DISTR: LIMITED
ECA/MIE/NIA/XV/97/04
OCTOBER 1996
ENGLISH
ORIGINAL : FRENCH

UNITED NATIONS
ECONOMIC COMMISSION FOR AFRICA

MULTINATIONAL PROGRAMMING AND
OPERATIONAL CENTRE (MULPOC)
FOR WEST AFRICA

REPORT ON THE ESTABLISHMENT OF IMPROVED CORRIDORS TO PROMOTE THE MARKETING OF LIVE CATTLE IN THE COUNTRIES OF THE WEST AFRICAN SUB-REGION

I - INTRODUCTION

It will be recalled that during the Thirteenth Meeting of the Committee of Experts held at Nouakchott, Mauritania from 29 to 31 March 1993, a study conducted on the " proposals for improving the marketing of goats and sheep in countries of West Africa through the establishment of improved corridors " was presented. The main objectives of the study were as follows :

(i) analyse concisely, the current situation of livestock with special emphasis on the problems related to the marketing of sheep and cattle ; and

(ii) make proposals on the establishment of improved corridors in order to improve the marketing of small animals.

It was within the framework of such proposals that the study identified, on the one hand, the main cattle paths to be improved and actions to be envisaged, on the other hand, in the fields of managing improved assembly points, pastoral water supply, animal health and problems aimed at intensifying the export of small animals on the hoof by influencing the marketing channels.

During the discussions that followed the presentation of the report concerning the study, the Intergovernmental Committee of Experts placed emphasis on the importance of expanding the improved corridors in order to find appropriate solutions to problems related to the marketing of cattle and as a final recommendation on the issue, the "establishment of improved corridors to promote the marketing of cattle among countries of the sub-region" was advocated.

The present report which is supposed to be a follow-up to this recommendation adopted by the Intergovernmental Committee of Experts at Nouakchott, will not dwell on the points that had been sufficiently documented in the first study such as production, inter-State trade and marketing of cattle during the past decade. The main aim of this report is therefore as follows:

- show the recent trend of trade among the main cattle exporting and importing countries in the sub-region ;

- make an observation of the actual activities undertaken in the area of improving or establishing transport corridors towards the improvement of marketing cattle on the hoof in West Africa, and

- making appropriate recommendations.

II. RECENT TRENDS IN TRADE AMONG THE MAIN CATTLE EXPORTING AND IMPORTING COUNTRIES IN THE SUB-REGION.

2.1. AN OVERVIEW OF THE MAIN CATTLE EXPORTING COUNTRIES IN WEST AFRICA

2.1.1 - MALI

According to recent data provided by the National Livestock Directorate in 1995, the total population of cattle in Mali was etimated at 5,731,277 cattle and 12,872,741 sheep and goats. Out of the available number of 601,780 cattle and 3,861,822 sheep/goats, the production of beef was 90,267 tons while 57,927 tons of meat were derived from small animals.

Still in 1995, controlled exports from Mali included 104,500 cattle and 202,000 sheep/goats while total exports were estimated at 169,500 cattle and 317,500 sheep/goats.

During the same period, the Malian livestock sector accounted for about 22 percent of the GDP with 22 billion CFA F in export revenue or, 40 40 percent of the country's export revenue according to data provided by the National Livestock Directorate.

Following the fall in exports of cattle, sheep and goats from 1990 to 1993, it was noticed that due to the devaluation of the CFA franc, there was considerable increase in the export of cattle by a factor of 4.25 while that of sheep increased by a factor of 2.65 in 1994.

Most of the exports from Mali were almost totally directed to Côte d'Ivoire and Senegal.

In spite of its relatively considerable weight in the national economy, the sector has, since two decades, been experiencing shortages characterised by poor performance of the production and marketing systems and by a rather low level of investments. Indeed, production has been disturbed by climatic hazards alternating drought with good rains that influence the quantity and quality of available pasture-lands. With regard to the marketing of products, it is based essentially on cattle on the hoof to the detriment of the potentials that the economy could derive from the export of meat (an obsolete network).

However, there seems to be a way out following the devaluation of the CFA franc which has revitalised the sector by improving the export revenue and incomes of producers and professionals of the sector; all factors that would encourage new growth opportunities in the animal production sector. Furthermore, this trend has been sustained by a new livestock policy orientation in Mali which has led to the State's withdrawal in favour of the private sector with the aim of modernising the pastoral and agro-pastoral systems and attracting new investments.

It was in this light that export procedures were particularly simplified by means of the following elements :

- expansion of the authorised export routes for the herders and herders' associations;

- use of temporary certificates delivered, automatically and together with the vaccination certificate at the same time, by the veterinary services;

- use of provisional certificate or export intention, as the case may be, to serve as customs declaration;

- certain conditionalities demanded before export intentions could be recorded are no longer obligatory for the herders and cattle herders' associations;

- repatriation of the exchange value of exports shall henceforth be certified by the primary banks in terms of movements of financial transfers;

- export licence for meat exporters has been abolished.

Finally, it must be noted that the **Office malien du bétail et de la viande** (OMBEVI) has a year-round weekly publication on information related to the price of cattle and meat from all the important markets of Mali. This permanent market information system enables the economic operators, large-scale butchers and consumers to find their bearings and to have stakes on the most dynamic markets in terms of profitability and performance. The commercial information from the main cattle markets of other countries of the sub-region has also been put at the disposal of national economic operators through the **OMBEVI** channel.

2.1.2 - BURKINA FASO

Burkina Faso together with Mali are the two main cattle exporting countries in the West African sub-region. Although, the Malian cattle constitutes a richer source of food, it must be admitted that Burkina Faso also possesses an unquestionable comparative advantage vis-à-vis the jointly coveted markets of Côte d'Ivoire and Ghana in particular: these are closer border countries along the coast with a direct railway line linking Ouagadougou and Abidjan and where skilled workers are better organised, etc.

From January to April 1994, exports of cattle increased by 66 percent compared to the same period in the previous year. Apart from Côte d'Ivoire and Ghana, Togo and Gabon also imported cattle from Burkina Faso.

The resumption of economic activity in the livestock sector is currently reflected by the establishment of new enterprises and a high increase in the transport capacity of animals. Roads and railways obviously constitute the priviledged means for exporting cattle. However, it is not impossible that in order to meet the needs of some coastal countries, aerial transport could be envisaged especially for good quality refrigerated carcasses at competitive prices.

For its part, the government adopted fiscal measures in 1990 aimed at reducing considerably, export taxes that affected herders.

It will be noticed that like other producing countries in the zone, there is still a serious problem at the level of veterinary products and the health coverage of cattle. Indeed, the monetary re-adjustment led to a considerable increase in the prices of medicines such as trypanocides and de-wormers.

2.1.3 - NIGER

After uranium, livestock constitutes the most important sector for the economy of Niger since it accounts for close to 17 percent of the GDP. As regards the financing of this sector, the policy of the State has particularly given a pride of place to external financing, even though, the share allocated to the sector in the national budget has reduced considerably since independence. Hence, the funds meant for operating the livestock services fell from 2.7 percent of the overall budget to less than 1 percent between 1960 and 1996. Similarly, the territorial community budgets, where the livestock sector contributes more than 25 percent, the sector receives less than 4 percent of the budget.

Unlike the other exporting countries of the Sahel such as Burkina Faso and Mali, the change in the parity of the CFA franc that took place in January 1994 has not had any real impact on the export of Niger cattle to the extent that such impact has not been selective. In fact, following the resumption of activities during the first two months of the devaluation, exports fell over time compared to 1993 - the year which preceded the devaluation and characterised by massive exports of cattle. Out of 10,093 cattle and 31,656 sheep and goats available in January 1993, exports of cattle rose to 22,346 while small animals rose to 63,513 respectively in the same month of 1994.

According to the Niger Livestock Office, the reasons for this rather favourable situation which led to the revival of activities observed during the first two months of the devaluation was probably due to the presence in Niger of Nigeria's economic operators who, by benefiting from the non-convertibility of the CFA franc outside the franc zone, invaded the Niger cattle markets in order to exchange their CFA reserves against a considerable number of cattle on the hoof.

The fall in export revenue generally recorded in 1994 as compared to that of 1993, was probably due to lack of bank credits or revolving funds meant for the economic operators of Niger to cover their purchases of cattle following the departure of the operators from Nigeria. Furthermore, the exchange rate of the Naira as against the CFA franc was unfavcurable to the Nigerian operators. Since then, the Niamey-Lazaret cattle market has not been functioning as before.

The cattle marketing constraints in the Sahel in general and in Niger in particular are characterised by a number of factors :

- In the first place, the collection of animals is effected more often through traditional means by middlemen whose activities have a negative effect on the price and quality of the products.

- Secondly, there is the problem of a mismatch between supply and demand. It also seems that the Niger herder does not have a specific economic aim. First of all, he produces for self-consumption and sells the surplus without considering whether such surplus meets the demand of the moment instead of striking the balance between supply and demand.

- To this must be added the poor organisation of the national economic operators. Indeed, such operators have not put in place the structures that would ensure a better assemblying and transport of animals at the appropriate time, nor structures to obtain information on the prices of domestic and external markets.

- Finally, despite the fact that the new customs regulations have abolished all export taxes, the "predatory behaviour of some State agents still persists". This constitutes a hindrance to the free flow of trade..."

2.1.4 - MAURITANIA

According to the "Technical report on the livestock development policy" (Ministry of Rural and Environmental Development, Nouakchott, 1994)," since export of cattle on the hoof is a clandestine activity, it is by definition, impossible to assess it directly. There are no official statistics and even cattle herders and traders are reluctant to declare the amount of their sales abroad for fear of sanctions". Therefore, the evaluation method used in Mauritania is one of admitting that exports correspond to surplus production over national consumption. Thus, the theoretical calculations made by the Livestock Office showed that in 1992, the country's export surplus was probably around 43,300 cattle, 327,600 small animals and 31,600 camels. The main importing country of Mauritanian cattle is, once again, Senegal.

2.2 - THE MAIN CATTLE IMPORTING COUNTRIES IN WEST AFRICA

2.2.1 - THE IVOIRIAN MARKET

Côte d'Ivoire's market is supplied with meat by Burkina Faso and Mali. According to a market study conducted by the FAO in May 1995 both in Côte d'Ivoire and Senegal, it was revealed that in 1994, meat from Mali accounted for 35 percent of the consumption of beef in Côte d'Ivoire as against 26.5 percent for Burkina Faso. With respect to small animals, imports from Mali accounted for 55.5 percent against 44.5 percent from Burkina.

Abidjan and Bouaké are the two cattle markets in Côte d'Ivoire. Access to the cattle market at Port Bouet in Abidjan attracts a fee of 1000 CFAF per head for the Administration and 100 CFAF for the town council at Port Bouet.

Since the cattle market at Port Bouet in Abidjan is the biggest and one of the most bouyant in the sub-region, the price of cattle has greatly soared up. In 1995, the price rose from 80,000 to 190,000 CFA F. Imports of meat from outside of Africa which was close to 50,000 tons in 1988, diminished gradually by 30,000 tons in 1991 to 17,000 tons in 1993 and 4,000 tons in 1994. Further reduction could be expected in 1996. European countries should stop subsidising their herders so that they would no longer be able to sell below the cost price.

There were problems associated with the imports of cattle from the sahelian countries which amounted to about 27,000 tons (450,000 heads of cattle) in 1993. In 1994, imports increased by 40 percent due to the devaluation, without actually making up for the 80 percent reduction in imports from Europe. Between January and June 1995, there were frequent breaks in supply of cattle to the Port Bouet market on the part of the sahelian countries. Retail prices ranged from 1000 to 1200 CFA F per kilogramme of meat. Strangely enough, meat disappeared from the market on some days. According to the Livestock Production Office, supplies were greatly diminished due to the fall in the sahelian countries' contribution and the restrictions imposed on European imports.

Assuming that the long distances travelled by cattle on the hoof has greatly reduced, the fact however is that in 1990, only one third of the animals arrived at the northern border of Côte d'Ivoire.

From the borders to the final market destinations, the transpotation is forcibly made by trucks managed by private Ivorian companies at a cost ranging from 25,000 to 30,000 CFA per vehicle.

This restriction imposed on cattle from the sahel led in 1995 to a break in supply of cattle on the Port Bouet market while the devaluation raised transport costs. Thus, loading of 35 to 40 cattle onto a truck fetched a transport fee of 700,000 to 800,000 CFAF.

The current situation in Côte d'Ivoire is that the marketing channel is characterised by the intervention of professional organisations including herders, cattle merchants, large-and small-scale butchers, transporters, importers of cattle, etc. Their aspiration is to modernise the professions in order to establish an integrated channel based on the transfer of a leased product from one link to another. However, the extremely long time limits for recovering credits constitute a rather high proportion of the entire operations. This can lead to serious problems including bankruptcy on the part of the cattle exporters.

2.2.2 - THE SENEGALESE MARKET

Senegal is a country in West Africa where livestock is of great importance. In 1993, the livestock population was estimated at 2.7 million cattle and 6.7 million sheep and goats. Therefore, by applying the average rate of exploitation to the above-mentioned livestock population including, as a matter of course, poultry and pigs, there is the likelihood of obtaining a national output of 81,000 tons of meat per year. However, with an annual per capita consumption of 10.4 kg, the overall Senegalese demand is about 83,000 tons. Comparing this demand with national output during the same period, it can be observed that Senegal is able to meet only 97 percent of its needs from domestic sources of meat.

The shortfall was made up in 1988 with low imports from Mauritania and Mali to the tune of about 3,000 cattle and 14,000 sheep and goats.. During this period, Mauritania and Mali had 80 percent and 20 percent of imports respectively. However, since 1989, the border crisis between Senegal and Mauritania made Mali the main supplier of animals.

Malian imports of cattle has been on the increase since 1994 due to the Nioro cattle fair which brought together the Senegalese cattle merchants and Malian herders under the aegis of the consular federations of the two countries. This could be the outcome of consolidating the supply network from Mali. To this must be added the profitability of the Malian channel due to the fact that the cost prices of cattle on the Malian markets are cheaper by a margin ranging from 32 to 40 percent compared to that of Senegal.

Transport of cattle from Mali is done almost exclusively by train due to the poor state of the roads. Transport fares are charged in terms of the type of train used.

The fare in the express trains bound for Bamako and Dakar (30 hours journey) in respect of 27 to 30 cattle is 749,529 CFA F for each wagon. With regard to ordinary trains which make the journey in 72 hours between Bamako and Dakar, the transport cost is for a similar wagon in 1984 was 490,680 CFAF.

On arrival in Senegal, the cattle is subjected to the following taxes : 10 percent value added tax, 5 percent customs duties, 3 percent compensation fees. The taxable base constitutes a price list that charges 20,000 CFAF on the slaughtering of cattle, i.e a total tax of 3,600 CFAF per head of cattle and 10,000 CFAF for sheep or a total tax of 1,800 CFAF per head.

2.2.3. - THE NIGERIAN MARKET

According to the estimates provided by the Department of Planning, Research and Statistics of the Federal Ministry of Agriculture, the livestock sub-sector contributed about 14 percent to the GDP of Nigeria. The livestock population in 1992 was 14 million cattle, 22 million sheep, 34 million goats and 35 million pigs (An Overview of the Nigerian Agriculture, 1992).

The Government of Nigeria exercises no control over prices, but it imposes restrictions on imports of meat and meat products. On the other hand, cattle is generally imported from the Sahelian countries including especially, Niger.

2.2.4 - THE GHANAIAN MARKET

It will be recalled that well before independence and until the onslaught of the 1973 drought, Ghana was the main importer of cattle from Mali. But since then, there has been a systematic reduction in the country's demand to the point of virtual stoppage of controlled cattle trade with Mali. The erosion of the Malian market is not only in favour of the heavily subsidised and competitive meat imported from outside Africa, but also to the long periods of isolation imposed on the sahelian cattle and the obligatory sale of the cattle depending on its real weight. To this must be added the non-convertibility of the Ghanaian currency - the Cedi - which does not allow the transfer of funds.

Following the resumption of competitiveness due to the devaluation of the CFA franc, the annual demand was estimated at between 100,000 and 150,000 cattle from the Sahel.

However, numerous obstacles still persist in the export of cattle on the hoof from Mali and Burkina Faso to Ghana due mainly to the following factors :

- high taxes levied at the Ghana borders range between 30,000 and 40,000 Cedis per head of cattle, i.e. 15,000 to 20.000 CFAF. This tax is also not effective to the extent that, in order to evade it, the Malian and Burkinabe traders connive with their Ghanaian partners to " transform the sahelian cattle into Ghanaian cattle" ;

- from the final cattle market destination of Kumasi, Tema and Accra, the trader has to pay so many fees and go through about 40 checkpoints, according to the Ghana Ministry of Agriculture ;

- the tax levied at the final market destination is about 400 Cedis per head of cattle.

It is obvious that such constraints hardly contribute to the swift conveyance and supply of the sahelian cattle to the Ghanaian market not to talk of the well-known lack of political will.

2.2.2 - THE ALGERIAN MARKET

There is an informal barter trade between Mali and Algeria which focuses essentially on small animals, thus enabling the southern part of the country to be supplied with meat in exchange for dates, semolina and carpets. According to the FAO, Algeria imported 8,000 heads of cattle and 305,000 sheep in 1993.

III - THE EXISTING MEANS OF TRANSPORT AND CONSTRAINTS TO THE CONVEYANCE OF LIVE CATTLE IN THE SUB-REGION

The general estimation of transport costs in the main sahelian corridor accounts for 47.5 to 61.3 percent of the overall marketing cost of cattle.

There are three means of transporting live cattle : on the hoof, by trian and by truck. Transportation of meat by containers is virtually insignificant : it is barely 1 percent of the total.

In the sixties and seventies, the main means of transporting cattle was on the hoof and by train; but as from the 1980s, transport by truck became a more competitive alternative. In 1988, the share of transport of cattle on the hoof from Mali and Burkina Faso towards Côte d'Ivoire exceeded transportation on the hoof by 37.7 percent and by train by 27.4 percent. Sixty five percent (65 %) of the small animals were mainly transported by truck while the share of transport by train and on the hoof were 34.2 and 1.3 percent respectively.

During the initial stages of the marketing process (i.e. movement of animals from the selling to the assembly centres in the production areas), the journey on the hoof accounted for close to 100 percent of the cattle network and a little less in respect of small animals. That was due largely to the lack of more effective alternatives than the journey on the hoof in the sahelian rural areas. Indeed, transportation by truck is more expensive over laterite feeder roads from the rural assembly markets to the main asphalted highways coupled with the fact that there is a higher risk of cattle mortality through transportation by truck over bad roads.

3.1 - THE MAIN TRANSPORTATION NETWORK OF CATTLE ON THE HOOF FROM THE SAHELIAN EXPORTING COUNTRIES

Generally, the animals meant for export or the urban abattoirs are sold on the assembly markets in the sahelian exporting countries. Negotiations are conducted through middle-men.

Activities on the markets depict important seasonal variations. Generally, there is greater activity at the end of the rainy season from September to November when the animals are in good shape and less activity at the end of the dry season when the animals move to pastures in the rainy season. In this period, there are considerable variations in terms of the weight of the live animal and the carcass.

Generally, the big market days for cattle take place every week in such a way that the traders can frequent different markets from one day to another. These markets constitute actual channels from production zones to consumption areas by making use of the following main export networks :

3.1.1 - <u>Transport network from Mali</u>

a) <u>Networks originating from the 5th region (Mopti)</u>

There are two main export networks starting from the 5th Region : one runs along the western border of the Delta and the other along the eastern border.

- The western network affects animals mainly from the Léré and Niafunké regions which join up with Nampala or Ké-Macina from where they could be directed towards towards Segou or San converging on Koutiala. From Koutiala the animals could be sent to Sikasso or cross over to the Burkina border to Fatoma to board the Bobo-Dioulasso train. Part of the animals could move from Ségou to Bamako to replenish the city's supplies.

- the channel along the Eastern Delta border passes through the N'Gouma, Korientzé, Konna, Fatoma and Sofara markets to link up with the Western border channel.

- exports channels towards Ghana start from N'Gouma and Mopti-Sévaré.

- from Sévaré, a path leads to Bandigara, Ouahigoya and continues towards Ouagadougou or Bobo-Diolasso.

b) Channels originating from Western Sahel

Animals collected in the western sahel are assembled mainly at Yélimané, Nioro, Ballé and Nampala markets. These assembly points constitute cattle departure routes which join up to form three transport channels :

- one channel passes through the Manankoro border and continues to Odiéné and Man in Côte d'Ivoire. This channel also supplies Liberia.

- another channel joins up with the Ivorian market at the border town of Tingréla.

- the last channel passes through Sikasso and joins up with the railway at Ouangolodougou or Ferkéssédougou in Côte d'Ivoire.

- from Nara and Nampala, the animals move to Sokolo, Niolo and Ségou. From Ségou, the animals meant for export move to Koutiala and Sikasso from where they are directed towards Tingréla and Ouangolodougou.

- from Nioro in the sahel through Yélimané and Kayes, the channel passes through Senegal where the animals are directed towards the Bakel markets by train to Dakar.

c) Channels originating from Gourma and the 6th and 7th Regions

These 6th and 7th economic regions of Mali include only the two main consumption centres at Gao and Timbuktu.

The main trading channels available in these areas are directed especially towards Burkina Faso, Ghana, Niger by passing through the following paths :

- a path begins from Hombori, passes through Boni towards Douentza and Mopti and later links up with the animal export channel towards Côte d'Ivoire.

- another path begins from Bambara-Maoundé and links up with the 5th region channel

- from Gourmas-Rhassous, a path leads directly towards Burkina faso passing through Gossi and Makoye (Burkina Faso).

- finally, the channel of the 6th Region leads towards Niger from Ménaka.

As indicated above, the transport of cattle on hoof is still important in Mali, but it will be noticed that, increasingly these exports are made by trucks from assembly and departure points such as Mopti, Ségou, Koutiala, Sikasso and Bamako.

After the devaluation, prices shot up because of shortage of trucks and the increase in exports. The full cost was 36.75 CFAF per metric ton.

It must be pointed out that the journey made by cattle on the hoof is no longer allowed in the south of Bouaké due to the increasing human and animal population and the expansion of cultivable lands.

3.1.2 - Transport channels from Niger and Burkina

Obviously, Burkina Faso and Niger are two important livestock countries and they also constitute important meeting points for cattle from Mali towards Côte d'Ivoire and Ghana especially. Consequently, the following main transport channels have been identifeid in Burkina Faso :

a) The eastern channel :

- from Markoye to Bittou at the Ghana border through Gorom-Gorom, Dori, Puytenga (there is a link road between Kayo and Ouagadougou), there is a direct road linking Gorom-Gorom and Kaya.

b) The central channels :

- the main channels link Djibo and Ouagadougou through Koungoussi, Ouahigouya-Ouagadougou, Yako and the less important link of Aribinda-Kaya through Barsalagho.

c) The western channels :

- these transport channels begin from the Liptako-Gourma region starting from Ouagadougou and Ouahigouya.

In the sixties and seventies, the main exporting countries in the Sahel which were Mali, Niger, and Burkina Faso exported cattle to different destinations in the West African sub-region including Ghana, Liberia, Nigeria, Togo, Benin and Côte d'Ivoire.

In the mid-eighties, Côte d'Ivoire became the main market for the sahelian cattle as indicated above. This explains why half of the cattle (54.6 percent) and more than two-thirds of the sheep and goats (71.2 percent) passed through the veterinary centres in the north of Côte d'Ivoire in 1987 from Mali and Burkina Faso and conveyed to Abidjan while 10.2 percent of the cattle and 12.1 percent of the small animals were transported to other destinations in Côte d'Ivoire including Daloa.

3.2 - MAIN OBSTACLES TO THE JOURNEY ON THE HOOF

Apart from the main advantages in transporting cattle on the hoof in terms of economies of scale brought about by large herds, the following main disadvantages have been identified :

- degradation of vegetation along the cattle paths ;

- difficulties and even the inability on the part of the herders to find watering points for their animals in the rural areas. The lack of many water points along the cattle paths often oblige the cattle to travel long distance without water ;

- lack of adequate grazing grounds for the cattle along farm lands. In such cases the cattle herds are obliged to use tarred roads, occasionally.

- illegal taxes.

The result is that the cattle lose weight coupled with other risks and extra charges which weigh heavily against the marketing network, not to talk about conflicts among farmers and herders.

3.3 - SPECIFIC OBSTACLES

Apart from the general obstacles mentioned above, the following constitute specific difficulties in transporting
cattle :

1) The nothern borders of some importing countries like Côte d'Ivoire are not marked by natural obstacles and despite the numerous veterinary control centres, the entry of uncontrolled cattle cannot be pervented. This leads to the risk of contaminating the local cattle.

2) The handling of the cattle meant for export at the borders pose the following inconveniences :

- the slowness in passing through health and customs formalities;

- inadequate skilled manpower paid in terms of the number of cattle handled;

- problems related to the putting of the cattle in quarantine for a period of 15 days;

- the slowing down of the marketing network and the hoarding of revolving capital;

- operational costs; and

- problems related to discipline.

Finally, it is not necessary to over-emphasize the need for correct handling and maintenance of cattle meant for export at the assembly points and their departure points in accordance with existing regulations and the authenticity of documents.

IV - REHABILITATION AND IMPROVEMENT OF EXISTING OR ANTICIPATED TRANSPORT CORRIDORS AIMED AT FACILITATING THE MARKETING OF CATTLE ON THE HOOF

4.1 - IMPLEMENTATION STAGE OF THE RECOMMENDATION FORMULATED BY THE INTERGOVERNMENTAL COMITTEE OF EXPERTS HELD AT NOUAKCHOTT IN 1993

The proposals aimed at establishing improved corridors mentioned above in the previous report were made on the basis of the available water points, cattle assembly market centres and cattle paths including border and transhumance crossing borders.

Along these paths there was the need to create grazing zones or areas spanning 5,000 and 40,000 hectares capable of containing between 2000 and 15,000 animals in terms of maximum grazing capacity.

Hence, on the basis of the above criteria, the inter-State corridors adopted in the first study meant for development are as follows :

1. The Mauritania and Mali route linking up with Senegal :

- Mbout- Kaedi (Mauritania) towards Dahra (Senegal)
- Kiffa- Kanskossa- Selibaly- Kayes (Mali) + Train
- Aioun El Atrouss - Nioro (Mali) - Kolokani- Kati + Bamako +Train- Senegal
- Nema - Adelbagrou -Nara (Mali) - Kolokani -Kati - Bamako + Train

2. Côte d'Ivoire and Togo route proceeding from Mauritania, Mali and Burkina Faso.

- Mauritania and Mali : Abdelbagrou - Nara - Kati (Mali)
- Mali- Fatoma - Bepassin- Zegoua (Côte d'Ivoire)
- Mali and Burkina : Intilit towards Markoye (Burkina)
- Burkina Faso : Markoye - Djibo - Pouyetenga towards Lome

3. The Nigeria route proceeding from Mali, Burkina and Niger.

- Mali and Burkina Faso : Markoye - Ayorou towards Lagos
- Niger : Maradi and Zinder towards Kano
- Niger : Tahoua towards Sokoto

4. Towards Benin from Niger and Burkina Faso

- Fada (Burkina) - Niamey - Dosso -Gaya and Benin.

Generally, these proposals as well as the accompanying measures advocated in the previous study like the improvement of the corridors and reception centres, were not given an effective follow-up because of the difficult economic situation which characterised all the States in the sub-region during the last three decades. The prevailing Structural Adjustment Programmes in the sub-region including change in the parity of the CFA franc in January 1994 are not a new phenomenon to this unfortunate situation.

However, these proposals have always been a topical issue in its entirety. Thus, the follow-up activities should be implemented as soon as possible at the level of exporting and importing countries and within the sub-region in order to facilitate the marketing of cattle on the hoof.

4.2 - FOLLOW-UP ACTIVITIES AIMED AT FACILITATING THE MARKETING OF CATTLE

These follow-up activities have to do with slight modifications to the transport corridors used by cattle on the hoof as well as the following practical measures needed to facilitate the marketing of cattle:

4.2.1 - Modifications to the previously proposed transport corridors.

i) The first modification will focus on the following corridors:

- Aioun El Atrouss (Mauritania) - Nioro (Mali) - Kolokani -Kati + Bamako + Train-Senegal
- Nema - Adelbagrou (Mauritania) - Nara (Mali) -Kolokani - Kati - Bamako +Train.

Due to the increasing urbanisation of the Bamako and Kati cities which are only 15 km apart and due to the fact that Bamako is below Kati along the Dakar-Niger railway line, it will not be economical to convey the cattle to the capital in order to transport them in wagons towards Senegal. Improvement of the two corridors mentioned above will therefore have nothing to do with the Kati-Bamako line.

ii) The second modification to the corridor has to do with with the transport of cattle on the hoof towards Benin. This explains why instead of improving a single corridor linking Fada in Burkina faso with the Benin border through Niamey in Niger, the priority focused on rehabilitating the following traditional paths (see, Annex 1 - CEBV Accord N° 5), which have the advantage of being shorter, provided with water points and avoidance of harassment at the borders in the capital cities. The two newly proposed transport corridors will be rehabilitated as follows :

- Fada N'Gourma (Burkina Faso) - Tanguiéta, Natitingou, Djougou (Benin) ;
- Niamey-Dosso-Gaya (Niger) - Malanville, Kandi, Bembéréké, Parakou (Benin).

4.2.2 - Political will and practical measures to be implemented by the exporting and importing countries

a) At the level of exporting countries

The official attitude and practical measures undertaken vis-à-vis the transport corridors vary significantly in the sub-region. In Burkina Faso, there is official demarcation of routes along the main corridor linking Markoye-Ouagadougou and Djibo-Bobo-Dioulasso. It is strictly forbidden to practice any form of farming along the transport corridors. To our knowledge, such practical proposals are not being implemented in some exporting countries.

Since the cattle paths were designed to facilitate the transport of animals, the exporting countries should (especially where this is not done) take the following urgent measures relating to the transport of animals :

- create water points at every 20 to 30 km.

- avoid the damaging of crops which at times leads to conflicts and preserve the grazing lands along the corridors. The best solution would be to limit the transport corridors to 200 and 500m with compensation to the land owners.

b) At the level of importing countries

With regard to the importing countries like Côte d'Ivoire, there are numerous natural water points and four animal health centres at every 400 kilometres along the road. Such practical measures should be adopted by all the importing countries.

V. - RECOMMENDATIONS

The main recommendations of this follow-up report (based on the previous recommendations), will attempt to place particular emphasis on the strengthening of the political will both in the exporting and importing countries in order to facilitate the marketing of cattle on the hoof through better rationalisation and eventual improvement of transport corridors.

This leads to the following recommendations :

- modify the animal transport corridors (see, paragraph 4.2.1 above);
- include, in the short term, national and sub-regional projects on the improvement of corridors for the transport of cattle on the hoof in the exporting countries;
- strengthen sub-regional co-operation in the marketing of meat in general and cattle on the hoof in particular by improving transit infrastructure and the speeding up of customs and health formalities of the animals at the borders;
- reduce the import of meat from outside Africa by focusing on the production of animals on a self-sufficiency basis in the sub-region. This is very important especially in this crisis period of the so-called "mad-cow disease" prevailing in Europe.

ANNEX 1

1 -Accord N° 5/CE/CEB/CM/71/ related to cattle paths (CEBV)

The meeting of the Council of Ministers of the Economic Community for Livestock and Meat (CEBV) held at Cotonou on 21, 22, and 23 July 1971,

In view of the Convention n° 10/CE/FONDS/C.A/70 establishing the Economic Community for Livestock and Cattle and especially article 2 defining its objectives;

Considering the programme of activities of the Executive Secretariat adopted by the meeting of the Community Council of Ministers at Ouagadougou on 4 November 1970;

Considering the health regulations existing in the various States of the Community;

And on the proposals and deliberations of the Community's Executive Secretariat agrees to the following :

ARTICLE 1 - The main official routes for transporting cattle on the hoof between the States are the following:

HV-CI:

-Gaoua, Kampti (HV) - Doropo, Bouma (CI);
-Niangoloko (HV) - Niangolodougou (CI).

HV - TO

- Fada N'Gourma, Pama (HV) - Borgou, Mango (To);
- Pouytenga, Tengodogo, Ouargaye (HV) - Danpogo, Mango, Sokodé, Lome (To).

HV-DY

- Fada N'Gourma, Pama (HV) -Tanguiéta, Natitingou, Djougou (DY).

NG-HV

- Ayorou (NG) - Markoye (HV);
- Goteye, Tera (NG) - Sebba, Pouytega (HV);
- Goteye, Torodi (NG) - Kantchari (HV).

NG-DY

- Niamey, Gaya, (NG) - Malanville, Kandi, Bembéréké, Parakou (DY);

- Niamey, Gaya, (NG) - Malanville, Kandi, Bembéréké, Pehunko, Kolokondé, Djougou, Aledjo (DY)

- DY - TO

- Djougou, Aledjo (DY) - Sokodé, Lome (TO);
- Bohicon, Abomey, Tchetti (DY) - Nuatja, Lome (TO);
- Dompago (DY) - Kétao, Lamakara, Sokodé (TO).

ARTICLE 2 - When there is the need for health and other exigencies, one State can temporarily close or divert the cattle path or part of it on its territory.
The country will have to inform the Community Executive Secretary immediately who will in turn inform the other States.

Similarly, the Executive Secretary shall be informed and shall inform the other States of the official opening of the path which was previously closed or diverted.

Article 3 - Each competent Ministry shall take the necessary steps to enforce the use of official cattle paths as defined by the present accord.

2 - ACCORD N° 2 on statistical information : Passport for Cattle

Concerning the collection of statistical information on the movements of animals, the basic document shall be the passport for cattle approved by Community's Council of Ministers. (Art. 6 of ACCORD no. 2/CE/CEBV/CN/71 on statistical information).

This passport is obligatory for the cattle herds meant for the markets of member States of the Community ... (Art.7).

The passport is the only official document for controlling the movement of animals between the States. Nevertheless, the national services may decide to add documents for internal use when such documents are deemed necessary for the collection of statistical or other information (Art. 8).

The passport and control register for cattle in transit shall be provided to the States by the Executive Secretary of the Community (Art. 9).

NB. An international transhumance certificate is currently in use in member countries of the CEBV, CILLS and Liptako-Gourma and there are on-going efforts to extend it to other members of the ECOWAS.

ANNEX 2

LIST OF BASIC DOCUMENTS CONSULTED

1. - **MULPOC/ECA** - Proposals aimed at improving the marketing of sheep and goats among West African countries, due to the establishment of improved corridors. 13th meeting of the Comittee of Experts ; Nouakchott, RIM ; 29-31 March, 1993.

2. **ECONOMIE - COMMERCE** No. 7 January-February 1996; Bamako, Mali.

3. **VIANDE EN CôTE D'IVOIRE** by R. N'Guessan - Afrique Agri., No. 234, Feb. 1996

4. US AGENCY FOR INTERNATIONAL DEVELOPMENT & WORLD BANK : Liberalizing Regional Markets for Livestock Products : An Action Plan for the Mali, Burkina and Côte d'Ivoire Corridor; October 1991.

5. **CONSEIL DE L'ENTENTE** - Supply of meat in Western and Central Africa; SEDES Co-operation; 1969.

6. **CILSS** - Echos from the central corridor (No. 2); 1995.

7. **MALI: OMBEVI** - Directory of socio-professional operators and organisations of the cattle/meat sector from export zones of Mali; September 1995.

8. **BURKINA FASO** : Annual livestock statistical bulletin, 1990. Planning and Research Office.

9. **BURKINA FASO** ;: Towards efficient planning in the agro-pastoral sector. Report of the mid-term evaluation mission - Ouagadougou, June 1994;

10. **MALI** : Livestock in Mali : Presentation report, 1994 (Dr. Coulibaly/Dr. Bâ, Livestock and Animal Resources Office)

11. **NIGER** : Tools for policy analysis in the Agricultural Sector - Seminar/Workshop, 1994.

12. **NIGERIA** : An overview of the Nigerian Agriculture Policy. Progress and Opportunities; Federal Ministry of Agriculture; February 1992.

13. **MAURITANIA** - Technical report on livestock development policy; Ministry of rural and environmental development; Nouakchott, 1994.

14. **SENEGAL** : Livestock Action Plan - Ministry of Rural Development and Environment, November 1992;

15. **SENEGAL/ADB** : Ministry of Agriculture - Livestock Department, Project Financing Proposal, PARC, Phase II, June 1993.