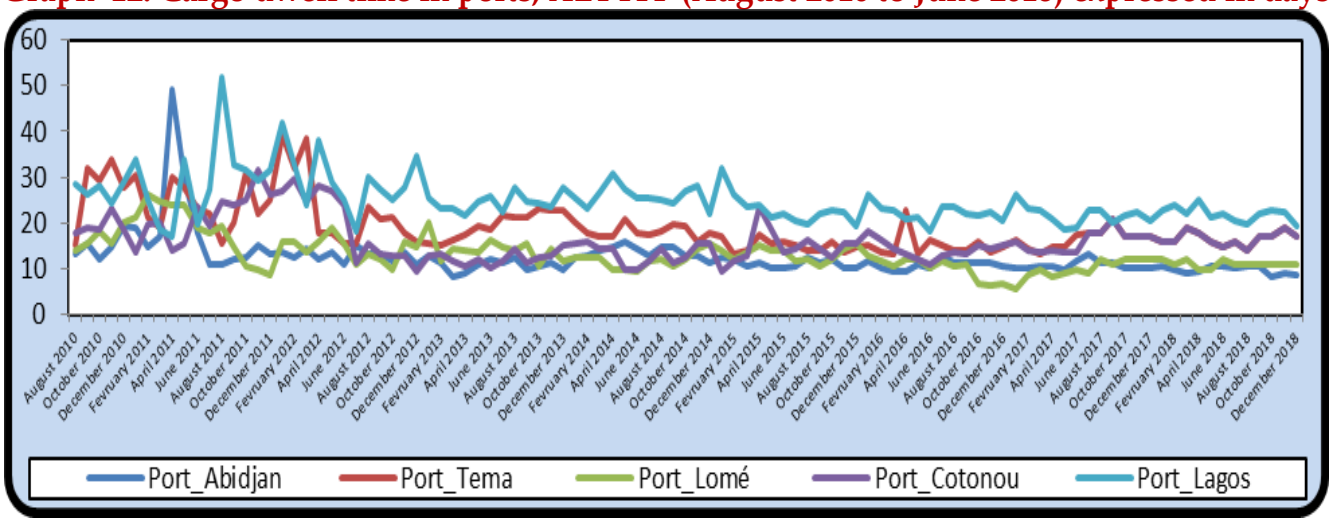
Source : ALCO

[10] Considering challenges to capture trucks arrival and departure time at land borders, the time of procedures start and end was considered in calculating the indicator.

Appendix II

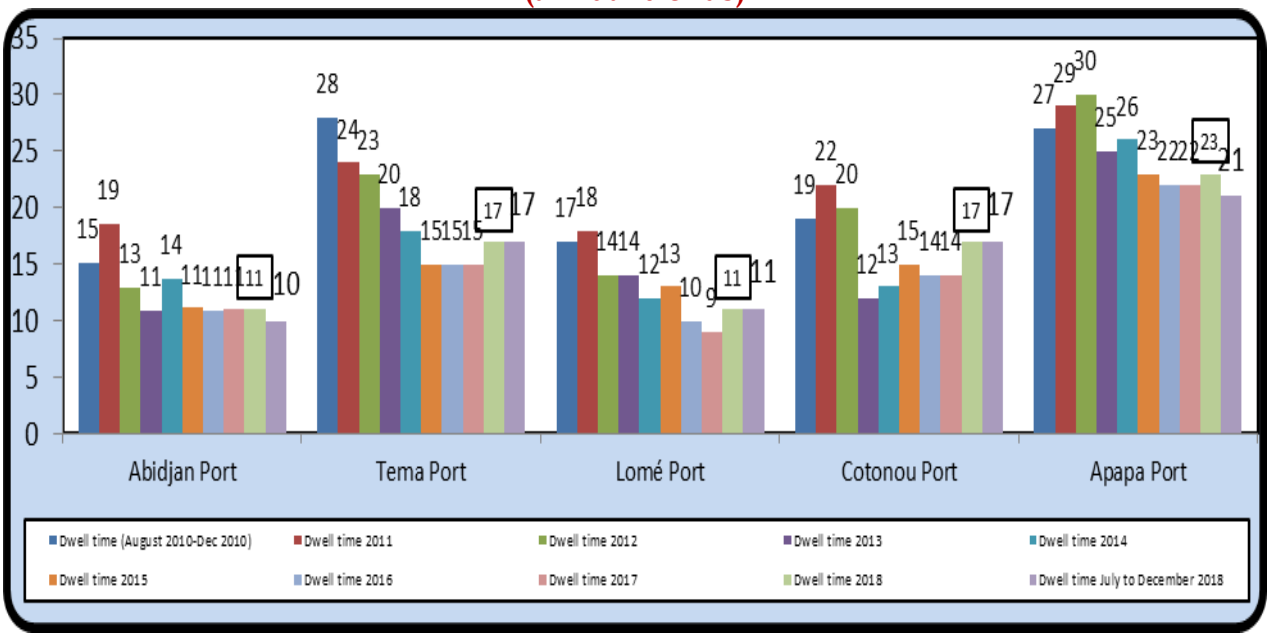
Port dwell time

Graph 12: Cargo dwell time in ports, ALTTFP (August 2010 to June 2018) expressed in days



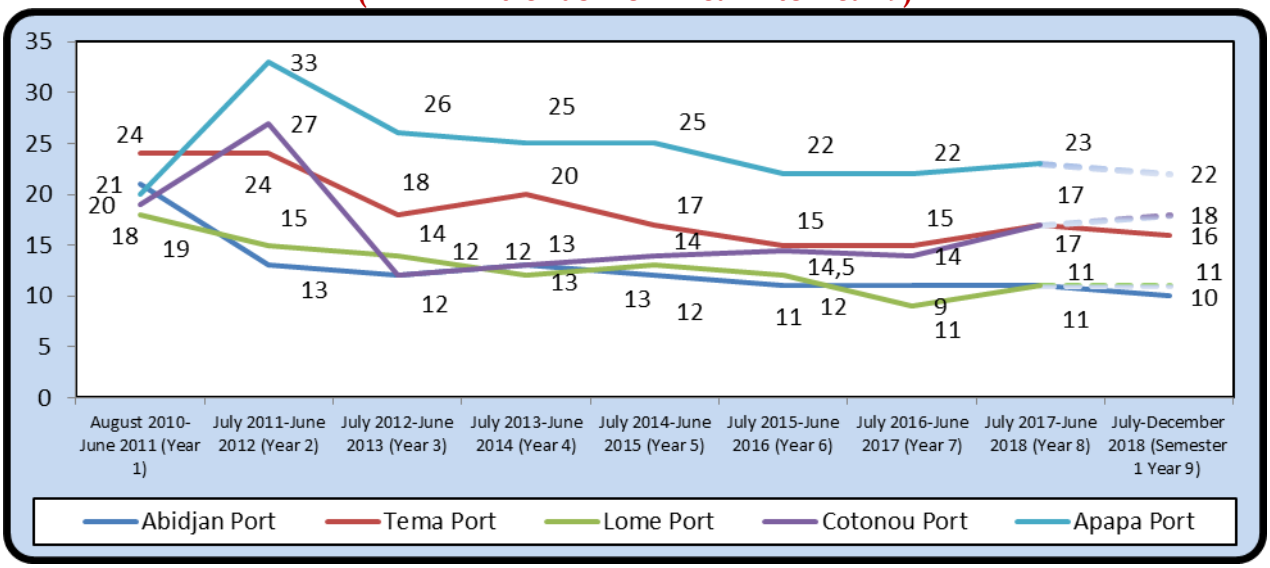
Source : ALCO database

Graph 12'': Cargo dwell time in ports, ALTTFP (August 2010 to June 2018) expressed in days (annual trends)



Source : ALCO database

Graph 12 ter: Cargo dwell time in ports, ALTTFP (August 2010 to June 2018) expressed in days (ALTTFP trends from Year 1 to Year 9)



Source : ALCO database

Table 17 : Disaggregated data from all ports on Abidjan-Lagos corridor

Table 17.1 : Port of Abidjan

Disaggregated time	Average time	Observations	Comments
T1 (Arrival of goods-manifest submission/goods declaration)	**7**	Anticipation of manifest registration: 72h. The freight forwarder has 3 days to finalize his declaration before the arrival of the ship; the consignee has 24 hours to exchange the bill of lading; the Terminal has 24 hours to perform its operations and the carrier 24h to complete formalities. Webb Fontaine which takes care of the Single Window, spends 3 to 5 days for goods valuation and Customs Administrations spend 2 days to issue release order.	1st July 2012 arrival of Web Fontaine, which selectively controls containers through wharf visits for approximately 72 hours according to the standards (release of cargo under free alongside ship); most of the time is spent by importers and freight forwarders who waste time for reasons best known to them (notably the financial resources for payment of customs duties and taxes). Establishment of a service to search for importers who leave their containers beyond the 10-day franchise also helped to reduce T1 that was initially 8 days.

T2 (Registration of declaration / Release order)	**2**	Payment of customs duties and taxes which is done most of the time within 48h, according to the regulations is the responsibility of the importers and freight forwarders who respond according to their financial capacity/situation, at the customs (port brigade works 24h/24h and 7/7); maximum time required is 5 minutes.	Implementation of geo-tracking of containers is in the experimental phase to speed up operations.
T3 (Release order / port exit)	**2**	Less than 1 hour at the Abidjan terminal: rapid pace of exit from the port (about 40 minutes on average)	Each ship-owner has his own carriers with well-marked packaging boxes, but only big ship-owners are well equipped for all types of operation (leading to waste of time).
T (Total port dwell time)	**11 days**	Target achieved	Efforts still need to be made to stop bottlenecks, and further reduce this time which is already below the target value.

Source : ALCO database

Table 17.2 : Port of Tema

Disaggregated time	Average time	Observations	Comments
T1 (Arrival goods-manifest submission/goods declaration)	4	Anticipation: manifest introduced 72 hours in advance, customs declaration, customs clearance and release order by the consignee	Improvement and creation of other file processing chains at the level of consignees (existence of withdrawal and payment system to expedite the processes), consignees are not yet integrated into the SW (this generates enough waste of time for freight forwarders)
T2 (Registration of declaration/Release order)	9	Handling, various formalities and weighing	Slowness in scanning (waiting time and analysis of the issuance of release order), daily change of tariffs by the consignees, interbank rate is not applicable and each consignee has his own rate, CFA francs not available in the banking system affects cargo in transit (carriers want to be paid in FCFA) because owners are obliged to go elsewhere to get it (in Togo for example)

T3 (Release order / Port Exit)	4	Additional formalities	Slow port access formalities, port congestion (lack of floor space for unloading), customs valuation challenge, equipment non-available at the Terminal, inadequate machinery (container chassis) for container transfers and lack of long cables for large machines to affix customs seal, lack of satellite microchip.
T (Total port dwell time)	17 days		Efforts need to be made to further reduce this time with the positive impact of the SW.

Source : ALCO database

Table 17.3 : Port of Lomé

Disaggregated time	Averge time (in days)	Observations	Comments
T1 (Arrival goods-manifest submission / goods declaration)	1	Anticipation of the manifest registration before the arrival of the vessel: 48h.	1 day maximum spent at the level of consignees
T2 (Registration of declaration / Release order)	9		Road works inside and outside the Port have negated improvement efforts in the management of port infrastructures and container positioning, especially the decision to install the axle load control operator inside the port after loading the truck to save more time internally; Port Information System (SIP) can play its full role. Establishment of Lomé Container Terminal (LCT) had a negative impact on activities in the port area, and this led to some internal restructuring. All these factors plus delayed declarations thwarted progress recorded on the platform.
T3 (Release order / Exit Port)	1	Less than 1 hour in Togo Terminal: Swift pace of exit from the port (about 1 hour on the average)	Gantry cranes operate at a swift pace to support cargo exit from the Port.
T (Total port dwell time)	11 jours	Target achieved	Bottlenecks must be resolved to further reduce this time which oscillates periodically between 9 and 11 days.

Source : ALCO database

Table 17.4 : Port of Cotonou

Disaggregated time	Dwell time (in days)	Observations	Comments
T1 (Arrival goods-manifest submission / goods declaration)	4	The manifests are obtained before the arrival of the ship and unloading is done immediately thanks to information provided by the Single Window (SEGUB)	All reorganizational measures are virtually thwarted as the result of reintroduction of Import Audit Program and BENIN CONTROL. The new measures have a negative impact on time lag between cargo arrival and manifest submission or declaration.
T2 (Registration of declaration / Release order)	9	Customs Release Order (BAED) – Single Fee Slip and Single Fee Sleep OK are promptly issued by the Customs Administration, however the payment by importers lengthens the process (especially for importers from landlocked countries: Niger in most cases)	Difficulties mainly lie with informal freight forwarders who waste time to complete their formalities with consignees and Customs Administration; however, Customs Administration has little time to process all files. The problems are at the level of importers and freight forwarders, faced with financial constraints to pay their bills at Ecobank or BOA (with branches in the periphery of their various points of formalities).
T3 (Release order/ port Exit)	4	It is appropriate to further reduce the steps outside Customs Administration in order to complete this operation within a day.	The time for loading and processing customs declarations and the formalities outside Customs Administration take virtually a little more than a day. With the management of the port infrastructure, proper equipment handling and STTB achievements regarding management of truck entries and exits inside the port, T3 is completed within a little over one day. It is worth noting that this time has increased as a result of new reorganizational measures introduced by BENIN CONTROL and Import Audit Program.
T (Total port dwell time)	**17 days**	Target achieved unloading - Port Exit (Exit Approval and Exit)	Target achieved, but efforts must be made to further reduce this time with the positive impact of the Single Window.

Source : ALCO database

Table 17.5 : Port of Apapa

Disaggregated time	Dwell time (in days)	Observations	Comments

Disaggregated time	Dwell time (in days)	Observations	Comments
T1 (Arrival goods-manifest submission / goods declaration)	13	About 9 agencies are involved in goods inspection process.	The Port of Apapa is under "consumption" regime only, this concerns a high number of B/L, this situation creates congestion and difficulties in registration.
T2 (Registration of declaration /Release order)	3	Cargo clearance Administrations get involved and work in collaboration with the 9 Agencies in case of situation concerning each entity. This lengthens dwell time which is currently three days (good performance across the five ports) as each agency findings must be reviewed. Ideally, all agencies should operate simultaneously to save time, since dwell time is still high.	The difficulties mainly lie at the level of informal freight forwarders who are slow in completing their formalities with consignees and the Customs Administration which has a fairly high number of files to process. In addition to port congestion, difficulties associated with entry and exit of trucks increase port dwell time. Furthermore, selective management is not implemented, as a result, virtually all containers are unloaded and searched. This contributes to lengthen the time. It will be convenient to save more time through sensitization of freight forwarders, construction of road works outside the Port and facilitation of traffic flow for quick turnaround time of trucks.
T3 (Release order / Exit Port)	7	Despite modern equipment such as the latest generation gantry cranes used in Apapa port, dwell time is still high. A great deal of cargoes are still left to be identified and released from Apapa port platform.	Identifying or tracking cargo is problematic. Advanced strategies must be deployed to quickly complete this operation once the customs administration has issued the certificate of exit.
T (Total port dwell time)	**23 days**	Unloading-Port Exit (Exit approval and Exit)	Performance is far from reaching set targets. There is need for in-depth reorganization at all levels of port dwell time fragmentation for a better competitiveness of the Port.

Source : ALCO database

Table 18: Port dwell time period-based indicators (expressed in days)

DWELL TIME/PERIOD	Port_Abidjan	Port_Tema	Port_Lomé	Port_Cotonou	Port_ Lagos
Dwell time_S1 YR2 (Jul-Dec 2011)	13	23	14	26	34
Dwell time_S2 YR2 (Jan-June 2012)	13	31	16	27	32

DWELL TIME/PERIOD	Port_Abidjan	Port_Tema	Port_Lomé	Port_Cotonou	Port_ Lagos
Dwell time_S1 YR3 (Jul-Dec 2012)	13	19	13	13	27
Dwell time_S2 YR3 (Jan-June 2013)	11	17	15	12	24
Dwell time_S1 YR4 (Jul-Dec 2013)	11	22	14	13	25
Dwell time_S2 YR4 (Jan-June 2014)	14	19	11	13	26
Dwell time _S1 YR5 (Jul-Dec 2014)	13	18	13	14	25
Dwell time_ S2 YR5 (Jan-June 2015)	11	16	14	15	25
Absolute_Deviation (S1 YR3-S2 YR2)	0	-12	-3	-14	-5
Absolute_Deviation (S1 YR3-S1 YR2)	0	-4	-1	-13	-7
Absolute_Deviation (S2 YR3-S1 YR3)	-2	-2	2	-1	-3
Absolute_Deviation (S2 YR3-S2 YR2)	-2	-14	-1	-15	-8
Absolute_Deviation (S1 YR4-S2 YR3)	0	5	-1	1	1
Absolute_Deviation (S1 YR4-S1 YR3)	-2	3	1	0	-2
Relative_Deviation (%)/Growth rate (S1 YR3/S2 YR2)	1	-39	-19	-51	-15
Relative_Deviation (%)/Growth rate (S1 YR3/S1 YR2)	0	-17	-7	-50	-21
Relative_Deviation (%)/Growth rate (S2 YR3/S1 YR3)	-15	-11	15	-8	-11
Relative_Deviation (%)/Growth rate (S2 YR3/S2 YR2)	-15	-45	-6	-56	-25
Relative_Deviation (S1 YR4-S2 YR3)	0	29	-7	8	4
Relative_Deviation (S1 YR4-S1 YR3)	-15	16	8	0	-7
STANDARD DEVIATION _S1 YR3	1	3	2	2	5
STANDARD DEVIATION _S2 YR3	2	2	2	1	2
STANDARD DEVIATION _S1 YR4	12	22	14	12	25
STANDARD DEVIATION _ 2011	11	5	6	5	9
STANDARD DEVIATION _ 2012	1	9	3	8	7
STANDARD DEVIATION _ 2013	2	3	4	2	4
Yr1 (August 2010-June 2011	21	26	18	19	20
YR2 (July 2011-June 2012)	13	26	15	27	33
YR3 (July 2012-June 2013)	12	17	14	12	24
YR4 (July 2013-June 2014)	13	20	12	13	25
YR5 (July 2014-June 2015)	12	17	13	14	25

DWELL TIME/PERIOD	Port_Abidjan	Port_Tema	Port_Lomé	Port_Cotonou	Port_ Lagos
Yr6 (July 2015-June 2016)	11	15	12	14,5	22
Yr7 (July 2016-June 2017)	11	15	9	14	22
Absolute_Deviation (YR2-YR1)	-8	0	-3	8	13
Absolute_Deviation (YR3-YR2)	-1	-9	-1	-15	-9
Absolute_Deviation (YR4-YR3)	1	3	-2	1	1
Absolute_Deviation (YR5-YR4)	-1	-3	1	1	0
Absolute_Deviation (YR6-YR5)	-1	-2	-1	0,5	-3
Relative_Deviation (%)/Growth rate (YR2/YR1)	-40	-1	-18	42	65
Relative_Deviation (%)/Growth rate (YR3/YR2)	-8	-35	-7	-56	-27
Relative_Deviation (%)/Growth rate (YR4/YR3)	8	18	-14	8	4
Relative_Deviation (%)/Growth rate (YR5/YR4)	-8	-15	8	8	0
Relative_Deviation (%)/Growth rate (YR6/YR5)	-8	-12	-8	4	-12
Relative_Deviation (%)/Growth rate (YR7/YR6)	0	0	-25	-3	0
STANDARD DEVIATION _S1 YR3	13	5	3	4	8
STANDARD DEVIATION _YR2	1	9	3	3	8
STANDARD DEVIATION _YR3	2	3	3	2	4
STANDARD DEVIATION _YR4	2	2	2	4	3
STANDARD DEVIATION _YR5	2	2	2	2	2
STANDARD DEVIATION _YR6	1	3	2	2	2
Dwell time_2011	19	24	19	22	30
Dwell time_2012	13	24	14	20	30
Dwell time_ 2013	11	17	19	12	24
Dwell time_2014	14	18	14	13	26
Dwell time_2015	11	15	13	15	23
Dwell time_2016	10	16	12	14	22
Dwell time_2017	11	15	9	14	22
Dwell time_2018	11	17	11	17	23
Absolute_Deviation (2012-2011)	-6	0	-5	-2	0
Absolute_Deviation 2013-2012)	-2	-7	5	-8	-6
Absolute_Deviation 2017-2016)	0	0	-3	-1	0

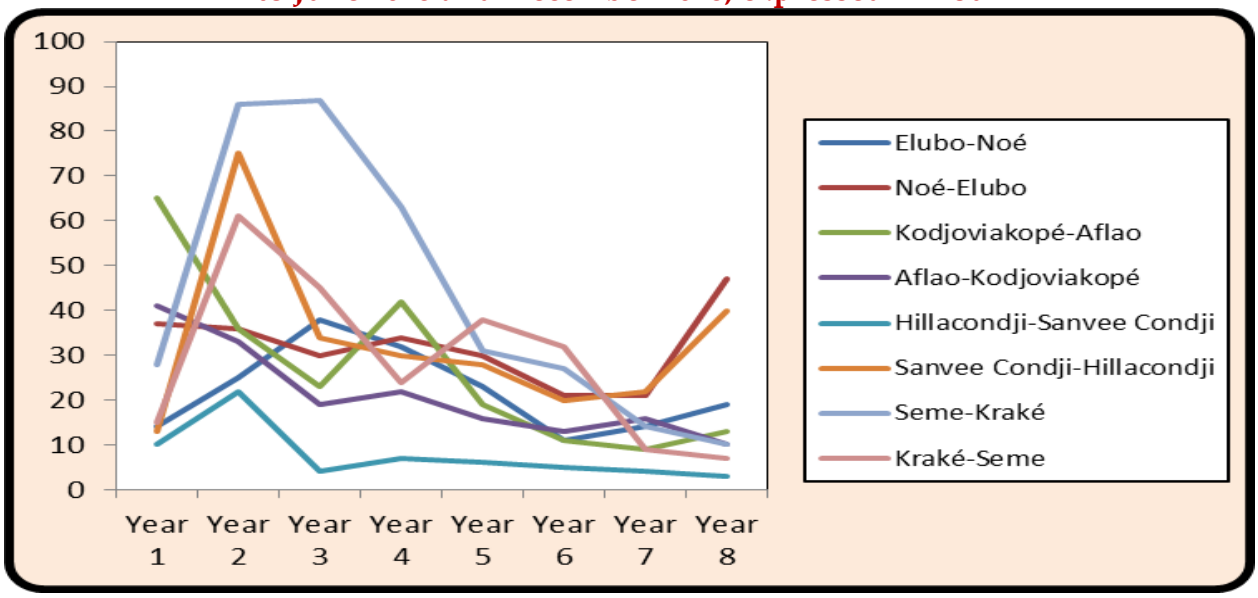
DWELL TIME/PERIOD	Port_Abidjan	Port_Tema	Port_Lomé	Port_Cotonou	Port_ Lagos
Absolute_Deviation 2018-2017)	0	2	2	3	1
Growth (2012/2011)	-32	0	-24	-11	-1
Growth (2013/2012)	-15	-29	36	-40	-20
Growth (2018/2017)	0	12	18	18	4
STANDARD DEVIATION 2012	1	9	3	8	7
STANDARD DEVIATION 2013	17	17	18	20	18
STANDARD DEVIATION 2014	1	1	2	2	2
STANDARD DEVIATION 2015	1	1	2	4	3
STANDARD DEVIATION 2016	1	4	1	3	3
STANDARD DEVIATION 2017 (Jan-June 2017)	1	2	1	1	3
STANDARD DEVIATION _Yr7	1	1	2	1	2
STANDARD DEVIATION _Yr8	1	2	1	2	1
STANDARD DEVIATION _S1 Yr9	1	2	0	2	1

Source : ALCO database

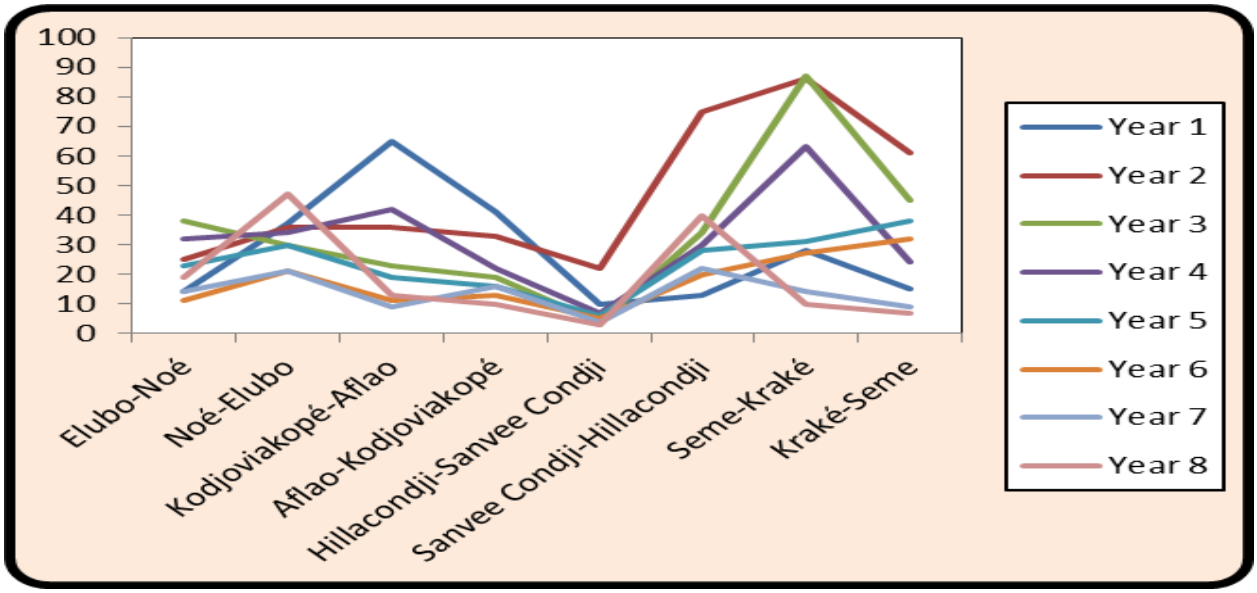
Appendix III

Border crossing time

Graph 13 : Annual trends in border crossing time from August 2010 to June 2018 and December 2018, expressed in hour



Source : ALCO database



Source : ALCO database

Table 19: Types of goods per customs regime and land border crossing along Abidjan-Lagos corridor

BORDER CROSSING	TRANSIT	HOME CONSUMPTION							
NOE	MACHINES, VEHICLES AND EQUIPMENT	BEVERAGE	WOOD FACTORIES	MEAL	FERTILIZER	Spare parts	FRUIT AND VEGETABLES (mangoes, oranges, and tomatoes... except banana and pineapple	Ice candy	Coolers
	TEXTILES AND CLOTHING	FISH (frozen and fried fresh,)	OTHER VEGETABLE OILS AND SHEA BUTTER	RUBBER	CHEMICALS	LPG	LARGE HEAVY ITEMS (pylon, pipes, cast iron, concrete ...) OIL-KEROSEN	HYDROCARBONS	KEROSEN LAMP
		BUILDING MATERIALS	SALT	PEANUTS	VEHICLES , MACHINES AND EQUIPMENTS	PACKAGING (empty)	Tires, Spare parts	TEXTILES AND CLOTHING	LIGHT and LARGE LUGGAGE, FURNITURE
	HOME CONSUMPTION								
ELUBO	CANS, CARDBOARD & EMPTY BOXES	STEEL	PINEAPPLE	BANANA	SOFT BANANA & PLANTAIN	IRON BAR & PETROLEUM EQUIPMENT	PLASTIC SHOES	SHAMPOINGS OR DYES	MAGGIE CUBE
	TOOTHPICK	FERTILIZER	BLEACH	ONIONS AND MAIZE	METAL	MATS	NESCAFE	COCONUTS AND COLAS	FISHES
	OMO & SOAPS	UNIWAS LOINCLOTHS	EMPTY CEMENT PACKAGINGS	PAINT	PLASTICS	COSMETICS	SPAGHETTI	FRUIT JUICE	
	TRANSIT				**HOME CONSUMPTION**				
AFLAO	ALCOHOLIC BEVERAGES	GENERAL GOODS	CHICKEN	EMPTY BOXES	CLEANING DETERGENT	PEANUTS	CEMENT	MILLET	CLOTHING
	GENERAL GOODS	BOOKS	SPARE PARTS	COSMETICS	ALCOHOLIC BEVERAGES	BISSAP JUICE PRODUCTS	COSMETICS	OMO	PLASTIC BAG
	CLOTH	KITCHEN WARE	CLOTH	MILLET	LAUNDRY PRODUCTS	TOOTH PASTE	MOTOR OIL	GREASE OIL	SPARE PARTS
	POLYESTER	FOODSTUFFS	TOOTH PASTE	SPARE PARTS	COTTON	SECONDHAND CLOTHES	FOODSTUFFS	LOCAL CLOTH	CLOTH

	TRANSIT				HOME CONSUMPTION				
KODJOVIAKOPE	ALOMO BITTERS	PLASTICS, BOTTLE & (PANS)	OIL & SOAP	MOTORCYCLE PARTS, BATTERIES ETC)	ALCOHOLIC BEVERAGES	BISCUITS	ALCOHOLIC BEVERAGES	HAIR PRODUCTS	GENERAL GOODS (motor oil, spare parts)
	BUTTER	PLASTIC SHOES	GENERAL GOODS (fishing net and cutlass)	PVC PIPE & GALVAVNIZED PIPE	ETHANOL	ALUMINIUM BASIN AND BUCKETS	LOINCLOTHS	ALUMINIUM UTENSILS	GENERAL GOODS (soaps and vegetable oils)
	MARGARINE BUTTER	CIGARETTE	PLYWOOD	CHEMICAL FERTILIZER	EMPTY CANS	FUEL	WAX LOINCLOTHS	DISPOSABLE PLATES	GENERAL GOODS (BISCUITS, SOAP etc.
	BISCUITS AND SWEETS	AIR CONDITIONERS	COSMETICS	METAL SPONGE	SOAPS AND LIQUID	ANIDAC CARTON (CHEMICALS)	COW LEGS	TIRE	WHEAT FLOUR
	BEVERAGE (Calypo ...)	COCONUT AND KOLA NUT	SANDALS/SLIPPERS	SECONDHAND CLOTHES	CUBES	PACKAGING BOXES	BEEF SKIN	FRESH APPLE	WHEAT FLOUR
	WHEAT FLOUR	IRON & IRON RODS	PALM DRIED NUTS	PAINT	CANNED TOMATOES	EMPTY BOXES	PLASTIC BAG	FROZEN PRODUCTS	CONCRETE IRON
	COOLERS	VEGETABLE OIL	LINCLOTHS	POMADE / OINTMENT	PLASTIC BUCKETS	CIGARETTES	VEGETABLE OIL	COMPUTERS	WINE
	EMPTY BOTTLES PLASTIC BOTTLES (MINERAL WATER)	LIQUOR (ALOMO BITERS)	PEANUT PASTE	EMPTY BAGS	SWEETS	NAILS	CLOTHS	LIQUOR (PASTIS...)	TIN TOMATO
	SHAVING POWDER	COSMETICS	ALUMINIUM ITEMS	PLASTIC SANDALS/SLIPPERS	IRON RODS	KOLA NUT	MOTOR OIL	YEAST	FRIDGES
	SALT	DISPOSABLE PACKAGES			LPG	Corn beef, SPAGUETTI	CLOTHING	FRUIT JUICE	Rice
					BAGS	Towels	SUITCASES	PLASTIC AND ALUMINIUM KITCHEN WARE	SARDINES
	TRANSIT				HOME CONSUMPTION				
SANVEE CONDJI	TIMBER WOODS	GENERAL GOODS (cans, wrappers)	GENERAL GOODS (cosmetics, cloths, tissues)	WHEAT FLOUR	VARIOUS (BEVERAGES, COSMETICS)	GENERAL GOODS (plastic pots, fabric, bag)	MILK SUGAR	BEVERAGES	MATTRESS

	BEVERAGE	GENERAL GOODS (SHOES; SACHETS, COSMETICS)	GENERAL GOODS (COSMETICS AUTO SPARE PARTS)	GAS	GENERAL GOODS (SWEETS, BISCIUTS, BEVERAGE)	GENERAL GOODS (plastic pots, fabric, bag)	GENERAL GOODS (MILK, PASTA, LOINCLOTH)	MALT CANS	LOINCLOTHS
	TOM-TOM SWEET	GENERAL GOODS (coolers, bags, cloths)	GENERAL GOODS (Cosmetics, loincloths, coolers	POWDER MILK	AUTO SPARE PARTS	COSMETICS	GENERAL GOODS (BEVERAGES, LOINCLOTHS)	GENERAL GOODS (BISCUITS, BEVERAGES, COSMETIC PRODUCTS)	INSECTICIDES
	EMPTY BOTTLES	GENERAL GOODS (Coolers ,loincloths, plastic pots)	GENERAL GOODS (cosmetics, loincloths)	Milk, CANS, PLASTIC BUCKETS	PLASTIC BUCKETS	TOILET SOAP	GENERAL GOODS (FANTA BEVERAGES, GUINESS)	GENERAL GOODS (BISCUIT, SWEETS)	SLIPPERS
	LOINCLOTHS, LOCKS	GENERAL GOODS (MILKS, SUGAR, LOINCLOTHS)	GENERAL GOODS (COSMETICS, SPARE PARTS)	MILK, LOINCLOTHS, SUGAR, PLASTIC POTS	GENERAL GOODS (TOILET SOAPS, BISCUITS, BAGS)	TOOTH PASTE	GENERAL GOODS (FRUIT JUICE, STRANDS)	GENERAL GOODS (TIN TOMATO)	TILES
	MOTO PARTS, COSMETICS	GENERAL GOODS (BEDS, CHAIRS AND FURNITURE)	GENERAL GOODS (BAGS COSMETICS)	BIBLICAL BOOKS	GENERAL GOODS (LOINCLOTHS; SUGAR MILK AND CANS)	AUTO SPARE PARTS	GENERAL GOODS (COOLERS, LOINCLOTHS, BAGS)	ELECTRIC WIRE	MALTA GUINESS
	GENERAL GOODS (cosmetics, bags, loincloths)	GENERAL GOODS (loincloths; BAGS)	GENERAL GOODS (PLASTIC BAGS, LOINCLOTHS)	TAR COMPRESSOR	COSMETICS, CLOTH, SOAP, BODY SPRAY	PLATIC BAGS, SLIPPERS	TOMATOES		
	GENERAL GOODS (COSMETICS LOINCLOTHS)	GENERAL GOODS (TOOTH PASTE, BAGS, SHOES)	GENERAL GOODS (plastic bags, cosmetics, drags)	MALTA MINERALS GUINESS	PLASTICS TUBES	COTTON SEED CAKE			
	GENERAL GOODS (BISCUIT, COSMETICS)	GENERAL GOODS (spare parts, loincloths)	GENERAL GOODS (PLASTICS POTS, COSMETICS)	MATTRESS	GENERAL GOODS (BEVERAGES ,BISCUITS)	GENERAL GOODS (PLASTIC BUCKETS, CLOTHS)			
	GENERAL GOODS (BISCUITS, SLIPPERS, PLASTIC BUCKETS)	GENERAL GOODS (SPARE PARTS, Plastic buckets)	GENERAL GOODS (Plastic buckets, can, milk)	FURNITURE (BEDS ,TABLES,CHAIRS)	GENERAL GOODS (plastic buckets loincloths; sugars, milk.)	OMO			

	TRANSIT						HOME CONSUMPTION		
HILLACONDJI	BUILDING MATERIALS	EMPTY PLASTIC BAGS	BOTTLED WINE	COSMETICS	ADVERT ITEMS	ROASTED PEANUTS	BUILDING MATERIALS	TEXTILE PRODUCTS AND CLOTHING	BEVERAGE
	CONCRETE IRON BAR	IRONSHEETS	PLYWOOD	PLYWOOD	MARGARINES	TRUCK TIRE	FUEL, DDO AND HVO	CLEANING SOAPS	FRUITS AND VEGETABLES (MANGO, ORANGE, TOMATO)
	SQUARE PIPE	BEAUTY PRODUCTS	FRUIT APPLE	PHAMARCEUTICAL PRODUCTS	BABY DIAPERS	CONDENSED MILK	OTHER VEGETABLE OILS AND SHEA BUTTER	CONCRETE IRON	GREEN COFFEE
	PLYWOOD	PLYWOOD	Allomo bitters	TORCH LIGHT	PAINTS	FABRICS LININGS	GENERAL GOODS (BEVERAGE ,BISCUITS)	BITUMEN-BRAIS-CUT BACK	BOTTLED WINE
	LOINCLOTHS	ELECTRONIC BATTERIES	CLEANING SOAP	ALOMOBITTERS	DETOL, SOAP	SWEETS, BABY DIAPER			
	PLASTIC BAGS, SLIPPERS	CORRUGATED IRONSHEETS		RICHOCO	FRUIT JUICE	FISHING NET			
	FRUIT JUICE	MOTO	SLIPPERS	BISCUITS, CHEWING GUM	MOTO	TOILET SOAPS			
	TRANSIT						HOME CONSUMPTION		
KRAKE	PLASTICS	SWEETS	SHOES	CIGARETTES	EMPTY CONTAINERS	BEAUTY PRODUCTS	CASHEW NUTS	SOFT DRINK	BEVERAGES
	BEVERAGES	EMPTY BOTTLES	TOOTH PASTE	KITCHEN WARE	LPG	BEVERAGE (MALTA, MINERAL etc..)	CIGARETTES	CEMENT	FODDER CEMENT
	MATTRESS	VEHICULE ENGINE	OMO	TOOTH PASTE		ARTICLES, HOUSEHOLD ITEMS	GAS	FURNITURE	CASHEW NUTS
	MOTO SPARE PARTS	POWDER	COSMETICS	PLASTIC SLIPPERS	TOILETS SOAPS	TILES	COSMETICS		
	TRANSIT		**FOR HOME CONSUMPTION**						
SEME	BEVERAGES	LARGE HEAVY ITEMS (pylon, pipes, cast iron, concrete ...)	BEVERAGES	PALM OIL, PEANUTS	CHEMICALS	LARGE HEAVY ITEMS (pylon, pipes, cast iron, concrete ...)	WOOD FACTORIES	OTHER VEGETABLE OIL AND SHEA BUTTER	LARGE LIGHT ITEMS (luggage, FURNITURE ...)

Source : ALCO database

Table 20 : Border crossing time period-based indicators (expressed in days)

Source : ALCO database

N.B: Confidence intervals calculated per border crossing are not significant, and their distribution doesn't follow accepted standards. Random practice is observed at the different borders because of disparity in each border specificities. Irregularity is recorded in most cases when freight forwarders carry out formalities before truckloads physical arrival. This situation is characterized by simultaneous formalities conducted in the various Administrations within and/or at the same border. The modeling of this practice at ALCO borders is predicated on the frequency of observations from a specific moment t to t+1, and control over random parameters (to be determined) which purposely influence borders crossing time.
N.B. At some borders, formalities anticipation practices are often observed; time recorded per border crossing during the survey is not the sum giving the global time at the border. Furthermore, for all borders, we noted waiting time before trucks departure from export to import.

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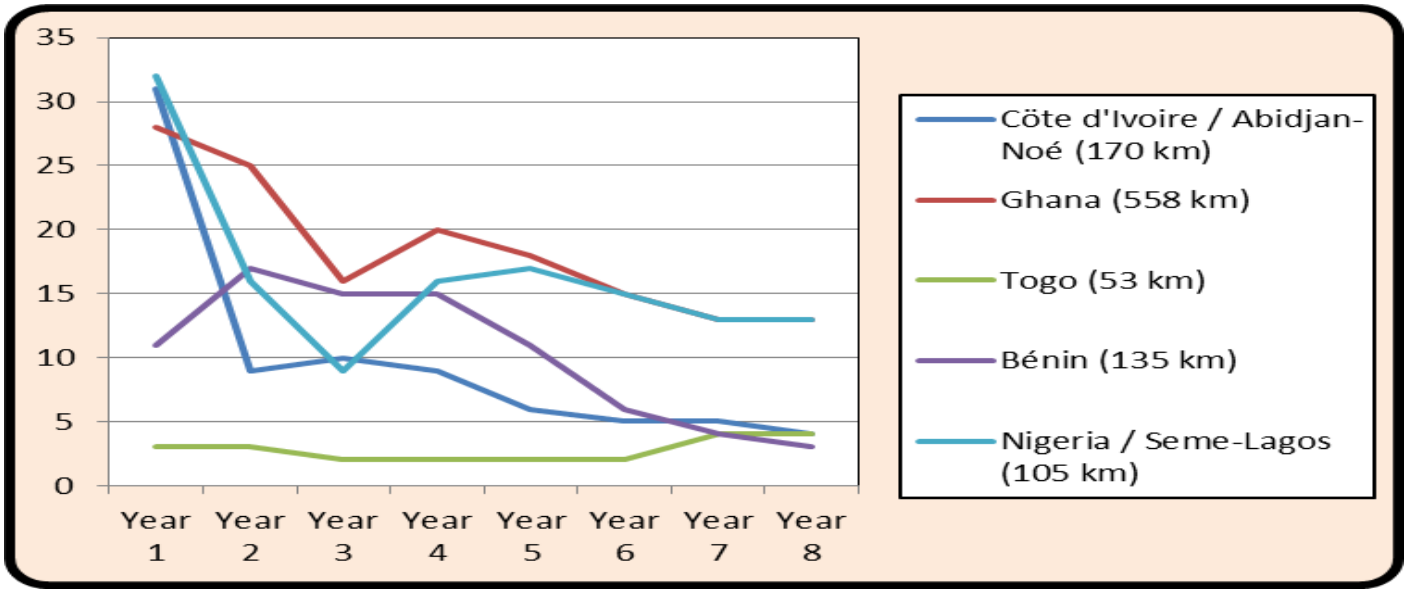
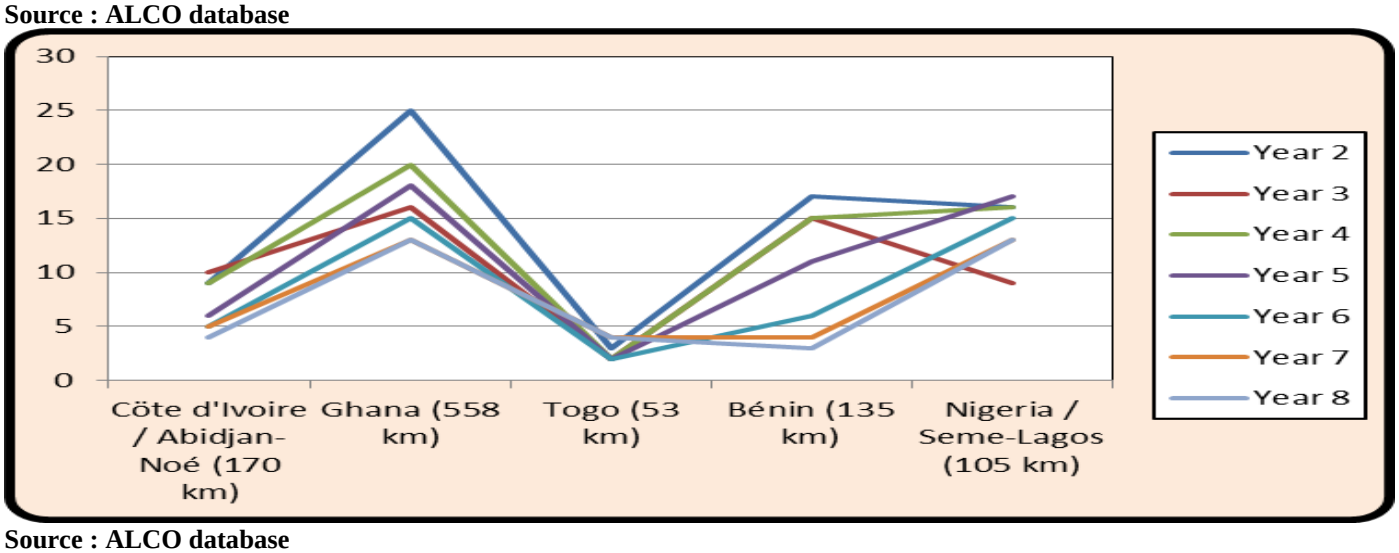
Appendix IV

Roadblocks

Graph 14: Annual trends in total number of roadblocks per country from August 2010 to June 2018 and December 2018



Source : ALCO database



Source : ALCO database

Appendix V

Table 21: Overview of roadblocks trend per uniformed personnel and country

Country	Number of roadblocks	Police	Immigration	Road safety (Nigeria)	Customs	Gendarmerie/ NDLEA (Nigeria)	Unions/NAQC (Nigeria)	Health/Veterinary/Plant health	Army/ FRCI (Cote d'Ivoire)	Internal revenue service	TOTAL	Over 100 KM	Comments
COTE D'VOIRE (170 KM)	YR1	4			8	5			14		31	18	
	S1_YR2	3			3	3		1			9	5	1 Joint post
	S2_YR2	4			5	1	1	1	3		8	5	6 Joint posts
	YR2	4			5	1	1		3		9	5	6 Joint posts
	S1_YR3	4			4	3					11	7	6 Joint posts
	S2_YR3	4			4	3		1	3		9	5	6 Joint posts
	YR3	4			4	3		1	4		10	6	6 Joint posts
	S1_YR4	6			5	5	1	1	8		11	7	7 Joint posts
	YR4	3			4	2	1	1	3		9	5	5 Joint posts
	YR5	1			3	1		1	1		6	4	1 Joint post
	YR6	1			3	1		1	1		5	3	1 Joint post
	YR7	1			3	1		1	1		5	3	1 Joint post
	YR8	1			2	1		1	1		4	3	1 Joint post
GHANA (558 KM)	YR1	22	1		5						28	5	
	S1_YR2	25			5						30	6	
	S2_YR2	15	2		3			1			17	3	4 Joint posts, 4 Radars
	YR2	15	2		3			1			25	3	4 Joint posts, 4 Radars
	S1_YR3	12	1		4						13	4	3 Joint posts
	S2_YR3	16	2		5			1			19	5	5 Joint posts

Country	Number of roadblocks	Police	Immigration	Road safety (Nigeria)	Customs	Gendarmerie/ NDLEA (Nigeria)	Unions/NAQC (Nigeria)	Health/Veterinary/Plant health	Army/ FRCI (Cote d'Ivoire)	Internal revenue service	TOTAL	Over 100 KM	Comments
	YR3	13	1		5			1			16	3	4 Joint posts
	S1_YR4	21	2		4						22	4	5 Joint posts, 3 Radars
	YR4	18	2		4						20	4	5 Joint posts, 3 radars
	YR5	16	2	4'	3			1			18	3	3 joint 4 radars (4 road safety)
	YR6	13	2	7	3			1			15	3	3 joint 7 radars (7 road safety)
	YR7	11	2	6	3			1			13	2	3 Joint posts, 6 radars (6 road safety)
	YR8	11	2	6	3			1			13	2	3 joint posts 5 radars (7 road safety)
TOGO (53 KM)	YR1				2		1				3	3	
	S1_YR2				2		1				3	3	
	S2_YR2				2		1				3	3	
	YR2				2		1				3	3	
	S1_YR3				2						2	2	
	S2_YR3				1		1				2	2	
	YR3				1		1				2	2	
	S1_YR4				1		1				2	2	
	YR4				1		1				2	2	
	YR5				1		1				2	2	1' security unit
	YR6				1		1				2	2	1' security unit

Country	Number of roadblocks	Police	Immigration	Road safety (Nigeria)	Customs	Gendarmerie/ NDLEA (Nigeria)	Unions/NAQC (Nigeria)	Health/Veterinary/Plant health	Army/ FRCI (Cote d'Ivoire)	Internal revenue service	TOTAL	Over 100 KM	Comments
	YR7	1			1	1	1		1		4	4	1' security unit and 1 Joint post (Police & Gendarmerie)
	YR8	1			1	1	1		1		4	4	1' security unit and 1 Joint post (Police & Gendarmerie)
BENIN (135 KM)	YR1	5			1	2	2		1		11	8	
	S1_YR2	4			4	7	2				17	13	
	S2_YR2	3			5	5	4		1	1	17	13	2 Joint posts
	YR2	3			5	5	4		1	1	17	13	2 Joint posts
	S1_YR3	3			3	4	3		1		13	10	1 Joint post
	S2_YR3	3			4	5	3		1	1	17	13	1 Joint post
	YR3	3			5	4	3		1		15	11	1 Joint post
	S1_YR4	5			4	4	3		1	3	19	14	1 Joint post
	YR4	4			3	3	3		1	1	15	11	1 Joint post
	YR5	4			5	3			1		11	8	2 Joint posts
	YR6	3			3	1					6	4	2 Joint posts
	YR7	1			3						4	3	1 Joint post
	YR8	1			2						3	2	Post located at the exit of Cotonou toward Ekpe is not recorded
NIGERIA (105 KM)	YR1	12	2		17	1	1	1			34	32	
	S1_YR2	6	5		6	1	1	1			17	16	3 Joint posts

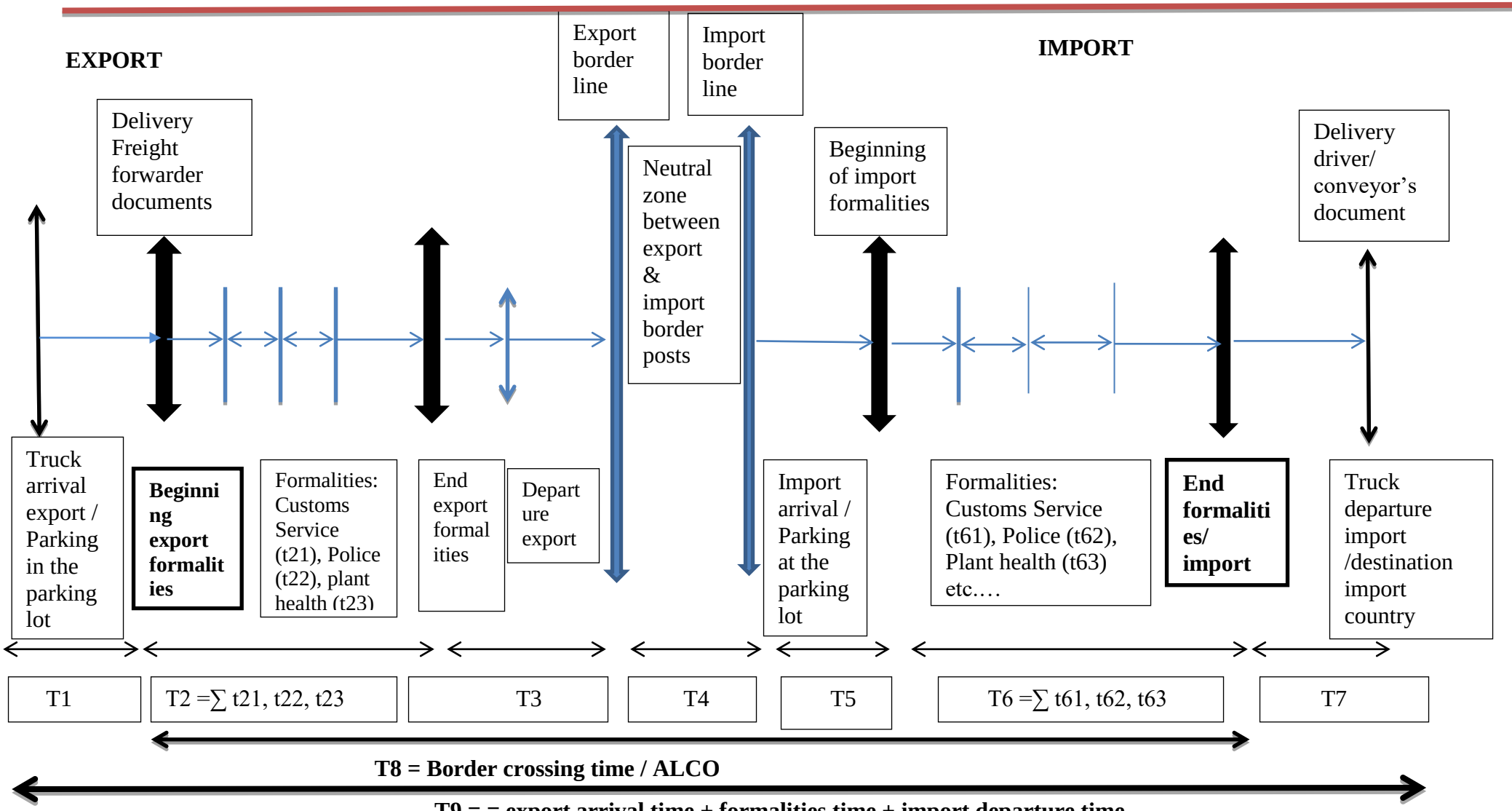
Country	Number of roadblocks	Police	Immigration	Road safety (Nigeria)	Customs	Gendarmerie/ NDLEA (Nigeria)	Unions/NAQC (Nigeria)	Health/Veterinary/Plant health	Army/ FRCI (Cote d'Ivoire)	Internal revenue service	TOTAL	Over 100 KM	Comments
	S2_YR2	4		3	5	1	1	1			15	14	4 Joint posts
	YR2	4		3	5	1	1	1			15	14	
	S1_YR3	2	1	2	5	1	1				9	9	3 Joint posts
	S2_YR3	3	1	2	5	1	1	1			9	9	4 Joint posts
	YR3	4	1	3	5	1	1	1			9	9	5 Joint posts
	S1_YR4	8	1	5	6	1	1	1			14	13	5 Joint posts
	YR4	7		3	7	1	1	1			16	15	5 Joint posts
	YR5	6	2	5'	11	1	1	3			17	16	7 Joint posts
	YR6	5	2	7'	10	1	1	2			15	14	6 Joint posts
	YR7	4	2	6	9	1	1	2			13	12	6 Joint posts
	YR8	4	2	6		1	1	2			13	12	6 Joint posts. The number of posts concentrated around Seme-Krake JBP has reduced

Source : ALCO database

Figures followed by (') are not recorded (not taken into consideration). These figures relate to road safety posts erected on Ghana and Nigeria sections, and the speed hump (retarder) erected on Togo section between the tolls and the only one Customs check points..

BORDER CROSSING TIME: CASE OF ALTTFP

(READING DIRECTION) TRUCK ARRIVAL AT BORDER FOR EXPORT PROCEDURE– TRUCK DEPARTURE FROM BORDER FOR IMPORT PROCEDURE



N.B. In this diagram, time "T" is used to explain the methodology and may not be related with the "T" in the report.

Appendix VI

Table 22 : GEOGRAPHICAL LOCATION OF ROADBLOCKS ALONG ABIDJAN-LAGOS CORRIDOR

Pol = POLICE / Cus = CUSTOMS / Gend = Gendarmerie / OTHERS = TRADES UNION / Arm = ARMY / Hea = HEALTH, IRS = INTERNAL REVENUE SERVICE, RS = Road Safety

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																														
Corridor	Pol YR 7	Pol YR 6	Pol YR 5	Pol YR 4	Pol YR 3	Pol YR 2	Pol YR 1	Cus YR7	Cus YR 6	Cus YR5	Cus YR 4	Cus YR 3	Cus YR 2	D Cus ou YR 1	Gend/Imm YR 6	Gend/Imm YR 5	Gend/Imm YR 4	Gend/Imm YR 3	Gend/Imm YR 2	Gend/Imm YR 1	Syn. YR 6	OTHERS. YR 5	OTHERS YR 4	OTHERS YR 3	OTHERS YR 2	OTHERS YR 1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR 6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR 3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR 1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Abidjan																																			
Gonzagueville (3 joint)				1	1	1*					1	1	1*				1	1	1*				1						2	2		2			1	1	1
Dream Beach																																1					
Grand Bassam							1		1	1		1																				1	1			1 M	
Moossou junction																																					
Yaou																																					
Bonoua						1 #								1						1												1					1
Samo junction				1										1			1			1									1						1	

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																
Corridor	PolYR7	PolYR6	PolYR5	PolYR4	PolYR3	PolYR2	PolYR1	CusYR7	CusYR6	CusYR5	CusYR4	CusYR3	CusYR2	DCusouYR1	Gend/ImmYR6	Gend/ImmYR5	Gend/ImmYR4	Gend/ImmYR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS. YR5	OTHERS YR4	OTHERS YR3	OTHERS YR2	OTHERS YR1	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
on																																					
Larabia									1																								1	1				
Kakoukro																																					
Kofikro																																					
N'Zikro										1		1								1												1		1		1	
Badadougou																																					
Diatokro										1																								1			
Ayebo																																					
Assouba				1							1						1						1				1	1		1		1	1		1	1	
Abisso entrance		1					1																									1	1				
Abisso exit					1	1	1*							1																					1 M	1
Krindjabo junction (2 joint)				1	1	1*	1					1	1*	1*			1	1											1	2				1	1	1
Sanho																																1					

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																	
Corridor	PolYR7	PolYR6	PolYR5	PolYR4	PolYR3	PolYR2	PolYR1	CusYR7	CusYR6	CusYR5	CusYR4	CusYR3	CusYR2	DCusouYR1	Gend/ImmYR6	Gend/ImmYR5	Gend/ImmYR4	Gend/ImmYR3	Gend/ImmYR2	Gend/ImmYR1	Syn.YR6	OTHERS.YR5	OTHERSYR4	OTHERSYR3	OTHERSYR2	OTHERSYR1	AUTRES(Arm,Hea,IRS,RS,FRCI etc.)YR6	AUTRES(Arm,Hea,IRS,RS,FRCI etc.)YR5	AUTRES(Arm,Hea,IRS,RS,FRCI etc.)YR4	AUTRES(Arm,Heaan,IRS,RS,FRCI etc.)YR3	AUTRES(Arm,Hea,IRS,RS,FRCI etc.)YR2	AUTRES(Arm,Hea,Imp,RSR,FRCI etc.)YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
uman Sima																																					
Kassikro (2 joint)										1	1	1	1*	1					1*													1		1	1 M	1
Mouyassue									1																				1	1			1		1	1	
Maféré junction (2 joint)						1*				1			1*	1																			1	1		1
CAN 2000 village before Allakro (2 joint)											1		1*	1					1*	1*												1		1		1
Capitainekro (2 joint)						1*								1					1*	1							1	1		1		1	1	1	1	1
Noé entrance (3 joint)		1	1	1		1*			1	1	1	1	1*	1	1	1	1	1	1*	1							2	2	2	2		1	1	1	1	1	1
Total		1	1	4		3	4		3	4	5		3	8	1	1	2		3	5			1		0	0	2	2	2		0	14¤	5	6	9	10	9
Elubo				1																															1		

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																		
Corridor	Pol YR 7	Pol YR 6	Pol YR 5	Pol YR 4	Pol YR 3	Pol YR 2	Pol YR 1	Cus YR7	Cus YR 6	Cus YR5	Cus YR 4	Cus YR 3	Cus YR 2	D Cus ou YR 1	Gen d/I mm YR 6	Gen d/I mm YR 5	Gen d/I mm YR 4	Gen d/I mm YR 3	Gen d/I mm YR 2	Gen d/I mm YR 1	Syn . YR 6	OTHERS . YR 5	OTHERS YR 4	OTHERS YR 3	OTHERS YR 2	OTHERS YR 1	AUTRES (Arm, Hea , IRS , RS, FRCI etc.) YR 6	AUTRES (Arm, Hea , IRS , RS, FRCI etc.) YR 5	AUTRES (Arm, Hea , IRS , RS, FRCI etc.) YR 4	AUTRES (Arm, Hean, IRS , RS, FRCI etc.) YR 3	AUTRES (Arm, Hea , IRS , RS, FRCI etc.) YR 2	AUTRES (Arm, Hea , Imp , RSR, FRCI etc.) YR 1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Ankassa		1		1																													1		1		
Sowodazem			1	1																														1	1		
Sunkwya																																					
Onzanyamiliye																																					
Compound			1		1																													1		1 M	
Mpataba																																					
Sameye (joint)		1	1	1	1	1	1 *		1	1	1			1	1	1	1	1											1				1	1	1	1	1
Menzezor																																					
Akpandu																																					
Essiaman																																					
Aximjunction		1	1	1			1			1	1	1	1																				1	1	1	1	1
Abora																																					
Apimanim		1		1																													1		1		
New Aman		1	1	1	1																												1	1	1	1	

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																				
Corridor	Pol YR 7	Pol YR 6	Pol YR 5	Pol YR 4	Pol YR 3	Pol YR 2	Pol YR 1	Cus YR7	Cus YR 6	Cus YR5	Cus YR 4	Cus YR 3	Cus YR 2	D Cus ou YR 1	Gend/I mm YR 6	Gend/I mm YR 5	Gend/I mm YR 4	Gend/I mm YR 3	Gend/I mm YR 2	Gend/I mm YR 1	Syn. YR 6	OTHERS. YR 5	OTHERS YR 4	OTHERS YR 3	OTHERS YR 2	OTHERS YR 1	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR 3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR 1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
ful Jct																																							
Apimanim																																							
Takoradi			1	1	1	1																												1	1	1 M	1
Sekondi						1	1																															1
Inchaban		1	1	1	1		2																										1	1	1	1	
Esaaman		1 M	1	1	1																													1	1	1	
Beposo																																							
Akatekimya		1	1	1	1																												1	1	1	1 M	
Cape Coast					1	1	3																														1 M	1
Moree					1																														1	
Yamoranza																																							
Komantse		1	1	1																													1	1	1		
Saltpond junction						1	1																															1
Mankesim																																							
Ekumfi																																							

ntry/Se n						PRESENCE OF UNIFORMED PERSONNEL																														
Corridor	Pol YR7	Pol YR6	Pol YR5	Pol YR4	Pol YR3	Pol YR2	Pol YR1	Cus YR7	Cus YR6	Cus YR5	Cus YR4	Cus YR3	Cus YR2	D Cusou YR1	Gend/Imm YR6	Gend/Imm YR5	Gend/Imm YR4	Gend/Imm YR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS . YR5	OTHERS YR4	OTHERS YR3	OTHERS YR2	OTHERS YR1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Hea an, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Esuyehia		1 M	1																														1	1			
Gomoa Anseadze				1																															1		
Apam junction (1R)						1	1																														1
Winneba					1																															1 M	
EffuOthers						1																															1
Budumburam Camp																																					
Budumburam						1																															1
Kasoa					1		2																													1 M	
Weija																																					
Accra																																					
Tema																																					
Kpone jct		1 M																																			
Dawhenya					1				1																								1			1	

ntry/Se n								PRESENCE OF UNIFORMED PERSONNEL																														
Corridor	Pol YR7	Pol YR6	Pol YR5	Pol YR4	Pol YR3	Pol YR2	Pol YR1	Cus YR7	Cus YR6	Cus YR5	Cus YR4	Cus YR3	Cus YR2	D Cusou YR1	Gend/Imm YR6	Gend/Imm YR5	Gend/Imm YR4	Gend/Imm YR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS. YR5	OTHERS YR4	OTHERS YR3	OTHERS YR2	OTHERS YR1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Kpone junction						**1**	**1**																														**1**
Prampam						**1**																															**1**
Tsopoli		**1**	**1**	**1**	**1**	**1**	**1**																										**1**	**1**	**1**	**1**	**1**
Dawenya						**1**	**1**						**1**																								**2**
Dawa					**1**	**1**	**1**							**1**																						**1**	**1**
Hwakpo					**1**																															**1**	
Sege																																					
Ada junction						**1**																															**1**
Sogakope (joint)		**1**	**1**	**1**		**1 ***	**1 ***		**1**	**1**	**1**		**1***	**1**	**1**	**1**	**1**															**1**	**1**	**1**	**1**	**1**	**1**
Heluivi																																					
Dabala junction									1		1		1	1																			1	1	1	1	1
Torve						1	1																														1
Akatsi		1	1																														1	1			

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																
Corridor	Pol YR7	Pol YR6	Pol YR5	Pol YR4	Pol YR3	Pol YR2	Pol YR1	Cus YR7	Cus YR6	Cus YR5	Cus YR4	Cus YR3	Cus YR2	D Cusou YR1	Gend/Imm YR6	Gend/Imm YR5	Gend/Imm YR4	Gend/Imm YR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS . YR5	OTHERS YR4	OTHERS YR3	OTHERS YR2	OTHERS YR1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Sokpoe (before bridge)						1	1																														1
Sogakope		1	1	1	1	1	1								1	1	1	1	1	1													1	1	1	1	1
Dabala jct					1					1																								1		1	
Hikpo																																					
Tordzinu				1	1																														1	1	
Abor (joint)				1		1*	1						1*	1																					1		1
Afife						1	1																														1
Avalavi																																					
Atiteti																																					
Weta		1	1	1	1																												1	1	1	1	
Klikor						1	1																														1
Agbozume						1	1																														1
Laklivikope		1 M				1	1																														1
Nogokpo																																					

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																
Corridor	Pol YR7	Pol YR6	Pol YR5	Pol YR4	Pol YR3	Pol YR2	Pol YR1	Cus YR7	Cus YR6	Cus YR5	Cus YR4	Cus YR3	Cus YR2	D Cusou YR1	Gend/Imm YR6	Gend/Imm YR5	Gend/Imm YR4	Gend/Imm YR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS . YR5	OTHERS YR4	OTHERS YR3	OTHERS YR2	OTHERS YR1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Heaan, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Ho junction		1	1	1																													1	1			
Denu																																			1		
Aflao																																					
Total		**15**	**17**	**17**	**14**	**25**	**22**		**3**	**3**	**4**	**2**	**5**	**5**	**2**	**2**	**2**	**2**	**0**	**0**					**0**	**0**					**0**	**1**	**15**	**18**	**20**	**16**	**25**
Kodjoviakopé																																					
Lomé (Palm Beach) Kodjoviakopé																																					
Cimtogo (Port roundabout)																																					
Avépozo																																					
Dagué							1ε													1ε																	
Agbata/Agbavi																																					
Agbodrafo (round										1	1	1	1	1									1											1	1	1	1

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																
Corridor	**Pol YR7**	**Pol YR6**	**Pol YR5**	**Pol YR4**	**Pol YR3**	**Pol YR2**	**Pol YR1**	**Cus YR7**	**Cus YR6**	**Cus YR5**	**Cus YR4**	**Cus YR3**	**Cus YR2**	**D Cusou YR1**	**Gend/Imm YR6**	**Gend/Imm YR5**	**Gend/Imm YR4**	**Gend/Imm YR3**	**Gend/Imm YR2**	**Gend/Imm YR1**	**Syn. YR6**	**OTHERS . YR5**	**OTHERS YR4**	**OTHERS YR3**	**OTHERS YR2**	**OTHERS YR1**	**OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR6**	**AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5**	**AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4**	**AUTRES (Arm, Heaan, IRS, RS, FRCI etc.) YR3**	**AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2**	**AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1**	**TOTAL_YEAR8**	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
about)																																					
Vodougbé (tollgate)									1				1	1							1	1	1	1	1	0							1	1	1	1	2
Sanvee Condji																																					
Total						**0**	**1**		**1**	**1**	**1**	**1**	**2**	**2**					**0**		**1**	**1**	**1**	**1**	**1**	**0**							**2**	**2**	**2**	**2**	**3**
Hillacondji																1																		1			0
Agouè					1						1	1	1		1	1	1		1	1							1	1	1	1	1		1	1	2	3	3
Grand Popo			1	1							1	1	1	1			1			1														1	1	1	1
Adjaha																																					0
Comé				1		1	1											1	1				1	1											2	1	2
Gadome		1	1						1	1		1	1				1		1						1								1	1	1	1	3
Gueze				1			1										1		1																1	1	1
Segbohouè													1			1								1												1	1
Ouidah			1	2	1	1	1			1	1	1	1												1	1								1	1	1 (joint)	2
Ahozon							1									1	1		1							1								1	1		1

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																		
Corridor	PolYR7	PolYR6	PolYR5	PolYR4	PolYR3	PolYR2	PolYR1	CusYR7	CusYR6	CusYR5	CusYR4	CusYR3	CusYR2	DCusouYR1	Gend/ImmYR6	Gend/ImmYR5	Gend/ImmYR4	Gend/ImmYR3	Gend/Imm YR2	Gend/Imm YR1	Syn. YR6	OTHERS. YR5	OTHERSYR4	OTHERSYR3	OTHERSYR2	OTHERSYR1	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR4	AUTRES (Arm, Heaan, IRS, RS, FRCI etc.) YR3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
Pahou																																					0
Cotonou																																					0
Le Bélier junction			1	1	1																													1	1	1	
PK 10 junction		1	1	1	1																												1	1	1	1	
Ekpè		1	1	1		1	1												1														1	1	2		
Seme junction													1																								
Porto Novo junction									1	1	1	1																					1	1	1	1	
Aholouyèmè		1				1			1	1	1	1			1			1	1				1	1									1	1	2	3	
Total		**3**	**4**	**5**	**5**	**4**	**5**		**3**	**5**	**4**	**4**	**4**	**1**	**1**	**2**	**3**	**4**	**7**	**2**			**2**	**3**	**2**	**2**		**1**	**2**		**0**	**1**	**6**	**11**	**15**	**15**	**17**
Seme		1	1						2	2																							2	3			
Seme-badagry RBT		2	2	7	3	3	4		2	3	3	5	2	7															1	4	2	2	4	5	8	9 m	7
badagry RBT - Agbar		1	1	2	1	1	3		3	3	2	2	2	5														1		1	1	2	4	5		5 m	4

ntry/Se n					PRESENCE OF UNIFORMED PERSONNEL																																					
Corridor	Pol YR 7	Pol YR 6	Pol YR 5	Pol YR 4	Pol YR 3	Pol YR 2	Pol YR 1	Cus YR7	Cus YR 6	Cus YR5	Cus YR 4	Cus YR 3	Cus YR 2	D Cus ou YR 1	Gend/I mm YR 6	Gend/I mm YR 5	Gend/I mm YR 4	Gend/I mm YR 3	Gend/I mm YR 2	Gend/I mm YR 1	Syn. YR 6	OTHERS. YR 5	OTHERS YR 4	OTHERS YR 3	OTHERS YR 2	OTHERS YR 1	OTHERS (Arm, Hea, IRS, RS, FRCI etc.) YR 6	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 5	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 4	AUTRES (Arm, Hean, IRS, RS, FRCI etc.) YR 3	AUTRES (Arm, Hea, IRS, RS, FRCI etc.) YR 2	AUTRES (Arm, Hea, Imp, RSR, FRCI etc.) YR 1	TOTAL_YEAR8	TOTAL_YR5	TOTAL_YR4	TOTAL_YR3	TOTAL_YR2
a																																								
Agbara – Iya-na-oba		1	1	3	1	1	3		1	2	3	1	1	2														1	2	1	1		3	4	4	1 m	8
Iya-na-oba-Lagos (Mile 2)				2	1	1	2				2	1	1	3															2	1	1	1			2	1 m	8
Total		**5**	**5**	**8**	**6**	**6**	**12**		**8**	**10**	**7**	**6**	**6**	**17**					**0**	**0**					**0**	**0**	**2**	**2**	**6**	**4**	**5**	**5**	**15**	**17**	**16**	**9**	**16**

Source : ALCO database

NB: Figures attributed to roadblocks are average number of frequent observations (carried out at regular intervals) throughout the reporting period, and not random collection conducted spontaneously or at irregular intervals in a given period.

(*)Joint checkpoints are counted only once, per single uniformed personnel selected randomly
Some checkpoints located within close range are counted differently
(1R) means 1 radar station
M stands for Mobile checkpoint and
m is joint checkpoint with several uniformed personnel presence