

# ACTING FOR LIFE

This note has been translated from the original version in French

## Technical Note

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### **Facilitating livestock mobility in West Africa over space and time.**

The different stages of a mechanism to secure  
livestock corridors.



©Gilles Coulon / Natibouri Camp, close to Namam, Couca prefecture, Togo.  
Group of herders traveling north.  
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## Introduction

*The herding of livestock in West Africa is characterized by its eminently mobile nature. Long considered archaic and detrimental to the environment, it wasn't until the 1980s and 90s that authors like Horowitz (1979), Sandfords (1980), Scoones (1994) showed that, on the contrary, this mobility is essential and perfectly suitable to the structurally unstable climate in West Africa.*

*As the optimal strategy to access different resources in terms of water and pastureland, disseminated here according to rainfall, mobility is the guarantor of the survival of herds and an increase in productivity (Thébaud, Corniaux, 2011).*

*This mobility is thus a key element in the functioning of systems for both the seasonal movements of livestock herders and the marketing of livestock (Thébaud, Corniaux, 2012). Even though it is increasingly recognized and protected by most national laws (e.g. the Mali Pastoral Charter), livestock mobility still faces numerous obstacles, such as the extension of cultivated areas at the expense of pastoral resources, the cultivation of tidal flats and the decrease of livestock corridors.*

*Faced with these challenges, numerous development programs have focused their interventions on securing pastoral land by creating grazing and rest areas, watering places (dams, wells for pastoral use) and marking livestock corridors. The task of marking livestock corridors is therefore relatively common among those wishing to intervene in the agropastoral sector and the different stages that characterize this process generally involve 3 phases: (I) identification/diagnostics, (II) securing and marking and (III) the legalization of these resources through decrees by the competent authorities (local authorities or administrative courts, according to the legislation in force).*

*Despite these first steps ensuring the formalisation of these corridors, they do not allow for their sustainability. Step 3, concerning legalization, is important but insufficient, especially considering the legal and regulatory diversity existing in West Africa. Therefore we often see new development programs marking and securing corridors that have previously been marked and secured by other development programs. In order to limit this eternal cycle, it seems essential to us to add a fourth phase to the mechanism to secure livestock corridors: the follow-up phase.*

*Based on the lessons learned from the different projects related to agropastoralism implemented by Acting for Life since 2010<sup>2</sup>, we will detail, first, the three initial phases of the process to secure livestock corridors; and secondly, we will define the operational processes at both the organizational and budgetary levels (cost of follow-up and funding possibilities) for this essential fourth phase, so as to secure pastoral land over both space and time.*

<sup>2</sup> Support Project for Livestock Farming Productivity (PAPE) in Mali, Burkina Faso and Benin, January 2010-October 2011, budget of 3.8 million euros, jointly funded by the EU and AFL. Regional Program for the Support of Livestock Farming Productivity (PRAPE) in Senegal, Mali, Burkina-Faso, Benin and Togo, January 2012-February 2015, budget of 2.8 million euros, jointly funded by AFD, the EU, AFL. Support Project for Ecosystem and Biodiversity Preservation through agropastoralism (PAPEBA) in Togo, February 2014-June 2016, budget of 900,000 euros, jointly funded by AFD, the EU.

## Identification/diagnostics

Generally, the action of identifying is defined as the “recognition of belonging to a certain species” (Dictionnaire culturel le Robert, 2005). In the case at hand, the species would be the routes taken by agropastoralists. Therefore, identification would consist in the recognition of the corridors used by agropastoralists. Once this is clear, we can easily move on to the next phase. The process seems obvious, however, its implementation on the ground is not as easy since agreement and recognition over livestock corridors can diverge.

Recognition may be simply assimilated to making something official. In other words, it would involve taking official routes, most of which have been in place for several years, and materializing them on the ground through the placement of markers.

This type of approach was particularly preferred by the Community Investment Program in Agricultural Fertility (PICOFA, 2004-2012) in Burkina Faso. Out of the initially planned 1,050 km of livestock corridors, 800 kilometers were completed. Quantitatively, we can say that the results are convincing. However, at the qualitative level, namely in the region of eastern Burkina Faso, findings have been more negative. One year after the installation, most markings were found in the middle of fields.

The failure to identify land use at the local level meant that routes were not updated. At best, this resulted in useless investment and, at worst, it was counterproductive, in particular not taking into account corridors marked by other securing programs, such as that executed by RECOPA<sup>3</sup> as part of the Support Project for Livestock Farming Productivity (PAPE).



PICOFA marking



Left marking (PICOFA), right marking (PAPE).

3 The Eastern branch of the Agropastoralism Communication Network (RECOPA) has been a long-standing partner of AFL.

Identification therefore requires sufficient time spent at the local level and involves detailed data-gathering in order to produce reliable maps of the locations of existing livestock corridors. However, to be complete, this data must be cross checked with two key actors, i.e. the local inhabitants and the users (herders) of these livestock corridors. This characteristic is sometimes ignored, in particular for practical reasons, when mobility affects several countries. For questions of feasibility, identification takes place at the local level, without consultation with those most affected who reside in a different country.

This problem was raised for Togo, the recipient country for transhumance herders from Burkina Faso and Benin in PAPEBA. To get around this problem and ensure data can be cross checked, an initial identification was carried out at the level of local agropastoralists, which led to the development of a provisional map of corridors used. This initial identification would be subsequently presented and compared to the knowledge of the key actors in transhumance in Burkina Faso and Benin as part of exchange visits organized in these two countries. This involvement of all key actors in the process is essential as, in addition to allowing for data to be cross checked and confirmation of the corridors identified, it facilitates the diagnostic phase.

In fact, in addition to identification consisting of re-creating old maps that no longer correspond to any practices, there is generally a gap between the cartography of corridors used and the cartography of corridors chosen for marking at the end of this process. This distortion is explained by the fact that, in the absence of pastoral resources and defined corridors, animal mobility generates stress on resources such as access to watering places, and the damage caused to fields on very narrow corridors, etc. These tensions lead to the payment of fines but also to the slaughter of livestock and even the loss of human lives<sup>4</sup>. The strategies of agropastoralists to mitigate these problems are circumvention strategies, such as grazing at night or grazing in protected areas, which sometimes pose risks while providing no solutions.

Diagnostics indicate that all actors, when they are free to choose, choose actions that limit inconveniences. In the case at hand, the question is therefore to understand the causes of the different conflicts identified and the measures that would allow for their correction, in particular for structural conflicts<sup>5</sup> (development of watering places, dual human and animal access to watering places, creation of buffer zones at the level of protected areas, etc.).

First diagnostics carried out by the RAFIA partner for the Savannah Region (PAPEBA)	
Locations	Remarks
Tchimouri (1)	Frequent tension related to off-season crops (beans)
Djabidjoaré (2)	Serious conflict in 2010 caused the death of two crop farmers.
Téliga and Diélo (3)	Frequent tensions related to harvesting delays.
Borgou (4)	Serious conflict in 2013 (6 deaths).
Village of Natongou	Frequent tension related to off-season crops (watermelon, melon, beans, corn) along the river.
Nagbéni (5)	Problems of access to water points resulting in herds watering at night.
Koumbéloti (Dam) (6)	Strategic area with a permanent watering place for animals entering from Oti prefecture. Permanent tensions related to market gardening along the dam and the desire of Mango authorities to ban access to livestock so as to develop tourism (presence of hippos).

This need for proper diagnostics as part of the process seems like common sense, however, it is not clear to everyone.

Agropastoralism, particularly through the seasonal movement of herds over long distances, is very often linked to the Fulani. Therefore, in most cases, the activity is perceived through an ethnicity-based framework. In the case of cross-border transhumance, this distinction is even more prominent as it is associated with the social categories of autochthony and foreigners. This ethnicization leads to an essentialization of the differences. Logic, lifestyles and the way things are done are perceived as inherently different and, in most cases, considered inferior, illogical and detrimental.

Based on this framework, local inhabitants understand nighttime grazing, despite being very risky to agropastoralists, as, at best, incomprehensible and, at worst, motivated by the desire to graze on cultivated land without being disturbed. Conflicts which occur are then explained by the bellicose nature of the Fulani.

If we combine these representations with a restrictive definition of transhumance livestock corridors as channels of communication, ignoring the usual needs of a herd, i.e. moving, drinking, grazing, resting, you can easily develop a map of the corridors which should be secured after the diagnostics. To do so, it is enough to simply conceal all areas where there are problems.

<sup>4</sup> In December 2013, a serious conflict arose between pastoralists and crop farmers in the canton of Borgou, in the Savannah Region in Togo. This conflict resulted in 6 deaths and hundreds of slaughtered animals.

<sup>5</sup> We can distinguish between two types of conflict: situational conflicts and structural conflicts. Structural conflicts are related to issues related to land management, the sharing of resources. Even if long negotiations are required to settle them, these conflicts remain easily identifiable and technical solutions can be proposed (development of watering points, dual-use dams, etc.). Situational conflicts are much more damaging and can combine several aspects (power relationships) very different from the official aspect (crop farmer/ livestock herder conflict about the sharing of resources). It is also unclear whether situational conflicts are less serious.

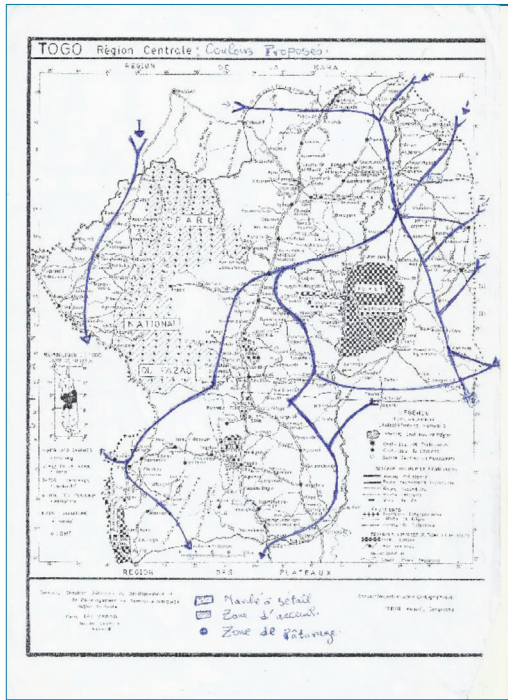


Figure 1

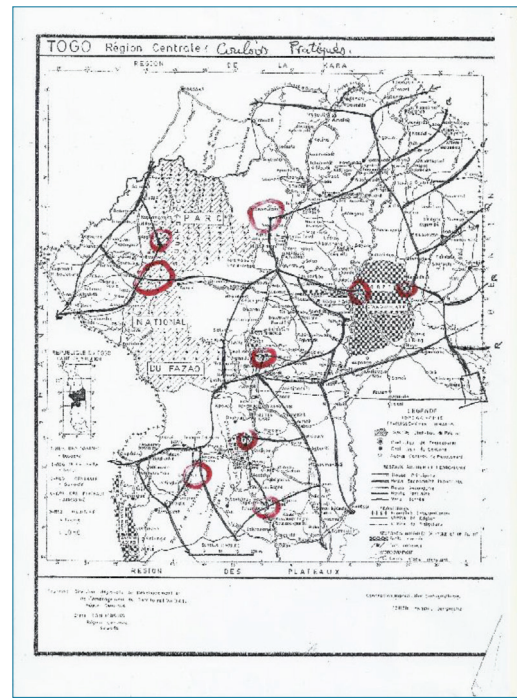


Figure 2

These two maps perfectly illustrate our point. In fact, both are the result of an identification process of corridors in the central region of Togo. The first map (figure 1) represents the work carried out by the Regional Directorate for Agriculture, Livestock Farming and Fishing (DRAEP) of the central region. It is the result of a request from the ministry and is in itself a proposal of the corridors to be secured so as to facilitate cross-border transhumance. The second map (figure 2) represents the work carried out for the same region by the ETD partner as part of the PAPEBA project. This map covers the identification and diagnostics process at the same time (areas of tension are circled in red).

This work marks the first step before entering the negotiation phase to propose corridors agreed by all stakeholders. This work would be the subject of a second map that, itself, would be a proposal of the corridors to be marked.

A comparison between these two maps leaves no doubt about the DRAEP's awareness of areas of tension. In fact, all these areas were removed from the map proposed to the ministry. Even though this work should have resulted in marking of corridors, it would not correspond to any practices on the ground and, therefore, would solve none of the conflicts identified by the partner.

## Securing and marking

Immediately thereafter, once the identification/diagnostic phase had been completed, the placement of markings should have started. However, on the one hand, a livestock corridor can be secured on the basis of consultations of the different users without necessarily placing markings and, on the other hand, there is always, prior to this materialization, an entire phase of complex and long negotiations.

Somewhat schematically, we can distinguish between two types of approach in the negotiation phase, a “top-down” and a “bottom-up” approach. The top-down approach assumes the imposition of routes at the local level by appealing to administrative authorities. If we believe, according to Agnew (2010), that the “territory is a space of practices, appropriated by a social group or institution that controls the access to and the use of the resources it contains”, this approach seems appropriate. By ensuring recognition from the highest devolved authority of the State (e.g. the Prefect), the route exists factually through its legal recognition. Furthermore, this approach allows for a relatively quick implementation.

However, even though, as we will see in the following phase, the legalization stage is essential, it is absolutely not enough to ensure recognition of the route at the local level, in particular as it relates to social logic. In fact, the social spaces in which these activities take place are spaces governed by relationships of acquaintance<sup>6</sup> based on generalized exchanges<sup>7</sup>. And the representatives of the State do not live in autarky within the administered populations. They also participate fully in these generalized exchanges, supported, in particular, on the greater or lesser authority granted by their positions. As noted by Olivier de Sardan and Blundo, “the ‘favoritism’ that prevails in the public services is part of larger circuits of favors and exchanges that run throughout social life and make it difficult or even impossible to exclude it from only the professional life, unless a rupture between common social and professional lives is required. However, on the contrary, it is the professional life that is modeled after the social life, to the extent that the institution disappears little by little behind the people, the processes disappear behind the persons, the organizations disappear behind the actors”. (2001: 29).

Even if the highest devolved authority of the State remains in its function, the actors that perform this function change. However, it is the latter as individuals, but in the name of the authority that confers them their functions, that should be approached to gain their approval. This courtisanship is always precarious and needs to be updated constantly every time there is a change in prefects. Thus, depending on the relationships of each one, it will always be possible to go back on the decisions made by a prefect.

This precariousness in the administrative authorities is compounded by several factors, including the absence of means to supervise and control the territory, the difficulty beyond markings to be placed in the pastoral land<sup>8</sup>, and the strategies for hoarding land at the local level. As noted by Gonin, “In spaces where ownership may be potentially contested, the indigenous lineages can establish agricultural migrants in their name. They clear and cultivate the bush; harvests are theirs but land ownership is retained by the indigenous people”. (Gonin 2014: 286). Therefore, the actors that run along the corridors are not systematically the landowners.

To get around these difficulties, the “bottom-up” approach should be favored over the “top-down” approach, that it to say an arbitrary consultation and a sufficiently long investigation to identify the true landowners is preferable to an expedited identification. Even though it remains difficult to propose a single method to approach the negotiation of livestock corridors, through the different projects implemented, we can distinguish the following phases:

- a) Consultation workshop to present the local diagnostic report and the routes of the corridors used.
- b) Overview of the livestock corridor with local authorities, representatives of livestock herders and crop farmers. Census of the crop farmers present in the livestock corridor. Verification of land ownership.
- c) Meeting with the operators affected by the route.
- d) Session for delimiting the livestock corridor with operators, landowners and associations of livestock herders. Signature of contracts for the transfer of plots.
- e) Provisional markings using plants or paint

6 A la suite d'Henri Mendras, nous pouvons dire qu'une collectivité d'interconnaissance renvoie à l'ensemble des relations caractérisées par le fait que « chacun est lié à chacun par une relation bilatérale de connaissance globale et a conscience d'être connu de même façon ». [1995:97]. A la suite de Sally Falk Moore, les relations sociales peuvent être qualifiées de multiplexes, c'est-à-dire « the same persons were involved in relationships with each other in multiple contexts: kinship, religion, economy... [2004:72].

7 Comme le souligne Jacky Bouju « la conception populaire du pouvoir repose sur une théorie de la force [...] impliquant des droits (prédation) mais aussi des devoirs (redistribution) » [1998: 60]. Si ces dons répondent à des logiques d'entraide et de solidarité, ils impliquent également « un échange inégal entre un supérieur qui aide et un inférieur qui, en retour ou en attendant l'aide escomptée, doit obéissance et prestations diverses (travail, services, corvées, domestiques) » (ibid,p.11). Ainsi, ce n'est pas la richesse en tant que telle qui octroie le pouvoir, c'est surtout la redistribution qu'elle autorise permettant aux donateurs de mettre les donataires à « l'ombre de leur main » (Mauss, 1988:162).

8 Le foncier pastoral dans sa délimitation ne s'impose pas aux populations comme peuvent le faire les réseaux routiers ou ferroviaires.

- f) Forum at the level of each community to present the results.
- g) GPS survey, official reconnaissance survey with the administration, the technical services, the customary authorities and representatives of producers.
- h) Signature of the minutes of the infrastructure reconnaissance mission by the authority.
- i) Targeting of strategic sections for marking

These steps, essential to the success of a process to secure livestock corridors, are not connected automatically. It is often necessary to repeat the consultations. For example, in the Papri canton in Togo, over 14 consultations were carried out over 6 weeks.

Based on the different experiments carried out, we can say that, on average, it takes **2 to 3 days of consultation work** per kilometer.

These consultation activities are not only time-consuming but also costly. The work carried out by RECOPA as part of the PAPE in Burkina Faso reveals a cost of FCFA 351,307 for securing/marketing, 22%<sup>9</sup> of which went only to negotiation/consultation activities, excluding the salaries of producer organization moderators coordinating the securing process (we estimate that it is necessary to add around FCFA 55,000 per kilometer to cover the cost of salaries).

## Legalization

Once the securing and marking phase has been completed, it is necessary to proceed to legalization and obtain official recognition of the different developments. To complete this legalization and provide it with identifiable limits, it is important to georeference the different corridors selected. This detailed georeferencing in the decree ensures measurable recognition of the corridors secured<sup>10</sup>. Obviously, legalization should take into account the texts in force, such as land laws, and be validated by the competent authority (community decree or decision of the administrative court, according to the progress of the decentralization process).

Legalization of the corridors is essential to establish pastoral lands. It also allows for limiting the autonomy that enabled certain actors to do whatever pleased them. But its power of coercion is not absolute. The loss of autonomy is only relative. To a certain extent, it will always be possible to manipulate this record according to configurations and interests. Pastoral land is akin to a semi-autonomous social field defined "not by its type of organization (it may or may not be an association) but by a procedural type of nature based on the fact that it may give rise to norms and ensure their application through coercion or inducement. The space in which a certain number of associations (corporate groups) are related to one another constitutes a semi-autonomous social field. A large number of fields of this type may be interrelated so that they form complex chains, in the same fashion as the networks or social relations in which individuals are taken can be compared to endless chains." (Moore 1978: 57-58).

Thus, the semi-autonomous social field of "pastoral land" will continue to be a mix of the law of the State, customary law, and the law of development projects.

<sup>9</sup> Without knowing the nature of the costs and reference amounts, the AFD, among the main lessons learned after 20 years of supporting pastoral hydraulics in Chad, estimates that the work executed must be supported "by specialized operators combining hydraulic and pastoral skills (to reach a consensus about the location and management of the works); this support may represent a significant portion of the total cost of the intervention (40%)." (Jullien, 2011).

<sup>10</sup> To a certain extent, this question of georeferencing may be paradoxical as the very nature of pastoral strategies consists in being dynamic and adapting to climate instability (Krättli, Monimart, Jalloh, Swift, Hesse, 2014). However, even though this finding is relevant in countries in the Sahel, it must be put into perspective at the level of coastal countries where changes in routes are quite residual (Gonin, 2014).

## Follow-up

Even if all the pitfalls of the different stages of a process to secure livestock corridors are avoided by carrying out a sufficiently long identification, favoring a bottom-up approach in negotiations and legalizing livestock corridors through decrees, sustainability cannot be guaranteed until close monitoring of the different corridors is implemented. It should be noted that this follow-up phase is often planned in the intervention programs of the different operators through the local implementation of what should commonly be called management committees (COGES). However, these committees are rarely integrated into a mechanism at a larger scale and do not have the financial means to extend this follow-up over time. The organizational aspect. From the local scale to the inter-community scale Follow-up of a livestock corridor is a long and tedious task. It cannot be provided by a single technical team without setting up a monitoring committee at the local level. These committees, generally made up of 5 to 10 people, are in charge of a section of a livestock corridor. In eastern Burkina Faso, RECOPA implemented 10 committees at the local level to follow up on a 938-km livestock corridor<sup>11</sup>. The most significant section monitored was 85 kilometers long.

Even though such local follow-up is essential, it is not enough. For it to be relevant, it must absolutely be combined with operational supervision over a larger timescale, for two main reasons.

On the one hand, the operation of a livestock corridor is only effective if the mobility of the animals is guaranteed throughout the entire route. If one of the sections is no longer operational, the entire route is called into question. Therefore, follow-up at least at the inter-community or even regional level must be set up for this mechanism.

On the other hand, the proximity of local committees can be both the strength and the weakness of this type of mechanism. In fact, even though it allows for acquaintance and, therefore, a more significant capacity for negotiation, it also entails strong interdependence that may hamper its mandate. The different functions of committee members officially govern the power relationships within each committee. However, respect for this type of functioning means that function takes precedence over statutory identity. However, such an approach does not take into account the acquaintance relationships and the multiple social identities specific to these rural social environments. Each member of an office is bound by social relationships that go beyond this function, to other members of the office as well as other beneficiaries. The president may be the brother-in-law of the deputy treasurer, the son-in-law of one of the landowners whose land has been taken, etc. Members may be indebted to any villager. All these social relations make up the social status and condition the behavior of each one much more than the function fulfilled in the office. This acquaintance also entails moral condemnation for anyone wanting to create conflict "in the belly of the lineage" (Le Roy, 2004), or, in other words, file a complaint against a relative or acquaintance. Bringing a loved one before the authorities tends to reverse the roles of the right-holder and the person responsible. Therefore, it is sometimes difficult to exert pressure to allow for respect of the corridor route.

In order to limit the interference of social logic in the operation of these management committees, it is convenient to outsource control socially, therefore limiting inter-dependence. The control structure must be located outside the social networks benefitting from the Action. Only such social distancing can allow for resisting local pressures and facilitates the implementation of sufficient pressure inherent to the threats of effective penalties.

Thus, the different monitoring committees at the local level must be supervised by a supervision committee set up at the inter-community and/or regional level. This monitoring committee should not be confused with the technical services of the State or replace them in their missions. It must be made up of the technical teams of Professional Organizations, often operators of programs to secure livestock corridors who are perfectly aware of all key actors in the sector.

<sup>11</sup> This livestock corridor runs through the communities of Fada N'Gourma, Yamba, Matiacoli, Tansarga, Lobogou, Tambaga, Partiaga, Liptougou, Bogandé, Gayeri.



The frequency of follow-up is to be defined according to the areas and geographical coverage. For example, as part of this mechanism for the monitoring of livestock corridors, for the 900-km section secured in the eastern region of Burkina Faso, the different follow-up committees at the local level need to carry out 10 one-day outings per year (2 outings per month, from February to June) and the technical service at the level of the entire section, made up of 3 people, carries out one outing per month for 7 days during the months of February, March and April, and two outings in May and June.

## The budgetary aspect: the crux of the matter.

This mechanism for the monitoring of livestock corridors obviously requires taking the costs into account so as to ensure sustainability. Interestingly, this budgetary dimension is rarely planned, especially for management committees at the local level. In this case, it is perhaps necessary to see that the fact of being a “beneficiary” of the action in itself justifies the fact of working “for free”.

Obviously, for the mechanism to work, it is necessary to provide remuneration or compensation for the monitoring work carried out at all levels. As noted by Olivier de Sardan for the Land Commissions in Niger, “The Land Commissions operate well if there is the presence of a competent and motivated secretary (employee, staff factor) and the support of a local project that provides the operational resources (logistics, transport).” (17). The central problem lies in the end of the “local project”, which will logically lead to the end of operational resources.

The compensation planned at the level of the committees in general cover the expenses related to the costs of outings on the ground (fuel, motorcycle maintenance costs and travel compensation). For the eastern region of Burkina Faso, these costs have been valued at FCFA 3,000 per person per outing. This means an annual operational cost, for the 10 management committees at the local level, of FCFA 975,000. These costs must be added to those of the technical service providing supervision of all these committees, drafting the reports and also providing expertise to the communities (status of the livestock corridors, perspectives on the extension of the mobility network at the inter-community and regional levels, etc.). For the 6 months of activity (February, March, April, May, June) and based on a salary per moderator of FCFA 300,000, this means 0.95 Full-Time Equivalent (FTE) employees for the months of February, March and April (1 outing per month) and 1.91 FTEs for the months of May and June (2 outings per month).

Therefore, over the course of one year, the simple monitoring of a 900-kilometer section of livestock corridor requires a field officer at 55% and costs, on the basis of a monthly salary of FCFA 300,000 and introducing the compensation of management committees at the local level, FCFA 5,814,545, i.e. a cost of FCFA 6,461 per kilometer.

Having calculated these costs, it is now time to search for funds for this monitoring beyond the fragile and sometimes punctual support of development aid. If we keep a segmented and fragmented perception of the sector, focusing on livestock corridors as such, it is difficult to find sources of funding through the use of these livestock corridors. The choice of taxing the use of livestock corridors is nonsense as this would ruin all the work carried out upstream by encouraging circumvention strategies among users.

To find funding sources, it is necessary to remember that livestock mobility is important to productivity as well as to the marketing of livestock. Instead of the concept of transhumance, too often associated with Natural Resource Management (NRM), it is preferable to use that of mobility, which also covers trade and, thus, economic development. Transhumance corridors, namely on the north-south axes, are very often also corridors for commercialization and periods of strong activity for the great majority of livestock markets in collection and distribution take place during periods of transhumance. Therefore, it is at the level of livestock markets in a given territory that funding should be sought to sustain the functionality of livestock corridors and, therefore, market activity.

## Conclusion

Livestock mobility should thus be seen in its entirety (production and commerce) and based on a territorial approach. Regarding the monitoring mechanism, it must cover all livestock corridors, ensuring the peaceful management of resources and the operation of the network of markets.

All this work to define the monitoring mechanism and define costs, undertaken as part of the PRAPE by AFL and its partners, does not mean immediate implementation on the ground. To do this, there are many steps left. The inventory of livestock corridors and market infrastructures, current or to be completed, should be perfected, all the benefits from each market infrastructure should be assessed, the institutional anchoring of the mechanism should be defined and, in particular, agreement should be obtained from the different communities in terms of a distribution formula to fund this follow-up. And this agreement is much more complex to implement as it may have a cross-border dimension. To complete this community approach on cross-border strategic areas, it may be interesting to work on very specific sections connecting market infrastructures. This is the case of the strategic cross-border area between the eastern region of Burkina Faso, northern Togo and northern Benin.

The markets in Cinkassé, Koundjouaré, Kompienga, Matéri and the sole loading bay in Tanguiéta are market infrastructures, completed (Kompienga) or under construction (Cinkassé and Matéri with funding from UEMOA, Koundjouaré and Tanguiéta as part of the PRAPE). The livestock corridors connecting Koundjouaré to Cinkassé and Gouandé to Tanguiéta are secured or being secured as part of the PRAPE.

Over the next 3 years, in particular as part of the Strengthening the Resilience of Agropastoral Systems in West Africa (PARSAO), one of the objectives to be achieved will be the implementation of a cross-border consultation framework with local authorities, the managers of livestock markets and producer organizations, in order to obtain funding proportional to the revenue of the different market infrastructures to guarantee the monitoring of these corridors shared over the 3 countries.



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