



MINISTRY OF TRANSPORT, WORKS & INFRASTRUCTURE

COUNTRY PRESENTATION THE GAMBIA

5th Meeting of the COMCEC Transport and
Communications working group

February 12th 2015
Ankara, turkey

COUNTRY PROFILE

- Population of 1.8 million
- The capital city is Banjul
- Land area of 11,295km²
- Total road network 3,800KM



INTRODUCTION – MINISTRY OF TRANSPORT, WORKS & INFRASTRUCTURE

➤ **Vision**

To provide effective, efficient and safe world class transport and public works infrastructure in order to meet the needs of the public.

➤ **Mission**

To support the socio-economic development of the country by assisting in the improvement of the living standards of the Gambian population, through realization of an effective, efficient, safe and fully integrated transport system and public works infrastructure which are responsive to the socio-economic needs of the public.



INTRODUCTION - AGENCIES UNDER THE MINISTRY

- National Roads Authority (NRA)
- Gambia Maritime Agency (GMA)

- However Gambia Civil Aviation Authority (GCAA), Gambia International Airlines (GIA) and Gambia Ports Authority (GPA) are not directly under the Ministry but are responsible for various transport sub sectors,



INTRODUCTION – PORT OF BANJUL

- Port of Banjul is the Countries only seaport and is located at the mouth of River Gambia
- Banjul Port is managed by Gambia Port Authority (GPA) together with:
 - The Banjul Shipyard
 - The Gambia Maritime Administration
 - The Gambia Ferry Services and
 - Banjul Fisheries Jetty



INTRODUCTION – GAMBIA PORTS AUTHORITY

- GPA corporate strategy envisages to transform Banjul port into a key distribution and transshipment centre for the West African Sub Region.



INTRODUCTION

Location	<p>The port of Banjul is located at the mouth of the River Gambia. approx 40 nm SE of Dakar</p>
Draft at Quay	<p>Two L-Shaped piers, each with one outside and inside berth Berth 1 (Outside)- Draft 6m / Length - 122m Berth 2 (Inside) - Draft 6m / Length - 102m Berth 3 (Outside) - Draft 8m / Length - 123m Berth 4 (Inside) - Draft 5.5m / Length – 103m</p>
Length of quay	<p>750 Metres. Max length of vessel is 182.9m at wharves and unlimited at anchorage.</p>
Equipment	<p>Discharging/loading is performed using ships gear.</p> <p>Cargo handling equipment is available as follows:</p> <ul style="list-style-type: none"> -5 Reach Stackers of 45 Tons each. -11 Front-end Loaders/top lifters ranging from 12-48Tons -2 Mobile Cranes between 10-40Tons. -13 Forklift Trucks from 2.5-16 Tons. -17 Tug Masters -13 Trailers <p>In addition there are 32 reefer plugs. Oil pipe connections are available at Banjul wharf for discharging of petroleum products</p>

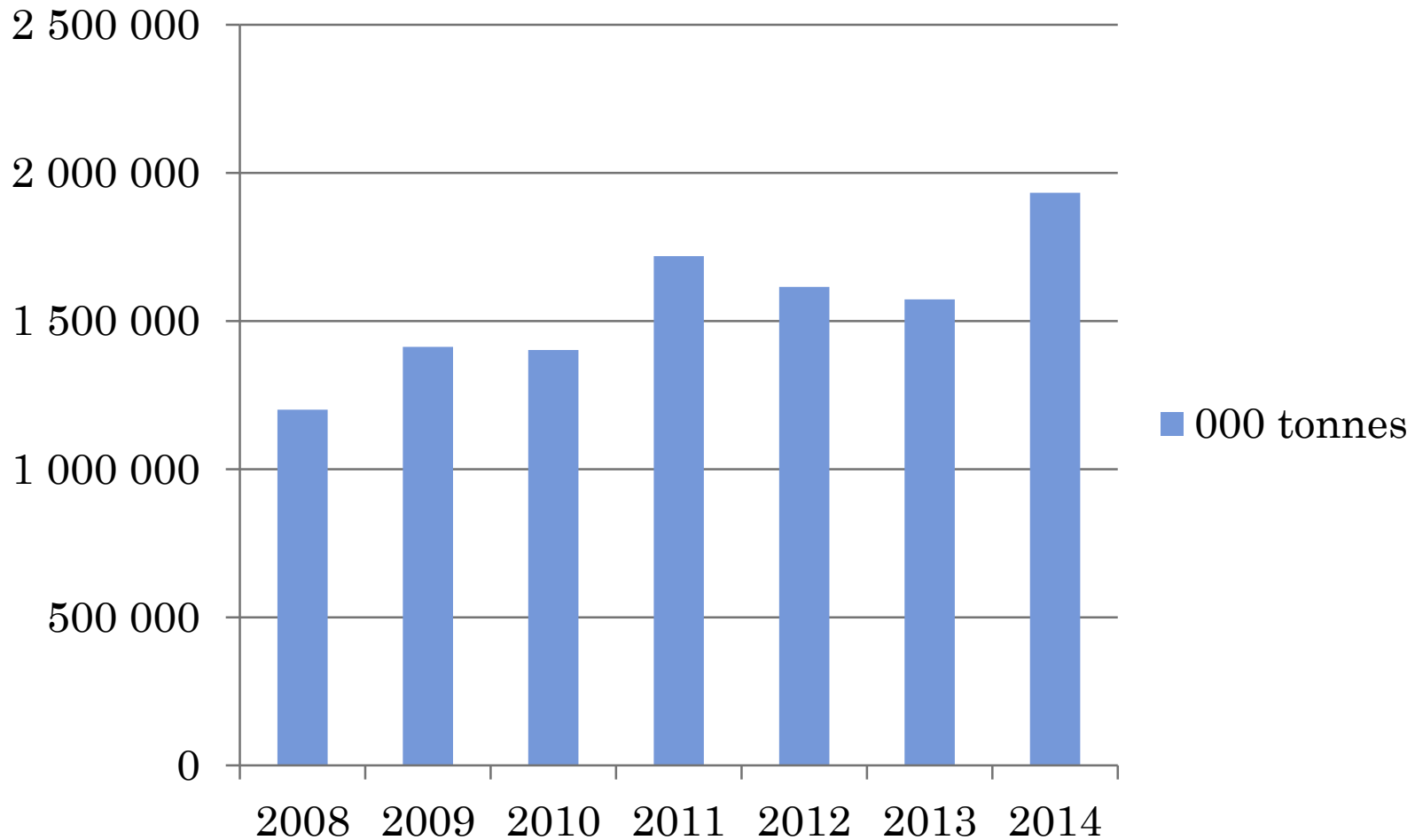
SITUATIONAL ANALYSIS

- The Gambia Coast is situated near the Inter-Tropical-Convergence-Zone (ITCZ) which separates the converging trade winds at the northern and southern hemispheres
- Banjul Port sits in a enhanced location geographically and geopolitically.
- Expansion and maintenance of the port enhances its superiority over competition from neighbouring ports
- The Cargo going through Banjul Port has been increasing gradually .



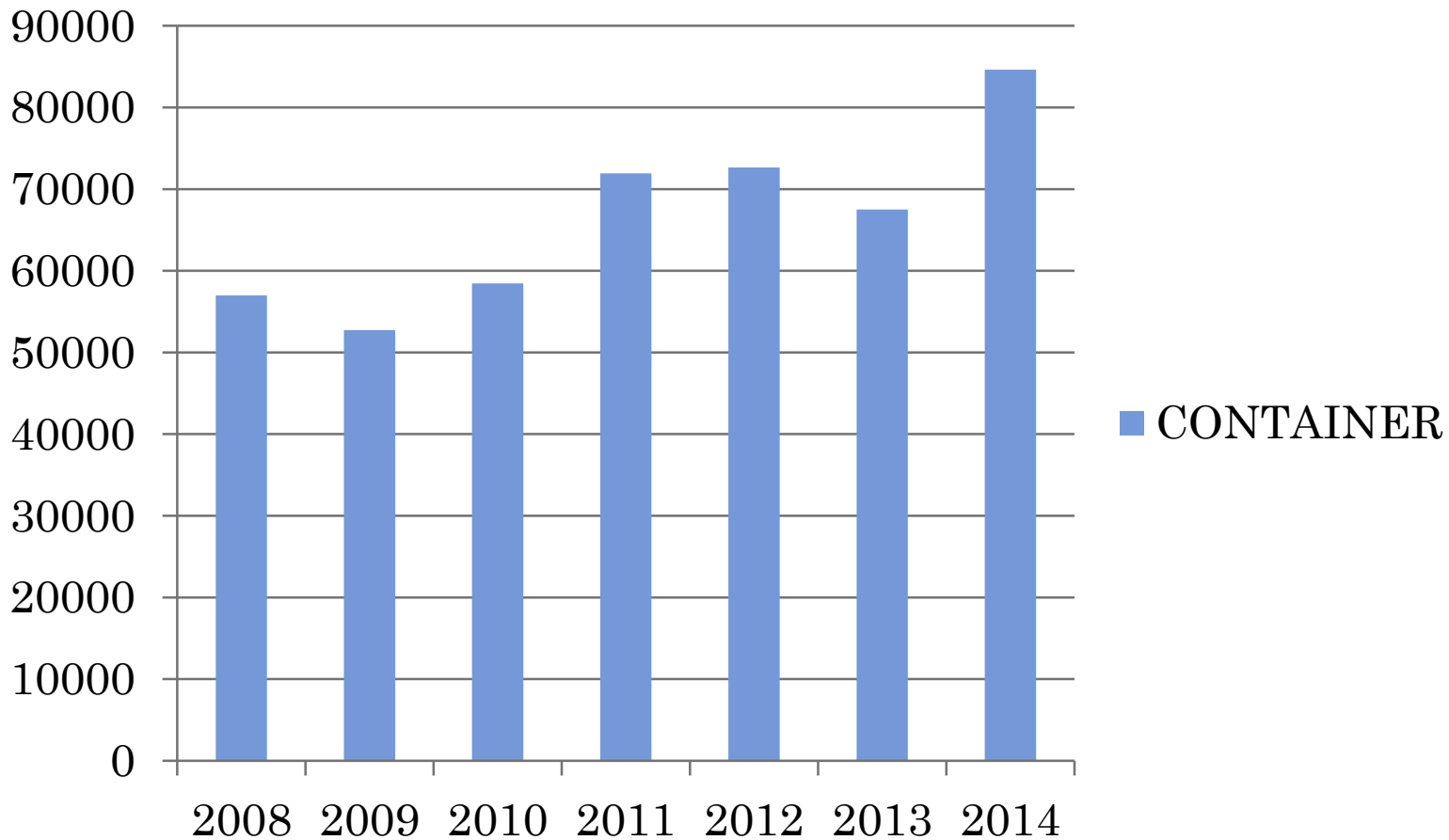
SITUATIONAL ANALYSIS – CARGO THROUGHPUT

Cargo throughput in 000 tonnes



SITUATIONAL ANALYSIS – CONTAINER THROUGHPUT

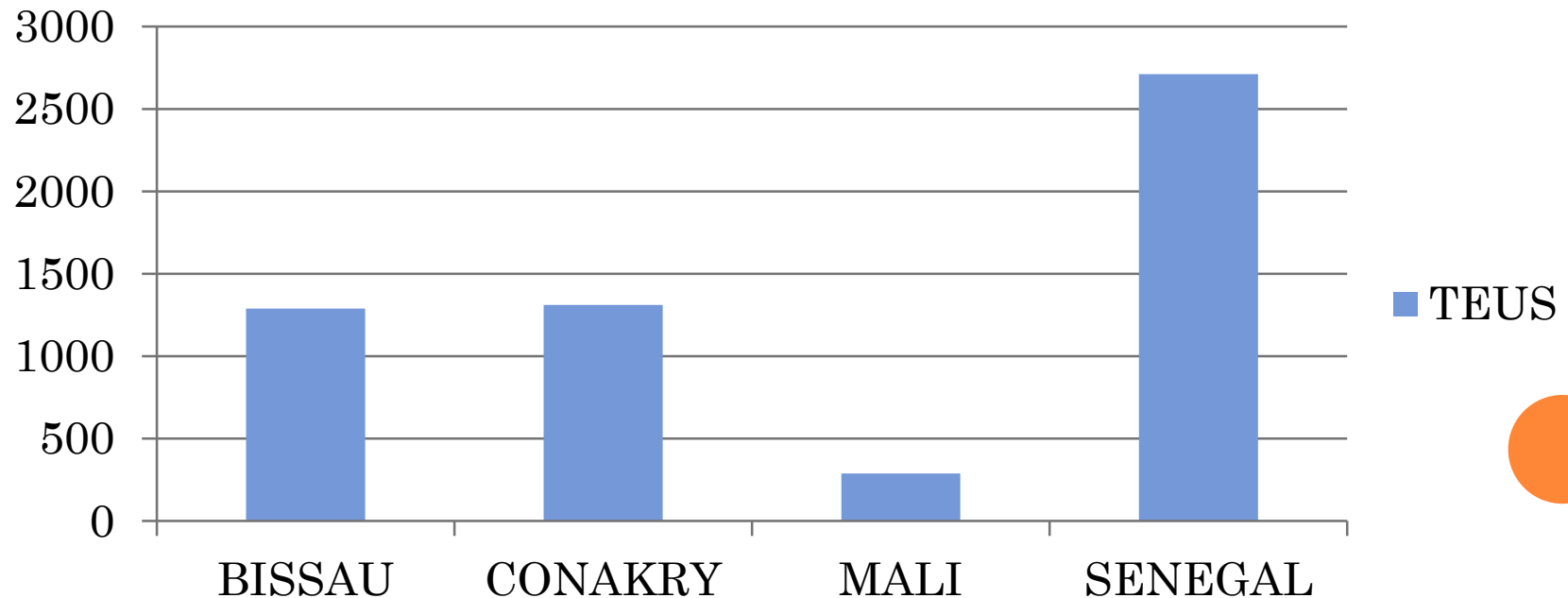
CONTAINER



SITUATIONAL ANALYSIS – TRANSIT TRADE

- The graph below depicts the destination of the transit from the port of Banjul, from which it is shown that Senegal is the leading country of transit accounting for 2711 TEUs

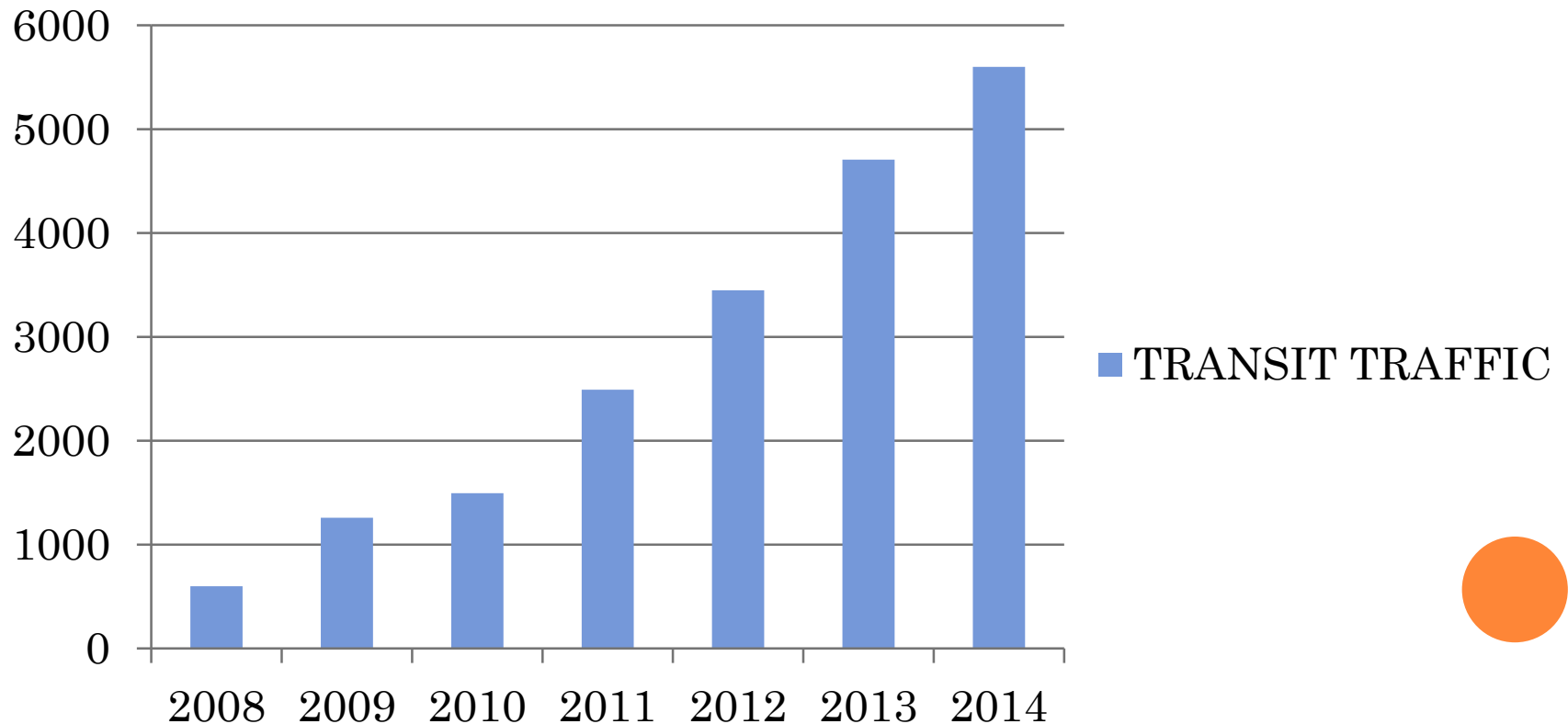
TRANSIT BY DESTINATION 2014
TEUS



SITUATIONAL ANALYSIS – TRANSIT TRADE

- The Port of Banjul provides transit trade for Guinea-Bissau, Guinea-Conakry, Mali. Etc

TRANSIT TRAFFIC



SITUATIONAL ANALYSIS – PRODUCTIVITY AND PERFORMANCE

- The port strives to improve overall performance especially in faster ship turn-around time.
- To this end the port is resolved to deploy adequate resources in terms of both capital and human in order to sustain and improve acceptable productivity levels in line with customer expectation.

THROUGHPUT BY CARGO TYPE	PERFORMANCE
CONTAINERS	17 MOVES PER HOUR
GENERAL CARGO	48 TONNES PER GANG HOUR
BULK CARGO	1,000 TONNES PER DAY

REVIEW OF THE SCALE OF BANJUL PORT DEVELOPMENT

- GPA aims to improve capacity and efficiency of the Port of Banjul, the Ferry Service fleet, landing facilities and rehabilitation and upgrading of the Banjul shipyard.
- Support with fast turnover of vessels, fast handling and customs clearance and easy documentation. Etc
- Expansion of the Port aims to also increase the capacity of ferry service fleet and improve the safety and reliability of ferry service delivery in the country.



RECOMMENDATIONS FOR BANJUL PORT DEVELOPMENT

As the port faces limitations in space and facilities, the following are recommended for improving the Banjul Port.

- The rehabilitation of the North and South Container Terminals
- Construction of a new container terminal
- Acquisition of 2 new generation ferries
- Construction of new ferry landing facilities and rehabilitation of existing ones
- The rehabilitation and upgrading of the Banjul Shipyard
- Procurement of cargo handling equipment



Thank
You

Ramatoulie Ceesay

Transport Planner

Ministry of Transport, Works & Infrastructure

ramatoulieceesay@hotmail.co.uk

