



GAMBIA PORTS AUTHORITY

Resettlement Action Plan (RAP) for Port of Banjul 4th Expansion Project in The Gambia



FINAL RESETTLEMENT ACTION PLAN REPORT



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(A Government of India Undertaking)

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ABBREVIATIONS

AfDB	African Development Bank
ARAP	Abbreviated Resettlement Action Plan
BCC	Banjul City Council
DLS	Department of Lands and Surveys
DOF	Department of Fisheries
DWR	Department of Water Resources
DPWM	Department of Parks and Wildlife Management
EIB	European Investment Bank
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan
ESS 6	Environmental and Social Standards 6
FARAP	Full Abbreviated Resettlement Action Plan
GMA	Gambia Maritime Administration
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
LACA	Land Acquisition and Compensation Act
NEA	National Environment Agency
NGO	Non-governmental organization
NRA	National Roads Authority
OS 2	Operational Safeguards 2
SEA/SH	Sexual Exploitation and Abuse/Sexual Harassment

DEFINITIONS OF TERMS USED IN THE REPORT

Unless the context dictates otherwise, the following terms shall have the following meanings:

“An Environmental Impact Assessment (EIA)”: An environmental assessment instrument to identify and assess major potential environmental impact of proposed activities, evaluate alternatives and design appropriate mitigation, management and monitoring measure.

“BCC” means the Banjul City Council: an area demarcated under the Local Government Act 2002 and it is the administrative unit immediately below the Region. It manages the city of Banjul where GPA is located.

“Census” means a field survey carried out to identify and determine the number of Project Affected Persons (PAP) or Displaced Persons (DPs). The meaning of the word shall also embrace the criteria for eligibility for compensation, resettlement and other measures emanating from consultations with affected persons.

“Compensation” means the payment in kind, cash or other assets given in exchange for (i) the acquisition of land including fixed assets thereon; or (ii) the use of that land.

“Cut-off date” is the date of the completion of the census of project affected persons. After this date, no new occupier of project sites will be eligible for compensation.

“Displaced Persons” mean persons who, for reasons due to involuntary acquisition or voluntary contribution of their land and other assets (or the use thereof) under the project, result in direct economic and or social adverse impacts, regardless of whether or not the said Displaced Persons are physically relocated. These people will have their: standard of living adversely affected, whether or not the Displaced Person must move to another location; lose right, title, interest in any house, land (including premises, agricultural and grazing land) or any other fixed or movable assets acquired or possessed, lose access to productive assets or any means of livelihood.

“Trader Group” means group of traders doing the same kind of business.

“Involuntary Displacement” means the involuntary acquisition of land resulting in direct or indirect economic and social impacts caused by: loss of benefits from use of such land; relocation or loss of shelter; loss of assets or access to assets; or loss of income sources or means of livelihood, whether or not the Displaced Persons have moved to another location or not.

“Involuntary Land Acquisition” is the repossession of land by government or other government agencies for compensation, for the purposes of a public project against the will of the landowner or user. The landowner or user may be left with the right to negotiate the amount of compensation proposed. This includes land or assets for which the owner or user enjoys uncontested legal rights including customary.

“**the Karpowership**” means the Turkish ship that is stationed at the fish landing site, and generating electricity into the national power grid of the National Water and Electricity Company (NAWEC)

“**Market Value**” means the most probable selling price or the value most often sought by buyers and sellers.

“**Project Affected Person(s) (PAPs)**” are persons affected by the relocation of the ferry terminal. They are the economic operators doing business within the immediate vicinity of the ferry terminal and they are affected because they may lose income when their daily operations are disrupted in the process of relocating the ferry to another location. These persons are affected whether or not they must move to another location.

“**Replacement cost**” means replacement of assets with an amount sufficient to cover full cost of lost assets and related transaction costs. The cost is to be based on **Market rate (commercial rate)** according to the Gambian law for sale of land or property.

“**Resettlement Assistance**” means the measures to ensure that Displaced Persons who may require to be physically relocated are provided with assistance during relocation, such as moving allowances, residential housing or rentals whichever is feasible and as required, for ease of resettlement.

“**Vulnerable Groups**” means people who by virtue of gender, ethnicity, age, physical or mental disability, economic disadvantage, or social status may be more adversely affected by resettlement than others and who may be limited in their ability to claim or take advantage of resettlement assistance and related development benefits.

EXECUTIVE SUMMARY

This report constitutes the Resettlement Action Plan (RAP) developed within the context of the Banjul 4th Port Expansion Project. The Government of The Gambia (GOTG) intends to apply for financing from the African Development Bank (AfDB) and the European Investment Bank (EIB) to carry out a feasibility study to implement this port expansion project with a view to increasing the terminal areas for the handling and storage of cargo close to the main jetties.

Specifically, the RAP has been developed to address the potential economic and social impacts on the project affected persons (PAPs) at the existing ferry terminal in Banjul because some of the proposed activities may induce involuntary resettlement. Thus, in accordance with the AfDB's Operational Safeguard 2 (OS-2) and EIB's Environmental and Social Standards (ESS 6), GOTG is required to prepare and implement an RAP. This report is therefore in compliance with the above Banks' policies on involuntary resettlement.

Table: Compensation Summary Sheet

#	Variables	Data
A. General		
1	Region	Banjul
2	Municipality	Banjul City Council
3	Village	Banjul
4	Activity(ies) that trigger resettlement	Relocation of ferry terminal and widening of Bund Road access
5	Project overall cost	US \$114.6 million
6	Overall resettlement cost	D5,100,646.40 (US \$102,012,928.00)
7	Applied cut-off date (s)	23 rd – 30 th June 2022
8	Dates of consultation with the people affected by the project (PAP)	Started 18 th May to 14 th July 2022
9	Dates of the negotiations of the compensation rates / prices	Started 18 th May to 14 th July 2022
B. Specific information		
10	Number of people affected by the project (PAP)	185
11	Number of Physically displaced	None
12	Number of economically displaced	185

13	Number of affected households	185
14	Number of females affected	76
15	Number of vulnerable affected	28
16	Number of major PAP	185
17	Number of minor PAP	None
17A	Number of PAPs and other household members	1,241
18	Number of total right-owners and beneficiaries	N/A
19	Number of households losing their shelters	N/A
20	Total area of lost arable/productive lands (ha)	N/A
21	Number of households losing their crops and/or revenues	N/A
22	Total areas lost (ha)	N/A
23	Estimation of revenue lost (USD)	US \$ 4138.04 (D206,902)
24	Number of building to demolish totally (Container terminal at 100%)	N/A
24A	Number if building to demolish Relocation of Office at 100%	N/A
25	Number of building to demolish totally at 50% 100	N/A
26	Number of building to demolish totally at 25%	N/A
27	Number of tree-crops lost	N/A
28	Number of commercial kiosks to demolish	N/A
29	Number of ambulant/street sailors affected	N/A
30	Number of community-level service infrastructures disrupted or dismantled	N/A
31	Number of households whose livelihood restoration is at risk	185

CHAPTER 1: INTRODUCTION AND CONTEXT

Brief description of project components including activities that induce resettlement

The Banjul 4th Port Expansion Project consists of the following subprojects:

- i. expansion and strengthening of the jetty to provide for adequate shipping and container handling capacity at the port;
- ii. widening the Bund Road access to facilitate improved traffic flow in and around the access roads leading to the Port of Banjul;
- iii. construction of a new Container Terminal and Gate Complex;
- iv. relocation of the current GPA Head Office Complex away from the main operational zone;
- v. relocation of the Banjul Ferry Terminal;
- vi. enhancement of the Port digitization program.

It will be noted that sub projects i, ii, and v above will potentially create both negative environmental impacts as well social and economic impacts in the course of project implementation; sub projects (iii and iv) will create negative environmental impacts. Nonetheless, the RAP report will assess five of the six sub projects indicated above; (v). Subproject vi will not be considered under this report.

Objectives of the Resettlement Action Plan

The RAP is aimed at ensuring that the people negatively affected by the project are compensated or assisted for their losses, and their standard of living improved, or at least restored to pre-project levels for sustenance of livelihoods. More specifically the Plan seeks to:

- minimize, as much as possible, involuntary resettlement;
- mitigate adverse impacts;
- ensure that the affected persons that would be dislodged, or their economic operations disrupted, must leave their current locations and / or lose part of their property or assets following implementation of the project:
 - are compensated for these losses;
 - are supported to restore their livelihoods;
 - become beneficiaries of the positive impacts of the Project.
- reduce the risks of poverty, exclusion, and inequitable access to benefits especially for the vulnerable and marginalized individuals and groups such as women, single-headed households, elderly, children, etc.

Development of the Plan requires that due consultations be undertaken with all relevant stakeholders including PAPs before, during and after project implementation, with special attention to disadvantaged groups (women, children, the elderly, the disabled, etc.) within the affected population.

Socio-economic characteristics of the PAPs living areas

(i) Jetty Extension at the Port of Banjul

The PAPs occupying the proposed location for the jetty extension are essentially canoe transport operators, fishermen, rope makers and women fish smokers. These people come to the beach every day of the week from diverse communities in the Greater Banjul Area (GBA) including Banjul, Serekunda, Bakau, Latrikunda, and Barra in the North Bank Region (NBR).

Besides those who come from Banjul, the socio-economic characteristics of most of the communities where the PAPs come from are mainly Peri-urban and rural. Within these areas, agriculture, (which is the main occupation of the majority of Gambians) is of less significance as an economic activity, compared to the NBR where the majority of the persons are engaged in agriculture. For their economic sustenance the people depend on diverse vocations and economic activities including trading, fishing and other ancillary occupations, transporting goods, etc.

Given that Banjul has hardly any agricultural land too, the PAPs who come from Banjul also are mainly engaged in the same trade as those who come from the Peri-urban and rural areas of Serekunda, Latrikunda, etc.

(ii) Completion and widening of Bund road access

This sub project activity will be implemented at the Bund Road. By the road sides, shrimp fishermen have their base, where they land their catches. Like the PAPs around the jetty extension area, these PAPs come from rural areas in Gambia such as, and even as far as Senegal Guinea and Mali. The socio-economic characteristics of the areas they come from are essentially rural and agricultural where men farmers grow mainly crops such as groundnut, millet, cassava, maize, and the women cultivate rice, vegetables (okra, cabbage, tomatoes, etc.). Whilst most of their male contemporaries from the communities they come from are predominantly farmers, they have migrated to the current site to fish, since it is their main occupation. For their fishing activities, they are engaged in shrimp fishing and land their catches on the roadside.

(iii) Construction of a New Container Terminal including New Gate Complex.

Implementation of this sub project activity is not expected to lead to any resettlement issues now that all the PAPs have been resettled, and the area is free from any encumbrances. The area used to comprise developed residential and commercial properties (each was held under free-hold - i.e. tenure is in perpetuity); they were occupied by their families and /or tenants. The number of persons directly affected was not determined in the reports.

Currently there is no socio-economic activity taking place within the site, having been already acquired by GPA, and all the PAPS resettled. All compensations were paid at replacement cost through series of consultations and negotiations between a Taskforce created by GPA and the property owners supported by their legal representatives.

In this regard, the socio-economic characteristics of the site are essentially related to the activities of the GPA (i.e. being used as container terminal) awaiting further works which would include a new terminal design, planning and construction activities.

(iv) Construction of New GPA Head Office Complex

The GPA headquarters is located within the Port operational area. Essentially it houses the staff and operations of the Authority, and in this regard the socio-economic characteristics are mainly related to the administrative and other technical operations of the GPA. Thus there are no PAPS to be potentially impacted by the activities of the sub project.

It is expected that after the completion of the works at the proposed project site, the occupants of the existing building will relocate with their official equipment and personal belongings to the new site. In this regard there will not be any socio-economic impact on the staff who will move.

Meanwhile, at the proposed relocation site (the Muslim High School and the GTTI Annex building), there is currently no socio-economic activity taking place; the GTTI Annex building has since been demolished after its acquisition), and the Muslim High School has now moved to its new sites at Brusubi.

(v) Relocation of the Banjul Ferry Terminal

As with the extension of the jetty in (i) above, relocation of the ferry terminal will impact the PAPS operating businesses within the vicinity of the ferry terminal. The socio-economic characteristics of these PAPS are similar to those in (i) above in that most of them are engaged in mainly trading and other non-farming economic activities, even though their villages of origin are mainly agricultural.

However, migrating from the rural areas to around Banjul and its suburbs, where most of them travel from to the ferry terminal daily, they have chosen other forms of economic activities, including trading.

In this regard the socio-economic features of the PAPS to be potentially impacted by the extension of the jetty are essentially similar to the PAPS found operating within the vicinity of the ferry terminal

Socio-economic aspects / issues (opportunities, risks, livelihood vulnerability, etc.) of the project area of influence

It will be noted that implementing sub projects (iii) and (iv) at the proposed sites will have no potential socio-economic impact to warrant resettlement of PAPs; however, sub projects (i), (ii) and (v) will have potential economic impacts on there are economic operators within the vicinity of these sub project sites.

(i) Jetty Extension at the Port of Banjul

At this sub project site artisanal fishermen and ancillary workers are operating. They are located north of the existing jetty, and are within the trajectory of the proposed 345- meter jetty extension. According to them, they comprise more than 100 fishermen and rope makers. The fishermen land their daily catches on the beach, which are evacuated from the canoes to the main market, or to the smoke houses. The supplies which includes food, fuel and other materials and equipment required for fishing trips are loaded onto the canoes at the site, and also repair and maintenance of gear are carried out on the beach.

There are women fish smokers located adjacent to the fish landing site. Specifically, the women process the cat fish to sell directly to both direct consumers and middlemen on the site, or at the local market in Banjul. They claim that they are about 45 in number in age group between 20-60 years old, and operate

However, the GPA has indicated that should the jetty extension works begin, or the ferry terminal is relocated towards the site, the economic operators will not be impacted because they will cohabit with the ferry. Essentially, this means the canoe transporters, women fish smokers, and the fisherman and other ancillary workers will not be removed.

(ii) Completion and widening of Bund road access

By the roadside at Bund Road, near the fisheries jetty are some shrimp fishermen who use the area as a base. They land their catches of shrimps and fin fish to supply the fish factories as well as sell local fish mongers.

(iii) Construction of a New Container Terminal including New Gate Complex.

Socio-economic activities involving trading of any sort is not carried out at this proposed sub project location. In this regard there are no PAPs at this site.

(iv) Construction of New GPA Head Office Complex

This sub project site is also devoid of any PAP, as the previous owners have vacated the sites after having been paid by GPA for the premises.

(v) Relocation of the Banjul Ferry Terminal

Diverse trade and economic activities are carried out at the ferry terminal. These include selling cola nut, clothes, shop keeping, vending food, etc. From the daily activities they perform they are able to fend for their families.

However, in as much as there are opportunities for the PAPs to generate their daily incomes, there equally are risks and vulnerabilities that accompany the economic benefits. It will be noted that where any one of the 3 optional sites be selected (based on different sets of criteria), to relocate the ferry, the vendors at the existing terminal will be impacted (although in vary degrees); relocating the terminal to either option ii or iii above would mean a total displacement of the vendors, if they are to “follow” the ferry, and relocating the ferry towards the Karpowership will generate minimized economic impact.

Specifically, the economic operators will be impacted through the disruption (although temporarily) of income flow during the relocation to the new ferry terminal. During the consultations, they indicated that they lose income any day that the ferry does not operate, or the terminal is closed for any repair or maintenance works. Therefore, in the event that the ferry has to be relocated too far from its current location, their daily income will drop drastically.

Another type of impact will be the disturbance, inconvenience and other incidental contingencies during relocation to new the ferry terminal. Business activities will take at least three days to pick up in the new location and as such the usual average daily income will not attained.

Regime / status / constraints of land in the project area of influence

As per PART II of the laws of The Gambia cap.68:01, GPA owns the proposed sub project sites (i), (iii), (iv), and (v). Declaration of Area of Jurisdiction, Section 4 (1) subsection (a) states that Port of Banjul shall be deemed to include the space or portion of the River Gambia together with the shores and beaches adjoining thereto, bounded as follows: “To the northward by an imaginary line drawn from Buniadu Point to the northern extremity of Cape St. Mary.....” Clearly, this includes the areas hosting the proposed sub project locations (site for jetty extension, new container terminal, new Headquarters and the site (s) for the relocation of the ferry terminal).

(i) Jetty Extension at the Port of Banjul

Given the above, it is evident that GPA does not seem to have any constraints regarding access to the site to extend the existing jetty by the proposed 345 meters northwards towards the Karpowership, parallel to the beachfront.

(i) Completion and widening of Bund road access

The Bund Road (3.5km long), like all national roads fall under the institutional jurisdiction of the National Roads Authority (NRA) within the Ministry of Transport Works and Infrastructure. NRA is responsible for the planning, construction and maintenance of the national road network.

However, access of the subproject proponents (GPA) to the Bund Road to execute the works to widen the Bund Road will be understanding and involvement of both institutions and Ministries.

(ii) Construction of a New Container Terminal including New Gate Complex.

The physical location of this subcomponent is within the operational area of the GPA. The site consisted initially of private residences and businesses and were acquired by GPA between 2009 (50 were acquired) and 2019 to date (when 20 properties were expropriated) using the Land Acquisition and Compensation Act, 1991, and all compensations paid including resettlement allowances to support the owners in their transfer from the site.

Currently, all the previous owners have vacated the site, and only the mosque is not impacted given its religious and cultural significance.

(iii) Construction of New GPA Head Office Complex

The physical location of this subcomponent is about 100 meters north of the Fisheries jetty, and as shown in Figure 1.4 below, used to host the GTTI Annex building and the Muslim High School. Both properties were acquired by GPA, and now access to it by the GPA is not encumbered.

(iv) Relocation of the Banjul Ferry Terminal

Specifically, this area is located within the general premises of the GPA and is directly opposite the existing jetty on the beachfront; the site extends on the beach front for a distance of approximately 300m meters northwards, and it includes the fish landing site, and the location of the Karpowership. The structures and facilities were all constructed by the GPA, including the shops, passenger waiting rooms.

Profiles of actors located/ depending/ living in the project area of influence of (site, right-of-way, vicinity, buffer zone, etc.):

(i) Jetty Extension at the Port of Banjul

As mentioned in section (i) (Socio- economic characteristics) above the persons occupying the proposed location for the jetty extension are essentially the canoe transport operators, fishermen, rope makers and women fish smokers.

However, in an effort to minimize the social impacts (should the ferry be relocated towards the fish landing site), the Management of the GPA has decided that the ferry will cohabit with the operators at this site. This means that the economic operators on this side of the beach will not be impacted by both the extension of the jetty, and the new ferry site. Effectively, they should not be integrated within the RAP process.

(ii) Completion and widening of Bund road access

Shrimp fishermen of various nationalities and numbering approximately 20 (according to them) operate from the roadside of the Bund Road where they land their daily catches. The fish sold to fish traders and the shrimp supplied to the fish processing factories who further export to the European market.

Among the other economic operators are women fish mongers and processors. They are usually the customers of these fishermen, and are found processing fish by the road side as well.

(iii) Construction of a New Container Terminal including New Gate Complex.

There are no economic operators operating within this subproject location that will be impacted by the construction of the container terminal.

(iv) Construction of New GPA Head Office Complex

There are no persons currently operating within this subproject location who will be impacted by the construction of the GPA office complex.

(v) Relocation of the Banjul Ferry Terminal

The PAPs operating within the site for this sub project component are men and women who operate the shops; sell cola nuts; vend food items such as cakes/pastry, lunches/breakfast meals; etc. whose operations will be disrupted when the ferry is relocated and the passengers move away from them to “follow” the ferry at its new location.

They include men and women between the ages of 18-70 years, who do their trade every day of the week travelling from different communities in the Kombos as far away as Brikama (about 35km from Banjul).

Main social impacts of the project

It will be noted that where any of the 3 optional sites be selected (based on different sets of criteria), the vendors at the existing terminal will be impacted (although in vary degrees); relocating the terminal to either option ii or iii above would mean a total displacement of the vendors, if they are to “follow” the ferry, and relocating the ferry towards the Karpowership will generate minimized economic impact.

Specifically, the economic operators will be impacted through the disruption (although temporarily) of income flow during the relocation to the new ferry terminal. During the consultations, they indicated that they lose income any day that the ferry does not operate, or the terminal is closed for any repair or maintenance works. Therefore, in the event that the ferry has to be relocated too far from its current location, their daily income will drop drastically.

Another type of impact will be the disturbance, inconvenience and other incidental contingencies during relocation to new the ferry terminal. Business activities will take at least three days to pick up in the new location and as such the usual average daily income will not be attained.

Another set of economic operators who will be impacted by the project will be the fishermen located along the Bund Road near the Fisheries jetty. With the onset of the road works (use heavy equipment, bull dozers, earth moving graders, heavy duty trucks, etc.) their activities will be disrupted, (albeit temporarily) and thus will experience a drop in their income flow.

Social and economic impacts of the project on the affected people

Land requirements for the project

The land requirements for the respective sub projects are:

Subproject (i): Jetty extension = 345 meters

Subproject (ii): Construction of a New Container Terminal including New Gate Complex
= 17,929.10m²

Subproject (iii): Completion and widening of Bund road access = 3.5 km long

Subproject (iv): Relocation of the Banjul ferry terminal = approx. 3000 meters

Subproject (v): Construction of new GPA headquarters = 11,244.47

(i) Jetty Extension at the Port of Banjul

Land requirement for this subproject will not be a constraint as the proposed site belongs to the GPA, and the accessing the required space will present no constraints. This is based on PART II of the laws of The Gambia cap.68:01 Declaration of Area of Jurisdiction, Section 4 (1) subsection mentioned above.

(ii) Construction of a New Container Terminal including New Gate Complex.

For this sub project, GPA acquired 50 private properties between 2019 to date, and earlier in 2009, 50 properties adjacent to the port were acquired in Half-Die; all these properties have been fully compensated using the LACA, 1991. It will be noted that all the properties have been vacated except one (for which the agreed compensation was paid as recently as Monday 4th July). In this regard, all the PAPs who would have been affected by this project have been already compensated by the GPA, and now the entire space is free from all encumbrance.

(iii) Completion and widening of Bund road access

This sub project site is the existing road at Bund Road which is under the institutional jurisdiction of the Ministry of Transport Works and Infrastructure. The government arm responsible for the management of the national road network is the NRA, and government principles with regard national road construction works is that the NRA taking the lead.

In this regard, the two institutions under the same Ministry will enter into a Memorandum of Understanding (MOU) or some formal mutual agreement to implement the subproject along the Bund Road.

(iv) Relocation of the Banjul Ferry Terminal

Land requirements for the implementation of this sub project will be as mentioned under the extension of the jetty. The required land space for this activity is within the institutional jurisdiction of the GPA by virtue of PART II of the Laws of the Gambia cap. 68:01

(v) Construction of New GPA Head Office Complex

Implementation of this sub project will be on land that has also been acquired by the GPA from the Muslim High School and the authorities of the Gambia Technical Training Institute, or GTTI.

As in the case of the proposed container terminal site, these two properties are now within the jurisdiction of the GPA, and all the relevant PAPs have been paid in full for the properties.

(vi) Profiles of people affected by resettlement including their vulnerability levels

In view of the above therefore the 4th Port Expansion Project has no land-take that would affect its implementation at all the five subproject sites. The main impacts are essentially potential loss or reduction in income flow of economic operators at the ferry terminal, at the fish landing site, and at Bund Road, which will be temporary.

The Project Affected Persons (PAPs) in this study are those economic operators who are currently selling goods and other items within the vicinity of the ferry terminal; these include the men and women who operate the shops (Shopkeepers Association) ; sell cola nuts; vend food items such as cakes/pastry (Cake vendors Group), lunches/breakfast meals; etc. whose operations will be disrupted when the ferry is relocated, and the passengers move away from them to “follow” the ferry at its new location. They are 131 persons who were enumerated, and include men and women between the ages of 18-70 years, who do their trade every day of the week travelling from different communities in the Kombos as far away as Brikama (about 35km from Banjul).

There are other economic operators such as the fishermen, rope makers, canoe transporters, women fish smokers, etc. who are currently located at the fish and canoe landing sites. However,

they will co-exist with the ferry (should it be transferred there) and also the extension of the jetty will not lead to their removal from the site.

At the Bund Road shrimpers and their women fish mongers and processors operate at the road side, using the road side as their base. They number 54 persons (16 women and 38 men). They include men and women ranging between 40 -70 years, and they work there every day except on days when the fishermen do not go to sea, which happens at least 15 days in the month.

(vii) Impacts and indirect effects of temporary or permanent loss of land and source of livelihood.

As indicated earlier, there will not be any form of land-take in this project given that all the land requirements for the Project have been met by expropriating the private properties adjacent to the Port between 2009 and 2019, and the purchasing of the Muslim High School and GTTI Annex for the construction of the Main GPA Office. In all these cases, the PAPs have since been compensated for their permanent losses.

The main impacts of the Project are the potential temporary loss of income of the economic operators at the ferry terminal and Bund Road. Relocation of the ferry will mean potentially disrupting the current pattern of buying from the shops and kiosks at the terminal. Reduction of income of the economic operators will have both direct and indirect impacts. Their earnings at these sites are used to feed their families, send their children to school, pay their medical and other social needs. Although temporal, (income flow should get back to normal after the works) but reduction on income flow will harm the families.

For the fishermen, the impacts will be manifested at these sites when construction activities begin; widening the road adjacent to their base will cause them to scale down their activities.

Main occupation of PAPs at the terminal

The main findings include the fact the main occupations or categories of activities in which the economic operators are involved in at the terminal are shop keeping, selling cakes and pastry, cold beverages, cola nut and bitter cola, food (lunch/breakfast), clothes and related items, mobile phones/radio and electronics, etc. The PAPs whose occupation is shop keeping is the highest, representing 45.8% of the various categories of occupation. The majority of the PAPs are men representing 54% whilst the women are 46%. The men folk represent the highest number of shop keeping at 83%, majority of whom are engaged kitchen utensils, textile/fabrics, imported food items such as rice, sugar, tea/ “atatya”, powered milk, mayonnaise, etc.

The women dominate other key occupations/activities such as food vending/selling, refreshments such as drinks, locally made juice, cold water, cakes and pastry, representing 86.5% of these activities.

Another important occupation of the PAPs is business and trading in mobile phone accessories, basic electronics, watches, sun glasses; these are mainly hand-held merchandise giving the room for the traders/vendors to roam/walk around the ferry terminal especially in the ferry departure waiting rooms and exit gates.

At the Bund Road the fishermen and processors have fishing and fish vending as their only occupation. The majority of the men have migrated into the site from Senegal and Mali, and fishing is their only occupation. The women fishmongers too claim they have no other vocation besides fish processing and marketing

Relevant legal and institutional framework for the resettlement Plan

a. Constitutional, legislative and regulatory provisions relating to land and expropriation procedures

- **The Constitution of the Republic of the Gambia, 1997**

The Gambian Constitution of 1997 recognizes and upholds the principle of private ownership of lands, and states that “*No property of any description, shall be taken possession of compulsorily, no right over or interest in any such property shall be acquired compulsorily in any part of The Gambia, except:*”

Sub Section 1(a) “The taking of possession or acquisition is necessary in the interest of defence, public safety, public order, public morality, public health, town and country planning or the development or utilization of property in such a manner as to promote public benefit;”

Sub Section 1(c) provides for the prompt payment of fair and adequate compensation, and aggrieved persons have a right of access to a court or other impartial and independent authority for redress. *Sub Section 4* expressly stipulates that where the compulsory acquisition involves the displacement of any inhabitant who occupy the land under customary law, Government shall resettle them on suitable alternative land with due regard to their economic wellbeing and social and cultural values.

- **The Land Acquisition and Compensation Act (LACA) 1991**

The LACA is essentially the national law that guides the process of the development of this ARAP. It provides the legal basis for the acquisition of property by the State for public/planning purpose, and at the same time, *Section 11* provides for compensation for land acquired under LACA, 1991 using the cost of replacement method. The method is based on the prevailing cost of construction of the structures and improvements, including design, supervision etc. The Act provides a mechanism for dispute resolution both at the formal and informal (traditional) levels.

- **The Involuntary Resettlement Framework of the AfDB and EIB**

From the point of view of the AfDB and EIB the relevant policies are the Operational Safeguard 2 (OS2), and EIB’s ESS 6; these prescribe the processes and procedures to be followed where persons have to lose property, means of livelihood or where they experience a change in their standard of living because of the implementation of a Project either of them is financing.

b. Institutional framework for the expropriation for public interest / payment of the compensation

- **Ministry of Lands and Regional Governments (MOLRG)**

Ministry responsible for administering the LACA, 1991; supervises the Departments of Lands and Surveys, and the Physical Planning and Housing

- **Ministry of Finance and Economic Affairs**

Provides the necessary financial resources to the GPA for the implementation of the RAP.

- **Ministry of Transport Works and Infrastructure**

The parent Ministry for the Project will provide policy oversight and provide support to the GPA/PIT in the mobilisation of the necessary funds to implement theRAP.

- **Role of the Project Implementation Team (PIT)**

Eventually to be named as Project Implementation Unit (PIU), will have the day-to-day responsibility of implementing the Plan under then overall supervision of then GPA. It shall be the responsibility of the Project to provide the necessary resources for the resettlement payments as well as the implementation and monitoring of the Plan. The PIT, through the Safeguards Specialist shall be responsible for the day-to-day management of the resettlement program which will include liaising with the PAPs, Government agencies and other service providers to ensure compensation and other forms of assistance are provided to PAPs in a timely manner.

In this regard, it shall prepare activity reports for the Project Steering Committee (PSC) and the Banks. Through the Safeguards Specialist, the PIT will carry out the internal monitoring of the implementation of the Plan.

- **Roles and responsibilities of other national institutions and structures involved in the implementation of the resettlement plan**

Institution	Responsibilities	Level

Grievance Redress Committee	Provide mainly technical advice and/or regulatory information on land and resettlement related issues	During all levels of project implementation
Banjul City Council (BCC)	Regulatory, as local authority where the GPA is located	During all levels of project implementation
Department of Fisheries	Technical advice and/or regulatory information on implementation of RAP as it relates to fishing communities	During all levels of project implementation
Department of Lands and Surveys	Provide mainly technical advice and/or regulatory information on land and resettlement related issues	During all levels of project implementation
Department of Parks and Wildlife Management	Technical advice and/or regulatory information on implementation of RAP as it relates to fishing communities	During all levels of project implementation
Two representatives of PAPs (one from ferry terminal and one from Bund Road – 1 male and 1 female)	Coordinate with PAP complainants to address issues affecting PAPs at GRC	During all phases of project implementation

Census including the cut-off date, and eligibility criteria

A census of all the economic operators was carried out between 23rd and 30th June 2022 both dates inclusive. The cut-off-date for being eligible for compensation and/or resettlement assistance was 30th June 2022, which was the last day when the census and the socio-economic survey was completed. Beyond this date, aggrieved PAPs’ complaints will be addressed by the Grievance Redress Committee (GRC) located at the GPA.

The eligibility criteria include:

- persons with formal legal rights to economic assets (including customary and traditional rights recognized under Gambian laws);
- persons who do not have such formal legal rights to land or business site at the time of the census but have a claim to such land or site or assets (provided that such claims are recognized under the laws of The Gambia, or become recognized through a process identified in the RAP;
- persons who have no recognizable legal right or claim to the land or site they are occupying;

- eligibility is determined based on the census of the PAPs carried out while preparing this RAP. All 185 PAPs satisfy this eligibility criterion.

Principles and applicable rate

Rate of resettlement assistance was determined from the consultations with the PAPs from two elements; the type of business and the apparent value of the stock on display at the time of the survey to determine the actual/potential daily earning.

In addition, for the resettlement assistance for other economic operators where the length of disturbance and inconvenience will be longer (such as the road works at Bund Road), the reasonable number will be at least 15 days of disruption of economic activities. In this regard the computation matrix will be as indicated in below.

Computation matrix for calculation of rates

Sub project location	PAP ID	PAP name	Rates used to compute assistance		
PAPs at the Ferry terminal					
			Daily earning (D) x 3 days	20% of daily earning x 3 days	Total assistance (D)
PAPs at the Bund Road					
			Daily earnings (D) x 15 days	20% of daily earning x 15 days	Total assistance (D)

Estimate of actual losses and their compensation

The basis and principles that were used to determine the type of support to the PAPs as a result of the possible disruption of their daily income flows include the following:

- that there will be temporary disruption of daily income flow during the transition period when the ferry is being relocated, and the economic operators have to wind down their operations (for at most 3 days);
- the disturbance and other incidental contingencies based on the level of inconvenience, (expressed as percentage of the total disruption of daily income flow - 20% is adequate.). The sum of the two estimated values gives an adequate and fair amount of assistance to the PAPs.

Appendix 5.3 and Appendix 5.4 provide details (including, total quantity of losses of the 185 PAPs, total amount of compensation for the 185 PAPs, amount for each PAP).

Consultations and negotiations conducted

Consultations were conducted with the various categories of vendors: shopkeepers, cake vendors, canoe operators, and women fish smokers, etc. In all a total of eighteen consultative sessions were held. They included ten with the economic operators, and eight with national offices with legal mandate and oversight relating to the Project. With the economic operators at the ferry terminal, a total of 131 operators were consulted (71 men and 60 women). At the landing site for the shrimpers two sessions of consultation were conducted. A total of 54 (16 women and 38 men) were consulted.

Physical relocation measures (current conditions of resettlement sites, environmental management, integration with host populations, etc.)

The Project has no land-take impact to warrant physical relocation of PAPs. All relocation activities were carried out under a different national program for which all resettlement issues were concluded before the onset of this Project. Therefore, there are no resettlement sites and management of integration with host communities.

During the works at the relocation site (approx. 300 m away) the PAPs will continue to occupy their current sites until when the works are completed for the ferry to move. They will only begin to move to the new terminal site after the works. At the Bund Road, the fishermen will move away from the road side to the inner part of the fisheries jetty. They will return to their base at the road side after the works.

Costs and budget for the full reinstatement, including sustainable livelihood restoration plan, if any

S/N	Activity/Item	Total (D)	Total US \$
		Source of funding	
		GOTG	GOTG
A	Support to PAPs		
1	Resettlement support for temporary disruption of economic activities	1,295,424	25,908.48
2	Assistance to vulnerable people	298,800	5,976.00
3	Livelihood restoration	770,000	15,400.00
Subtotal		2,364,224	47,284.48

Schedule of the Payments and the execution of the physical relocation

There will not be any physical relocation of PAPs; the type of payment expected to be made is payment of resettlement support to the PAPs due to the reduction of their income flow as a result of disturbance in construction works. This payment will be carried out before the works begin.

Grievance Redress Mechanism (GRM)

Regardless of its scale, involuntary resettlement inevitably gives rise to grievances among the affected population; therefore, timely redress of such grievances is vital to the satisfactory implementation of resettlement and to the completion of the Project on schedule. In this regard, a mechanism to address grievances and to prevent conflicts which may occur during ARAP (and indeed the entire Project) implementation, will need to be created; it will include specific procedures to ensure the ethical and confidential management of Sexual Exploitation and Abuse or Sexual Harassment (SEA/SH)-related claims.

Objectives of the grievance mechanism

The objectives of the grievance redress mechanism are to:

- provide an inclusive, effective and responsive avenue for affected persons to express their concerns and resolve disputes that are caused by the Project;
- promote a mutually constructive relationship among PAPs, government and Project proponents;
- prevent and address PAP's concerns;
- assist larger processes that create positive social change;
- identify early and resolve issues that could lead to judicial proceedings or project implementation delays.

It will be noted that the GRM will be guided by the principles of transparency, fairness, objectivity and independence, simplicity and accessibility (for PAPS and other stakeholders); responsiveness and efficiency; speed and proportionality; participatory and socially inclusive.:

Grievance Redress Committee (GRC)

A Grievance Redress Committee (GRC) will be put in place by the Project and will play a crucial role in the Plan's implementation process by addressing complaints and concerns raised resulting from the Project activities.

There will be three levels or tiers within the GRM: (i): at the local/beach/Bund Road level; (ii): at the Project/PIU/GPA level; (iii): legal system. The local level (beach/Bund Road) will comprise a PIU member (Social Safeguards Specialist- SSS) as Chair, the Works Forman, a Worker representative, the PAP representative.

At the Project/PIU/GPA, this will comprise the Technical Director GPA as Chairman, the PIU (Project Coordinator, Project's Financial Manager, the SSS, Project Auditor), the DOF, DLS, BCC and DPWM.

At the national legal system will be the Complainant taking his/her grievance to the courts.

Budget of the GRM implementation

The Project Coordinator will provide the necessary budget for the operation for the GRC as indicated in the Table below.

Operational Budget for the GRM process

	GRM activity	Total cost (US \$)
1	Allowance to support personnel and logistics including meetings of GRC members	5,000
2	Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM	10,000
3	Secretarial costs (for editing complaint forms and reports)	6,000
4	Communication costs of the Chairmen of the two GRCs (Site level and PIU level)	2,000
5	Travel, verification and investigation costs	12,000
Total		35,000

Monitoring and evaluation of the execution

a. Monitoring indicators

The monitoring indicators can be summarized as follows:

- i. Grievance redress procedures in place and functioning
- ii. Number and type of grievance redress applications, type of grievance made, and manner of resolution
- iii. Number of complaints/grievances received and registered
- iv. Number of complaints/grievances eligible
- v. Number of complaints/grievances solved
- vi. Number of complaints/grievances outstanding
- vii. Number, type, and value of cash compensation payments made;

b. Evaluation Indicators

The evaluation indicators are summarized below:

- i. % or number of grievance(s) received, number resolved and number left unresolved and why;
- ii. % or number of potential adverse impacts identified, number resolved; and

- iii. % or number of PAPs compensated and % or number that have regained their incomes and activities

c. Monitoring bodies and their roles

Internal monitoring of RAP implementation will be carried out on a continuous basis by the GRC and PIU to ensure that all planned activities within the RAP are on track. This will be the responsibility of the SSS; The monitoring system will:

- i. provide timely information about the implementation of the RAP; and
- ii. report any grievances that require resolution; and document timely completion of the Project resettlement obligations for all permanent and temporary loses, etc.

In addition to verifying the information furnished in the internal supervision and monitoring reports, the independent monitoring agency will visit a sample of at least 10% of the PAPs six months after the RAP has been implemented to:

- i. determine whether the procedures for PAPs participation and delivery of compensation and other rehabilitation entitlements have been done in accordance with the RAP
- ii. gather qualitative indications of the social and economic impact of project implementation on the PAPs
- iii. suggest modification in the implementation procedures of the RAP, as the case may be to achieve the principles and objectives of RAP

d. Dissemination of the periodic reports and the completion audit

It is expected that there will be a mid-term review as well as final evaluation. The latter should preferably take place after all RAP activities have been completed including development initiatives, but before the financial commitments to the project are finished. This will allow the flexibility to undertake any corrective action that the auditors may recommend before the Project is completed.

The findings of the evaluation may be presented at a validation workshop to be attended by representatives of the PAPs, who would be asked to give: (i) their assessment of the resettlement process; (ii) the effects that this has had on their livelihoods; and (iii) suggestions as to first, what residual impacts they are still having to contend with, and second, what changes should be made for future projects.

e. Completion Audit and cost

This audit will be carried out by an independent consultant contracted by the GPA. The process will start when the implementation of the RAP will be at 80%. The total cost of the Audit is estimated at US \$10, 000 as indicated in Table below.

Cost of audit

No	Activity	Time Frame	Budget (US\$)	Responsibility
1	Field visits to project sites	Three times a week	5,000	SSS/ESS
2	Report writing and completion Audit		5,000	Independent consultant
Total			10,000	

f. Cost of monitoring and evaluation**Monitoring Budget**

No	Activity	Time Frame	Budget (US\$)	Responsibility
1	Field visits to project sites, meetings, report writing, etc.	Three times a week	5,000	SSS/ESS
Total			5,000	

Budget for the implementation of the RAP

S/N	Activity/Item	Total (D)	Total US \$
		Source of funding	
		GOTG	GOTG
A	Support to PAPs		
1	Resettlement support for temporary disruption of economic activities	1,295,424	25,908.48
2	Assistance to vulnerable people	298,800	5,976.00
3	Livelihood restoration	770,000	15,400.00(i ncluding
Subtotal		2,364,224	47,284.48
B	GRM implementation		
4	Allowance to support personnel and logistics including meetings of GRC members	250,000	5,000
5	Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM	500,000	10,000

6	Secretarial costs (for editing complaint forms and reports)	300,000	6,000
7	Communication costs of the Chairmen of the two GRCs (Site level and PIU level)	100,000	2,000
8	Travel, verification and investigation costs	600,000	12,000
Sub total		1,750,000	35,000
C	Monitoring and evaluation of RAP implementation		
9	Monitoring and evaluation of RAP implementation (including filed visits, meetings, report writings, etc)	250,000	5,000
	Completion Audit of the implementation of the RAP	500,000	10,000
Sub total		750,000	15,000
Total – A + B + C			
10	Contingency (10% of resettlement support cost)	236,422.40	4,728.44
Grand total		5,100,646.40	102,012,928

Planning of the implementation of the RAP

Activities/Tasks	Weeks												Responsibility
	June 2022			July 2022			August 2022						
Cut-off-date	30 th June 2022												
Preparation of RAP													Consultant
Review and Final RAP approval													PIT/Banks
Disclosure of RAP													PIT/Banks
Execution of the RAP implementation process													
Appointment of a person in charge of the management and the internal monitoring of the complaints													PIT
GRM implementation													
													PIT/GPA
Compensation and assistance of PAPs													
Approval and transfer of funds													PIT/GPA/Banks
Presentation of assistance and													Consultant/PIT

Activities/Tasks	Weeks												Responsibility
	June 2022				July 2022				August 2022				
support PAPs													
Compensation of PAPs													Consultant/PIT
RAP implementation monitoring and evaluation													
Monitoring of the compensation procedure													PIT
Monitoring and resolution of complaints and submission of periodic activity reports													PIT
Completion Audit of the implementation of RAP												→	Consultant

1. INTRODUCTION AND CONTEXT

The Government of The Gambia (GOTG) intends to apply for financing from the African Development Bank (AfDB) and the European Investment Bank (EIB) to carry out a feasibility study towards the implementation of the 4th Banjul Port Expansion Project with a view to increasing the terminal areas for the handling and storage of cargo close to the main jetties.

Some of the proposed activities may induce involuntary resettlement, impacting negatively some of the economic operators at the ferry terminal. Thus, in accordance with the AfDB's Operational Safeguard-2 (OS2) and EIB's Environmental and Social Standards (ESS-6), the Government is required to prepare and implement a Full Resettlement Action Plan (FRAP), or an Abbreviated Resettlement Action Plan (ARAP). This report is therefore in compliance with the above Banks' policies on involuntary resettlement.

It will be noted that whilst sub projects i, ii, iii and iv above will potentially create only negative environmental impacts in the course of project implementation, sub project (v) will additionally create negative social and economic impacts resulting to involuntary resettlement. Therefore, this Plan will be concerned with the economic and social impacts of subproject (v). Subproject 6 will not be considered in this report.

Project description

It will be noted that sub projects i, ii, and v above will potentially create both negative environmental impacts as well social and economic impacts in the course of project implementation; sub projects (iii and iv) will create negative environmental impacts. Nonetheless, the RAP report will assess five of the six sub projects indicated above. Subproject vi will not be considered under this report.

In addition to sub project v, subprojects i, and ii will also generate disruption in income flow of the economic operators as a result of project implementation. However, for subproject i, (extension of the jetty), GPA has said that the works will not disturb the operators as they will be happening out at sea and not on shore. In this case, they will not be impacted.

With the relocation of the ferry terminal (sub project v), the economic operators will equally be allowed to stay and co-exist with the ferry. Therefore, in both instances they will not be displaced.

Equally, with the relocation of the ferry the PAPs located at the terminal currently will only have their income flow disruption during the transition period of the relocation of the ferry (about 3 days). After all, it is only a distance of approx. 300m from their current location. They will not have to be physically displaced, with their shops, tables, etc.

In addition to the subproject i and v, subproject ii was later been found to potentially impact the fishermen located at the Bund Road, which is planned to be widened by the Project. Again, like

in the subproject v, their impact will be temporary disruption and inconvenience at their landing site during the works resulting to reduction in income flow.

1.1 Brief description of project/subproject/components including activities that induce resettlement

The Banjul 4th Port Expansion Project consists of the following subprojects:

i. Expansion and strengthening of the jetty to provide for adequate shipping and container handling capacity at the port

The subproject activities involved in the extension of the jetty will involve dredging on the seaward side to deepen the berth. Dredged material will be deposited out at sea with no impact on the land. Minimal activity is expected on the beach as a result of the dredging and construction activities since the works will mostly be concentrate on the current jetty. Currently fishermen, canoe transport operators are located north of the existing jetty, and are within the trajectory of the proposed 345-meter jetty extension. The fishermen land their daily catches on the beach, which are evacuated from the canoes to the main market, or to the smoke houses. Supplies, including food, fuel and other materials and equipment to prepare for fishing trips are loaded onto the canoes at the site, and repair and maintenance of gear are also carried out on the beach.

The women fish smokers are located adjacent to the fish landing site; the women process the cat fish to sell directly to both consumers and middlemen on the site, or at the local market in Banjul. They claim that they number 45, and within the age group between 20-60 years old. They operate all days of the week (except when fish is not available). Many of them are married and travel daily from the surrounding communities of Serekunda, Kanifing, etc. to work at the site.

Efforts to minimize impacts

As prescribed in the Banks' relevant policies, all efforts should be made to avoid involuntary resettlement where feasible, or minimize resettlement impacts where involuntary resettlement is deemed unavoidable after all alternative project designs have been explored.

In this sub project activities, the extended jetty will be closer to the canoe and fish landing sites, fuel vendors, rope makers, and the position of the women fish smokers, among other economic operators. These operators will need to be relocated to make way for the ferry, which would harm their income generating capacity.

The other proposed subproject activities will essentially have only environmental impacts; transferring the terminal to the fisheries jetty, or near Mile 2 Prisons along the Banjul-Serekunda

highway will have very little social impact as there are few, or hardly any major economic activities taking place at these locations. Nonetheless, to minimize the social impacts (should the ferry be relocated towards the fish landing site), the Management of the GPA has decided that the ferry will cohabit with the operators should the ferry be located near the fishermen at site 1 (towards the Karpowership). This means that the economic operators on this side of the beach will not be impacted by both the extension of the jetty, and the new ferry site.

Figure 1.1: Location of the proposed works to extend the jetty



Source: WAPCOS, 2022

ii. **Widening the Bund Road access to facilitate improved traffic flow in and around the access roads leading to the Port of Banjul**

Widening the Bund Road access will involve the use of bulldozers, excavators, heavy duty trucks to evacuate earth materials, and to transport construction materials to the site. This will mean that the shrimp fisherman who use the roadside as their base will be dislocated when the works get underway. They will have to relocate to the other side of the jetty which is removed sufficiently away from the area they are currently located; here they will be relatively secure for the potential hazards of the road works. It is expected that the works around their end of the road should be completed within a month when they can return to resume full operations. Figure 1.2 shows then Bund Road sub project location. Given that impacting their daily activities will be inevitable,

they will be supported financially to replace the fall in their daily income level flow for at least 15 of the 30 days they operate. Figure 1.2 shows the Bund Road project site.

Figure 1.2: Sub project site at Bund Road



Source: WAPCOS, 2022

iii. Construction of a new Container Terminal and Gate Complex

For this sub project, GPA acquired 50 private properties surrounding it in 2009. Between 2019 to date, it has been in the process of acquiring an additional 50 properties adjacent to the port in Half-Die; all these properties have been fully compensated using the LACA, 1991. It will be noted that all the properties have been vacated except one (for which the agreed compensation was paid as recently as Monday 4th July). In this regard, all the PAPs who would have been affected by this project have been already compensated by the GPA, and now the entire space is free from all encumbrance. The acquisition process of these properties is outside the context of this Project, and therefore the Project has not resulted to any displacement and land-take. What may look like a congested and crowded space is indeed the vacated structures and properties that were acquired.

Figure 1.3: Photo showing the location of the acquired properties (in green shade) to host the new container terminal



Source: WAPCOS, 2022

iv. **Relocation of the current GPA Head Office Complex away from the main operational zone**

As in the case of the proposed container terminal site, these two properties are now within the jurisdiction of the GPA, and all the relevant PAPs have been paid in full for the properties. Implementation of this sub project will be on land that has also been acquired by the GPA from the Muslim High School and the authorities of the Gambia Technical Training Institute, or GTTI. Therefore, this sub project does not involve any land-take and all the previous owners have been satisfactorily paid the gull value of the properties. See Figure 1.3; the foreground is the site of the (which has been leveled up) former the GTTI Annex building, and in the background is the Muslim High School building, still standing. Figure 1.4 shows the map of the proposed location of the GPA headquarters.

Figure 1.4: Map showing proposed location of GPA head quarters



Source: WAPCOS, 2022

In Figure 1.5 the actual location of the two properties is shown. In the foreground is the empty space where the GTTI Annex building used to stand, and in the back ground is the vacated building of then Muslim High School. The School has since moved to its new location in Brusubi. Thus there is no encumbrance at this site to host the sub project.

Figure 1.5: Photo showing the state of the proposed site for the GPA Headquarters



Source: WAPCOS, 2022

Land compensation

It will be noted in both acquisition processes carried out by the GPA, that in addition to the payment of financial compensations to the property owners (at prevailing market price), Government compensated them land at Katchikaly in Bakau, about 11 km from the city of Banjul; this was based on an earlier Cabinet decision in 1999, that the community of Half-Die, adjacent to the Port, will need to be relocated to make way for the port expansion, but that the process should be carried out without harming the historic community cohesion. Therefore, within the context of community cohesion the entire Half-Die community was relocated to the same site.

Located along the Old Cape Road in the south eastern outskirts of Bakau, and measuring 4.1 hectares the Katchikaly Layout was approved under the Physical Planning and Development Control Act, 1991. The original land use was therefore changed from customary, small-scale rice farming to residential use, and sixty-two plots were demarcated to be allocated to the property owners from Banjul.

Compensation to the community of Bakau for loss of usufruct

Given that the Katchikaly layout was part of the rice growing area for the community of Bakau, and with the change of the land-use and its transfer to the families from Half-Die, the rice farmers and the community have equally been impacted by the relocation process.

From the point of view of the AfDB and EIB's relevant policies, the process of expropriation of the properties at both Half-Die and the rice fields should have been addressed by OS-2 and ESS 6, usually through a RAP. Even though GPA did not prepare a RAP, but it addressed the issue in a similar manner, the outcome of which will satisfy all parties. Thus, in the loss of the rice fields GPA consulted with the affected community to identify and agree on suitable compensation packages.

Therefore, to forestall the possibility of future complaints from the farmers, and following series of negotiations between the community of Bakau and the farmers all parties agreed to an amount of fifteen million Dalasi (D15,000,000); D10, 000,000 as compensation for the acquired rice fields to be paid to the particular farmers whose fields happened to be within the 4.1 ha, and D5,000,000 as compensation to the community for loss of usufruct. The parties agreed that the D5,000,000 will be used to finance community development projects, for loss of usufruct by the community.

In view of the above, the GPA has not resorted to any land-take in the implementation of this Project

v. **Relocation of the Banjul Ferry Terminal**

Diverse trade and economic activities are carried out at the ferry terminal. These include selling cola nut, clothes, shop keeping, vending food, etc. From the daily activities they perform they are able to fend for their families. The majority of the PAPs reported that they are at the ferry terminal every day of the week to sell, and any day that the ferry does not operate for any reason (such as when the ramp is being repaired, or the ferry suffers a major mechanical failure, etc.), they experience massive daily loss of earnings. In this regard, should the ferry relocation process take too, they will suffer major economic losses.

Figure 1.6: Proposed relocation sites for the ferry terminal



Source: WAPCOS, 2022

In this regard should the ferry be transferred to any of the three proposed locations they will experience a drop in their income flow. Therefore, they said any assistance or support that the GPA can offer them during the transition period when the ferry terminal is being located, will be much appreciated.

vi. **Enhancement of the Port digitization program.**

This subproject will not be considered in this RAP, as it has not created any social and income flow problems.

Table 1.1. Project activities that have triggered resettlement

No	Sub component name	Sub-Component and Activities	Activities triggered resettlement	Number of PAP identified
1	<u>Jetty Extension at the Port of Banjul</u>	Dredging at the jetty area		
			Disturbance and inconvenience to canoe operators passengers/fish on beach	None of the economic operators at this site will be removed
2	Widening the Bund Road access	Use of heavy earth moving equipment and machinery; transporting rubbles; aggregate materials; blocking road access, etc.	Disturbance and inconvenience;	Fishermen – 38 women fish mongers/processors - 16-
3	Construction of a new Container Terminal and Gate Complex	Use of heavy equipment and machinery, excavation, movement of heavy trucks, etc.	No PAPs located on the operational site	Not applicable

4	Relocation of the current GPA Head Office Complex away from the main operational zone	Use of heavy equipment and machinery, excavation, movement of heavy trucks, etc.	No PAPs located on the operational site	Not applicable
5	Relocation of the Banjul Ferry Terminal	Use of heavy equipment and machinery, movement of heavy trucks, etc.	Disturbance and inconvenience; difficulty for passengers to access vendors, noise nuisance; drop in sales	131

1.2 Scope of displacement and involuntary resettlement

Physical location

The proposed project location is essentially within the Port area in Banjul, and the specific locations of the relevant subprojects that form the basis of this study are as follows:

- expansion and strengthening of the jetty: this activity will be located seawards, and it will extend the length of the existing jetty by 345 meters towards the north-east, parallel to the beach front;
- widening the Bund Road access: the Bund Road is located south of the current jetty, and is close to the Tanbi Wetland National Park, a designated Ramsar Site;
- construction of a new Container Terminal and Gate Complex: this subproject is located within the current port area, and includes the newly acquired private properties by the GPA;
- relocation of the current GPA Head Office Complex: the proposed site for this subproject is the Muslim Senior Secondary School, and the former GTTI Annex located about 100 meters north of the fisheries jetty;
- relocation of the Banjul Ferry Terminal: the three possible sites for the relocation of the ferry terminal include:

- north-west wards from its current location towards the Karpowership and fish landing site, along the beach within the same trajectory as the extension of the jetty;
- south-west wards from its current location towards the fisheries jetty;
- further north on the beachfront near the Mile 2 Prisons, along the Banjul-Serekunda highway.

1.3 **Scope of displacement**

It will be noted that where any of the 3 optional sites be selected (based on different sets of criteria), the vendors at the existing terminal will be impacted (although in vary degrees); relocating the terminal to either option ii or iii above would mean a total displacement of the vendors, if they are to “follow” the ferry, and relocating the ferry towards the Karpowership will generate minimized economic impact.

Specifically, the economic operators will be impacted through the disruption (although temporarily) of income flow during the relocation to the new ferry terminal. During the consultations, they indicated that they lose income any day that the ferry does not operate, or the terminal is closed for any repair or maintenance works. Therefore, in the event that the ferry has to be relocated too far from its current location, their daily income will drop drastically.

Another type of impact will be the disturbance, inconvenience and other incidental contingencies during relocation to new the ferry terminal. Business activities will take at least three days to pick up in the new location, and as such the usual average daily income will not be attained.

Regarding the canoe transporters, fish smokers and shrimpers the impact will involve disturbance and inconvenience; difficulty to land goods/passengers/fish on beach, and shrimp customers accessing fishermen to buy fish and shrimp will be restricted by then road construction works at Bund Road.

1.4 **Physical relocation measures (current conditions of resettlement sites, environmental management, integration with host populations, etc.)**

The Project has no land-take impact to warrant physical relocation of PAPs. All relocation activities were carried out under a different national program for which all resettlement issues were concluded before the onset of this Project. Therefore, there are no resettlement sites and management of integration with host communities.

During the works at the relocation site (approx. 300 m away) the PAPs will continue to occupy their current sites until when the works are completed for the ferry to move. They will only begin to move to the new terminal site after the works. At the Bund Road, the fishermen will move

away from the road side to the inner part of the fisheries jetty. They will return to their base at the road side after the works.

1.5 Purpose and objectives of the Resettlement Action Plan

The RAP is aimed at ensuring that people negatively affected by the project are compensated for their losses, and their standard of living improved, or at least restored to pre-project levels for sustenance of livelihoods. More specifically the Plan seeks to:

- i. minimize, as much as possible, involuntary resettlement;
- ii. mitigate adverse impacts;
- iii. ensure that the affected persons who would be dislodged, or their economic operations disrupted, or must leave their current locations and / or lose part of their property or assets following implementation of the project:
 - are compensated for these losses;
 - are supported to restore their livelihoods;
 - become beneficiaries of the positive impacts of the Project.
- iv. reduce the risks of poverty, exclusion, and inequitable access to benefits especially for the vulnerable and marginalized individuals and groups such as women, single-headed households, elderly, children, etc.;

The Plan also requires that due consultations be undertaken with all relevant stakeholders including PAPs before, during and after project implementation, with special attention to disadvantaged groups (women, children, the elderly, the disabled, etc.) within the affected population. In addition, the Plan should include a grievance redress mechanism (GRM) to address potential complaints and conflicts relating to the Project activities.

1.6 Rationale for a Resettlement Action Plan (RAP)

To implement any of the subprojects mentioned above, the adjacent businesses and occupants will be dislodged from their current business locations, or have their daily economic activities disrupted albeit temporally. This will trigger the AfDB's OS2 and the EIB's ESS 6, both of which require that where peoples' assets (including land, livelihood or access to livelihood) are to be negatively impacted by a Bank-financed project, and the specific sites of these activities are known, a Full Resettlement Action Plan - FRAP, and an Abbreviated Resettlement Action Plan-ARAP) should be prepared to minimize and compensate for the losses suffered by the project affected persons (PAPs).

There are two categories of resettlement plans (a FRAP, and an ARAP); a project is classified as requiring a FRAP when the number of persons to be displaced involuntarily is from 200 persons

and above. However, where the number of persons to be displaced or affected is less than 200 persons, the policy recommends an ARAP. Thus, in this case an ARAP is the appropriate instrument since the total number of vendors and other economic operators at the ferry terminal and Bund Road fishermen to be affected is 185.

1.7 National policies, legal and institutional framework for resettlement

In the Gambia there is no legal framework that addresses resettlement. There is however, the Land Acquisition and Compensation Act, 1991, which deals with the issue of compensation for land, including land expropriated for public use. Nonetheless, the other aspects of land management are presented in the following sections.

The national policies and legal framework that will guide the development and implementation of this RAP are indicated below, and include as follows:

Land laws governing land administration and the Project area

The main laws relating to land administration in The Gambia are: i) the State Lands) Act (1990), which has jurisdiction over all lands covered by the Project and which covers Banjul, the entire Kombo St. Mary as well the Districts of Kombo North, South, Central and East, in the West Coast Region.

There are also the Physical Planning and Development Control Act, 1991, and the Surveys Act 1991; Local Government Act, 2002; Land Use Regulations, 1995; Lands Commission Act, 2007; State Lands Regulations, 1995; Development Control Regulations, 1995.

In addition to the laws mentioned above, other relevant national laws and policies on compulsory land acquisition, compensation and resettlement include the following:

i). The Constitution of the Republic of the Gambia, 1997

The Gambian Constitution of 1997 recognizes and upholds the principle of private ownership of lands, and states that *“No property of any description, shall be taken possession of compulsorily, no right over or interest in any such property shall be acquired compulsorily in any part of The Gambia, except:*

Sub Section 1(a) “The taking of possession or acquisition is necessary in the interest of defence, public safety, public order, public morality, public health, town and country planning or the development or utilization of property in such a manner as to promote public benefit;”

Sub Section 1(c) provides for the prompt payment of fair and adequate compensation, and aggrieved persons have a right of access to a court or other impartial and independent authority for redress. *Sub Section 4* expressly stipulates that where the compulsory acquisition involves the displacement of any inhabitant who occupy the land under customary law, Government shall resettle them on suitable alternative land with due regard to their economic wellbeing and social and cultural values.

ii). The Land Acquisition and Compensation Act (LACA) 1991

The LACA, 1991 is essentially the national law that guides the process of the development of this ARAP. It provides the legal basis for the acquisition of property by the State for public/planning purpose, and at the same time, *Section 11* provides for compensation for land acquired under LACA, 1991 using the cost of replacement method. The method is based on the prevailing cost of construction of the structures and improvements, including design, supervision etc. The Act provides a mechanism for dispute resolution both at the formal and informal (traditional) levels.

iii) Legislative framework of social protection including social protection policies/strategies

The following is the list of the national social protection framework:

The Children’s Act, 2005: Sets out the rights and responsibilities of children and provides for their care, protection and maintenance. Children must be protected against impacts of the project, including prohibition of access to the site, child labor and violence against children (VAC).

The Women’s Act, 2010: This law aims to advance women’s rights to land and natural resources in order to promote their economic and social empowerment. Its relevant to this project is in view of the need to avoid gender-based violence (GBV) and sexual exploitation and abuse (SEA), Sexual Harassment during all phases.

Sexual Offences Act, 2013: Updates the law and procedures regarding the trial of rape, other sexual offences, and related matters. This Act is relevant due to the need to protect vulnerable persons within the project sites and project-related activities against sexual offences as defined in the Act.

1.8 International Standards

Involuntary Resettlement Framework of the AfDB (OS2)

From the point of view of the AfDB the relevant policy is the (OS -2) it prescribes the processes and procedures to be followed where persons have to lose property, means of livelihood or where they experience a change in their standard of living because of the implementation of a Project either of them is financing. Implementing projects that require involuntary resettlement may result to adverse direct economic and social impacts, resulting from:

- loss of assets or access to assets;
- temporary or permanent loss of income, or means of livelihood, whether or not the affected persons must move to another location or not.

In view of the above therefore, a RAP should be prepared following the guidelines indicated below that:

- involuntary resettlement should be avoided, or minimized, as much as possible, by considering all feasible options including viable alternative project designs. However, if it is unavoidable, all persons affected by it should be compensated fully and fairly for lost assets;
- involuntary resettlement should be seen and undertaken accordingly as an opportunity for improving the livelihoods of the affected people;
- all persons affected by involuntary resettlement should be consulted and involved in resettlement planning to ensure that the mitigation of adverse effects as well as the benefits of resettlement are appropriate and sustainable.

Involuntary Resettlement Framework of the EIB (ESS6)

Along similar lines, the EIB's ESS 6 seeks to avoid involuntary resettlement in the first instance, and minimize and define the appropriate mitigation measures that should be in place to counter the adverse impacts of involuntary resettlement. It also aims to assist all affected persons so they can improve or at least restore their socioeconomic and cultural conditions.

Gap analysis of national law and OS -2of AfDB and ESS 6 of EIB

This section compares the requirements of both Banks' safeguards policies and Gambian legislation on compulsory land acquisition and compensation, specifically the LACA, 1991. Whilst there are gaps between the Gambian law and the Banks', there are similarities in the following areas:

- it is generally accepted by the policies that those losing land or property should be properly compensated and that compensation should be assessed at replacement value;
- notification of compulsory purchase is required and redress is provided through the legal system for both policies.

The gaps between the policies are indicated below, and some of the most important gaps are given below, and summarized in Table 5.1:

- the LACA, 1991 recognizes only those who have legal title to the land to be acquired. Consequently, those who do not have a legal (freehold, leasehold or customary) right to land are not entitled to any compensation for lost property, assets or earnings.
- The identified persons in this ARAP would not have therefore qualified for compensation or resettlement assistance since they would have been regarded as squatters because they do not have a legal title to occupy the land;
- whilst the Banks' policies aim at minimizing severe long-term hardship, impoverishment, and environmental damage caused by involuntary resettlement, Gambian laws merely provide the environment for compulsory acquisition of land and subsequent payment of appropriate compensation.
- There is no explicit requirement to minimize hardships; additional measures such as allowances for 'disturbance' and assistance to resettle PAPs are therefore not provided for by Gambian law;
- whereas the Banks' policies cover economic and social impacts resulting in relocation or loss of shelter, loss of assets or access to assets and loss of income sources or means of livelihood, Gambian law does not provide for additional measures to aid livelihood recovery, or to provide special assistance to vulnerable groups;
- the LACA, 1991 provides for limited consultation procedures. Apart from a disclosure notice informing potential victims of Government's intention of acquiring their property compulsorily for public purposes, the Act has no provision for public consultation and involvement in the acquisition process;
- the Banks' policies on the other hand, require public consultations to be made to ensure that all relevant stakeholders are given the opportunity for informed participation in resettlement planning with the goal that the mitigation of the adverse project impacts is appropriate and the potential benefits of resettlement are sustainable;

- the LACA, 1991 provides no legal requirement to prepare an ARAP, or to undertake monitoring of the resettlement process unlike the Banks’;
- both the LACA, 1991 and the Banks’ policies provide redress through the legal system. In addition to this, however, the Bank’s further provide that the Project shall set up and maintain a grievance mechanism that is independent and free.

Given that adherence to the above-mentioned policies of the Banks is a prerequisite for implementation of the Project, GPA must therefore fully respect and implement the provisions of the Banks’ policies, as well as the national legislation; where they differ, the more stringent of the policies should prevail.

Table 1.1 Comparative Analysis of LACA, 1991, ESS 6 and OS-2

Provision	LACA 1991	ESS 6	AfDB ISS-OS-2	GAPs as addressed in this Project
Compensation	1.Compensation required 2.Compensation to be assessed as replacement value	1.Compensation Required 2.Compensation to be assessed as replacement value	1.Compensation required 2. Compensation to be assessed as replacement value	None
Notification	Required	Required	Required	
Redress	Redress provided through the legal system	An independent and free grievance mechanism shall be set up and maintained. Redress provided through the legal system	Project managed grievance redress mechanism shall be set up and maintained throughout the project implementation. Redress provided through the legal system	A Grievance Redress Committee (GRC) will be created and located at the GPA to address complaints in the course of implementing this ARAP
Consultation and information disclosure	Provides for limited consultation procedures	Public consultation and involvement including disclosure and information on	Public consultation and involvement including disclosure and information on	Consultations were held with economic operators within the vicinity of the ferry terminal

Provision	LACA 1991	ESS 6	AfDB ISS-OS-2	GAPs as addressed in this Project
		grievance redress procedures required	grievance redress procedures required	including the land area opposite the extended end of the jetty along the beach, and at Bund Road. Public disclosure of the relevant reports will be carried out
Objective of Resettlement	Merely provides for compulsory acquisition of land for public purpose and subsequent payment of compensation	Minimizes severe long-term hardship, impoverishment, and environmental damage	Minimizes severe long-term hardship, impoverishment, and environmental damage	Impacted business owners will be provided with resettlement assistance for the days that their business operations will be disrupted as they requested financial reimbursement
Coverage	Does not provide for additional measures to aid livelihood recovery or for increased assistance to vulnerable groups	Covers economic and social impacts resulting in relocation or loss of shelter, loss of assets or access to assets and loss of income sources or means of livelihood	Covers economic and social impacts resulting in relocation or loss of shelter, loss of assets or access to assets and loss of income sources or means of livelihood	Impacted business owners will be provided with resettlement assistance for the days that business will be disrupted
Minimizing Resettlement	No explicit requirement to minimize involuntary resettlement	Involuntary resettlement should be minimized as much as possible	Involuntary resettlement should be minimized as much as possible	Involuntary resettlement has been minimized because the operators at the fish landing site, canoe goods transporters allowed to co-

Provision	LACA 1991	ESS 6	AfDB ISS-OS-2	GAPs as addressed in this Project
				exist with the ferry (should the ferry terminal be relocated to that side of the beach)
Eligibility	Recognizes only those who have legal title	In addition to those who have legal title the Policy also recognizes squatters and vulnerable groups	In addition to those who have legal title the Policy also recognizes squatters and vulnerable groups	Recognizes not only those with legal title, but also the vulnerable groups such as children, women, the physically and mentally disabled, the elderly, etc.
Cut-off Date	The date that the Minister responsible Lands notifies potential PAPs of his approval for the acquisition of his property for public purposes	The date when PAPs' assets and infrastructure are recorded during the census survey	The date when the census and socio-economic survey is completed	The date when the socio-economic survey and census was completed.
Preparation of ARAP	No legal requirement to prepare ARAP	ARAP required	ARAP required	ARAP has been prepared in this project
Monitoring of Resettlement Process	Monitoring of resettlement process not provided	Monitoring of resettlement process required	Monitoring of resettlement process required	Monitoring and evaluation of ARAP implementation will be carried out as indicated in Chapter 7
Vulnerable Groups	No legal requirement to assist and support vulnerable groups	Vulnerable groups need to be supported	Vulnerable groups need to be supported	Vulnerable groups will be supported

Provision	LACA 1991	ESS 6	AfDB ISS-OS-2	GAPs as addressed in this Project

In addition to the AfDB OS-2 and the EIB's ESS 6, the Equator Principle 4 (EP4) is applicable to the Project since it intends to be supported by an EP financial institution, with all EP Financial Institutions; it is a requirement the Project should align with the requirements of the EPs.

1.9 Institutional framework of land and property right

This framework is within the jurisdiction of the Ministry of Lands and Regional Governments. It is implemented through three Sections within the Department of Lands and Surveys as follows:

- The Surveying Section responsible for all national land surveying activities
- The Cartography and mapping section responsible for cartographic and national mapping activities
- Land Administration Section which is responsible for general land administration activities

1.10 Institutional framework of the expropriation for public interest/payment of the compensation

This framework is also within the Ministry of Lands and Regional Governments; specifically, the Minister administers the LACA, 1991, including the compensation of expropriated land for public use. It has been within this context that the Half-Die properties were acquired by the GPA in 2009 and recently in 2019.

1.11 Institutional framework of social protection including social protection policies/strategies

The Ministry of Gender, Children and Social Welfare administers the social protection policies and strategies; it is composed of the Departments of Social Welfare, Women's Bureau, Children's Affairs. With regards the implementation of this RAP it is safeguarding the rights of the child and the women.

1.12 Role of the project coordination unit

The owner of the Project is the Ministry of Transport Works and Infrastructure to provide the policy oversight, and will be executed by the GPA through a Project Implementation Unit (PIU) which will be responsible for the day-to-day management of the Project.

The PIU will be headed by a Project Coordinator, Civil Engineer, an Environmentalist, Social Safeguard and Gender Officer, Climate Change Specialist, Procurement Specialist, M&E Officer and an Accountant.

1.13 Roles and responsibilities of the institutions to be involved in the implementation of the resettlement plan

Institutions

The following institutions will have important roles to play in the implementation of this Plan:

- **Ministry of Works and Infrastructure**

The parent Ministry for the Project will provide policy oversight and provide support to the GPA/PIT in the mobilization of the necessary funds to implement the RAP.

- **GPA and the Project Implementation Team (PIT)**

Specifically, this Plan's implementation will be the overall responsibility of the GPA, and more specifically, the Project's PIT. It shall be the responsibility of the GPA to provide the necessary resources for the resettlement payments as well as the implementation and monitoring of the Plan.

The PIT is coordinating the project's day-to-day overall activities; this includes coordination, supervision, fiduciary tasks of procurement and financial management, M&E, carrying out audits and reporting of project activities.

To support project implementation, it is anticipated that GPA will recruit Environmental and Social Safeguards Specialists to ensure the project is carried out in accordance with the Banks' and NEA's environmental and social standards. The PIT, through the Safeguards Specialists shall be responsible for the day-to-day management of the resettlement program which will include liaising with the PAPs, Government agencies and other service providers to ensure compensation and other forms of assistance are provided to PAPs in a timely manner. Through the Safeguards Specialist, the PIT will carry out the internal monitoring of the implementation of the Plan.

In this regard, the PIT shall prepare activity reports for the Project Steering Committee (PSC) and the Banks.

- **NEA**

The National Environment Agency’s (NEA’s) mandate is to monitor the national environment; in collaboration with the PIT Safeguard Specialists, it will also monitor compliance with the Banks’ policies as they relate to this Project’s ESIA. NEA, with support from the EIA Working Group will be responsible for overall external monitoring of the ESMP implementation.

- **Grievance Redress Committee**

A Grievance Redress Committee (GRC) will be created by the Project, and will play a crucial role in the Plan’s implementation process by addressing complaints and concerns raised resulting from the Project activities.

- **Other national institutions**

These include the Ministry of Lands and Regional Governments (MOLRG) and Department of Lands and Surveys (DLS), and Department of Fisheries (DOF), Department of Parks and Wildlife Management (DPWM) and BCC, which may be required to offer mainly technical advice and/or regulatory information on land and resettlement related issues.

The DOF will provide guidance on issues regarding the fisheries operators viz-a-viz the operations of the ferry and their harmonious co-existence. The DPWM will address issues surrounding project activities within the vicinity of the Tanbi Wetland National Park (TWNP).

- **Capacity building**

Some of the institutions identified above such as the (DLS, DOF, DPWM, BCC, etc.) do not have adequate skill and capacity to implement the Banks’ social safeguard policies, as well as the GRM SEA/SH process, and would therefore need to be trained in that regard.

The PIT will facilitate technical support to these and other members of the GRC to enhance their understanding of the Banks’ environmental and social safeguard instruments. Similar capacity building will be necessary in Sexual Abuse and Exploitation and Sexual Harassment (SEA/SH) application in the implementation of complaints related to SEA/SH.

Table 1.2 presents the roles and responsibilities of the relevant institutions that will be involved in RAP implementation.

Table 1.2: Institutional Roles and Responsibilities

No	Institution	Role/Responsibility Description
1	AfDB	<ul style="list-style-type: none"> • Maintains an oversight role to ensure compliance with the

		<p>Bank’s safeguards policies, review and provide clearance and approval for the RAPs.</p> <ul style="list-style-type: none"> • Will carry out external supervision for satisfactory RAP implementation and provide support role throughout project implementation and monitor progress of project implementation. • Will recommend additional measures for strengthening institutional capacity building measures as appropriate and implementation performance.
2	PIU	<ul style="list-style-type: none"> • Responsible for the successful implementation of the project by engaging appropriate contractors and consultants for the execution of the project. • Has the oversight responsibility for the implementation of the RAP. • Responsible for providing funds for direct compensation payments to eligible PAPs who will be economically/physically displaced. • Responsible for compensation disbursement. • Have a representation in the RAP Management Teams including the Grievance Committee and the Monitoring and Evaluation Committee. • Responsible for ensuring that environmental and social safeguard issues and documentations are taken care of under all the Project.
3	RAP Consultant	<ul style="list-style-type: none"> • Responsible for the preparation of the RAP and Communication and Outreach Plan. • Responsible for ensuring that impacts are properly assessed and all PAPs are identified and their affected assets recorded and valued for adequate compensation. • Responsible for ensuring that stakeholders including PAPs have been identified and engaged to ensure issues of concern to them are adequately addressed. • Responsible for consultations with the PAPs and providing feedback on project/RAP implementation to the PAPs and institution Responsible for ensuring that all grievances are resolved, and feedback provided to the PAPs concerned.
4	Ministry of Transport Works and Infrastructure	<ul style="list-style-type: none"> • The Ministry will provide policy oversight to the GPA in the implementation of the Project as a whole, and in particular the RAP
5	Government Valuation institution	<ul style="list-style-type: none"> • Will be invited to review and confirm value of affected properties and confirmation of land/property values when the need arises especially during disputes or grievance redress issues concerning project affected persons. The Grievance

		Redress Committee may invite the
6	PAPs	<ul style="list-style-type: none">• The PAPs will be required to select representatives to the grievance committee. These representatives will be directly involved in activities of the Grievance Redress Mechanism (GRM) and serve as liaisons for all identified PAP groups.

CHAPTER 2 SOCIO-ECONOMIC BASELINE OF THE PAPS WITHIN THE PROJECT AREA

This section describes the socio-economic baseline of the various categories of PAPS. It will be noted that the areas of potential impact as described in this report (site for jetty extension, widening of the Bund Road, the existing ferry terminal, etc.) are not the abode of the various categories of PAPS. They only go to the sites in the morning and return home in the evening. In this regard the survey was mainly concentrated within the area of the proposed locations, such that comparing the same demographic characteristics of these populations with the national has not been attempted in this report.

Socio-economic aspects / issues (opportunities, risks, livelihood vulnerability, etc.) of the project area of influence

It will be noted that implementing sub projects (iii) and (iv) at the proposed sites will have no potential socio-economic impact to warrant resettlement of PAPS; however, sub projects (i), (ii) and (v) will have potential economic impacts as there are economic operators within the vicinity of these sub project sites.

(i) Jetty Extension at the Port of Banjul

At this sub project site artisanal fishermen and ancillary workers are operating. They are located north of the existing jetty, and are within the trajectory of the proposed 345- meter jetty extension. According to them, they comprise more than 100 fishermen and rope makers. The fishermen land their daily catches on the beach, which are evacuated from the canoes to the main market, or to the smoke houses. The supplies which includes food, fuel and other materials and equipment required for fishing trips are loaded onto the canoes at the site, and also repair and maintenance of gear are carried out on the beach.

There are women fish smokers located adjacent to the fish landing site. Specifically, the women process the cat fish to sell directly to both direct consumers and middlemen on the site, or at the local market in Banjul. They claim that they are about 45 in number in age group between 20-60 years old, and operate

However, the GPA has indicated that should the jetty extension works begin, or the ferry terminal is relocated towards the site, the economic operators will not be impacted because they will cohabit with the ferry. Essentially, this means the canoe transporters, women fish smokers, and the fisherman and other ancillary workers will not be removed.

(ii) Completion and widening of Bund road access

By the roadside at Bund Road, near the fisheries jetty are some shrimp fishermen who use the area as a base. They land their catches of shrimps and fin fish to supply the fish factories as well as sell local fish mongers.

(iii) Construction of a New Container Terminal including New Gate Complex.

Socio-economic activities involving trading of any sort is not carried out at this proposed sub project location. In this regard there are no PAPs at this site.

(iv) Construction of New GPA Head Office Complex

This sub project site is also devoid of any PAP, as the previous owners have vacated the sites after having been paid by GPA for the premises.

(v) Relocation of the Banjul Ferry Terminal

Diverse trade and economic activities are carried out at the ferry terminal. These include selling cola nut, clothes, shop keeping, vending food, etc. From the daily activities they perform they are able to fend for their families.

However, in as much as there are opportunities for the PAPs to generate their daily incomes, there equally are risks and vulnerabilities that accompany the economic benefits. It will be noted that where any one of the 3 optional sites be selected (based on different sets of criteria), to relocate the ferry, the vendors at the existing terminal will be impacted (although in vary degrees); relocating the terminal to either option ii or iii above would mean a total displacement of the vendors, if they are to “follow” the ferry, and relocating the ferry towards the Karpowership will generate minimized economic impact.

Specifically, the economic operators will be impacted through the disruption (although temporarily) of income flow during the relocation to the new ferry terminal. During the consultations, they indicated that they lose income any day that the ferry does not operate, or the terminal is closed for any repair or maintenance works. Therefore, in the event that the ferry has to be relocated too far from its current location, their daily income will drop drastically.

Another type of impact will be the disturbance, inconvenience and other incidental contingencies during relocation to new the ferry terminal. Business activities will take at least three days to pick up in the new location and as such the usual average daily income will not attained.

Utilities and services with related issues**Energy**

None of the proposed sites has energy services from the National Water and Electricity Company (NAWEC) besides the shops at the ferry terminal. Other vendors do not have access to nergy in their kiosks, and of course those vendors who roam around with their wares do not need it. Equally, the shrimp fishermen at Bund Road, the canoe transporters on the beach and the women fish smokers do not have energy at their respective sites.

Water supply

Water supply to the ferry terminal area is provided by the GPA, and the BCC provides water at the market where the PAPs go to fetch water. In addition, food vendors bring with them water in 20-liter containers from home to the beach, or go to the market to fetch water in their drums. At the Bund Road area, the fishermen have access to fresh water from nearby fish factories

Sanitation and waste management

Toilets are available at the fish landing, built by the BCC. There are toilets at the ferry terminal which are used by both passengers and vendors alike.

Regime / status / constraints of land in the project area of influence

As per PART II of the laws of The Gambia cap.68:01, GPA owns the proposed sub project sites (i), (iii), (iv), and (v). Declaration of Area of Jurisdiction, Section 4 (1) subsection (a) states that Port of Banjul shall be deemed to include the space or portion of the River Gambia together with the shores and beaches adjoining thereto, bounded as follows: “To the northward by an imaginary line drawn from Buniadu Point to the northern extremity of Cape St. Mary.....” Clearly, this includes the areas hosting the proposed sub project locations (site for jetty extension, new container terminal, new Headquarters and the site (s) for the relocation of the ferry terminal).

(i) Jetty Extension at the Port of Banjul

Given the above, it is evident that GPA does not seem to have any constraints regarding access to the site to extend the existing jetty by the proposed 345 meters northwards towards the Karpowership, parallel to the beachfront. Whilst the total surface is not known the extension of the jetty will be 345 northwards from its existing location.

(ii) Completion and widening of Bund road access

The Bund Road, (about 3.5km long) like all national roads fall under the institutional jurisdiction of the National Roads Authority (NRA) within the Ministry of Transport Works and Infrastructure. NRA is responsible for the planning, construction and maintenance of the national road network. However, access of the subproject proponents (GPA) to the Bund Road to execute the works to widen the Bund Road will be understanding and involvement of both institutions and Ministries.

(iii) Construction of a New Container Terminal including New Gate Complex.

This has an area of 17,929.10 m², and the physical location of this subcomponent is within the operational area of the GPA. The site consisted initially of private residences and businesses, and were acquired by GPA between 2009 (50 were acquired) and 2019 to date (when 20 properties were expropriated) using the Land Acquisition and Compensation Act, 1991, and all compensations paid including resettlement allowances to support the owners in their transfer from the site.

Currently, all the previous owners have vacated the site, and only the mosque is not impacted given its religious and cultural significance.

(iv) **Construction of New GPA Head Office Complex**

This has an area of 11, 244. 47m² and the physical location of this subcomponent is about 100 meters north of the Fisheries jetty, and as shown in Figure 1.4 above, used to host the GTTI Annex building and the Muslim High School. Both properties were acquired by GPA, and now access to it by the GPA is not encumbered.

(v) **Relocation of the Banjul Ferry Terminal**

Specifically, this area is located within the general premises of the GPA and is directly opposite the existing jetty on the beachfront; the site extends on the beach front for a distance of approximately 300m meters northwards, and it includes the fish landing site, and the location of the Karpowership. The structures and facilities were all constructed by the GPA, including the shops, passenger waiting rooms. The surface area is not currently available.

Profiles of actors located/ depending/ living in the project area of influence of (site, right-of-way, vicinity, buffer zone, etc.)

(i) **Jetty Extension at the Port of Banjul**

As mentioned in section (i) (Socio- economic characteristics) above the persons occupying the proposed location for the jetty extension are essentially the canoe transport operators, fishermen, rope makers and women fish smokers.

However, in an effort to minimize the social impacts (should the ferry be relocated towards the fish landing site), the Management of the GPA has decided that the ferry will cohabit with the operators at this site. This means that the economic operators on this side of the beach will not be impacted by both the extension of the jetty, and the new ferry site. Effectively, they should not be integrated within the RAP process.

(ii) **Completion and widening of Bund road access**

Shrimp fishermen of various nationalities and numbering approximately 20 (according to them) operate from the roadside of the Bund Road where they land their daily catches. The fish sold to fish traders and the shrimp supplied to the fish processing factories who further export to the European market.

Among the other economic operators are women fish mongers and processors. They are usually the customers of these fishermen, and are found processing fish by the road side as well.

(iii) Construction of a New Container Terminal including New Gate Complex.

There are no economic operators operating within this subproject location that will be impacted by the construction of the container terminal.

(iv) Construction of New GPA Head Office Complex

There are no persons currently operating within this subproject location who will be impacted by the construction of the GPA office complex.

(v) Relocation of the Banjul Ferry Terminal

The PAPs operating within the site for this sub project component are men and women who operate the shops; sell cola nuts; vend food items such as cakes/pastry, lunches/breakfast meals; etc. whose operations will be disrupted when the ferry is relocated and the passengers move away from them to “follow” the ferry at its new location.

They include men and women between the ages of 18-70 years, who do their trade every day of the week travelling from different communities in the Kombos as far away as Brikama (about 35km from Banjul).

CHAPTER 3: THE CENSUS AND SOCIO-ECONOMIC SURVEY**3.1 Introduction**

A census and socioeconomic survey of the economic operators at the ferry terminal and its immediate environs was conducted between the 23rd to the 30th June 2022. The census of the people affected by the project is a key initial stage in the preparation of the Plan. It serves the following important and interrelated functions:

- enumerating and collecting basic information on the affected population;
- registering the affected population by economic activity or location of business;
- establishing a list of legitimate beneficiaries before the project's onset that counters spurious claims from those moving into the project area solely in anticipation of benefits.

In addition, the census and survey provided the opportunity for the Consultant to:

- establish a social profile of the affected business owners, (such as household composition, education, health and welfare, etc.);
- identify the affected households and individuals;
- identify vulnerable individuals or groups;
- record all assets and properties impacted by the Project, and determine the nature of the impact;
- provide a baseline for monitoring and evaluation.

3.2. Approach to primary data collection**3.2.1 Survey Methodology**

The survey utilized a structured questionnaire administered to all the PAPS identified (see Appendix 3.1). Prior to administering the questionnaire to each PAP, its content was explained and purpose of requested information disclosed and carefully explained. The collected data was coded, entered in a database, and analysed using Excel.

The attendees of the consultations included the persons enumerated as project affected persons (PAPs); these persons were further interviewed to collect socioeconomic data including demographic (age, sex, household size, health, education occupation). This information is useful in providing a better understanding of the PAPs.

Where identified PAPs were not present for reasons ranging from being absent from the terminal on personal business, or any other reason, their kin(s) doing business on their behalf at the time of the survey provided the telephone numbers for follow-up calls to these PAPs.

3.2.2 The project affected persons (PAPs)

The Project Affected Persons (PAPs) in this study are those economic operators who are currently selling goods and other items within the vicinity of the ferry terminal; these include the men and women who operate the shops; sell cola nuts; vend food items such as cakes/pastry, lunches/breakfast meals; etc. whose operations will be disrupted when the ferry is relocated, and the passengers move away from them to “follow” the ferry at its new location. They include men and women between the ages of 18-70 years, who do their trade every day of the week travelling from different communities in the Kombos as far away as Brikama (about 35km from Banjul).

There are other economic operators such as the fishermen, rope makers, canoe transporters, women fish smokers, etc. who are currently located at the fish and canoe landing sites, whose activities will not be disrupted when the ferry is relocated towards the Karpowership because they will cohabit with the ferry, and thus continue undisturbed. (See Section 3.5 below). Generally, the economic operators indicated below operate at the ferry terminal and its environs; they include:

Shopkeepers

Attached to the back of the ferry terminal passenger waiting room is a row of shops built by the GPA, and rented out to persons who operate as shopkeepers. They pay monthly rent (D1,500.00) to GPA, and annually to Gambia Revenue Authority (GRA), and daily to BCC D10. 00 (ten Dalasi) as market dues. They sell assorted goods, including imported food items (powered milk, sugar, cooking oil, mayonnaise, etc.). Figure 3.1 shows a shop at the terminal

Figure 3.1: Typical shop at the ferry terminal



Source: SD F Ltd, 2022

Artisanal fishermen and ancillary workers

These are located north of the existing jetty, and are within the trajectory of the proposed 345-meter jetty extension; according to them, they comprise more than 100 fishermen and rope makers.

Figure 3.2: Fishermen mending nets



Source: SD F Ltd, 2022

The fishermen land their daily catches on the beach, which are evacuated from the canoes to the main market, or to the smoke houses. Supplies, including food, fuel and other materials and equipment to prepare for fishing trips are loaded onto the canoes at the site, and repair and

maintenance of gear are also carried out on the beach. Figure 3.2 shows some of the fishermen mending their nets at the fish landing site.

Women fish smokers

The women fish smokers are shown in Figure 3.3; located adjacent to the fish landing site, the women process the cat fish to sell directly to both consumers and middlemen on the site, or at the local market in Banjul. They claim that they number 45, and within the age group between 20-60 years old. They operate all days of the week (except when fish is not available). Many of them are married and travel daily from the surrounding communities of Serekunda, Kanifing, etc. to work at the site.

Some of them are supported by hired male laborers who clean and wash the fish for the smoking process.

Figure 3.3: Women fish smokers



Source: WAPCOS, 2022

Food vendors (Woman selling cake/pastry)

Figure 3.4 shows women selling cake at the passenger exit gate of the terminal. Other women also sell lunch, breakfast (including rice, and other local dishes) and fruits (banana, orange, “kaba” and mango to passengers and passer-by as well as people who operate on the beachfront.

They are usually located in old corrugated shacks, from where they sell to customers, or in the open under large umbrellas with their large food bowls on top of wooden tables.

Figure 3.4: Women selling cake/pastry



Source: SD F Ltd, 2022

Operators of push carts/wheel barrows

The fish landing site also serves as the landing site for the canoes that carry passengers and goods between Barra in the North Bank Region (NBR) and Banjul. Passengers who prefer to travel by canoe are carried on the backs of young and abled-bodied men who wade through the water to the waiting canoes at a fee. The young men are from Barra, and travel every day to Banjul as early as 7 a.m. and return home after dusk; indeed, all the canoes involved in this trade are owned and operated by citizens of the community of Barra.

Figure 3.5: Push cart loaded with goods



Source: S D F Ltd 2022

The other category of canoe operators is those who transport goods and merchandise destined for the NBR from the main commercial street of Picton Street in Banjul. The Street is located 500 meters from the landing site, and when the clients buy bulk goods (such as rice, drums of oil, tea,

soap, etc.) for their shops in the NBR, these young men would load the items onto push carts (see Figure 3.5) and carry them to the waiting canoes moored near the beach.

Like their other counterparts they will load the goods (lifting them on their shoulders) in the canoes. The number of canoes involved in this business is about 40, and more than 50 young men are involved in this economic activity. A total of 131 PAPs were enumerated as business owners around the ferry terminal

At the Bund Road subproject site, shrimp fishermen and women fish processors are located. The fishermen land their catches by the roadside, where the women, after purchasing the fish from the men, will process to sell to visiting customers. Most of the fishermen are in their fifties or above, and the women also around that age cohort.

A total of 54 (16 women and 38 men) PAPs were enumerated as operating there. The two sites put together the Project will impact 185 PAPs.

Figure 3.6: Landing base of the shrimp fishermen at Bund Road



Source: S D F Ltd, 2022

Figure 3.7: Canoes of shrimpers by the roadside at Bund Road



Source: WAPCOS, 2022

3.3 Principal findings of the survey

Analysis of the socio-economic data is presented in the following Tables below. A total of 131 PAPs business owners were enumerated and interviewed at the ferry terminal, (71 men and 60 women) and at the Bund Road a total of 54 (38 men and 16 women) making a total of 185 PAPs.

Demography characteristics

Tables 3.1 to 3.3 show the demographics for PAPs at both the ferry terminal and Bund Road. They include the household sizes and composition, education and literacy levels, and health and disease afflictions.

Table 3.1: Household sizes and composition of - Ferry Terminal and Bund Road PAPs

Age	Total	Male	Female
0 – 4	153	63	90
5 – 9	164	84	80

10 – 14	161	81	80
15 – 19	150	79	71
20 – 24	154	89	65
25 – 29	90	64	26
30 – 34	75	27	48
35 – 39	83	35	48
40 – 44	53	23	30
45 – 49	47	21	26
50 – 54	43	26	17
55 - 59	25	16	9
60 – 64	23	12	11
65 – above	19	10	9
Total	1241	630	611

Source: S D F Ltd, 2022

Table 3.1 presents the composition of the households of the PAPs operating at the ferry terminal. The age cohorts of 15-39 years who are their youthful and productive age form the majority of the PAPs, making up 552 (44.4%) of the total PAPs population of 1241. This reflects the same as the households of both the ferry and Bund PAPs' households.

The 60-70-year cohort, or the vulnerable groups forms 3.8%, also very similar to the ferry terminal PAPs' household members. This essentially reflects the national population, which is mainly young, with more than half (about 63.55%) below 25 years. Elderly persons of 65 years and above account for 2.8% of the population. The young women population represents 46% of these age bracket

Along gender lines, the male population is 50.7% of the total PAPs, whilst the women make up 49.3%; children (0-14 years) make up a total of 259 (38.5%).

Education and literacy level of PAPs' household members

Table 3.2 gives the literacy level of the PAPs of the ferry terminal and Bund Road and their household members. Within the areas where PAPs come from, (GBA) numerous educational institutions of various types are found including the University of the Gambia, GTTI and other tertiary institutions. These are mixed in that there are both Government and private facilities. Thus, access to education is not an issue for the PAPs.

Overall, the literacy/educational level (lower basic to tertiary is high at 81.2%), very similar to that of the ferry terminal PAPs' level of education. 18.8% of uneducated PAP s and household members was recorded.

The female population (259 – make up 41.2% of PAPs and household members who have been educated, compared to the 252 men -40.0%.

Table 3.2: Education and literacy level for ferry and Bund Road PAPs' Households

Categories	Male	Female	Total
No education	65	53	118
Lower Basic (Attending)	86	90	176
Lower Basic (Completed)	24	20	44
Upper Basic (Attending)	31	47	78
Upper Basic (Completed)	24	38	62
Senior Secondary (Attending)	32	30	62
Senior Secondary (Completed)	27	20	47
Vocational education (Attending)	1	2	3
Vocational education (Completed)	1	3	4
Tertiary	5	9	14
Adult literacy	21	0	21 3.3%
Total	317	312	629

Source: SD F Ltd, 2022

Health and disease conditions of PAPs and household members at the ferry and Bund Road

Table 3.3 indicates the health condition of the PAPs and household members for both ferry terminal and Bund road PAPs. Malaria cases topped the diseases that afflict the populations (181 – 51.8%). Women make up make up 60.2 % of malaria cases, similar to the ceases reported for the ferry terminal.

Malaria being more prevalent among the women is evident, and this reveals their vulnerability; They will need support from the project to reduce the high incidents of malaria on them.

Table 3.3: Health and disease conditions of PAPs and household members for ferry terminal and Bund Road

Categories	Male	Female	Total
Malaria	72	109	181
Diarrhoea	40	34	74
HIV/AIDS	1	0	1
Diabetes	7	6	13
Hypertension	11	15	26
Cancer	9	7	16

Respiratory Disease	13	10	23
Other (specify)	10	5	15
Total	163	186	349

Source: SD F Ltd, 2022

Demographic characteristics of PAPs at the ferry terminal

PAPs' household sizes and composition

Table 3.4 presents the composition of the households of the PAPs operating at the ferry terminal. The age cohorts of 15-34 years who are their youthful and productive age form the majority of the PAPs, making up 314 (40%) of the total PAPs population of 776. The 60-70-year cohort, or the vulnerable groups forms 3.6%. This essentially reflects the national population, which is mainly young, with more than half (about 63.55%) below 25 years. Elderly persons of 65 years and above account for 2.8% of the population. The young women population represents 46% of these age bracket

Along gender lines, the male population is 51% of the total PAPs, whilst the women make up 49%; children (0-14 years) make up a total of 259 (31.3%).

Table 3.4: Household sizes and composition of PAPs at the ferry terminal

Age	Total	Frequency			
		Male	Percent %	Female	Percent %
0 – 4	68	32	47	36	53
5 – 9	94	53	56	41	44
10 – 14	97	47	48	50	52
15 – 19	96	48	50	48	50
20 – 24	103	61	59	42	41
25 – 29	63	43	68	20	32
30 – 34	52	19	37	33	63
35 – 39	65	26	40	39	60
40 – 44	35	15	43	20	57
45 – 49	31	15	48	16	52
50 – 54	26	14	54	12	46
55 - 59	18	12	67	6	33
60 – 64	14	6	43	8	57
65 – above	14	5	36	9	67

Total	776	396		380	
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Source: S D F Ltd, 2022

Education and literacy

Within the areas where PAPs come from, (GBA) numerous educational institutions of various types are found including the University of the Gambia, GTTI and other tertiary institutions. These are mixed in that there are both Government and private facilities. Thus, access to education is not an issue for the PAPs.

The level of education of the PAPs' household members is presented in **Table 3.2** below. Overall, the literacy/educational level (lower basic to tertiary is high at 72.6%) compared to non-educated PAPs (lower basic to tertiary) who make up 16.6%. PAPs' and household members with basic (lower & upper) and secondary school level account for 63.4%.

Many of the surveyed women of the PAPs' household members have attained either primary level, basic or secondary level education, and together they make up more than 33.5%.

Men with adult literacy accounts for 11, 9% of the menfolk, with women lagging behind in this area, whilst none of the women has been through adult literacy education. Tertiary education is extremely low generally, (below 1%) whilst vocational education/training is around 2% (5 women and 2 men).

Table 3.5: Literacy level of PAPs and their household members

Categories	Male	Female	Total
No education	54	35	89
Lower Basic (Attending)	29	38	67
Lower Basic (Completed)	6	7	13
Upper Basic (Attending)	13	23	36
Upper Basic (Completed)	11	21	32
Senior Secondary (Attending)	15	17	32
Senior Secondary (Completed)	16	10	26
Vocational education (Attending)	1	2	3
Vocational education (Completed)	1	3	4
Tertiary	1	2	3
Adult literacy	20	0	20
Total	167	158	325

Source: SD F Ltd, 2022

Vulnerability status

Table 3.6 presents the vulnerability status of the PAPs' household members. Overall, the vulnerability status of the PAPs is low, and over 98% of them reported no disability, and only 11 of them (1.4%) were enumerated as vulnerable, and they included various forms of vulnerability such as physical and mental disability. However, vulnerability by virtue of age was recorded as the highest form with 8 persons (1%). This group included men who are 70 years and over, and women with 65 years or more.

Due to their status, vulnerable persons are more likely to be adversely affected by the Project impacts and/or more limited than others in their ability to take advantage of the Project's benefits. They are also more likely to be excluded from, or unable to participate fully in the mainstream consultative process and as such may require specific measures and/or assistance to do so. Persons with disabilities, for example may be unable to attend meetings for reasons due to their inability to reach the venues, and in this way will be excluded, and their voices and opinions may not therefore be considered.

Whilst there was no evidence of the existence of these vulnerable persons as claimed by the respondents during the survey, but during RAP implementation, in accordance with the AfDB's OS-2 and EIB's ESS 6, special effort will be made to reach out to them. This group will receive special assistance and support during RAP implementation. (See Table 4.4 for proposed support to vulnerable persons enumerated in the survey.

Table 3.6: Vulnerability status of PAPs/household members enumerated at the ferry terminal

Vulnerability Type	Male	Female
None	15	0
Elderly woman – 65 years above	0	3
Elderly man-70 years above	5	0
Women		
Children	0	0
Persons living with disabilities	0	0
1- Hard of hearing	0	1
2- Blind	0	0
3- Mental health	0	2
4- Crippled	0	0
5- Physical illness	0	0
6- Other (specify)	0	0
Total	20	6

Source: S D F Ltd, 2022

Health and disease conditions of PAPs

Table 3.7 indicates the health condition of the PAPs, with about 62.5% of them reporting no ill-health or disease. Hypertension was the affliction reported by 2.9% (23 persons); and 16 household members (2%) reported cancer related illness, whilst 63 other household members (8.1%) reported diarrhoea related problems.

Respiratory related illness is also recorded with up 20 cases (2.5%) of which the men represent 12 cases (1.5%) and the women 8 cases (1%). No/zero case of HIV/AIDS was reported among the household members.

The health and disease cases seems not to vary much in gender between the PAPs with the men reporting 146 cases almost 50.1% of the health and disease cases recorded and the women accounting for 145 case (49.8%).

Malaria being still the deadly killer in the Gambia, has the highest number of cases of 146 (50.1%) of total health and disease cases with men reporting 67 case (23%), and the women households reporting 79 cases (27.1%) of all cases. This reveals the vulnerability of women especially in malaria related illnesses which if not fatal could lead up to two weeks of non-economic activity/s thus leading to significant loss of income. This will need support from the project to reduce the high incidents of malaria on the women.

Given the location of these families within the GBA, where access to medical care is relatively easy, Government run facilities (Edward Francis Small Teaching Hospital in Banjul, Serekunda General Hospital, Brikama, Lamin, etc.) it is no wonder that more than 62% of the family members reported no illness in the last three months.

Table 3.7: Health and disease affecting PAPs

Categories	Male	Female	Total
Malaria	67	79	146
Diarrhoea	34	29	63
HIV/AIDS	0	0	0
Diabetes	7	5	12
Hypertension	10	13	23
Cancer	9	7	16
Respiratory Disease	12	8	20
Other (specify)	7	4	11
Total	146	145	291

Source: S D F Ltd, 2022

Main occupation of PAPs at the terminal

Table 3.8 indicates the main occupations or categories of activities in which the economic operators are involved at the terminal. The majority of the PAPs are men representing 54% whilst the women are 46%. The PAPs whose occupation is shop keeping are the highest, representing 45.8% of the categories of occupation.

The men folk represent the highest number of shops keeping at 83%, majority of whom are engaged in selling kitchen utensils, textile/fabrics, imported food items such as rice, sugar, tea, “atatya”, powered milk, mayonnaise, etc. The women dominate the other key occupations or activities such as selling of food, refreshments such as cold drinks, locally made juice, cakes and pastry, representing 86.5% of these activities.

Another important occupation of the PAPs is selling mobile phone accessories, basic electronics, watches, and sunglasses; these are mainly hand-held merchandise, the traders and vendors roaming or walking around the ferry terminal especially in the ferry departure waiting room and exit gates.

Table 3.8: Main economic activities of the 131 PAPs at the ferry terminal

Categories	Male	Female	Total
Shop keeping	50	10	60
Selling cakes and pastry	0	12	12
Selling cold drinks, water	2	22	24
Selling cola/bitter cola	3	0	3
Selling food; breakfast and lunch	5	11	16
Selling clothing and related items	6	5	11
Selling mobile phone accessories	4	0	4
Others (specify)	1	0	1
Total	71	60	131

Source: S D F Ltd, 2022

Secondary occupation of the PAPs

Table 3.9 indicates the other economic activities (besides trading at the terminal) that the PAPs are involved in; 87% of them are engaged in only trading at the ferry terminal. This means that trading is their main occupation. Of their secondary activities, those that are engaged in agriculture represent 27%.

The majority of the PAPs reported that they are at the ferry terminal every day of the week to sell, and any day that the ferry does not operate for any reason (such as when the ramp is being repaired, or the ferry suffers a major mechanical failure, etc.), they experience massive daily loss of earnings. In this regard, should the ferry relocation process take too, they will suffer major

economic losses. Therefore, they said any assistance or support that the GPA can offer them during the transition period when the ferry terminal is being located, will be much appreciated.

Table 3.9: PAPs' main and secondary occupation

Categories	Activity/Occupation	
	Main	Secondary
Agriculture	1	3
Fishing	0	0
Hunting	0	0
Craft making	0	0
Trading	95	6
Public service	1	0
Private company employment	1	2
Self-employment	6	0
Housewife	1	0
Other (Specify)	3	0
Total	108	11

Source: S D F Ltd, 2055

The following tables present the demographics of the PAPs enumerated at the Bund Road. From the point of view of the PAPs at Bund road, the following tables describe their socio-economic and health status.

Table 3.10: Household size and composition for PAPs at Bund Road

Categories	Total	Frequency			
		Male	Percent %	Female	Percent %
0 – 4	86	31		54	
5 – 9	70	31		39	
10 – 14	64	34		30	
15 – 19	54	31		23	
20 – 24	51	28		23	
25 – 29	27	21		6	
30 – 34	23	8		15	
35 – 39	18	9		9	
40 – 44	18	8		10	
45 – 49	16	6		10	
50 – 54	17	12		5	
55 - 59	7	4		3	
60 – 64	9	6		3	
65 – above	5	5		0	
Total	465	234		231	

Source: S D F Ltd, 2022

PAPs' household sizes and composition

Table 3.10 presents the composition of the households of the PAPs operating at then Bund Road. The total of the household members is 465, the males making up 234 (50.3%) and the women numbering 231 (49.7%). Like the PAPs enumerated at the ferry terminal, the age cohort of 10-34 years forms the majority of those registered, amounting to up 219 (47%) of the total enumerated. The 60-70-year cohort, or the vulnerable groups forms 3.0% of which 3 are women and 11 are men.

Vulnerability Status

Table 3.11 presents the vulnerable status of the PAPs and household members at Bund Road. Overall, the vulnerability status of the PAPs is low, with over 94% of them reporting no form of disability; of the 465 persons enumerated 3.6% of them are vulnerable (i.e. including various forms of vulnerability such as physical and mental disability). A similar picture has emerged with the PAPs at the ferry terminal.

However, vulnerability by virtue of age was recorded as the highest form with 8 persons (1.5%); this group included men who are 70 years and over, and women with 65 years or more.

Out of the 17 recorded vulnerable (Table 3.8) persons only 4 are women (0.8%) of the recorded PAPs. Appendix 4.5 and Appendix 4.6 provide the lists of vulnerable persons at both project sites

Table 3.11: Vulnerability status of PAPs/household members

Vulnerability Type	Male	Female
None		0
Elderly woman – 65 years above	0	1
Elderly man-70 years above	7	0
Women		
Children	0	0
Persons living with disabilities	0	0
1- Hard of hearing	2	0
2- Blind	1	0
3- Mental health	3	2
4- Crippled	0	0
5- Physical illness	0	1
6- Other (specify)	0	0
Total	13	4

Source: SD F Ltd, 2022

Literacy Level of PAPs

Table 3.12 presents the literacy level of Bund Rod PAPs and their household members. The level of education of the PAPs' household members is presented in Table 3.9 below. Overall, the literacy/educational level is good (at 59%) compared to non-educated PAPs of 6.2%.

There are up to 109 PAPs (23.4%) of the registered PAPs attending lower Basic cycle schools, which further demonstrates the high youthful age numbers of the PAPs.

A total of 62 (22.5%) of those recorded as per the table had attained either secondary school education or tertiary level education of which the men are 32 and the women numbering up to 30

Many of the surveyed women of the PAPs' household members have attained some form of education, 136 (29.2%) of the enumerated PAPs and only 18 (3.8%) women were registered to be non-educated and this presents a good level of literacy within the women.

Table 3.12: Literacy level of PAPs

Categories	Male	Female	Total	
No education	11	18	29	
Lower Basic (Attending)	57	52	109	
Lower Basic (Completed)	18	13	31	
Upper Basic (Attending)	18	24	42	
Upper Basic (Completed)	13	17	30	
Senior Secondary (Attending)	17	13	30	
Senior Secondary (Completed)	11	10	21	
Vocational education (Attending)	0	0	0	
Vocational education (Completed)	0	0	0	
Tertiary	4	7	11	
Adult literacy	1	0	1	
Total	150	154	304	

Source: S D F Ltd, 2022

Health and disease conditions of PAPs

Table 3.13 indicates the health condition of the PAPs. The health and disease cases seem to vary much in gender between the PAPs with the men reporting 17 cases almost 29.3% of the health and disease cases and the women accounting for 41 (70.7%) cases of health and diseases.

Health and Disease cases such as respiratory, hypertension, diabetes, HIV/AIDS, Diarrhoea, cancer and others account for 36.2% of cases of which the men account for 10 cases with one (1) case related to HIV/AIDS and the women accounting for 11 cases with no HIV/AIDS case.

Like the PAPs enumerated at the ferry terminal, malaria has the highest number of cases of 35 (60.8%) of total health and disease cases with men reporting 5 case (8.6%), and the women households reporting 30 cases (51.7%) of all cases. This seems to reveal the vulnerability of women especially in malaria related illnesses which if not fatal could lead up to two weeks of non-economic activity/s thus potentially leading to loss of income.

Table 3.13: Health and disease affecting PAPs

Categories	Male	Female	Total
Malaria	5	30	35
Diarrhoea	6	5	11
HIV/AIDS	1	0	1
Diabetes	0	1	1
Hypertension	1	2	3
Cancer	0	0	0
Respiratory Disease	1	2	3
Other (specify)	3	1	4
Total	17	41	58

Source: S D F Ltd, 2022

Marital status of the PAPs at the ferry terminal \and Bund Road

Table 3.14 represents the marital status of the PAPs both at the ferry terminal and Bond road. A total of 33 PAPs (17.8%) are single of which the men are 28 (15.1%) and the women (2.7%). However, there is a gender balance on the issue of marriage with both men and women registering 67 each (134) PAPs (72.4%) of the total PAPs. This illustrates that other marital status such as divorce, widow and widowers are quite low as a result of the high number of married men and women. An impact or disturbance of economic activity/s of these married PAPs could be of negative consequences at the household level thus the need for compensation of the PAPs as a result of the project disturbances.

Table 3.14: Marital Status for the PAPs at Ferry Terminal & Bond Road

Sex	Single	Married	Divorced	Widow	Widower	TOTAL
Male	28	67	3	0	4	102
Female	5	67	6	7	0	85
Total	33	134	9	7	4	187

Source: SD F Ltd

Impacts and indirect effects of temporary or permanent loss of land and source of livelihood.

As indicated earlier, there will not be any form of land-take in this project given that all the land requirements for the Project have been met by expropriating the private properties adjacent to the Port between 2009 and 2019, and the purchasing of the Muslim High School and GTTI Annex

for the construction of the Main GPA Office. In all these cases, the PAPs have since been compensated for their permanent losses.

The main impacts of the Project are the potential temporary loss of income of the economic operators at the ferry terminal and Bund Road. Relocation of the ferry will mean potentially disrupting the current pattern of buying from the shops and kiosks at the terminal. Reduction of income of the economic operators will have both direct and indirect impacts. Their earnings at these sites are used to feed their families, send their children to school, pay their medical and other social needs. Although temporal, (income flow should get back to normal after the works) but reduction on income flow will harm the families.

For the fishermen, the impacts will be manifested at these sites when construction activities begin; widening the road adjacent to their base will cause them to scale down their activities.

CHAPTER 4 PUBLIC CONSULTATIONS AND AWARENESS CREATION

Public consultations and participation are an integral part of the RAP preparation process as it creates awareness and provides an opportunity for the stakeholders to take a more active role in its formulation and implementation. The consultations provided an opportunity to inform the various economic operators about the Project and to have their views, concerns and expectations taken into account during the preparation and implementation of the report.

In this regard incidentally, the Management of GPA plans to embark on a massive sensitization and information campaign to mark the 50th anniversary of the existence of the organization, and this period would be an opportune time to disclose issues regarding the RAP and other social safeguards instruments that will guide the implementation of the whole project.

Consultations with the traders and economic operators at the ferry terminal and Bund Road

The first of a series of consultations with the economic operators began on May 18th 2022, and was followed subsequently by other visits to identify and enumerate and administer the survey questionnaire, etc. It is important to note that regular consultation with affected people allows project management to monitor the adequacy and effectiveness of the Plan's assistance packages, and development initiatives.

During the sessions, the Consultant adopted a full disclosure policy on all pertinent resettlement issues. Information disclosed included background information on the project, likely impacts and economic activities likely to be affected, such as their business operations for a few days when the ferry would be in the process of being relocated.

The Consultant also informed the traders about the Grievance Redress Mechanism (GRM) for the Project to ensure that they have a forum to lodge their complaints when they feel adversely affected by the Project, whether in the case of resettlement support payments, or other Project

related matters. Information on the purpose of the GRM, how it can be accessed, and members of the GRC were elaborated. (See Chapter 10 for details of the GRM).

Table 4.1 indicates the different categories of stakeholders met, and the dates they were consulted. A total of 185 economic operators were consulted (117 men and 49 women). With the national institutions a total of 8 institutions was visited, and consultations involved 29 men and 3 women.

Table 4.1: Stakeholders met during consultations - Project affected parties and other interested parties

		Number of persons met	Number of women	Location of the meeting	Date met
Project affected parties - Economic operators					
1	Fishermen and ancillary workers	5	0	Fish landing site	21.5.22
2	Women fish smokers	4	4	Fish smoking site	21.5.22
3	Operators of passenger/goods canoes	8	0	Landing site	19.5.22
5	Food vendors	20	20	Ferry terminal	18.5.22
6	Taxi drivers	17	0	Ferry terminal	18.5.22
7	Colanut vendors	3	3	Ferry terminal	18.5.22
8	Fruit sellers	5	5	Ferry terminal	18.5.22
9	Sellers of clothes/shop keepers	14	1	Ferry terminal	18.5.22
10	Fishermen at Bund Road	54	16	Bund Road	14.7.22
Total		117	49		
Interested Parties					
10	National Environment Agency	4	0	NEA	13.5.22
11	Gambia Ports Authority	5	1	GPA	???
12	Department of Fisheries	6	1		8.6.22
13	Gambia Maritime Administration	2	0	GMA	31.5.22
14	Department of Parks and Wildlife Management	3	1	DPWM	31.5.22
15	Department of Water Resources	3	0	DWR	5.5.22
16	Banjul City Council	5	0	BCC	18.5.22
17	National Roads Authority	1	0	NRA	12.5.22
Total		29	3		

In their response, the traders and other operators expressed concern on the impact on their livelihood and income sources. In this regard, some of them wondered what they would do should they have to leave the site, and cannot be accommodated at the new location. Some of the points of concern raised include:

- how soon will the Project start?
- we have been working here for the past 30 years, and with such short notice some of us will find it hard to find alternative sites.
- if compensation is to be paid, how will it be done?

Consultations were conducted with the cake vendors, canoe operators, and women fish smokers and shrimp fishermen; Figures 4.1 and 4.2 present the consultation sessions with some of the economic operators, and Figure 4.3 shows the meeting with the Chief Executive Officer (CEO) of Banjul City Council (BCC) at his office. Appendix 4.1 presents the list of the economic operators during the various meetings, and Appendix 4.2 presents the list of Government officials who were consulted; Appendix 4.3 presents the summary of the views and concerns expressed at the various meetings.

Figure 4.1: Meeting with the canoe transporters at the fish landing site in Banjul



Source: SD F Ltd, 2002

Figure 4. 2: Consultation at Bund Road

Source: SD F Ltd, 2022

Consultations with government agencies

In addition to the consultations with the traders, formal consultations with Government institutions were undertaken, for their support is critical to the success of the ARAP process, and indeed the entire Project. Continuous engagement with these regulatory and public service authorities is often beneficial because they may have long-established relationships with affected PAPs and indeed other Project activities as well.

This category of stakeholders included the CEO of BCC, Department of Lands and Surveys (DLS), National Roads Authority (NRA), and the National Environment Agency (NEA), Department of Water Resources, Department of Fisheries (DOF), Gambia Maritime Administration (GMA), etc. The list of institutions consulted, and the summary of the minutes of the consultations are attached as Appendices 8.2 and 8.3 respectively.

Figure 4.3: Meeting with the Chief Executive Officer (CEO, BCC)



Source: SDF Ltd, 2022

Future consultations

Bearing in mind the various economic and livelihood activities taking place within the ferry terminal, the spirit of meetings and consultations should continue during the validation and implementation of all the safeguards documents including the ESIA/ESMP and the ARAP.

CHAPTER 5: COMPENSATION PLAN

5.1 Establishment and communicating cut-off-date

The cut-off-date for being eligible for compensation and/or resettlement assistance was 30th June 2022, which was the last day during which the census and the socio-economic survey was completed. Beyond this date, aggrieved PAPs' complaints will be addressed by the Grievance Redress Committee (GRC) located at the GPA as indicated in the Public Notice exhibited as Appendix 5.1.

5.2 Eligibility criteria

According to the Banks' policies, any person, community or institution that suffers a loss of assets (land, building, business); or loss of earnings or access to productive resources, as a result of the Project is eligible for compensation and/or resettlement assistance to offset such loss and enable the restoration of living conditions to a state better or equal to the pre-project situation. The eligibility criteria include:

- persons with formal legal rights to economic assets (including customary and traditional rights recognized under Gambian laws);
- persons who do not have such formal legal rights to land or business site at the time of the census but have a claim to such land or site or assets (provided that such claims are recognized under the laws of The Gambia, or become recognized through a process identified in the ARAP);
- persons who have no recognizable legal right or claim to the land or site they are occupying;
- eligibility is determined based on the census of the PAPs carried out while preparing this RAP.

Table 5.1 .Eligibility criteria

Affected Assets/ units	Type of impact	Entitled units	Eligibility criteria	Entitlement
N/A	Disruption of income flow		Based on the census of the PAPs that was conducted out while preparing this RAP	Refund of loss of earnings

5.3 Proof of eligibility

Proof of eligibility of the PAPs will include various forms of evidence including the following:

- PAPs with formal legal rights, documented in the form of certificates endorsed by the relevant local Authority as required by law;
- alternative means of proof of eligibility will include witnessing or evidence by recognized local authority such as the Leader/President of the “Trader Group” (like-businesses), or even fellow economic operators within the sites.

5.4 Notification

All the affected traders and operators were notified in several ways, including one-on-one notification during the socio-economic survey, and also during earlier public consultations.

In addition, series of public announcements of the ARAP process was made over the national radio (Radio Gambia) in four slots/languages (English, Wolof, Mandinka, and Fula) for two days. Furthermore, announcement of the process was carried in two national dailies (the Point Newspaper and The Foroya) for two days on both newspapers. Appendix 5.2.1 is a copy of the announcement.

5.5 Principles and applicable rate

It will be noted that the scope of this valuation covered the livelihood and income losses due to the works. In addition, it considered disturbance as appropriate. Therefore, the policy adopted to justify the type of assistance to the economic operators at the ferry terminal and Bund Road is as follows:

For the operators at the ferry terminal the rate of resettlement assistance was determined from the consultations with the PAPs from two elements; the type of business and the apparent value of the stock on display at the time of the survey to determine the actual/potential daily earning.

For the Bund Road fishers, the resettlement assistance for the fishermen was determined from the discussions and their indication of a minimum of D1000 per day for 15 fishing days in the month. Therefore, within a month he could be inconvenienced by the construction works for 15 days. With an estimate of 30 days’ duration for the works around their landing base, 15 days’ support will be adequate at D1000/day.

For the women fish mongers and processors, resettlement assistance was determined from the consultations; they indicated an income range of D500- D1000 daily. Thus an average of D750 will earning for the woman.

In this regard the computation matrix will be as indicated in Table 5.2 below. The Justification is based on the fact that:

- that there will be temporary disruption of daily income flow during the process of relocation of the ferry terminal when operators have to wind down their operations (for at most 3 days);
- that there will be temporary disruption of daily income flow of the fishermen and women processors during the construction of the road at Bund Road for at least 15 fishing days in the month. Where the works last 30 days, they will be inconvenienced for only fifteen days;
- the disturbance and other incidental contingencies based on the level of inconvenience, (expressed as percentage of the total disruption of daily income flow - 20% is adequate.). The sum of the two estimated values gives an adequate and fair amount of assistance to the PAPs.

Table 5.2: Computation matrix

Sub project location	PAP ID	PAP name	Rates used to compute assistance		
PAPs at the Ferry terminal					
			Daily earning (D) x 3 days	20% of daily earning x 3 days	Total assistance (D)
PAPs at the Bund Road					
			Daily earnings (D) x 15 days	20% of daily earning x 15 days	Total assistance (D)

Appendix 5.3 and Appendix 5.4 (for the PAPs enumerated at the ferry terminal and Bund Road respectively) show the list of PAPs and the Entitlement Matrix which indicates their respective resettlement support.

5.6 Compensation disbursement responsibility

This Section describes the process of disbursement, or payment of the resettlement assistance to the PAPs; the process defines the main steps to be followed to support the PAPs fairly and equitably. It involves key steps which are all important for the success of the process.

5.6.1 Compensation payment procedures

Disclosure and presentation of the eligibility criteria and principles for the assistance

This first step consists of informing the PAPs of the eligibility criteria adopted as well as the principles for the support, which will guide the estimation of losses due to the possible disruption of their businesses. By consulting the PAPs from start on the fundamental principles that will form the basis of all decisions on the assistance, it is possible to reduce significantly future complaints. Building a broad consensus on the basic assumptions, when they are deemed to be fair and equitable, facilitates the acceptance of compensation estimates. Vulnerability criteria will be verified for PAPs and they will also be taken into account in the rest of the procedure.

Presentation of the estimated individual and collective losses

This step will consist of presenting to PAPs, on an individual basis, the results of their estimated losses and to determine by mutual agreement whether this estimate is acceptable. This process will be accompanied by presenting to the PAP the justification of the calculation so that each can assess the merits of the compensation or assistance offered. The PAPs will also be informed of the options available to them (including the option of taking complaints and grievances to the GRC).

Even though the PAPs were informed during the public consultations, census and socio-economic survey, it will still be necessary for them to judge whether they are satisfied or not with the options offered, as well as knowing their right to contest the assistance offered, and to be informed of the remedies available to them.

Payment of resettlement assistance

When agreement on the resettlement assistance is concluded and finally validated by the GPA/PIT, the latter proceeds to carry out the payment with diligence. The assistance must be paid before the affected person's economic activities are disrupted as covered by the agreement, or before the person has to relocate to "follow" the ferry to the new location.

Given the relatively small amounts of money due to some of the PAPs, it is recommended that they be paid in cash. However, should any of them prefer to be paid in check, the Project should pay them in check.

In the case where the PAPs wish to be paid in cash the PIT will prepare a General Payment Voucher listing the PAPs and the amount due to each. In this regard, the Project's Financial Manager or his/her representative will call up the PAPs, after giving them sufficient notice and information on the date and time for the payment.

Where a PAP could not produce his/her identification documents during the census and economic survey, it is recommended that the Leader of the respective "Trader Group" to which he/she belongs, or any elder present during payment should be able to verify that the right person is being paid, especially in the cases where the PAPs do not provide sufficient documentary proof of their identity.

5.7 Assistance for vulnerable persons

Vulnerability within the context of this RAP includes the lack or weak ability of a PAP to avail himself/herself of the benefits of the Project based on his/her gender, physical, or economic and financial condition. The vulnerable groups encountered in this Project included the old and elderly (over 70 years old), and persons with disabilities.

In this regard vulnerable household members for some of the PAPs encountered at the ferry terminal include 11 persons with different forms of disability, (elderly women, elderly men, hard of hearing, and mental health issues). At the Bund Road, 17 household members of the PAPs were enumerated with different forms of disability. Thus, a total of 28 vulnerable household members were enumerated.

Where necessary these PAPs will be assisted in any way that will make their access to the benefits easy. For example, given the relatively large sum of moneys for some of them in this process, should they wish to open bank accounts the Project will assist them. Where food supplies are to be provided as is proposed here the Project will ensure they receive the items at home.

The RAP will provide for this category of PAPs with assistance in the form of sanitation materials in view of the apparent resurgence of the COVID-19 in the country. The lists of vulnerable groups for both the ferry terminal and Bund Road are attached as Appendix 5.2 and Appendix 5.3 respectively. Assistance will be provided for these persons. See Table 5.3 below for details.

Table 5.3: Proposed support to vulnerable groups

Item	Quantity	Unit price (D)	Total (D)
All members of the Vulnerable Group			
Disinfectants, masks, soap, drum for water & hand sanitizer	28 sets	5,000	140,000
Rice (50kg)	28 sets	1,600	44,800
Sugar (50kg)	28 sets	2,400	67,200
Cooking Oil (20 liter)	28 sets	2,400	46,800
Grand total			298,800

5.8 Livelihood restoration support

According to the Banks’ policies, economically displaced persons (even those who are without legally recognizable claims) should be compensated for lost assets, loss of earnings, etc. Given that the operators’ revenue flow will be disrupted during the implementation of the works at the ferry terminal and Bund Road their vulnerability will be further increased, especially the women.

The percentage of women recorded at the ferry terminal succumbing to malaria is more than 54%, whilst the men account for 27%. At the Bund Road, out of the 35 persons recorded for malaria 30 of them are women. In the course of the discussions, some of them expressed the need for support to improve their business and their status. In this regard, the Project will provide additional support to the women in the form of a one-time payment of D10, 000 per woman, to invest into their current business.

The total number of operators is 76 (60 at the ferry terminal and 16 at the Bund Road). There will be no need to train them in another type of business or occupation; they said they will continue in this trade as this is what they are more comfortable with.

Physical relocation measures (current conditions of resettlement sites, environmental management, integration with host populations, etc.)

The Project has no land-take impact to warrant physical relocation of PAPs. All relocation activities were carried out under a different national program for which all resettlement issues were concluded before the onset of this Project. Therefore, there are no resettlement sites and management of integration with host communities.

During the works at the relocation site (approx. 300 m away) the PAPs will continue to occupy their current sites until when the works are completed for the ferry to move. They will only begin to move to the new terminal site after the works. At the Bund Road, the fishermen will move away from the road side to the inner part of the fisheries jetty. They will return to their base at the road side after the works.

CHAPTER 6: GRIEVANCE REDRESS MECHANISM

This Chapter presents the mechanisms to address grievances, and to prevent conflicts because regardless of its scale, involuntary resettlement inevitably gives rise to grievances among the affected population. Therefore, timely redress of such grievances is vital to the satisfactory implementation of resettlement plans and to the completion of the Project on schedule. In this regard, a mechanism to address grievances, and to prevent conflicts which may occur during RAP (and indeed the entire Project) implementation, will need to be created; it will include specific procedures to ensure the ethical and confidential management of SEA/SH-related claims.

Grievance Redress Mechanism (GRM) is a process whereby complaints and grievances relating to the Project, and emanating from members of the public and persons affected by the Project will be channeled and addressed in a fair manner. It is aimed to provide a trusted way to voice and resolve concerns linked to the Project, and to be an effective way to address affected persons' concerns without allowing it to escalate resulting in delays in project implementation. The process will continue to function, for the benefit of the affected persons, during the entire life of the project including the defects liability periods

6.1 Objective

The objectives of the grievance redress mechanism are to:

- provide an inclusive, effective and responsive avenue for affected persons to express their concerns and resolve disputes that are caused by the Project;
- promote a mutually constructive relationship among PAPs, government and Project proponents;
- prevent and address PAP's concerns;
- assist larger processes that create positive social change;
- identify early and resolve issues that could lead to judicial proceedings or project implementation delays.

It will be noted that the GRM will be guided by the principles of transparency, fairness, objectivity and independence, simplicity and accessibility (for PAPS and other stakeholders); responsiveness and efficiency; speed and proportionality; participatory and socially inclusive.

6.2 Potential grievances/disputes

Potential complaints and conflict that may arise due to the Project activities will include:

- PAPs not identified;
- PAPs identified and not listed;
- inadequate assistance and related information;
- complaints in the amount of assistance and rates used;
- delay in disbursement of assistance;
- SEA/SH complaints during Plan implementation.

6.3 Redress process

The main objective of this procedure is to provide a functional and easily accessible mechanism to address complaints and grievances arising out of the implementation of this Plan, and indeed all project-related activities. The process involves the following steps, and the responsible agents are indicated in the Table 6.1 below. Figure 6.1 depicts the flow chat of the redress process.

Complaints can be lodged verbally or in written form, by email, or anonymously through writing to the PIT, via telephone (the Project's Social Safeguards Specialist as the Focal Point), but all cases must be properly documented indicating at least the name (the name of who received the complaint in case of anonymous complaint), nature of complaint, the date and time of receipt.

The information on an anonymous complainant must be confidential, especially when related to the identity of the complainant.

Table 6.1 Proposed grievance mechanism

Step	Process	Description / Required Action	Time-frame	Responsible Agency / Person
1	Receipt of complaint by the Secretary of the Committee	Document date of receipt, name of complainant, nature of complaint	1 day	Social safeguards specialist
2	Acknowledge receipt of grievance	By letter, email, phone	1-5 days	PIT Safeguards specialist
3	Screen and establish the foundation or merit of the grievance	Visit the site; listen to the complainant; assess the merit	7-10 days	GRC members including the complainant or his/her representative
4	Implement and monitor a redress action	Where complaint is justified, identify and carry out the redress	15 days or at a time specified in writing to the complainant	PIT/Technical Director and Safeguards Specialist to coordinate the implementation of redress action
5	Extra intervention for a dissatisfied scenario	Review the redress steps and conclusions, provide intervention solution	2 weeks of receiving status report	GRC to review and react
6	Judicial adjudication	Take complaint to court of law	No fixed time	Complainant

6.4 Redress arrangement/levels

Local (project site) Level

At the local/beach/terminal level, a PIT staff will work closely with the aggrieved trader/economic operator to clarify and resolve any misunderstanding that could give rise to conflicts or further complaint. In many cases, the types of grievances at this level often relate to issues of inventories, requests for information, or to activities that have yet to take place, such as disbursement of assistance which can be directly addressed by the PIT, or Project team leader on the beach.

As noted above, SEA/SH-related claims will be handled under separate grievance redress procedures, and such claims must likewise never be subject to an informal resolution or mediation process.

However, given that GRM is a new approach in project management in the country, and most people interviewed are not familiar with its operations, some of the institutions interviewed expressed interest in developing their capacities in the process of GRM management. Typically, the issues of managing SEA/SH were expressly mentioned as an area of need for capacity building. Thus a training budget will be provided by the Project in the sum of US \$10,000. Does not apply. It is the same level as the Project GRC which will be located at GPA/PIU.

Project Grievance Redress Committee

The second level is when the dispute cannot be resolved at the beach level; in this case the affected persons will be advised to lodge a complaint to the GRC (based at the GPA), and the Project staff should advise the parties on how, and where to file the complaint.

The GRC will be chaired by the Technical Director, GPA, and the other permanent members of will be NEA, DLS, and DOF, and BCC. The ad hoc, or non-permanent members are listed below. Where traditional and administrative procedures fail to resolve disputes, the aggrieved party has the right to take the matter to the courts in accordance with the Constitution of The Gambia and other applicable national laws.

Under this Project it is proposed that the GRC should consist of permanent members and ad hoc members. The Permanent members will be:

- The Technical Director of GPA
- The PIT (including the Social Safeguards Specialist who shall act as Secretary to the Committee);
- Executive Director, NEA;
- Director, Department of Lands and Surveys;
- Director, Department of Fisheries;
- CEO, BCC.

The ad hoc members will be:

- Specialized Government institutions (Ministry of Women's Affairs, Social Welfare Department) who will be co-opted into the Committee depending on the type of complaint to be addressed);
- 3 representatives of PAPs (1 male and 2 female) from the ferry terminal economic operators

The functions of the GRC include:

- publicize within the list of affected persons the functioning of the grievance redressed;
- procedure established; receiving and logging complaints and resolving disputes; verify grievances and their merits;
- recommend to the PIT solutions to such grievances;
- communicate the decisions to the Claimants;
- ensure that all notices, forms, and other documentation required by claimants are made available and understood by the PAPs;
- implement and monitor a redress action;
- ensure documentation of all received complaints and the progress of remediation for future reference.

National legal level

If the PAP is not satisfied with the decision of the GRC, he or she will be advised to seek redress through the legal system as provided for in the Gambian Constitution, 1997 and other relevant laws. Any PAP affected will be exempt from all administrative and legal fees incurred pursuant to the grievance redress procedures. GRC logistics (costs of litigation, inspection, training), redress compensation, and court processes should be borne by the Project.

In the development of this RAP during the consultations, the proposed GRM/GRC was described and explained in detail to the PAPs at every opportunity. Comments were received to the effect that this approach is a novelty in Government projects.

To make the GRC more accessible, the Safeguards Specialist of the Project should provide his/her contact details to the PAPs in case there are any complaints to be made; the complaints could be both during RAP implementation as well as Project implementation in general.

6.5 Operational Budget for the GRC

The Project Coordinator will provide the necessary budget for the operation for the GRC as indicated in the Table 6.1 below.

Table 6.1: Operational Budget for the GRM process

	GRM activity	Total cost (US \$)
1	Allowance to support personnel and logistics including meetings of GRC members	5,000
2	Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM	10,000

3	Secretarial costs (for editing complaint forms and reports)	6,000
4	Communication costs of the Chairmen of the two GRCs (Site level and PIU level)	2,000
5	Travel, verification and investigation costs	12,000
Total		35,000

CHAPTER 7: MONITORING/ EVALUATION AND REPORTING

Monitoring of RAP implementation is a requirement that must be carried out regularly for effective management and implementation of the resettlement process. Resettlement monitoring and evaluation will focus mainly on the implementation of resettlement (i.e., compensation for displacement and loss of livelihood).

7.1 Process monitoring (internal)

Internal Monitoring

There are essentially two types of monitoring that will be carried out. Internal monitoring and evaluation of Plan implementation will be carried out on a continuous basis by the PIT to ensure that all planned activities within the report are on track. This will be the responsibility of the Safeguards Specialist. NEA will liaise and support the PIT. The monitoring system will:

- provide timely information about the implementation of the Plan;
- report any grievances that require resolution;
- document timely completion of the Project resettlement obligations, etc.

Given the exigency of making available the requisite quantitative and qualitative information/statistics for external monitoring, a database will be created, and periodic report database will be continuously updated with respect to changes that occur on the ground as resettlement and compensation are being implemented. This will ensure factual, reliable and avoidance of under reporting on all aspects of the Plan, and indeed all Project activities) and also keep the Project abreast with changing realities.

It is important that feedback is provided to the various stakeholders and agencies involved in the process so that identified problems can be resolved and avoided for the remainder of the resettlement process. Specifically, the Safeguards Specialist at the PIT will prepare fortnightly reports on progress (especially in the support and assistance of PAPs) and the level of participation of PAPs. These reports will be submitted to the PIT/MD/Project Coordinator/PSC

for transmission to the Banks. The PIT will compile the reports to make an integrated resettlement report in the annual monitoring and evaluation report to the Banks.

7.2 Evaluation

Whereas monitoring of the resettlement process is normally the responsibility of the PIT or PIU, evaluation is normally undertaken by an external agency. The method associated with this monitoring is to get both objective information and PAP perception. This is to determine whether the Plan has been properly designed and executed.

The following are the objectives of the evaluation:

- general assessment of the compliance of the implementation of the Plan with the general objectives and methods as set in the Banks' policies;
- assessment of the compliance of the implementation of the Plan with the relevant national laws, regulations and the Bank's policies;
- assessment of the consultative procedures that took place at individual and Trader Groups group trader levels, together with the relevant government agencies;
- assessment of fair, adequate and prompt assistance as they have been implemented;
- identification of actions, if any, to improve the positive impacts of the Project and mitigate its possible negative impacts.

Indicators for monitoring and evaluation

Evaluation indicators

The evaluation indicators are summarized below:

- number of PAPs, number of stakeholder engagements conducted; duration of such sessions;
- compensation disbursed by type/ category of PAP;
- % or number of grievance(s) received, number resolved and number left unresolved and why;
- % or number of potential adverse impacts identified, number resolved;
- % or number of PAPs compensated, or supported and % or number that have regained their incomes and activities.

7.3 Purpose and Responsibility

Then purpose of the monitoring process is to:

- alert PIU and the GPA Management where issues are going wrong, and to track RAP implementation, and to make sure its targets are being met;
- provide timely information about the valuation and negotiation process;
- report any grievances that require resolution; and document timely completion of the sub-project resettlement obligations for all permanent and temporary loses, as well as unanticipated, additional construction damages.

7.4 Monitoring indicators for RAP implementation

The monitoring indicators can be summarized as follows:

- number of public meetings held;
- number of PAP effectively affected;
- number of PAPs who have been supported;
- number, and value of cash payments made;
- grievance redress procedures in place and functioning;
- number and type of grievance redress applications, type of grievance made, and manner of resolution;
- issues brought to the notice of the PIT handling the resettlement process by PAPs, and the mode of settlement used.

7.5 Monitoring of the Stakeholder Engagement, Communication and Outreach Plan

It is important to monitor the on-going stakeholder engagement process to ensure that consultation and disclosure efforts are effective, and in particular that stakeholders have been meaningfully consulted throughout the process. Two keyways of doing this will include:

i. Reviewing of engagement activities in the field

In the course of engagement with stakeholders, the PIU will:

- Assess meetings using a feedback evaluation form or asking questions to participants to ensure that messages are being conveyed clearly;
- Use engagement tools such as:
 - stakeholder database;
 - Log or Issues and Response Table;
 - keep meeting records of all consultations.

ii. Reporting on stakeholder engagement activities performance

This will be done following the engagement sessions conducted in the field, to assess and evaluate performance and effectiveness of the process. Periodic evaluation of performance will assess the extent to which the engagement activities and outputs meet those outlined in this SEP. The following indicators will be monitored:

- Materials disseminated: types, frequency, and location;
- Place and time of formal engagement events and level of participation including by specific stakeholder groups (e.g., women, youth, community leaders);
- Number of comments received assessing the topic, type of stakeholder and details of feedback provided;
- Numbers and type of stakeholders who come into contact with the PIU/NAWEC/SDF by mail, webpage and any other means of communication;
- Meeting minutes, attendance registers and photographic evidence;
- Comments received by government authorities, village leaders and other parties and passed to the PIU/NAWEC/SDF;
- Numbers and types of feedback and / or grievances and the nature and timing of their resolution;
- The extent to which feedback and comments have been addressed and have led to corrective actions being implemented.

7.6 Reporting (frequency and responsibility)

The Social and Environmental Safeguards Specialist at the PIU/PIT will be required to provide monthly reports on progress on the implementation of the RAP including the compensation of PAPs and the level of their participation in project activities. These reports will be submitted to the Project Coordinator for transmission to the Project Steering Committee and the Banks.

The PIU will compile the monthly resettlement reports and make an integrated resettlement report in the annual monitoring and evaluation report to the GPA Management, the AfDB, and EIB.

CHAPTER 8: RAP FORMULATION AND IMPLEMENTATION PLAN

The Plan's implementation schedule is provided in Table 8.1 below. It includes the duration and timing of the key milestones and tasks, and covers the period from the preparation of the Plan through the payment of the support and assistance to the PAPs, to the final independent monitoring and evaluation exercise. It will be emphasized that the Plan's implementation has to be completed, and PAPs adequately assisted before any civil work can commence.

Table 8.1: RAP formulation and implementation schedule

Activities/Tasks	Weeks												Responsibility
	June 2022				July 2022				August 2022				
Cut-off-date	30 th June 2022												
Preparation of RAP													Consultant
Review and Final RAP approval													PIT/Banks
Disclosure of RAP													PIT/Banks
Execution of the ARAP implementation process													
Appointment of a person in charge of the management and the internal monitoring of the complaints													PIT
GRM implementation													
													PIT/GPA
Compensation and assistance of PAPs													
Approval and transfer of funds													PIT/GPA/Banks
Presentation of assistance and support PAPs													Consultant/PIT
Compensation of PAPs													Consultant/PIT
RAP implementation monitoring and evaluation													
Monitoring of the compensation procedure													PIT
Monitoring and resolution of complaints and submission of periodic activity reports													PIT
Completion Audit of the implementation of RAP													Consultant

The implementation of the RAP is expected to take twelve weeks from the preparation of the Plan report through the payment of assistance to the PAPs, to the monitoring and independent evaluation exercise. It is important to note that the Plans' implementation has to be completed, and the PAPs fully assisted before any civil work can commence.

CHAPTER 9: ESTIMATED BUDGET FOR RAP IMPLEMENTATION

The estimated budget for the implementation of the Plan is indicated in Table 9.1. The grand total for the RAP implementation process, (including resettlement support of PAPs, assistance to vulnerable persons, and livelihood restoration support) is estimated at D5,100,646.40 (US \$102,012,928.00). The funds for the resettlement process will be provided from the resources of the Government of The Gambia, and all the payments to PAPs will comply with the relevant Gambian legislation and the Banks' requirements. The funds will be disbursed in the same manner as the funds for the other components of the Project (i.e. direct transfer to bank accounts of the respective beneficiaries, or other appropriate means).

Table 9.1: Budget for the implementation of the RAP

S/N	Activity/Item	Total (D)	Total US \$
		Source of funding	
		GOTG	GOTG
A	Support to PAPs		
1	Resettlement support for temporary disruption of economic activities	1,295,424	25,908.48
2	Assistance to vulnerable people	298,800	5,976.00
3	Livelihood restoration	770,000	15,400.00(i ncluding
Subtotal		2,364,224	47,284.48
B	GRM implementation		
4	Allowance to support personnel and logistics including meetings of GRC members	250,000	5,000
5	Capacity building of GRC members Capacity building and information dissemination and sensitization of the GRM	500,000	10,000
6	Secretarial costs (for editing complaint forms and reports)	300,000	6,000
7	Communication costs of the Chairmen of the two GRCs (Site level and PIU level)	100,000	2,000
8	Travel, verification and investigation costs	600,000	12,000
Sub total		1,750,000	35,000
C	Monitoring and evaluation of RAP implementation		
9	Monitoring and evaluation of RAP implementation (including filed visits, meetings, report writings, etc)	250,000	5,000
10	Completion Audit of the implementation of the RAP	500,000	10,000
Sub total		750,000	15,000

Total – A + B + C			
11	Contingency (10% of resettlement support cost)	236,422.40	4,728.44
Grand total		5,100,646.40	102,012,928

CHAPTER 10: DISCLOSURE

The disclosure of the Plan will be made on the websites of the two Banks, as is required under the Banks' disclosure policies.

CHAPTER 11: CONCLUSION

With the implementation of the mitigation measures in both the ESIA and the RAP, the overall negative economic and social impacts of the Project will be minimal, and the result of the port expansion will lead to the overall economic development of not only the PAPs but the whole country as well.

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GoTG (1994) National Environment Management Act
GoTG (2002) Local Government Act
GoTG (2010) The Women's Act
GoTG (2010) The Women's Act
GoTG (2014) EIA Regulations
GoTG (2022) Environmental and Social Impact Assessment (ESIA) for the 4th Banjul Port Expansion Project
NEA (1999) Environmental Impact Assessment (EIA) Guidelines
NEA (1999) Environmental Impact Assessment (EIA) Guidelines
Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat
UN Convention on the Elimination of all Forms of Discrimination Against Women (CEDAW) (1979)

APPENDICES

Appendix 3.1: Socio-economic Survey Questionnaire

SOCIOECONOMIC SURVEY FOR THE 4TH PORT EXPANSION PROJECT – BANJUL
JUNE/JULY 2022

SOCIOECONOMIC ATTRIBUTES

Name of interviewer:

Date.....

Introduction: We are employed by the Gambia Ports Authority (GPA) to conduct a study on the proposed 4th Port Expansion Project, and this includes a survey on the situation of individuals potentially affected by the proposed project.

We would like to talk to you about related subjects, and this interview usually takes about 30 minutes. Following this, we may request to conduct additional interviews with you or other individual members of your household. All the information we obtain will remain strictly confidential.

SECTION A: IDENTIFICATION OF PROJECT AFFECTED PERSONS (PAPS):

Name of PAP.....

Address.....

Tel. No. of PAP..... Nationality

ID Card No:.....

Sex of PAP: 1 = Male..... 2 = Female.....

Age of PAP.....

Marital Status of PAP: (1) Single..... (2) Married...(3) Divorced...(4) Widow/Widower.....

Number of spouse(s)

If PAP skip to Question 10

If not the PAP, name of respondent.....

Tel. No. of respondent..... Nationality of respondent.....

ID Card No of respondent.....

Sex of respondent: 1=Male..... 2=Female.....

Age of respondent.....

Relationship of respondent to PAP (**Please tick only one**)

(1) Spouse of PAP.... (2) Son of PAP..... (3) Daughter of PAP..... (4) Father of PAP.... (5) Mother of PAP..... (6) Brother of PAP..... (7) Sister of PAP..... (8) Other (Specify) :.....

NB: All the following questions relate to the PAP

Name of Household Head:Telephone No.....

Address if different from above.....

Sex of household head: (1) Male..... (2) Female.....

Relationship of the household head to the PAP (**Please Tick One**)

(1) Self ... (2) Spouse of PAP..... (3) Son of PAP..... (4) Daughter of PAP... (5) Father of PAP.... (6) Mother of PAP..... (7) Brother of PAP... (8) Sister of PAP... (9) Other (Specify):...

How many persons live in your household(s) (i.e. eat from the same pot)?

14. How many persons in your household fall into the following age categories?*(on a separate sheet list the persons' names, age, and sex to complete Table below)*

CATEGORIES	MALE	FEMALE	TOTAL
0-4yrs			

5-9yrs			
10-14yrs			
15-19yrs			
20-24yrs			
25-29yrs			
30-34yrs			
35-39yrs			
40-44yrs			
45-49yrs			
50-54yrs			
55-59yrs			
60-64yrs			
65-above			
Total			

What is your main occupation at this location?

Shop keeping; selling clothing and related items: (2) selling cola/bitter cola:
(3) selling food; breakfast/lunch: (4) selling cold drinks/water: (5) selling praying mats and
beads: (6) selling cakes/pastry: (7) selling cigarettes/tobacco/matches/: (8) Other
(Specify).....

How long have you been operating at this location?.....

Where do you travel from to come here?

How many days in the week do you come to work at this location?

How much money do you make a day?

For what purpose is the income used for?

(1) Food (2) Education (3) Health (4) Agriculture (5) Other (Specify).....

What main and secondary activity is the PAP involved in?

CATEGORIES	ACTIVITY / OCCUPATION	
	MAIN	SECONDARY
Agriculture		
Fishing		

Hunting		
Craft making		
Trading (any of the above in Q.15)		
Public service		
Private company employment		
Self-employment		
Housewife		
Others (Specify)		

22. How many members of your household are engaged in the following?

CATEGORIES	MALE	FEMALE	TOTAL
Agriculture			
Fishing			
Hunting			
Craft making			
Trading (any of the above in Q.15)			
Public service			
Private company employment			
Self-employment			
Housewife			
Unemployed			
Others (Specify)			
Total			

23. If there are unemployed members, what is the reason for unemployment?

Physically/mentally challenged (2) Illness... (3) Looking for employment... (4) Still going to school (5) Other (Specify).....

24. How many vulnerable people do you have in your household?

none (2) elderly women (at least 65 yrs.)elderly men (at least 70yrs)..... (3) persons living with disabilities.....(Specify):

hard of hearing (2) *Blind* (3) *mental health* (4) *crippled*. (5) **Physical illness** (6) **Other** (Specify).....

25. Do you own any of the following assets?

Assets	Yes	No
Mobile telephone		
Television		
Refrigerator		
Radio		
Electrical power generator		
Vehicle		
Animal drawn equipment		
Land		
Livestock – Type and How many		

26. What is the highest educational qualification of the PAP?

- (0) None (1) Lower Basic (2) Upper Basic (3) Senior Secondary (4) Vocational (5) Tertiary
(6) Madrasa/Koranic (7) Adult literacy

27. How many members of your household (s) fall under the following educational categories?

CATEGORIES	MALE	FEMALE	TOTAL
No education			
Lower Basic (Attending)			
Lower Basic (Completed)			
Upper Basic (Attending)			
Upper Basic (Completed)			
Senior Secondary (Attending)			
Senior Secondary (Completed)			
Vocational education (Attending)			
Vocational education (Completed)			
Tertiary (Attending)			
Tertiary (Completed)			
Adult literacy (Attending)			
Adult literacy (Completed)			

28. What is the most common disease/health condition you suffer from, if any?

- None (2) Malaria (3) Diarrhea...(4) HIV Aids...(5) Diabetes (6) Hypertension (7) Cancer
(8) Respiratory disease (9) Others (Specify).....

29. How many members of your family suffered from the following health conditions in the past 3 years?

CATEGORIES	MALE	FEMALE	TOTAL
Malaria			
Diarrhea			
HIV Aids			
Diabetes			
Hypertension			
Cancer			
Respiratory disease			
Other (Specify)			

SECTION B: AFFECTED PHYSICAL STRUCTURES

30. Please list the physical structure (s) you have at this location that will be affected by the Project.

- 1.
- 2.....
- 3.....

31. How will each be affected? Please explain

32. When did you put up the structure (s)?

33. How did you acquire the space?

34. From whom did you acquire the space?.....

35a. Do you pay rent to GPA per month rent? (1) Yes.....(2) No..... If Yes go to 35b

35b. How much do you pay per month?

36a. Do you pay Business License to BCC per year? (1) Yes (2) No..... If Yes go to 36b

36b. How much do you pay to BCC per year?

SECTION C: FRUIT TREES (MANGOS, COCONUT TREES, ETC.)

38. What type of fruit trees belong to you at this location that will be affected by the Project?

- (1) Mangos -No...(2) Coconut- No...(3) Banana – No...(4) Others, specify (name & No.)
-


39. How many of the fruit trees are fruiting? (Please specify per species)

40. In your estimation how many kilos does a fruit tree bear per season in your locality? (Use table below)

Type of fruit Tree	Potential Yield/Season (kg)	Actual Yield/Season (kg)
Mango		
Coconut		
Banana		
Paw-paw		
Others (Specify)		

THANK YOU!

Appendix 4.1 List of economic operators who attended the various consultations sessions



SUSTAINABLE DEVELOPMENT FOCUS LTD.
Sahel, WAIS Knowledge Campus, MDI Road Kanifing
Tel: (220) 9235151 | 9204411 | 7954318
Email: sdfocus5@gmail.com

(Taxi Driver)
in Banjul

Time: 12:55 pm

Date: 18-05-22

Consultation form: The Banjul Port 4th Expansion Project Phase 1
Ferry Terminal Drivers (Taxi & Small Vans.)

Name	Institution/Community	Position	Telephone
Aly mbye	Member, Gambia's Transport Union	President, Ferry Terminal Taxi group	7086200
Ahmad Gaye	Ferry Terminal Taxi	advised	7086112
Sunkaron Saine	Ferry Terminal Taxi	Driver	7593399
Omar Jaffeh	Ferry Terminal Taxi	Driver	7292931
Alupie mbye	"	Taxi Driver	7180805
Modou Ceesay	"	Taxi Driver	7295845
Musa Saine	"	Taxi Driver	7282966
Ousman Bah	"	Taxi Driver	7340970
Musa Bah	"	Taxi Driver	7525724
Saidou Bakjah	"	Taxi Driver	7611355
Ousman Leigh	"	Taxi Driver	7188490
Papi Tambis	"	Taxi Driver	7652822
Thomas Jaye	"	Taxi Driver	2201011
Foday Dausa	Ferry Terminal Taxi	Taxi Driver	3296354
Amadou Cham	"	Taxi Driver	9948309
Papa Matar Turay	"	Taxi Driver	7626050
Nasirou Jallow	Ferry Terminal Taxi	Taxi Driver	7043577



SUSTAINABLE DEVELOPMENT FOCUS LTD.
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Tel: (220) 9235151 | 9204411 | 7984318
Email: sdfocus6@gmail.com

Time 14 05 PM

Consultation form: The Banjul Port 4th Expansion Project Phase 1

Date: 18-05-22 = Women Vendors At the Exit Gate (ferry Terminal Banjul)

Name	Institution/Community	Position	Telephone
Sadio Sey	Vendors Ferry Terminal	leader	5192166
Jainaba Dumbaya	Vendors Terminal	Vendor	7146250
Haddy Dabe	ferry terminal	Vendor	3722260
Sorany Sallah	ferry terminal	Vendor	9470387
faton Tamba	ferry terminal	Vendor	7415086
Mariam Bangors	ferry terminal	Vendor	2912255
Yahaddy Jally	ferry terminal	Vendor	7080790
Sumon Haros	ferry terminal	Vendor	7241687



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Email: sdfocus8@gmail.com

(Banjul Terminal)

15:00PM

Consultation form: The Banjul Port 4th Expansion Project Phase 1

Date: 18-05-22, Passenger Terminal Vendors.

Name	Institution/Community	Position	Telephone
Kaddy Jammeh	Terminal	Vendor	26001087
Natoma Cham	Terminal, Passenger area	Vendor	2291388
Ada Asammeh	Terminal, Passenger area	Vendor	7457998
Maxime Bah	Terminal, Passenger area	Vendor	3903564
Nday Jallow		Vendor	7256184
Aminator Suwanch		Vendor	2056765
Yassin Jatta		Vendor	7980078
Isha Jallow		Vendor	7442604
Amie Sambou		Vendor	2146923
Sally Bayo		Vendor	7744573
Aud Jagne		Vendor	2140233
Ellen Jahn		Vendor	9938741
Isofor Jassi		Vendor	2038130
Bintou Kade Jafel		Vendor	7576811
Natoma Jafel		Vendor	7894107
Hadd Sany		Vendor	7844407
Elize Jeff Gomez		Vendor	2679846
Isofor Jafel	Passenger Terminal area	Vendor	2298809
Janeh Sae	Passenger Terminal area	Vendor	3140845
Nday Yassin Jafel	Passenger Terminal area	Vendor	7354666



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Tel: (220) 9235151 | 9204411 | 7984318
Email: edfocus@gmail.com

Banjul
Canoe/Boat transporters
of passengers and goods
to Barrs.

Time: 10.05am

Consultation form: The Banjul Port 4th Expansion Project Phase 1
Date: *19-05-22* *Canoe/Boat Transporters of Passengers and Goods.*

Name	Institution/Community	Position	Telephone
<i>Aldoulie faal</i>	<i>Transporters of passengers & goods</i>	<i>leader/supervisor</i>	<i>3191061</i>
<i>Yankuba Cady</i>	<i>passenger transport</i>	<i>labourer</i>	<i>5846289</i>
<i>Momodou Lami</i>	<i>goods transporter</i>	<i>boat driver</i>	<i>11</i>
<i>Alyouba Jallow</i>	<i>goods transporter</i>	<i>labourer</i>	<i>5406289</i>
<i>Lamin Mboob</i>	<i>passenger transport</i>	<i>labourer</i>	<i>3146431</i>
<i>Mestephe Senko</i>	<i>goods transporter</i>	<i>canoe driver</i>	<i>5129128</i>
<i>Pidau Cherif</i>	<i>passenger transport</i>	<i>canoe driver</i>	<i>8645832</i>
<i>Abdullie Jallow</i>	<i>Gambia Maritime Agency</i>	<i>safety inspector</i>	<i>3142074</i>

Appendix 4.2: List of Government officials consulted



Dept. of water resources Banjul

SUSTAINABLE DEVELOPMENT FOCUS LTD.
Sahel, WAIS Knowledge Campus, MDI Road Kanifing
Tel: (220) 9236151 | 9204411 | 7984318
Email: sdfocus@gmail.com

Consultation form: The Banjul Port 4th Expansion Project Phase 1

Date: 08/05/22; Dept. of Water Resources.

Name	Institution/Community	Position	Telephone
Lamin Mai Tourey	Dept. of water resources	Director	7049757
Dr Peter Cobba	Dept. of water resources	chief, meteorologist	7984317/9925245
Landing Bojang	Dept. of water resources	chief, hydrologist	2573151
Ken Johnson	CITUSCAPE	consultant	7773021
Cherno K. Jallow	G.P.A (P.E.T)	Engineer	2526127
memedou chon	SDF	consultant	7458510
Imreid Enah	A.S.R	Senior Officer	-



SUSTAINABLE DEVELOPMENT FOCUS LTD.
Sahel, WAIS Knowledge Campus, MDI Road Kanifing
Tel: (220) 9235151 | 9204411 | 7934318
Email: adfocust@gmail.com

Time: 10:00am

Date: 18-05-22
Consultation form: The Banjul Port 4th Expansion Project Phase 1

(BCC)

Name	Institution/Community	Position	Telephone
Mustapha Bachilly	BCC	CEO	7955545
Yusufu Tallon	Acting BCC Director	Admin Director	9 020063
Alhagie Taly	BCC	Manager (Waste)	7785824
Katim Touray	BCC	Dev. & Planning Manager	9906801
Omar Touray	BCC	Deputy CEO	—
Koum Cham	SAF	MS	7488510
Abdouline Mameh	SAF	Architect	7744411
Ebrima Sanyal	SAF	Technician	7507314

Appendix 4.3: Summary of views and comments expressed during the consultations

	Remarks
<p>Consultant’s opening remarks</p>	<p>At each of the locations visited, the Consultant gave an introduction on what the Project is about; that it is a project funded by the African Development Bank (AfDB), the European Investment Bank (EIB) and the Government of the Gambia (GoTG). It is called the 4th Port Expansion Project under the auspices of the Gambia Ports Authority (GPA). The ongoing ESIA studies will be based on the following sub components:</p> <p>Expansion and modernization of the container terminal; Expansion of the existing jetty by at least 345 meters; Relocation of the Banjul ferry terminal; Relocation of the headquarters of the GPA; Completion and widening of the Bund road access.</p> <p>The Consultant reminded the meetings of the benefits of the Project to the entire country, and specifically in the reduction of ship waiting time to avoid surcharges and demurrage payments; provision of additional capacity to meet current and future traffic requirements including container traffic; improvement of port efficiency to enhance the country’s global competitiveness to access both regional and international markets.</p> <p>At the same time the Consultant indicated the potential negative environmental, social and economic impacts of the Project. These would include impacts on the marine environment (during dredging, and other construction activities) and Project facilities due to climate change; impact on livelihoods of persons operating within the existing ferry terminal and the Project’s sphere of influence; potential impacts on cultural and historic sites in the process of relocating the ferry terminal; etc.</p> <p>The other reasons for the consultations with them, as explained by the Consultant included the following:</p> <p>To prepare an ESIA report that would evaluate the potential negative environmental and social risks and</p>

	<p>impacts that the Project may have, and to propose ways of mitigating them, and at the same to identify the positive impacts and propose ways to further enhance them</p> <p>To provide information about the Project to the various stakeholders, and to receive stakeholder information on key environmental and social baseline information in the Project area</p> <p>To provide opportunities to stakeholders to discuss their opinions and concerns about the Project</p> <p>To inform the process of developing appropriate management measures as well as institutional arrangements for effective implementation of the Project</p> <p>The stakeholders at the meetings were also informed that a major objective of the consultation is to prepare either a Full Resettlement Action Plan (FRAP) or its abbreviated versions to address the economic and social issues such as loss of earnings or livelihood of project affected persons (PAPs) as a result of the Project.</p> <p>He further informed them about the creation of a Grievance Redress Mechanism (GRM) for conflict prevention and resolution as required under the policies of the funding agencies of the Project. He explained in detail the functions of the process and the creation of the Grievance Redress Committee (GRC) to address complaints and grievances from persons and entities affected by the Project.</p>
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Private operators within the project’s sphere of influence

Date	Name	Designation	Location	Comments/views	Remarks by Consultant
18.5.22	Women vendors (soft/cold drinks)	Ms. SarjoSey (Leader)	Ferry terminal – exit gate for passengers	<p>Relocation of ferry terminal:</p> <p>What is going to be our plight once the ferry terminal moves to a new location?</p> <p>We are quite vulnerable and such decisions and actions may not consider our situation. It is through this petty trading that we support the families and other household needs.</p>	An ARAP will be prepared to address the social impacts

				<p>If we are out of business it's going to bring untold hardship to our families.</p> <p>We plead with the GPA to come to our aid so that we can continue with our activities once the ferry relocates.</p> <p>Due to the small scale and size of our business, even a day's interruption of ferry operations leads to huge financial losses and hardship; we lose income during ferry breakdowns or ferry Ramp repairs when ferry activities come to a standstill.</p>	
18.5.22	Taxi drivers	Mr. Aly Mbye (President of Association)	Banjul-Passenger exit gate of the ferry terminal	<p>Since the ferry service cannot be effective without land transportation, the project should consider a standard car park/garage with all the associated facilities for better and efficient service delivery.</p> <p>The fleet of taxis are all parked on the road leading to the port entrance or to the ferry terminal causing heavy traffic and congestion at all times. This situation in the ferry and port area has become a good breeding area for petty criminals whose activities are causing a lot of losses and harm to women vendors and ferry users.</p> <p>Vehicles parked along the road side are subjected to burglary of personal belongings and vehicle accessories like radios and accessories.</p> <p>We are optimistic that the project and a new ferry terminal will decongest traffic, create good environment for work and discourage petty and organized crime.</p>	
				Relocation of the ferry is long overdue due to the hardship we encountered by the ferry users and us the	

				<p>taxi drivers.</p> <p>We can hardly park conveniently, let alone to be free from vehicle breaking/burglary by criminals who take advantage of the crowded nature of the port and ferry terminal areas.</p> <p>This project, we believe will create decongestion and help free movement of people, luggage, goods in and out of the ferry terminal.</p> <p>A suitable garage should be part of the project to ensure that drivers operate in a far better environment than what prevails at the current ferry terminal.</p>	
18.5.22	Ferry terminal shops, stalls and canteens	Foday Ba Kanyi (President of vendors)	Shops/stalls/ at ferry terminal	<p>On the relocation of the ferry terminal:</p> <p>The ferry terminal has up to twenty (20) shops/stalls owned by the GPA. These stalls/shops are rented out to us at a monthly fee of D1,500, and we pay trade license to BCC and equally pay tax to Gambia Revenue Authority (GRA).</p> <p>If the ferry terminal moves, these canteens /shop shall be demolished and I wonder whether GPA will consider us in their new terminal so that we can continue our activity, or else we would be turned to beggars.</p> <p>We ask the consultants to implore GPA to consider our plight because it's this terminal were we have been doing business for over thirty years. Moving me out of this place without a similar opportunity at the new location will in no small measure impact negatively on me and the entire family and other dependents</p> <p>I have been a vendor of cola nut here for some two decades now and grew gradually to this level. A</p>	

				<p>disruption of the current business will set me back again and I have a large family to look after and I am he is equally aging. This small market cannot be separated from the ferry; we are married to each other.</p> <p>I sell food here, and any new place will need some time for business to pick up and we will be the ones to pay the price.</p>	
19.5.22	Canoe/Boat transporters of goods, luggage, passengers across Banjul-Barra	AbdoulieFaal (Supervisor)	Banjul beach boat crossing point	<p>There are up to forty (40) canoes/boats of which half are involved in passengers, luggage and light load transportation, whilst the other half mostly transports goods ranging from food items, beverages, building materials, etc.</p> <p>Our current location suits us very well because of our close proximity to the ferry terminal as well as to Picton Street which is a key business hub in Banjul with lots of ware houses, stores of food items, building materials, beverages, textile, etc. Moving us to another location will create many challenges especially in the transportation of goods along the Banjul-Barra stretch.</p> <p>Relocating far from Picton Street, means goods can no longer be effectively transported using the current medium which is cheaper, but possibly using the conventional vehicle transport system which could be expensive and will lead to price hikes at the retail outlets.</p> <p>Some operators could lose their jobs or receive less income, and for the laborers their method of transporting goods might not be suitable, and this could render them redundant.</p> <p>Our close proximity to the ferry terminal has been of immense benefit to the ferry service.</p>	

				<p>We have on numerous occasions rescued people who fell off from the ferry into the sea; recovered goods that fell into the water; and even helped the ferry rescue or pull out fallen/ drowned vehicles.</p> <p>Also during rough seas and heavy storms and during high tide and heavy currents, we have always been there to rescue the ferry using our canoes/boats.</p> <p>We are of the view that the ferry operations will continue to seek our services because we have far more experience than the ferry personnel on the waters between Banjul- Barra and beyond.</p>	
				<p>Moving the ferry to around mile 2 will pose a lot of operational challenges to the ferry as this will expose the ferry to the open sea, and the ferry will further face challenges of heavy winds, current and storms.</p> <p>I advise that (based on my experience) moving the ferry terminal along the coastline is not a good technical choice.</p>	
21.5.22	Owners of the canoes/boats that transport goods, luggage, passengers across Banjul-Barra	Alhagie Faye (Alkali of Barra)	Community of Barra, NBR	<p>I welcome the team to my community, I express deep appreciation for the consultation both in Banjul and Barra. I am of the view that if other stake holders in development take such approach, most of the difficulties and challenges highlighted by my community would have been averted.</p> <p>I, Alhaji Jah Sam, I am a retired fisherman and now a canoe/boat owner; a short background on river transportation between Banjul-Barra will indicate that relocation/movement from one area to another along the beach started around 1966 but in spite of the numerous times we were relocated, specific sites were</p>	<p>GPA says the canoe operation in Banjul will not be disrupted</p> <p>Will inform the GPA Management</p>

			<p>provided/located for our operators. Therefore, continuity of our economic activity alongside the ferry operations should be equally considered this time too. We welcome the consultative approach in this project and re-iterate that this is a good sign of governance and should be encouraged at all levels of development.</p> <p>River transportation of passengers and good across Banjul-Barra using canoes and boats has been here for over 100 years. The ferry services started operations when Barra was many decades into the trade and this is the reason why Barra has enormous experience in river transport especial the Banjul- Barra stretch.</p> <p>Our fore-fathers gave land to the ferries to build the infrastructure whose benefit today is cross cutting. To this effect we wish GPA to consider our plight especially our proximity to the business area such as Picton Street.</p> <p>On the possibility of relocation of the ferry terminal in Barra, the Fort Bullen area could be looked into although this could expose the ferry directly to the open sea/ocean and could lead to major operational challenges.</p> <p>The current ferry operations in Barra has led to the heavy traffic within the commercial area of Barra which is next to the ferry terminal premises. The impact of heavy trucks and high vehicular traffic is the reason for damages to road infrastructure within the community.</p> <p>The heavy trucks waiting area is within a road corridor</p>	
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				<p>leading to people’s residence and due to the damage caused by these trucks, the area is heavily inundated and flooded during the rains causing untold hardship to us the residents.</p>	
				<p>Equally due to the increased presence of thousands of travelers daily, the waste being generated is correspondingly increasing and this is posing serious challenges to the community, the VDC and even the area Center. The community had engaged GPA on numerous occasion to pay royalties to the community for repairs of such damage but GPA is of the view that they are regularly paying royalties to Kerewan Area Council (KAC).</p> <p>However, we the community elders are of the view that waste collection is poor and ineffective let alone repair of damage roads and other infrastructure. The inhabitants of the community are paying a heavy price for being host to ferry services.</p> <p>BCC) is supported with 2 waste collection vehicles by GPA but could not do the same for our community or for the KAC.</p>	<p>Will inform the GPA management</p>
				<p>We understand that a private ferry service to operate between Banjul- Barra is being discussed by government and GPA but we, as a community, have not been formally informed let alone be consulted by the relevant stakeholders.</p> <p>In fact, we understand that some of their local partners/players have in the recent past crossed over to conduct some surveys without due process, planning to build the terminal between GGC/GPMB and fort</p>	

				Bullen.	
21.5.22	Artisanal Fishermen	AlhagieKah	Fish landing site Banjul	<p>Since the port expansion is inevitable, I am suggesting that GPA build a standard fish jetty at WhafiNjago (near the Fisheries jetty) in Banjul for us to move and join other fishermen in that area.</p> <p>Modernizing WhafiNjago will improve fishing operations and related activities.</p>	
				<p>Since GPA benefits the entire country and beyond, it's important that they expand to ensure timely availability of goods in the country to avoid frequent price hikes which are partly attributed to slow and expensive port operational charges.</p> <p>We welcome the consultative process and wish to remind my colleague fishermen that WhafiNjago is currently occupied by other fishermen and if we are to move to WhafiNjago GPA must ensure that we are well catered for.</p> <p>In the absence of that I am of the view that staying at the current location is better despite the damages and challenges posed by car power ship.</p>	
21.5.22	Women fish smokers	Bintou Janneh	Beachfront in Banjul	<p>In the past we were around the State House and after many years of operations over there, we were relocated to the current location. After months of struggling to settle down without support, a certain powerful business man claimed to have been allocated the area to build ware houses and our structures/sheds were demolished without any compensation. We had to struggle once again for a couple of months again to get back on our activities. I am afraid that the worst is about to happen to us if this project does not seriously look into our</p>	

				<p>plight.</p> <p>We suggest that GPA expand the jetty/port into the sea and not inland. Port/jetty expansions all over the world are into the seas. Why not GPA? We are women and vulnerable, and such decision making and actions should be highly and seriously considered.</p> <p>I recall the numerous difficulties we went through since we were very young together with our late parents from whom we inherited the trade. I wonder where next, because we need to be along the beach next to the fishermen, fish landing sites, ice plants and preservation and storage area.</p> <p>I have information that GPA intends to send them to the Sanatorium area called Wencho, which for us is a death trap because it's an area where people with deadly infections are isolated/quarantined.</p> <p>The said area is equally close to mile 2 central prisons and this could endanger prisoners and prison operations.</p> <p>I am of the view that we are working closely with the fishermen and if they are moved, let GPA consider moving us together with the fishermen to within the same area so that both can continue to operate as usual. Separating us will hamper fishermen and fish related activities and this could lead to delay in processing and delivery to market centers and could possibly lead to price hikes.</p>	
Remarks and views from Government stakeholders					
Date	Name	Designation	Location	Comments/views	Remarks by Consultant

5.5.22	Lamin Mai Touray	Director	Department of Water Resources (DWR)	DWR has been collecting oceanographic and other atmospheric data for over 70 years, although there is need for massive improvement in the facilities and skills of the personnel.		
				Given the potential impact of climate change on the facilities and project components, the DWR is acutely aware of the challenges the country faces in the next few years if the Project design does not integrate climate adaptation and mitigation measures. We could lose all the investment in the Project.		The ESIA will address this issue
				Can the Project, or the AfDB support the DWR in the development of skills?		This is a possibility that can be studied by the AfDB
				We need to know the projected emission levels of the various points based on which adaptation and mitigative measures will be put in place.		
				Capacity is lacking in telemetry in DWR to be able to measure wave heights, temperature, rainfall, etc.		
12.5.22	Dodou Senghore	Managing Director	NRA	Such a significant project is quite important as its going to impact on the transport and roads infrastructure within the Bund Road and beyond.		
				The Bund Road has been successfully rehabilitated and expanded in the recent past. The road being within a Wetland area was re-constructed through a well-designed reinforced concrete road suitable and adequate for heavy duty trucks and other light transport systems.		
				The road is in perfect shape/order and will not require any major civil works in many years to come. The only pending works is the road shoulder works of 1.5m on		

				<p>either side of the road.</p> <p>Plans are under way to implement axle-load regulations through a standard vehicle weighing bridge.</p> <p>Effective coordination is required with road transport stake holders including GPA for the implementation of the vehicle axle regulation to be spearheaded by NRA.</p> <p>Proper management of the TWNP is required to ensure free flow of water to avoid seasonal flooding during heavy tides and rains.</p> <p>Proper operation and maintenance of the water pumping station along the Bund Road is quite essential to avoid flooding in the area as well as the city of Banjul.</p>	<p>Will be included in the ESMP</p>
13.5.22	Mr. Malick Bah	Director Technical Services Network	NEA	<p>The ESIA study shall outline a comprehensive climate change action plan including adaptation and mitigation activities and this shall be adequately budgeted in ESMP.</p> <p>Also as part of the study, assessments on green gas emissions has to be conducted since port operations are based mainly on fossil fuels.</p> <p>A methodology for estimating GHG emissions using the AFDB GHG accounting tool for the project construction, operations and decommissioning phases should be developed by the Consultant.</p> <p>The Agency will collaborate with the project especially on the climate change issues as well as the CO₂ emission assessment accounting methodology and application tools, because capacity and knowledge in these areas is very weak and this project could serve well as a good starting point for the agency in its monitoring and enforcement of climate change and CO₂</p>	

				<p>emission issues and mitigations.</p> <p>On the TWNP:</p> <p>The wetland should be preserved and protected.</p> <p>The agency is with the view that existing infrastructure within the wetland built in the most recent past is a major concern. To this effect, we have written to the lands Ministry that NEA will no longer grant approval for any investments around the Tanbi wetland.</p> <p>The agency expressed its willingness to collaborate with the relevant stakeholders in order to re-establish the actual size and boundaries of the wetland including GPS satellite coordinates to further enhance monitoring.</p> <p>On the relocation of the ferry terminal:</p> <p>On the possible relocation of the ferries to around opposite mile 2 central prisons, the Agency is of the view that since the area is within a shallow coastline, construction of the ferry terminal and related facilities might need serious dredging.</p> <p>To that effect the ESIA should recommend for a detail engineering study on the oceanography, hydrology and other coastal dynamics to ensure proper engineering works during construction of the terminal in order to avert negative impacts along the coastline.</p>	
18.5.22	Mr. Mustapha Batchily	CEO	BCC	On the port expansion: Council believes that port expansion projects should start considering expanding into the sea and not inland, as this is now the expansion approach in many countries such as neighboring	

			<p>Senegal.</p> <p>Previous port expansions have claimed large amount of land in Banjul and this is reducing the population in Banjul especially Banjul south were a significant percentage of the land is lost due to such expansion projects in the recent past.</p>	
			<p>Expansion of the jetty towards Karpowership, and will displace the fisherman, fish processors and canoe and boat transportation of goods and people across Banjul-Barra stretch.</p> <p>The displacement and disruption of fishing activity will impact on fish stocks in Banjul and this could lead to price escalations. Many of the fish vendors and related activities could lose their income as a result of the project.</p>	
			<p>Center is not happy with structural developments in the wetland but some of the factors and decisions leading to these business structures being licensed to operate in those areas are spearheaded at the level of central government and the Center will have no choice but to comply.</p>	
			<p>Modernization of the water pumping station at Bund Road and re-construction or unblocking the ring canal in Banjul is necessary</p>	
			<p>Effective coordination and advocacy on impact of climate change within the coastline as well as the human activities should be intensified.</p>	
			<p>On waste management, BCC needs to develop a waste management policy/strategy</p>	

				<p>GPA has been provided with a skip bin and trailer where all the waste generated by the port is deposited. The collection is either daily or every two days depending on the level and amount of waste deposited on the trailer.</p> <p>Collects waste along the beach generated by the fishermen, fish processing and related activities where a skip bin is provided around the beach.</p> <p>The existing capacity on waste handling and management is weak; training is required if proper waste management is to take place.</p>	
31.5.22	Abdoulie Sawo	Senior Wildlife Conservation Officer	DPWM	<p>Any development within the Tanbi Wetland should be in accordance with the management plan for the area.</p> <p>It is a Ramsar Site and therefore is of global significance; its integrity should be protected as required under the Convention. Tanbi is second only to the Bijol Island in bird diversity in Gambia.</p> <p>Road development projects along the Bund Road should be carried out in a manner that will protect the wetland.</p> <p>The container terminal that is in the wetland was not subjected to any ESIA in spite of the laid down laws.</p>	
2.6.22	Ousman Ceesay	Deputy Director	GMA	<p>The expansion of the jetty should be considered along the other side of the river mouth such as Lamin, Mandinaring, etc. rather than the proposed location.</p> <p>Segregate the cargo and direct ships to the area to easily remove the current congestion</p>	

				<p>There is a lot of ship wrecks around the Fisheries Jetty which can create safety issues for navigation.</p> <p>In addition, extensive dredging will be required which inherently has environmental impacts to be taken into consideration. Suction dredger is preferable which will discharge onto the shore. The spoils should be managed properly, though.</p>	
8.6. 22	Momodou Saidyleigh	Principal Fisheries Officer	Fisheries Department	<p>Development of the Port is important for revenue generation and competitiveness of the Gambia within the sub region.</p> <p>We welcome and acknowledge the importance of the port expansion in our trade and food supplies and the challenges the country faces if the project fails to be implemented. We hope the expansion project goes as planned.</p>	
				<p>Potential negative impacts should the jetty be expanded towards the Karpowership will include:</p> <p>Impact on the fish landing site Impact on the fish smokers and other ancillary fisheries operators such as the rope makers, fuel suppliers and ice plants in the area.</p>	
				<p>The area is one of the most important fish landing, procession and preservation areas, and once it's significantly impacted by the GPA project, it will bring untold hardship to the fisher folk, possibly leading to fish shortages and possible price hikes.</p>	
				<p>Even though the presence of the Karpowership has reduced the available space for fisheries activities, the current location along the beach is quite suitable for fishing and related activities; the fish processors,</p>	

			<p>smokers, and ice plants, etc. are all within the same area thus making easy access to fish and related services.</p>	
			<p>The presence of an entertainment lodge has equally occupied a good chunk of the fish landing area; we were never informed by the authorities, neither were the fisher folk consulted nor compensated.</p>	
			<p>On the relocation to the fish jetty (WharfiNjago) south west of Banjul:</p> <p>The Fisheries Department looks forward to the jetty expansion but the land/space at the said jetty area may not be adequate for a modern jetty with the requisite infrastructure for major infrastructural works such as modern fish smoking facilities, ice plants, access roads, storage, etc. These should be considered to enhance fishing activities.</p> <p>The current jetty is small and lacks the required infrastructure for proper and safe operations of both big industrial boats and small canoes/boats.</p> <p>The jetty area is said to be very deep and this also poses serious operational challenges to small canoes/boats.</p>	<p>According to GPA, in order to accommodate the suggested infrastructure could interrupt or delay project implementation, which could lead into major project cost overruns, implementation delays and loss of earnings for the GPA.</p>
			<p>With relocation of the ferry to the Bund Road area some negative impacts will include:</p> <ul style="list-style-type: none"> Nearby mangrove ecology Traditional fishermen Oyster harvesters 	

				<p>There is a planned FAO/GAMWORKS TCP project aimed at modernizing the fish smoking huts of the women located near the canoe landing site for Barra/Banjul crossing.</p> <p>The MOU between the FAO/GAMWORKS for the works has been signed and works should begin any time soon. The Port Project must take these planned works into account.</p>	<p>The ESIA will look into the potential cumulative impact of the two projects</p>
8.6.22	PIT members		GPA	<p>The relocation of the ferry terminal, or expansion of the jetty will not remove the canoe operators, the fishermen and women fish smokers, as well as other ancillary service providers such as the nearby ice plants, and rope makers that play a major role in fisheries industry.</p> <p>In case they are unavoidably impacted, stakeholders will jointly work together to ensure that they continue to operate along the beach and within the same area in order to access goods and services from nearby Picton Street.</p> <p>The GPA project team shall endeavor to engage the fisher folk and other relevant stake holders during design to ensure that their area of operation is not impacted as much as possible.</p>	<p>Will be noted in the ESIA</p>
				<p>Those located directly next to the ferry terminal will be transferred to the new terminal where arrangements similar to the current ones will be put in place. However, they will not be moved until all works have been completed at the proposed site, when the ferry should be ready to move to the new location; this will minimize the number of days of lost earnings.</p>	<p>Will be included in the ESMP</p>
				<p>On the possibility of relocating the fishermen and</p>	

			<p>upgrade related infrastructure at the existing jetty at WharfiNjago/Fisheries Jetty, that could lead to increased human and vehicular traffic around the ports and Bund Road which serves as the exit route for goods from the Banjul port to other parts of the country and re-export goods to neighboring countries.</p> <p>Besides, the potential to negatively impact the TWNP will be increased.</p>	
			<p>On relocation of the ferry terminal to Mile 2: We believe this is the ideal location; however, we would recommend further detail studies on the impact of a new ferry terminal and operations, impact of climate change, as well as detail oceanographic and hydrological studies.</p> <p>These studies are quite relevant to ensure that the designs and engineering works of the ferry terminal are of the highest standard for safe, effective and efficient operations.</p>	
			<p>The scope and extent of what could be envisaged in the RAP: Bearing in mind the various economic and livelihood activities taking place within the ferry terminal (traders/vendors ranging from shopkeepers, hawkers, squatters, taxi drivers, etc.) the spirit of meetings/consultations should continue during the ESIA/ESMP development as well as the validation.</p>	

Appendix 5.1: Public notice for consultation and cut-off date**PUBLIC NOTICE – IMPLEMENTATION OF THE 4TH BANJUL PORT EXPANSION PROJECT**

The Government of The Gambia (GOTG) intends to apply for financing from the African Development Bank (AfDB) and the European Investment Bank (EIB) to carry out a feasibility study towards the implementation of the 4th Banjul Port Expansion Project; the Project plans to carry out the following activities:

- i. expand and strengthen the jetty to provide for adequate shipping and container handling capacity at the port;
- ii. widen Bund Road access – to facilitate improved traffic flow in and around the access roads leading to the Port of Banjul;
- iii. relocate the current Head Office Complex of GPA away from the main operational zone;
- iv. construct a new Container Terminal;
- v. relocate the Banjul Ferry Terminal;
- vi. enhance Port digitization.

These developments are all with a view to increasing the terminal areas for the handling and storage of cargo close to the main jetties. Some of the proposed activities, including the construction of the New Head Office Complex, construction of the New Container Terminal and Gate Complex, completion and widening of the Bund Road Access, and relocation of the Banjul Ferry Terminal, may induce involuntary resettlement and restriction on land use.

In accordance with the African Development Bank policy on involuntary resettlement ((Operational Safeguard 2 - OS2) and EIB's Environmental and Social Standards, the Gambia Port Authority (GPA) is required to prepare and implement a Resettlement Action Plan (RAP) with the objectives to:

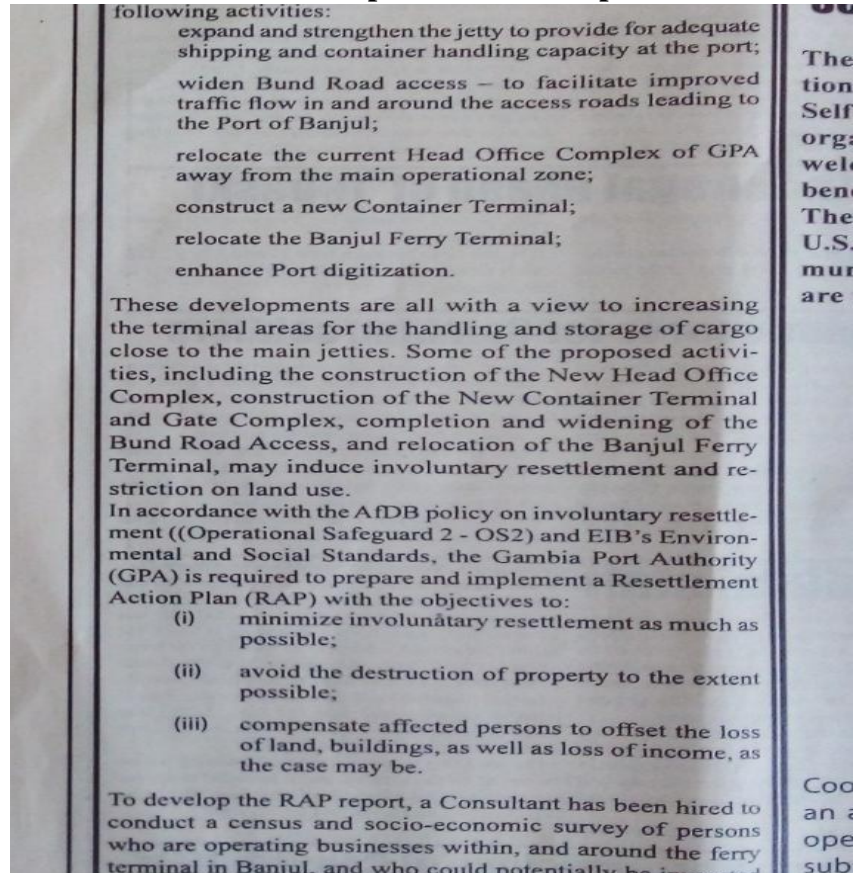
- minimize involuntary resettlement as much as possible;
- avoid the destruction of property to the extent possible;
- compensate affected persons to offset the loss of land, buildings, as well as loss of income, as the case may be.


To develop the RAP report, a Consultant has been hired to conduct a census and socio-economic survey of persons who are operating businesses within, and around the ferry terminal in Banjul, and who could potentially be impacted by the relocation of the ferry terminal. The cut-off-date for this exercise is from Thursday 23rd June to 30th June, 2022 both dates inclusive. Any person who has not been interviewed or counted during this period, or who moves into the area after this time will not be counted in the census.

Please contact the Project Implementation Team (PIT) for further information:

Mr. Kebba Camara Tel: 9960184: email: kcamara@gambiaports.gm

Appendix 5.2: Copies of the Public Notice on the process of development of the RAP




Gambia Ports Authority

PUBLIC NOTICE – IMPLEMENTATION OF THE 4TH BANJUL PORT EXPANSION PROJECT

The Government of The Gambia (GOTG) intends to apply for financing from the African Development Bank (AfDB) and the European Investment Bank (EIB) to carry out a feasibility study towards the implementation of the 4th Banjul Port Expansion Project; the Project plans to carry out the following activities:

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Please contact the Project Implementation Team (PIT) for further information:

Mr. Kebba Camara Tel: 9960184: email: kcamara@gambiaports.gm

Appendix 5.3: List of PAPs and Entitlement Matrix- Ferry terminal

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
TABLE 1: SHOP KEEPING											
1	SK001		Mamadou S. Bah	Male	2882349	150.00	30.00	180.00	540.00	0	540.00
2	SK002		Ma Yerro Sowe	Male	9912596	2,500.00	500.00	3,000.00	9,000.00	0	9,000.00
3	SK003		Abdoulie Jallow	Male	2114122	500.00	100.00	600.00	1,800.00	0	1,800.00
4	SK004		Sheikh Dukureh	Male	2784172	1,000.00	200.00	1,200.00	3,600.00	0	3,600.00
5	SK005		Ebrima Secka	Male	2582933	500.00	100.00	600.00	1,800.00	0	1,800.00
6	SK006		Pap Jaw (Modou Jaw)	Male	7714378	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
7	SK007		IsatouSecka	Female	7024320	2,000.00 1	400.00	2,400.00	7,200.00	10,000	22,200
8	SK008		Sheikh Jack	Male	7327830	700.00	140.00	840.00	2,520.00	0	2,520.00
9	SK009		Abdou Ceessay	Male	7047888	500.00	100.00	600.00	1,800.00	0	1,800.00

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
10	SK009		Omar Fye	Male	7908618	1,500.00	300.00	1,800.00	5,400.00	0	5,400.00
11	SK010		Cherno Jallow	Male	7773651	1,200.00	240.00	1,440.00	4,320.00		4,320.00
12	SK011		AlassanSuwareh	Male	7719541	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
13	SK012		Cherno Jallow	Male	9488976	500.00	100.00	600.00	1,800.00	0	1,800.00
14	SK013		SaineyDukureh	Male	7921222	500.00	100.00	600.00	1,800.00	0	1,800.00
15	SK014		AbibouMbaye	Male	2727391	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
16	SK015		Papa Sow	Male	7474091	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
17	SK016		Cheikh Sow	Male	2670039	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
18	SK017		Khadim Faye	Male	7685262	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
19	SK018		GadiagaKosso	Male	7323642	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00
20	SK019		Momodou Jallow	Male	7569445	2,100.00	420.00	2,520.00	7,560.00	0	7,560.00
21	SK020		Abdoulie Bah	Male	2663629	2,000.00	400.00	2,400.00	7,200.00	0	7,200.00

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
22	SK021		Fodaba Kanyi	Male	2919098/5 913744	790.00 100.00	158.00	948.00	2,844.00	0	2,844.00
23	SK022		Lamin Dampha	Male	9291177	1,500.00	300.00	1,800.00	5,400.00	0	5,400.00
24	SK023		Kebba Makalo	Male	9992766	2,000.00	400.00	2,400.00	7,200.00		7,200.00
25	SK024		Ebrima Barry	Male	9838957/7 332209	1,000.00	200.00	1,200.00	3,600.00	0	3,600.00
26	SK025		Abdou Karim Samateh	Male	7072602/3 704684	1,500.00	300.00	1,800.00	5,400.00	0	5,400.00
27	SK026		Ebrima Jobe	Male	7064283	500.00	100.00	600.00	1,800.00	0	1,800.00
28	SK027		Baboucarr Saho	Male	7862136	1,000.00	200.00	1,200.00	3,600.00	0	3,600.00
29	SK028		Mam Chernon Jallow	Male	7918518	200.00	40.00	240.00	720.00	0	720.00
30	SK029		Abdou Karim Jallow	Male	7545598	250.00	50.00	300.00	900.00	0	900.00
31	SK030		Binta Jobe	Female	7894781	150.00 2	30.00	180.00	540.00	10,000	15,540
32	SK031		KanSaikouBalajo	Male	9448994	150.00	30.00	180.00	540.00	0	540.00
33	SK032		Seedy Hydera	Male	7233016				720.00	0	

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
						200.00	40.00	240.00			720.00
34	SK033		Muhammed Babou	Male	7910125	1,000.00	200.00	1,200.00	3,600.00	0	3,600
35	SK034		Yusupha Jallow	Male	2309747	200.00	40.00	240.00	720.00	0	720
36	SK035		TalebJedou Ely Loute	Male	7901331	2,000.00	400.00	2,400.00	7,200.00	0	7,200
37	SK036		Assan Hydera	Male	7473666	2,500.00	500.00	3,000.00	9,000.00	0	9,000
38	SK037		Rose Bahoum	Female	7097974	2,500.00 3	500.00	3,000.00	9,000.00	10,000	15,900
39	SK038		MuktarrHydara	Male	2307282	150.00	30.00	180.00	540.00	0	540.00
40	SK038		Fatou Ceesay	Female	5827054	1,000.00 4	200.00	1,200.00	3,600.00	10,000	18,600
41	SK039		Dawda Sowe	Male	7110166	2,100.00	420.00	2,520.00	7,560.00	0	7,560
42	SK040		Haddy Chorr	Female	3423902	1,700.00 5	340.00	2,040.00	6,120.00	10,000	21,120
43	SK041		Aliou Ley	Male	7443682	1,800.00	360.00	2,160.00	6,480.00	0	6,480

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
44	SK043		Dawda Faal	Male	7530370	500.00	100.00	600.00	1,800.00	0	1,800
45	SK044		Lena Secka	Female	N/A	1,800.00 6	360.00	2,160.00	6,480.00	10,000	15,648
46	SK046		Alieu Sai	Male	2229793	1,000.00	200.00	1,200.00	3,600.00	0	3,600
47	SK047		AminataDanjo	Female	2597184	500.00 7	100.00	600.00	1,800.00	10,000	16,800
48	SK048		Amie KollehNdure	Female	3460488	500.00 8	100.00	600.00	1,800.00	10,000	16,800
49	SK049		Fatoumatta Barry	Female	3435178	500.00 9	100.00	600.00	1,800.00	10,000	16,800
50	SK050		BubacarrJoof	Male	7689997	3,000.00	600.00	3,600.00	10,800	0	10,800
51	SK051		AbdouSene	Male	7806123	1,500.00	300.00	1,800	5,400	0	5,400
52	SK052		OusseynouDiop	Male	2959075	2,500.00	500.00	3,000	9,000	0	9,000
53	SK053		Musa Hydera	Male	7405081	2,000.00	400.00	2,400	7,200	0	7,200
54	SK054		Abba Badjie	Male	7714005			3,120	9,360	0	9,360

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
						2,600.00	520.00				
55	SK055		Dawda Sowe	Male	7110166	2,000.00	400.00	2,400	7,200	0	7,200
56	SK056		Musa Beye	Male	2480519	2,600.00	520.00	3,120	9,360	0	9,360
57	SK057		Binta Bah	Female	7922531	500.00 10	100.00	600	1,800	10,000	16,800
58	SK058		Modou Jobe	Male	2517749	2,100.00	420.00	2,520	7,560	0	7,560
59	SK059		Mamadou Kanji	Male	7360560	40.00	8.00	48	144	0	144
60	SK060		Ngange Jobe	Male	2018413	2,500.00	500.00	3,000	9,000	0	9,000
SUB TOTAL						79,290.00	15,858.00	95,148	287,928	100,000	423,996

TABLE 2: CAKES AND PASTRY

61	SCP001		Oumo Awa Bah	Female	7241637	1,500.00 11	300.00	1,800.00	5,400	10,000	20,400
62	SCP002		Mariama Camara	Female	2912795	2,500.00 12	500.00	3,000.00	9,000	10,000	24,000
63	SCP003		Kaddy Jammeh	Female	2600437				5,400		

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
						1,500.00 13	300.00	1,800.00		10,000	20,400
64	SCP003		Walley Sao	Female	3140845	1,200.00 14	240.00	1,440.00	4,320	10,000	19,320
65	SCP004		Ndey (Yassin) Jaiteh	Female	7354666	200.00 15	40.00	240.00	720	10,000	15,720
66	SCP005		Ellen Joh	Female	9938741	400.00 16	80.00	480.00	1,440	10,000	16,440
67	SCP006		Momodou Niang	Female	9052207	750.00 17	150.00	900.00	2,700	10,000	17,700
68	SCP007		Babucarr Baye	Female	7091154	2,000.00	400.00	2,400.00	7,200	10,000	22,200
69	SCP008		JainabaDumbuya	Female	7146250	500.00 19	100.00	600.00	1,800	10,000	16,800
70	SCP009		Elizerbet Gomez	Female	2679946	500.00 20	100.00	600.00	1,800	10,000	16,800
71	SCP010		Jainaba Camara	Female	2228090	300.00 21	60.00	360.00	1,080	10,000	16,080
72	SCP011		MaimunaKrubally	Female	5219795	1,500.00 22	300.00	1,800.00	5,400	10,000	20,400

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
SUB TOTAL						12,850	2,570	15,420	46,260	120,000	226,260
TABLE 3: COLD DRINKS AND WATER											
73	SCDW001		Kaddy Fatty	Female	7080980	2,000.00 23	400.00	2,400.00	7,200	10,000	22,200
74	SCDW002		Tida Fatty	Female	3132951	1,500.00 24	300.00	1,800.00	5,400	10,000	20,400
75	SCDW003		Alasana Saho	Male	3550098	2,000.00	400.00	2,400.00	7,200	0	7,200
76	SCDW004		Yassin Jatta	Female	7980078	1,200.00 25	240.00	1,440.00	4,320	10,000	19,320
77	SCDW005		Fatou Tamba	Female	7415046	2,000.00 26	400.00	2,400.00	7,200	10,000	22,200
78	SCDW006		Haddy Jobe	Female	7093791	2,000.00 27	400.00	2,400.00	7,200	10,000	22,200
79	SCDW007		Fatou Sillah	Female	2958052	1,500.00 28	300.00	1,800.00	5,400	10,000	20,400
80	SCDW008		Sadan Sillah	Female	7047713	2,000.00 29	400.00	2,400.00	7,200	10,000	22,200

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
81	SCDW009		Mariama Balajo	Female	7232251	2,000.00 30	400.00	2,400.00	7,200	10,000	22,200
82	SCDW010		Sally Bayo	Female	7744513	2,000.00 31	400.00	2,400.00	7,200	10,000	22,200
83	SCDW011		Jainaba Jallow	Female	5280556	1,000.00 32	200.00	1,200.00	3,600	10,000	18,600
84	SCDW012		Omar Fofana	Female	7845273	400.00 33	80.00	480.00	1,440	10,000	16,440
85	SCDW013		Mam Jarra Secka	Female	7957434	1,000.00 34	200.00	1,200.00	3,600	10,000	18,600
86	SCDW014		Natoma Jaiteh	Female	2480566	1,000.00 35	200.00	1,200.00	3,600	10,000	18,600
87	SCDW015		KumbaJassey	Female	2080193	1,000.00 36	200.00	1,200.00	3,600	10,000	18,600
88	SCDW016		Amie Sambou	Female	2146923	1,700.00 37	340.00	2,040.00	6,120	10,000	21,120
89	SCDW017		Demmu Drammeh	Female		1,500.00 38	300.00	1,800.00	5,400	10,000	19,400
90	SCDW018		SheikhHydara	Male	2368427	1,500.00	300.00	1,800.00	5,400		5,400

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
91	SCDW019		Mussu Ceesay	Female	7102802	1,000.00 39	200.00	1,200.00	3,600	10,000	18,600
92	SCDW020		Alimatou Sarr	Female	7625269	2,000.00 40	400.00	2,400.00	7,200	10,000	22,200
93	SCDW021		Isatou Drammeh	Female	7749612	1,500.00	300.00	1,800.00	5,400	10,000	20,400
94	SCDW022		Natoma Cham	Female	2291388	1,700.00 42	340.00	2,040.00	6,120	10,000	21,120
95	SCDW023		AdamaMamy Bah	Female	3380382	1,700.00 43	340.00	2,040.00	6,120	10,000	21,120
96	SCDW024		IsatouJabbi	Female	2038130	1,500.00 44	300.00	1,800.00	5,400	10,000	19,400
SUB TOTAL						36,700.00	7,340.00	44,040.00	132,120	220,000	460,120
TABLE 4: COLA NUT AND BITTER COLA											
97	SCBC001		Ousman Tanu Jallow	Male	91809859	2,000.00	400.00	2,400.00	7,200	0	7,200
98	SCBC002		Amadou Jallow	Male	7857751	1,500.00	300.00	1,800.00	5,400	0	5,400

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
99	SCBC003		Alima Jallow	Female	N/A	1,000.00	200.00	1,200.00	3,600	10,000	18,600
SUB TOTAL						4,500.00	900.00	5,400.00	16,200	10,000	31,200
TABLE 5: FOOD- LUNCH AND BRAKFAST											
100	SFBL001		Katty Sanyang	Male	7220165	1,000.00	200.00	1,200.00	3,600	0	3,600
101	SFBL002		AlhaphaAdama Jallow	Male	9415252	500.00	100.00	600.00	1,800	0	1,800
102	SFBL003		Aminata Cham	Female	7420777	500.00 45	100.00	600.00	1,800	10,000	16,800
103	SFBL004		Fatoumatta Touray	Female	5053728	400.00 46	80.00	480.00	1,440	10,000	16,440
104	SFBL005		Fatou Saidy	Female	2720273	600.00 47	120.00	720.00	2,160	10,000	17,160
105	SFBL006		Mariama Touray	Female	2867599	1,000.00 48	200.00	1,200.00	3,600	10,000	18,600
106	SFBL007		Mustapha Jammeh	Male	7886986/3 406247/79 41008	100.00	20.00	120.00	360	0	360
107	SFBL008		Sering Gaye	Male	7437899				4,320	0	

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
						1,200.00	240.00	1,440.00			4,320
108	SFBL009		Yassen Jane	Female	7740601	1,600.00 49	320.00	1,920.00	5,760	10,000	20,760
109	SFBL010		Muhamedou Yaya Camara	Male	2077628	1,000.00	200.00	1,200.00	3,600	0	3,600
110	SFBL011		NdiayeMareme	Female	7332871	1,600.00 50	320.00	1,920.00	5,760	10,000	20,760
111	SFBL012		IsatouSecka	Female	7024320	1,700.00	340.00	2,040.00	6,120	10,000	21,120
112	SFBL013		Aja Sanneh	Female	7278079	1,000.00 52	200.00	1,200.00	3,600	10,000	18,600
113	SMF0014		Bintou Touray	Female	3012120	1,500.00 53	300.00	1,800.00	5,400	10,000	19,400
114	FT0015		Sarjo Sey	Female	5192166	1,000.00 54	200.00	1,200.00	3,600	10,000	18,600
115	MK0016		Mumu Kunda Konteh	Female	7716626	2,000.00 55	400.00	2,400.00	7,200	10,000	22,200
SUB TOTAL						16,700.00	3,340.00	20,040.00	60,120	110,000	224,120

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
TABLE 6: CLOTHES AND RELATED ITEMS											
116	SCRI001		Maneneh Drammeh	Male	2063560	2,000.00	400.00	2,400.00	7,200	0	7,200
117	SCRI002		Bintou Kaba Jaiteh	Female	7894318	500.00 56	100.00	600.00	1,800	10,000	16,800
118	SCRI003		Haddy Sarr	Female	7024419	1,500.00 57	300.00	1,800.00	5,400	10,000	20,400
119	SCRI004		Mariama Jammeh	Female	7576811	700.00 58	140.00	840.00	2,520	10,000	17,250
120	SCRI005		MusuJagne	Female	7140233	500.00 59	100.00	600.00	1,800	10,000	16,800
121	SCRI006		Birane Say	Male	7020675	1,500.00	300.00	1,800.00	5,400	0	5,400
122	SCRI007		ModouSecka	Male	2449081	1,500.00	300.00	1,800.00	5,400	0	5,400
123	SCRI008		MbayeYerry Sowe	Male	7828325	500.00	100.00	600.00	1,800	0	1,800
124	SCRI009		Mam Gaye Njet	Female	3817436	1,000.00 60	200.00	1,200.00	3,600	10,000	18,600

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)
125	SCRI010		Muhammeh Bah	Male	7445388	2,000.00	400.00	2,400.00	7,200	0	7,200
126	SCRI011		Lamin Mbye	Male	3690995	1,000.00	200.00	1,200.00	3,600	0	3,600
SUB TOTAL						12,700.00	2,540.00	15,240.00	45,720	50,000	120,450
TABLE 7: MOBILE PHONES/RADIO AND ELECTRONICS											
127	PMRE001		DawdaGindo	Male	7232750	1,000.00	200.00	1,200.00	3,600	0	3,600
128	PMRE002		AdamaBeye	Male	2844972	600.00	120.00	720.00	2,160	0	2,160
129	PMRE003		ChiekhSene	Male	2216161	1,000.00	200.00	1,200.00	3,600	0	3,600
130	PMRE004		NjagaSecka	Male	7052063	2,500.00	500.00	3,000.00	9,000	0	9,000
SUB TOTAL						5,100.00	1,020.00	6,120.00	18,360	0	18,360
TABLE 8: OTHERS											
131	SPMB001		MuhammehBailo Jallow	Male	2982329	1,000.00	200.00	1,200.00	3,600	0	3,600
SUB TOTAL						1,000.00	200.00	1,200.00	3,600	0	3,600
GRAND TOTAL						168,840.00	33,768.00	202,608.00	610,308	610,000	1,220,308

No	PAP ID		Name of PAP	SEX	Tel. No. of PAP	Daily lost earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 3 days (D)	Livelihood support	Total support (D)

Appendix 5.4 List of PAPs and Entitlement Matrix for Bund Road

No	PAP ID	PAP name	SEX	Tel. No	Daily Lost Earning (D)	Incon. (20% of daily earning)	Daily compensation	Compensation for 15 days (D)	Additional Livelihood support for Female	Total support
1	WN001	Ousman Sowe	Male	7076181	850.00	170.00	1,020.00	15,300.00	-	15,300.00
2	WN002	Sainey Nyang	Male	7514341	500.00	100.00	600.00	9,000.00	-	9,000.00
3	WN003	Marie Manga	Female	N/A	600.00	120.00	720.00	10,800.00	10,000.00	20,800.00
4	WN004	Haddy Cham	Female	2713888	600.00	120.00	720.00	10,800.00	10,000.00	20,800.00
5	WN005	Ida Sanyang	Female	7224147	300.00	60.00	360.00	5,400.00	10,000.00	15,400.00
6	WN006	AlagieIbra Sarr	Male	N/A	750.00	150.00	900.00	13,500.00	-	13,500.00
7	WN007	Lamin Chorr	Male	7013208	800.00	160.00	960.00	14,400.00	-	14,400.00
8	WN008	Marrie Manga	Female	N/A	500.00	100.00	600.00	9,000.00	10,000.00	19,000.00
9	WN009	Anna Sambou	Female	N/A	250.00	50.00	300.00	4,500.00	10,000.00	14,500.00
10	WN010	Nyima Khan	Female	2391651	800.00	160.00	960.00	14,400.00	10,000.00	24,400.00
11	WN011	Mass Sosseh	Male	7943833	800.00	160.00	960.00	14,400.00	-	14,400.00
12	WN012	Daniel Senghor	Male	940510	500.00	100.00	600.00	9,000.00	-	9,000.00
13	WN013	MaimunaBahum	Fmale	7023492	350.00	70.00	420.00	6,300.00	10,000.00	16,300.00

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14	WN014	Husainatou Bah	Female	N/A	500.00	100.00	600.00	9,000.00	10,000.00	19,000.00
15	WN015	Kaddijatou Bah	Female	3837081	600.00	120.00	720.00	10,800.00	10,000.00	20,800.00
16	WN016	Jainaba Keita	Female	N/A	400.00	80.00	480.00	7,200.00	10,000.00	17,200.00
17	WN017	Awa Chan	Female	3032882	700.00	140.00	840.00	12,600.00	10,000.00	22,600.00
18	WN018	Abdoulie Bah	Male	3837081	400.00	80.00	480.00	7,200.00	-	7,200.00
19	WN019	Sunkar Manneh	Female	9566001	500.00	100.00	600.00	9,000.00	10,000.00	19,000.00
20	WN021	OumieKandeh	Female	2985212	300.00	60.00	360.00	5,400.00	10,000.00	15,400.00
21	WN022	Awa Buwaro	Female	7475398	500.00	100.00	600.00	9,000.00	10,000.00	19,000.00
22	WN023	Kenbugut Sarr	Female	7575811	500.00	100.00	600.00	9,000.00	10,000.00	19,000.00
23	WN024	Ayoubas Sarr	Male	7466160	500.00	100.00	600.00	9,000.00	-	9,000.00
24	WN025	Omar Sarr	Male	7551135	1,000.00	200.00	1,200.00	18,000.00	-	18,000.00
25	WN026	Yusupha Jobe	Male	7442774	600.00	120.00	720.00	10,800.00	-	10,800.00
26	WN027	Alagie Jammeh	Male	7849220	400.00	80.00	480.00	7,200.00	-	7,200.00
27	WN028	Hamadi Sidibeh	Male	2227732	1,000.00	200.00	1,200.00	18,000.00	-	18,000.00
28	WN029	Augustus Ndare	Male	9917331	600.00	120.00	720.00	10,800.00	-	10,800.00
29	WN030	Papa Dibba	Male	9849781	1,200.00	240.00	1,440.00	21,600.00	-	21,600.00
30	031WN	Ebrima Sarr	Male	N/A	1,600.00	320.00	1,920.00	28,800.00	-	28,800.00
31	032WN	Ebrima Ndong	Male	2846212	1,500.00	300.00	1,800.00	27,000.00	-	27,000.00
32	033WN	SaikouNdong	Male	9822418	1,200.00	240.00	1,440.00	21,600.00	-	21,600.00

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33	034WN	Mamadou Sarr	Male	7806363	500.00	100.00	600.00	9,000.00	-	9,000.00
34	035WN	Amadou Beyai	Male	7626682	1,000.00	200.00	1,200.00	18,000.00	-	18,000.00
35	036WN	Alieu Camara	Male	3146559	666.00	133.20	799.20	11,988.00	-	11,988.00
36	037WN	Abu Gibbeh Marr	Male	7375251	666.00	133.20	799.20	11,988.00	-	11,988.00
37	038WN	Saidoumoussa Marr	Male	N/A	1,000.00	200.00	1,200.00	18,000.00	-	18,000.00
38	039WN	Ceesa Manga	Male	7999237	666.00	133.20	799.20	11,988.00	-	11,988.00
39	040WN	Seedy Samateh	Male	3871099	666.00	133.20	799.20	11,988.00	-	11,988.00
40	041WN	SulaymanDibba	Male	2947496	666.00	133.20	799.20	11,988.00	-	11,988.00
41	042WN	Mamadou Amadou Sarr	Male	7340023	666.00	133.20	799.20	11,988.00	-	11,988.00
42	043WN	Musa Sarr	Male	2720455	1,500.00	300.00	1,800.00	27,000.00	-	27,000.00
43	WN044	SaidouSalifDibba	Male	7260466	650.00	130.00	780.00	11,700.00	-	11,700.00
44	WN045	Sulayman Jaw	Male	7127806	1,200.00	240.00	1,440.00	21,600.00	-	21,600.00
45	WN047	Arafang Sarr	Male	N/A	500.00	100.00	600.00	9,000.00	-	9,000.00
46	WNO48	Lamin Lang Sarr	Male	7644745	1,100.00	220.00	1,320.00	19,800.00	-	19,800.00
47	WN049	Ebrima Bob	Male	7671736	800.00	160.00	960.00	14,400.00	-	14,400.00
48	WN050	Fatou Joof	Female	7570235	300.00	60.00	360.00	5,400.00	10,000.00	15,400.00
49	WN051	YusuphaJoof	Male	7819448	700.00	140.00	840.00	12,600.00	-	12,600.00
50	WN 052	SaikouMaiga	Male	2195713	850.00	170.00	1,020.00	15,300.00	-	15,300.00
51	WN053	SaihouSeneghore	Male	7129963	1,000.00	200.00	1,200.00	18,000.00	-	18,000.00

52	WN 054	Hamadi Jobe	Male	N/A	500.00	100.00	600.00	9,000.00	-	9,000.00
53	WN055	Bubacarr Khan	Male	7024718	200.00	40.00	240.00	3,600.00	-	3,600.00
54	WN056	Amadou Dawda Njie	Male	7693401	666.00	133.20	799.20	11,988.00	-	11,988.00
TOTAL					38,062.00	7,612.40	45,674.40	685,116.00	160,000.00	845,116.00

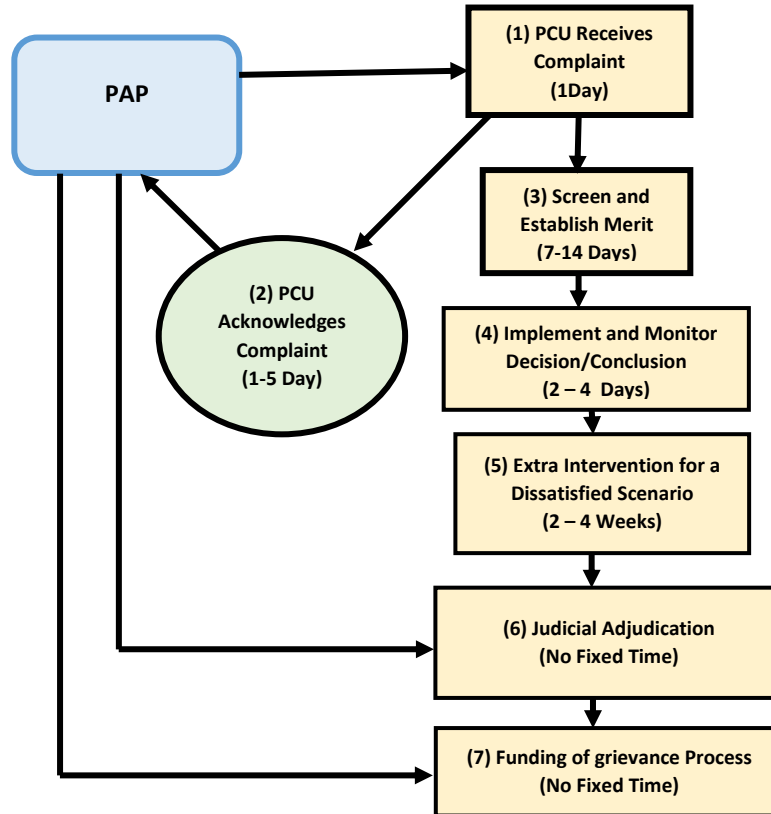
Appendix 5.5: List of vulnerable persons at the ferry terminal

No	Sex	Sex	Tel.	elderly women (at least 65 yrs.)	elderly men (at least 70yrs)	Hard of hearing	Blind	Mental Health	Crippled	Physical Illness	Total
2	Oumo Awa Bah	Female	7241637	0	1	0	0	0	1	0	2
46	Shiekh Seedy Njie	Male	9930061	0	0	0	0	0	0	1	1
51	Abdou Karim Jallow	Male	7545598	1	0	0	0	0	0	0	1
67	SallahKah	Male	7157392	0	0	0	0	0	1	0	1
71	Mustapha Jammeh	Male	7886986/3406247 /7941008	0	0	0	0	0	1	0	1
79	Babucarr Baye	Male	7091154	1	0	0	0	0	0	0	1
96	Demmu Drammeh	Male		0	1	0	0	0	0	0	1
99	Fatou Cham Bodeh	Female	7532752	0	0	0	0	0	0	1	1
100	SheihkHydara	Male	2368427	0	1	0	0	0	0	0	1
108	Sering Gaye	Male	7437899	0	0	0	0	0	1	0	1
				2	3	0	0	0	4	2	11

Appendix 5.6: List of vulnerable le persons at Bund Road

No	PAP ID	Name of PAP	Sex	Tel.	elderly women (at least 65 yrs.)	elderly men (at least 70yrs)	Hard of Hearing	Blind	Mental Health	Crippled	Physical Illness	TOTAL
1	WN010	Nyima Khan	FEMALE	2391651	0	0	0	0	0	0	1	1
2	WN013	MaimunaBahum	Fmale	7023492	0	1	0	0	0	0	0	1
3	WN016	Jainaba Keita	Female	N/A	0	0	0	0	1	0	0	1
4	WN022	Awa Buwaro	Female	7475398	0	0	0	0	1	0	0	1
5	WN024	Ayouba Sarr	Male	7466160	1	0	0	0	0	0	0	1
6	WN025	Omar Sarr	Male	7551135	0	1	0	1	0	0	0	2
7	WN027	Alagie Jammeh	MALE	7849220	0	0	0	0	1	0	0	1
8	038WN	Saidoumoussa Marr	Male	N/A	0	0	0	0	1	0	0	1
9	042WN	Mamadou Amadou Sarr	Male	7340023	0	0	0	0	1	0	0	1
10	WN044	SaidouSalifDibba	Male	7260466	0	0	1	0	0	0	0	1
11	WN047	Arafang Sarr	Male	N/A	0	1	1	0	0	0	0	2
12	WNO48	Lamin Lang Sarr	Male	7644745	0	1	0	0	0	0	0	1
13	WN049	Ebrima Bob	Male	7671736	0	1	0	0	0	0	0	1
14	WN050	Fatou Joof	FEMALE	7570235	0	1	0	0	0	0	0	1
15	WN056	Amadou Dawda Njie	Male	7693401	0	1	0	0	0	0	0	1
TOTAL	17				1	7	2	1	5	0	1	17

Appendix 6.1 : Flow Chart of Grievance Redress Process





WAPCOS LIMITED, INDIA

(A GOVERNMENT OF INDIA UNDERTAKING)

**MINISTRY OF JAL SHAKTI,
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