













(import). <sup>9</sup>Also, looking at their GINI index Senegal falls at 40.9 and Cote D'Ivoire at 43.18.

<sup>10</sup>All of these similarities made these two countries ideal to use our comparison of ports that received PSAs and ports that did not.

To reiterate, PSAs may have had an impact on total trade value for Cote D'Ivoire, but without further research into other factors that impact trade, this analysis of Cote D'Ivoire may be an outlier to overall trends. In the years they were issued (2011, 2012, 2014, 2015 and one most recently in 2016) the total trade value decreased and affected the following year. When there was more than one PSA issued, the decrease was also more significant. The surrounding years (2010 and 2013) where a PSA was not issued, the total trade values increased. When speaking in terms of TEUs, all the data suggests that there is no impact from PSAs. Additionally, there did not seem to be any direct impact on Senegal's trade value and/or TEUs when Cote D'Ivoire had periods with unresolved PSAs.

<sup>9</sup> The World Bank. (2016). Container port traffic (TEU: 20 foot equivalent units. Retrieved from <http://data.worldbank.org/indicator/IS.SHP.GOOD.TU>

<sup>10</sup> Find The Data (2016). Graphiq. Retrieved from <http://country-facts.findthedata.com/compare/5-23/Senegal-vs-Cote-d-Ivoire>







