



UGANDA BUREAU OF STATISTICS



TIME TO CROSS SURVEY - OCTOBER 2020

Uganda Bureau of Statistics,
Statistics House, Plot 9, Colville Street
P.O.Box 7186 Kampala-Uganda.
Tel: + (256) 414 706000
Fax: + (256) 414 237553
E-mail: ubos@ubos.org
Website: www.ubos.org.



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FOREWORD

The Time to Cross and Trader's Perception surveys are conducted by the Bureau, funded by the government of Uganda through a World Bank (WB) grant under the Great Lakes Trade Facilitation Project (GLTFP) coordinated by the Ministry of Trade Industry and Cooperatives.

The main purpose of these surveys is to generate information to monitor and evaluate progress at the three borders of Mpondwe, Bunagana and Goli, with regard to infrastructure being constructed to facilitate trade, especially targeting small scale cross border traders. The core indicators monitored under GLTFP relate to time taken to cross the border, incidences of harassment faced by traders and trade flows handled through the respective border posts.

The Bureau would like to acknowledge the immense contribution of the Uganda Revenue Authority, Immigration Department, Security Agencies (Police and other security agencies), Local Councils leaders and individuals along the borders that make these surveys successful. We also acknowledge the cooperation of the border communities and traders in providing the essential information.

In a special way, I would like to thank the World Bank Monitoring and Evaluation team, which provided technical backstopping and undertake continuous quality control reviews throughout the project implementation cycle.

Finally, I thank the Researchers, Field Supervisors and Coordinators for successful execution of these surveys.



Chris N. Mukiza (PhD)
Executive Director

ACRONYMS

COMESA	Common Market for Eastern and Southern Africa
DRC	Democratic Republic of Congo
GLR	Great Lakes Region
GLTFP	Great Lakes Trade Facilitation Project
IDA	International Development Association
MTIC	Ministry of Trade Industry and Cooperatives
NGOs	Non-Government Organizations
PBM	Performance Based Management
PDO	Project Development Objectives
PIM	Project Implementation Manual
SACCOs	Savings and Credit Cooperative Societies
UBOS	Uganda Bureau of Statistics
URA	Uganda Revenue Authority
WB	World Bank

EXECUTIVE SUMMARY

The Bureau in collaboration with government agencies at the border posts of Mpondwe, Bunagana and Goli conducted the Time to Cross survey during the month of October 2020. This survey was conducted in view of infrastructural development by the Great Lakes Trade Facilitation Project (GLTFP) at the three borders to facilitate cross border trade.

The Time to Cross Survey collects data on the average time taken to cross the border including processing of document, nature of goods carried by trader, and reported incidences of bribery, intimidation, verbal and physical attacks experienced by cross border traders among others.

The Great Lakes Trade Facilitation Project (GLTF) is part of the broader development initiative collectively implemented by the three countries of Uganda, Rwanda and DR Congo. The main objective of GLTF project is to facilitate cross-border trade by increasing the capacity of commerce and reducing the costs faced by traders, especially vulnerable small-scale and women traders at targeted borders.

Key Survey Findings:

Time taken to process documents and cross the border

Overall, traders took more time to cross Mpondwe border, followed by Bunagana and the least at Goli border station. At Mpondwe, on average, a trader took 18.24 minutes to cross the border in October 2020 compared to 6.12 minutes recorded in February 2020, of which 11.71 minutes were taken to process the documents compared to 0.36 minutes recorded in February 2020. An average of 6.52 minutes were taken to cross the border if one had no documents to process in October 2020 compared to 5.76 minutes recorded in February 2020.

At Bunagana, it took a trader 7.04 minutes to cross the border in October 2020 compared to 4.95 minutes registered in February 2020, of which 4.51 minutes was used to process documents in October 2020 compared to 0.09 minutes recorded in February 2020. For traders who had no documents to process, it took them 2.53 minutes to cross the border in October 2020 which was a decline in comparison with 4.86 minutes recorded in February 2020.

At Goli border station, traders took 2.38 minutes to cross the border in October 2020 from 2.85 minutes recorded in February 2020. There is no document processing at this border hence, no time taken to process documents in both October and February 2020 surveys.

The increase in time to cross at Mpondwe and Bunagana border stations is majorly attributed to stringent measures put in place to combat the spread of COVID-19 at the different border. These included washing/sanitizing of hands and temperature measurement for everyone before any service was accessed while the increase in the time taken to process the documents was due to the time taken to verify the covid-19 documents for the travellers before they were permitted to cross the borders.

Direction of Traffic and nature of traded products

Most of the respondents interviewed were mainly from Uganda to DR Congo, accounting for 62.7 percent in October 2020 compared to 77.3 percent recorded in February 2020 while 37.3 percent were from Congo to Uganda in October 2020 compared to 22.7 percent recorded in the previous survey. The border performance indicated that Mpondwe, Bunagana and Goli border stations had 52.4 percent, 68.1 percent and 69.0 percent of travellers from Uganda to DR Congo respectively in October 2020 compared to 77.0 percent, 83.5 percent and 53.8 percent registered in February 2020.

The largest share of traded goods at the three border posts is manufactured goods at 56.8 percent compared to 58.7 percent February 2020. This is followed by agricultural goods with a share of 11.0 percent compared to 41.3 percent in February 2020.

The value of goods exported through Mpondwe, Bunagana and Goli was about \$98.0, \$32.8 and \$9.9 million respectively in 2020 while imports amounted to \$3.3, \$1.28 and \$1.3 million.

1.4 Structure of the Report

This report has four chapters namely; introduction, methodology, survey findings, and, recommendations and conclusion. The chapter on survey findings is presented in two parts; first on time to cross; secondly, value of goods handled through border posts monitored.

1.1 Background

The Great Lakes Trade Facilitation Project that commenced in 2017 is a 5-year regional Project being implemented by the governments of the Democratic Republic of Congo, the Republic of Rwanda, the Republic of Uganda, and the Common Market for Eastern and Southern Africa (COMESA). The project takes a multi-sectoral approach to improving the trade conditions at 5 key border-crossings and surrounding areas between the DRC, Rwanda and Uganda. The targeted border crossings were selected basing on cross-border flows of goods and people; strategic importance to the countries, relevance to the Great Lakes Strategy for creating stability in the region; and critical nodes for cross-border connectivity.

The project is structured under the following four components:

- (1) Improvements to core trade and commercial infrastructure in the border areas (e.g. upgrading border facilities;
- (2) Policy and procedural reforms and capacity building to simplify border crossing procedures and improve the standards of treatment of traders and officials;
- (3) Improved border management reform through application and enhancement of Performance Based Management (PBM); and
- (4) The development of robust monitoring and evaluation systems for the project and for small-scale cross-border trade, as well as support for project implementation, communication and regional coordination.

The overall project development objective is to “facilitate cross-border trade by increasing the capacity for commerce and reducing the costs faced by traders, especially small-scale and women traders, at targeted locations in the borderlands.” In order to achieve this objective, the three countries and COMESA are implementing a series of initiatives, pursuant to the project components listed above, at the country and regional levels.

In Uganda, the project components are being implemented by a number of Ministries, Departments and Agencies (MDAs) including; the Ministry of Works and Transport,

Ministry of Trade Industry and Cooperatives, Uganda Revenue Authority, and the Uganda Bureau of Statistics among others.

The Uganda Bureau of Statistics was charged with the responsibility of collecting data at the three border posts of Bunagana, Mpondwe and Goli to feed into the monitoring and evaluation framework throughout the 5-years life span of the project.

The Bureau, therefore, conducted the Time to Cross survey in the month of October 2020 to generate key indicators required for M&E of the project. The critical indicators identified were; to time taken to cross the border, incidences of harassment and trade flows through the border posts.

1.2 Survey Objectives

The broad objective of the surveys was to collect data to generate indicators to be used to track progress towards the Project Development Objectives (PDO).

Specifically, the surveys intended to:

- i. Estimate the average time taken for traders to cross the border (minutes)
- ii. Establish level of incidence of harassment of small scale traders; mainly incidence of harassment among female traders (percent)
- iii. Value and nature of goods handled through core trade infrastructure (US\$ million)

1.3 Scope and Coverage

The survey covered three selected border posts of Bunagana, Goli and Mpondwe bordering Uganda and DRC. The selection of the border posts was in line with the project strategic importance to the Great Lakes countries in improving cross border trade and community livelihood.

2.1 Data Sources

The data for the monitoring and evaluation indicators was collected from designated borders in line with the survey objectives. The Time to Cross survey collected information about; direction of traffic, country of residence, nature of goods transacted, type of traveller, purpose of travel, experience of the traders with the border officials, and time taken waiting to process documents and to cross the border.

2.2 Sampling of Respondents

Respondents were sampled from persons who crossed daily at the respective borders monitored. On average, about 16 persons were randomly sampled by the research assistants and questionnaires administered accordingly. The sampling took care of gender dimensions and other considerations in order to understand generally the business dynamics at the borders.

2.3 Survey Instruments

The main survey instruments used in data collection included; the research assistants' instructions manual and Tablets/CAPI with the Time to Cross Questionnaire incorporated. The instruments were agreed upon by the entire project team namely; the World Bank support team, COMESA Monitoring and evaluation team, MTIC, Implementing Partner States and the UBOS team. The questionnaire used was similar across the three countries implementing the GLTFP, that is, D.R. Congo, Rwanda and Uganda. The World Bank provided technical support in developing the instruments across the implementing countries.

2.4 Data Collection Techniques

During data collection, direct observation and interview methods were used to capture the information required. At each border point, observation was used to randomly select participants to be approached and interviewed. Also, research assistants would observe variables like sex, time taken to cross, processing documents and merchandise carried. The Interview techniques, using structured questionnaires were administered to the

sampled cross border traders at the respective borders. The survey was conducted at the three border posts for seven days.

2.5 Training of Survey Team

Prior to fieldwork, the survey team comprising of research assistants, supervisors and coordinators underwent a training to understand the survey objectives and data collection instruments. The training also involved office staff engaged in data processing on how to capture, edit and codify the data. Stakeholders, such as Uganda Revenue Authority and Immigration at respective border posts were notified about the survey before commencement of data collection.

2.6 Funding of the Survey

The funding for the survey was provided by the Government of Uganda through a WB grant. For operational purpose, the funds were disbursed to MTIC and requests made by the Bureau according to the work plan. The Bureau undertook survey activities and accounted for the funds advanced to it accordingly.

2.7 Survey Organization

Uganda Bureau of Statistics undertook the survey in collaboration with other government agencies mainly at the respective borders. MTIC participated in supervision of field activities and provided overall coordination of agencies involved.

The overall research team comprised of Supervisors, coordinators, and research Assistants. During data collection, each border post was allocated research assistants depending on the volume of goods and traffic flow. Supervisors were permanently stationed at the border posts during data collection for strict supervision to ensure collection of high quality information in accordance with the survey objectives. In addition, supervisors and research assistants held daily evaluation meetings to identify challenges and forge a way forward.

The data processing staff comprised of coders/editors and analyst that handled data processing and analysis.

2.8 Challenges

During the survey, a number of challenges were experienced in relation to data collection, interface with the interviewees and border communities.

Amongst them, was language barrier. The survey used both observation and interview method which required the interviewer and respondents to interact in a language understood by both. However, most of the traders interviewed either spoke Lingala, French or Swahili and just a few could speak English fluently, hence causing a communication barrier with the interviewers.

The COVID-19 pandemic was a big threat to the citizens of Uganda and globe. Due to its aggressiveness in spreading, the country provided for stringent measures at the border points to curb the virus down. Therefore all travellers and citizens were required to observe the Standard Operation Procedures (SOPs), screening and presentation of COVID-19 certificates by all people leaving and entering Uganda. This retarded the rate at which people were entering/exiting Uganda and subsequently trading activities especially for the small scale traders who found the Covid-19 test very expensive.

There was suspicion from the customs officials, traders and the border security officials that they were being investigated. Although border officials had been informed about the survey, some officials and traders were suspicious of the survey intentions. Therefore, supervisors remained on the ground to continuously explain and dispel these misconceptions

Clearing offices, especially Immigration and Customs were scattered. This posed a challenge when collecting information on time to cross which necessitated traders being followed up to the offices to be able to establish the difference between the time taken waiting for documents and cross the border.

CHAPTER 3: SURVEY FINDINGS

3.1 Introduction

This chapter presents findings of the time to cross surveys carried out in October 2020 in accordance to the indicators stated under the GLTFP monitoring and evaluation framework. The core indicators relate to time to cross the borders by the traders, incidences of harassment and trade flows (imports and export values) recorded through the borders points of Mpondwe, Bunagana and Goli. Trade flows (imports and exports) statistics are recorded by Customs Authorities and the Informal Cross Border Trade (ICBT) Survey.

3.2 PART 1: FINDINGS OF TIME TO CROSS SURVEY

As per the indicators required to monitor the frequency of traders crossing in a way to facilitate business at the respective borders, interviewers observed and recorded the time it takes for the traders to wait for processing of documents as well as time taken to cross the border. This was intended to monitor the delays that might be experienced during border crossing.

3.2.1 Average time taken to Cross the Borders

The findings from the survey revealed that traders at three borders took different time to process documents as well as crossing the borders. Just like the previous observations, in October 2020, traders at Mpondwe border station took more time compared to Bunagana and Goli. This is attributed to large volumes of goods passing through customs for cleared and the big number of people who cross through the border from/to Congo. Similarly, the distance from one barrier to another which takes more time in transit and screening for COVID-19 See Table 1.

At Mpondwe border station, the October 2020 survey indicated that on average, it took a trader 18.24 minutes to cross the border of which 11.7 minutes were taken to process documents while 6.52 minutes were taken to cross the border. This was much higher than the 6.12 minutes taken to cross the border in February 2020 of which 0.36 minutes taken to process documents and 5.76 minutes were taken to cross the border. It can be deduced that it took a trader 6.52 minutes to cross the border if he/she did not have to

process any documents in October 2020 compared to 5.76 minutes recorded in February 2020.

At Bunagana, it took traders 7.04 minutes to cross the border of which 4.51 minutes were spent on document processing in October 2020. This was an increase in time taken to cross the border in comparison to 4.95 minutes taken by a trader in February 2020 of which 0.09 minutes spent on document processing. The drastic increase in time to cross is majorly attributed to the stringent COVID-19 SOP's at the border station. It can be deduced that a respondent took an average of 2.53 minutes to cross without waiting to process documents during the current survey compared to 4.86 minutes recorded in February 2020.

It was observed that at Goli border, time to cross was 2.38 minutes to cross in October 2020 compared to 2.85 minutes recorded in February 2020. This was the only border station that registered a decline in time taken to cross. There was no time taken to process documents at this particular border post for both surveys being compared.

Overall, time taken to cross the border increased to 9.88 minutes in October 2020 from 5.31 minutes registered in February 2020. The increase in the time take to cross and processing of documents was due to COVID-19 screening and verification of COVID-19 test results for the various travellers.

Table 1: Average Time taken to Cross the Borders (Minutes)

Border	Document Processing				Border Crossing				Total Time Taken to Cross			
	May-2019	Oct-2019	Feb-2020	Oct-2020	May-2019	Oct-2019	Feb-2020	Oct-2020	May-2019	Oct-2019	Feb-2020	Oct-2020
Mpondwe	1.07	1.27	0.36	11.71	5.94	5.59	5.76	6.52	7.00	6.86	6.12	18.24
Bunagana	0.15	0.01	0.09	4.51	4.69	4.51	4.86	2.53	4.84	4.52	4.95	7.04
Goli	0.12	-	-	-	2.81	2.97	2.85	2.38	2.94	2.97	2.85	2.38
Total	0.54	0.63	0.21	5.97	4.98	5.51	5.10	3.92	5.52	6.14	5.31	9.88

3.2.2 Direction of Traffic of Persons at Border Posts

According to the direction of traffic, most of the respondents interviewed were mainly travelling from Uganda to DR Congo, accounting for 62.7 percent for October 2020 compared to 77.3 percent recorded in February 2020, while 37.3 percent were entering Uganda from DR Congo compared to 22.7 percent recorded in February 2020 as shown in the Table 2.

Table 2: Direction of Traffic Movement of Persons at the surveyed borders

Border	Direction of Traffic (in numbers)											
	From UG to DRC	From DRC to UG	Total	From UG to DRC	From DRC to UG	Total	From UG to DRC	From DRC to UG	Total	From UG to DRC	From DRC to UG	Total
	May-2019			Oct-2019			Feb-2020			Oct-2020		
Mpondwe	295	120	415	250	112	362	241	72	313	22.0	20.0	42.0
Bunagana	319	102	421	252	52	304	222	44	266	32.0	15.0	47.0
Goli	73	56	129	47	26	73	35	30	65	20.0	9.0	29.0
Total	687	278	965	549	190	739	498	146	644	74.0	44.0	118.0
Percentage	71.2	28.8	100	74.3	25.7	100	77.3	22.7	100	62.7	37.3	100

3.2.3 Type of Travellers

The survey sought to establish the type of travellers who crossed the three designated borders. The findings revealed that, 41.5 percent of the travellers were traders in October 2020 compared to 60.4 percent registered in February 2020. This was followed by Occasional (Commercial or non-routine) traveller with 26.3 percent recorded in October 2020 compared to 15.1 percent registered in February 2020. Transporter registered a share of 18.6 in October 2020 compared to 23.7 percent recorded in February 2020. Students composed of 13.6 percent of the total travelers in October 2020. See table 3.

Table 3: Type of Traveller

Type of Traveller	Percentage (%)			
	May-2019	Oct-2019	Feb-2020	Oct-2020
Trader	58.5	54.5	60.4	41.5
Transporter	26.1	26.3	23.7	18.6
Occasional (Commercial or non-routine) Traveller	14.7	17.6	15.1	26.3
Disabled/Special Exception Transporter	0.5	0.7	0.4	-
Student	0.2	0.9	0.4	13.6
Total	100	100	100	100

3.2.4 Purpose of travel, residence, Sex and type of goods traded

During the survey, respondents were asked about their purpose of travel. The findings revealed that 41.5 percent of the respondents travelled to do business in October 2020 compared to 64.9 percent registered in February 2020. Some travelled indicated that they travelled for their personal reasons which recorded 39.0 compared to 12.6 percent in February 2020. 19.5 percent of the travellers were transporters of goods compared to 22.5 percent reported in February 2020 as shown in table 4.1.

Majority of the travellers in October 2020 were males accounting for 62.7 percent of the travellers while the female travellers accounted for 37.3 percent . Most of the travellers were residents of DR. Congo accounting for 72.9 percent of the travellers.

Manufactured products were the most traded goods accounting for 56.8 percent of goods in cross border trade.

Table 4: Respondents' purpose of travel

Variable	Oct-2018	Dec-2018	May-2019	Oct-2019	Feb-2020	Oct-2020	Average for all surveys
Purpose of Travel							
Business	73.2	72.3	62.1	64.3	64.8	41.5	64.3
Personal	5.2	4.4	13.1	14.3	11.5	39.0	13.3
Transportation	21.6	23.4	24.9	21.4	23.8	19.5	22.4
RESIDENCE							
UGANDA	30	35	34.8	24.2	23.8	24.6	28.7
DRC	69.7	64.9	65.2	75.8	76.2	72.9	71.1
OTHERS	0.3	0.1	-	-	-	2.5	0.2
SEX							
Male	66.5	55.2	56.6	66	67.7	62.7	61.6
Female	33.6	44.8	43.4	34	32.3	37.3	38.4
TYPE OF GOODS							
Agricultural	39	42.7	47.2	40.1	41.3	11.0	39.7
Manufactured	60.5	57	52.2	60	58.7	56.8	42.4
Other	0.5	0.2	0.6	-	-	32.2	17.9

From table 4.1 below, most of the travellers at Mpondwe border crossed the border the border for personal reasons accounting for 64.3 percent of the respondents in October 2020 compared to 18.2 percent recorded in February 2020. Those who travelled for business accounted for 35.7 percent which was a decline compared to 55.6 percent registered in February 2020 and none of the travellers had transportation as their purpose of travel in the October 2020.

In Bunagana, 44.7 percent of respondents travelled for business in October 2020 which was a decline from 78.6 percent recorded in February 2020. Those who travelled for personal reasons accounted for 40.4 percent in October 2020 compared to 6.4 percent recorded in February 2020. The least percentage of travellers were for transportation accounting for 14.9 percent in October 2020 compared to 15.0 percent recorded in February 2020.

Goli registered the highest percentage of transporters accounting for 55.2 percent of those who travelled through Goli compared to 47.7 percent recorded in February 2020. A share of 44.8 percent travelled for business in October 2020 compared to 52.3 percent recorded in February 2020. There were no travellers for personal reasons in both October and February 2020.

Male travelers have continued to take the largest share of travelers constituting 62.7 percent compared to female travelers with a share of 37.3 percent in October 2020. See Table 4.

Table 5.1: Respondents' purpose of travel by border station

	PURPOSE BY FREQUENCIES				PERCENTAGES			
	Business	Personal	Transportation	Total	Business	Personal	Transportation	Total
Mpondwe								
May-2019	206	97	112	415	49.6	23.4	27.0	100
Oct-2019	184	61	117	362	50.8	16.9	32.3	100
Feb-2020	174	57	82	313	55.6	18.2	26.2	100
Oct-2020	15	27	0	42	35.7	64.3	0.0	100
Bunagana								
May-20219	309	20	92	421	73.4	4.8	21.9	100
Oct-2019	221	42	41	304	72.7	13.8	13.5	100
Feb-2020	209	17	40	266	78.6	6.4	15.0	100
Oct-2020	21	19	7	47	44.7	40.4	14.9	100
Goli								
May-2019	84	9	36	129	65.1	7.0	27.9	100
Oct-2019	70	3	0	73	95.9	4.1	0.0	100
Feb-2020	34	0	31	65	52.3	0.0	47.7	100
Oct-2020	13	0	16	29	44.8	0.0	55.2	100

3.2.5 Incidences of harassment

During the survey, respondents were asked about their experience with regard to incidences of harassment especially solicitation/payment of bribes, intimidation, verbal attack and physical contact. According the survey findings, 97.4 percent of the respondents never experienced any form of harassment during their border crossing in October 2020 compared to 91.4 percent recorded in February 2020. It was noticed that there were no cases of solicitation/ payment of bribes in October 2020 unlike in the previous surveys. Few cases of intimidation and Verbal attack were recorded in October 2020, accounting for 1.7 and 0.8 percent respectively compared to 0.2 percent of the respondents that were intimidated and no verbal attacks were registered in February 2020 survey. All respondents indicated that they had not experienced any form of physical harassment in October 2020. See Table 5.

Table 6: Incidences of Harassment Reported

	Incidence Reported	Freq- (Oct 19)		Freq- (Feb 20)		Freq-(Oct 20)		Percentage (Oct 19)		Percentage (Feb 20)		Percentage (Oct 20)		Overall percentages	
		M	F	M	F	M	F	M	F	M	F	M	F	19-Oct	20-Jan
Mpondwe	Solicitation/payment of bribe	23	4	33	4	0	0	4.6	1.2	7.5	1.9	0.0	0.0	3.2	5.7
	Intimidation	5	2	2	2	0	0	1.0	0.6	0.5	1.0	0.0	0.0	0.8	0.6
	Verbal Attack	0	1	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0
	Physical contact	0	1	0	0	0	0	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.0
Bunagana	No Incident of Harassment	220	181	177	96	26	16	43.7	54.2	40.2	46.2	35.1	36.4	47.9	42.1
	Solicitation/payment of bribe	9	10	9	0	0	0	1.8	3.0	2.0	0.0	0.0	0.0	2.3	1.4
	Intimidation	1	1	1	0	0	0	0.2	0.3	0.2	0.0	0.0	0.0	0.2	0.2
	Verbal Attack	2	3	2	0	0	0	0.4	0.9	0.5	0.0	0.0	0.0	0.6	0.3
Goli	No Incident of Harassment	189	113	174	83	28	19	37.5	33.8	39.5	39.9	37.8	43.2	36.0	39.7
	Solicitation/payment of bribe	0	0	2	0	0	0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.3
	Intimidation	0	0	1	0	0	2	0.0	0.0	0.2	0.0	0.0	4.5	0.0	0.2
	Verbal Attack	0	0	0	0	1	0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.0
	No Incident of Harassment	55	18	39	23	19	7	10.9	5.4	8.9	11.1	25.7	15.9	8.7	9.6
	Total	504	334	440	208	74	44	60.1	39.9	67.9	32.1	62.7	37.3	100	100

PART 2: TRADE FLOWS THROUGH CORE INFRASTRUCTURE

4.0 Selected Border Trade Flows

This part analyses the flow of trade between Uganda and DR Congo at the three border stations under study. It presents both import and export flows under the formal customs system as well as the informal cross border survey conducted by the Uganda Bureau of Statistics as shown in table 6 below.

Table 7: Value of Goods in US\$ ('000) handled through Core Trade Infrastructure in 2020

Border Post	Trade Flow	2018		2019		2020		Total		
		Formal	Informal	Formal	Informal	Formal	Informal	2018	2019	2020
Bunagana	Export	12,484	24,592	23,902	41,350	22,150	10,617	37,076	65,252	32,767
	Import	49	1,475	72	2,060	213	1,067	1,524	2,132	1,280
Goli	Export	10,397	1,444	26,233	1,011	9,572	306	11,840	27,244	9,878
	Import	5,090	775	665	749	1,110	186	5,865	1,415	1,296
Mpondwe	Export	61,558	149,512	55,984	191,668	56,286	41,664	211,070	247,652	97,950
	Import	1,926	10,163	2,451	9,133	2,051	1,264	12,089	11,584	3,315
Total (Bunagana, Goli & Mpondwe)	Export	84,438	175,548	106,119	234,029	88,007	52,587	259,986	340,148	140,595
	Import	7,065	12,412	3,188	11,943	3,374	2,517	19,477	15,131	5,891
Overall Annual Totals	Export	3,087,364	546,881	3,564,926	531,870	2,990,193	137,793	3,634,245	4,096,796	3,127,985
	Import	6,729,437	59,983	7,696,029	56,260	5,747,494	17,187	6,789,420	7,752,289	5,764,680

Source: UBOS

Note: For 2020 figures, formal values are up to September while informal figures are up to March

From table 6, the combined exports earnings (formal and informal exports) through the 3 borders monitored were worth \$140.6 million for the month ending September 2020 from US\$ 340.1 million recorded in 2019, of which informal exports valued were at US\$ 52.6 million in 2020 from US\$ 234.0 million recorded in 2019. This accounts for 37.4 percent in 2020 from 68.8 percent recorded in 2019. Meanwhile, combined imports through the three border posts were estimated at US\$ 5.9 million in 2020 compared to US\$ 15.1 million recorded in 2019, of which, informal imports stood at US\$ 2.5 million (42.7 percent) in 2020 from US\$ 11.9 million (78.9 percent) recorded in 2019. The value of exports through the three borders was greatly affected by closure of the borders due the Covid-19 pandemic. The closure of the

borders affected small scales cross border trade (informal cross border trade) which accounts for the largest part of exports at the three borders.

The proportion of exports through the borders to overall exports earnings stood at 4.5 percent in 2020 compared to imports proportion of 0.1 percent in 2020.

4.0 Introduction

Cross border trade is critical for both small and medium scale traders in terms of income generation and food security for the communities along the border. The majority of the persons involved in this trade are border residents who derive their livelihood from the business. The ignorance of existing opportunities offered in the regional markets among the traders and border communities is a major hindrance to business expansion. Moreover bribery, robbery and confiscation of merchandise are still prevalent among security and customs officials.

4.1 Recommendations

1. The government should setup functional Trade Information Desk where traders could access real-time information with regard to markets, prices and document processing at the border posts, hence easing and lowering the cost of doing business. Trade information desks could also act as a mechanism for dealing with non-tariff barriers to trade and resolving day to day complaints experienced by the traders.
2. Great Lakes Countries (GLC) in collaboration with the private sector should setup social-economic infrastructure such as Banks, Forex Bureaus, efficient road network connectivity to boost trade transactions among the border communities while maintaining peace and political stability. Many of the traders had limited access to finances for lack of collateral and financial institutions in some of the borders especially Goli and Bunagana.
3. Sensitization of traders and border officials on customs procedures, traders' rights would empower traders, improve transparency of border officials and would further minimize the incidences of harassment and other related vices.
4. Joint review of data collection methodologies across the Great Lakes Countries and conducting of surveys simultaneously would enhance data comparability and survey effectiveness on the indicators measured.
5. The Research Assistants involved in data collection should be selected carefully while taking into account of the various languages spoken borders such as Swahili, French and English including a mixture of Swahili and Lingala. Therefore, there

should be continuous training of research assistants to equip them with new techniques of handling respondents and dealing with unique challenges at the different borders posts.

4.2 Conclusion

Cross border trade contributes greatly to the border community welfare and the country's economic growth. Having supportive trade policies towards cross border trade with regard to infrastructure development and streamlining trade operations will lead to increased revenue through the monitored core infrastructure. The lesser the time taken to cross the border, the lower the cost of doing business leading to increased trade.

Therefore, more supportive trade policies geared towards trade facilitation would go a long way in deepening trade and investment across the Great Lakes Region.

APPENDICES

Appendix I: Time to cross Questionnaire



QUESTIONNAIRE FOR MEASURING TIME TAKEN TO CROSS THE BORDER BY TRADERS, OCTOBER 2020

PURPOSE OF THE SURVEY:

The Time to Cross baseline survey collects information on the time taken by the Cross Border Traders to cross a particular border.

AUTHORITY:

The information is collected under the provision of **Uganda Bureau of Statistics Act, 1998**

CONFIDENTIALITY:

The information provided in this form will remain strictly confidential as per the Uganda Bureau of Statistics Act

INTRODUCTION: "Hi I am working for Uganda Bureau of Statistics and we are measuring the time it takes for traders to cross this border. May I briefly ask you some questions? This should take no more than 3 minutes and your participation is completely confidential."

To be filled by the Enumerator:

Name of Interviewer and Signature	
Date of Interview	
Start Time	
End Time	
Name of Border Crossing	
Name of Supervisor and Signature	

DATA SHEET

CATEGORY	RESPONSE
DIRECTION OF TRAFFIC 1. From UG to DRC 2. From DRC to UG	
IDENTIFICATION DOCUMENT 1. National ID 2. Student ID 3. Business ID 4. Residential ID 5. Employment/Institutional ID	
ID NUMBER	
CITIZENSHIP	
COUNTRY OF RESIDENCE 1. UGANDA 2. DRC 3. KENYA 4. TZ 5. Other (Specify).....	
SEX 1. Male 2. Female	
TYPE OF GOODS* 1. Agricultural 2. Manufactured 3. Industrial 4. Other (Specify).....	
TYPE OF TRAVELLER** 1. Trader 2. Transporter 3. Disabled/Special Exception Transporter 4. Student 5. Occasional (Commercial or non-routine) traveler	
PURPOSE OF TRAVEL	
TIME <ul style="list-style-type: none"> • Time taken to cross the border • Time taken waiting to process documents (Record the current time to the minute)	
INCIDENCES REPORTED (Note Agency) If traveler is <u>exiting</u> the customs zone, ask: <i>"On this cross-border journey, did you experience any of the following from border official?"</i> 1. Solicitation/payment of bribe 2. Intimidation 3. Verbal Attack 4. Physical Contact 5. Other (Specify).....	
PAYMENT (What is the approximate amount you paid in fees to cross the border?)	
RECEIPT? (Were you issued an official receipt for any of your payments?)	
REMARKS	

THANK YOU FOR YOUR TIME