MALANVILLE – GAYA (BENIN / NIGER), KRAKE - SEME (BENIN / NIGERIA) AND AFLAO - KODJOVIAKOPE (GHANA - TOGO) BORDER CROSSING BY TRUCKS LOADED WITH GOODS

REPORT N° 3

EXECUTIVE SECRETARIAT OF THE ABIDJAN-LAGOS CORRIDOR ORGANIZATION (ALCO)

September 2014
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Table 1: Crossing time for trucks loaded with goods

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Table 2: Documentation process at Gaya

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<th>Indicator</th>
<th>Definition</th>
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<tbody>
<tr>
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LIST OF ACRONYMS

BAE : Release Warrant
WB : World Bank
DDU : Single Customs Tariff
ECOWAS : Economic Community of West African States
CNUT : National Public Transport Users' Council
EDF : European Development Fund
NAFDAC : National Agency for Food and Drug Administration and Control
NCS : Nigeria Customs Service
NDLEA : National Drug Law Enforcement Agency
ALCO : Abidjan-Lagos Corridor Organization
JBP : Joint Border Post
SON : Standard Organization of Nigeria
ICT : Information and Communication Technology
UE : European Union
UEMOA : West African Economic and Monetary Union
TFF : Trade Facilitation Facility (World Bank trust fund)
SSATP : Sub-Saharan Africa Transport Policy Program
INTRODUCTION

The ECOWAS Commission through its DECISION A.DEC/13/01/03 made the construction of Joint Border Posts (JBPs) a key component of its Regional Road Transport and Transit Facilitation Program. The other components are:

- Establishment of observatories to identify bad practices;
- Inter-State Road Transport (ISRT) awareness campaigns;
- Implementation of actions related to road safety, HIV/AIDS, environment and gender awareness; and
- Harmonization and simplification of regulations and procedures (introduction of single document system, harmonization of the guarantee system for inter-state transit operations).

The ECOWAS Commission has included construction of seven (7) Posts under its EU-supported Transport Facilitation Program funded under the EU 9th EDF. Three JBPs are under construction at Seme (Nigeria/Benin), Noepe (Togo/Ghana) and Malanville (Benin/Niger). Their completion is expected between July and December, 2013. Those of Malanville and Noepe have been entirely built and are awaiting equipment; the Seme / Krake JBP is delaying due to stoppage of construction works. The manual of procedures and training guide will be developed by the Consultant recruited by the Abidjan-Lagos Corridor Organization (ALCO).

JBPs combine hard components (Buildings and circulatory roads; ICT Connectivity) and soft components (Legal framework and operational procedures; Management). Best practices show that the soft components must be developed concurrently with the construction works to ensure that the infrastructure is operational after construction. Furthermore, the legal framework and operational guidelines ought to guide the design of infrastructure to enhance its functionality once completed. The present project will help develop the soft component of the OSBP, without which investment in the infrastructure would be pointless.

The border surveys were conducted as part of support by the World Bank (through a grant from TFF implemented by SSATP) to the ECOWAS JBP program.

Surveys only provide a picture of the trucking industry in the concerned West African countries. They enable us to identify the constraints in this sector and understand how it operates so as to identify the level of effort necessary to make it more efficient.

In order to support this process of professionalization of the transport sector, several activities are necessary to ensure that the JBPs can fulfill their role of reducing border crossing delays.

The installation of the JBPs will enable us to observe simultaneous controls of border authorities at the two border posts. They will be used to accelerate administrative formalities. The principle of the uniqueness of checks will enhance the speed of border operations.
I- MISSION OBJECTIVES AND STRUCTURE OF THE REPORT

One of the duties assigned to ALCO is to establish baseline values for crossing times for the Seme-Krake, Kodjoviakopé-Aflao and Malanville-Gaya borders which is one indicator of the program of conversion into JBPs.

The purpose of the mission is to enumerate the trucks that pass through the border where the JBP construction work has started or is in the finishing phase to identify and estimate border crossing time for trucks loaded with goods.

The Seme-Krake and Kodjoviakopé-Aflao border posts are being regularly monitored as part of the Abidjan-Lagos Trade and Transport Facilitation Project (PFCTCAL) of the World Bank. The methodology used for this monitoring was adjusted to meet the terms of reference for this task, while at the Malanville-Gaya border post, a specific survey has been defined and conducted.

Before the operationalization of the JBP, it is essential to know the reference times or the basic times. This phase can be followed by measuring the same time during the operation of the JBP.

The analysis of these different times would be used to measure the impact of the construction of the JBP with the aim of determining if there is any correlation with respect to the different indicated times.

The impact will serve as a basis to determine the advantages and disadvantages of joint border posts and especially determine responsibility for failures or malfunctions recorded.

This phase will provide corrective actions for adjustments to be made for its optimization.

This report is structured as follows:

- The first section presents the challenges of border crossing and summarizes the main features of crossing times at the three posts surveyed
- Sections II, IV and V are devoted to the presentation of the results of border crossing times at Malanville-Gaya, Seme-Krake and Aflao-Kwadjoviakope
- Section VI presents the methodologies used for the surveys.

II - BORDER CROSSING CHALLENGES

Three countries in West Africa (Burkina Faso, Mali and Niger) have no direct contact with the sea (landlocked) and therefore depend on outside countries especially those with a coastline which in turn also undertake transactions between them. These three countries play an important role in revenue generated from port operations by these countries. Hence the efforts they are making to attract traffic and on the other hand, the concerns of landlocked countries of easing the de facto monopoly they had assumed.

The transport sector in West Africa must play a key role in the economic development of the region. However, given the performance of the sector, transport is more often a hindrance than a catalyst. In addition, transportation costs are often high and there are long delays due to the many formalities, the diversity of regulations applied by different countries and lack of adequate infrastructure. Construction and operation of the JBP aims to reduce costs and formalities, which will help the free movement of people and goods and ensure the smooth flow of inter-regional trade.
To deal with this situation, it is imperative for West African countries to establish common borders with concurrent controls and checks, share information and streamline documentation to save time and reduce the cost at such borders. The JBPs are intended to replace the existing administrative infrastructure which is generally inadequate for modern border controls, especially for travelers and goods. The establishment of the JBP will improve the process and ensure a significant economic benefit for the region. Thus, transportation costs could experience significant declines.

III - MALANVILLE/GAYA BORDER POST

1. KEY FEATURES

Malanville and Gaya are two border posts that are located between Benin on one side (northern side of the territory) and Niger to the other side (southern side of the territory).

The two border posts are separated by the Niger river over which there is a bridge that connects them. The immigration authorities of both countries are located on the bridge. The customs administrations of the two countries are at a distance from the area of demarcation between the two countries. The customs administrations of the two countries are located in the surroundings of the large trucks parking yard. At the entrance to Malanville, the Koumaté parking yard (Bodjecali) is surrounded by a wall with a natural terrain and 5 km away from the Customs revenue office, the latter being situated 2 km from the Benin-Niger border; it has an area of 6 ha for about 800 trucks. There is another parking yard called Sebawhich was closed in May 2014 for non-compliance with regulatory standards for customsbonded parking yards. At the Koumaté parking yard, trucks are not checked at entry, but Customs controls the exit and launching of trucks with an authorized list. At the Gaya side in Niger, the Kotcha parking yard, located about 3 km from the border and 2 km from the Gaya Customs Office receives trucks passing through the bridge (Niger River) before undertaking their formalities. The operating hours of the park are from 6:30 am to 11PM.

At this border, there is also a very small almost non-existent area of no man's land, with the Niger River forming a natural border.

Both border posts are located at a distance from the suburbs of Malanville and Gaya.

2. AGENCIES REPRESENTED AT THE BORDER

At Malanville, administrations present are the Customs which open from 8am to 12.30pm and from 3pm to 6.30pm and on Saturdays from 8am to 12pm and immigration which provide 24/7 uninterrupted service as well as the Customs brigade.

At Gaya, on the other hand, there is a plethora of border administrations. We distinguish Customs which is open from 8am to 1pm then 3:30 p.m. to 5:30 p.m. and on Sundays from 8 am to 1:15 p.m.

Phytosanitary Services from 8amto 1pm then from 3:30pm to 6:00pm and on Sundays from 7:30 am to 12 midday.
COTECNA: The intervention of COTECNA is limited to sorting and tallying assistance (enumeration and identification) of goods with no valuation certificate (ADV) issued, and only for the goods released for consumption in Gaya. This really limits their work.

CNUT
CNUT works every day of the week from Monday to Saturday from 8am to 12.30pm and from 3pm to 5:30pm. And on Sundays from 8 am to 12:30.

3. GENERAL PRINCIPLE ON BORDER CROSSING TIMES AT MALANVILLE-GAYA

1. Documentation process
The date and time of arrival of documents at Malanville by the escort either from Cotonou port or Hillacondji is important because it marks the beginning of the documentation process. However, as part of the survey, vehicles are only selected for analysis of the documentation process when they reach the Nigerian territory. The normal procedure assumes that the trucks are started on the first launch following their arrival if the documents have also arrived. Only cases in which the launching was delayed relied on the date and time of arrival of the documents by the escort.

We must also add that Customs undertake documentation processing for trucks arriving in the interval between the departures of trucks even if the time spent is negligible.

The confirmation of data received from the Niger Customs on the subsequent processing which is underway, will enable us to have the best proportions and determine the impact of escorts on the documentation process.

The declarations are made by freight forwarders in standardized ASYCUDA terminals. The date and time of submission declaration, the liquidation and publishing the T1 (for declarations in transit) are also listed in the Customs databases. For cross-referencing of data, data from the Niger Customs on volumes of 2013 have been received and processing is underway. The information will therefore be applied to monthly declarations from April to June 2014 for confirmation of data.

2. The transport section of the questionnaire on documentation monitoring
This section provides information on the characteristics of the transport:

- Vehicle identification (vehicle registration number, type, owner or operator)
- Identification of the journey (place of loading and destination, specifying the nature of the place - for example port for maritime transit or outside port for regional traffic, departure date)
- Identification of stakeholders (eg shipper, freight forwarder at Malanville and Gaya)
- Identification of Goods (loading type, nature of goods - but the precise codification will be obtained by the declaration, weight)

3. Documentation process section
Stages captured during the survey are:
4. CONDUCTING SURVEYS ON BORDER CROSSING TIMES AT MALANVILLE-GAYA

<table>
<thead>
<tr>
<th>Country</th>
<th>Benin</th>
<th>Niger</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political /economic capital of the country</td>
<td>Cotonou</td>
<td>Niamey</td>
</tr>
<tr>
<td>Border town</td>
<td>Malanville</td>
<td>Gaya</td>
</tr>
</tbody>
</table>

Indicator definition

The crossing time for trucks loaded with goods at the Malanville-Gayaborder is the sum of the time spent in crossing the Malanville border post and crossing the Gaya border post and vice versa.

5. RESULTS OF THE SURVEYS ON BORDER CROSSING TIME

1. Malanville-Gaya and Gaya-Malanville border crossing time

Table 1: Crossing time for trucks loaded with goods

<table>
<thead>
<tr>
<th>DIFFERENT TIME</th>
<th>TIME IN HOURS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malanville-Gaya</td>
<td>59H</td>
<td>Crossing time from Malanville to Gaya</td>
</tr>
<tr>
<td>Malanville (exit towards Gaya)</td>
<td>13H</td>
<td></td>
</tr>
<tr>
<td>Gaya (from Malanville)</td>
<td>46H</td>
<td></td>
</tr>
<tr>
<td>Gaya-Malanville</td>
<td>57MN</td>
<td>Gaya-Malanville crossing time</td>
</tr>
</tbody>
</table>
Border crossing time in the direction of Malanville-Gaya is 59h while from Gaya-Malanville is 57mn.

The longest time is observed at import side at Gaya (receiving and processing trucks coming from Malanville) which records 46h. The average time spent for export at Malanville (leaving Benin to enter Niger) is 13h from the arrival and departure of trucks from the park. It is important to remember that trucks are released in successive waves by Benin Customs at the Koumaté parking facility (three in a day: 9h, 12h and 16h) to enter Niger. At the Niger (import and transit), once the formalities are completed, each vehicle must exit the customs area.

In the opposite direction, a truck from Gaya (entering into Benin territory), spends an average of 16 minutes at the export side and 41 minutes at the import side, that is to say Malanville side before continuing its journey to its destination.

From the above comments, the longest time is observed at Gaya (59h) and the process of all formalities averages around 45 hours. This means that trucks spend 14h outside formality times.

The large difference noted in crossing times (59h at Malanville-Gaya as against 57mn at Gaya-Malanville) on both sides of the border is due to the relatively small number of loaded trucks (about 2%) crossing the Gaya border towards Benin, and whose load is mainly composed of agricultural products and uranium; the bulk of the traffic is thus carried out in the Benin-Niger direction.

2. Documentation process at Gaya

Table 2: Documentation process at Gaya

<table>
<thead>
<tr>
<th>Times</th>
<th>Calculation files</th>
<th>Number of values</th>
<th>Min. value</th>
<th>Max. value</th>
<th>Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Time for phyto-inspection</td>
<td>phyto–Customsarrv</td>
<td>15</td>
<td>30 mn</td>
<td>70h 30mn</td>
<td>19h</td>
</tr>
<tr>
<td>Time for declaration</td>
<td>declaration - phyto</td>
<td>39</td>
<td>35 mn</td>
<td>72 h</td>
<td>22h</td>
</tr>
<tr>
<td>Time for release warrant (BAE)</td>
<td>BAE - declaration</td>
<td>283</td>
<td>10 mn</td>
<td>159 h</td>
<td>32h</td>
</tr>
<tr>
<td>Time for T1</td>
<td>T1 – release warrant</td>
<td>1785</td>
<td>1mn</td>
<td>743h</td>
<td>5h</td>
</tr>
<tr>
<td>Time between T1 and exit</td>
<td>Exit t1</td>
<td>3071</td>
<td>1 mn</td>
<td>68h</td>
<td>6h</td>
</tr>
<tr>
<td>Time for all formalities</td>
<td>Arrival formalities</td>
<td>2433</td>
<td>10 mn</td>
<td>239h</td>
<td>46h</td>
</tr>
</tbody>
</table>

Source: ALCO database

The total time of all formalities is on average 46h. The longest observed time is 32h and is registered in relation to obtaining the release warrant (BAE). Time for phytosanitary inspection is 22h. The shortest recorded times were between the issuance of the T1 and BAE (5h) and between T1 and the exit of trucks at the border post (6h).

The times recorded for all the formalities are not a summation of all the times because there are always overlaps between different times. Procedures may begin simultaneously from different border agencies.
The maximum time spent to complete all formalities for trucks loaded with goods is around 46 hours.

### Table3: Breakdown of time during Malanville-Gaya border crossing

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Crossing time</th>
<th>Standard deviation</th>
<th>Median</th>
<th>25% trucks</th>
<th>50% trucks</th>
<th>75% trucks</th>
<th>Minimum time</th>
<th>Maximum time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Malanville export</td>
<td>13H 9H</td>
<td>15H</td>
<td>6H</td>
<td>15H</td>
<td>21H</td>
<td>-</td>
<td>42H</td>
<td></td>
</tr>
<tr>
<td>Gaya import</td>
<td>46H 25H</td>
<td>48H</td>
<td>29H</td>
<td>47H</td>
<td>64H</td>
<td>19H</td>
<td>121H</td>
<td></td>
</tr>
<tr>
<td>Gaya export</td>
<td>16Mn 10Mn</td>
<td>5Mn</td>
<td>10Mn</td>
<td>16Mn</td>
<td>-</td>
<td>1H</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Malanville import</td>
<td>41Mn 36Mn</td>
<td>42Mn</td>
<td>33Mn</td>
<td>46Mn</td>
<td>51Mn</td>
<td>16Mn</td>
<td>1H</td>
<td></td>
</tr>
</tbody>
</table>

Source: ALCO database

Title: Graph of crossing time between BAE and T1 collection

Time between BAE and the T1
Apart from the 1582 trucks loaded with goods observed that spent about 50 minutes for the documentation process; the other distributions are as follows:

### Graph2: Crossing time between BAE and T1 collection (in hours)
6. TYPES OF GOODS CROSSING THE MALANVILLE-GAYA BORDER

The main goods crossing the border posts are compiled in the following table. This table gives an overview of the main goods crossing the borders apart from having a comprehensive list of all products through declarations at the border with ASYCUDA ++. This information is important because it allows for cross-referencing of survey data based on interviews and observations with those declarations. Information received also helps overcome the problem of not making the fields mandatory to populate this variable in the computer system.

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>GAYA ENTRY</th>
<th>MALANVILLE EXIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>MALANVILLE-GAYA</td>
<td>Apples, Soaps, Maize, Rice, Sugar, empty container, Milk, second-hand clothing, Oil, Cement, Shoes, Tar, macaroni, wheat flour, Omo, juice, fatty acid, Mosquito, batteries, food paste, Fabric, Carbonate, Limestone, Vial, Mayonnaise, Turkeys, Jet, pharmaceuticals, Notebooks, empty suitcases, frozen chickens, Balls fabrics, fertilizers, Maize, Rice, Sugar, Tomatoes, Cigarettes, Sulphur, Soap, loincloths, Maggi, Tar, Mugs, Shoes, Furniture Sweets, Plates, Tiles, Turkeys, Iron, bleach, Sheet Metal, Plastics, tires, paint Sugar, Aluminum, Aroma, Tea, Sardine, Tomato paste, Sesame, Fresh, Carbonate, Pile, Bazin, Natron, Limestone, Apple, Cotton Grain, Wheat bran, Jams, Nets, Mayonnaise, paper handkerchiefs</td>
<td>Scrap, spices, onions, Natron, Maize, Beans, Groundnuts, cake</td>
</tr>
<tr>
<td>GAYA-MALANVILLE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: ALCO database and Gaya police database
7. DESTINATIONS OF GOODS CROSSING THE MALANVILLE-GAYA BORDER

Graph 3: Origin and destination of goods crossing Malanville Gaya

85% of traffic comes from Cotonou. Most of this traffic (about 48%) goes to the Nigerian border and 22% goes to Niamey. Only 3% leaves Togo to Niamey.

Source: ALCO database

NB: graphs illustrating the origin and destinations of goods crossing the Malanville-Gaya border and the Gaya crossing time (import and transit)

Graph 3bis: Gaya border crossing time (in hours)

Source: ALCO database
The documentation monitoring of a large part of the processes undertaken at the Gaya border allows us to have an overall distribution by time of trucks performing these operations on the Gaya border. The minimum time recorded is 4 hours for the 165 trucks monitored; the majority of trucks observed spent 21h, and 7 trucks spent 171h (7 days). The information is compiled in the graph above.

IV- **SEME/KRAKE BORDER POSTS**

1. **KEY FEATURES**

Seme and Krake are two border posts that are located between Benin on one side (to the South of the country) and Nigeria on the other (west south of the country). Both border crossings are adjoining or joint and there is no neutral territory or no man's land. The border authorities of the two countries are located on either side of the line of the border post. All administrations at Krake (Benin): Police, Customs, Phytosanitary etc. ... are present at the border while on the side of Seme, part of the Administration (Customs) is about 2 km from the border.

Since the inception of the construction of the Seme-Krake JBP, different border Administrations (both in Benin and Nigeria) operating in the old buildings have been relocated to another part of the border (behind the old buildings) to continue working. Loaded and escorted trucks coming from Cotonou or Hillaccondji must park in the ATLAS parking yard (located on the Seme-Krake border). This parking yard is located within the perimeter of Krake border offices and almost 2 km from Seme Customs offices. The different administrations from Benin and Nigeria conduct their checks around the large trucks parking yard (ATLAS). The parking facility, covering an area of 12 hectares (of which 9 hectares in operation) has a parking capacity of about 1,000 vehicles. It is partially fenced. Customs controls the opening of the exit portal.

It should be noted that this is the only park that receives all trucks from Benin, Cotonou Port and Hillaccondji border. Those from the Cotonou port have identification buttons, while those from Hillaccondji are escorted.

Empty or loaded trucks from Nigeria, based on advice from freight forwarders prefer to park along the road under the control of border authorities until the beginning of formalities, which often causes huge traffic jams. They refuse to park in the ATLAS parking facility where the parking fee is considered too high.

It should also be noted that the traffic is heavier in the direction of SemeKrake. In terms of movement of trucks at this border, the Krake-Seme direction accounts for about 54% of the traffic while 46% are in the Seme-Krake direction.

For the Krake-Seme direction, the largest proportion (over 95%) is for release for consumption while for the Seme-Krake direction, a little over 70% of goods are in transit (source: ALCO data base).

The ATLAS parking yard has no specific closing time for the arrival of vehicles, but the exits are authorized by the Customs Administrations of Nigeria after the completion of all formalities.

Beninese and Nigerian freight forwarders are situated either in the vicinity of the border or inside the ATLAS parking facility and await the arrival of documents.
2. AGENCIES REPRESENTED AT THE BORDER IERE

At Kraké, administrations present are the customs offices which are open Monday to Friday from 8am to 12.30pm and from 3pm to 6:30pm. On Saturdays, the offices are open from 8am to 12pm. The brigade operates 24h / 7. Other services present are the police, Phytosanitary and Veterinary.

At Seme, there are customs offices which are open from 8am to 6pm from Monday to Friday while a reduced service operates on Saturdays and Sundays. Other administrations such as : NCS - Nigeria Customs Service, ANCLA - Association Of Nigerian Licensed Customs Agents, SON - Standards Organization of Nigeria, NQS - Nigeria Quarantine Service, NPF - Nigeria Police Force, NDLEA - National Drug Law Enforcement Agency, NAFDAC - National Agency for Food and Drug Administration and Control, NIS - Nigeria Immigration Service, Port Health Authority, SSS - State Security Services are also present at the Seme border.

3. GENERAL PRINCIPLE ON SEME-KRAKE BORDER CROSSING PROCEDURES

1. Documentation process

At the Kraké border post, at times, trucks arrive before the escort and the freight forwarder is obliged to wait for the documents before the actual start of the formalities. In these conditions, it becomes difficult to take into account the date and time of arrival of the truck from the port of Cotonou or Hillacondji because the time spent becomes longer and this step marks the beginning of the documentation process. Investigators follow the documents from one administration to another even in the case of overlapping which means simultaneously beginning the formalities of some administrations such as DANA (food), Phytosanitary and Veterinary.

The declarations are made by the freight forwarders in the standardized ASYCUDA terminal. The date and time of submission of the declaration, liquidation and publishing of T1 (for declarations in transit) are taken into account in formalities times and handled by the freight forwarder and Customs.

At the Seme border post, most of the trucks park on the road, based on advice from freight forwarders who collect the documents to carry out the formalities with the various Administrations present mentioned above. The officer in charge of the documentation process monitoring keeps track of the documents from one point to the other stating the date, start time and end time for the formalities.

2. The transport section of the questionnaire on documentation monitoring

This section provides the characteristics of the transport and information about the goods:

A- Goods (transported goods, weight of goods, value of goods, ECOWAS maximum allowable tonnage for international routes, customs procedure for the goods / truck (transit, circulation))

B- Origin and waiting time at the departure (waiting time before loading, loading place, Town and country of loading, loading time, waiting time between the end of the loading and departure, waiting location before departure, waiting town and
country before departure, departure location, Town and country of departure, Indicate date and time of departure from the loading site, Indicate date and time of arrival at the export border, Indicate date and time of departure from the import border, the frequency of movement) delays caused by stops at checkpoints, racketeering caused by checkpoints.

C- Destination (Destination, Town and country of destination)

Information is also collected on transport operators and shippers.

D- Transport operators (Corporate Name of transport operator, Country of business, Transport operators name, address and telephone)

E- Shippers (Corporate Name of shipper, Country of business, Shipper’s name, address and telephone)

3. Section on documentation process

3.1 At the Kraké-Seme border (from Kraké towards Seme)

The steps captured during the survey are primarily those conducted with border agencies and other associated bodies involved in the documentation process. The different times calculated relate to formalities and crossing times. It is the record of the time spent at each checkpoint (export first and then to import). We then have the following different sequences:

- date and time of arrival and exit at the border which represents the physical departure of the vehicle
- date and time of beginning and end of overall formalities which traces the documentation sent by the escort
- date and time of beginning and end of formalities by freight forwarders
- date and time of beginning and end of formalities with the Police
- date and time of beginning and end of formalities at Customs which coincides with the BAE and date of registration of the T1 before exit
- date and time of beginning and end of formalities with the Veterinary service
- date and time of beginning and end of formalities with Forest, Zoo and Phytosanitary services,
- date and time of beginning and end of formalities with Other administrations

3.2 At the Seme-Kraké border (from Seme towards Kraké)

Different times captured are the same except that there is no escort for the exchange of documents between Customs. Thus, the documentation process is reduced to the following various interventions:

- date and time of beginning and end of all formalities
- date and time of beginning and end of formalities by freight forwarders
- date and time of beginning and end of formalities with the Police
- date and time of beginning and end of formalities with NDLEA - National Drug Law Enforcement Agency
- date and time of beginning and end of formalities with Customs (NCS - Nigeria Customs Service, and ANCLA - Association Of Nigerian Licensed Customs Agents)
- date and time of beginning and end of formalities with NAFDAC - National Agency for Food and Drug Administration and Control
- date and time of beginning and end of formalities with NQS - Nigeria Quarantine Service
- date and time of beginning and end of formalities with Nigeria Immigration Service
- date and time of beginning and end of formalities with Port Health Authority
- date and time of beginning and end of formalities with SSS - State Security Services

4. **CONDUCTING SURVEYS ON BORDER CROSSING TIMES AT SEME-KRAKE**

<table>
<thead>
<tr>
<th>Country</th>
<th>Benin</th>
<th>Nigeria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Political/economic capital of the country</td>
<td>Cotonou</td>
<td>Lagos</td>
</tr>
<tr>
<td>Border town</td>
<td>Kraké</td>
<td>Seme</td>
</tr>
</tbody>
</table>

**Indicator definition**

*The crossing time for trucks loaded with goods at the Seme-Krake border is the sum of the time spent in crossing the Seme border post and crossing the Krake border post and vice versa.*

5. **RESULTS OF SURVEYS ON BORDER CROSSING TIME**

The results of the border crossing surveys at Seme-Krake and Krake-Seme are compiled in the table below.

**Table 9: crossing time per customs regime and border post**

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>CUSTOMS REGIME</th>
<th>Total</th>
<th>CROSSING TIME</th>
<th>STANDAR D DEVIATION</th>
<th>MIN</th>
<th>MAX</th>
<th>MEDIAN</th>
<th>25% of Trucks (Q1)</th>
<th>50% of trucks (Q2)</th>
<th>75% of trucks (Q3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>KRAKE</td>
<td>AGGREGATE</td>
<td>570</td>
<td>63H</td>
<td>370H10</td>
<td>8H30</td>
<td>56H55</td>
<td>33H29</td>
<td>8H30</td>
<td>33H29</td>
<td>192H</td>
</tr>
<tr>
<td></td>
<td>TRANSIT</td>
<td>402</td>
<td>403H15</td>
<td>403H15</td>
<td>8H30</td>
<td>56H55</td>
<td>33H30</td>
<td>32H40</td>
<td>33H32</td>
<td>80H11</td>
</tr>
<tr>
<td></td>
<td>CONSUMPTION</td>
<td>168</td>
<td>40H26</td>
<td>376H41</td>
<td>8H30</td>
<td>56H55</td>
<td>33H22</td>
<td>32H35</td>
<td>33H22</td>
<td>79H33</td>
</tr>
<tr>
<td>SEME</td>
<td>AGGREGATE</td>
<td>654</td>
<td>23H34</td>
<td>22H26</td>
<td>3H00</td>
<td>10H10</td>
<td>122H35</td>
<td>08H35</td>
<td>10H10</td>
<td>29H30</td>
</tr>
<tr>
<td></td>
<td>TRANSIT</td>
<td>32</td>
<td>15H56</td>
<td>20H45</td>
<td>3H00</td>
<td>09H50</td>
<td>122H35</td>
<td>08H33</td>
<td>09H35</td>
<td>29H21</td>
</tr>
<tr>
<td></td>
<td>CONSUMPTION</td>
<td>622</td>
<td>19H26</td>
<td>19H26</td>
<td>3H00</td>
<td>09H39</td>
<td>122H35</td>
<td>08H15</td>
<td>10H08</td>
<td>29H21</td>
</tr>
</tbody>
</table>

Source: ALCO database

**Comments on the table**

Example of Kraké
Q1: about 25% of the trucks cross the border within a time lower than 63h and 75% within a time longer than 63h.

Q2=M: about 50% of the trucks cross the border within a time of at least 33h29.

Q3: 75% of trucks cross the border within a time of less than 192h and 25% within a time longer than 192h.

Q1, Q2 or (M), Q3 quantitative indicators enable us to divide the total number of trucks (ordered) into four groups each containing the same number of trucks loaded with goods.

Indicators on crossing time by Customs regime and border at Kraké-Seme.

Graph 4: Crossing time by customs regime and number of observations

Source: ALCO database

Crossing time indicators by distribution by number of trucks
Crossing time indicators in number of trucks by customs regime are presented in the graph below.

Graph 5: Crossing time in number of trucks

Source: ALCO database

- Documentation process
Apart from the physical movement of trucks, there is also the documentation process shown in the diagram of the overview below. This diagram shows the incorporation formalities at all border agencies involved in the clearance process at the border.

Diagram on data collection from each border administration.

Diagram: Administrations documentation and physical process between two border posts for the period of collection (2014)

Table 5 (I): Disaggregated Indicators on crossing time based on documentation process at Seme-Kraké

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>KRAKE</th>
<th>SEME</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1 ‘Freight forwarder export formalities’</td>
<td>07H59</td>
<td>01H03</td>
</tr>
<tr>
<td>T2 ‘Police /Immigration export formalities’</td>
<td>52MN</td>
<td>38MN</td>
</tr>
<tr>
<td>T3 ‘Customs export formalities’</td>
<td>07H16</td>
<td>01H32</td>
</tr>
<tr>
<td>T4 ‘Forestry export formalities’</td>
<td>33MN</td>
<td>-</td>
</tr>
<tr>
<td>T6 ‘Beginning / end of export formalities’</td>
<td>09H40</td>
<td>03H53</td>
</tr>
<tr>
<td>T7 ‘Freight forwarder import formalities’</td>
<td>19H04</td>
<td>54MN</td>
</tr>
<tr>
<td>T8 ‘Police import’</td>
<td>52MN</td>
<td>35MN</td>
</tr>
<tr>
<td>T9 ‘Customs import formalities’</td>
<td>07H36</td>
<td>04H21</td>
</tr>
<tr>
<td>T10 ‘Forestry import formalities’</td>
<td>-</td>
<td>01H04</td>
</tr>
</tbody>
</table>
### Legends on the different disaggregation times of the documentation process

- **T1**: documents retention time by freight forwarders at export side
- **T2**: time between the beginning and the end of Police export formalities
- **T3**: time between the beginning and the end of Customs Export formalities
- **T4**: time between the beginning and the end of Forestry Export formalities
- **T6**: time between the beginning and the end of export formalities
- **T7**: documents retention time by freight forwarders at import side
- **T8**: time between the beginning and the end of Police Import formalities
- **T9**: time between the beginning and the end of Customs Import formalities
- **T10**: time between the beginning and the end of Forestry Import formalities
- **T13**: time between the beginning and end of import formalities
- **T14**: time between the beginning of the export formalities and end of import formalities (ALTTFP border crossing time)
- **T15**: time between arrival at export side and exit at import side (physical movement of trucks).

These times are presented in the border crossing time diagram annexed hereto.

### Table 5 (2): Disaggregated indicators on border crossing times based on physical movement of trucks and beginning/end of formalities

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>KRAKE</th>
<th>SEME</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1 'Export arrival/ export exit'</td>
<td>29H59</td>
<td>36H01</td>
</tr>
<tr>
<td>T2 'Export formalities / export arrival'</td>
<td>15H26</td>
<td>16H10</td>
</tr>
<tr>
<td>T3 'Export exit/ end of formalities'</td>
<td>01H05</td>
<td>31MN</td>
</tr>
<tr>
<td>T4 'Export exit / import arrival'</td>
<td>26H29</td>
<td>20H36</td>
</tr>
<tr>
<td>T5 'Import arrival / export exit'</td>
<td>03H43</td>
<td>53MN</td>
</tr>
<tr>
<td>T6 'start of import formalities / import arrival'</td>
<td>25H10</td>
<td>06H20</td>
</tr>
<tr>
<td>T7 'import exit/ end of import formalities'</td>
<td>01H21</td>
<td>10H08</td>
</tr>
<tr>
<td>T8 'import exit / import arrival '</td>
<td>35H44</td>
<td>15H26</td>
</tr>
<tr>
<td>T9 'import exit / export arrival'</td>
<td>64H03</td>
<td>36H45</td>
</tr>
</tbody>
</table>

Source: ALCO database
Legend on the different disaggregation times on the physical movement of trucks and beginning/end of formalities.

Various times observed represent the various monitoring at the border by forwarders handling border administrative operations and enables us to determine responsibilities outside the documentation process to be handled by border authorities. This time also marked the beginning and end of the documentation process with the forwarder just as documents issued by the other border agencies.

The different time "T" provide information on the time interval between two levels of evolution of the process of the truck’s crossing of the two border posts.

T1 : Journey time: time between the departure from truck’s loading point and the truck’s arrival at the border (export)
T2 : time between arrival at export and beginning of export formalities
T3 : time between the end of export formalities and exit of trucks for export
T4 : time between export exit and arrival at import
T5 : time between arrival at import and export exit
T6 : time between arrival at import and start of export formalities
T7 : time between import exit and end of import formalities
T8 : time between the arrival at import and import exit
T9 : time between arrival at export and import exit of trucks.

Finally, these times mark the different movements of the truck from export to import on either side of the two border posts and quantifies times spent and determines long times and short times.

These times are presented in the border crossing time diagram annexed hereto.

6. TYPES OF GOODS CROSSING THE SEME-KRAKE BORDER

By customs arrangements, the main goods crossing the border posts are compiled in the following table.

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>TRANSIT</th>
<th>RELEASE FOR CONSUMPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>KRAKE</td>
<td>Plastic, candy, cigarette, empty containers, cosmetic, beverage (malta, beverages etc ...), mattresses, empty bottle, motor vehicle, powder, shoes, toothpaste, OMO, cosmetics, cookware, pasta disinfectant plastic sandal, butane gas, soap, spare part, household item, tiles</td>
<td>Cashew nuts, alcoholic drinks and beverages, cigarette, cement, forage cement, gas, furniture, cashew nuts, cosmetic</td>
</tr>
<tr>
<td>SEME</td>
<td>Drinks, large and heavy products (pylon, pipe, cast iron, concrete etc …)</td>
<td>Drinks, palm oil, peanut oil, large and heavy products (pylon, pipe, cast iron, concrete etc …), timber plants, other vegetable oils and shea butter, furniture</td>
</tr>
</tbody>
</table>

Source : ALCO database

While there no comprehensive data received by Customs, the information collected enables us to have an overall idea of the various products that cross the borders for transit and those that are released for consumption in the country.

Customs information at times do not make these required fields compulsory to facilitate the data collection in the computer system.
7. DESTINATIONS OF GOODS LEAVING THE KRAKE BORDER

Title: Destinations goods originating from the Krakeborder post (from the Krakéborder towards the west) expressed in percentage.

Graph 6: Destination of goods originating from Nigeria (in percentage)

These locations relate to the vehicles which load on the Krakéborder before heading to different destinations in the east-west direction, which are marked on the graph.

The majority of goods leaving Kraké is most often headed towards Accra (35%) and Lome (31%) then Abidjan (8%).

8. KRAKE-SEME BORDER CROSSING TIME

1. AT SEME: FROM KRAKE (EXPORT) TOWARDS SEME (IMPORT)

The average time for crossing the Seme border (from Seme to Krake) is 24h. The crossing time for this Seme border (from the direction of Seme to Krake) appear as shown in the graph below. Most trucks (about 300 observed in the case of our survey) cross the border within 9h, 148 trucks cross the border within 28h, 2 trucks cross it within 5h and 10 trucks within over 100 hours (4 days).

Graph 8: Seme border crossing time

Source: ALCO database
1. AT KRAKE : FROM SEME (EXPORT) TOWARDS KRAKE (IMPORT)

The graph below shows that 143 trucks cross the border within 81h and 385 trucks within 33h. Four trucks cross within 9h and 13 trucks cross it within 105h.

The graph below shows that 84% of trucks cross the border at Seme with goods headed for Nigeria. We also noted that 16% of trucks load at Seme border headed for Nigeria, ; the phenomenon of transshipment is observed when 2 or 3 trucks loaded with goods arrive at the ATLAS parking yard at Kraké to unload their goods onto another truck with a larger capacity. These trucks, once loaded, head to the Nigerian territory. This phenomenon is reducing with the use of trucks with smaller size and capacity.

The reasons for transshipment at the Seme-Krake border post are as follows:

1. Goods are transshipped at the Seme border because importers want to have their products cleared at discounted prices. Indeed, clearance of goods for release for consumption is by truck for which an amount is fixed depending on the transported goods (1.9 million naira or $11,400 per truck).
2. Goods from other corridor countries are mostly homogeneous products whereas those from the Cotonouport are heterogeneous and would therefore pose clearance problems at the Seme border. Thus, the nature of the goods is a determining factor in this transshipment phenomenon at Seme. The goods are mostly manufactured locally in these countries.
3. Moreover, goods which are transshipped at the Seme border do not usually have the required documents for crossing the Seme border (NAFDAC, SON, etc ...). About 16% of trucks are involved in this transshipment phenomenon.
5. **AFLAO/KODJOVIAKOPE BORDER POST**

1. **KEY FEATURES**

Aflao and Kodjoviakopé (which is a neighborhood of Lomé, the capital of Togo) are two border posts that are located between Ghana on one side (south-east of the country) and Togo on the other (Southwest of the country). Both border posts are contiguous or juxtaposed and there is no neutral territory or of no man's land. The border authorities of the two countries are located on either side of the line of the border post. Administrations at Kodjoviakopé (Togo): Police, Immigration, General Services, Anti-Drug, Health, Veterinary, Customs, Phytosanitary, TaxService etc … are present at the border while on the side of Aflao: Ghana Revenue Authority (Customs Division), Ghana Immigration Service, National Bureau of Investigation, National Security, Port Health, Plan quarantine etc. …; and BIVAC with its headquarters located in the capital Accra, which is about 200 km from the border.

Since the launch of construction of the Noepe JBP (20 km from Lomé on Togolese territory), different border Administrations are increasing their presence at the border by reorganizing their work system. In Togo, with the arrival of the Togolese Revenue Office (OTR) where all the revenue agencies work together, the Customs Directorate has been transformed into the Commissioner of Customs within the entity of OTR. This resulted in upheavals in the existing system causing delays in the completion of formalities. This was due to the adaptation phase and assimilation of new procedures implemented. On the Aflao side, scattered offices, are still subject to movement causing rearrangements in the operating systems of border formalities. On the Aflao side, the trucks parking yard, with a capacity of about 150 trucks and located just behind the Customs offices is being rehabilitated; the trucks are forced to park on the road at distances from formality posts thereby impacting times for formalities and crossing by trucks loaded with goods. On the Togo side, a small park is located behind the customs offices with a capacity of about 20 trucks.

Traffic is a little heavier in the direction of Aflao to Kodjoviakopé. For the movement of trucks to the border, the Aflao- Kodjoviakopé direction accounts for about 53% of the traffic while 47% is attributed to the Kodjoviakopé to Aflao direction.
With this proportion, for the direction of Aflao towards Kodjoviakopé, the largest proportion (over 74%) is in transit while in the Kodjoviakopé-Aflao direction, about 56% of goods are for consumption (source: data base of ALCO).

The large truck parking yard at Aflao and Kodjoviakopé have no specific closing time for the arrival of vehicles, but the exits are allowed by Customs Administrations once all required formalities have been completed.

The phenomenon of pre-arrival initiation of export and import formalities is more pronounced at the border, as well as overlapping of formalities with the different administrations simultaneously.

2. AGENCIES REPRESENTED AT THE BORDER
At Aflao, administrations present are the Customs Division of the Ghana Revenue Authority), which is open from Monday to Saturday from 6am to 5pm, the brigade closes at 10pm (closing time of the border). Other agencies that operate in border formalities are: National Bureau of Investigation, National Security, Ghana Standards Board, BIVAC, Food and Drugs Authority, GC Net, Port Health, State Insurance Company, Plant Quarantine, Ministry of Trade and Industry, Scan.

At Kodjoviakopé, the Customs offices are open on Monday to Friday from 7am to 12pm and from 2:30pm to 5:30pm, Saturdays from 7:30am to 12pm. The Brigade operates from 6 am to 10pm every day (including holidays). Other agencies present are: Police, Immigration, General Services, Anti-Drugs, Environment (Plant Protection), Health (Immunization), Vets, Tax Service (another department of the OTR), COTECNA.

Kodjoviakopé and Aflao are closed to traffic (vehicles, passengers and pedestrians) every day from 10pm to 6am. It is not possible to cross the border within these times.

3. GENERAL PRINCIPLE ON AFLAO-KODJOVIAKOPE BORDER CROSSING PROCEDURES BY TRUCKS

1. Documentation process
At the Kodjoviakopé border post at times the trucks arrive either from the Lomé Port, Sanvee Condji and the freight forwarder recovers documents to start the formalities with the different Administrations present. At this border post, Administrations accept photocopies of original documents when starting formalities before the presentation of the original to complete the process. This marks the beginning of the documentation process at this border post be at the export and import side. Investigators follow the documents from one administration to another even in the case of overlapping which means simultaneously beginning the formalities of some administrations such as the Police, Immigration, Phytosanitary, Veterinary etc.…

The early initiation of procedures is more pronounced at this border post even with photocopies of certificates of origin.

The declarations are made by freight forwarders. The date and time of submission of the declaration, and the liquidation are taken into account in formalitiestimes and handled either by the freight forwarder or Customs.

At the Aflao border, the documentation process takes longer for some administrations since BIVAC is not present at the border post for Customs valuation. This causes delays in the
process which, in one way or another, hinders the proper functioning of customs clearance and therefore impacts on the overall crossing time for trucks loaded with goods.

2. The transport section of the questionnaire on documentation monitoring

This section provides information on the characteristics of the transport and information about the goods:

F- Goods (transported goods, Weight of goods, value of goods, ECOWAS maximum allowable tonnage for international routes, customs procedure for the goods / truck (transit, circulation))

G- Origin and waiting time at the departure (waiting time before loading, Loading place, Town and country of loading, loading time, waiting time between the end of the loading and departure, waiting location before departure, waiting town and country before departure, departure location, Town and country of departure, Indicate date and time of departure from the loading site, Indicate date and time of arrival at the export border, Indicate date and time of departure from the import border, the frequency of movement) delays caused by stops at checkpoints, racketeering caused by checkpoints.

H- Destination (Destination location, Town and country of destination)

Information is also collected on transport operators and shippers.

I- Transport operators (Corporate Name of transport operator, Country of business, Transport operators name, address and telephone)

J- Shippers (Corporate Name of shipper, Country of business, Shipper’s name, address and telephone)

3. Section on documentation process

3.1 At the Kodjoviakopé-Aflao (from Kodjoviakopé towards Aflao)

The steps captured during the survey are primarily those conducted with border agencies and other associated bodies involved in the documentation process. The different times calculated relate to formalities and crossing times. It is the record of the time spent at each checkpoint (export first and then to import). We then have the following different sequences:

- date and time of arrival and exit at the border which represents the physical departure of the vehicle
- date and time of beginning and end of overall formalities
- date and time of beginning and end of formalities by freight forwarders
- date and time of beginning and end of formalities with the Police
- date and time of beginning and end of formalities with Immigration
- date and time of beginning and end of formalities at Customs
- date and time of beginning and end of formalities with the Veterinary service
- date and time of beginning and end of formalities with Forest, Zoo and Phytosanitary services,
- date and time of beginning and end of formalities with Other administrations
3.2 At the Aflao-Kodjoviakopé (from Aflao towards Kodjoviakopé)

Different times captured are the same as in the opposite direction as indicated above. Thus, the documentation process is as follows:

- date and time of arrival and exit at the border
- date and time of beginning and end of all formalities
- date and time of beginning and end of formalities by freight forwarders
- date and time of beginning and end of formalities with the Police
- date and time of beginning and end of formalities with Immigration Service
- date and time of beginning and end of formalities with Ghana Revenue Authority (customs division)
- date and time of beginning and end of formalities with National Bureau of Investigation
- date and time of beginning and end of formalities with National Security
- date and time of beginning and end of formalities with Ghana Standards Board
- date and time of beginning and end of formalities with Port Health Authority
- date and time of beginning and end of formalities with GCNet
- date and time of beginning and end of formalities with BIVAC etc…

4. CONDUCTING SURVEYS ON BORDER CROSSING TIMES AT AFLAO-KODJOVIAKOPE

<table>
<thead>
<tr>
<th>Indicator definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>The crossing time for trucks loaded with goods at the Aflao-Kodjoviakopé is the sum of the time spent in crossing the Aflao border post and crossing the Kodjoviakopé border post and vice versa.</td>
</tr>
</tbody>
</table>

5. RESULTS OF SURVEYS ON BORDER CROSSING TIME

The results of surveys on border crossing time at Aflao-Kodjoviakopé and Kodjoviakopé-Aflao borders are compiled in the table below.

Table 7: Border crossing time by customs regime and border post
<table>
<thead>
<tr>
<th></th>
<th>AGGREGATE</th>
<th>N</th>
<th>TEMPS TRAVERSEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSIT</td>
<td>170</td>
<td>41H</td>
<td>187H 15MN 49H 23H05 6H36 23H05 46H</td>
</tr>
<tr>
<td>CONSUMPTION</td>
<td>214</td>
<td>38H40</td>
<td>26H34 10MN 105H 32H44 7H05 25H47 53H35</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>AGGREGATE</th>
<th>N</th>
<th>TEMPS TRAVERSEE</th>
</tr>
</thead>
<tbody>
<tr>
<td>KODJOVIAKOPE</td>
<td>426</td>
<td>22H</td>
<td>59H23 10MN 706H 20H49 7H30 20H49 26H37</td>
</tr>
<tr>
<td>TRANSIT</td>
<td>317</td>
<td>22H36</td>
<td>65H13 12MN 705H10 21H42 07H52 21H42 26H49</td>
</tr>
<tr>
<td>CONSUMPTION</td>
<td>109</td>
<td>19H17</td>
<td>15H50 11MN 92H42 09H30 07H30 20H49 26H28</td>
</tr>
</tbody>
</table>

Source: ALCO database

**Graph 10:** Crossing time with the number of trucks observed

Source: ALCO database

Overall, crossing times are higher at the Aflao border than at Kodjoviakopé.

**Graph 11:** Crossing time with statistical distributions

Source: ALCO database
At these two border posts, we observe two extremes. The minimum times are very low (less than 1 hour) and maximum are very high with times exceeding 29 days in most cases.

The graph above shows the times with statistical distributions by customs regime with the comments below.

**Comment on the table**

**Example of Aflao**

Q1 : about 25% of the trucks cross the border within a time lower than 42h and 75% within a time longer than 42h.

Q2 = M : about 50% of the trucks cross the border within a time of at least 25h.

Q3 : 75% of trucks cross the border within a time of less than 49h and 25% within a time longer than 49h.

Q1, Q2 or (M), Q3 quantitative indicators enable us to divide the total number of trucks (ordered) into four groups each containing the same number of trucks loaded with goods.

- **Documentation process**

Apart from the physical movement of trucks there is also the documentation process shown in the diagram of the overview below. This diagram shows the incorporation formalities at all border agencies involved in the clearance process at the border.

Diagram on data collection from each border administration.

**Diagram:** Administrations documentation and physical process between two border posts for the period of collection (2014)
Table 8 (1): Disaggregated Indicators on crossing time based on documentation process at Aflao-Kodjoviakopé

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>AFLAO</th>
<th>KODJOVIAKOPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1 ‘Freight forwarder export formalities’</td>
<td>2H57</td>
<td>01H31</td>
</tr>
<tr>
<td>T2 ‘Police /Immigration export formalities’</td>
<td>17MN</td>
<td>14MN</td>
</tr>
<tr>
<td>T3 ‘Customs export formalities’</td>
<td>07H29</td>
<td>4H07</td>
</tr>
<tr>
<td>T4 ‘Forestry export formalities’</td>
<td>-</td>
<td>12MN</td>
</tr>
<tr>
<td>T6 ‘Beginning / end of export formalities’</td>
<td>09H27</td>
<td>04H45</td>
</tr>
<tr>
<td>T7 Freight forwarder import formalities’</td>
<td>02H57</td>
<td>2H53</td>
</tr>
<tr>
<td>T8 ‘Police import’</td>
<td>-</td>
<td>18MN</td>
</tr>
<tr>
<td>T9 ‘Customs import formalities’</td>
<td>12H45</td>
<td>12H22</td>
</tr>
<tr>
<td>T10 ‘Forestry import formalities’</td>
<td>11MN</td>
<td>15MN</td>
</tr>
<tr>
<td>T12 ‘Other import formalities’</td>
<td>04H41</td>
<td>-</td>
</tr>
<tr>
<td>T13 ‘Beginning / end of import formalities’</td>
<td>15H50</td>
<td>11H09</td>
</tr>
<tr>
<td>T14 ‘Crossing formalities’</td>
<td>41H41</td>
<td>21H55</td>
</tr>
<tr>
<td>T15 ‘Import exit/ export arrival’</td>
<td>36H44</td>
<td>29H51</td>
</tr>
</tbody>
</table>

Source: ALCO database

Legends on the different disaggregation times of the documentation process

T1: documents retention time by freight forwarders at export side
T2: time between the beginning and the end of Police export formalities
T3: time between the beginning and the end of Customs Export formalities
T4: time between the beginning and the end of Forestry Export formalities
T6: time between the beginning and the end of export formalities
T7: documents retention time by freight forwarders at import side
T8: time between the beginning and the end of Police Import formalities
T9: time between the beginning and the end of Customs Import formalities
T10: time between the beginning and the end of Forestry Import formalities
T12: time between the beginning and the end of Import formalities by Other Institutions
T13: time between the beginning and the end of import formalities
T14: time between the beginning of the export formalities and end of import formalities (ALTTFP border crossing time)
T15: time between arrival at export side and exit at import side (physical movement of trucks).
These times are presented in the border crossing time diagram annexed hereto.

**Table 8 (2): Disaggregated indicators on border crossing times based on physical movement of trucks and beginning/end of formalities**

<table>
<thead>
<tr>
<th>BORDER POST</th>
<th>AFLAO</th>
<th>KODJOVIKAPE</th>
</tr>
</thead>
<tbody>
<tr>
<td>T1 'Export arrival/ export exit'</td>
<td>33H21</td>
<td>10H03</td>
</tr>
<tr>
<td>T2 'Export formalities / export arrival'</td>
<td>06H06</td>
<td>08H23</td>
</tr>
<tr>
<td>T3 'Export exit/ end of formalities'</td>
<td>40MN</td>
<td>1H05</td>
</tr>
<tr>
<td>T4 'Export exit / import arrival'</td>
<td>14H56</td>
<td>09H55</td>
</tr>
<tr>
<td>T5 'Import arrival / export exit'</td>
<td>07MN</td>
<td>36MN</td>
</tr>
<tr>
<td>T6 'start of import formalities / import arrival'</td>
<td>30H05</td>
<td>3H32</td>
</tr>
<tr>
<td>T7 ' import exit/ end of import formalities'</td>
<td>01H07</td>
<td>15MN</td>
</tr>
<tr>
<td>T8 import exit / import arrival</td>
<td>23H</td>
<td>16H24</td>
</tr>
<tr>
<td>T9 'import exit / export arrival'</td>
<td>36H44</td>
<td>29H51</td>
</tr>
</tbody>
</table>

Source: ALCO database

**Legend on the different disaggregation times on the physical movement of trucks and beginning/end of formalities**

T1 : Journey time: time between the departure from truck’s loading point and the truck’s arrival at the border (export)
T2 : time between arrival at export and beginning of export formalities
T3 : time between the end of export formalities and exit of trucks for export
T4 : time between export exit and arrival at import
T5 : time between arrival at import and export exit
T6 : time between arrival at import and start of export formalities
T7 : time between import exit and end of import formalities
T8 : time between the arrival at import and import exit
T9 : time between arrival at export and import exit of trucks.

These times are presented in the border crossing time diagram annexed hereto.

6. **TYPES OF GOODS CROSSING THE AFLAO-KODJOVIKAPE BORDER**

The main goods crossing the border posts by Customs procedure are compiled in the following table.
While there no comprehensive data received by Customs, the information collected enables us to have an overall idea of the various products that cross the borders for transit and those that are released for consumption in the country.

Customs information at times do not make these required fields compulsory to facilitate the data collection in the computer system.

7. DESTINATIONS OF GOODS CROSSING THE AFLAO-KODJOVIAKOPE BORDER

Graph 12 : Destination of goods crossing the Aflaoborder from east to west in percentages
Graph 13: Origin of goods crossing the border at Kodjoviakopé in the direction of Lome (from west to east) expressed in percentage.

Graph 14: Aflao border crossing time

8. AFLAÖ-KODJOVIKAPE BORDER CROSSING TIME

1. ATAFLOA : KODJOVIKAPE (EXPORT)
   AND AFLAÖ (IMPORT)

Crossing times of the Kodjoviakopé border towards Aflaois presented in the following graph: 65 trucks spent 4 hours, 8 trucks spent 56h, 27 trucks spent 50 hours, 33 trucks spent 51h and 21 trucks spent 77h. One truck spent 16h and 9 trucks spent 100h in crossing the border.
2. ATKODJOVIKOPÉ: AFLAO (EXPORT) AND KODJOVIKOPÉ (IMPORT)

The graph below shows that 432 trucks crossed the border within a time between 8h and 32h. 120 trucks crossed the border in 4h and 2 trucks crossed the border in 92h.

VI. SUMMARY OF THE RESULTS OF BORDER CROSSING TIMES OF THE THREE JOINT BORDER POSTS

Graph15: Compared border crossing time in hours
The different border crossing times are shown in the graph above. The longest crossing times for trucks loaded with goods are observed at Kraké with a time of 63h, followed by Gaya which recorded 59h. The shortest time was recorded at Malanville with only 1 hour spent on border crossing. The Kodjoviakopé border recorded a time of 22h.

VI. METHODOLOGIES

1. ON THE COTONOU-NIGER CORRIDOR

1. Indicator Definition and collection framework

   - Definition
   *The crossing time for trucks loaded with goods at the Malanville- Gaya border is the sum of the time spent in crossing the Malanville border post and crossing the Gaya border post and vice versa.*

   - Collection diagram and direction of passage of trucks
2. General collection methodology for the Malanville-Gaya border

This involves recordings, direct observation and interviews that are conducted during the survey period (April-June 2014). Data is collected during 15 days each month for those handling the documentation process at Gaya and every day from April to June for those who deal with the registration and enumeration of the trucks at the Malanville parking yard on the River Niger bridge and the entrance and exit of the Kotcha parking yard in Gaya.

At Malanville, in the Koumaté parking yard, two collection officers are positioned at the entrance and exit to record the time of arrival and departure from the parking yard authorized by the Benin Customs. Two other officers who work in the Seba parking yard which has just been closed have been redeployed before the Niger River Bridge. An officer is located before the JBP and another after the JBP.

On the Gaya side, an officer is positioned after the immigration on the bridge and he records time of trucks loaded with goods crossing the bridge before they arrive at the Kotcha parking facility. Since they have not been authorized to work within the said Kotcha parking yard, a collection officer is positioned at the entrance of the park where he records the dates and times of entry and exit of trucks.

In the surrounding areas of Kotcha parking yard, there are border Administrations at Gaya apart from the police and immigration at the bridge. Four collection officers are positioned within the area of the Administrations and they travel to all border offices to monitor the documentation process. A target of 20 trucks a day has been set for each investigating officer for a period of 15 days for 3 months.

With these records and data collection, cross-referencing and cross-checking have been performed to determine the different times related to the documentation process and the movement of trucks in both directions (Malanville Gaya and Gaya-Malanville).

2.1 Movement of trucks

ALCO recruited officers to collect data at these borders. For the Koumate Parking yard in Malanville, there is comprehensive capturing of the entry and exit dates and times of crossing of vehicles, by noting the registration and nationality of the tractor and the origin (Cotonou Port or Hillacondji [Benin-Togo border] for vehicles under escort). Park staffs were enlisted to capture information.

The database fields are:
- Date and time of arrival at the parking yard
- The name of the parking facility (Koumate; Seba is closed)
- Tractor Registration Number
- Nationality of the vehicle (Benin, Togo, Niger, etc.)
- Origin (Cotonou port, Hillacondji, other)
- Date and time of departure during the launching

For Niger, it was not possible to have a similar arrangement with the park operator. Information is therefore recorded on the bridge, after the immigration process (and just before entering the Kotcha parking yard) and then at the exit of the Customs premise of Gaya during the actual departure from the border.

The database fields are:
- Date and time of crossing the bridge
- Tractor registration number
- Nationality of the vehicle (Benin, Togo, Niger, etc.)
- Type of vehicle (tanker, truck, tractor and trailer)
- Loading type (tanker, container, 1x20 or 2x20 or 1x40 etc.)
- Origin / loading site
- Destination
- Date and time of departure from the Customs premise after formalities

2.2 General framework and preparation of the survey

Given the volumes of traffic, only the formalities carried out at the Niger side, and for traffic in the direction of Benin to Niger, have been analyzed in details in the various documentation processes.

However, given the sequence of movements and trucks and the obligation to go to the parking yards, the physical movement of vehicles are recorded for all vehicles loaded in the direction of Benin to Niger, but the empty vehicles are not surveyed.

The expected observations will cover:
- all trucks recorded during the survey period, that is about 6,000 trucks per month for physical movements
- About 20 trucks per investigator per day at an estimated 1200 trucks for the 4 investigators for 15 days of work including Sundays. A number that gives us a sample of 5% during the period and 10% once reported in the month for the breakdown of the documentation process at the entrance to Niger.

2.3. Training on data collection

ALCO conducted training for officers recruited for data collection. These training sessions were held in Niamey, Malanville and Cotonou in late March, early April and early July 2014 respectively. The goal is to make them understand the collection technique with control variables used by investigators and data entry operators before any activity on the part of the investigation into the trucking industry in Niger and Benin and as part of the Malanville–Gaya, Seme-Krake and Aflao-Kodjoviakopé border crossing.

The training began with an overview of the purpose of the collection and the expected results. A comprehensive presentation was made to better explain the types of trucks that officers might encounter in the course of data collection with a better understanding of the number of axles. The exercise on the number of axles was followed by practical cases to ensure better understanding. The entry form designed by the Expert Statistician was presented and explained to the entry officers to facilitate their operation.

During the training, emphasis was placed on the merits of having quality data. As agreed at the two parking facilities at Malanville, all trucks are fully enumerated in the entrance and exit with the dates and times of passage. Registration numbers and nationality of the tractor and the origin (Cotonouport or HillaCondji for vehicles under escort) are also taken into account.

For the two parking facilities at Malanville there will be comprehensive capturing of the dates and times of passage at the entry and exit of vehicles, noting the registration and nationality of the tractor and the origins.
For the movement of vehicles on the Gaya side, the collection will be made on the bridge after the immigration formalities (and just before entering the Kotcha parking yard) and then at the exit of the Customs premises at Gaya during the actual departure from the border. Two collection agents are positioned to inform the various data fields on the form. These include:

- Date and time of crossing the bridge
- Tractor registration number
- Nationality of the vehicle (Benin, Togo, Niger, etc.)
- Type of vehicle (tanker, truck, tractor and trailer)
- Loading type (tanker, container, 1x20 or 2x20 or 1x40 etc.)
- Origin / loading site
- Destination
- Date and time of departure from the Customs premise after formalities

For the documentation process four collection officers have been trained to capture the different information about the characteristics of the transport namely:

- Vehicle identification (registration, type, owner or operator)
- Identification of the route (place of loading and destination, specifying the nature of the place - for example port for maritime transit or outside the port for regional traffic, departure date)
- Identification of stakeholders (eg shippers, freight forwarders at Malanville and Gaya)
- Identification of the goods (type of goods, nature of goods - but the precise codification will be obtained by the declaration, weight)

Thus, during the data collection on the documentation process, the following fields will be filled:

- date and time of document exchange between Benin and Niger Customs at the bridge
- date and time when the freight forwarder receives the documents
- date and time for obtaining phytosanitary certificate (if applicable)
- date and time of the release warrant (printing of the declaration and registration in the crib)
- date and time of registration of the T1 before exit
- date and time of sending documents by escort

This latest step comes after the physical departure of the vehicle.

2.4 Collection tools

As part of this study on the trucks loaded with goods, collection tools designed and validated in conjunction with the ALCOExperts, and the World Bank facilitation Expert are:

- one (1) questionnaire to enumerate entries at the Koumaté parking yard in Malanville;
- one (1) Questionnaire to enumerate exits Koumaté parking yard in Malanville;
- one (1) Questionnaire to enumerate entries and exits at the Seba Parking yard;
- one (1) questionnaire to enumerate the entries and exits at the bridge after the Nigerian immigration;
- one (1) questionnaire at the exit of Customs premises at Gaya;
- one (1) questionnaire to capture the documentation process at Gaya.

2.5 Sample design: survey sample

Data collection for trucks loaded with goods (about 6,000 per month) for import and export at Malanville and Gaya.

At Malanville, at the export side, enumeration will be conducted since all trucks (about 6,000 per month) will be counted.

At Gaya, at the import side, physical passage of vehicles will be exhaustively enumerated to capture all trucks crossing the border; that is about 6,000 trucks per month. However, the
documentation process will only take into account the 10% of trucks crossing the border post.

Four agents have been positioned to provide information on the documentation process. Each record 20 trucks per day with all the information found on the questionnaire and listed above.

2.6 Progress of work

After the training sessions, simulations were conducted to give the officers a better perspective in respect of their specific tasks. Reconnaissance surveys were conducted by collection officers and some case studies have supported the process.

The first collection exercises were difficult because there was opposition from the uniformed services (Police and Customs) at the Gaya border post who say they have not been informed of the start of the data collection operation. After discussions with supervisors, the collection was allowed to go on.

2.7 Deadlines in implementing the collection schedule

It is expected that the investigators who record data on entries and goods trucks at Malanville and Gaya can do the job for the duration of data collection (April to June 2014).

On the other hand, collection officers dealing with the documentation process should work two weeks or 15 days each month with a target of 20 trucks per day to record.

This provision would allow ALCO to determine if it can increase or decrease the size of the sample depending on the amount of work to be performed on the ground.

2.8 Coding, data entry and transmission

The record sheets of the Koumaté parking yard are entered on site at Malanville as well as those of Gaya, at the entrance after Immigration and exit from Customs premises. Physical documents will be sent by bus to ALCO headquarters in Cotonou for verification of data collected and entered. Data entered once emailed and after verification will be processed and analyzed.

The questionnaires for the documentation process will be completed and centralized at the head office of ALCO in Cotonou. The coding of open questions and data entry will be made immediately after receipt of questionnaires by a team of 3 agents. For coding, since most of the questions are pre-coded, it will only focus on other uncoded questions.

2.9 Data processing and analysis

The collected data is processed in two ways. The first phase of processing consist of recording data on the entry and exit of trucks for import and export (Malanville-Gaya) and vice versa (Gaya-Malanville), that is to say, data from Koumaté and Seba parking yards at Malanville and that of Kocha parking yard on the side of Gaya. Calculations are performed with Excel and they involve the physical movement of trucks in both directions. The results are compiled in the table in the result section.

The second aspect of the processing, documentation process involved in crossing from Malanville to Gaya and from Gaya to Malanville. Data collected by questionnaire are recorded in Epi Data for entry and verification. Once the data are verified, they are exported to either SPSS or STATA software for analysis. At the end of processing and analysis, the recorded data are still exported to Excel for formatting. The results are also recorded in the table in the results section below.
Processing of the received data show an average time around 13 hours and the maximum time spent is around 40 hours with a dispersion that is more or less higher, that is 9 hours which does not provide objective information on Treatment of the received data show an average time is around 13 hours and the maximum time spent is around 40 hours with a dispersion that is higher or lower, or 9 hours no information objectively on delays of escort delays

2. ON THE ABIDJAN-LAGOS CORRIDOR: SEME, KRAKE, KODJOVIAKOPE AND AFLAO

1. Indicator definition and collection framework

- Definition

*Difference between the time of departure from the border post of the destination country and the start time of the customs formalities in the country of origin.*

- Collection framework and direction of trucks

2. General collection methodology for the Seme-Krake and Aflao-Kodjoviakopé borders

This involves recordings, direct observation and interviews that are conducted during the survey period. Data is collected during 15 days each month by the collection officers at each border post.

Data collection started since 2010 as part of the Abidjan-Lagos Trade and Transport Facilitation Project (ALTTFP) under World Bank funding. ALCO has historical data to help better understand the seasonal variations with different collection rates for these two borders Seme-Krake and Aflao-Kodjoviakopé. ALCO also used the records of ATLAS company (parkingManager at the Kraké border) to estimate the number of vehicles and duration of parking on the Benin side. It is important to clarify that it is in this park that transshipment occurs especially with trucks from Kraké. The contents of several trucks are dumped into a truck whose dimensions go beyond those required in a standard truck. These trucks are usually called “oversized cargo” trucks or “boat” trucks.
For the Kodjoviakopé-Aflao border (Togo-Ghana), the extreme thinness of the parking yard on the side of Kodjoviakopé has more or less negatively impacted trucks crossing time.

The work performed in connection with the establishment of joint border posts will enable us to make projections with seasonal variations in other years to establish comparisons and identify the absolute or relative deviations from the target values, the frequencies of reports and others. It is important to note that a JBP has been built at Noepe (about 30 km from Lome in the Northwest). The JBP has been provisionally commissioned but it is not yet operational, same as that of Malanville.

Under the ALTTFP, ALCO has established a methodology and has been collecting data since 2010 on border crossing for trucks loaded with goods. For the Seme-Krake and Kodjoviakopé-Aflao borders, the data is still collected by routine surveys every two months using a questionnaire to capture the movements of trucks and documentation process with the exception trucks loaded with certain goods such as cement, plastics and perishable food. Increasingly, we are moving towards the completeness with mastery and experience of collecting officers on the ground and we can say with a margin of error of 5% or a confidence interval of 95% that virtually all trucks loaded with goods are captured at the passage of these two borders. Equipped collection officers are positioned at the export and import sides of each country and cross-referencing is done by identifying the registration numbers of trucks with goods.

- **Diagram of the general methodology**

The Abidjan Lagos Corridor Organization (ALCO) is monitoring border crossing delays as part of the program indicators for the Abidjan Lagos Trade and Transport Facilitation Program (ALTTFP). The definition of the border crossing delays is illustrated in the diagram below:

**Diagram: Definition of the border crossing times for the ALCO methodology**

Considering the practice of truck drivers to park vehicles in border parking yards, the definition retained for border crossing corresponds only to the envelope time taken by the procedures (from B to G in the diagram, or T8). However, in terms of impact on the trucking time, the relevant border time is the total time spent at the border, T9.

In practice, the duration of the documentation process is minimal compared to the envelope
time, mainly because of the inefficient transfer of the documents between the two sides of the border.

2.1- Méthodology at the Seme-Kraké border

1. Movements of vehicles, information about the driver and documentation process

ALCO recruited officers to collect data at these borders. Two collection agents are positioned at the export and import sides. At the export as well as the import side, the officers move in large parking yards to track truck movements from one place to another. In the export and import direction, that is to say in the Atlas Parking yard and its surrounding areas, there is exhaustive capturing of the entry and exit dates and times of passing vehicles, noting the registration and the nationality of the tractor and the origin (Cotonou port with trucks or Hillacoundji for vehicles under escort). In the Seme-Krake and Krake-Seme direction, the main fields of the data are:

A- Section reserved for use with guidance (index in the general base, entry basis Index in the database)

B- Reference of the investigation with the elements (Export side of border post, Campaign, Name of investigator (Write the names of two investigators at the Export and Import side), Code of the investigator, survey start date, survey identification, identification of the monitoring survey along the corridor in the border countries)

C- Driver's identification (Sex, Age, Nationality, marital status, level of education.

D- Characteristic of the vehicle (Vehicle and crew in order, problems encountered, Vehicle Registration, Vehicle Type; Pick-up truck and panel trucks, light trucks (2 axles), heavy trucks (> 2 axles), articulated group), Body (Container, In seal, tank truck) Date of entry into service (shown in the “registration certificate”), Country of registration (listed on the "registration certificate"), gross vehicle weight (GVW) (listed on the "registration certificate" or on the body), Unladen weight (listed on the "registration certificate" or on the body), Mileage (noted on the meter if functional), Seating capacity (without driver) Occupancy (without driver).

At the Seme border post, most of the trucks park on the road, based on advice from freight forwarders who collect the documents to carry out the formalities with the various Administrations present mentioned above. The officer in charge of the documentation process monitoring keeps track of the documents from one point to the other stating the date, start time and end time for the formalities.

2. General framework and preparation of the survey

In both directions (Krake-Seme and Seme-Krake) the volume of traffic is huge and shows a peculiarity of this border. Traffic is generally heavier in the direction of Krake towards Seme.

Be it for truck movements and the documentation process, investigating officers closely monitor things to avoid errors in the counting of the vehicle and to better determine the different times spent with each border administration.

In the Krake-Seme direction, trucks are required to park in the large truck parking yard
(Atlas), whereas in the Seme-Krakedirection, some based on advice from freight forwarders prefer to park along the road until the end the whole crossing process. In the same direction (Seme-Krake), some trucks arrive empty to load in the parking yard or areas around the border before returning and heading to Nigeria. in the Krake-Seme, others arrive at the border for transshipment and go towards the Port or Hillacondji for another load. This situation makes it difficult to comprehensively count trucks loaded with goods across the border and because empty trucks are not registered under the definition of the indicator. The objective is to track, record all trucks. But it was not possible to access different registers of administrations and park managers. Moreover considering the situation of the border now, some still escape controls or others also arrive at night or in the absence of the investigating officers committed to the exercises outside their working hours. With a confidence interval of 95%, we can estimate those to be about 10% for each survey period of two weeks per month.

Thus, it was possible to register during the period of the investigation and in the direction of Seme-Krake, 570 vehicles of which 402 are in transit and in the direction Krake-Seme, 654 vehicles out of which 622 are intended for release for consumption. For these trucks, the different movements of trucks and documentation processes are properly monitored. These are then trucks normally have done and follow all document processes.

3.  **Training on data collection**

Training was conducted by ALCO for officers recruited to collect data on border crossing time to better count and track the movement of trucks and again to better capture the various documentation processes. These training sessions were held in Cotonou where all collection officers at the Kraké border converge there and in Lagos for those working on behalf of Seme. Simulations on the ground that is to say, on the Seme-Krake border supported the practical concepts learned.

The objective is to make them understand the collection technique with control of variables used by investigating officers and data entry operators before any activity on their part under the Seme-Krake border crossing survey.

**Trainings at Cotonou and Lagos**

The training began with an overview of the purpose of the collection and the expected results. A comprehensive presentation was made to better explain the types of trucks that officers might encounter in the course of data collection with a better understanding of the number of axles. The exercise on the number of axles was followed by practical cases to ensure better understanding. The entry form designed by the Expert Statistician was presented and explained to the survey supervisors who act as entry officers in addition to control and coordination.

At the training, emphasis was placed on the merits of having quality data. The focus was mainly on the completeness of the count at the Atlas Park and its surroundings. Most trucks are exhaustively enumerated in the entrance and exit with the dates and times of passage. Registration numbers and nationality of the tractor and the origin (Cotonouport or Hillacondji for vehicles under escort) are also taken into account.

For the Atlas Park, officers positioned capture the entry and exit with the dates and times of passing vehicles, noting the registration and nationality of the tractor and the origins. Two collection officers are positioned to provide information on the various fields mentioned above on the form for both truck movements and the documentation processes.
4. **Collection tools**

As part of this study on the passage of trucks carrying goods across Seme-Krake, collection tools designed and validated in collaboration with ALCO Experts are directly incorporated into the overall questionnaire (single) with major developments that are:

A- a section reserved for use by the Expert Statistician  
B- Respondent reference  
C- vehicle features  
D- driver identification  
E- Goods  
F- origin and waiting time at the departure  
G- destination  
H- Transporter’s reference  
I- Shipper’s reference  
J- Suggestions made by investigating officer in the field or received from respondents about truck movements and monitoring of documentation process  
K- observations made by the investigating officer in the field or received from respondents about truck movements and monitoring of the documentation process  
L- formalities and border crossing time at the export side and at the Import side  
M- case of transshipment in case there are the following variables (transshipment identification), state of the vehicle (transshipped vehicle or transshipment vehicle, date and time of the beginning and end of transshipment). The magnitude of the case of transshipment at Seme-Krake border is decreasing and the phenomenon is more or less reducing.

5. **Sample design: survey sample**

Data collection relates to trucks loaded with goods. Those stationed in the Atlas Parking yard which has a capacity of about 1,000 trucks and those that are parked around the parking yard at the import and export side at Krake-Seme.

At Kraké, at the export side, all the trucks coming into Atlas Parking during the day are taken into account and are monitored until the end of formalities and exit at the import side at Seme. In the export direction, that is to say at Seme, all trucks are parked along the road during the day and waiting or beginning the formalities are captured and monitored until the completion of formalities and exit at the import side at Kraké.

In both directions, an enumeration of all the trucks which arrive in the day and begin the formalities are taken into account whereas those use back routes or do not park in designated areas often elude investigators and are not taken into account in the process. They are estimated at 10% with a margin of error of plus or minus 5%.

Three officers positioned to provide information on truck movements and the documentation process. A quota of 30 trucks at least plus or minus a margin of 5 points is imposed by investigating officer in terms of goals that do not take into account the daily influx of traffic.

In total, during the entire period of data collection, out of a group of 1,224 trucks monitored in both directions across the Seme-Krake border, we always notice that about 47% or 570 come from Seme and about 53% or 654 come from Kraké. Within this number, the multitude varies depending on the time of collection. As we approach the festive period, there is a greater abundance (a very high number of trucks) and truck movements become more prevalent at higher frequencies.

Three officers positioned to collect information on physical movement and documentation process. The officers positioned on either side of each border post record 4/5 trucks arriving at each border post and monitor the documentation process at the same border
post (roughly corresponding to the target of 30 trucks set).

6. Progress of work

After the training sessions, simulations were conducted to give the officers a better perspective in respect of their specific tasks. Reconnaissance surveys were conducted by collection officers and some case studies have supported the process. In addition to the experience of routine data collection by officers at the border, instructions were provided mainly about capturing all the trucks loaded with goods in both directions (for export and import).

7. Deadlines in implementing the collection schedule

Data collection is carried out over a period of two weeks per month. Data are collected from the arrival at the border for export, the introduction of the documents by the forwarder to border authorities that marks the beginning of the formalities (export documentation process). Formalities come to an end when the forwarder eventually completes all the formalities with the various authorities present at the border post. Once all the formalities are completed, trucks are monitored until export exit. Upon arrival at the import checkpoint, other collection officers (3) positioned there monitor the movements of trucks and the beginning and end of formalities with the different administrations (import documentation process).

The data is recorded during the entire data collection period. These provisions allow ALCO to better understand the movements of trucks and documentation process throughout the data collection.

8. Coding, data entry and transmission

When the collection forms are completed in the field, they are coded by collection officers. Data is entered by supervisors of each information unit together with the team of investigating officers on the data entry form designed by Epi Data software installed on computers in each information unit at the border (1 at Seme and 1 at Kraké). The data, once entered, are sent to the central site at ALCO (headquarters) via email or USB media or on CD Rom for an initial check by an officer hired by ALCO with the physical media (sent by bus to ALCO or through an ALCOMissionon border information sites). ALCO’s expert Statistician in conjunction with the Transport Specialist performs a second check and plausibility check with the same software. He also conducts clearance and imputation for non-plausible answers.

9. Data processing and analysis

The collected data is processed in two ways. The first phase of processing consists of recording data on the arrival and departure at the export side of the border by trucks loaded with goods. The same processing is also performed on arrival and departure at the import side of the border by trucks loaded with goods.

Calculations are performed with Excel and they involve the physical movement of trucks in both directions. The results are compiled in the table in the results section. The second aspect of processing relates to documentation process involved in crossing from Seme to Krake and Krake to Seme. The data collected by the same questionnaire are recorded in Epi Data for entry and verification. These quantitative data, once verified are exported to either the SPSS or STATA. Quantitative data are analyzed by the CSPRO software.
3. Specific case : Additional information on operations at the Seme-Kraké border

The border is currently being converted into a one stop border post under a funding from the EU for the physical facilities and the World Bank for the soft issues. However, the contractor responsible for the building of the infrastructure was fired for lack of performance late 2012, and since then the construction work has been stopped. But now ECOWAS has follow process to identify a replacement contractor. The new contractor is the one who has built Noepe JBP (Togo-Ghana Border). The new contractor shall begin works very soon for a contractual duration of 11 months. To this end, a new launching of the works is planned by the Heads of States of Benin and Nigeria before the end of October 2014.

The situation at the border is very particular because the major part of the traffic is transshipped from Benin trucks to Nigeria trucks. The reasons are multiple, and all linked to Customs and law enforcement practices in Nigeria, and not to a lack of proper agreement between Benin and Nigeria to enable the movement of trucks across the two countries. The transshipment does not concern trucks carrying goods coming from other countries further on the Abidjan Lagos Corridor, only the ones loaded in Benin, with transit goods passing through the port of Cotonou.

The reasons for this phenomenon are listed below, without specific ranking:
- Goods destined to Nigeria are cleared at the border, and there is no domestic transit regime in place in Nigeria for that route. Instead of using the value of the goods as the basis for the calculation of the duties, Nigeria Customs is applying a lump sum formula per truck, 1.9 million Naira (around 11,400$ per truck). This is creating a perverse incentive to load as many goods as physically possible on a single truck, and that led to excesses, with specially reinforced and oversized trucks. It was customary a few years ago to combine three Benin trucks into a single Nigeria truck (a feat, considering that Benin trucks were already significantly overloaded). However, it seems that the Government of Nigeria is no longer authorizing such oversized trucks to circulate, and the current dimensions are closer to normal. It is however still common to combine two Benin trucks into one Nigeria truck.
- Law enforcement officers in Nigeria tend to assume that Benin trucks are carrying goods that have been diverted from Lagos to Cotonou and therefore tend to harass more frequently truck drivers from Benin that from the other countries. This may largely be an excuse, but according to truck drivers’ unions, the issue of harassment by law enforcement is considered by most drivers as a sufficient threat to justify avoiding driving in Nigeria. The fact that other truck nationalities (Togo, Ghana and even Cote d’Ivoire) routinely drive through Nigeria would tend to confirm that suspicion of smuggling or at least suspicion of diversion from Lagos is at the root of this behavior.

2.2- Methodology at the Aflao-Kodjoviakopé border

1. Movements of vehicles, information about the driver and documentation process

ALCO recruited officers to collect data at these borders. Two collection agents are positioned at the export and import sides. At the export as well as the import side, the officers move in large parking yards to track truck movements from one place to another. In the export and import direction, that is to say in the different parking yards and its surrounding areas, there is exhaustive capturing of the entry and exit dates and times of passing vehicles,
noting the registration and the nationality of the tractor and the origin (SanveeCondji, Lome port). In the Kodjoviakope-Aflao. In Aflao-Kodjoviakope direction, the trucks come from Tema port in Ghana, Elubo border or other towns or cities in Ghana. The main data fields are:

A- Section reserved for use with guidance (index in the general base, entry basis Index in the database)

B- Reference of the investigation with the elements (Export side of border post, Campaign, Name of investigator (Write the names of two investigators at the Export and Import side), Code of the investigator, survey start date, survey identification, identification of the monitoring survey along the corridor in the border countries)

C- Driver’s identification (Sex, Age, Nationality, marital status, level of education).

D- Characteristic of the vehicle (Vehicle and crew in order, problems encountered, Vehicle Registration, Vehicle Type; Pick-up truck and panel trucks, light trucks (2 axles), heavy trucks (> 2 axles), articulated group), Body (Container, In seal, tank truck) Date of entry into service (shown in the “registration certificate”), Country of registration (listed on the "registration certificate"), gross vehicle weight (GVW) (listed on the "registration certificate" or on the body), Unladen weight (listed on the "registration certificate" or on the body), Mileage (noted on the meter if functional), Seating capacity (without driver) Occupancy (without driver).

At the border post, virtually all trucks have been enumerated since the documentation monitoring officer was authorized to position himself outside the Customs offices to collect data from freight forwarders and the Customs Administration. The collection officer in charge of monitoring the documentation process keeps track of the documents gradually at all Administrations present at this border post, indicating the date, start time and end time for formalities.

2. General framework and preparation of the survey

In both directions (Aflao-Kodjoviakope and Kodjoviakope-Aflao) traffic volume is relatively high. Traffic is generally heavier Kodjoviajopé to Aflao direction.

Be it for truck movements or the documentation process, investigating officers closely monitor things to avoid errors in the counting of the vehicles and to better determine the different times spent with each border administration.

In the Aflao –Kodjoviakope direction, or in the Kodjoviakope-Aflao direction, trucks can park either in the large truck parking yard if they find places or park on the road while waiting for availability. In any case, parking is required during scanning or performing sorting and tallying on trucks because there are designated places for these operations.

Thus, during the survey period, in the Aflao-Kodjoviakope direction, 384 vehicles were recorded out of which 214 are released for consumption while in the direction Kodjoviakope-Aflao direction, 426 were recorded out of which 317 were in transit. For these trucks, the different movements of trucks and documentation processes were monitored. These are therefore trucks which have completed and followed the entire documentation process.

3. Training on data collection
Training was conducted by ALCO for officers recruited to collect data on border crossing time to better count and track the movement of trucks and again to better capture the various documentation processes. These training sessions were held in Accra where all collection officers at the Aflao border converge and in Lome for those working on behalf of Kodjoviakope. Simulations on the ground that is to say, on the Aflao-Kodjoviakope border supported the practical concepts learned.

The objective is to make them understand the collection technique with control of variables used by investigating officers and data entry operators before any activity on their part under the Aflao-Kodjoviakope border crossing survey.

**Training in Accra and Lome**

The training began with an overview of the purpose of the collection and the expected results. A comprehensive presentation was made to better explain the types of trucks that officers might encounter in the course of data collection with a better understanding of the number of axles. The exercise on the number of axles was followed by practical cases to ensure better understanding. The entry form designed by the Expert Statistician was presented and explained to the survey supervisors who act as entry officers in addition to control and coordination.

At the training, emphasis was placed on the merits of having quality data. The focus was mainly on the completeness of the count of all trucks arriving at the border posts. Most trucks are exhaustively enumerated in the entrance and exit with the dates and times of passage. Registration numbers and nationality of the tractor and the origin (Lome port or SanveeCondji for vehicles escorted until HillaCondji) are also taken into account.

Officers positioned there capture the entry and exit with the dates and times of passing vehicles, noting the registration and nationality of the tractor and the origins. Three collection officers are positioned to provide information on the various fields mentioned above on the form for both truck movements and the documentation processes.

### 4. Collection tools

As part of this study on the passage of trucks carrying goods across Aflao-Kodjoviakope, collection tools designed and validated in collaboration with ALCO Experts are directly incorporated into the overall questionnaire (single) with major developments that are:

A- A section reserved for use by the Expert Statistician  
B- Respondent reference  
C- Vehicle features  
D- Driver identification  
E- Goods  
F- Origin and waiting time at the departure  
G- Destination  
H- Transporter’s reference  
I- Shipper’s reference  
J- Suggestions made by investigating officer in the field or received from respondents about truck movements and monitoring of documentation process  
K- Observations made by the investigating officer in the field or received from respondents about truck movements and monitoring of the documentation process  
L- Formalities and border crossing time at the export side and at the Import side.

### 5. Sample design: survey sample
Data collection relates to trucks loaded with goods. Those stationed in the parking yard in Aflao and Kodjoviakope which have capacities of about 150 and 50 trucks respectively and those that are parked around the parking yard at the import and export side at Aflao - Kodjoviakope.

At Kodjoviakope, at the export side, all the trucks coming into the parking yard behind the Customs offices and in front of the offices of the general services and immigration especially during the day are taken into account and are monitored until the end of formalities and exit at the import side at Aflao. In the export direction, that is to say at Aflao, all trucks around the parking yard under rehabilitation are taken into account during the day and those waiting or beginning the formalities are captured and monitored until the completion of formalities and exit at the import side at Kodjoviakope.

In both directions, there is a more or less exhaustive enumeration which takes into account all the trucks which arrive in the day and begin the formalities. However, those that elude monitoring at this border are estimated at 5% with a margin of error of plus or minus 5%.

Three officers are stationed there to provide information on truck movements and the documentation process. A quota of 25 trucks at least plus or minus a margin of 5 points is imposed by investigating officer in terms of goals that do not take into account the daily influx of traffic.

In total, during the entire period of data collection, out of a group of 810 trucks monitored in both directions across the Aflao - Kodjoviakope border, we notice that about 53% or 426 come from Aflao and about 43% or 384 come from Kodjoviakope. Within this number, the multitude varies depending on the time of collection. As we approach the festive period, there is a greater abundance (a very high number of trucks) and truck movements become more prevalent at higher frequencies.

Three officers are stationed there to collect information on physical movement and documentation process. The officers positioned on either side of each border post record 4/5 trucks arriving at each border post and monitor the documentation process at the same border post (roughly corresponding to the target of 25 trucks set).

6. Progress of work

After the training sessions, simulations were conducted to give the officers a better perspective in respect of their specific tasks. Reconnaissance surveys were conducted by collection officers and some case studies have supported the process.

In addition to the experience of routine data collection by officers at the border, instructions were provided mainly about capturing all the trucks loaded with goods in both directions (for export and import).

7. Deadlines in implementing the collection schedule

Data collection is carried out over a period of two weeks per month. Data are collected from the arrival at the border for export, the introduction of the documents by the forwarder to border authorities that marks the beginning of the formalities (export documentation process). Formalities come to an end when the freight forwarder eventually completes all the formalities with the various authorities present at the border post. Once all the formalities are completed, trucks are monitored until export exit. Upon arrival at the import checkpoint, other collection officers (3) positioned there monitor the movements of trucks and the
beginning and end of formalities with the different administrations (import documentation process). The data is recorded during the entire date collection period.

These provisions allow ALCO to better understand the movements of trucks and the documentation process throughout the data collection.

8. Coding, data entry and transmission

When the collection forms are completed in the field, they are coded by collection officers. Data is entered by supervisors of each information unit together with the team of investigating officers on the data entry form designed by Epi Data software installed on computers in each information unit at the border (1 at Aflao and 1 at Kodjoviakope). The data, once entered, are sent to the central site at ALCO (head office) via email or USB media or on CD Rom for an initial check by an officer hired by ALCO with the physical media (sent by bus to ALCO or through an ALCO mission on border information sites). ALCO’s expert Statistician in conjunction with the Transport Specialist performs a second check and plausibility checks with the same software. He also conducts clearance and imputation for non-plausible answers.

9. Data processing and analysis

The collected data is processed in two ways. The first phase of processing consists of recording data on the arrival and departure at the export side of the border by trucks loaded with goods. The same processing is also performed on arrival and departure at the import side of the border by trucks loaded with goods.

Calculations are performed with Excel and they involve the physical movement of trucks in both directions. The results are compiled in the table in the results section.

The second aspect of processing relates to documentation process involved in crossing from Aflao to Kodjoviakope and Kodjoviakope to Aflao. The data collected by the same questionnaire are recorded in Epi Data for entry and verification. These quantitative data, once verified are exported to either SPSS or STATA. Quantitative data are analyzed by the CSPRO software.

VIII. CONCLUSION

This report focuses on border crossings of trucks loaded with goods at the three border posts namely Malanville-Gaya (Niger-Benin), Aflao-Kodjoviakope (Ghana-Togo) and Seme-Krake (Nigeria-Benin).

After the collection and processing of data, the following conclusions can be drawn:

- The four coastal countries covered by the survey (Nigeria, Benin, Togo and Ghana) have relatively balanced trade;
- Trading is mostly focused on the products of local industries in those countries;
- Out of the 85% of traffic from Cotonou, 48% is redirected to the border with Nigeria as against 22% to Niamey;
- Barely 2% of trucks loaded with goods (mostly agricultural products and uranate) cross the border to enter Gaya in Beninese territory;
- Malanville is no longer service as an office for goods issue to Niger;
- Trucks arriving at Malanville to enter Niger are conveyed in three waves in a day;
- Unlike the other five border posts (Seme, Krake, Kodjoviakopé, Aflao and Gaya), where there is a plethora of state institutions responsible for customs clearance, Malanville only has Customs and the Police;
- Even when they are open 24 hours a day (with the exception of Kodjoviakopé and Aflao open from 6:00 am to 10:00 pm) the border do not process the trucks beyond the official working hours or during weekends and holidays;
- The phenomenon of transshipment at Kraké is almost systematic for trucks loading at the Cotonou port heading towards Nigeria; it accounts for about one fifth of the traffic;
- Kraké, Gaya and Malanville have paid parking services which provide substantial income to their promoters;
- There is no uniformity in the various crossing times observed at the six border posts; In short, the border crossing times present a distribution of times among the three groups as follows:
  
  o Less than 24 hours: Malanville (direction of Gaya towards Malanville: 1h) and Kodjoviakopé (direction of Aflao towards Kodjoviakopé: 22h)
  o from 24 hours to 48 hours: Seme (direction of Kraké towards Seme: 24h) and Aflao (direction of Kodjoviakopé towards Aflao: 42h)
  o more than 48 hours: Gaya (direction of Malanville towards Gaya: 59h) and Kraké (direction of Seme towards Kraké: 63h).

The different border crossing times observed at these border posts will serve as a baseline or reference before the operationalization of the JBP s and help measure impacts to contain bottlenecks that may arise in their operation.