

# Benin - Access to Markets

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# Overview

## Identification

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**COUNTRY**

Benin

**EVALUATION TITLE**

Access to Markets

**EVALUATION TYPE**

Independent Performance Evaluation

**ID NUMBER**

DDI-MCC-BEN-NORC-PORT-2016

## Version

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**VERSION DESCRIPTION**

- v01: Edited, anonymous dataset for public distribution.

**TOPICS**

Topic	Vocabulary	URI
Transportation		

**KEYWORDS**

Ports, Markets, Trade, Transportation

## Producers and Sponsors

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**PRIMARY INVESTIGATOR(S)**

Name	Affiliation
NORC at the University of Chicago	NORC

**FUNDING**

Name	Abbreviation	Role
Millennium Challenge Corporation	MCC	

## Metadata Production

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**METADATA PRODUCED BY**

Name	Abbreviation	Affiliation	Role
Millennium Challenge Corporation	MCC		Review of Metadata
NORC at the University of Chicago	NORC		Independent Evaluator

**DATE OF METADATA PRODUCTION**

2016-12-08

**DDI DOCUMENT VERSION**

Version 1.0 (Original 2016-12-08)

**DDI DOCUMENT ID**

DDI-MCC-BEN-NORC-PORT-2016

## MCC Compact and Program

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### COMPACT OR THRESHOLD

Benin Compact I

### PROGRAM

In 2006, the Millennium Challenge Corporation (MCC) signed a five-year, \$307 million Compact with the Government of Benin (GoB). The Compact aimed to reduce poverty through economic growth by increasing household incomes through investment and private sector activity. The Compact improved key institutional and physical infrastructures through four projects: "Access to Land," "Access to Financial Services," "Access to Justice," and "Access to Markets." The Access to Markets project aimed to enhance the efficiency of the port, increase the volume of goods flow, and reduce vehicle operating costs, as well as reduce instances of corruption. The MCC's expected outcomes of the Access-to-Markets activity were: reduced ship wait time, streamlined customs clearance, increased port-user satisfaction, and reduced average duration of stay of trucks within the port. The underlying assumptions to the program logic were that improved port infrastructure would raise productivity and reduce shipping costs to port users and thereby increase the flow of goods moving through the port and value added to port users; and that the improved port infrastructure would decrease the average duration of stay of trucks at the port. In turn, the improved physical infrastructure at the port would lead to increased investment and private-sector activity, and ultimately reduce poverty through economic growth. The Access to Markets Project can be broken down into four main project activities: -Feasibility Studies/Assessments Activity: Feasibility study activity commenced with initial technical studies (engineering, economic, environmental) followed by the conduction of Environmental and Social Impact Assessments for port landslide rehabilitation, waterside improvements. This first activity concluded with the development of a revised master plan for the port's rehabilitation, which was developed in 2008. -Port Institutional and Systems Improvements Activity: The port institutional and systems improvements consisted of a fine tuning of legal and fiscal frameworks, including the restructuring of concession agreements as well as enhancing the efficiency of customs procedures. -Port Security and Landside Improvements Activity: The port security and landside improvements intended capital injections aimed to enhance or implement information communication technologies and capacity-building training programs. On the landside, the road rehabilitation, construction of fish/seafood-handling area, and additional physical capital were intended to serve as the catalyst for greater efficiency, but the seafood-handling area was not constructed. -Waterside and Other Improvements Activity: The waterside improvements included the construction of a new South Wharf; extension of a sand-stopping jetty to save on dredging; provision of a tugboat; construction of 2,462 meters of road, 1,584 meters of rail, and five access gates upgraded to better control security of personnel and vehicles accessing the port and circulation around the port; installation of new fire protection and security systems; modernization of customs operations and improved port procedures supported by investments in new hardware, software, communications and training personnel; implementation of a management information system and a centralized automated customs system to monitor all customs operations in real time; and the acquisition and implementation of pollution control equipment.

### MCC SECTOR

Transport (Trans)

### PROGRAM LOGIC

The Millennium Challenge Account-Benin (MCA-Benin) First Compact Program aimed to increase investment and private sector activity by improving key institutional and physical infrastructures through the four projects described above. The Access to Markets project aimed to enhance the efficiency of the port, increase the volume of goods flow, and reduce vehicle operating costs, as well as reduce instances of corruption. The MCC's expected outcomes of the Access to Markets activity were: reduced ship wait time, streamlined customs clearance, increased port user satisfaction, and reduced average duration of stay of trucks within the port. The underlying assumptions to the program logic were that improved port infrastructure would improve productivity and reduce shipping costs to port users and thereby increase the flow of goods moving through the port and value added to port users; and that the improved port infrastructure would decrease the average duration of stay of trucks at the port. In turn, the improved physical infrastructure at the port would lead to increased investment and private sector activity, and ultimately reduce poverty through economic growth.

### PROGRAM PARTICIPANTS

n/a

# Sampling

No content available

# Questionnaires

No content available

## Data Collection

### Data Collection Dates

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Start	End	Cycle
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## Data Processing

No content available

## Data Appraisal

No content available