



Ministry of Transport, Works and Infrastructure  
National Roads Authority

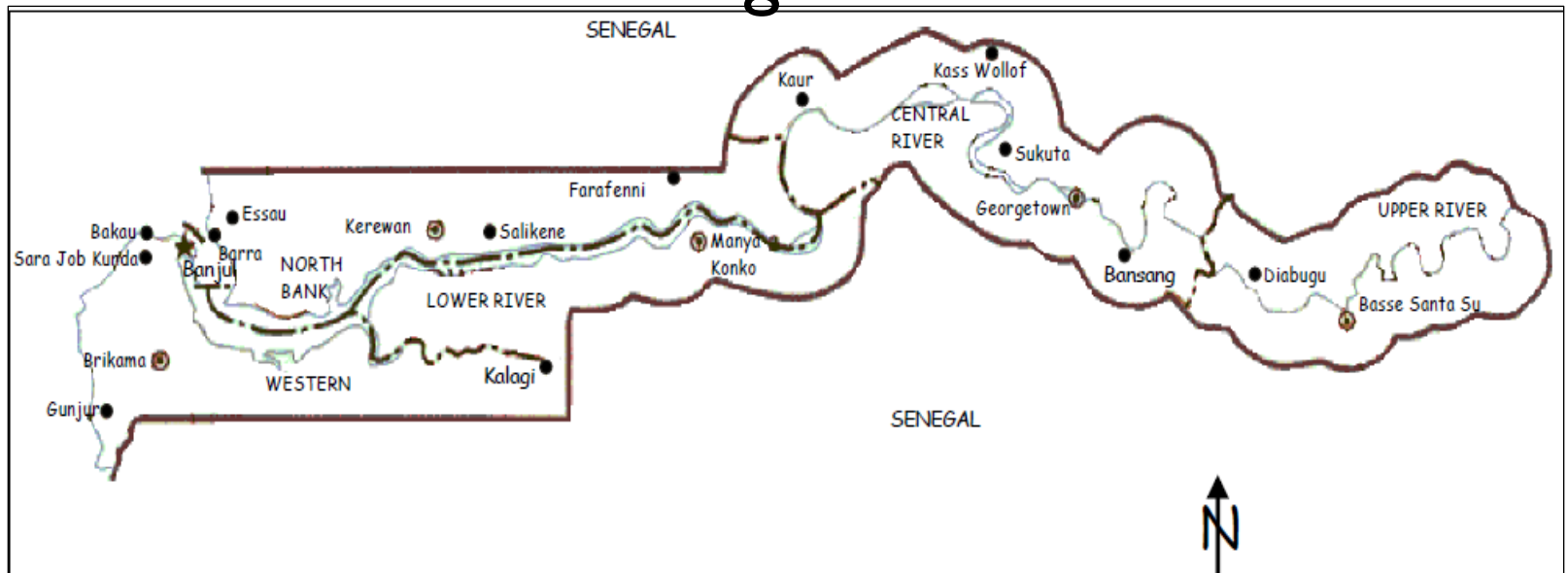
# URBAN TRANSPORT IN OIC MEGACITIES THE GAMBIA

6<sup>th</sup> Meeting of the COMCEC Transport and Communications  
Working Group

22<sup>nd</sup> October 2015  
Ankara, Turkey

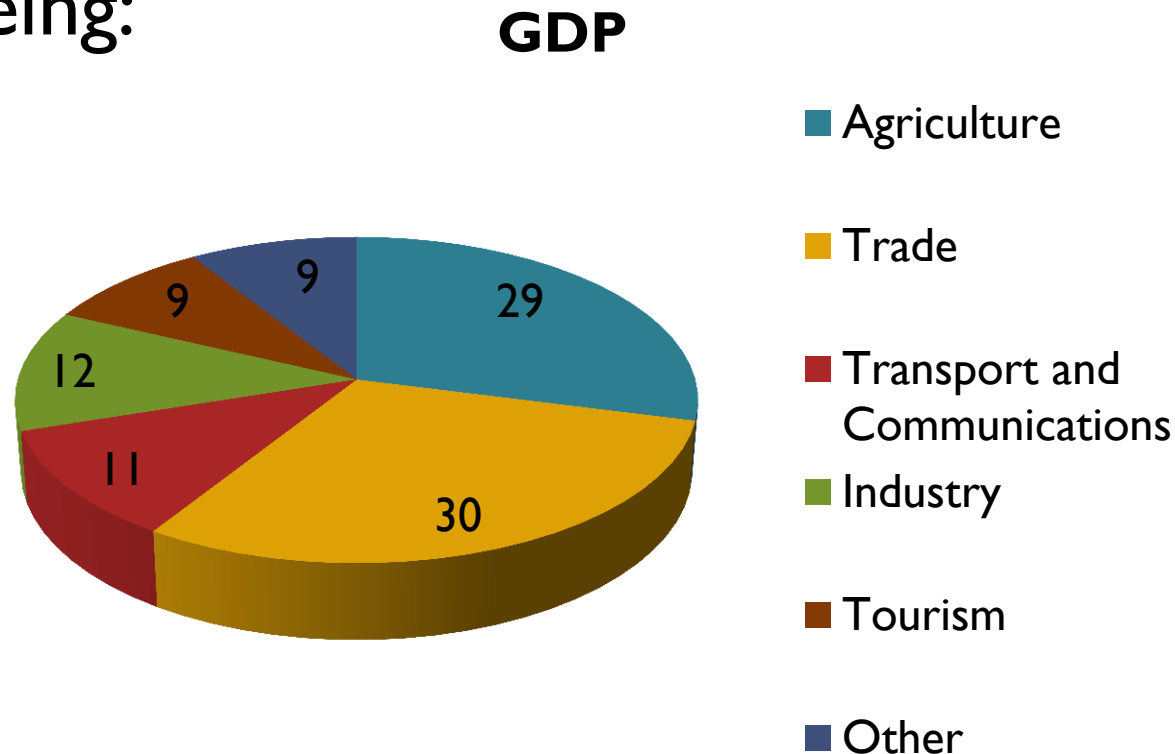
# Country Profile

- Population of approximately 1.9 million – growth rate of 2.9%
- Total land area of about 11,300 km<sup>2</sup>.
- The Gambia stretches 450km inland from West to East along the Gambia River



# Key Sectors of the Economy

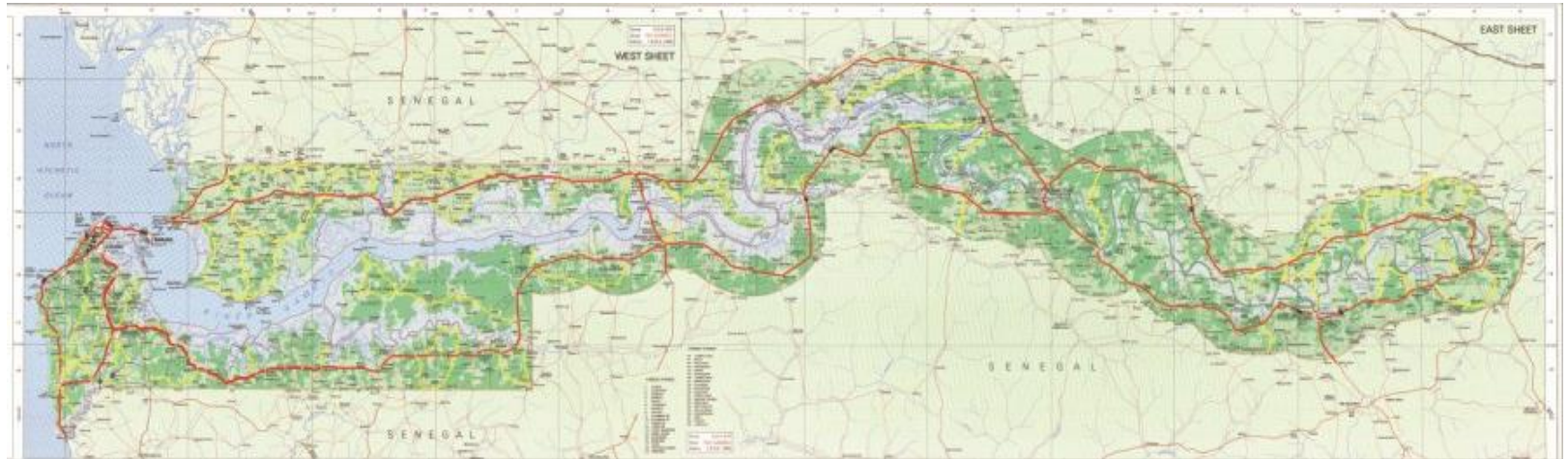
- The Gambia has a small, open economy with the main contributors to the GDP being:



# Introduction -Transport Sector

Made up of three modes of transport:

- About 3,920 km of classified road network comprising of a primary network of 818km (20.8%) of inter urban trunk roads, 359km (9.2%) of secondary roads and 187km (4.8%) of urban roads and 2,556km (65.2%) of rural feeder roads



# Transport Sector

- Air Transport System is provided by Banjul International Airport
- Maritime and River Transport consisting of the Banjul Port (accounting for over 80% of total international trade) and the Gambia River

# Institutional Responsibilities

- Ministry of Transport, Works & Infrastructure oversees overall policy formulation and oversight
- National Roads Authority is responsible for the overall administration, control, construction and maintenance of the national road network
- Gambia Ports Authority is responsible for maritime transport
- Gambia Civil Aviation Authority has operational and regulatory responsibility for civil aviation

# Development Strategy and Priorities

The Gambia incorporated - Vision 2020

- Strategic objectives of Government's long term vision include:
  - Curbing urban-rural drift
  - Improve connections to regional trading centres through inland roads and waterways
  - Transport networks
  - Encouragement of the private sector to take advantage of public sector facilities by investing in transport

# Key Documents

- National Transport Plan – 1997
- National Transport Policy 1998 – 2006
- PAGE 2012 - 2015
- Master plans exist at the level of each mode except the road sector. These include:
  - Banjul Port 2002 Masterplan (Updated May 2008)
  - Banjul International Airport Masterplan



# Introduction - Urban Transport

- The urban road infrastructure consist of 187km of urban roads mainly within the Capital Banjul (37km) and the Greater Banjul Area (150km)



# Urban Transport

- Though the country has growing towns, the Greater Banjul Metropolis contains the most dominant and economically active districts.
- The result of high level of urbanisation and urban drift has led to the GBA hosting more than 50% of the total population
- This has led to growing traffic congestion and pollution and added pressure on the urban transport system

# Road Safety

- Road Transport Accident Report 2000-2009 totalled 7750
- 618 fatal (8%)
- 67 fatal road transport accidents annually
- Fatality rate of 20/10000 motor vehicles based on estimated vehicle fleet of 33,500
- Comparison with traffic fatality rates in other countries ranks it amongst the poor road safety records requiring immediate remedial action

# Vehicle Fleet

- Fleet renewal is a challenge for urban transport operators
- Estimated vehicle fleet at 33,500 vehicles based on structure of road user revenue
- 20% are imported second hand
- Average age over five years

Vehicle Type	Number	%
Car	20,896	62.4
Van/Station Wagon	2,902	8.7
Minibus 12 -22 pax	474	1.4
Bus > 22 pax	2,618	7.8
Goods Vehicle	1,626	4.8
Other	2,397	7.2
Government/Diplomatic	2,587	7.7
<b>TOTAL</b>	<b>33,500</b>	<b>100.0</b>

Source : MOWCI - Roads Transport Policy 2011-2015, May 2011

# Infrastructure – Key Issues

- Institutional responsibilities of the urban road network remain with the NRA that also has the powers to delegate responsibility of some roads to Municipal Authorities and Local Councils
- However most of the network is in very poor condition due to insufficient resource allocation and non existence of a hierarchical road system.
- Subvention provided from the budget over the years 2006-2011 has consistently been less than 30% of the maintenance needs resulting in mounting backlog of periodic maintenance.

# Key Issues

- Insufficient transportation databases to aid planning
- Lack of hierarchical road system has led to blurred definition of institutional responsibility - also contributes to the poor condition of the network
- There is very limited coordination between land use and transportation planning
- Transport services, both passenger and freight are mostly dominated by the private sector, with public transport provided by shared or private taxi, van or bus.
- The non existent enforcement of existing public transportation regulation has led to a chaotic traffic situation within the urban area (e.g. parking and commercial activities on sidewalks and even pavements) reducing the capacity of the network

# Way Forward

- Transportation and Landuse Masterplan
- Investment in rural feeder roads
- Increase productivity of rural population
- Establishment of a hierarchy of the urban roads network and regulation of urban transportation system
- Institutional support for strengthening of municipalities' transport departments
- Long term plan to - implement Bus Rapid Transit System



# THANK YOU FOR YOUR ATTENTION

Ajara S. Ceesay  
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